Denver Regional Data Consortium (DRDC) Meeting
Summer 2018
• Introductions

• **Updates on DRCOG Initiatives:**
  - Citizens’ Academy
  - Regional Planimetrics
  - Potential Land Use Land Cover Project
  - Dockless Mobility/Bike Share Data

• **Food Deserts and Food Swamps**

• **Data to Policy Project – Affordable Housing**

• **Curbside Management and Parking Analysis**

• 4:40 to 5:00 Discussion

• 5:00 to 6:30 Happy Hour

If on the webinar, use chat to ask questions.

If in the room, please use mics!
DRCOG UPDATES
Citizens’ Academy

DRCOG will continue existing learning model. Topics will include:
- Economic Vitality and Access to Opportunity
- Engagement and Organizing
- Transportation and TDM
- Individual Action Plans

- Application window open now; accepted through Sept. 5
- The first DRCOG Citizens’ Academy will begin on Sept. 27.
what
• a regional project to acquire building roofprints, sidewalk centerlines, parking lots and more!

when
• delineations occur in 2019, project planning happening now.

why
• to update previously collected data on the built environment and leverage our investment in imagery

how
• with contributions from users
Public/private partnership
• accepting support from all types of users (public, private, academic) in the form of partnerships, sponsorships, and in-kind contribution

Exclusive access to added value
• funding partners get additional attribution like sidewalk widths and building addresses – *above and beyond the public domain product*

Student competition
• engaging the research community to add value like percentage grade on sidewalks, pavement condition, parking information etc.

OpenStreetMap contribution
• see our features in OSM products – contact us to get involved with the import!
Regional Planimetrics – Timeline and Next Steps

• Reach out now to express interest, get quotes, discuss needs – email me at asummers@drcog.org

• Officially sign up via Letter of Intent in the fall (approx. Sept-Nov)

• Goal is to start work immediately following DRAPP 2018 (approx. Jan/Feb)

• Rolling deliveries expected throughout 2019
The Babbitt Center for Land and Water Policy wants to pay the Chesapeake Conservancy on our behalf to generate a 1000 sqmi Land Use Land Cover pilot data set in our region.

**Value to us**
- Leverages our DRAPP imagery to create a new derivative product
- Results in LULC data for a portion of the region and methodology to follow for the remainder of the region

**Our contribution**
- Determining classification, accuracy requirements and other specifications
- QAQC of the product so they can train and refine their algorithms
"Data is policy. NACTO's guidelines for the management of dockless bikes, scooters, and other Shared Active Transportation allow cities to take proactive planning measures that will allow our city **streets to be flexible, vibrant, and meet the needs of everyone in our diverse communities**. Robust data requirements, like LA's Mobility Data Specification on Github, are key to aligning public benefit with the wide array of new innovative mobility options in our cities."

- **Seleta Reynolds**, *General Manager of the Los Angeles DOT and NACTO President*
Shared-use Mobility
NACTO recently released *Guidelines for the Regulation and Management of Shared Active Transportation* that outlines policy areas where communities should be in alignment:

• **Oversight and Authority**
  - General Provisions
  - Operations Oversight
  - Public Communications Oversight

• **Data Standards**
  - Provision and Access
  - Quality and Accuracy
  - Privacy

• **Small Vehicle Standards for the Shared Use Context**
NACTO recently released *Guidelines for the Regulation and Management of Shared Active Transportation* that outlines policy areas where communities should be in alignment:

- **Oversight and Authority**
  - General Provisions
  - Operations Oversight
  - Public Communications Oversight

- **Data Standards**
  - Provision and Access
  - Quality and Accuracy
  - Privacy

- **Small Vehicle Standards for the Shared Use Context**
NACTO Data Standards: Provision and Access

• **Format**
  • Minimum, data should be provided in **General Bikeshare Feed Specification (GBFS) format**, including additional data fields that record small vehicle location.
  • Ideally, data regarding **trips, maintenance/condition, and customer complaint reports** would also be provided.
  • Retain the right to request **aggregated reports** (system use, compliance, etc.).
  • Communities should require that companies make **anonymized trip data available to the public**.

• **Process**
  • **Shared w/ the community and/or community-approved 3rd party** data aggregator
  • Retain the right to require **opt-in user survey** to users and provide input on Qs
  • Agree upon **frequency** of reporting
  • Require **record retention** in accordance with local and state policies.
In order to convey location, use patterns and other information, **all small vehicles shall ping**, a minimum of every 90 seconds while in use.

Data shall be provided by **GPS equipment that is affixed to the small vehicle** (not customer phones). This doesn’t include phone-based location services information, used by customers to locate/track their own device.
NACTO Data Standards: Privacy

• Ensure **customer data privacy** and that company policies are in accordance with city data privacy policies.
• Communities should require companies to provide a **clear, written justification** for why they need **access to customer files** (i.e. contacts, camera, photos, location, etc.).
• Customers shall not be required to **share personal data w/3rd parties**.
• Communities should require companies to allow customers to use mobility service **without providing access to files**.
• Companies must provide customers with clear, prominent **notification about what data will be accessed**.
• Customers may **opt-in (not opt-out)** to provide access to files, etc.
Seattle Use Case: Trip Origins, Ridership, Fleet Size, etc.

Source: Seattle DOT
http://sdotblog.seattle.gov/2018/05/02/bike-share-by-the-numbers/
Frequency of Bike Share Use by Demos

Half of those under thirty-five have tried bike sharing. Men are more likely to have tried bike sharing than women. Younger white residents are the most likely to have used bike sharing more than ten times.

<table>
<thead>
<tr>
<th>Demographic</th>
<th>1-10 times</th>
<th>11+ times</th>
<th>Total have used a bike share in last 6 months</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall</td>
<td>22%</td>
<td>11%</td>
<td>33%</td>
</tr>
<tr>
<td>Male (49%)</td>
<td>24%</td>
<td>15%</td>
<td>39%</td>
</tr>
<tr>
<td>Female (50%)</td>
<td>20%</td>
<td>8%</td>
<td>28%</td>
</tr>
<tr>
<td>White (61%)</td>
<td>19%</td>
<td>13%</td>
<td>32%</td>
</tr>
<tr>
<td>Hispanic/Af-Am/Other (24%)</td>
<td>26%</td>
<td>10%</td>
<td>36%</td>
</tr>
<tr>
<td>Asian (15%)</td>
<td>27%</td>
<td>5%</td>
<td>32%</td>
</tr>
<tr>
<td>18-34 (38%)</td>
<td>35%</td>
<td>15%</td>
<td>50%</td>
</tr>
<tr>
<td>35-54 (34%)</td>
<td>23%</td>
<td>15%</td>
<td>38%</td>
</tr>
<tr>
<td>55+ (28%)</td>
<td>5%</td>
<td>5%</td>
<td>10%</td>
</tr>
<tr>
<td>White &lt;45 (29%)</td>
<td>30%</td>
<td>25%</td>
<td>55%</td>
</tr>
<tr>
<td>White 45+ (32%)</td>
<td>9%</td>
<td>2%</td>
<td>11%</td>
</tr>
<tr>
<td>Non-White &lt;45 (28%)</td>
<td>34%</td>
<td>11%</td>
<td>45%</td>
</tr>
<tr>
<td>Non-White 45+ (11%)</td>
<td>7%</td>
<td>7%</td>
<td>14%</td>
</tr>
<tr>
<td>North Seattle (41%)</td>
<td>18%</td>
<td>8%</td>
<td>27%</td>
</tr>
<tr>
<td>Central Seattle (36%)</td>
<td>25%</td>
<td>17%</td>
<td>42%</td>
</tr>
<tr>
<td>South/West Seattle (23%)</td>
<td>24%</td>
<td>7%</td>
<td>31%</td>
</tr>
</tbody>
</table>

Q19. In the last six months, about how many times have you ridden one of the green, yellow, or orange bikes that are part of one of the bike share programs currently operating in Seattle?
Seattle Use Case: Trip Origins, Ridership, Fleet Size, etc.

Helping the Emerald City stay green!

- **220,000** cumulative miles ridden
- **9 laps** around the earth
- **6,600,000** calories burned riding LimeBikes
- **12,000** Big Macs
- **119,000** lbs of CO2 saved
- **4,800** trees saved

Less traffic on Seattle roadways

- **45%** of all trips start or end near a public transit station
- LimeBike is helping Seattle residents drive less and access more public transportation!

- **103,000** active riders in 5 months

- **11%** of riders use LimeBike during the morning rush hour
- **8%** of all rides

- **54%** of riders use LimeBike during the evening rush hour
- **39%** of all rides

Average riding time is **7:30 min.** covering **1 mile**

LimeBike is helping reduce traffic on Seattle roadways!

Source: LimeBike
Emily Lindsey, AICP
Transportation Planner
elindsey@drcog.org
DISCUSSION