



Categorical Exclusion Form

Project: Issue Commercial Use Authorization for Pedicabs

PEPC Project Number: 41383

Project Description:

The National Mall and Memorial Parks (NAMA) proposes to issue a Commercial Use Authorization (CUA) for pedicab transportation on NAMA-authorized park areas located between memorials within the park and to or from other locations within the District of Columbia. The National Mall plan refers to the operation of pedicabs as a mode of transportation under numerous alternatives and considered pedicabs as a part of the preferred alternative. As defined in the superintendent's compendium, a pedicab is a bicycle with two rear wheels and one front wheel designed to be ridden by one or more person and that can transport passengers on attached rear seats. Pedicabs are an increasingly common form of transportation on the National Mall, and are allowed on park roads. A CUA is required for pedicab operators to collect payment for services within the jurisdiction of the park.

Currently, pedicabs are not allowed anywhere other than park roads, due to their large dimensions and concerns for pedestrian safety. The proposed CUA would continue this policy, with the exception of the sidewalk west of the Lincoln Memorial. The CUA would change current pedicab operations in the following ways:

- (1) Safety requirements. In order to address safety and other procedures for this form of transportation, the District promulgated pedicab regulations in July of 2012. The proposed CUA incorporates many of these safety requirements, as well as additional, park-specific requirements.
- (2) Establishment of pedicab standing areas. Pedicabs are only allowed to stage/wait for passengers in those locations that are signed as a "Pedicab Stand." At all other times and locations, except while parked in a legitimate parking spot or negotiating a fare, pedicabs must be in the active process of transporting passengers, loading or unloading passengers or otherwise traveling with traffic.

The CUA would not authorize any structures or changes to park resources. Visitors may benefit from the safety requirements. Visitor use would not change from the current use of pedicabs, except through clarification of the pedicab standing areas.

On April 11, 2012, NAMA initiated a public comment period in order to solicit input from the community with regard to the proposal. During a three-week comment period, NAMA received 87 submissions. Several comments note the benefits that pedicabs provide to the public, including those who are mobility-impaired, lost, tired, or looking for a unique and personalized

Describe the category used to exclude action from further NEPA analysis and indicate the number of the category (see Section 3-4 of DO-12):

A.6 Commercial use licenses involving no construction.

On the basis of the environmental impact information in the statutory compliance file, with which I am familiar, I am categorically excluding the described project from further NEPA analysis. No exceptional circumstances (e.g. all boxes in the ESF are marked "no") or conditions in Section 3-6 apply, and the action is fully described in Section 3-4 of DO-12.

Superintendent:  Date: 6/29/12

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