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
• Questions for discussion
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
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
Program 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 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
• No city program yet
• SDOT is researching options and needs your input

Photo credit: Jonathan Maus/BikePortland
Adaptive Cycle Sharing

Benefits

• More transportation and recreation options
• Cycling and exercise for all abilities
• Self-sufficiency and aging in place
• Reduce car trips and air pollution
• More inclusive cycling culture
• More visibility for the mobility needs of people with disabilities
Adaptive Cycle Sharing
Challenges

• Few existing providers, no largescale examples
• Scalability vs. individual needs
• Knowing where to find the right cycle for you
• Step-free cycling network
• Getting on and off; mobility device storage
• Parking
• Expense
Adaptive Cycle Sharing
Potential Distribution Models: Depot-Based

- **Examples:** Outdoors for All (Seattle), Adaptive biketown (Portland)

- **Advantages**
  - Individual fittings and education provided
  - Store mobility device at depot
  - Wide variety of models

- **Limitations**
  - Recreational round trips only (or depot to depot)
  - Low ridership potential
Adaptive Cycle Sharing
Potential Distribution Models: Delivery

- **Examples:** Pedal Anywhere (Seattle), MoGo delivery-to-dock (Detroit)

- **Advantages**
  - Reserve cycle for delivery to home or pickup location
  - Individual fittings and education possible with attended delivery
  - Store mobility device at home or pickup point

- **Limitations**
  - Preplanned trips only
  - Delivery and pickup costs
Adaptive Cycle Sharing
Potential Distribution Models: Dock-Based

• Examples: Westminster, CO; Fort Collins, CO; Carmel, IN

• Advantages
  • Pick up and drop off at any dock
  • Recreation and transportation

• Limitations
  • Standard commercial models; no individual fittings
  • No mobility device storage
  • Limited service area

Photo credit: Fox59.com
Adaptive Cycle Sharing
Potential Distribution Models: Dockless (Free-Floating)

- **Examples:** E-bikes in Seattle
- **Advantages**
  - Anywhere to anywhere trips – most flexible, large service area
  - Recreation and transportation
- **Limitations**
  - Standard commercial models; no individual fittings
  - No mobility device storage
  - Pickup point changes
  - Parking challenges
## Next Steps

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<th>Date</th>
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<tr>
<td>Dec 31, 2017</td>
<td>End of data collection</td>
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<tr>
<td>April 2018</td>
<td>Pilot evaluation</td>
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<tr>
<td>May 2018</td>
<td>Recommendations to mayor and city council</td>
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What We Hope to Learn Tonight

General Feedback
• What impacts (good and bad) has bike share had on you?
• What changes do you want to see in the program?
• What did we miss?

Parking Issues
• How do you use the street and sidewalk?
• What parking rules are most important?
• What issues do parked bikes create for you? How can the city and companies address them?

Designated Bike Parking
• How can designated parking improve bike share?
• Where should we put parking areas?

Adaptive Cycle Sharing
• What kind of system would work for you?
• What features should be included to serve your needs?
• How important is individualized fitting and education?
• What other benefits, barriers, and issues should we consider?