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 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
# Next Steps

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<th>Date</th>
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<tbody>
<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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