



KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

September 25, 2012

Ordinance 17422

Proposed No. 2012-0238.2

Sponsors Phillips

1 AN ORDINANCE relating to establishing a fee for on-
2 demand use of King County-owned bicycle lockers at
3 Metro transit passenger facilities; and adding a new section
4 in to K.C.C. Title 4A.

5 STATEMENT OF FACTS:

6 1. The transit division, also known as Metro, has operated a bicycle locker
7 program since the mid-1990s. The objective of the program is to
8 encourage transit passengers to access transit facilities by bicycle. The
9 lockers provide secure bicycle parking that protects bicycles from weather,
10 theft, and vandalism. Lockers are leased to individuals on an annual basis.
11 The program is popular, and there is a waiting list at about half of all
12 existing bike locker sites.

13 2. When compared to the current system of reserved lockers, on-demand
14 lockers operated by other transit agencies and municipalities in California
15 have been shown to serve five to seven times as many cyclists per year.

16 3. Metro has secured a federal grant to test a program involving on-
17 demand bicycle lockers. The program would allow transit passengers to
18 use any participating locker at any Metro facility on an hourly basis, rather
19 than lease a single locker at one facility for a year. Bicycle lockers would

20 be available to those who purchase an access card in advance. Metro
21 would charge an hourly fee for on-demand use. The access card would be
22 debited based on the number of hours used at a time.

23 4. Metro plans to install and test on-demand bike lockers at multiple sites
24 throughout the county for public use. These sites include Convention
25 Place, Northgate Transit Center, Aurora Village Transit Center, Kenmore
26 Park-and-Ride, Issaquah Highlands Park-and-Ride, South Sammamish
27 Park-and-Ride, Eastgate Park-and-Ride, South Kirkland Park-and-Ride,
28 Renton Transit Center and Tukwila Park-and-Ride. On-demand bicycle
29 lockers would be offered as a service for a fee. Free bike racks would
30 remain available at each facility, in addition to the existing locker program
31 based on annual rentals, for those who do not wish to use the on-demand
32 service.

33 5. The costs of an on-demand bike locker program include, but are not
34 limited to, customer call center support, maintenance of electronic
35 equipment by the vendor, cardholder information database tools, local
36 field support, usage tracking and cleaning.

37 6. Metro has determined that an appropriate initial minimum fee for use
38 of an on-demand bike locker program would be five cents per hour, which
39 would cost a user approximately eleven dollars per month to use a locker
40 five days a week, ten hours per day. Metro determined this initial fee
41 based on the department of transportation's internal review of all cost
42 considerations for operation and maintenance of an on-demand locker

43 program, as well as expert opinion from equipment vendors and
44 professionals in the field.

45 7. K.C.C. 2.99.030.G.2. requires that enterprise fund fees be established
46 by ordinance. K.C.C. 4.08.265 establishes the public transportation fund
47 as a first-tier fund for the public transportation enterprise.

48 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

49 SECTION 1. A. Section 3 of this ordinance establishes fees for on-demand use
50 of King County bicycle lockers.

51 B. The fees are imposed in accordance with K.C.C. 2.99.030.G.2.

52 SECTION 2. Section 3 of this ordinance shall constitute a new section in K.C.C.
53 Title 4A.

54 NEW SECTION. SECTION 3. A. Fees are established for on-demand use of
55 bicycle lockers installed at King County transit passenger facilities to partially offset the
56 cost to establish and operate the on-demand locker program. All fees charged under
57 authority of this section shall be used to support the on-demand locker program. Any
58 revenue collected by the department of transportation under authority of this section shall
59 be deposited into the public transportation operating account of the public transportation
60 fund.

61 B. The program's costs include, but are not limited to, contract administration,
62 facility construction, operation and maintenance, vendor selection costs and customer
63 support.

64 C. The department of transportation shall set the fee or a range of fees for on-
65 demand use of bicycle lockers in accordance with this section.

66 D. The department of transportation shall calculate fees or a range of fees for on-
67 demand bicycle lockers. The initial maximum fee rate for on-demand use of bicycle
68 lockers shall not exceed ten cents per hour. Factors considered in setting the fee include
69 a review of average rates for use of bicycle lockers at other transit agencies; the desire to
70 establish a value for this service; the need to partially recoup operational costs; and
71 recognition that rates should be set low enough to stimulate demand and encourage more
72 people to participate in the on-demand locker program. The department may round up
73 the actual fee charged to the next full hour.

74 E. The department of transportation shall post fees and rules for on-demand use
75 of bicycle lockers on signs on or near the lockers. The department shall also post the
76 fees, rules and penalties on the department of transportation website.

77 F. The department of transportation may suspend or revoke use privileges of a
78 user who:

- 79 1. Fails to pay the applicable fee;
- 80 2. Uses an on-demand bicycle locker for long-term storage;
- 81 3. Damages or abuses an on-demand bicycle locker; or
- 82 4. Uses any bicycle locker for any purpose other than short-term storage of a
83 bicycle and related bicycle equipment.

84 G. In addition, the department of transportation may remove or impound property
85 from a bicycle locker for documented failure to comply with posted rules. The
86 department shall make a reasonable, good-faith effort to contact the owner of any
87 property impounded for violation of posted rules, and to return the impounded property to
88 the owner.

89 H. Within a range of fees set as authorized under subsection C. of this section,
90 the department of transportation may vary the fee for on-demand bicycle locker use
91 where there is a reasonable basis to do so, including, but not limited to factors such as
92 location, time, demand or usage patterns.

93 I. The department of transportation shall review the fees for on-demand use of
94 bicycle lockers at least once per year.

95 J. Once the fee or range of fees for on-demand use of bicycle lockers is set, the
96 department of transportation may not increase the hourly fee, or the upper end of the
97 hourly fee range, more than one hundred percent of that which is in place for the hourly
98 fee or range, unless the department is authorized to do so by the council by ordinance.
99 The department may not increase the fees or the upper end of the range of fees for on-
100 demand use of bicycle lockers, within one hundred twenty days of a previous increase to
101 the fee or range, unless the department is authorized to do so by the council by ordinance.
102 However, for the convenience of bicycle locker users, the department may round up an
103 increase in the hourly fee or fee range to the next highest increment of five cents, even if
104 such rounding up would cause the hourly fee or fee range increase to exceed one hundred
105 percent.

106 K. The department of transportation may contract with a vendor or other agent to
107 operate the on-demand bicycle locker rental program.

108 L. By March 31 of each year, the executive shall transmit an annual report for the
109 previous calendar year in the form of a paper original and an electronic copy filed with
110 the clerk of the council, who shall retain the original and provide an electronic copy to all
111 councilmembers. The report shall include:

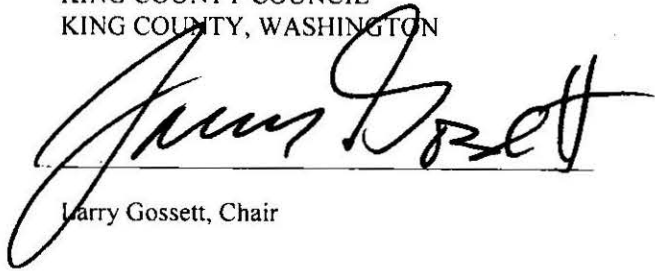
- 112 1. The average daily occupancy of on-demand bicycle lockers and monthly
113 rental information for traditional keyed bicycle lockers at transit passenger facilities;
- 114 2. The total revenues, by category, associated with on-demand bicycle lockers;
- 115 3. All rate structures in effect;
- 116 4. All costs, by category, associated with bicycle lockers, including separate
117 detail on costs specified to on-demand bicycle lockers;
- 118 5. An analysis of the on-demand bicycle locker program's effectiveness; and

119 6. Recommendations, as appropriate, for rate and code changes to both
120 maximize use of the bicycle lockers and maximize cost recovery for the county.
121

Ordinance 17422 was introduced on 7/16/2012 and passed as amended by the Metropolitan King County Council on 9/24/2012, by the following vote:

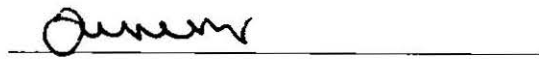
Yes: 9 - Mr. Phillips, Mr. von Reichbauer, Mr. Gossett, Ms. Hague, Ms. Patterson, Ms. Lambert, Mr. Ferguson, Mr. Dunn and Mr. McDermott
No: 0
Excused: 0

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON



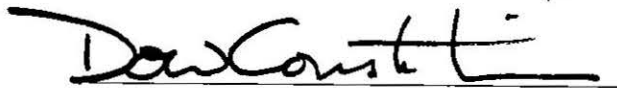
Larry Gossett, Chair

ATTEST:



Anne Noris, Clerk of the Council

APPROVED this 5 day of OCTOBER 2012.



Dow Constantine, County Executive

Attachments: None

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CLERK
KING COUNTY COUNCIL