



Pedestrian Access Advisory Committee

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March 12, 2018



Seattle
Department of
Transportation

SDOT's Mission, Vision, and Core Values

Mission: deliver a high-quality transportation system for Seattle

Vision: connected people, places, and products

Committed to **5 core values** to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

For **all**

Presentation overview

- Brief history of bike share in Seattle
- Overview of the pilot permit
- Key findings
- E-bikes and adaptive cycles

Bike Share in Seattle



Pronto

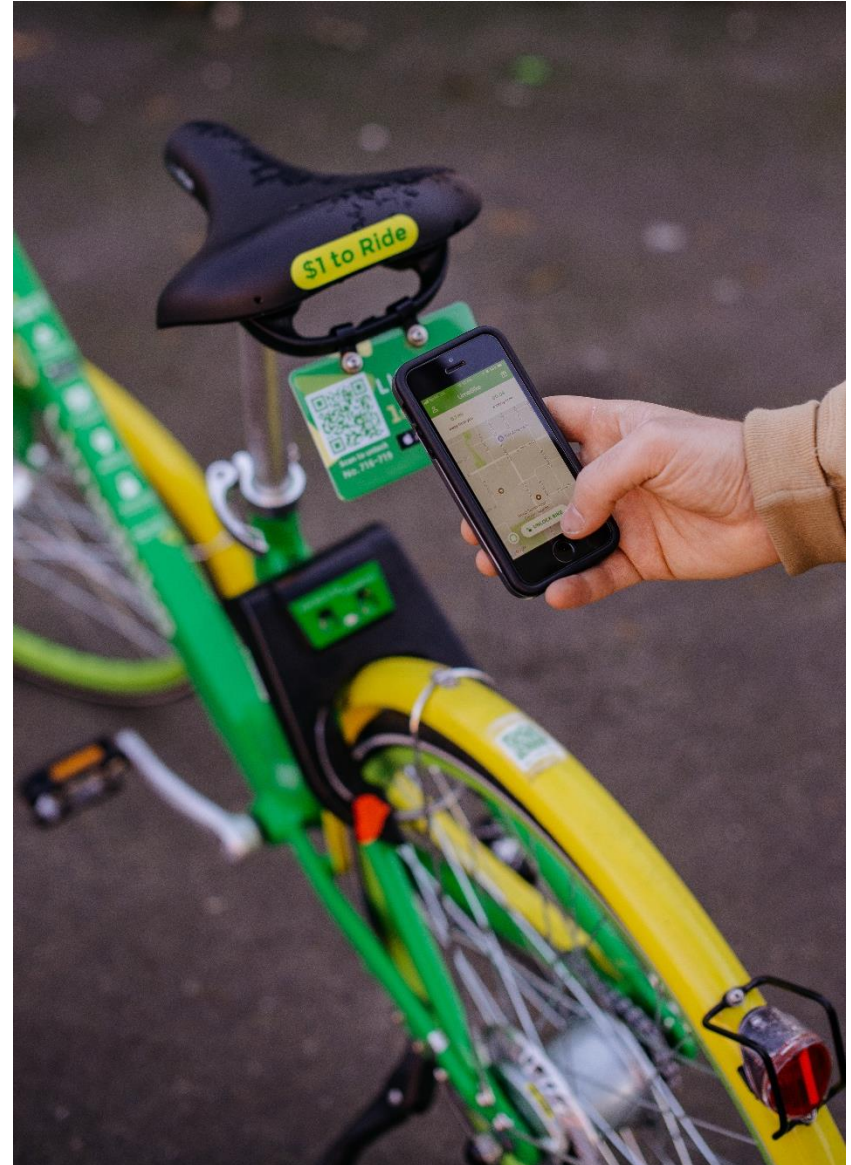
Seattle's first bike share system

- Dock-based system
- 500 bikes, 50 stations
- Limited service area
- October 2014 to March 2017



Free-Floating Bikes

- Three companies in pilot beginning July 2017
- Private market – no cost to city
- Citywide service area
- GPS technology on bike
- Smartphone app-based
- \$1 for 30 - 60 min



Pilot Permit

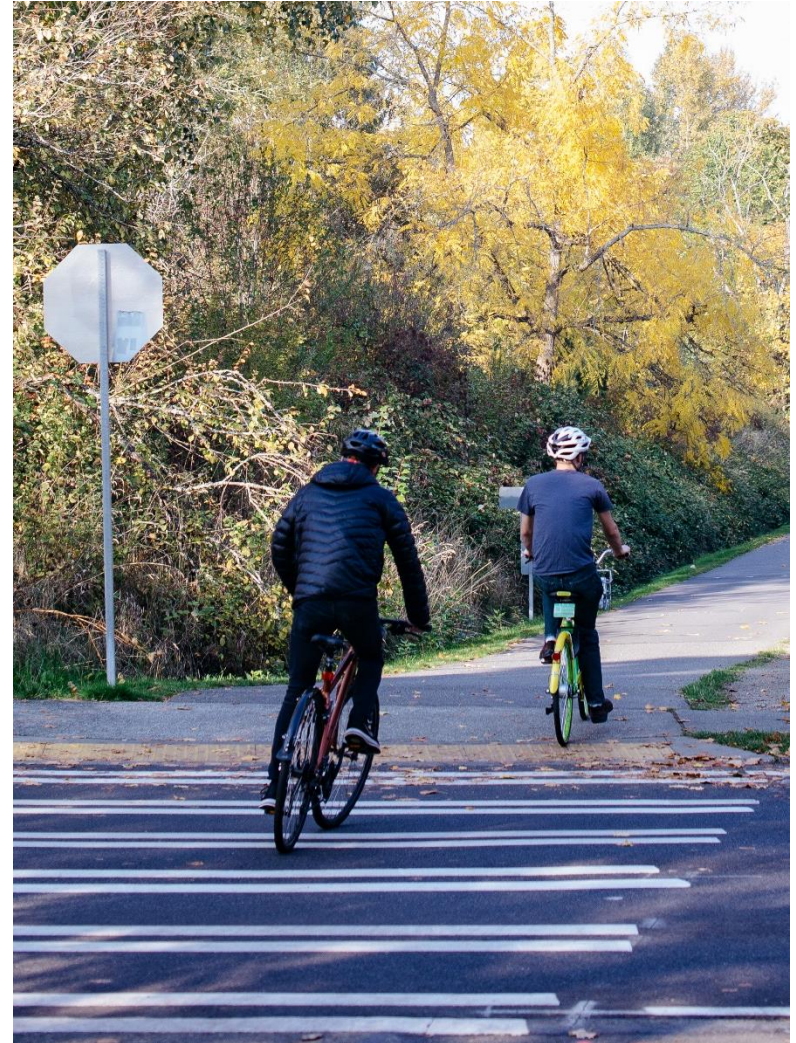
- Why a pilot?
- Year-long permits
- Evaluation Process – learn what works and what doesn't
- Now reviewing first 6 months of data
- Recommendations for City Council review



Pilot Permit

Regulatory Approaches

- “RFP” Approach (Philadelphia, San Francisco)
 - High control, sometimes at cost to public
 - Long-term commitment to one provider
 - Slower innovation and system growth
- No regulations (Dallas)
 - No control
 - No data
 - No fees
- Principle-based regulation (Seattle)
 - Moderate control
 - Access to data
 - Access to fees
 - Flexible
 - Allows innovation and growth



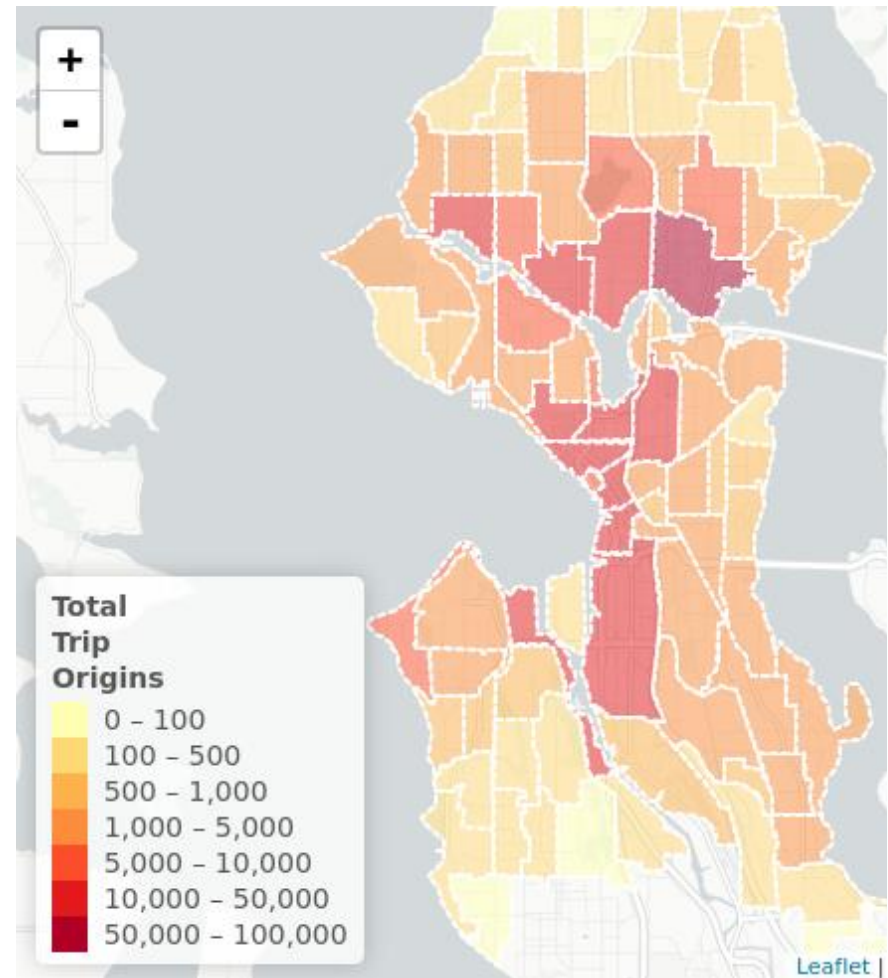
Positive Findings



Ridership Numbers

July to December 2017

- 468,978 trips in 6 months
 - Pronto: 278,143 trips in 30 months
- 2,572 trips per day
- ~10,000 total bikes as of December

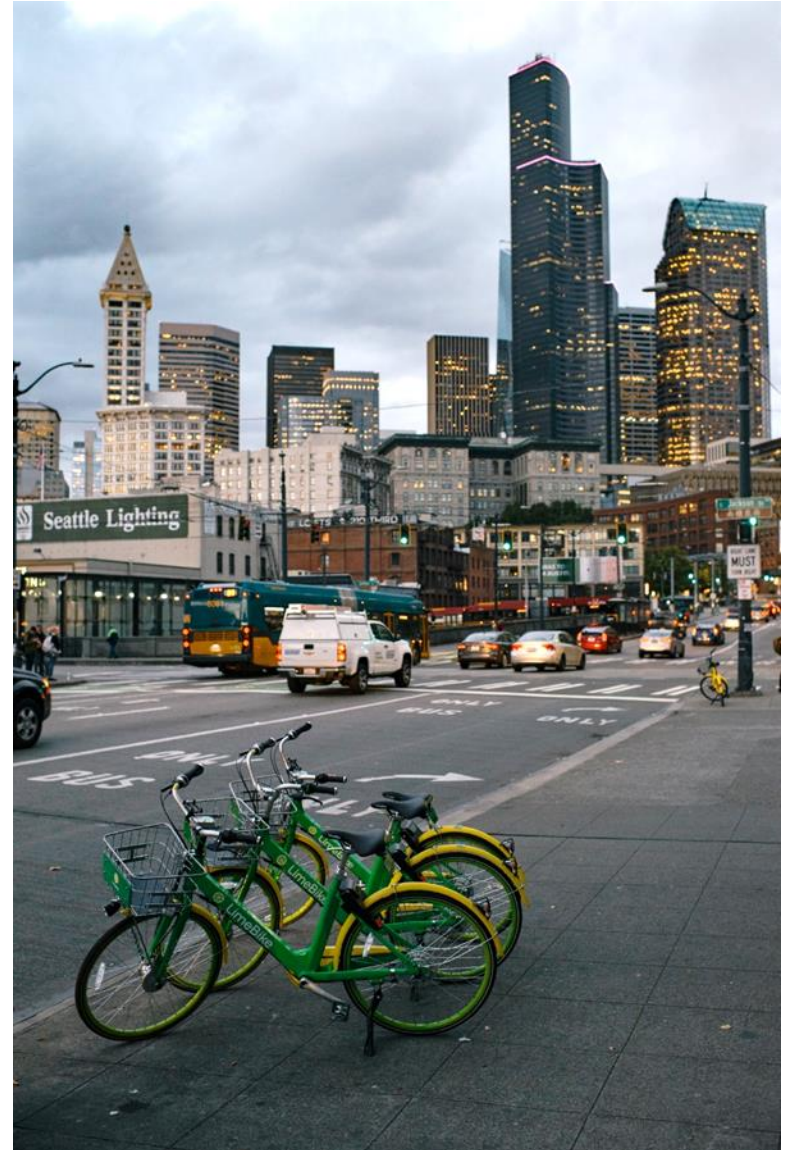


Source: TRAC

Potential Benefits

Some good things we're seeing

- More transportation alternatives
- Reduced carbon emissions
- New opportunities for exercise and recreation
- Reduced infrastructure cost (docking stations)
- Large service area
- Supports quick trips, rides to/from transit



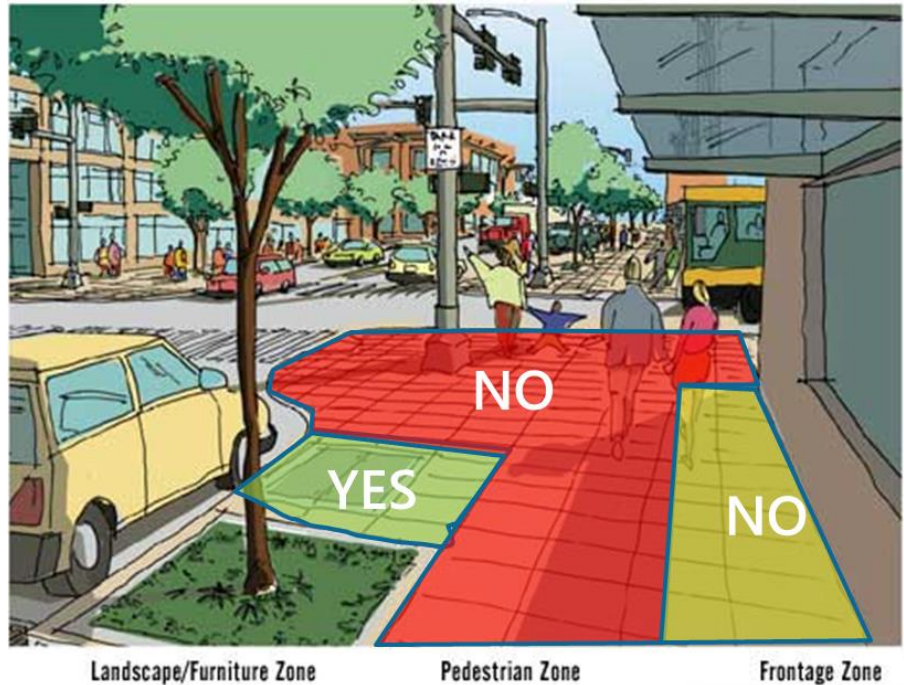


Parking Problems

Parking Issues

Parking rules during the pilot

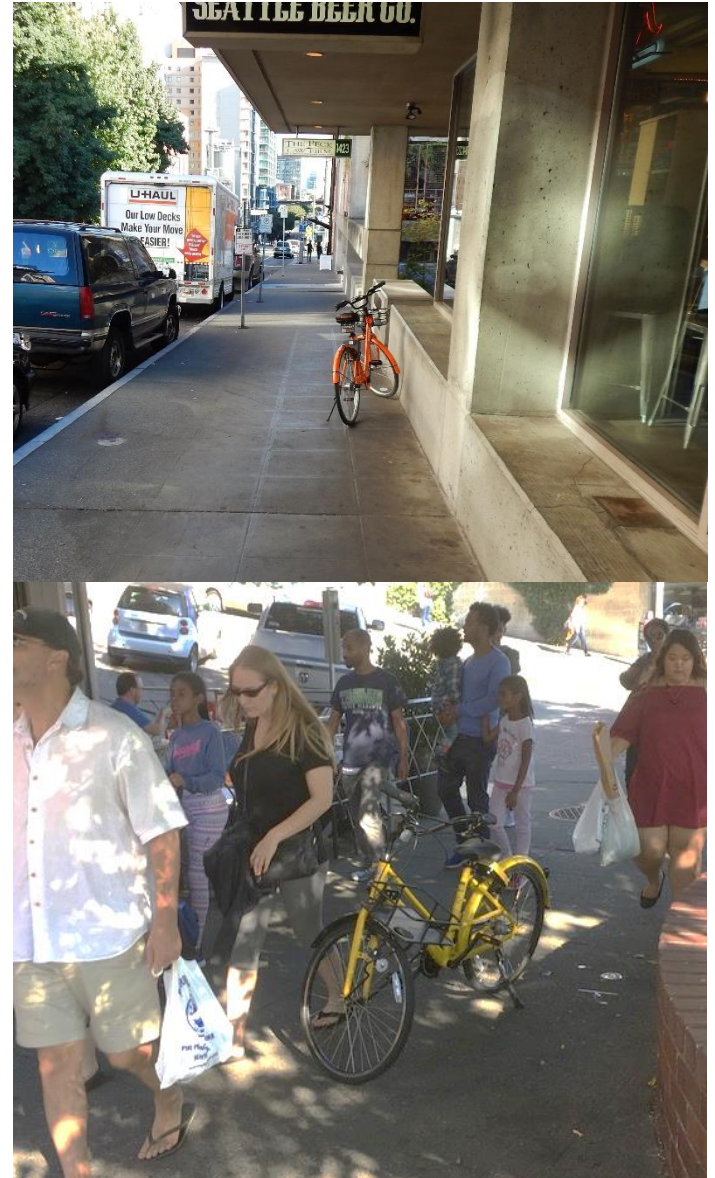
- Bikes may be parked in furniture zone of **sidewalk** (along curb)
- **6 feet pedestrian clearance**
- No parking at:
 - Corners
 - Ramps
 - Transit stops
 - Benches
 - Loading and disabled parking
 - Driveways
 - Entryways
 - Grass and landscaping
- Companies move improperly parked bikes on request
 - 2 hours on weekdays
 - 10 hours on nights and weekends



Parking Issues

What we're seeing on the street

- Biggest regulatory and quality-of-life challenge
- Issues:
 - Blocked sidewalks, curb ramps
 - Blocked transit access
 - Blocked business access
 - Tipped bikes
 - Bike "clutter"
- Field surveys: **70%+** of bikes are parked correctly



Parking Issues

What we've learned so far

- Users don't always park correctly
 - Need to communicate rules to users better
 - Some areas don't have good parking surfaces
- Most improperly parked bikes are not reported
 - Don't know who to contact
 - Don't know the rules
 - Can't see bike number
 - Inconvenient



Addressing Parking Issues

Designated parking areas

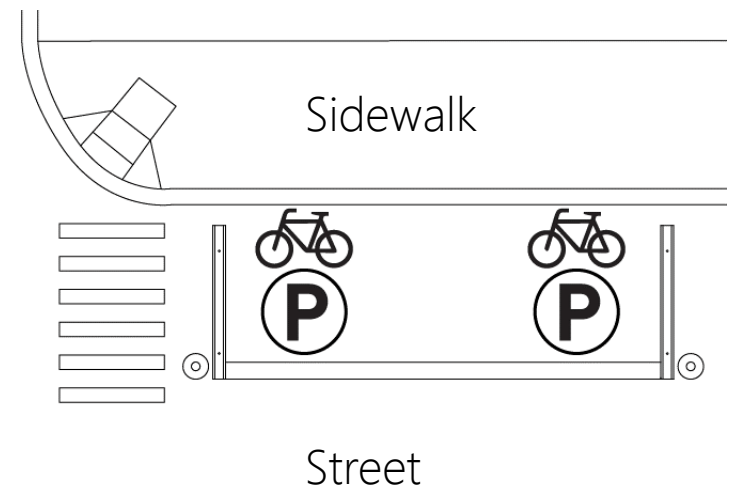
- Cues for orderly, safe parking
- Low cost and scalable
- Potential for geofencing



Addressing Parking Issues

Designated parking area types

- Off-street (sidewalk furniture zone)
 - Areas with wide sidewalks
- On-street (bike corral)
 - Expand on existing bike corral model
 - Underused curb buffer areas near intersections
 - Preserve sight lines, reduce crossing conflicts



Parking Issues

Centralized parking reporting

- Website receives and records parking requests
- Alerts company
- Helps SDOT track company responsiveness
- One contact instead of three



Parking Issues

Some things the companies can do

- **Better rider education**
 - Simple, memorable, effective rules
 - Remind riders of other street users
 - In-app and on-bike instructions
- **Improve responsiveness**
 - Companies: improve rider incentives and education, find right staffing levels
 - City: oversight and compliance checks





Other Problems

Other Issues

- **Safety While Riding**
 - Helmet Use
 - Riding on sidewalks
 - Less experienced bicyclists
- **Access and Equity**
 - Some neighborhoods have less access to bike share than others
 - Options for people without smartphones or credit cards
 - Lack of options for people with special needs





Adaptive Cycling

Adaptive Cycles

- Tricycles: upright, recumbent, cargo
- Handcycles
- Tandems
- Heavy Duty cycles
- Electric pedal assist
- Wheelchair attachments
- Grips and braces

How can we support cycling for riders of all abilities?



Adaptive Cycle Sharing

Where we are now

- Outdoors for All nonprofit
- Different options
 - Free floating
 - Depot-based
 - Delivery based
 - Hybrid model



Photo credit: Jonathan Maus/BikePortland

Next Steps

Date	Activity/action
Dec 31, 2017	End of data collection
April 2018	Pilot evaluation
May 2018	Recommendations to mayor and city council

Thanks!

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www.seattle.gov/transportation/newmobility



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