



## Delegated Action of the Executive Director

---

<b>PROJECT</b> <b>Capital Bikeshare Stations at Gravelly Point Park and Theodore Roosevelt Island</b> Gravelly Point Park, along the Mount Vernon Trail, east of the main parking lot Theodore Roosevelt Island, north side of the southern parking lot Arlington, Virginia	<b>NCPC FILE NUMBER</b> 7968  <b>NCPC MAP FILE NUMBER</b> 00:00(38.00)44717  <b>ACTION TAKEN</b> Approve as requested  <b>REVIEW AUTHORITY</b> Advisory Per 40 U.S.C. § 8722(b)(1)
<b>SUBMITTED BY</b> United States Department of the Interior National Park Service	

---

The National Park Service George Washington Memorial Parkway (GWMP), in partnership with Arlington County, submitted preliminary and final site development plans to install two Capital Bikeshare stations on GWMP-managed property. The stations would complement existing stations throughout Arlington County, in addition to the many stations located throughout the region.

The Capital Bikeshare program is a regional transportation amenity for visitors and residents and has quickly become a critical form of public transportation. Continued participation in the system fulfills the goal of enhancing bicycle use at the park. Increasing bicycle use reduces traffic congestion, fossil fuel use, and air emissions, and provides an additional and affordable form of access to destinations throughout the park.

One station would be located in Gravelly Point Park along the Mount Vernon Trail east of the main parking lot. The station would contain 17 docks, and a terminal that measures 7' 11" tall by 1' 8" wide. The dock would be situated on a new 52.4" long by 15' wide concrete pad located east of the parking lot adjacent to the Mount Vernon Trail, approximately 5' to 10' north of the trail. The 4" tall slab will sit atop a 4" to 6" of gravel base, resulting in a limit of disturbance of 8" to 10" below finished grade. The station would be located off the trail so bikes can be docked and undocked easily without impacting trail operations.

The second station would be located in the north side of the southern parking lot at Theodore Roosevelt Island. It would contain 16 docks, and a terminal that measures 7' 11" tall by 1' 8" wide. The dock would be mounted directly in the asphalt parking area. The station measures 30' long by 18' wide and be located in the northwestern corner of the south parking lot adjacent to the Mount Vernon Trail. It will occupy three parking spots. A curb ramp will be constructed at this location to provide safe access from the station directly to the trail and temporary recycled rubber parking blocks are to be installed to prevent Bikeshare riders from entering the parking lot from the station. The Bikeshare station is located in the parking lot so that trail operations will not be impacted.

The station locations were selected based on their proximity to visitor destinations, access to compatible modes of transportation such as Metro and bike paths, and connectivity to other Capital Bikeshare stations. Furthermore, the map frames at each station will have no advertisements and will be limited to public service announcements for activities within the park.

The project is not inconsistent with the *Comprehensive Plan for the National Capital: Federal Elements*, and is consistent with several other Bicycle Facilities policies. It is also consistent with NCPC prior review of Capital Bikeshare stations on federal land. The National Park Service determined that the project will not have any adverse impacts on the George Washington Memorial Parkway. They conferred with the DC Historic Preservation Office, State Historic Preservation Officer, and the Virginia Department of Historic Resources, State Historic Preservation Officer, who both agreed that there are no adverse impacts.

The Coordinating Committee forwarded the proposal to the Commission with the statement that it has been coordinated with all participating agencies. The participating agencies were: NCPC; the General Services Administration; the Washington Metropolitan Area Transit Authority; the District of Columbia Office of Planning; the District of Columbia Department of Transportation; the District of Columbia Department of Energy and Environment; and the District of Columbia State Historic Preservation Office.



Figure 1: Rendering showing proposed Capital Bikeshare station in Gravelly Point Park.

