



# 2019 Bike Share Pilot

Transportation Commission

February 27, 2019

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# Discussion Items

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- Background
- Proposed draft bike share program
- Recommended actions for Council
- Discussion



# Background

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- August 6<sup>th</sup> 2018 - Council directed staff to ask the public about bike share
- October 6<sup>th</sup> 2018 thru January 18<sup>th</sup> 2019 – public engagement
- January 23<sup>rd</sup> 2019 – Commission briefing
- February 19<sup>th</sup> 2019 – Council directed staff to develop a pilot bike share permit

# Summary of Council feedback

- Limit total # of operators to one or two
- All electric assist fleet, ensure battery charging practices are in-line with environmental goals
- Split on including scooters
- Measures are important but it should be manageable
- Report back to Council periodically during pilot
- Share lessons learned from other cities

# Lessons Learned from other Cities

- Having only one operator makes it difficult to enforce rules
- Data reporting can be staff intensive
- Designated bike parking locations have been helpful
- Be specific in requirements regarding rules and reporting



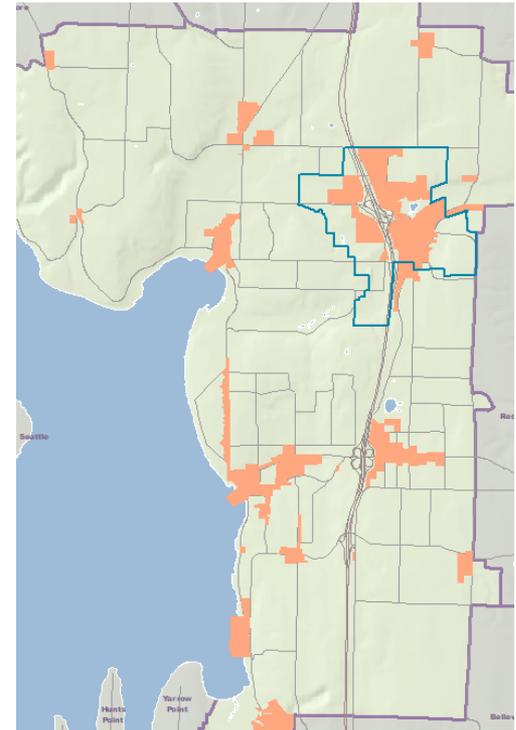
# Managing Bike Parking/ Clutter

Require rebalancing of bikes to:

- Downtown and Waterfront
- Commercial and Mixed Use Areas
- Designated locations along the CKC
- Designated locations in some parks

Identify and mark designated bike parking areas

Identify and map 'no parking zones'



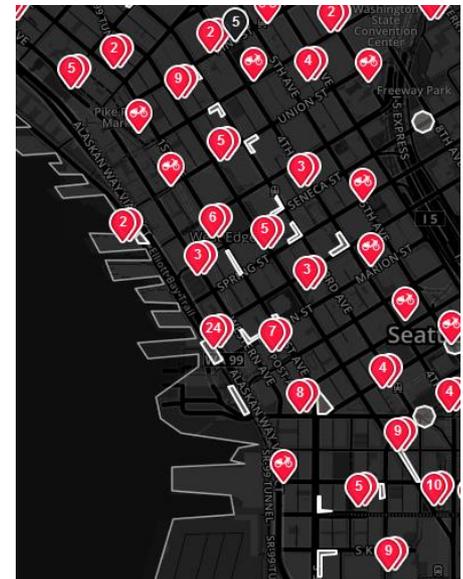
# Monitoring and reporting of pilot

## Key Considerations:

- Ability to report on pilot effectively
- Privacy of customer data with public records requests
- Level of staff-time required to monitor data
- Quality of data

## Methods for data collection:

- Operators submit data directly to city
  - Staff intensive, data quality may have issues
- Use third party
  - Uses direct Mobility Data Specification (MDS) feed, comes with some expense



# Monitoring and reporting of pilot (cont.)

	Reporting Item	Data Source	
✓	Trips (O/D) – real time visibility	MDS feed (can see all companies at once)	Third party or direct report to city
✓	Vehicles – location and status (available, in use, out of service)		
✓	Heat Map		
✓	Maintenance		
i	Route data	MDS feed has sparse data for this	
i	Complaints	Operators to send directly to city	
i	Effect on transit ridership	follow-up survey would be likely source of this	
⊘	Crash/ injury data	Very difficult to get	
⊘	Rider information	companies usually don't ask gender, race, age or other information about riders	

# Fees and Cost Recovery

## FEES:

### Upon Issuance of Permit:

- Annual permit fee: \$2,032
  - COVERS COST OF STAFF TO REVIEW THE PERMIT
- Per bike “program fee”: \$35
  - COVERS ADMINISTRATIVE COSTS + PAINTING AND SIGNING DESIGNATED BIKE PARKING
- Business license requirement

### Non-Compliance Fee:

- \$127 per bike if City crews must move bikes
- Performance bond requirement of \$80/bicycle

## OTHER:

### King County Metro / WSDOT Grant for Eastside Bikeshare

- Amount TBD, shared by Kirkland, Bellevue and potentially Redmond
  - COVERS DATA REPORTING + SIGNAGE/PAVED PARKING LOCATIONS ALONG THE CKC

# Competitive Process

Have companies address in application:

- Company's waste and recycling policies
- Charging of batteries – address how this meets Kirkland's environmental goals
- Equity – how companies address unbanked, low-income and limited English groups



# Additional Contents of Permit Requirements

- Limiting total # of bikes to **200 per operator** (may be increased)
- Limit total # of operators to **2**
- Require operators to **educate customers** on safety, parking rules, helmet law
- Require **financial incentives/ disincentives** for appropriate bike parking
- Require operators to **keep CKC clear** of bike obstructions and educate customers about CKC use
- Bikes **may not sit idle** for more than 7 days (unless in designated parking zones)

# Contents of permit requirements (2 of 2)

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- Operator **response times** for solving problems
  - Risk to public safety – 2 hours
  - Impeding transit operations – 2 hours
  - Other – 24 hours
- **Operations center** within 15 miles; customer service line 6am-9pm daily
- City **may terminate permits** at any time
- **Data reporting** requirements including MDS feed and complaints (monthly reporting)
- Report to Council **at 4 and 8 months** during pilot
- Permit **requirements can be amended** at any time based on data collected or safety concerns
- **Scooters may be introduced** at one of the reporting periods if pilot is going well

# Recommended actions for Council

- Resolution to Policy G-10 allows bike share as a **permissible use** in public right-of-way
- Resolution to allow the **Public Works Director** authority to manage rules and limitations for the pilot bike share program
- Ordinance to amend KMC 5.74.040 to include a **bike share program fee**
- Ordinance to amend KMC 19.40.020 (CKC Trail Use Regulations) to be consistent with RCW 46.04.168 allowing **class 1 and class 2 e-bikes on trails**



# Discussion

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# Thank you!

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