

Spokane Shared Mobility

**Experience and Outcomes from
a 2018 Pilot and Study**



The City of Choice



Why Bikeshare in Spokane?

Interest from public and the Bicycle Advisory Board

- Prompted by neighboring cities and the growth of Bikeshare across the nation

Bikeshare Design – grant awarded in 2014

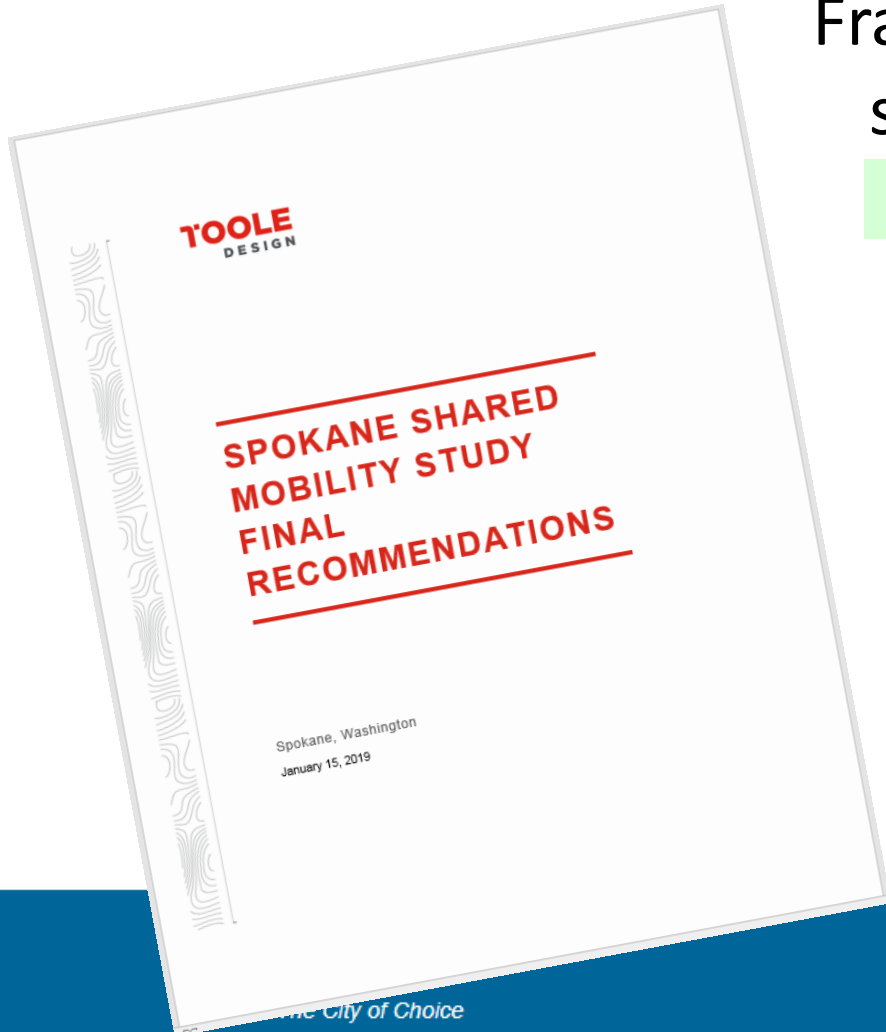
- Interest from operators
- Increased interest from public, and Bicycle Advisory Board



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What is a Bikeshare Design?

Framework for permitting, staffing, and managing bikeshare in Spokane.



Introducing... the Pilot!

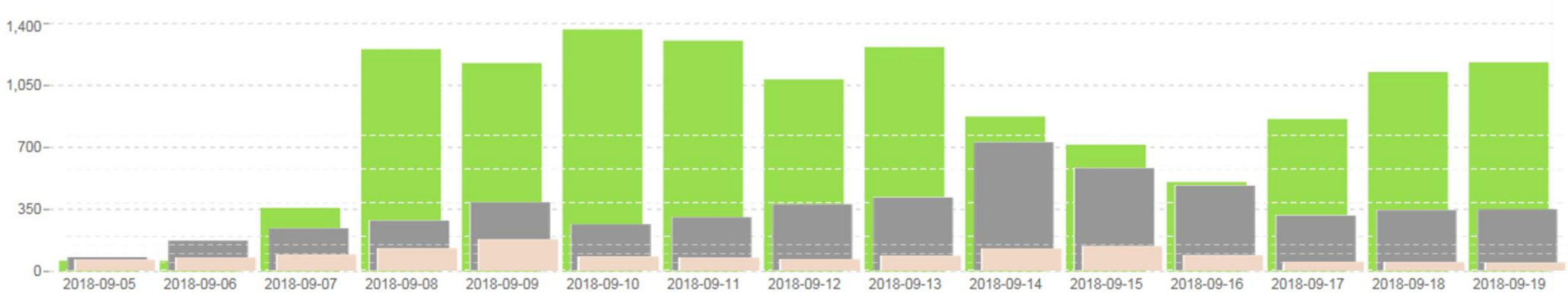
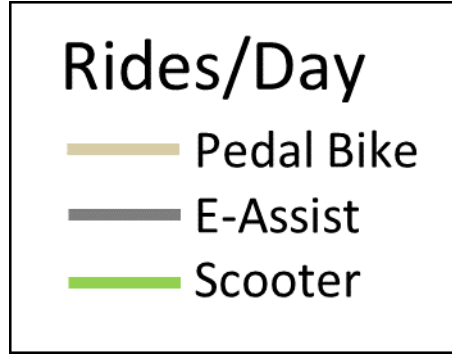
Sole selection
MOU – Limited time



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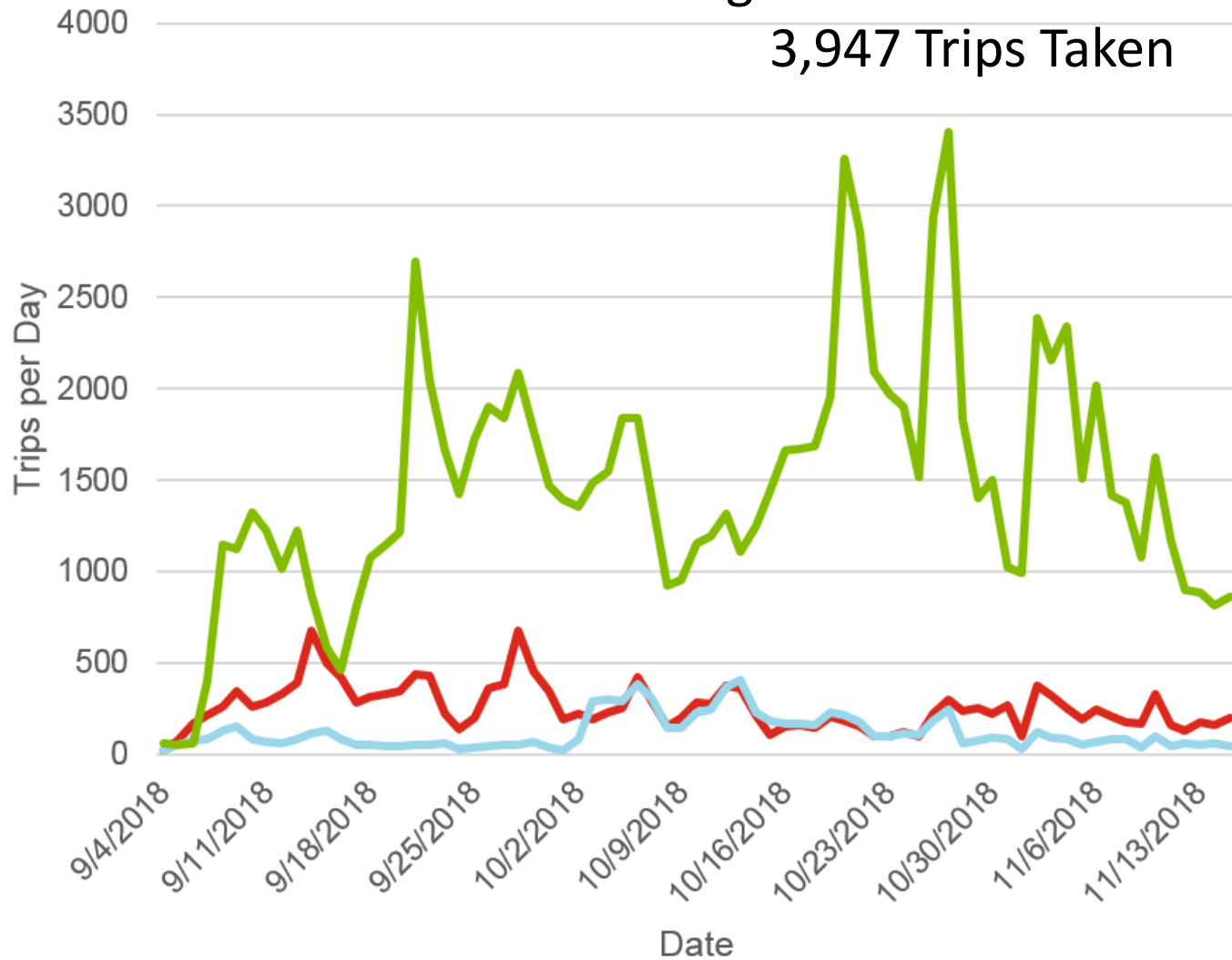
The Pilot!



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System Use

Highest Use October 27th
3,947 Trips Taken



September 4 to November 16

e-bicycle	18,831
pedal-bicycle	8,681
scooter	108,360
Total Trips:	148,768



System Use

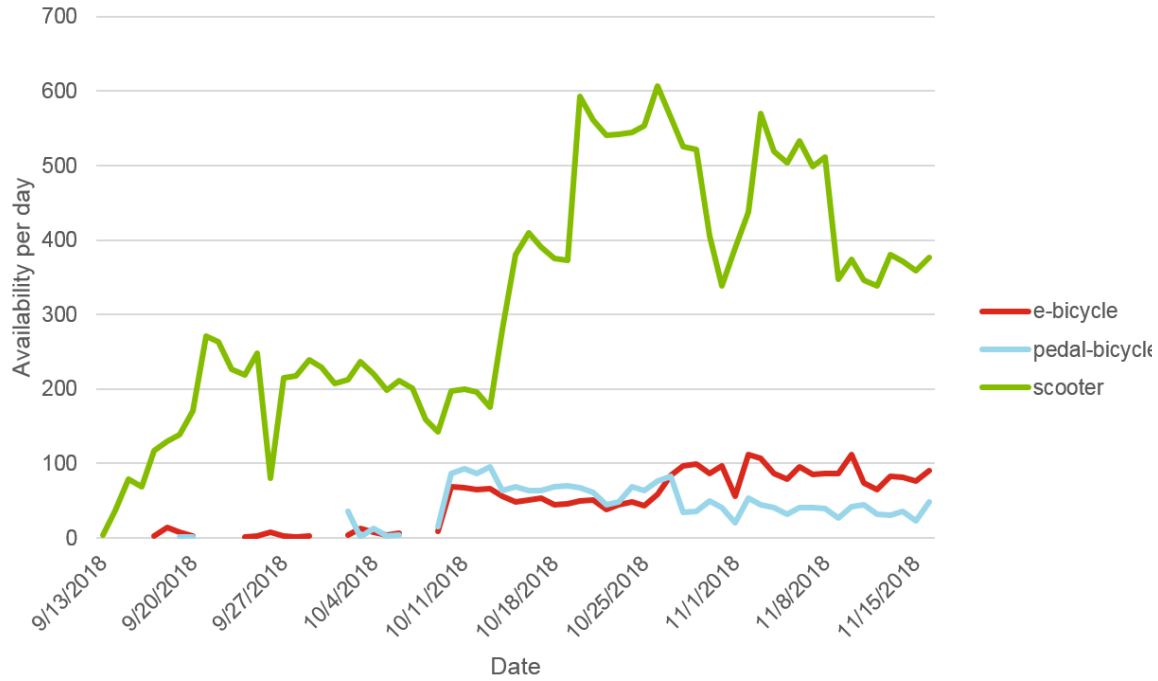


Figure 15: Daily vehicle availability during the Spokane shared mobility pilot program.

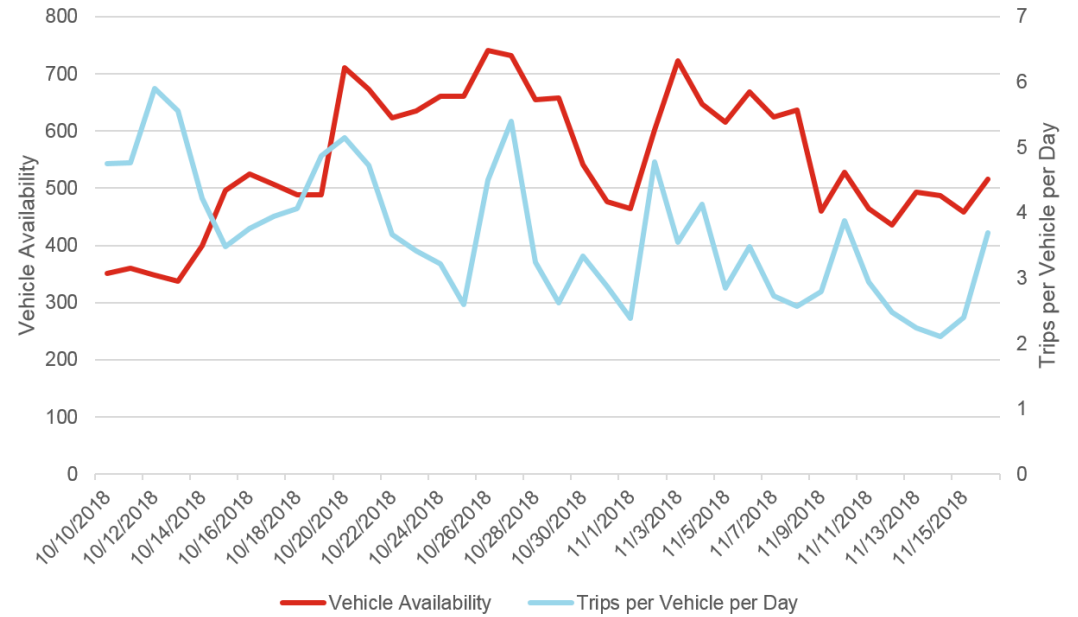
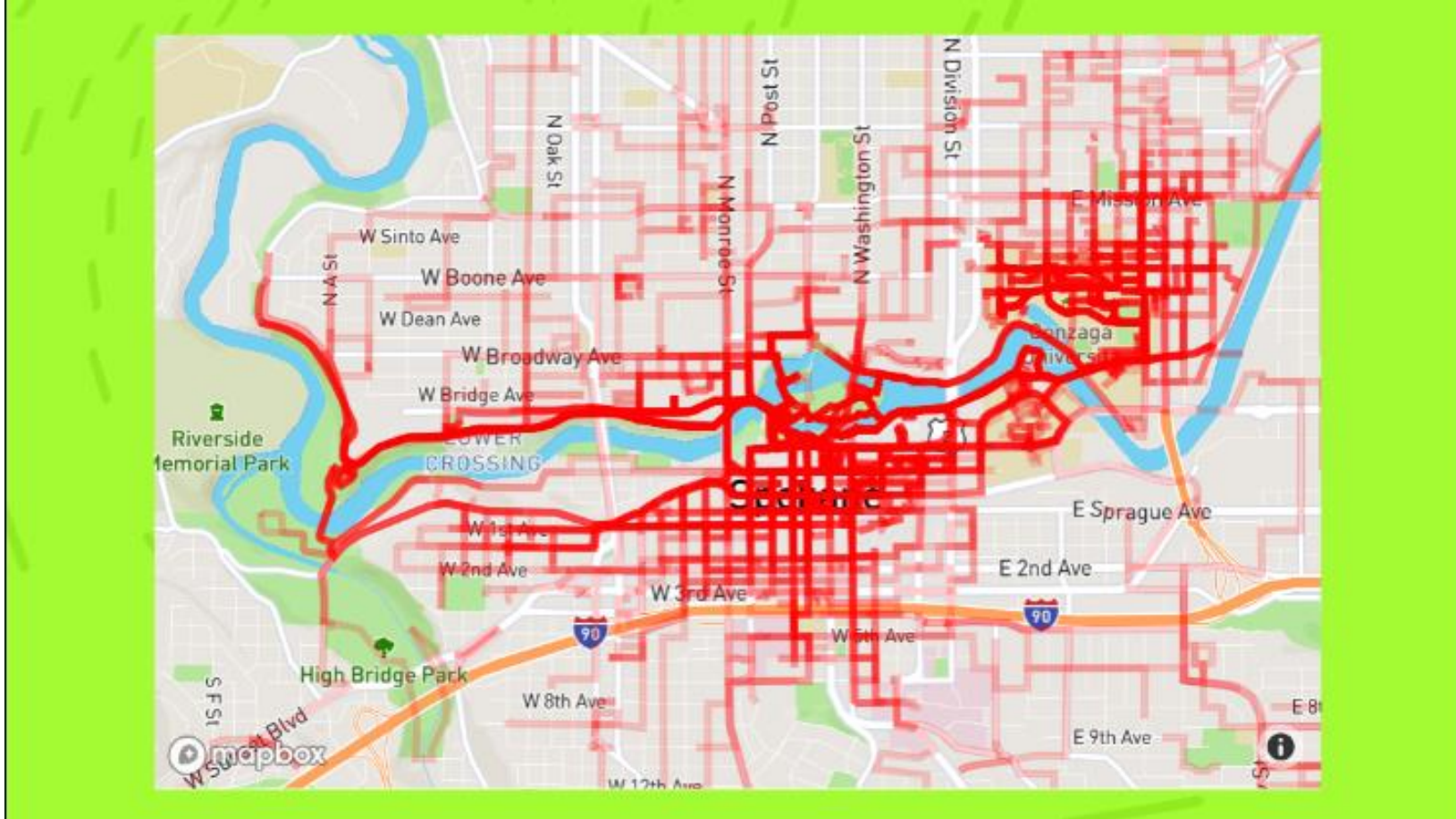


Figure 17: Comparison of vehicle availability and utilization during the Spokane shared mobility pilot program.

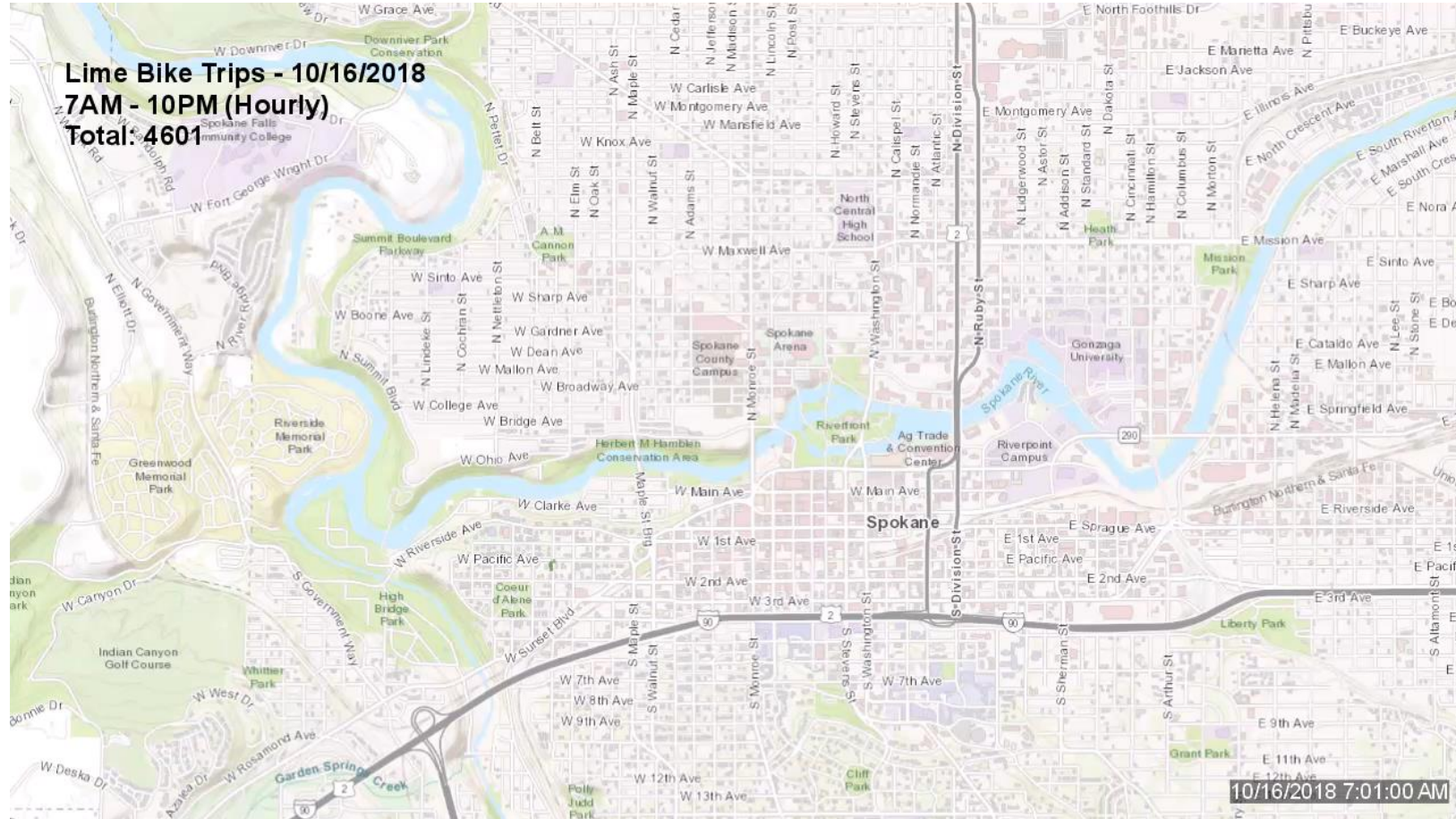
The Pilot!



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Hourly Shared Mobility Trips



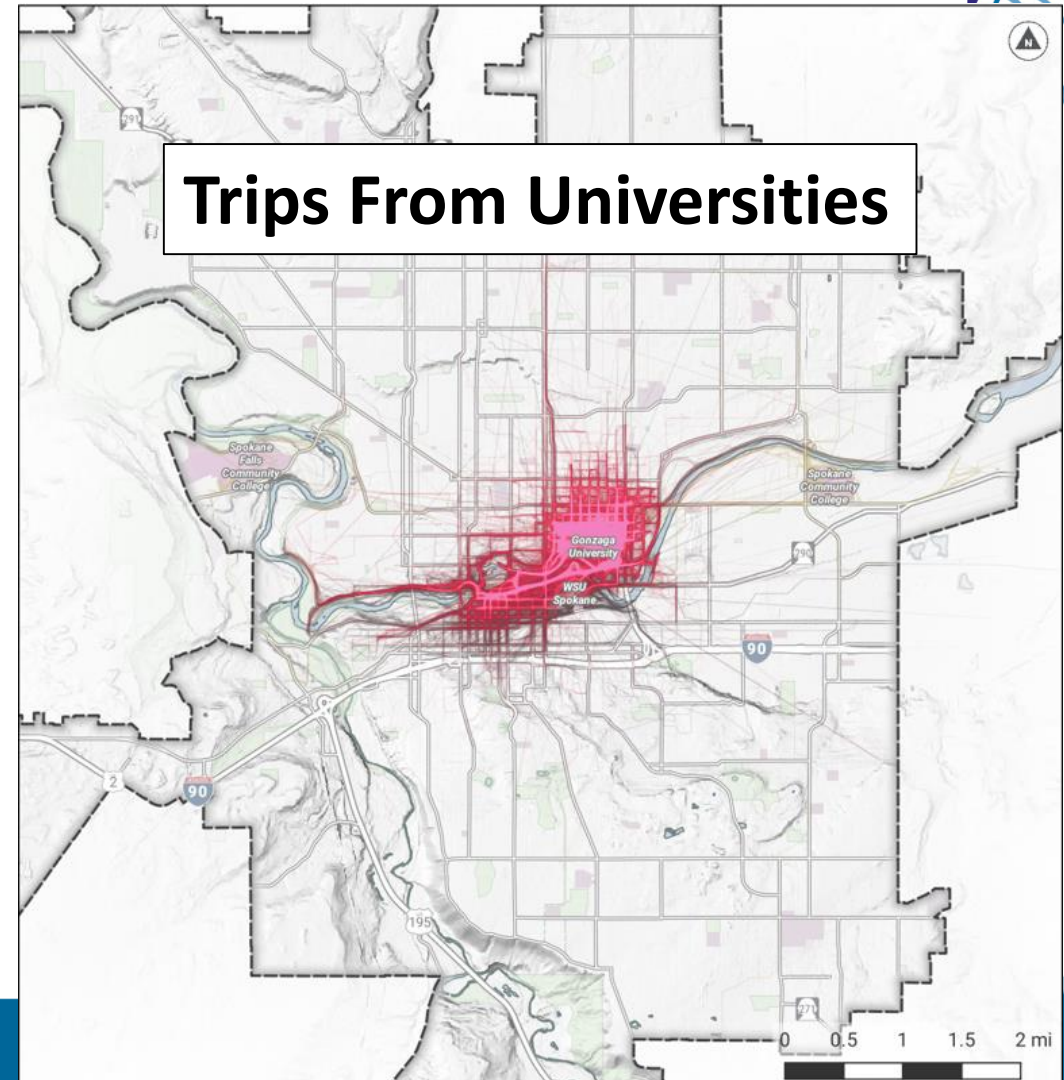
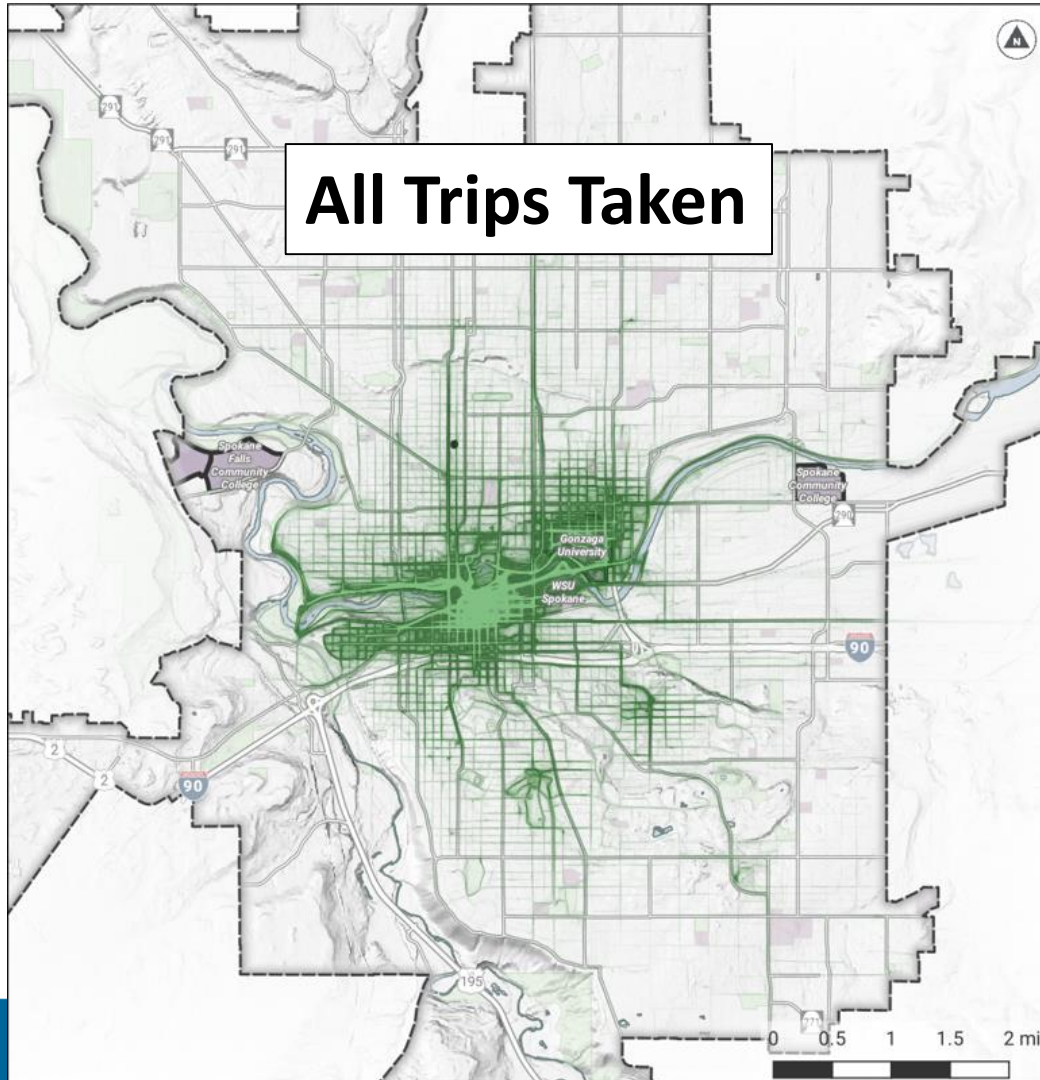
October 16 (Tuesday)
7:00 a.m. - 10:00 p.m.
4,601 trips

Peak use time:
4:30 – 6:30 p.m.



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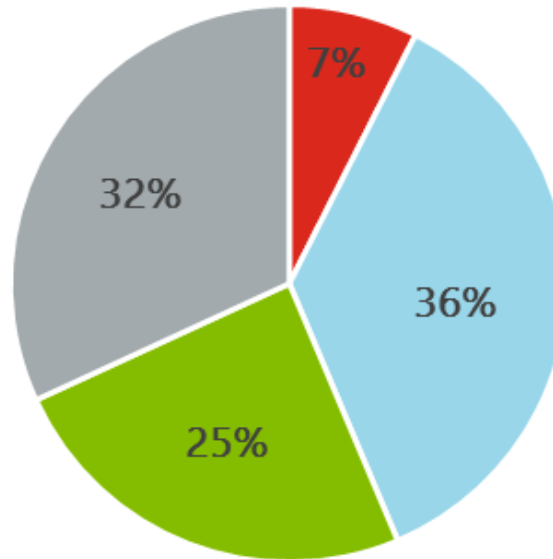
System Use



Public Comments

DID YOU USE THE PILOT PROGRAM?

64% Users



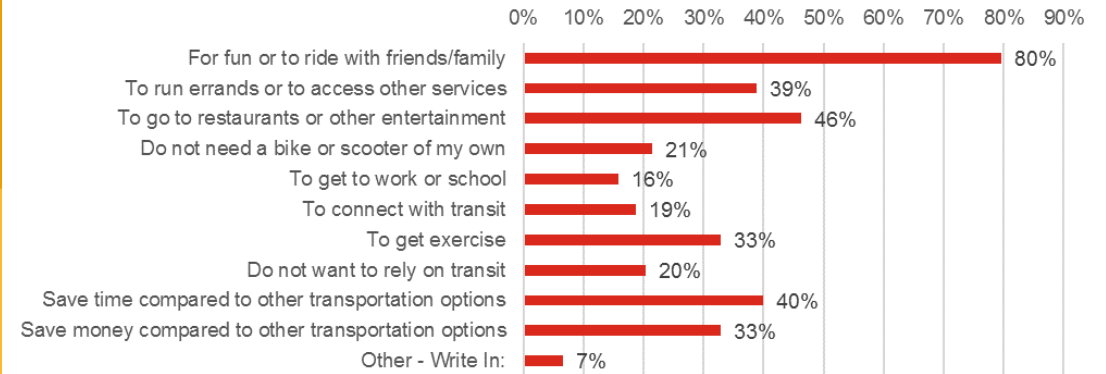
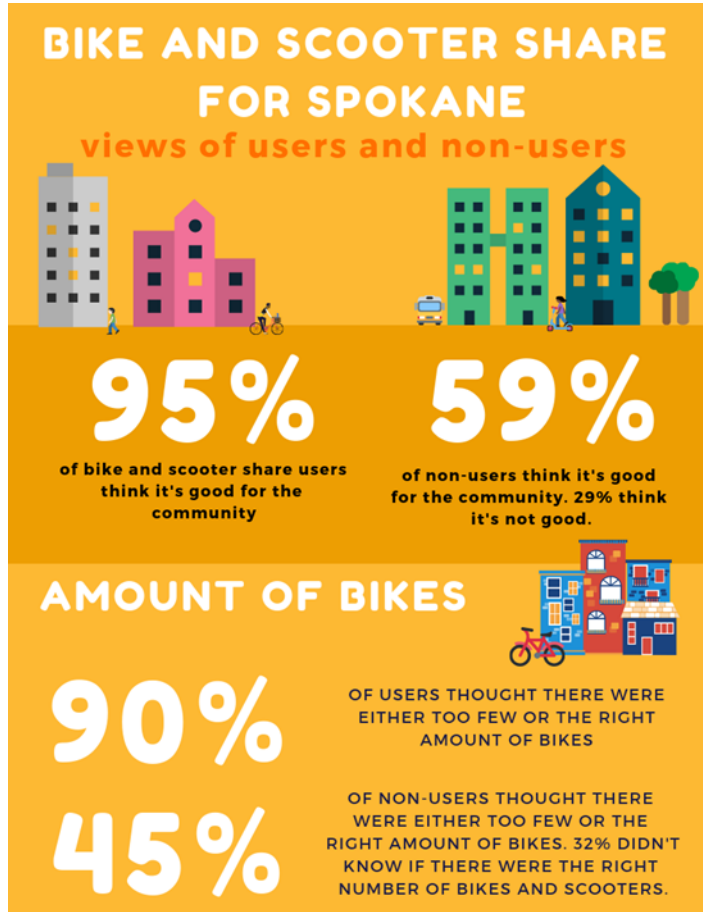
36% Non-Users

3,476 Respondents

- Yes, I have used bikes
- No, I have not used either bikes or scooters
- Yes, I have used both bikes and scooters
- Yes, I have used scooters



Public Comments



Parking

Public Opinion

Parking is “poor” or “very poor”

7%	40%
Users	Non-Users

Parking is “good” or “very good”

64%	27%
Users	Non-Users

Field Observations

96% - in preferred parking

98% - parked upright

5% - causing obstruction

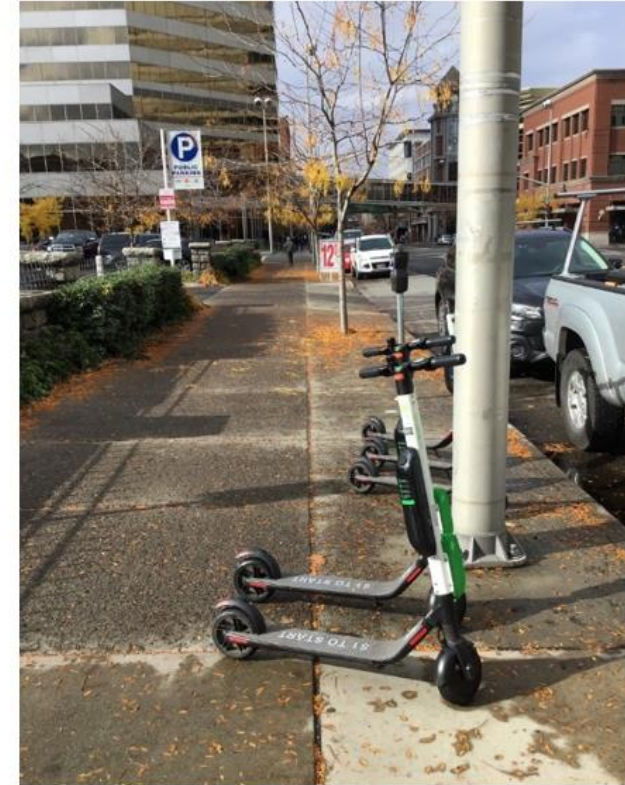
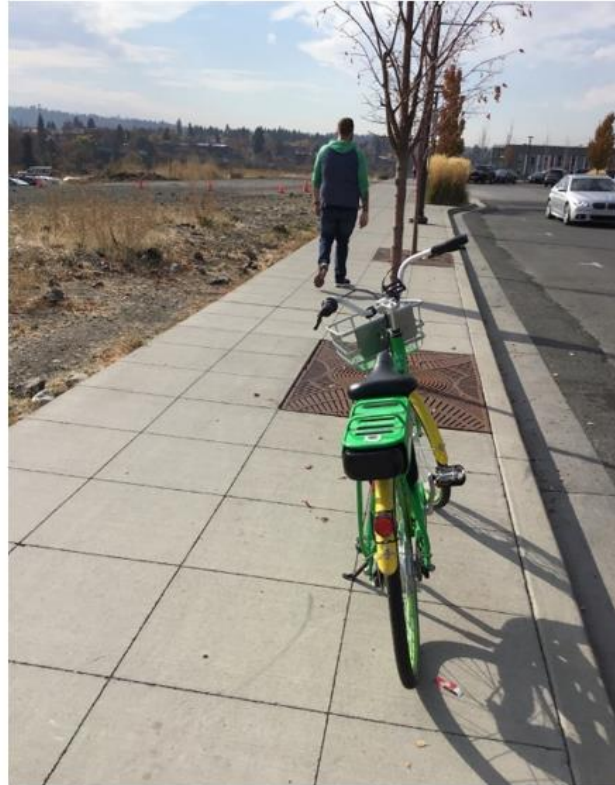


Figure 12: Left: Bike parked fully in the sidewalk frontage zone. Right: Scooters in the foreground parked partially in the pedestrian zone and scooters in the background parked fully in the sidewalk frontage zone.

Vandalism



While vandalism did occur during the pilot, the vendor reported a better experience in Spokane than in other cities.



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Helmets



Spokane's law for motorized scooter safety required the use of a motorcycle helmet. This has now been relaxed to allow use of a bicycle helmet.





Helmets

Spokane's helmet law: All Ages on bikes, e-bikes, skateboards, EPAMD's.
Motorized scooter/skateboard law: Motorcycle helmet required.

Rental vendors must assure a helmet with each rental transaction.

During the pilot, this helmet vending requirement was not enforced. Helmet use was held as the responsibility of users.

Survey respondents were asked if they wore a helmet during their most recent trip. 21% of e-scooter users and 27% of bike users reported that they had.



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Sidewalks and Scooters

- Pedestrians and downtown zoning
- Sidewalk ban for bikes/scooters downtown
- Looking to the future for better control of vehicles by partnering with vendors for technology advancements



City and State Parks



Motorized scooters and e-bikes will be allowed for use on the Centennial Trail.

A speed limit will be enforced through Riverfront Park.



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Next Steps

- Ordinance updates will facilitate Shared Mobility
- Set up permitting requirements and requesting proposals for a vendor contract
- Re-Launch – May 2019
- Partnering for technology advancement
- City code clean-up (as our experience continues to grow)



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