

# AGENDA



## Recommendation for Council Action

### AUSTIN CITY COUNCIL

Regular Meeting : February 1, 2018

Item Number: 058

### Transportation

Approve an ordinance amending the Fiscal Year 2017-2018 City of Austin Fee Schedule (Ordinance No. 20170913-002) to set administrative fees and use rent fees for monitoring, enforcement, parking infrastructure and overall management of the Shared Bike program and for the use of the right-of-way and transportation infrastructure for potential on-going privatized dockless bike share operations.

<b>Lead Department</b>	Transportation
<b>Fiscal Note</b>	This action is estimated to result in an additional \$90,000 in revenue to the Mobility Fund. A fiscal note is attached.
<b>Prior Council Action</b>	Resolution 20141106-118
<b>For More Information</b>	Robert Spillar, 512-974-2488, Laura Dierenfield, 512-974-7189, Anthony Segura, 512-974-7015; Gilda Powers, 512-974-7092.
<b>Council Committee, Boards and Commission Action</b>	December 19, 2017 - Briefing to the Bicycle Advisory Council - No action taken.

### Additional Backup Information:

This action authorizes the City Manager to amend the FY 2017-2018 Fee Schedule for the Austin

Transportation Department (ATD). Fees are anticipated to be \$30 per bicycle to cover the ongoing costs of monitoring, enforcement, parking infrastructure and overall management of the program.

Amendments to the 2017-2018 Transportation Fee Schedule will allow ATD to include application and use fees for the use of the right-of-way. The fees established are fair and in-line with industry standards.

Private dockless bike share is one of the latest disruptive business models being introduced to cities throughout the US. Dockless bike share systems use remote technology rather than stations to manage bikes within the system. By design, these systems like station-based bike share systems, use City right-of-way to conduct business.

Cities such as Seattle have launched a robust dockless-only bike share permit system while others such as Washington, D.C. have sought to create a blended system, supporting the existing station-based system and opening up the market to dockless bike share technologies through a seven-month demonstration project. Some cities such as Dallas have experienced concerns related to bikes being misplaced within the City right-of-way and on private property. Lessons are being learned in how to best manage a free floating bicycle system, to include strategies for bicycle parking, monitoring and data sharing.