Citywide Bike Share Pilot Permit

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Transportation Commission
March 8, 2018
1. Staff seeks Commission endorsement of the citywide bike share pilot permit framework.

2. In accordance with its Bylaws approved on 12/14/17, the Commission must also authorize a person to present this endorsement to Council.
Agenda

• Bike Share Background
• Pilot Permit Goals
• Pilot Permit Strategies
• Timeline
• Commission Q&A
Bike Share Background: Bellevue

- **October 2008** – Planning Comm. approved CPA recommendation
- **February 2009** – Council adopted Ped/Bike Transportation Plan
- **February 2015** – Council initiated Ped/Bike Implementation Initiative
- **April 2015** – TC approval of PBII Scope of Work
- **June 2015** – TC input into Comprehensive Plan Update
- **March 2017** – Council study session briefing on PBII status
- **September 2017** – Eastside Bike Share Vendor Fair
- **November 2017** – TC check-in with bike share survey results
- **January 2018** – TC discussion of bike share pilot permit goals
Bike Share Background: Region

- **July 2012** – Non-profit Puget Sound Bike Share formed
- **October 2014** – Pronto Cycle Share launched in central Seattle
- **July 2015** – State allocated $5.5M for Eastside bike share
- **March 2016** – City of Seattle purchased Pronto Cycle Share
- **March 2017** – Pronto service ceased operation
- **July 2017** – Seattle issued bike share pilot permit
- **January 2018** – Bothell issued business license to LimeBike
- **March 2018** – Redmond Council considering approval of permit
- **January 2018** – Redmond and Kirkland targeting bike share launch
1/25 TC Meeting: Key Messages

- Be Uniquely Bellevue
- Be Innovative
- Start Small
- Start Focused
- Minimize Clutter
- Protect Private Property
- Address Safety Concerns
- Ensure Cost Recovery
BDA Recommendation

“The Bellevue Downtown Association has endorsed a position supporting the permitted use of free-float bike share within the City of Bellevue. The position includes the following recommendations:”

1. **Bike share must be safe** – Helmets, hazards, traffic laws
2. **Mitigate impacts** – Bike share parking, access, aesthetics
3. **Permitting fees** – Reinvestment into ped/bike facilities
4. **Implement a pilot period** – Evaluation, limited duration, limited fleet size
5. **Enforcement** – Processes to monitor and resolve issues, non-compliance penalties
Pilot Permit Goals

- Pilot
- Quality
- Safety
- Parking
- Operations
- Evaluation
- Enforcement
- Cost Recovery
- Equity
Proposed Pilot Permit Strategies

- Electric-assist bikes only
- Modest fleet size at launch
- Citywide service, targeted distribution by geographic area
- Bike share hubs
- Defined “No Parking” areas
- System growth based on operator compliance
Electric-Assist Bikes Only

- Make bike share accessible to a wider variety of users
- Address local topographic barriers to biking
- Provide consistency in service offering
- Promote the best available technologies
Modest Fleet Size at Launch

• 400 bikes at launch
• Based on bicycle density in three geographies:
  – Activity Centers
  – FTN Bus Stops
  – Neighborhoods
• Permitted bikes per operator dependent on number of operators
Geographic Areas: Activity Centers

300 bikes distributed across:

**Primary Center**
- Downtown

**Secondary Centers**
- BelRed
- Crossroads
- Eastgate
- Factoria
- Wilburton/Hospital
Geographic Areas: FTN Bus Stops

• 40 bikes distributed within ¼-mile of stops with frequent bus service
• Improves access to transit by bicycle
• Supports first-/last-mile connections
• Enhances the multimodal transportation system
Geographic Areas: Neighborhoods

- 60 bikes distributed across all other areas
- Provides access to bike share while managing neighborhood impacts
- Supports first-/last-mile connections to transit
• Low-cost installation
• Context-sensitive template
• Design can include bike racks where possible
Bike Share Hubs

- Depicted on map in mobile application
- Ensures reliable availability
- Incentives to users to help manage public realm
Bike Share Hubs: Public
Bike Share Hubs: Private
No Parking Areas

- Established by geofencing
- Depicted on map in mobile application
- Warning to user prior to ending trip
- Fee penalty to user
- Operator notified automatically
Compliance-Based Growth

- Average nightly fleet reallocation to Activity Centers
- Average nightly rebalancing to at/near bike share hubs
- Phase increases based on compliance above set threshold over rolling 3-month period
Neighborhood Hub Expansion

- Engage community to locate bike share hubs in neighborhoods
- Manage orderly parking in areas lacking wide sidewalks and public plazas
- Improve reliable access to bike share in residential areas
Safety

Education:

• Video – Safe bicycling practices
• Update ‘Keep It Neighborly’
• Require operators to notify users of local helmet law and promote helmet use

Encouragement & Enforcement:

• Work with Police is ongoing to determine the role of the Bike Patrol and other officers
• Legal has provided guidance to manage City liability
Cost Recovery

“No cost to taxpayers should be the goal.”

“No public money to bike share programs! This should be a private business only!! Let it succeed or fail as a private business. No taxpayer dollars to bike share!”

“If this is private-based, the public needs to be reassured there is no cost to the taxpayer if this fails.”

Costs to be recovered include:

• Permit application and review
• Data collection and analysis
• Bike share hubs (parking)
• Administrative oversight
Draft Timeline

January: Transportation Commission Meeting

March: Transportation Commission Endorsement, City Council Update, Pilot Permit Requirements Approved by Director

April: Permit Available for Applications

May: Bike Share Pilot Program Launch

September: Status Update to Transportation Commission

February: Final Evaluation and Staff Recommendation to TC for Action

March: City Council Direction on Next Steps for Bike Share
What authority does the Transportation Department have to permit bike share in Bellevue?

- The Transportation Department Director has the authority to approve ROW use permits and “may impose such conditions thereon as are reasonably necessary to protect the public health, welfare and safety and to mitigate any impacts resulting from the use.” (BCC 14.30.090)

- The ROW use permit will allow private companies to make bicycles available for shared use to individuals on a short-term basis, subject to requirements that address issues and concerns previously identified by the Commission and community stakeholders, including safety, parking, and fleet size.
What type of ROW Use Permit will be required of private companies interested in operating bike share in Bellevue?

- Private companies will be required to apply for a Type D permit.
- Type D permits (BCC 14.30.080) include but are not limited to: a. Air rights; b. Bus shelters/stops; c. Construction site/haul roads; d. Loading zones; e. Mobile peddling; f. Newspaper sale; g. Recycle facilities; h. Sales structures; i. Sidewalk cafes; j. Special and unique structures; fountains, clocks, flagpoles, awnings, marquees, benches, kiosks, signs, mailboxes, banners, street furniture, decorations; k. Underground rights; l. Utility facilities; m. Waste facilities.
What are the liability considerations associated with permitting bike share in Bellevue?

- The ROW Use permit requires that bike share companies sign an Indemnity Agreement to indemnify and hold harmless the City (its officers, officials, employees, contractors, agents, and invitees) from any claims/damages that may arise as a result of the bike share company’s use of the ROW authorized by the permit. – NOTE this indemnification would include commissioners.

- If the City were named in a lawsuit involving a bike share bike, and depending on the specific facts, we could tender defense of the case to the bike share company under this Indemnity Agreement.

- We also require that the bike share companies procure insurance to provide coverage for such claims.
Does the ROW use permit authorize use of private property?

- No, the ROW use permit is only valid and applicable to uses within the City of Bellevue right-of-way.
- Any other permissions or approvals to use private property shall be the responsibility of the permittee to secure.
- Permit conditions specify that operators are responsible for managing their fleet, and standards will ensure they are responsive to parking issues, complaints, and relocation requests.
- Data collected from the operators will facilitate city oversight of operator compliance, and non-compliance will result in defined enforcement actions including fleet reductions, fines, and suspension or revocation of the operator’s permit depending on the severity and frequency of infractions.
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For More Information

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