



Department of Administration
Budget and Management Division

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March 21, 2018

City of Milwaukee
Equal Rights Commission
200 E Wells Street
City Hall, Room 606
Milwaukee, WI 53202

Board of Commissioners:
Special Attention
Commissioner Jeffery Roman, Chair Commissioner
Chez Ordoñez, Co-Chair

SUBJECT: Inclusion of Adaptive Bikes in City of Milwaukee Bike Share System

Dear Board of Commissioners

Commissioner Chez Ordoñez requested the City of Milwaukee ADA Coordinator provide recommendations on inclusion of adaptive bikes in the Bublr Bike Share Program or as a separate program. Commissioner Ordoñez's request was to focus on several key issues which include: number of adaptive bikes in a bikesharing program; types of adaptive bikes to be included; placement of adaptive bikes within the community; and management of the adaptive bikes. As bikesharing efforts are made to incorporate adaptive bikes into the fleet of the existing or possible new bikeshare system, it is important to understand that there is not a "one size fits all" type of adaptive bike.

One of the current challenges as bikeshare expands is the availability of accessible options that benefit people with disabilities and older adults in all bikeshare programs and systems. While some communities have been quick to develop solutions to make bikesharing accessible and inclusive, other communities have been slow to adopt similar efforts. The City of Milwaukee should make every effort to include the disability and aging communities in all planning efforts focused on bikesharing. It is necessary to hear the ideas of potential system users and seek out opportunities to make systems inclusive and accessible to all. And the community would be provide with necessary criteria for determining number of adaptive bikes, types of adaptive bikes, placement and management of the adaptive bike system.

***Number of Adaptive Bikes in Bike Share Program**

Currently Zagester is the only vendor that provides adaptive bikes in bikesharing programs in which they operate. Although Zagester notes numbers adaptive bikes available in bikesharing programs vary across the county they have found the appropriate percentage of adaptive bikes typically fall under these percentages: <500 bikes, 2%; 500 – 2500 bikes, 1.75%; and 2501 – 5000 bikes, 1.25%. Data from the City of Milwaukee Bike Share Survey lists Ohio State University as maintaining the highest percentage of adaptive bikes in their bike share program at 13%. Percentages of adaptive



bikes in bike share programs of other communities participating in the survey average between 5% and 10%. How percentages were determined was not requested as part of the survey.

Zagster, in their proposal to the City of Milwaukee, has recommended an inclusion of 15 adaptive bikes of 500 bikes total or 3% . It would be optimal to have the adaptive bike percentages of the bike share program reflect the percentage of City of Milwaukee citizens with disabilities, 16.5% for ages 18 to 64 years. However, a lower percentage of 5% of adaptive bikes may want to be considered for installation of the pilot program to gauge usage statistics and receive feedback from the community. Currently there are approximately 500 bikes in the Publr bike share program; the City should consider **no more than 5% percent, or 25 adaptive bikes.**

***Types of Adaptive of Bikes**

There is a wide variety of adaptive bike types available; each provides its own benefit for the bike rider. The most common types of adaptive bikes in bike share programs include: side-by-side bikes; tricycles; e-bikes; DUETs; and hand-cycles. The City of Milwaukee Bike Share Survey found the majority of adaptive bikes utilized in bikesharing programs across the county included a combination of tricycles and side-by-side bikes; fewer bikesharing programs included hand-cycles, e-bikes or heavy duty tricycles.

Which types of adaptive of bikes should be included in the City of Milwaukee bike share program? This should be determined only after engaging the community itself in the selection process. What types of adaptive bikes work for one community may not work for the City of Milwaukee. The City of Milwaukee would establish workgroups to discuss with the community what their needs are. Either the Bike/Pedestrian Coordinator or the ADA Coordinator has already made contact with several key individuals to help promote community participation in adaptive bike workgroups. Those individuals include: Qadira Harris, AARP Associate State Director Community Outreach; Dan Krohn, TMG Partnership Specialist; Damian Buchman, The Ability Center Founder; and Brian Peters, IndependenceFirst Community Access and Policy Specialist. The City will continue to reach out to other key players within the disabled community to participate and have a voice in the adaptive bike selection process.

***Placement of Adaptive Bikes in the Bike Share System**

Placement of the adaptive bike stations should look at US Census demographics regarding location of persons with disabilities and distribution among communities of color with large percentages of persons with disabilities. Other considerations for placement of adaptive bikes should include:

*Real estate availability, not to encroach on the public right-of-way;

*Traffic patterning;

*City of Milwaukee has only a few larger parks;

*Need of possible Memorandum of Understanding (MOU) for placement within County Parks;

*Need of possible MOU for placement at Milwaukee Public Libraries.

Management of the Adaptive Bikes

How and who would be responsible for managing adaptive bikes would be depend on which bikesharing program is selected. The only two larger cities in the US, Detroit and Portland, to incorporate adaptive bikes in their bikesharing program looked to their disability and aging community to provide answers on what they wanted in their bikesharing systems and how they should operate. Portland's adaptive bikes are separate from their Biketown Bikesharing Program – adaptive bikes

are available to rent at two bicycle shops located within close proximity to trails. Detroit's adaptive bikes are to be purchased by the City and to be managed in conjunction with peer support organizations.

Concerns to be considered in the selection of which system to utilize within the City of Milwaukee and how it is to be managed include:

- *Lack of facilities for adaptive aids storage;
- *Need for human assistance;
- *Separated multi-use pathways.

I, as ADA Coordinator, would forward to work with Department of Public Works in organizing an Adaptive Bike Program Workgroup. Having a Workgroup could provide valuable feedback from the disability and aging community and may address concerns or solutions that have not been previously been considered. The success of inclusion of adaptive bikes in the Bike Share Program will depend on the participation and buy-in by the community. Therefore, the City of Milwaukee needs to move forward organizing the Adaptive Bike Program to resolve the lack of adaptive bikes and should be held to a timely schedule.

Respectfully,

Rebecca J. Rabatin, CADAC
ADA Coordinator

cc: Sharon Robinson
Jessica Langill