

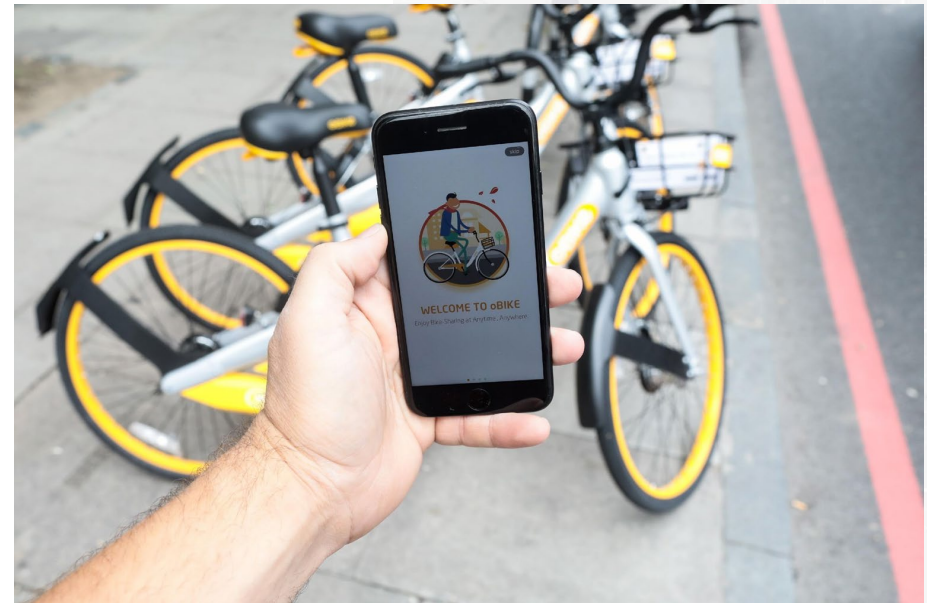


CITY OF RIALTO
Active Transportation Plan
+
Bikeshare Feasibility Study
July 2019



What is Bike Share?

- Network of shared bicycles
- Quick and convenient transportation option for short-term, one-way trips
- Bike share steps:
 - Check out a bike from one location
 - Ride it to your destination
 - Leave the bike for someone else to use



Benefits of Bike Share

CITY OF RIALTO
Bikeshare Feasibility
Study



Improved individual and community health through active transportation



Increased economic development (green jobs, access to businesses, and “city branding.”)



Reduced emissions (5-25% of users substitute bike share for car trips)



Contributes to the “safety in numbers” effect for all bicyclists

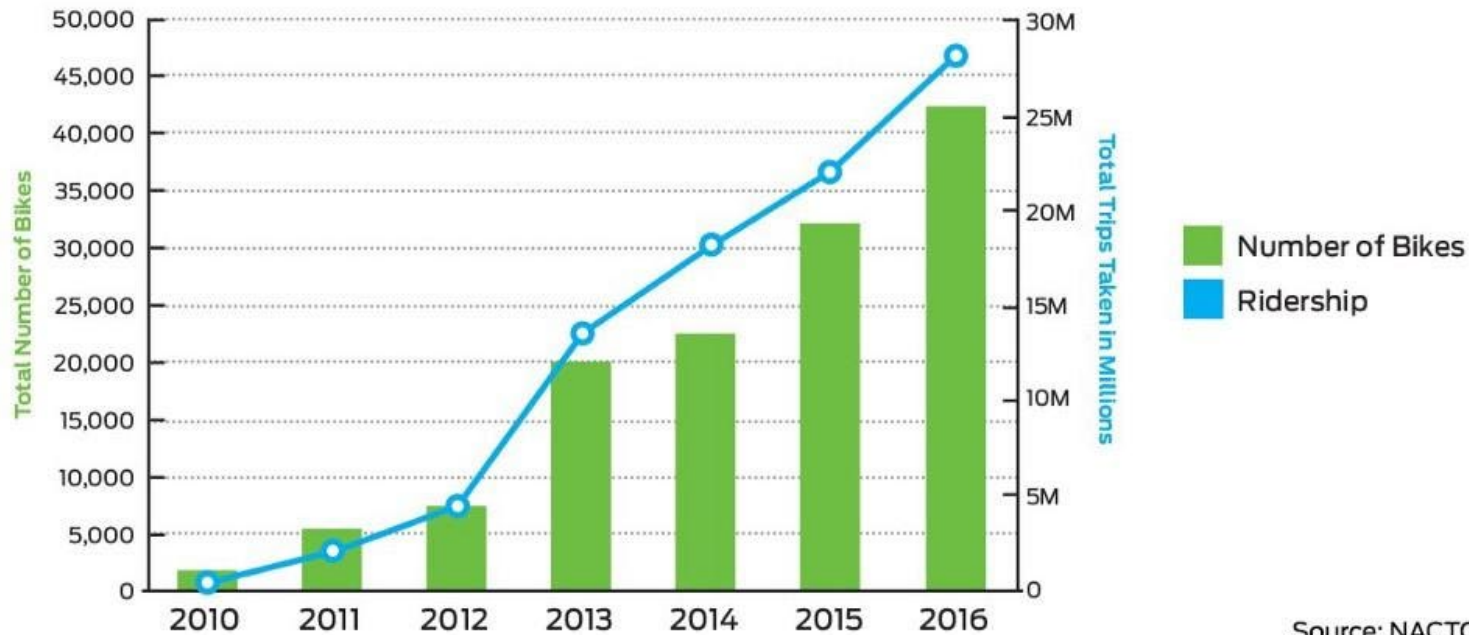


Supplements the transit system



The Bike Share Story

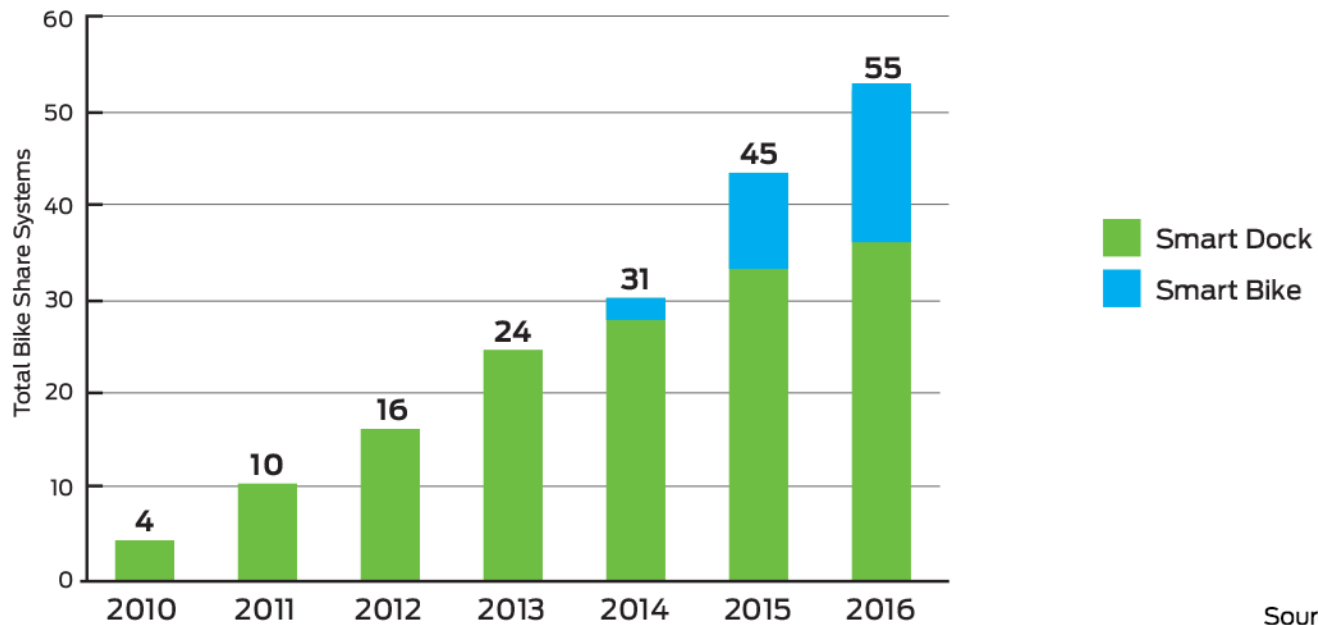
Bike Share Growth in the US



Source: NACTO

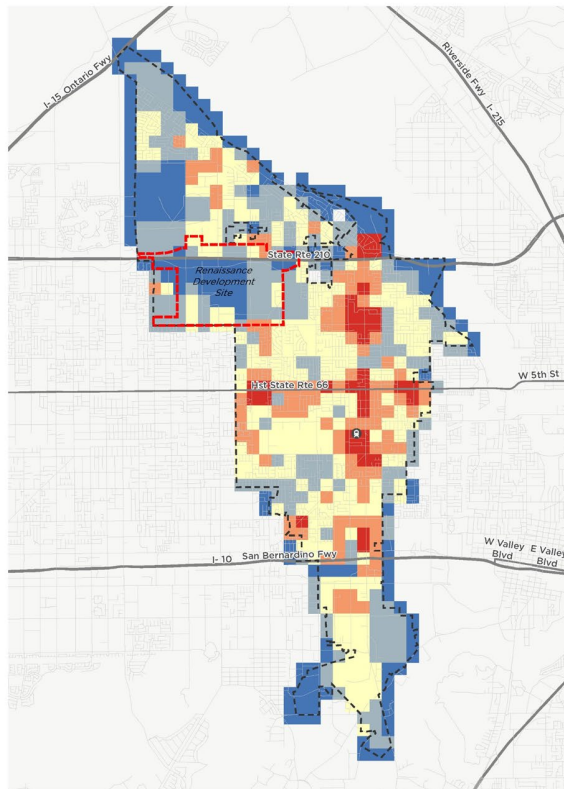
Evolution of Types

Number of Bike Share Systems in the US by Type



Source: NACTO

Progress Report

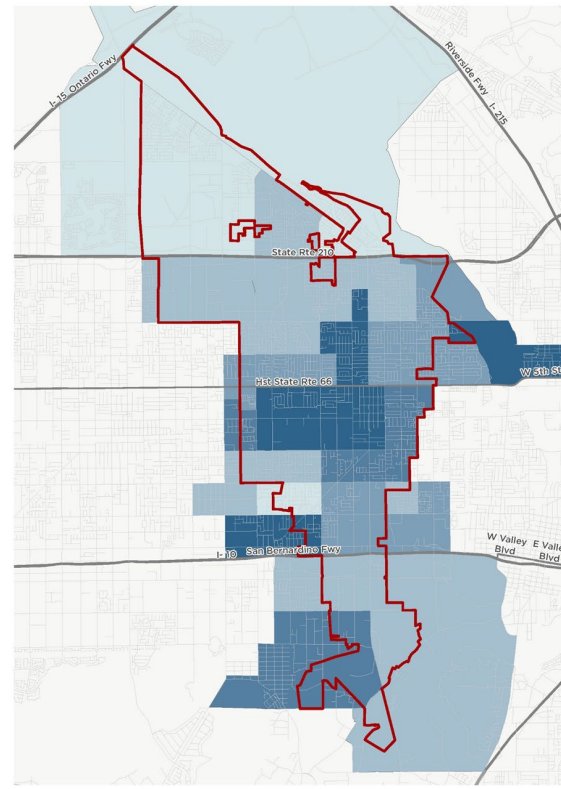


RIALTO, CA
BIKE SHARE PROGRAM STUDY
DEMAND ANALYSIS



DEMAND INDEX
TOTAL SCORE
■ Lowest Demand
■ Highest Demand

● Metrolink Station
■ Renaissance Development Site
■ City Limits
— Primary Road
— Secondary Road
— Local Neighborhood, Rural, City Street



RIALTO, CA
BIKE SHARE PROGRAM STUDY
EQUITY ANALYSIS



EQUITY INDEX
TOTAL SCORE
■ Low Score
■ High Score

■ City Limits
— Primary Road
— Secondary Road
— Local Neighborhood, Rural, City Street

- Demand Analysis
- Equity Analysis
- Bike Share + Transit Integration Report
- Bike Share Technology Report
- Dockless Bike + Scooter Share Best Practices Report

What's Coming Next



CEDAR RAPIDS BIKE SHARE:
PROPOSED STATION LOCATIONS



- System Recommendations
- Employer Outreach + Incentive Plan
- Online Outreach
- System Plan
- Business Plan

First TAC Meeting: Goals for RBFS

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Bikeshare Feasibility
Study



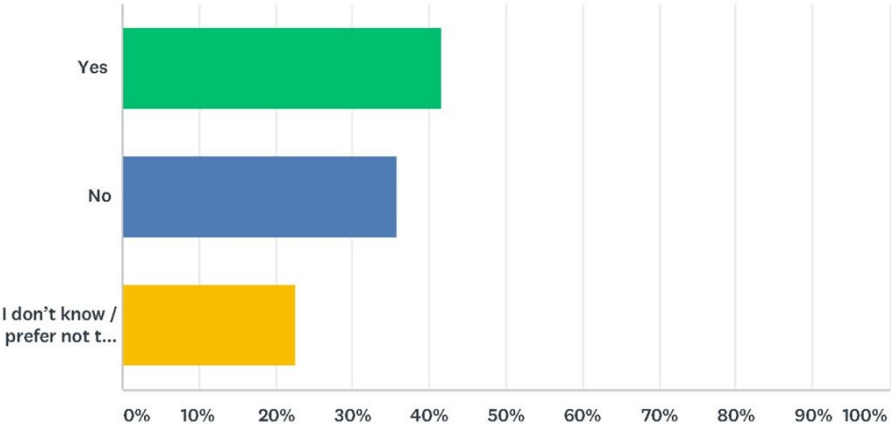
- Reduce commuter traffic
- Increase bicycling activity
- Increase safety for commute and recreation bike trips
- Connect to transit (first/last mile connections)
- Increase physical activity and community health
- Equity: Provide an affordable form of transportation to everyone
- Exercise: Please prioritize the goals!

TAC 2 – Community Survey Results



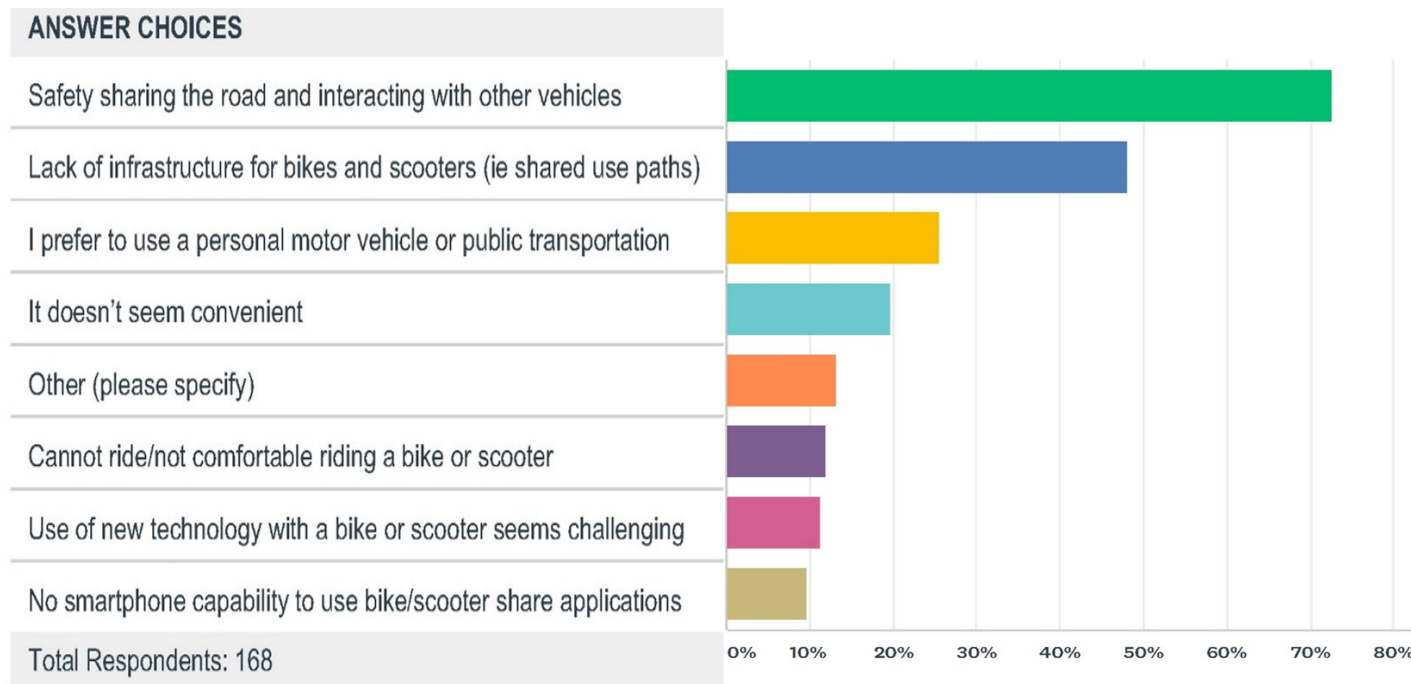
Q9 Would your use of public transportation increase if you could use a shared scooter or bike to connect to the transit stop?

Answered: 173 Skipped: 74

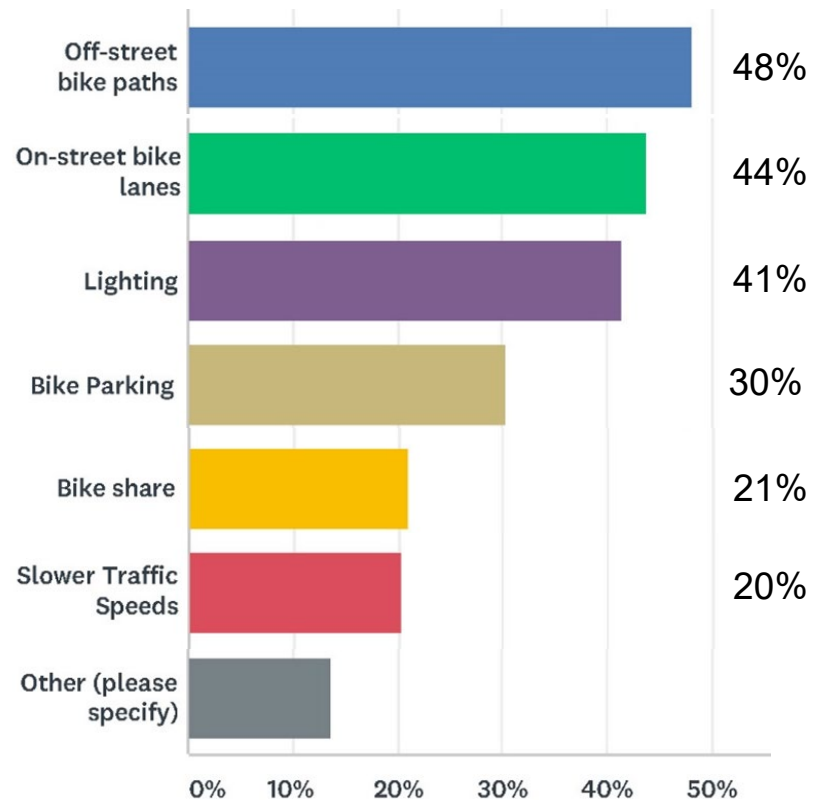


ANSWER CHOICES	RESPONSES	
Yes	41.62%	72
No	35.84%	62
I don't know / prefer not to answer	22.54%	39
TOTAL		173

Q10 Your top three concerns related to bike/scooter share in Rialto

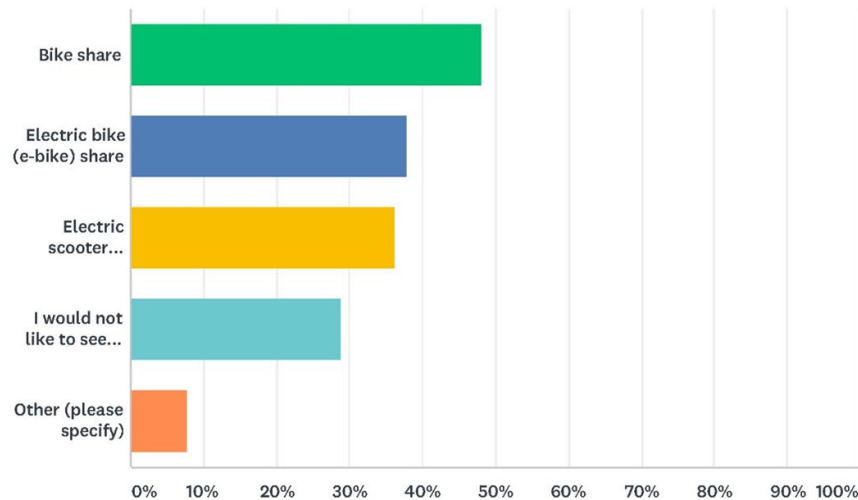


Q12 What would make it easier for you to bike more in Rialto?
(Check all that apply)



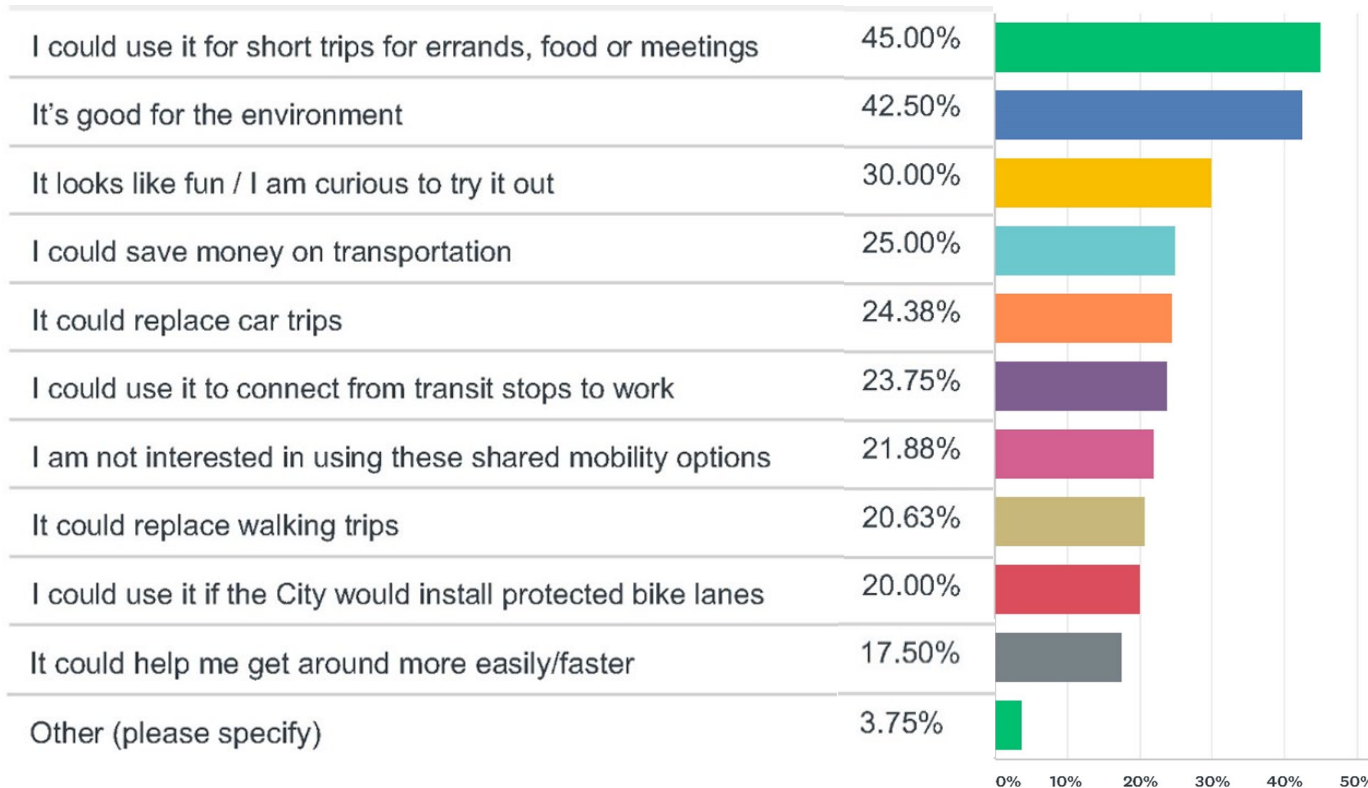
Q14 Would you be interested in seeing any of the following shared mobility options in Rialto? (Check all that apply)

Answered: 166 Skipped: 81



ANSWER CHOICES	RESPONSES	
Bike share	48.19%	80
Electric bike (e-bike) share	37.95%	63
Electric scooter (e-scooter) share	36.14%	60
I would not like to see these shared mobility options in Rialto	28.92%	48
Other (please specify)	7.83%	13
Total Respondents: 166		

Q15 Which of the following statements would support your interest in using a bike or scooter share system? (Check all that apply)





2010+
Dock-Based

Docked Bike Share

What is a Docked Bike Share Systems?

Also referred to as “smart dock” systems, this bike share system type is based on powered stations with docks that securely lock a bike and kiosks for user payment transactions and information.

Casual users can purchase a short-term membership on demand retrieving and returning from the various kiosks in the system.

Defining Features

Because bicycles within a dock-based system must be secured at a station, station density and visibility are critical to success. Rebalancing is a major element of operations and users enjoy reliability. The system offers local government control over bike locations, level of service and pricing.



Estimated Cost

Typical station with 8-10 bikes:
\$35,000 to \$55,000.

Operating fees:
\$2,000-\$2,500 per bike per year

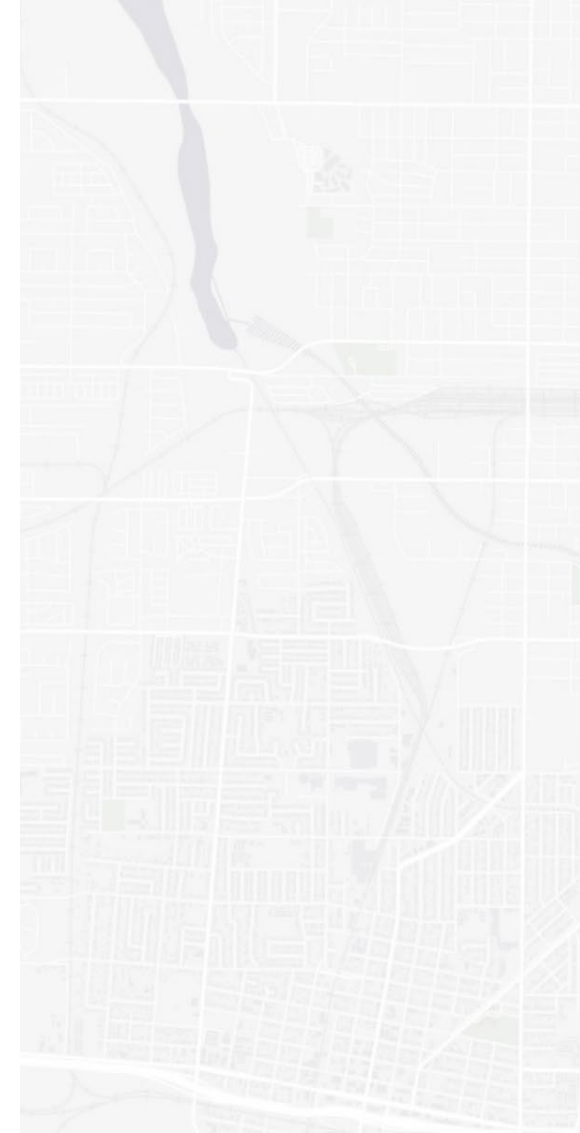
Docked Bike Share

Pros

- Station placement gives the city **control** over bike locations and **parking in the public right-of-way**.
- Contracting establishes **service level standards** including: pricing, maintenance, customer service, usage data, bike quality, and safety.
- Bike locations are **predictable** for users, which is particularly valuable for commuters and transit riders.
- Stations create **a physical presence** for the bike share system and advertise to new users.
- Status as “infrastructure,” can establish a more **long-lasting system**.

Cons

- Stations with docks **mean higher system costs** than dockless or hybrid options.
- More **upfront work** is required to plan and design station locations.
- Station placement may require **permits and negotiation** with adjacent land owners.
- Reliance on sponsorship and grants can be **difficult to sustain**.
- **Lack of flexibility** limits the geographic reach and access to destinations for users.
- Difficult and **expensive to upgrade** system, as technology evolves.



Docked Bike Share System Examples

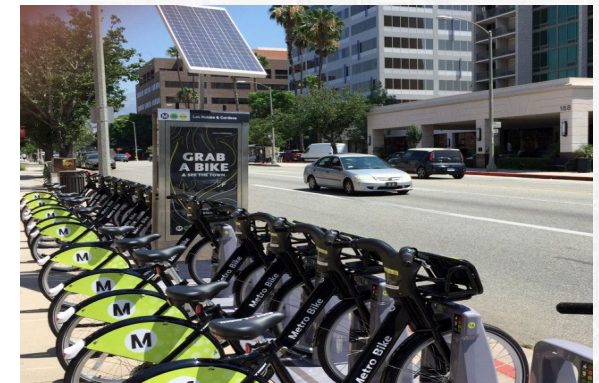
Positive: Great Rides Bike Share in Fargo

- Fargo, North Dakota (Pop. 122,359)
- Started in 2014
- Owner/ Operator: Great Rides Bike Share Inc. (Bicycle system)
- 11-station, 100-bike system closely tied to large college campus.
- 6-7 rides per day per bike.
- Student cards can be used to purchase bike share trips.



Negative: Metro Bike Share in Pasadena

- Pasadena, CA (Pop. 138,101)
- 2017-2018
- Owner: LA Metro
- Operator: Bicycle Transit Systems
- City of Pasadena pulled out of the two-year contract with Metro after only a year, citing unexpected costs, limited advertising revenue, and lower than expected ridership.





2017+
Dockless



2017+
Dockless E-bike



2018+
Expanding the Suite

Dockless Bike or Electric Scooter Share Systems

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What is a Dockless Bike or Electric Scooter Share System?

Dockless bike and electric scooter share systems are a fleet of self-locking bikes or scooters without any fixed stations, docks, or kiosks.

Users retrieve or park bikes or e-scooters anywhere within the service area using a smart phone app.

Defining Features

Dockless systems provide flexibility for users, but less city control over bike locations, pricing, and level of service. They are privately funded and operated and are offered in locations where there is sufficient demand.



Estimated Cost

Equipment and operations typically provided to cities at no cost. Companies are supported by venture capital and user fees.

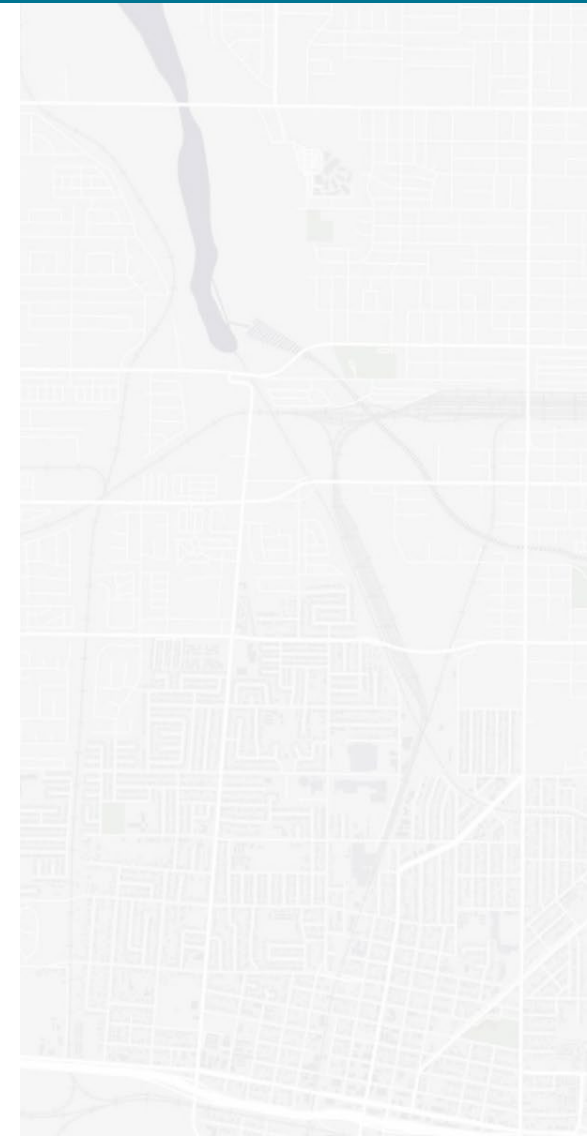
Dockless Bike or Electric Scooter Share Systems

Pros

- System can be **launched more quickly** than docked or hybrid systems.
- Station planning and design is not necessary, which **saves time and money**.
- Due to venture capital involvement, **little to no public funding** is required.
- **Less city liability** for helmet laws.
- System is **highly flexible** for users.
- Can be **more affordable for single-trip**, casual users

Cons

- Cities have **much less control** over dockless bike share systems compared to other system types, including the sustainability of the system.
- Dockless companies **determine where they operate** and are currently focusing on expanding into major markets and contiguous growth.
- **Smaller cities have less leverage** to regulate dockless companies than major markets.
- Bikes and scooters can be improperly parked and **obstruct the right-of-way**.
- **Lower quality bikes** may negatively affect user experience.
- Fleet can suffer **higher rates of vandalism and theft**.



Dockless Bike Share System Examples

Positive: JUMP in Sacramento

- Sacramento, CA (Pop. 501,901)
- Started in 2019
- Owner/Operator: JUMP
- 1,000 bikes in service in JUMP's most successful market. JUMP rides outnumber Uber rides. However, the City continues to refine parking requirements to address issues.



Negative: Lime in Mountain View

- Mountain View, CA (Pop. 81,438)
- 2018-2019
- Owner/Operator: Lime
- Lime pulled out of the dockless bike share market in favor of scooters in the middle of a year-long bike share pilot. Current policy does not permit scooters in the Mountain View.





2014+
Hybrid

Hybrid Bike Share Systems

What is a Hybrid Bike Share System?

Also referred to as a “smart bike” system, this approach houses transactions on the bike rather than at a station. Stations, also called hubs, consist of branded racks for parking bike share bikes. Stations are available but the user is not required to return the bike to a station. They can be parked anywhere in the service area.

A fee is charged to park outside a designated station as an incentive to use the docks.

Defining Features

Hybrid systems offer the reliability and visibility of docked systems with the flexibility of dockless systems. Contracts control implementation with less ability to manage parking in the right of-way once launched.



Estimated Cost

Typical station with 8-10 bikes:
\$20,000 to \$25,000.

Operating fees:
\$2,000-\$2,500 per bike per year

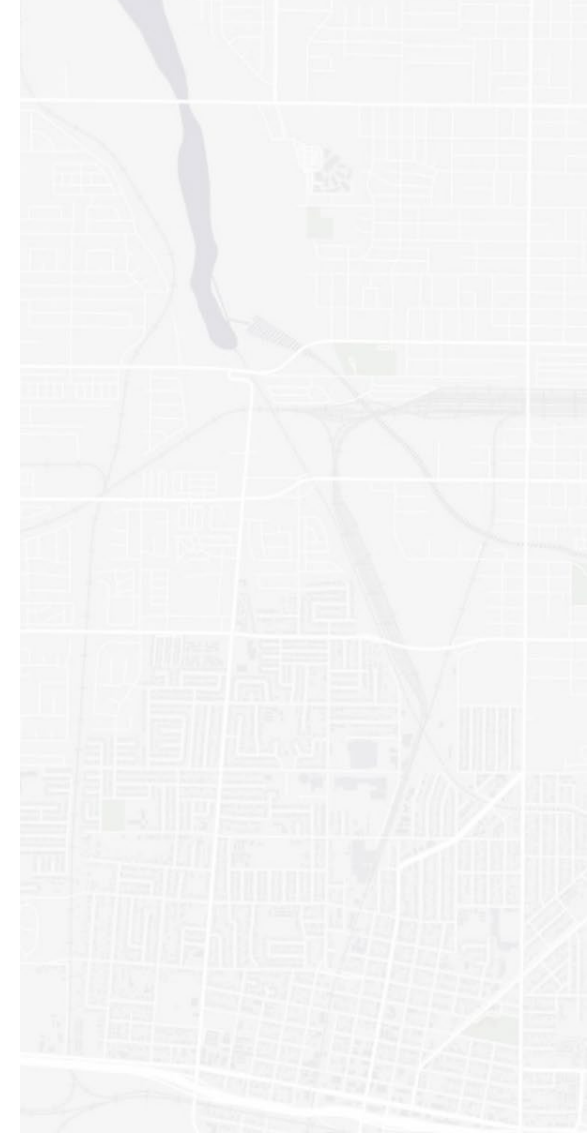
Hybrid Bike Share Systems

Pros

- Station placement gives the city some **control** over bike locations and **parking in the right-of-way**.
- Stations create a **physical presence** for the system and advertise to new users.
- Bike locations are both **predictable and flexible** for users.
- **Users can more easily locate a pod** of bikes for a group to ride.
- Status as “infrastructure,” can establish a more **long-lasting system**.

Cons

- The hardware and software included on the bikes and the need for stations means **higher costs** than dockless systems, but lower than fully docked.
- Station placement may require **permits and negotiation** with adjacent land owners.
- Bikes or e-scooters can be improperly parked and **obstruct the right-of-way**.
- Time and funding for **rebalancing bikes**.
- Difficult and **expensive to upgrade system** as technology evolves.



Hybrid Bike Share Systems

Positive: Topeka Metro Bikes

- Topeka (Pop. 126,597)
- Started in 2015
- Owner/ Operator: Topeka Metro (Social Bicycles system)
- Longstanding consistent system of 143 hubs. Strong ridership and growth in lower-income areas. Managed by the Transit Authority.



Negative: Juice in Orlando

- Orlando, FL (Pop. 280,257)
- 2015-2019
- Owner/Operator: Juice
- 200 bike fleet struggled with ridership, even before dockless Lime Bikes launched. Through 2018, Juice totaled 24,053 rides using its roughly 200-bike fleet, while Lime accumulated 17,000 rides in about a month and a half.



Turnkey Bike Share Systems

What is a Turnkey Bike Share System?

To implement a turnkey bike share system, a city hires a company, such as Zegster, or VeoRide to provide a “bike share as a service” for a defined amount of time. A city rents equipment and contracts for a full range of support including installation, operations, sponsorship. Customer service and maintenance.

Defining Features

Turnkey bike share systems allows acity to implement bike share with limited staff capacity and capital investment, while maintaining meaningful city control.



Estimated Cost

Cost varies for both operations and maintenance combined. Zegster quoted an average of \$20,000 per year for two stations and 10 bikes

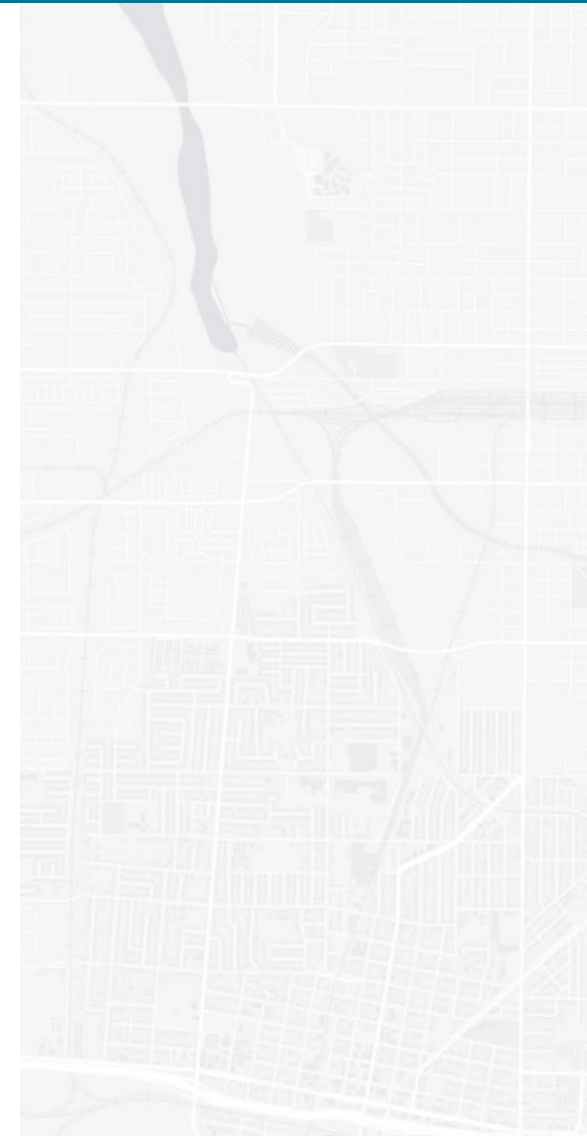
Turnkey Bike Share Systems

Pros

- Requires limited city staff capacity to quickly launch and operate the system. Cities can determine the appropriate level of customization.
- System requires minimal upfront commitment, so it's easier for cities to try out bike share.
- Cities can select a mixed fleet with hybrid bikes, e-bikes, fat bikes, and/or e-scooters. Costs for technology upgrades are built into the annual fee.
- Service providers offer dockless bike and e-scooter parking.

Cons

- Cities do not fundamentally control the turnkey system. They have more control than dockless, but less than hybrid or docked systems.
- Service fees and prices for users can escalate and be less predictable over time.
- Status as a “service” means that the system may not be as long-lasting. City must decide to maintain the contract every year.



Turnkey Bike Share Systems

Positive: California Baptist University in Riverside, CA (Student Pop. 10,486)

- Started in 2018
- Owner/Operator: VeoRide
- Associated Students of California Baptist University contracted VeoRide to provide reliable, affordable transportation for students. Contracted with VeoRide after their previous provider switched to scooters.
- System is provided at no cost



Positive: Bend Bike Share Bend, OR, (Pop. 94520)

- Started in 2017
- Owner/Operator: Zagster
- 55 bikes at 8 stations in and around the Oregon State Campus. System has expanded to the public with increased corporate sponsorship. From 2017-2018 ridership doubled.



Negative: Duke University, Durham, NC (Student Pop. 16,000)

- Discontinued in 2017
- Owner/Operator: Zagster
- Underused system was replaced with a dockless system



BIKE SHARE SYSTEM TYPE EVALUATION

Rialto Bike Share System	Docked/Hybrid System	Dockless Bike/Scooter System System	Turn-Key System
Evaluation Criteria			
Safety	3	2	3
Equity	4	1	3
Connection to Transit	4	2	3
Timeline for Implementation	2	4	4
Certainty of Continued Operation	4	0	3
Control Over Parking	3	0	2
Staff Time/Capacity Required	0	3	4
Capital Cost	0	4	4
Operating Cost	2	4	2
Revenue	2	0	0
Geographic Coverage	2	4	2
System Size (with existing budget of \$200,000 for 3 years)	15 - 25 bikes	Varies	30 - 40 bikes
Which type of system do you think would work best in Rialto? Please rank them from 1 (top choice) to 5 (bottom choice)			
How well does the system type support Rialto's goals?	4 Very Well	2 Somewhat Well	0 Less Well

Top Goals from
TAC #1