

Attachment 1

PROJECT SUMMARY

Applicant: LimeBike
Contact Person: Sam Dreiman
Address: 2121 S El Camino Real, B-100 San Mateo, CA 94403
Telephone: 510.710.2684 **FAX:**
Email: sam@limebike.com

RECEIVED

JAN 16 2018

AQMD

Project Description:

We recognize that a large number of El Dorado County employees live in or near Placerville, and that many trips taken by employees are done in cars. Small trips done within 1-2 miles are frequent, particularly around lunch time or for coffee meetings. These unnecessarily increase vehicle emissions, and eliminating these small, quick trips and replacing them with bike rides is an easy, convenient and healthy way to improve air quality.

To execute this project, LimeBike's scope of work will be operating and maintaining a mixed fleet of regular pedal bikes and electric-assist bikes, which will include hiring a local operations team to deploy and rebalance all bikes in strategic locations so that County employees can use them conveniently and easily as a mobility option, rather than using cars. We propose starting with 100 regular pedal bikes and e-assist bikes, the exact ratio of which will be determined later upon mutual agreement with AQMD.

Estimated Emission Reductions/Cost-Effectiveness	
Useful Life of Project (years)	1 year
Total Lifetime Emissions Reduced (lbs. of ROG, NOx, PM-10)	36,000 lbs of CO2
Cost-Effectiveness (total project costs)*	\$118,000
Cost-Effectiveness (AQMD Funded project costs)*	\$50,000

* See Attachment 3 for instructions

Budget Summary	AB 2766 Funds	Matching Funds	In-Kind Match	Total Project Costs
Materials	\$ 0	\$	\$ 76,000	\$ 76,000
Personnel	\$ 0	\$	\$ 40,000	\$ 40,000
Other	\$ 50,000	\$	\$ 2,000	\$ 52,000
TOTAL	\$ 50,000	\$	\$ 118,000	\$ 168,000

Attachment 2

CONTENTS CHECKLIST

Applicant: LimeBike

- Project Summary Sheet (Cover) – page _____
- Request for Proposal Contents Checklist (Second Page) – page _____
- Authorization Letter/Resolution page _____
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- Project Organization/Background – page 7
- Emission Benefits/Cost Effectiveness – page 15
(Must utilize *May 2013 Emission Factors*)
- Work Statement – page 17
- Funding Request/Cost Breakdown – page 17
- Matching Funds – page 17
- Schedule of Deliveries/Self-Monitoring Program – page 15
- Local TRPA Review (If Applicable) – page N/A
- 2 Copies of Proposal – page _____



LimeBike proposal to El Dorado County Air Quality Management District

Neutron Holdings, Inc.

dba LimeBike
2121 South El Camino Real, B-100
San Mateo CA 94403
(510) 710-2684

January 16, 2018

Dave Johnston

Air Pollution Control Officer
Air Quality Management District
345 Fair Lane, Bldg. T-1
Placerville, CA 95667

At LimeBike, our mission is to provide last-mile transportation solutions, helping residents seamlessly transit throughout their neighborhoods and across the community. Moving more than 10,000 residents of Placerville is no easy feat, but we are eager to share how our dockless bikeshare model can help you to reach and exceed your transportation and sustainability goals. At no cost to the city, we are ready and able to provide El Dorado County residents a convenient and easy-to-use dockless bike sharing system that that is an efficient, healthy, and affordable way to get around town. We can help you take the leap to becoming a smarter, more mobile city.

LimeBike is the nation's largest dockless bike sharing company and provide transportation solutions to more than 40 communities across the country. We are extremely proud of our track record of partnering with local officials to build the future of urban transportation from South Bend to South San Francisco, from Imperial Beach to Miami Shores. Further, we take great pride in our relentless focus on the safety and quality of our bikes as well as our commitment to operations, which is best in the industry. Finally, our goal of revolutionizing transportation options across the country means we enthusiastically serve everyone. This means not only providing discounted access to students and teachers but ensuring that no one is denied access due to financial or technological challenges. We will achieve this goal through implementing a robust equity program and look forward to the opportunity to discuss this with you.

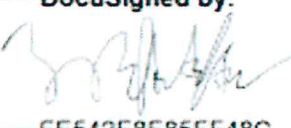
LimeBike's vision is to make the world more sustainable, efficient, and enjoyable. We are revolutionizing urban mobility by helping communities solve first and last mile transportation challenges and providing a system that:

- Supports efficient, affordable, and healthier transportation;
- Complements existing transit programs, reducing congestion & freeing up parking;
- Supports a more vibrant community; and
- Reduces local pollution from short, inefficient trips.

LimeBike is focused on serving communities across the country and our team is committed to the notion of shared mobility for all Americans. Thank you for the opportunity to let us serve Placerville and El Dorado County. We look forward to the opportunity to answer any questions, and eagerly await the opportunity to provide transportation solutions to your residents.

Warmly,



DocuSigned by:

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Toby Sun
CEO and Co-Founder
Neutron Holdings, Inc
dba LimeBike

People authorized to represent LimeBike:

Toby Sun

CEO and Co-Founder at LimeBike
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sam@limebike.com



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Project Description

LimeBike understands the Air Quality Management District (AQMD) of El Dorado County has a primary goal of improving air quality by reducing motor vehicle emissions at the lowest cost per ton of emissions reduced. We propose implementing a dockless bikeshare program that is completely free to the County and AQMD, that operates in specific areas of El Dorado County, such as Placerville and other key areas, and that targets El Dorado County employees (and others) by subsidizing rides for them with grant funds. Our objectives are:

- To reduce motor vehicle emissions by encouraging El Dorado County employees to ride bikes through the LimeBike dockless bikeshare program;
- To operate and maintain an effective dockless bikeshare program so anyone can locate, use and park a bike in an easy, simple, convenient and responsible manner;
- To encourage bike riding overall as a feasible, affordable and convenient mode of transportation and mobility

We recognize that a large number of El Dorado County employees live in or near Placerville, and that many trips taken by employees are done in cars. Small trips done within 1-2 miles are frequent, particularly around lunch time or for coffee meetings. These unnecessarily increase vehicle emissions, and eliminating these small, quick trips and replacing them with bike rides is an easy, convenient and healthy way to improve air quality.

To execute this project, LimeBike's scope of work will be operating and maintaining a mixed fleet of regular pedal bikes and electric-assist bikes, which will include hiring a local operations team to deploy and rebalance all bikes in strategic locations so that County employees can use them conveniently and easily as a mobility option, rather than using cars. We propose starting with 100 regular pedal bikes and e-assist bikes, the exact ratio of which will be determined later upon mutual agreement with AQMD.

As we have done in all 40-plus markets in which we currently operate, we will cover all costs of running a full dockless bikeshare program -- equipment, operations, and maintenance -- at no cost to El Dorado County or AQMD. Grant funds instead will be utilized towards subsidizing rides for employees. LimeBike can collect domain email addresses from El Dorado County so that when an employee signs up with his or her county email address, all rides taken on any LimeBike product will be covered by the grant payment.

We propose offering LimeBike a \$50,000 grant to cover all rides by all County employees for a one-year pilot program period. If there is remaining grant funds following the conclusion of the pilot program period, AQMD can opt to continue the program and continue subsidizing rides. AQMD would also have the option to conclude the program and all remaining funds not spent on ride subsidies would be returned. LimeBike's matching funds would come in the form of covering all costs to operate and maintain the dockless bikeshare program.



If AQMD wishes, this grant can also subsidize rides for the residents of El Dorado County. This would also require an expansion of the program, including an expanded fleet size to cover more cities and areas across the county.

Project Organization and Background

LimeBike was founded on a simple premise: how do we help American communities thrive? Here at LimeBike we answer that question by providing a new, cutting-edge solution to the first and last mile transportation problem – helping people move around their communities in an affordable, convenient, and sustainable manner. We are here to empower Americans to get where they need to go and to provide a dockless bikeshare solution that complements existing transportation options while ushering in the next generation of shared mobility services.

Founded in 2017, LimeBike is a minority-owned American company (EIN: 81-4870517) headquartered in San Mateo, California. Our mission is to revolutionize mobility in cities, corporate campuses, and universities nationwide by providing residents with a safe, convenient, affordable, and viable transportation option that advances sustainability. We achieve these goals by utilizing modern mobile and wireless technologies to make bike sharing universally available and affordable with a dockless, subsidy-free network that is flexible and customizable, does not displace or occupy existing bicycle infrastructure, and can be easily moved in the case of special events, weather, or other public space priorities.

Backed by top-tier venture capital firms, we are able to make our cutting-edge smart bicycles widely available at no cost to host communities. More than that, through hiring local operations staff and partnering with our hosts, we embed ourselves into every market where we operate, responding to on-the-ground conditions, changing consumer demands, and adhering to local ordinances and regulations. Here at LimeBike, we seek to be your partner for the long run. Having recently announced an additional \$50 million in funding, we have the resources necessary to sustainably invest in our technology, operations, and team for years to come.

We are the nation’s leading dockless bikeshare provider thanks to:

- Our focus on the safety and quality of our bikes, which we believe to be the best in the country;
- A sustained effort to reach every member of the communities in which we operate through varied pricing programs and deliberate bike placement;
- Our world-class team and financial backing;
- Industry leading technology and innovation capabilities;
- A focus on collaboration with cities and communities; and
- A proven track record of launching and operating dockless bike sharing programs – including in communities with existing dock-based bike share systems.

By working collaboratively with municipalities and university partners, LimeBike has quickly become the national leader in dockless bike sharing and operate in more than 40 U.S. city and university markets. While



our goal is to operate in every community open to dockless bikeshare, our differentiator is our top-notch operational and leadership teams. On staff we have a number of former carsharing and dock-based bikesharing leaders who helped bring these services to cities large and small across the country. Our team also has broad and deep local, state, and federal government experience and understands the transportation and policy challenges facing communities and universities across the country. It is through our close collaboration with cities, careful focus on operations, and commitment to high quality bikes that we have had such success around the country and have even been selected to serve as the exclusive dockless bikeshare provider in a number of communities.

Operations

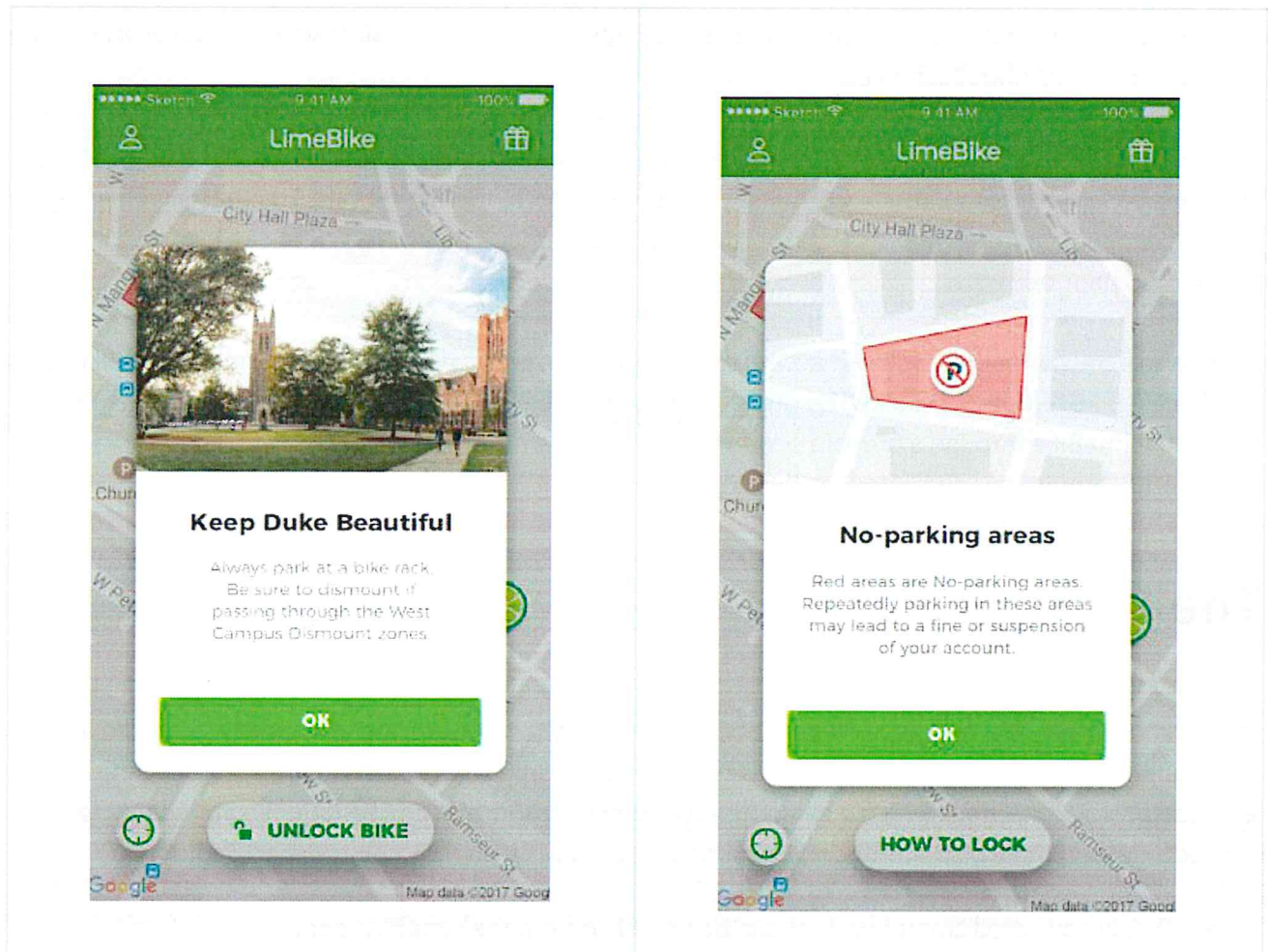
Before deploying bikes, we will work with the community to introduce the concept of dockless bike share, specifically educating riders about parking protocols and identifying areas that are off limits to bike parking. To support these efforts, we can implement a virtual “geofence” in our app, easily identifying certain locations as off limits to LimeBike. Moving forward, we are implementing other enhancements, including gamifying the bike share experience so that customers will be incentivized to ride and park responsibly, or disincentivized for bad behavior. Gamification, in this context, means the addition of subtle behavioral guides typical of game playing (such as financial incentives or competition badges) to encourage responsible behavior.

Various factors contribute to the success in our markets. However, a critical factor to our success is our robust, on-the-ground, operations team. We hire locally, and provide the following services completely free:

- The Daily Patrol Team: This team begins with 2-4 people who will conduct a full sweep of the service area each day. They will re-park any misplaced bikes, fix any bikes that need repair (we’re open to working with any local partners if you’ve already partnered with them for repairs or other bikes services), or bring broken bikes back to the warehouse for repair. The team will also wipe down bikes as they go, and wash bikes that were brought back for maintenance at the warehouse.
- The Quick Response Team: This team begins with 2-4 people and will be available for 12 hours each day on weekdays and weekends. Their job is to respond to all customer complaints within 2 hours and help manage, remove and repark bikes in question.
- The Distribution Team: The Distribution team will remove all bikes idle for more than one week in our bike tracking tool, then redeploy them to higher demand areas to maximize utilization.
- Local Brand Ambassadors: In addition to leveraging the LimeBike Marketing Team, we’ll hire part-time Brand Ambassadors (likely students and advocates in the community) to help educate, promote, and integrate into the local community.

- Customer Service Team: All of our customer service calls are routed to one center in San Mateo, California. When a rider calls 1-888-LIME-345, we can assure 95 percent of calls are answered within 30 seconds and 95 percent of emails are answered within 24 hours. Riders can also contact customer service within the app. When damaged bikes are reported to our customer service team, a customer service agent puts the bike in maintenance mode to prevent another user from riding it. From there, the issue is dispatched to our local operations team who then inspects it within 2 business hours and either fixes it on site or if it is a critical issue, brings the bike back to the local warehouse.

Our app also provides information on local policy such as helmet laws, local right of way regulations, and no-parking areas as in the following illustrations:



Pricing and Payment

LimeBike's dockless "smart bikes" are the most affordable way to get around, period. The system itself is completely free of charge to implement to the county. Members of the community pay only \$1 for a 30 minute ride, regardless of distance. If a rider goes over time, they are simply charged the same flat fee for another 30 minute ride - there is no surge pricing, ever. We also have monthly plans – 100 rides for \$29.95. Regardless of the plan, local university students, faculty and staff pay half price (anyone with a valid ".edu" email address). Our national data shows that an average of 90 percent of all rides are under 30 minutes, with most people riding about 1.3 miles.

At LimeBike, we believe that access to transportation is essential and we work diligently to ensure that everyone has access to LimeBike regardless of financial or technical limitations. To meet this challenge, we have developed a number of programs for low-income community members, who can sign up for discounted memberships.

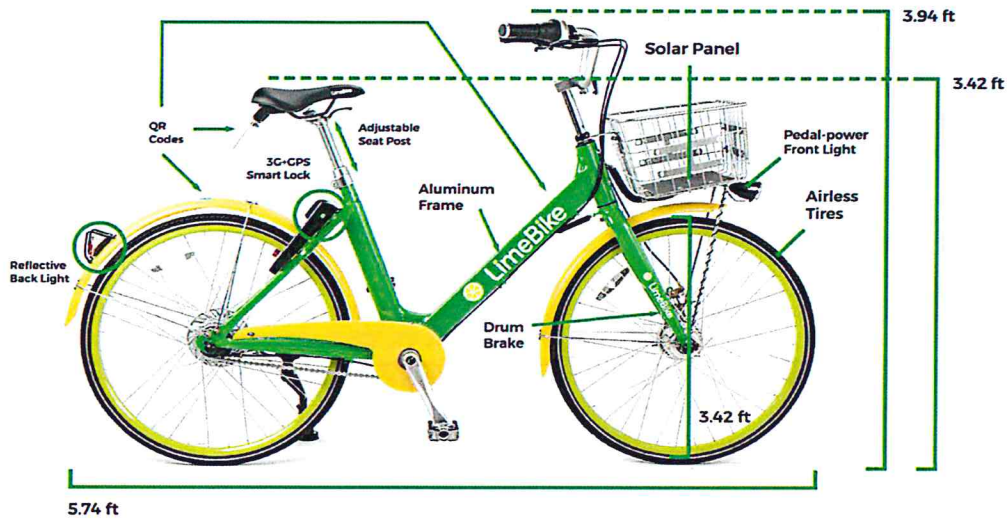
Members of the community without access to a smartphone can call our 24-hour number (1-888-LIME-345) and have a bike remotely unlocked by our team. Finally, unbanked community members can also have access to LimeBike through a prepaid system, where they can load money into an account in small increments through our dedicated on-the-ground team.

The Bike

LimeBike is a smart bike designed in California to provide robust bike sharing networks without kiosk infrastructure. Our GPS enabled bike technology allows riders to locate and unlock any LimeBike using our mobile app and then simply lock the bike in any commonly accepted parking spot. Each bike is equipped with a smartlock which disables the bike when locked, and can be unlocked by scanning the QR code, keying in the plate number, or remote-unlocking. The brightly colored bikes feature:

- A solar-powered smart lock that can be unlocked from the LimeBike app;
- Run-flat (puncture-proof, solid) tires;
- An all-aluminum frame which is strong, rust-resistant, and easily recyclable;
- An adjustable ergonomic seat for maximum durability and comfort;
- A basket with room for a grocery bag, book bag, or other personal items; and
- Front and rear lights and reflective markings to contribute to rider safety and convenience.





LimeBike’s design and specifications are continually updated based on user feedback and testing to create the best riding experience. As of October 2017, all bikes include front and rear brakes, front and rear lights, reflectors, an adjustable seat, a step-through frame, and a front basket/luggage carrier. Please note, that LimeBikes are not designed to be locked to a bicycle rack or any fixed infrastructure.

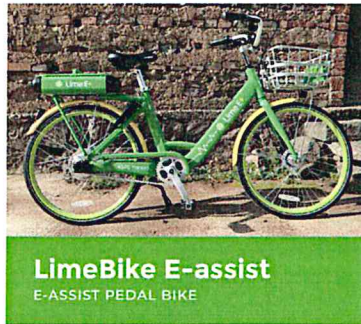
LimeBike meets the standards outlined in the Code of Federal Regulations (CFR) under Title 16, Chapter II, Subchapter C, Part 1512 – Requirements for Bicycles. Additionally, permitted systems shall meet the safety standards outlined in ISO 43.150 – Cycles, subsection 4210 and have been independently tested and meet the safety standards of renowned testing company SGS Global.

We anticipate deploying single-speed or 3-speed or 8-speed bicycles. LimeBike has also worked with communities to customize the outside of the wire bike basket, creating specialized panels to bring awareness to work combating malaria, or to highlight a University mascot.

In addition, we would like to deploy our new electric-assist bikes as part of our dockless mobility fleet. These "e-assist" bikes have a small electric motor to assist a rider’s pedaling. Our industry-leading torque-sensing technology aids a rider such that as he or she expends more effort pedaling the e-assist automatically activates to propel the rider proportionally more than their efforts. LimeBike's new e-assist bikes are ideal for hilly terrain, and for riders who might desire extra assistance or are traveling greater distances. The completely dockless bikes will have a range of 60-80 miles and a top speed of 12 mph. Our Operations team will monitor battery life and conduct battery swaps regularly to optimize the fleet.



Below is a quick flyer on our e-assist bike. Additional technical specifications and certificates are available upon request.



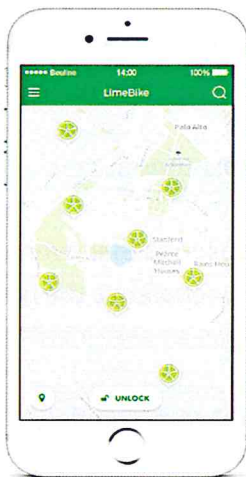
- Brand name:** Lime-E
- Dimension:** 5.74ft long (similar to regular LimeBike)
- Max range:** 62 miles depending on usage
- Max speed:** 14.8 MPH
- Motor:** 250w
- Gear:** Single Speed
- Weight:** 60 pounds (regular LimeBikes 40-45 pounds)
- Battery:** Lithium battery, swappable
- Price for user:** \$1 as the basic unlocking fee, and \$1 for every 10 mins
- Fully charging cycle:** ~ 4 hrs



How to Ride LimeBike

LimeBike is the fastest, easiest way to get around. Riding a bike from start to finish takes only four easy steps. First, the rider downloads the LimeBike app and sets up an account in order to locate available bicycles through the app. The rider then scans the bike's QR code or enters the bike number to unlock a bike. The bike plays a cheerful musical tune to indicate the bike is unlocked and ready to ride. When the rider reaches a destination, the rider parks at any bike rack or appropriate area designated for bike parking. The bike has a rear wheel lock, and the rider locks the bike using the red push button on the lock. The app will confirm the bike is locked and provide a trip summary. Four easy steps: Riders find available bikes, unlock the bike with the QR code, lock the wheel to end the ride, and easily track and pay for the ride (see diagram below).

Step 1
Locate available
bicycle:



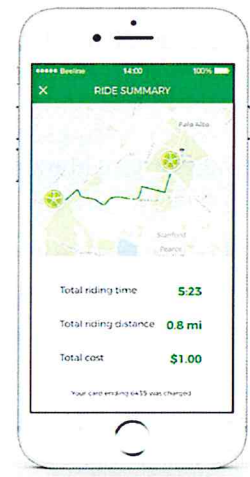
Step 2
Unlock via QR
code or text:



Step 3
Lock the wheel
to end the ride:



Step 4
Easily track and
pay for the ride:



Qualifications and Experience

By working collaboratively with municipal partners, LimeBike has quickly become the national leader in dockless bike sharing. We have been welcomed in every open dockless market in the country, and every pilot we have initiated is operating successfully. It is through our close collaboration with cities, careful focus on operations, and commitment to high quality bikes that we have had such success around the country and are now operating in more than 40 locations. In some cases our pilot programs have already



been extended by unanimous vote of city councils (Greensboro, NC and Key Biscayne, FL). In many of our programs, LimeBike was chosen as a sole operator of a program.

Our first city deployment in Key Biscayne, FL served as a catapult to other cities including:

- Washington, D.C.;
- Dallas, Texas;
- Seattle, Washington;
- Greensboro, North Carolina;
- Miami Shores and North Bay Village, Florida;
- South Bend, Indiana;
- South Lake Tahoe, California;
- South San Francisco, California;
- Aurora, Colorado;
- Alameda, California; and
- Imperial Beach, California, among others.

LimeBike is very close to launching in several more localities across the country as well. In total, we operate more than 30,000 bikes and have supported more than 1,000,000 rides with no fatalities or serious injuries. Please see Appendix A for references and testimonials.

Sam Dreiman, Manager of Strategic Development, has primary responsibility for this contract.

Additional personnel will be assigned to the project when awarded. We propose to hire a manager supported by a full time operations team to conduct daily patrols, moving bikes to rebalance the fleet and repairing bikes as needed.

Where possible, LimeBike recruits and hires members of traditionally under-served communities. We pride ourselves on creatively working with local non-profits on both hiring and partnerships. For example, in Washington, D.C. we are working with GearinUp, a local non-profit that creates career opportunities to teenagers from underserved areas, while encouraging cycling as a practical means of transportation. And, in Alameda and San Jose, California LimeBike works with the Center for Employment Opportunities (CEO) to help employ residents with criminal backgrounds.

Emissions Benefits and Monitoring

We typically measure our impact on emissions reductions by taking distance ridden (in miles) and multiplying it by the average passenger vehicle emissions per mile (411 grams, or .9061 pounds, of CO₂ per mile).¹ This allows us to calculate the amount of emissions saved per ride and total for an entire market. If on average each bike is ridden twice per day for an average of one mile, then the total daily savings on emissions will be around 181 pounds of CO₂. If County employees ride on average 200 days per year, then the yearly savings will accrue to over 36,000 pounds of CO₂.

We would work closely with AQMD to share data and perform a more advanced analysis on exactly how much emissions are saved.

The LimeBike team has experience in warehousing user data for top tech companies with a real-time, robust, and secure data tracking system that acts as the ears and eyes of LimeBike's business. Always putting our riders first, we securely record and store riders' personal information in encrypted databases. We also have access control policies to make sure data is not shared with anyone outside the company, or within the company except for specific administrators for legitimate uses.

Real-time dashboards track the position and usage status of every bike in circulation and major rider actions in the app. This data is all processed anonymously to give us a clear picture of overall rider lifecycles, usage patterns, location of idle or broken bikes, and key performance metrics, without compromising personal privacy. We anticipate working closely with El Dorado County to identify opportunities to improve both the system and local infrastructure.

As part of our partnership, LimeBike will submit a quarterly report (more frequent upon request) to AQMD to assist with enhancements of the bike sharing program. This report will include a summary of the number and status of bikes, total rides, and total riders currently on our platform. It will also include the customer service and operational excellence metrics we are tracking to ensure quality and best quantify the benefits of LimeBike to the County. Below are some components of the customizable report:

- Bike usage (daily/quarterly/annually)
- Total biked miles (daily/quarterly/annually)
- Number of bikes in circulation
- Daily, weekly and monthly active riders (including members/walk-up renters)
- Number and duration of rides / rider / day
- Number and duration of rides / bike / day

¹ <https://www.epa.gov/greenvehicles/greenhouse-gas-emissions-typical-passenger-vehicle>

- Monthly summary of bike distribution and GPS-based natural movement
- Incidents report and resolution with comments/complaints, theft/vandalism, crashes
- Time saved by residents and commuters
- Average repair times
- Greenhouse gas emissions reduced by bike network
- Quantitative (annual) reports on subscriber numbers, trip purpose, customer satisfaction ratings, and target market penetration success rates

We also will provide the County and AQMD with route and ridership information in order to improve bike/pedestrian mobility and safety (see Appendix B for examples). We hope this data will serve to enhance bike ridership and fully integrate bike transportation in the community.

Work Statement

We can begin bringing bikes to Placerville and El Dorado County beginning immediately upon award of the agreement. A key benefit of dockless bike share is that we can stagger our deployment and increase or decrease the number of bikes in operation based on variations in demand and seasonal changes.

We will also be running dockless bikeshare programs in Rancho Cordova and Folsom, and so plan to have our Operations Manager and General Manager from that region also cover El Dorado County and build up the local team. We will also be able to use those same storage facilities to cover our operations in El Dorado County.

Our deliverables will be running a responsible and effective bikeshare program and having quarterly (or more frequent) check ins to share data, discuss areas of improvement, and explore ways to expand the program and promote ridership.

Acknowledgment

LimeBike acknowledges that the funds provided to subsidize rides will be provided by AQMD with AB2766 Funds. We will promote this on all marketing and promotional materials, particularly those geared towards El Dorado County employees.

Breakdown of Costs

Below is a table that breaks down the general per unit cost of running a dockless bikeshare program.

Equipment (cost per pedal bike)	\$400
Equipment (cost per e-assist bike)	\$1000
Facilities (cost per month)	\$500
Operations (cost per hour)	\$15
Maintenance (cost per month)	\$100
Management oversight (cost per month)	\$1000

If we offer a program of 50 regular pedal bikes and 50 e-assist bikes, our fixed costs of equipment and facilities to be in the \$76,000 - \$80,000 range over the course of one year. Operationally, we will have at least one full time operations manager who on average will be paid \$15 per hour and work 40 hours per week. He will be managed by our General Manager that will also cover Rancho Cordova and Folsom; his time and effort dedicated to El Dorado County we estimate at \$1,000 per month. Maintenance costs can vary but generally are in the \$100 per month range. Total yearly cost of everything will be on average \$118,000. All of these costs are incurred by LimeBike, and will not be covered by AQMD funds.

Appendix A: References

Description of Work	Contact Information
<p>LimeBike began serving the Key Biscayne, Florida community in June 2017.</p> <p>http://www.keybiscaynechamber.org/limebike</p>	<p>Todd Hofferberth Parks and Recreation Director Village of Key Biscayne 10 Village Green Way Key Biscayne, FL 33149 305.365.8497 thofferberth@keybiscayne.fl.gov</p>
<p>LimeBike worked closely with the Seattle Department of Transportation to establish the bike share policy for the City of Seattle. Evan has a strong understanding of our bike sharing service and operations, as well as the benefits of a dockless bike sharing program. LimeBike currently operates 3,000 bikes in Seattle.</p>	<p>Evan Corey New Mobility Program Manager City of Seattle Department of Transportation Seattle Municipal Tower 700 5th Ave, Seattle, WA 98104 O: 206.684.4653 M: 206.472.3905 evan.corey@seattle.gov</p>
<p>LimeBike worked with Tim, who leads bike share effort for the city of South Bend, Indiana. We began operations in South Bend in July 2017.</p> <p>https://downtownsouthbend.com/blog/limebike-dockless-bike-share</p>	<p>Tim Corcoran Planning Director Department of Community Investment City of South Bend 227 W. Jefferson Blvd., Suite 1300 South Bend, IN 46601 574.235.7692 tcorcoran@southbendin.gov</p>

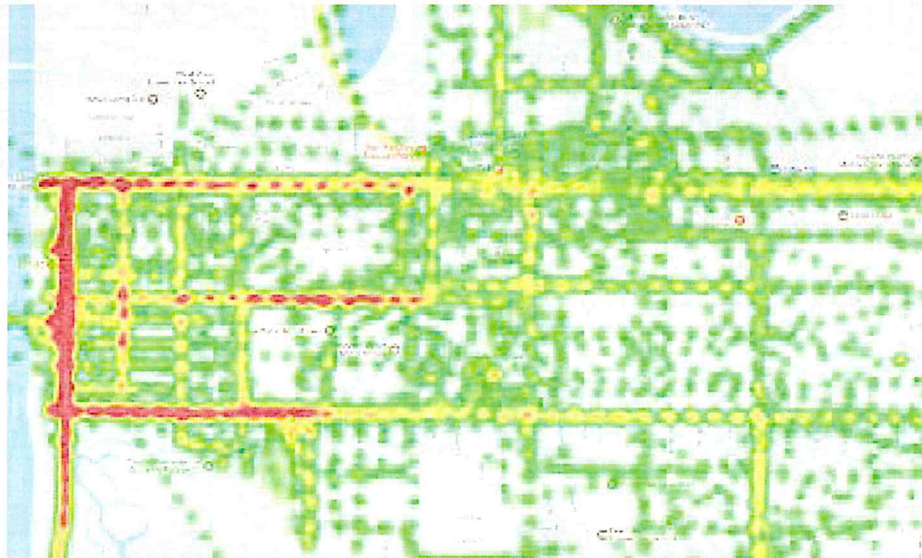
Additional references and testimonials available upon request.



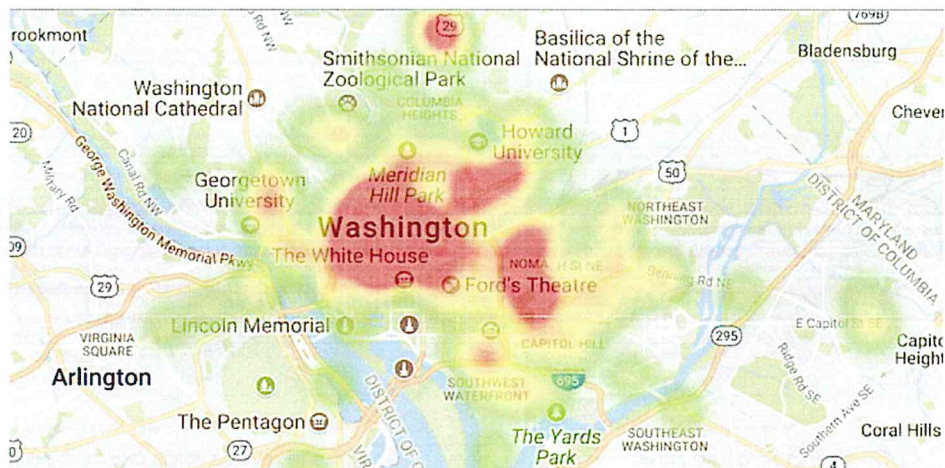
Appendix B: Visual Data

The below city examples are two different types of heat maps. They enable community planners to spot visual patterns immediately. The more heavily LimeBike populated paths are indicated in red, yellow being the next significantly populated routes, and green indicating lightly populated routes.

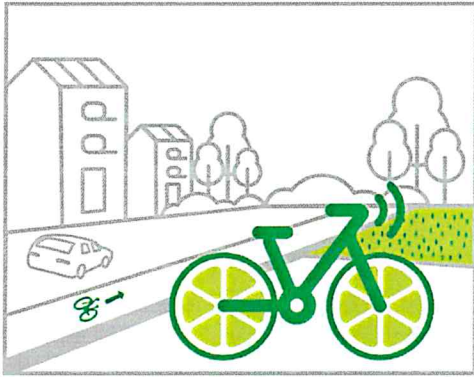
Imperial Beach, CA



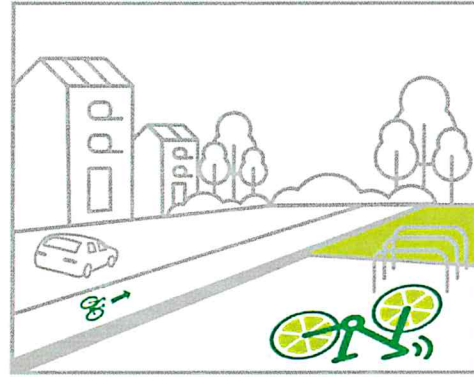
Washington, D.C.



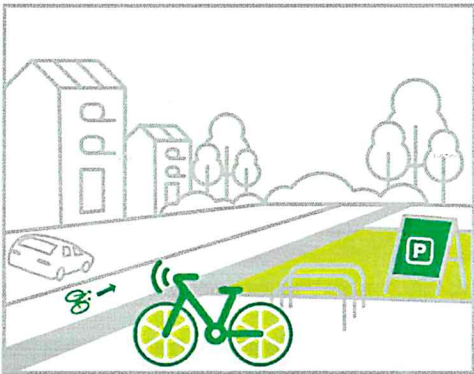
Appendix C: User Education Samples



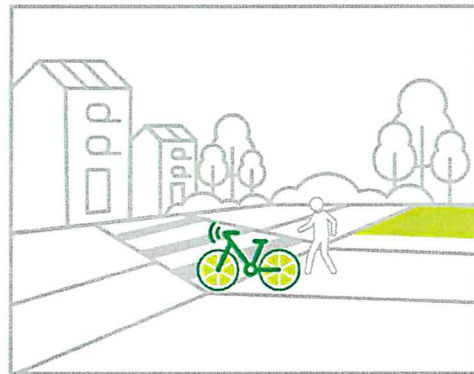
Do park by the sidewalk pavement, not on grass.



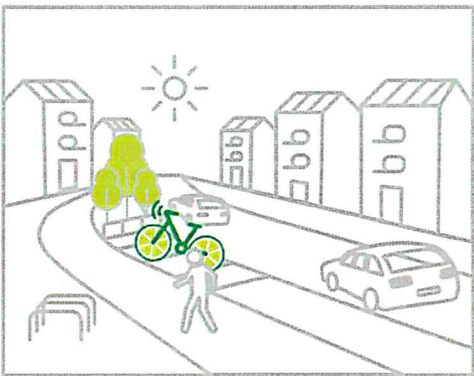
Do not place the bike on the ground.



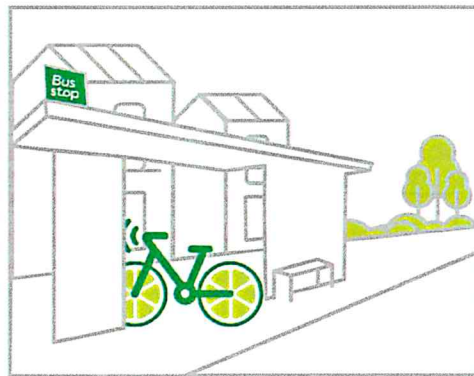
Do park near a bikerack or designated area.



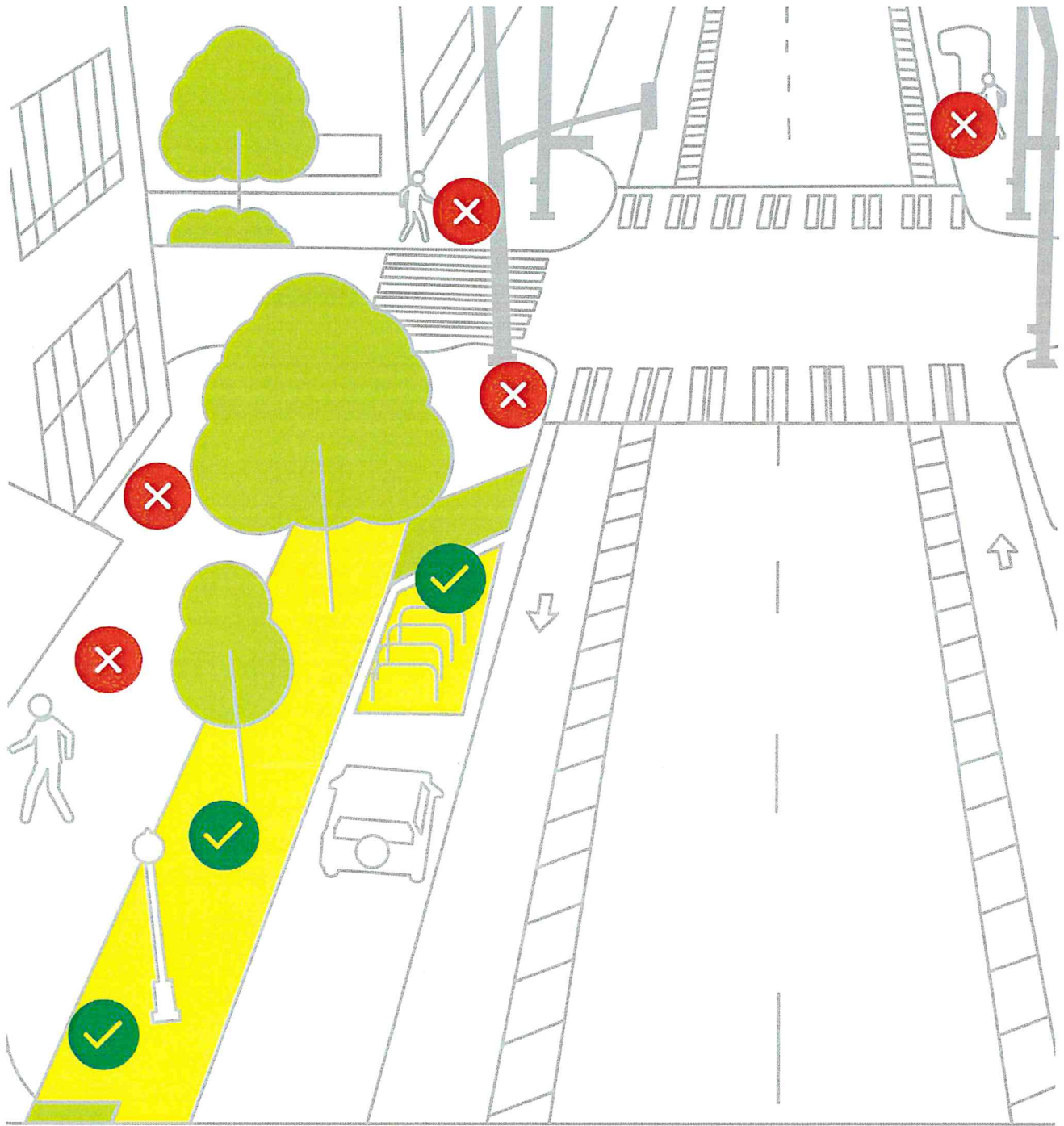
Do not block pedestrian or wheelchair path access, driveways, crosswalks, loading zones.



Do park in furniture zone.



Do not park at bus stops or street corners.



Park your bike share here



Don't park your bike share here