



SFMTA

Stationless Bike Share Program - Permit & Transportation Code Update

SFMTA Board of Directors

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Stationless Bikeshare Pilot

- Jan 2018-July 2019
- JUMP – stationless, lock-to, eBikes
- 500 bikes in SFMTA jurisdiction
- 50 bikes in Presidio jurisdiction



Lock-To Lessons Learned

- Better accessibility
- Reduces theft and vandalism
- Increases bike rack demand

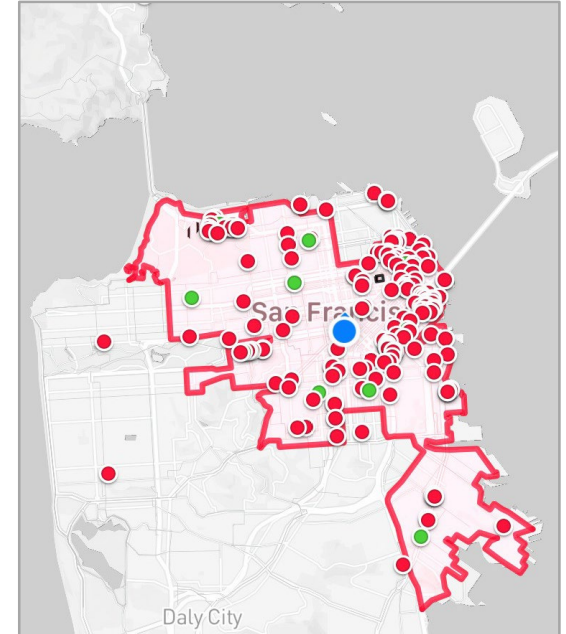
- *Recommendations:*

- Require lock-to devices
- Institute a bike rack fee based on fleet size



Distribution Lessons Learned

- 3 bikes/mi² – hard to enforce
- 20% in Communities of Concern
 - too broad
- Rebalancing challenges



- *Recommendations:*

- Revise Communities of Concern and bike density requirements
- Neighborhood-based service distribution
- Minimum requirements in outer areas

Public Engagement Lessons

- Community Based Organizations partnership – undefined Memorandum of Understanding process
- More Programming Needed
- User accountability challenges

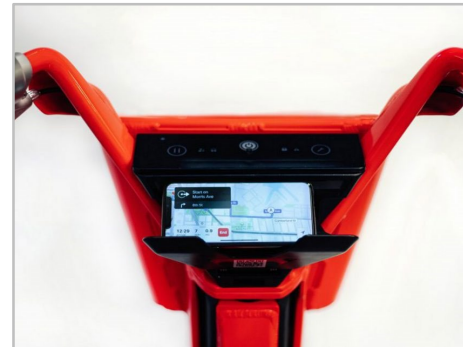


- *Recommendations:*

- Require Partner-ready programs
 - Arts/Culture, Safety education, Low-income, Local hire, Small business promotion
- Set low-income membership participation targets
- Archive, report and track all feedback/response

Hardware Lessons Learned

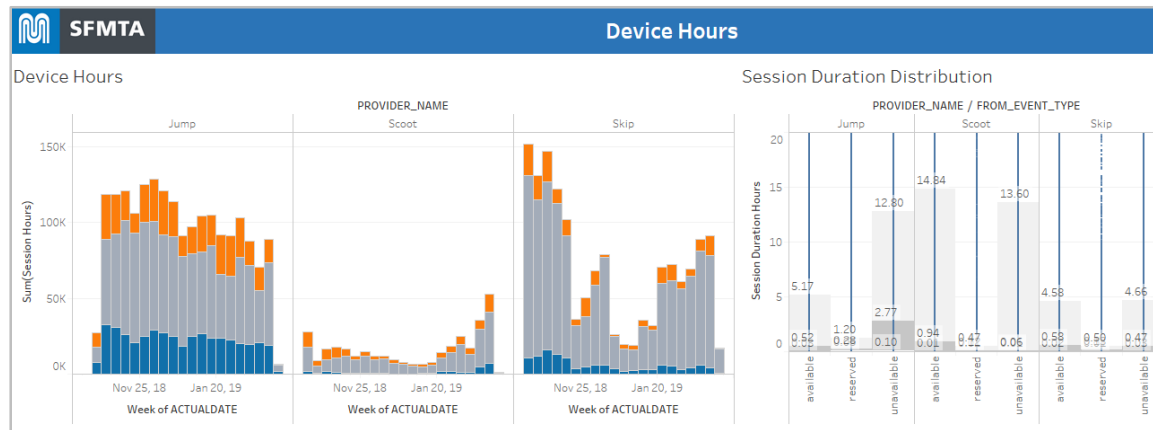
- Device Model Change with Complications
 - People like eBikes
 - Cable lock difficulties
 - Battery Depletion → Geolocation Loss



- *Recommendations:*
 - Require sample vehicles be provided to SFMTA prior to full fleet adoption.

Data Policy Lessons Learned

- Established national data standard
 - i.e. Mobility Data Specification (MDS)
- Long data-sharing test-phase
- More robust privacy policy



- *Recommendations:*
 - Adopt MDS and Scootershare privacy policy
 - Require feed prior to permitting

Summary of Transportation Code Changes

Establish authority to require the following:

- Lock-to stationless bikes
- Improved general and equity-based distribution metrics
- Partner-ready outreach programming
- shared archives for public feedback/response
- Any new devices be vetted by MTA staff
- MDS and data-sharing prior to permit
- Better fee schedules, including separate application and permit fees