Tacoma Bike Share

Joint Transportation Commission/BPTAG Meeting

Bike Share Planning Study Overview

February 17, 2016

Toole Design Group

Tacoma Bike Share

- What is bike share?
- What are the benefits?
- What are the challenges unique to Tacoma?
- What might a system cost?
- What makes a successful system?

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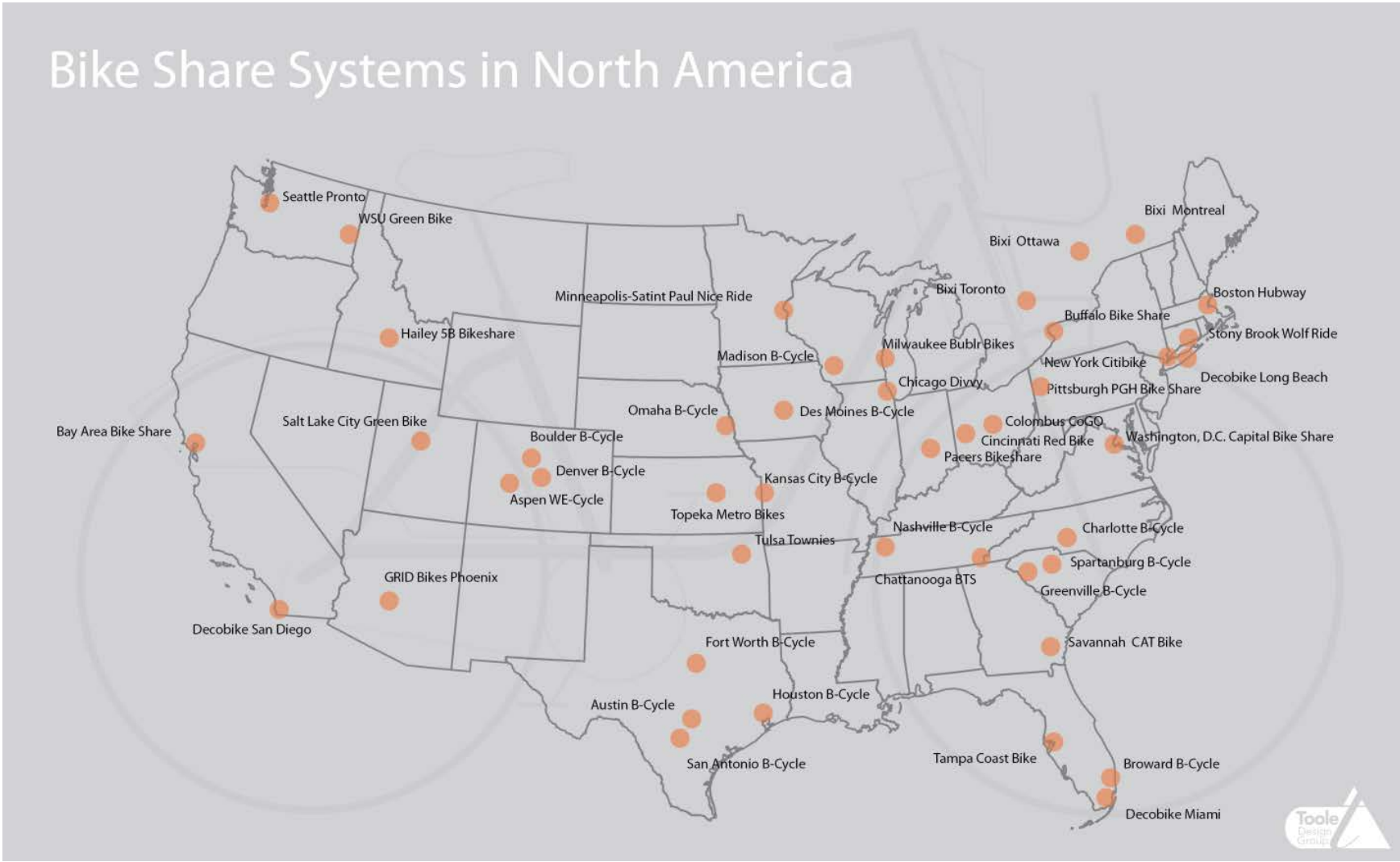
Tacoma Bike Share



Tacoma Bike Share

What is bike share?

Traditional

- Bikes docked at stations
- Membership fee, with free short rides
- Automated check-out

Source: UC Berkeley Institute of Transportation Studies

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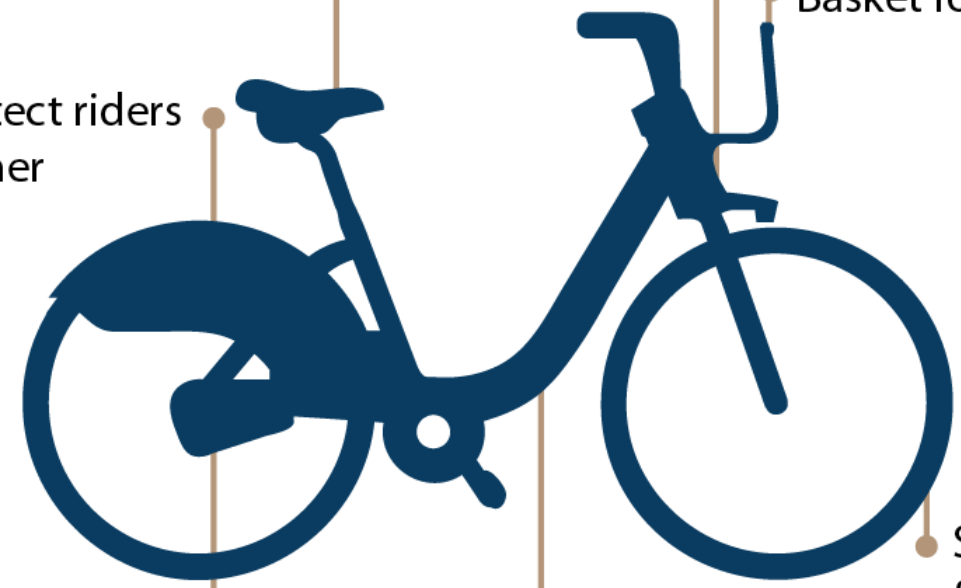
Tacoma Bike Share

What is bike share?



Adjustable seats allow for quick sizing

Front and rear lights improve visibility during day and night

Basket for purse or bags

Fenders protect riders in wet weather

Sturdy tires and wheels for urban riding

Multiple gears allow users to adjust effort for a variety of terrain and traffic conditions

Step-through frame provides a universal fit

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Tacoma Bike Share

What is bike share?

Emerging Technologies

- Smart Bikes
- Smart Locks

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What is bike share?

Non-traditional

- Bike library or community supported
- Multiple fare structures; generally encouraging longer rides than traditional systems
- Bike or key obtained in person

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What are the benefits?

- Extends reach of transit
- Decrease commute time
- Personal savings
- Improve physical and mental health
- Catalyst for new and more comfortable bicycle facilities
- Economic development and competitiveness

Tacoma Bike Share

What are some challenge unique to Tacoma?

- Hills
- Helmet requirement
- Population and employment densities
- State of bicycle infrastructure

E-bikes in Birmingham

Helmet rental bins in Seattle

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Tacoma Bike Share

What might a system cost?

Rough estimates*

Smart Dock

$3,000-$5,000

$3,000

Philadelphia Bikeshare Pro-Forma, Foursquare ITP
Email correspondence from nextbike

Smart Bike

$2,000-$5,000

SOBI pricing brochure, 2014

Smart Lock

$1,000-

www.bitlock.com

**per bike*

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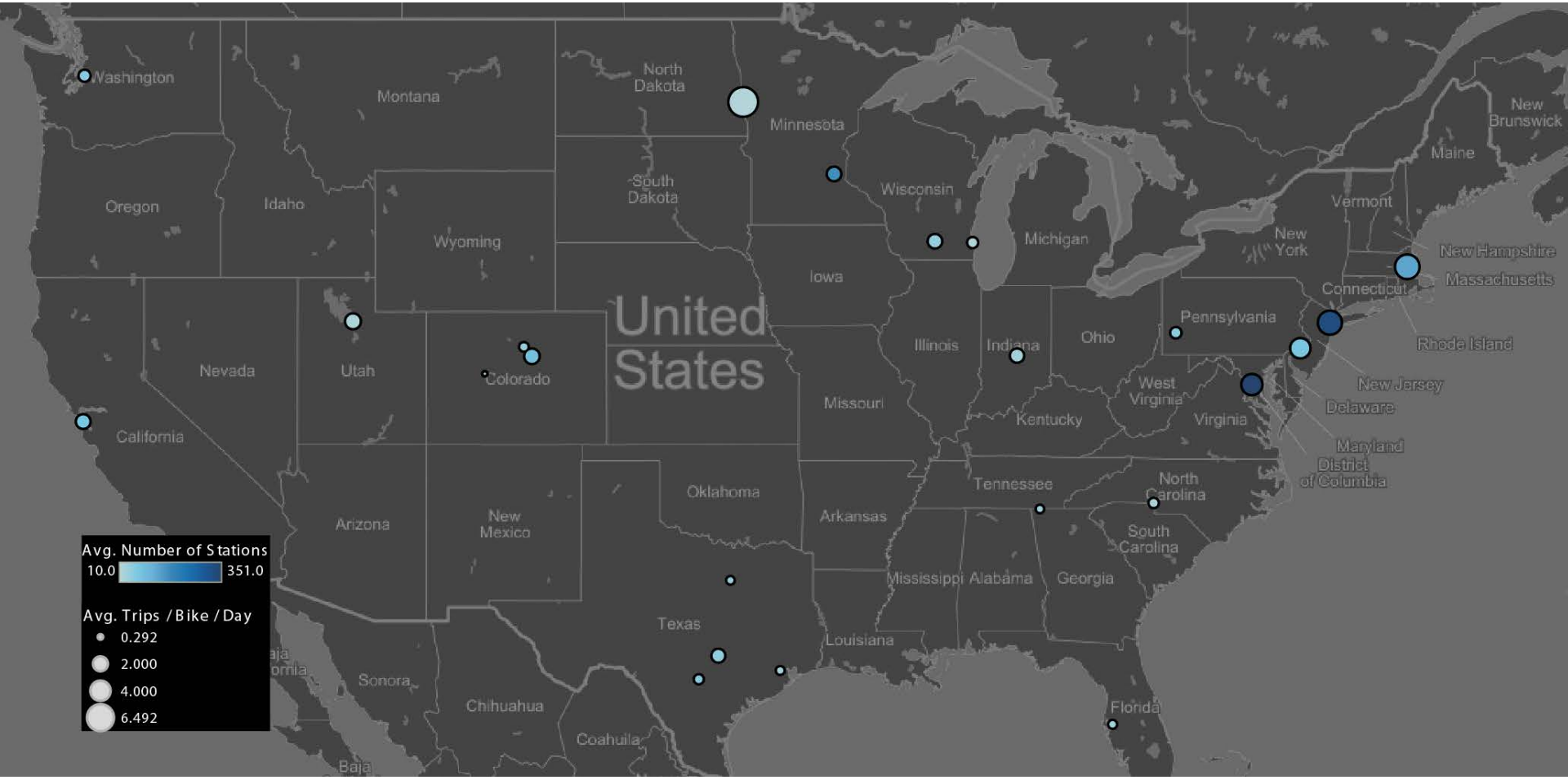
Tacoma Bike Share

What makes a successful system?



Bike share ridership in cities with available data

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Tacoma Bike Share

What makes a successful system?

GOAL: High ridership

- Station density
- System size
- Stations located in dense areas

GOAL: Community amenity

- Visible stations
- Low membership barrier

GOAL: Recreation

- Stations located in safe, enjoyable places to ride

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Tacoma Bike Share

What makes a successful system?

GOAL: Equity

- Stations located in underserved areas
- Reduced fees for low-income members
- Option to purchase membership without a credit card

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Comparable Cities

Boulder

$65 / $7

May 2011 / 22 stations / 25,000 rides

Chattanooga

$75 / $6

July 2012 / 31 stations / 32,000 rides

Charlotte

$65/ $8

April 2012 / 21 stations / 38,000 rides

Nashville

$50 / $5

Aug 2013 / 20 stations / 37,000 rides

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Tacoma Bike Share

Project Process

February-March

- Existing and future conditions analysis
- Public and stakeholder engagement
- Develop system goals

March-May

- System Planning
- Business pro-forma and policy review

June-July

- Draft report
- Public meeting
- Final report

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Tacoma Bike Share

Questions?

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cascade BICYCLE CLUB

VISION ZERO

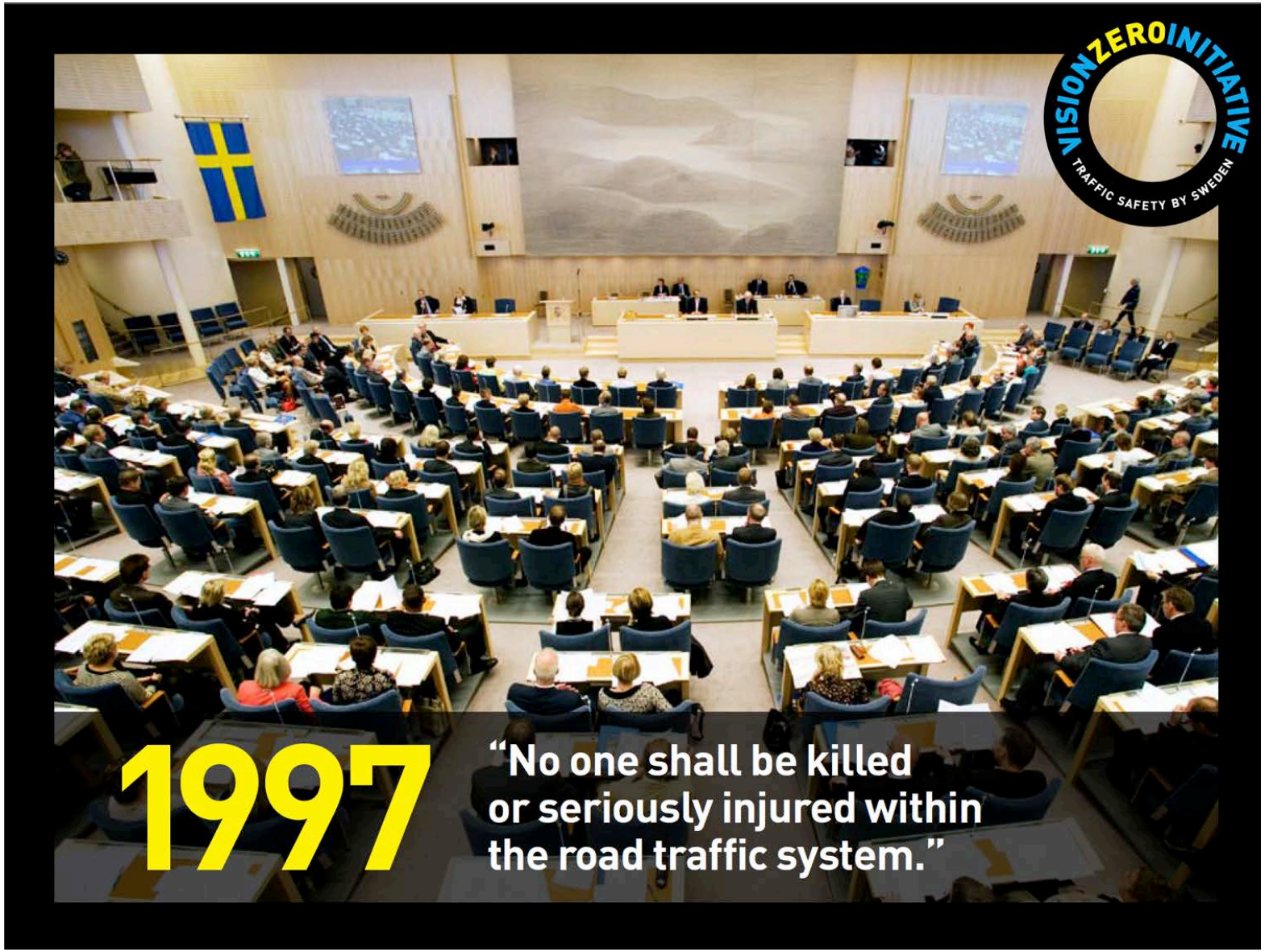
ANDREA CLINKSCALES, AICP, PMP
Principal Planner

GLOBAL & LOCAL PROBLEM

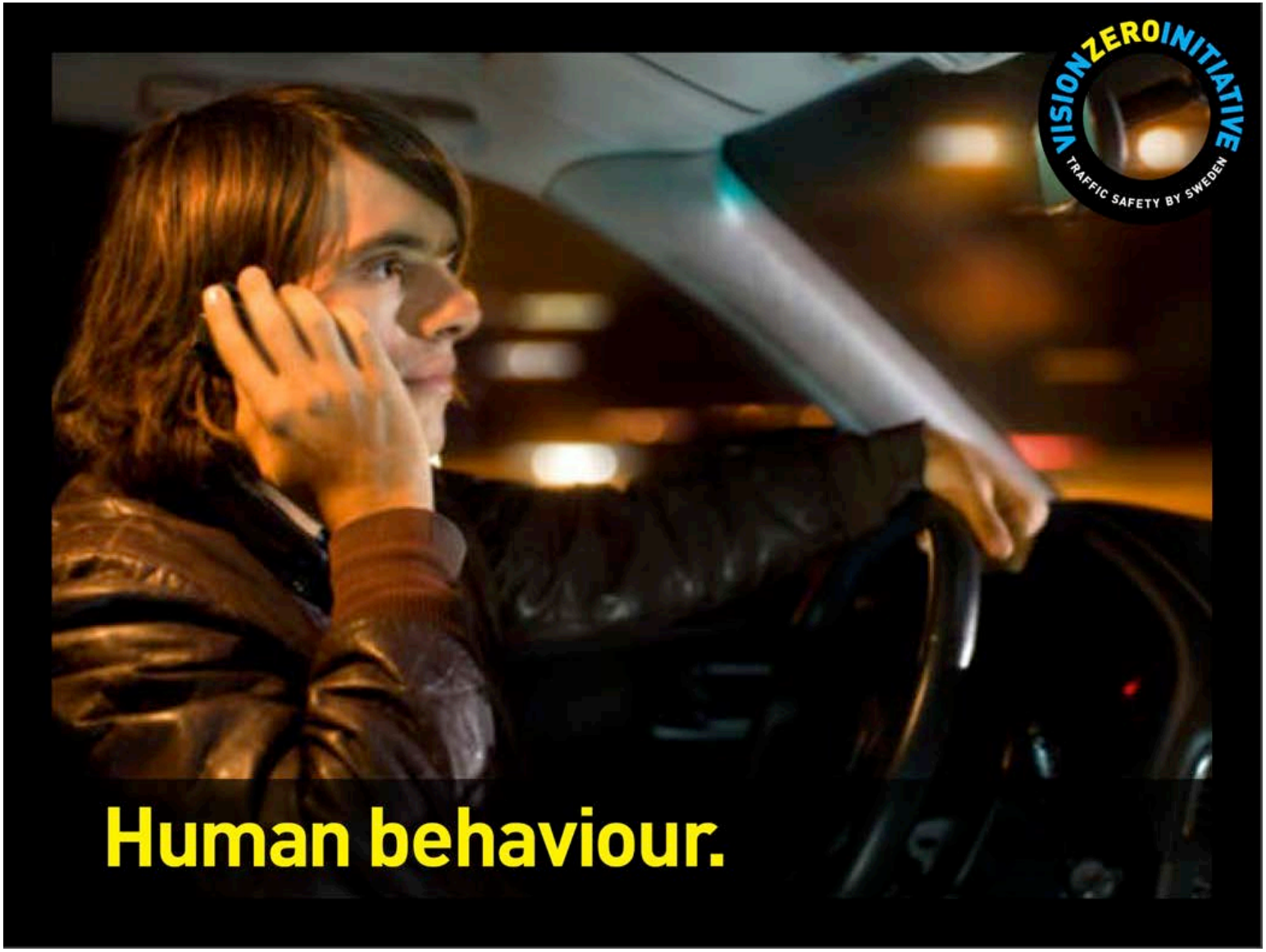
- 1.24 million **worldwide** traffic deaths per year
- 35,200 **U.S.** traffic deaths per year
- 180 **Puget Sound** traffic deaths in 2014
  - 23% pedestrians
  - 2% bicyclists

We call this phenomenon traffic ***accidents***.

But, in reality, we have the power to prevent traffic ***collisions***.


VISION ZERO INITIATIVE
TRAFFIC SAFETY BY SWEDEN
1997
"No one shall be killed or seriously injured within the road traffic system."

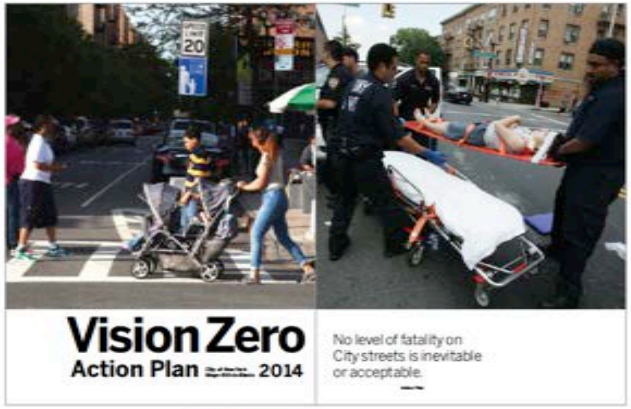

VISIONZEROINITIATIVE
TRAFFIC SAFETY BY SWEDEN
Changing our mindset: Safety as a precondition for mobility.


VISION ZERO INITIATIVE
TRAFFIC SAFETY BY SWEDEN
Human behaviour.

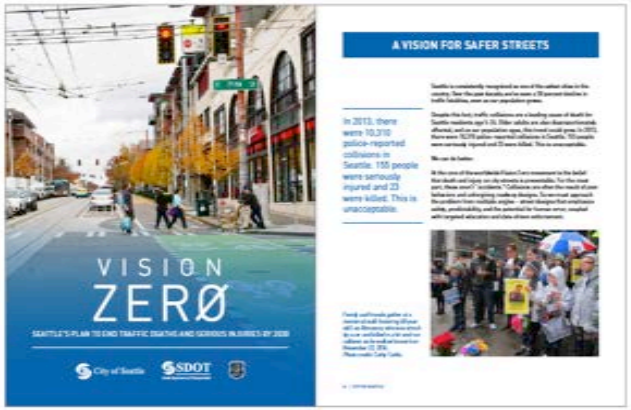

VISIONZEROINITIATIVE
TRAFFIC SAFETY BY SWEDEN
Any loss of life is unacceptable!

TO SUMMARIZE…

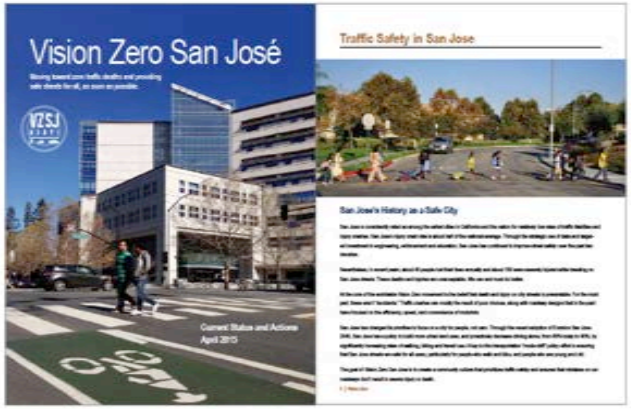
1. All traffic deaths and severe injuries are preventable.
2. No loss of life is acceptable.
3. We are human and make mistakes.
4. Transportation system must be designed to protect us.
5. Safe mobility is a basic right for all people.


Vision Zero
Action Plan 2014
No level of fatality on City streets is inevitable or acceptable.


Vision Zero San Francisco
Two Year Action Strategy
Eliminating traffic deaths by 2024
Achieving Vision Zero in San Francisco
Vision Zero SF: Because a mistake on the road should never result in serious injury or death.


VISION ZERØ
SEATTLE'S PLAN TO END TRAFFIC DEATHS AND SERIOUS INJURIES BY 2030
City of Seattle
SDOT
A VISION FOR SAFER STREETS
In 2013, there were 10,310 police-reported collisions in Seattle. 155 people were seriously injured and 23 were killed. This is unacceptable.


VISION ZERO
ONE DEATH ON OUR CITY STREETS IS TOO MANY.
Vision Zero works to instill a new way of thinking about traffic fatalities—that they are not inevitable.


Vision Zero San José
Traffic Safety in San Jose
San José's History as a Safe City


Washington State Strategic Highway Safety Plan
2013
About Target Zero
Target ZERO

THE PATH TO VISION ZERO IS A PROCESS

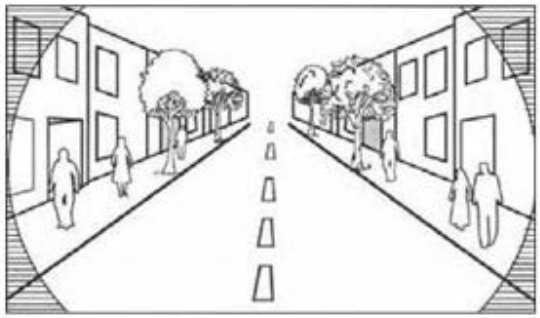
- **First step:**
  - Safety initiatives & disparate projects
- **Second step:**
  - Comprehensive Plan, Transportation Master Plan, or any other modal plan
- **Third step (the ultimate goal):**
  - Stand alone Vision Zero plan & ordinance

TARGET ZERO

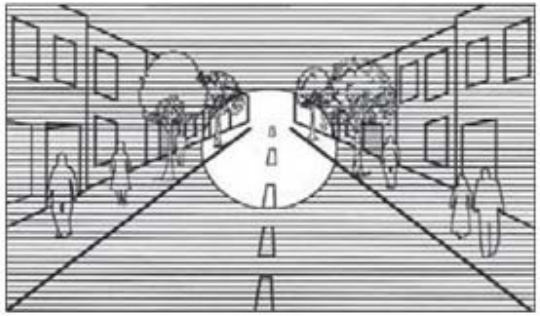
- **WSDOT initiative adopted in 2000**
- **New strategy focuses on data, brings together state agency experts with critical traffic safety data**
- **Analyzed data, made recommendations based on biggest contributors to death and serious injury**
- **Pro**
  - Stronger state partnerships and collision reductions on key corridors like HWY 99 through Seattle
- **Con**
  - Reducing car fatalities, but not enough focus on vulnerable users like bicyclists and pedestrians

5 VISION ZERO PLAN COMPONENTS

#1 MANAGING SPEED



Field of vision at 15 MPH



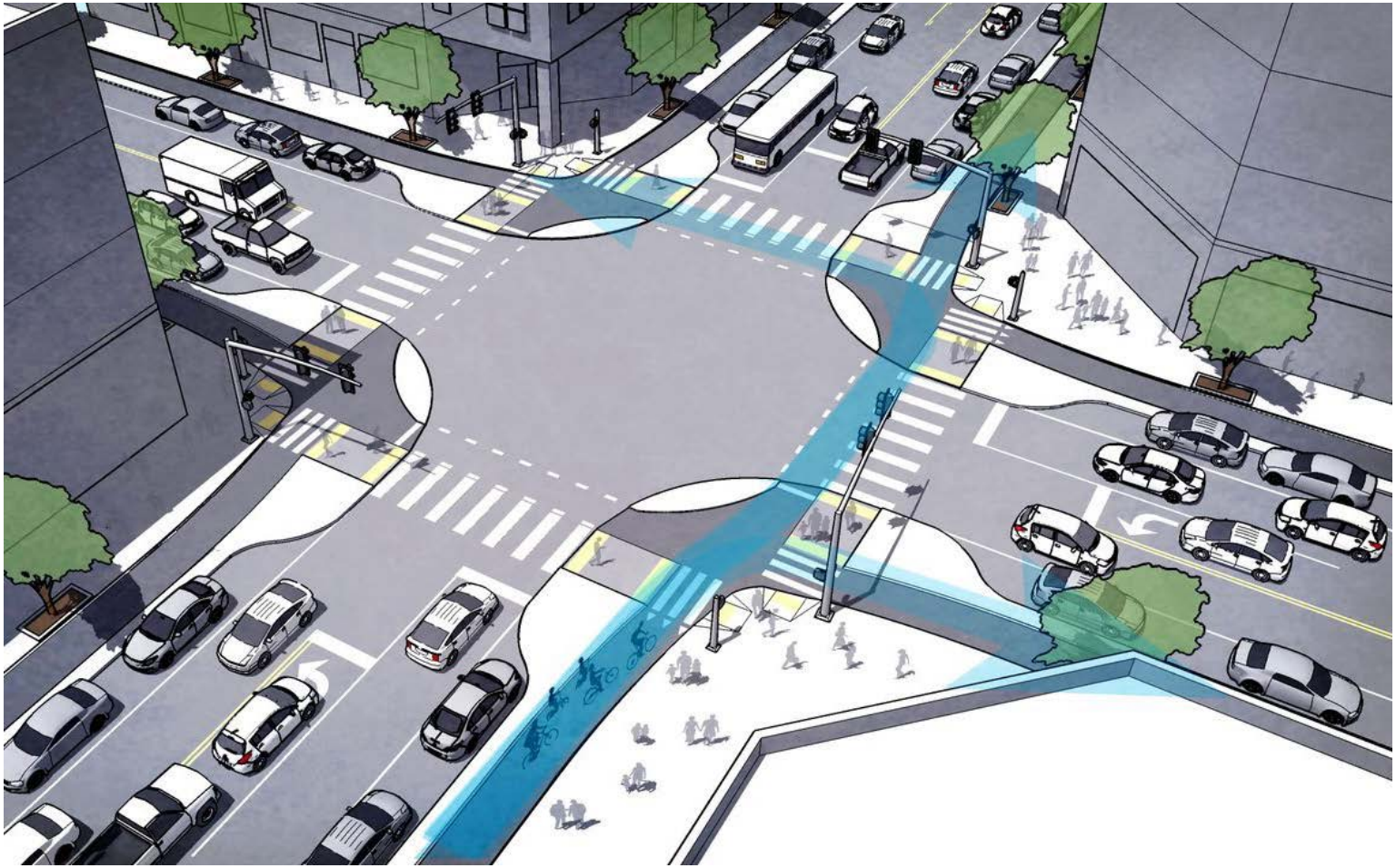
Field of vision at 30 to 40 MPH

A driver's field of vision increases as speed decreases. At lower speeds, drivers can see more of their surroundings and have more time to see and react to potential hazards.

Speed is especially lethal for vulnerable users like pedestrians and people biking. The risk of injury and death increases as speed increases.

#2 DESIGNING STREETS FOR MODAL SPEED DIFFERENTIALS

#3 STREET RE-DESIGN FOR SAFETY OF ALL USERS



#4 PRIORITIZE ENGINEERING

#5 PRIVATE SECTOR SUPPORT

THANK YOU TO KAISER PERMANENTE FOR BEING A SPONSOR OF THE VISION ZERO NETWORK.

KAISER PERMANENTE®

5 VISION ZERO IMPLEMENTATION STRATEGIES

1. **Present public with a unifying vision.**
2. **Strong mandate from Mayor, City Manager, or City Council for new coordination & communication system.**
3. **Hold city departments accountable to quantifiable goals.**
4. **Share data to justify your investment in Vision Zero.**
5. **Gather community feedback, communicate city goals, and engage city's diverse communities.**

GET YOUR VISION GOING!

Cascade Bicycle Club

ANDREA CLINKSCALES, AICP, PMP

Principal Planner

andreac@cascade.org

Safe Routes to School

City of Tacoma

Public Works & Environmental Services Department

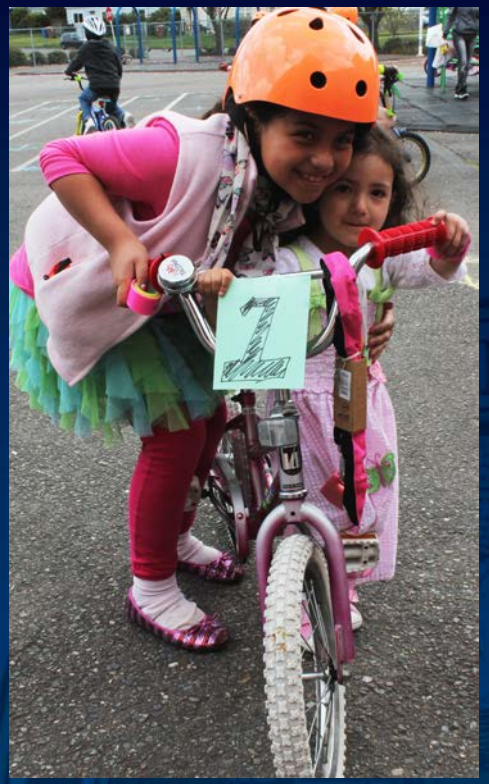
Transportation Commission and Bicycle & Pedestrian Technical Advisory Group

February 17, 2016

ITEM 3

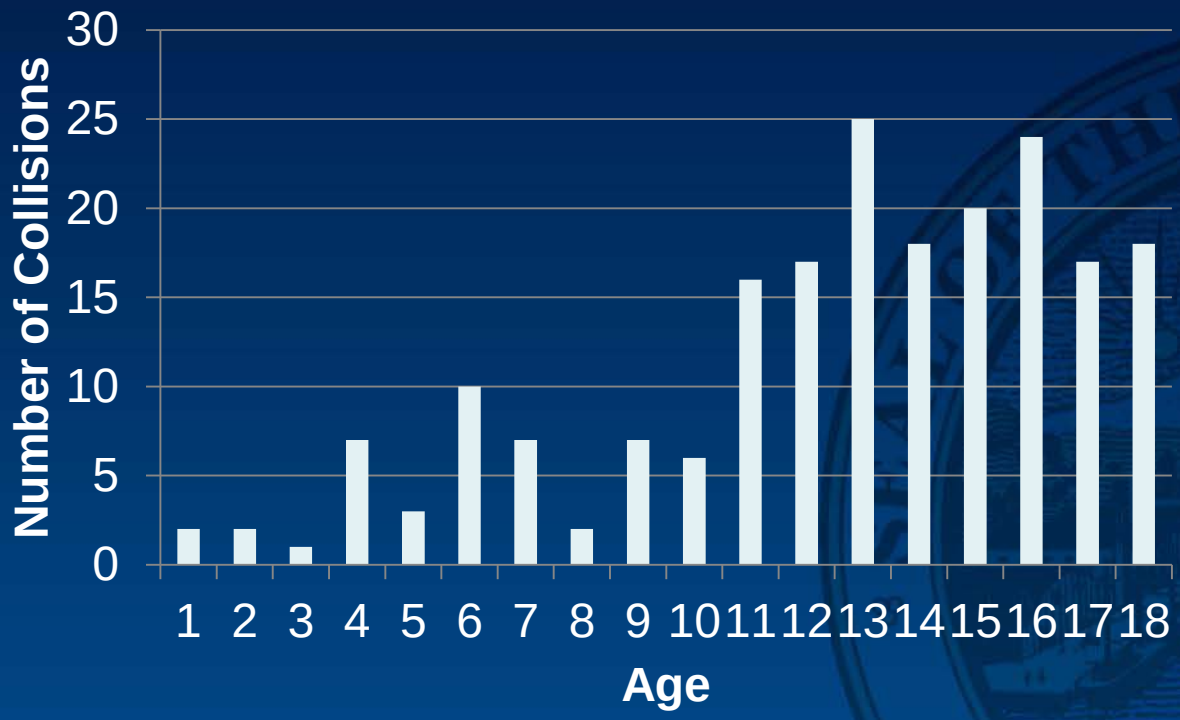
Overview

- Background Safe Routes to School
- Issues – 6 E's
- Next Steps



Background

- Established in 2005
- 202 youth involved collisions (2010-2014)



6 E's: Engineering

- Complete and make walking routes safe
- Identify & provide safe bicycling routes & facilities
- Work with school to create safe & efficient parent pick-up/drop-off zones

6 E's: Education

- Conduct Bike Safety Skills Courses and Bike Rodeos
- Provide tip sheets with guidelines for safer ways to travel to and from school
- Conduct presentations at back to school nights for parents and students
- Integrate presentations in classrooms or curriculum into the classroom

6 E's: Encouragement

- Create walking school buses and bike trains
- Participate in Walk to School Month and Walking Wednesdays
- Incorporate Walking and Biking Clubs
- Get parents, staff, and neighbors to participate in Traffic Calming Programs (Pace Car Program)
- Empower students, PTA and community groups to lead efforts

6 E's: Enforcement

- Identify problem locations
- Use innovative devices, such as in-roadway crosswalk signs to alert motorists that children may be crossing, or vehicle activated traffic calming signs for speeding
- Provide safety education & training support for student safety patrols and adult crossing guards
- Use speed cameras in school zones to slow down motor vehicles

6 E's: Evaluation & Equity

- Assess baseline conditions
- Monitor change over time
  - Where students live
  - Change in parental & administrative support
  - Change in principals and teachers
- Create an equitable program

Next Steps

- Infrastructure, Planning & Sustainability Committee Presentation March 9, 2016
- Bring stakeholders together (Tacoma School District Administration & Principals, Police, Public Works, Environmental Services, Health Department, Community Groups)
- Fund development of a Safe Routes to School Implementation Plan
- Utilize plan to apply for grants

Safe Routes to School

City of Tacoma

Public Works & Environmental Services Department

Transportation Commission and Bicycle & Pedestrian Technical Advisory Group

February 17, 2016

ITEM 3

Transportation Commission
2015 Accomplishments and 2016 Work Plan

City of Tacoma

Public Works Department

Infrastructure, Planning, and Sustainability
February 24, 2016
ITEM #1

Overview

- Transportation Commission Background
- 2015 Accomplishments
- 2016 Work Plan

Background

- Established in 2013
- Advise the City Council on transportation-related matters
- Meet 3rd Wednesday of each month, Municipal Building Visibility Center 9th Floor at 5:30 p.m.

Background

- 11 member Commission
  - Co-Chair Jane Moore – At-Large
  - Co-Chair Justin Leighton – District 3
  - Andrew Strobel – At Large
  - Evette Mason– At-Large
  - Jacki Skaught – District 1
  - Judi Hyman – District 2
  - Vance Lelli – District 4
  - Yoshi Kumara – District 5
  - John Thurlow - Non Voting
  - Vacant – At Large
  - Vacant – Non Voting

2015 Accomplishments

- Transportation Master Plan Adoption
  - Community Outreach
    - Citywide Open house (March 2015)
    - Council District Open house
    - Neighborhood Councils
  - Review and analysis of all public comment
  - Approved and forwarded final draft to Planning Commission
  - Adopted November 2015

2015 Accomplishments

- Sound Transit Recommendations
  - Light Rail Station Location
  - Sound Transit 3 Projects
- Safe Routes to School Recommendation
- Street Projects
  - South Tacoma Way Multimodal Project
  - WSDOT SR167 Project
  - East 25th Street One-Way

2015 Accomplishments

- Environmental Action Plan
- Design Manual and Low Impact Development Changes
- 6-Year Transportation Improvement Program
- Proposition 3 and A
- Amended By-laws
- Commission Liaisons
  - Bicycle & Pedestrian Technical Advisory Group
  - Parking Technical Advisory Group
  - Tacoma Mall Subarea Plan

2016 Work Plan

- Transportation Master Plan
  - Performance Tracking
  - Pedestrian Implementation Strategies*
  - Project Criteria Update
- 6-Year Transportation Program Amendments/Capital Facilities Program Update
- Capital Project Planning and Grant Review
- Infrastructure Maintenance Plan

2016 Work Plan

- Sound Transit Link Extension/ST 3
- Project Participation
  - Tacoma Mall Subarea Plan
  - Puyallup Avenue Corridor Study
  - North 21st Street from Proctor to Pearl St
- New Initiatives
  - Parklets
  - Complete Streets Ordinance*
  - Safe Routes to School*

2016 Work Plan

- Review status of Non-voting members
- Better define relationship with Planning Commission & Parking Technical Advisory Group

Transportation Commission
2015 Accomplishments and 2016 Work Plan

City of Tacoma

Public Works Department

Infrastructure, Planning, and Sustainability
February 24, 2016
ITEM #1