



Bike Share Planning in Seattle & King County

Council Briefing
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Today's Briefing Purpose

- Update on King County Bike Share Partnership
- Overview of bike sharing
- Status of business plan development:
 - Program goal and objectives defined
 - Preliminary system sizing and phasing
 - Business model evaluation & recommendation

King County Bike Share Partnership

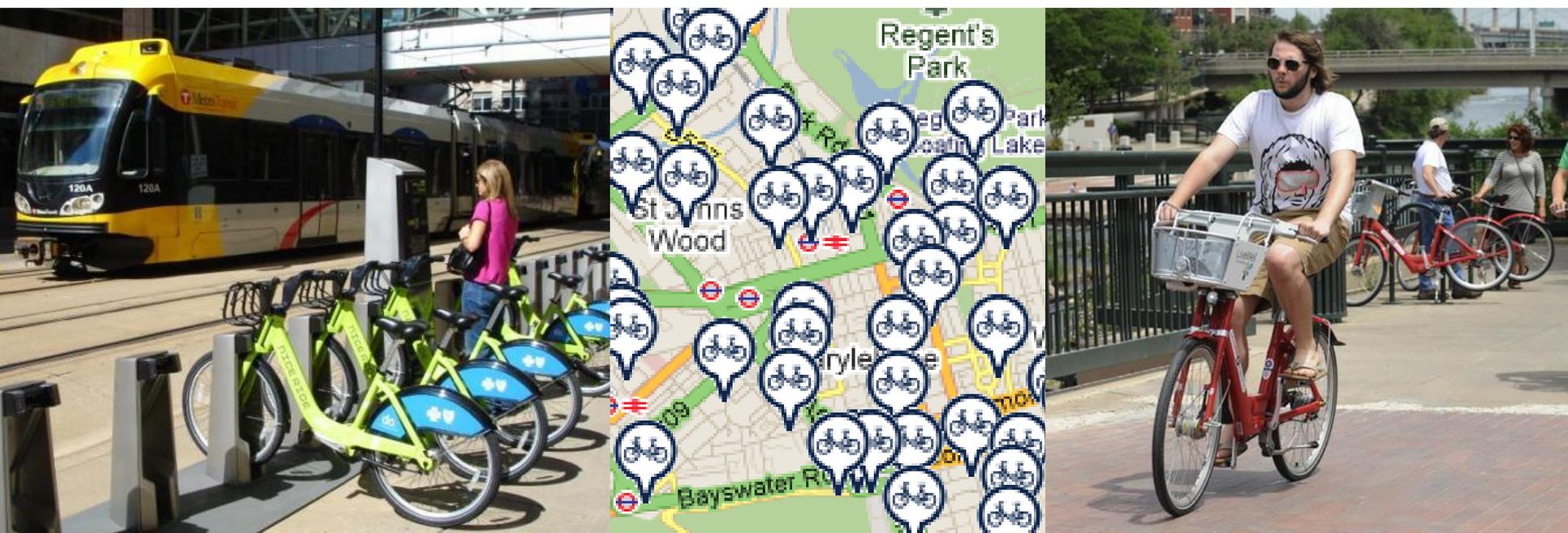
- King County Metro
- Sound Transit
- City of Seattle
- PSRC
- Seattle Children's
- University of Washington
- Cascade Bicycle Club
- City of Kirkland
- City of Redmond
- Microsoft

King County Bike Share Partnership

- County-wide effort facilitated by King County
- Steering committee – Bike Share Partnership
- SDOT is a partner
- Consultant Team:
 - Alta Planning + Design
 - Alta Bicycle Share
 - Nelson /Nygaard
 - Nice Ride Minnesota

What is bike sharing?

- Extension of public transportation
- Dense network of bikes
- Short, urban trips, point A → B



Bicycle Sharing Around the Globe



Bike Sharing Systems in North America



*Based on current publicly available information

Why Bike Sharing?

- Commitment to vibrant and healthy communities
 - Environmentally friendly
 - Travel option: 5-40% bike share trips are instead of car trips
 - Quieter
 - Better air quality
 - Healthy residents
- Extends reach of public transportation
- Reduces pressure on downtown parking



The Bicycle



- Designed specifically for bike sharing
- Sturdy design for a utilitarian life outdoors
- Simple, safe, easy to ride, and comfortable for a wide range of users

The Station



- Modular, easily moved to a new location.
- Bikes can be accessed at a station by a member key or credit card.

Station Placements



In-street



Plaza



Sidewalk

- Can be locally sensitive
- Permitting can be expedited by City
- Installation in less than 90 minutes

Operations

- **Bike Checking**
 - Preventative cleaning
- **Bike Maintenance**
 - Proprietary tools and parts
 - Space needed for bike storage
- **Rebalancing**
 - Moving bikes from full stations to empty stations
 - Most challenging part of operations



Business Plan Purposes

- Define program elements appropriate for King County
 - System size, geography, and phasing
 - Governance and funding (business model evaluation and recommendation)
- Position program to pursue funding

Program Goal and Key Objectives

- Goal: Operate a countywide bike share system that is economically, environmentally, and socially sustainable.
 - More detailed set of objectives further articulate this goal

Challenges and opportunities identified by SDOT staff

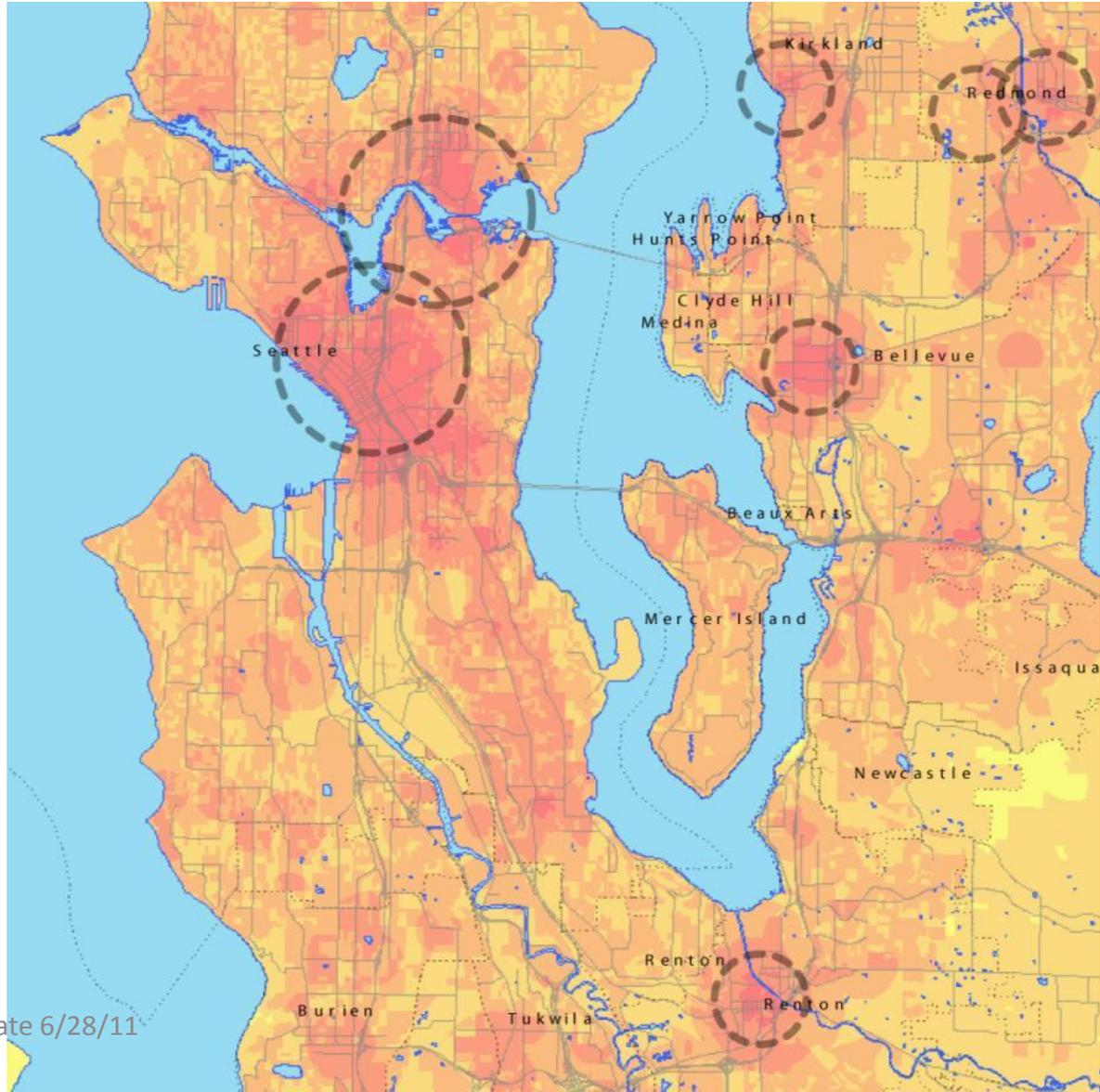
- Helmet law
- Topography
- Sign code/advertising
- ROW permitting
- Start-up funds
- Multi-jurisdictional coordination
- Bike infrastructure
- Bike Master Plan update



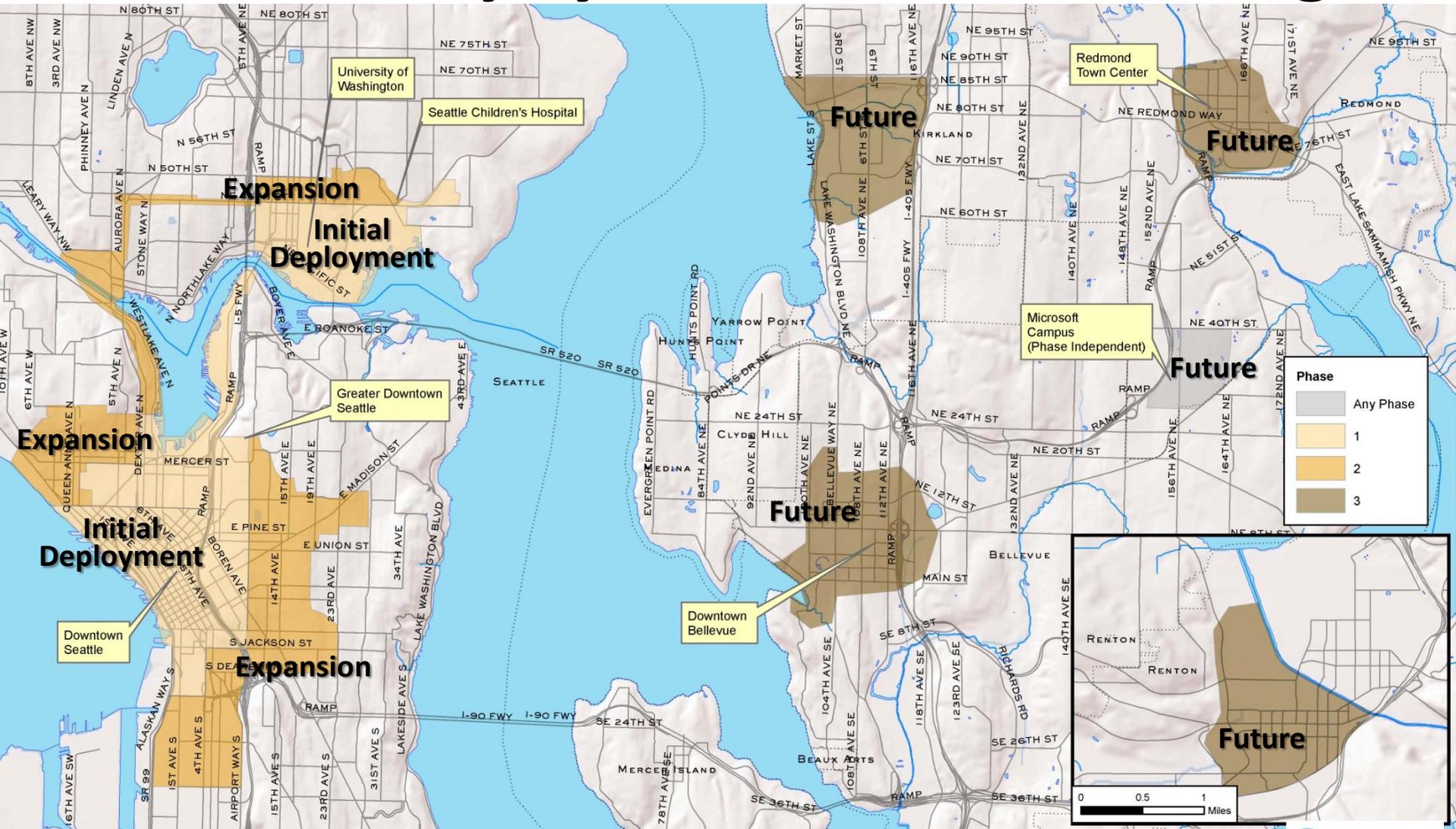
“Not without inventing a helmet, you don’t!”

THE NEW YORKER, DECEMBER 21 & 28, 2009

Bike Share Suitability



Preliminary System Areas & Phasing



Preliminary System Size, Phasing and Estimated Costs

	# Bikes	Capital cost (\$ million)	Launch cost (\$ million)	Annual O&M cost (\$ million)
Phase 1	900	\$3.60 – \$4.05	\$0.90 – \$1.35	\$1.80 – \$2.25
Phase 2	600	\$2.40 – \$2.70	\$0.60 – \$0.90	\$1.20 – \$1.50
Phase 3	650	\$2.60 – \$2.90	\$0.65 – \$1.00	\$1.30 – \$1.65
Total	2,150	\$8.60 – \$9.65	\$2.15 – \$3.25	\$4.30 – \$5.40

Evaluated Business Models

Privately Owned and Operated

- Miami, Chicago
- City contracts with operator for street space only
- Operator provides all funding for capital and operations

Direct Contract with Operator

- DC, Boston
- Cities contract directly with operator
- Mix of private and public funds committed by cities

Operating Non-Profit

- Minneapolis, Denver
- Pre-existing or new non-profit
- Directly manages and operates system
- Funding via public, private, grants

Administrative Non-Profit (contract w/operator)

- Similar to Portland Streetcar
- Non-profit exists to fund and guide program, but contracts to private operator
- Funding via public, private, grants

Consultant recommendation

Next Steps

- Finalize business plan in late summer/early fall
- Pursue funding and implementation strategy

*Desired outcome for county-wide approach:
integrates transit, land use and employer-based
strategies to lead to successful program*