



City of Rialto

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For Economic Development Committee [October 23, 2019]

TO: Honorable Economic Development Committee Members

APPROVAL: Daniel Casey, Economic Development Associate Planner

FROM: Azzam Jabsheh, Associate Civil Engineer, P.E

Consideration of Acceptance of the Turnkey Bike Share System and Proceeding with the Feasibility Study and Implementation.

Background

On August 14, 2018, Alta Planning + Design was awarded a Professional Service Agreement to develop the City of Rialto Bike Share Feasibility Study and provide recommendations to the City Council on the best bike share technology option to be implemented throughout the City.

The bike sharing program opportunity provided in the MSRC grant will be the first one implemented in San Bernardino County. Using bicycles as a means of transportation has grown in popularity as many communities work to create more balanced transportation systems by implementing measures and improvements that support bicycle travel on streets and highways. The implementation of the Bike Share program includes the following elements:

- Conduct feasibility study to determine the viability of a bike share program
- Conduct outreach to community and employers who might consider using bike share.
- Evaluate the different options for a bike share system.

- Bring on board a turnkey bike system vendor (3rd party operated) who will distribute, maintain, manage, and operate the bike share bikes .
- Launch the bike share program for 20 months as pilot program.
- Coordinate training and education for employers who which to have a bike share class or bike safety class.
- Provide incentives to employers with employees hitting ride-miles benchmarks in lieu of driving for a maximum of 12 months.
- Evaluate the usage of the bike share program when compared to cost and potential vehicle use reductions.

Analysis/Discussion:

The Technical Advisory Committee (TAC) that was formed to provide recommendation to the Bike share program examined the following Bike share systems:

- 1- Docked Bike Share System.
- 2- Dockless Bike Share System.
- 3- Hybrid Bike Share System.
- 4- Turnkey Bike Share System.

The TAC examined each system using the following evaluation parameters;

- 1- Safety.
- 2- Social Equity.
- 3- Connection to Transit
- 4- Timeline for Implementation.
- 5- Certainty of continued operation.
- 6- Control over parking.
- 7- Staff/Capacity Require.
- 8- Capital cost.
- 9- Revenue.
- 10-Geographic Coverage.
- 11-System coverage.

MSRC approved the funds for the project in the amount of \$463,216 with City of Rialto providing matching funds from two other sources of funds. The City of Rialto's matching funds are from AB 2766 Subvention funds in the amount of \$251,548; and \$316,849 will come from other City funds related to the Etiwanda Corridor project.

Project Element	Maximum AB2766 Discretionary Funds payable under this Contract	AB2766 Subvention Funds Applied	Other Funds Applied to Match	Total Cost
Implement Pedestrian Improvements	\$218,708	\$85,013	\$316,849	\$620,570
Implement Bike Sharing Program	\$244,508	\$166,535	\$0	\$411,043
Totals	\$463,216	\$251,548	\$316,849	\$1,031,613

The following table (at right) is a summary of the funding elements for the Bike Share Project using the MSRC grant funds.

On August 7, 2019, the Bike share program options were presented to Transportation Commission and the TAC’s recommendation for the turnkey system was presented.

As an optional task, the City staff will determine during the preparation of the feasibility study if it is feasible for the Alta Planning and Design to continue the program implementation based on the following tasks:

- Procure Bike share equipment and operator
- Implement outreach and Incentive Plans
- Bike Share Training and Education
- On-Going Monitoring and Support

Alta Planning and Design submitted an optional task for the implementation of the Bike share program at a cost of \$63,735. If the City decides to pursue the optional task then staff will take it to council for approval.

ENVIRONMENTAL IMPACT:

This action is not a “Project” as defined by the California Environmental Quality Act (CEQA). Pursuant to section 15378(a), a project means the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment. According to section 15378 (b), a project does not include: (5) Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment

GENERAL PLAN CONSISTENCY:

Approval of this action complies with the City of Rialto General Plan Goal and Policies:

Goal 2-35: Reduce air pollution emissions from both mobile and stationary sources in the

City.

Goal 2-37: Expand public awareness regarding air pollution sources and pollutant reduction initiatives.

Policy 2-37.1: Encourage and publically recognize innovative approaches that improve air quality.

Policy 2-37.2: Encourage the participation of environmental groups, the business community, civic groups, special interest groups, and the general public in the formulation and implementation of programs that effectively reduce air pollution.

Goal 2-38: Mitigate against climate change.

Policy 2-38.1: Provide enhanced bicycling and walking infrastructure, and support public transit, including public bus service, the Metrolink, and the potential for Bus Rapid Transit (BRT).

Goal 4-8: Establish and maintain a comprehensive system of pedestrian trails and bicycle routes that provide viable connections throughout the City.

Policy 4-8.5: Require major developments to include bicycle storage facilities, including bicycle racks and lockers.

Goal 4-9: Promote Walking

Policy 4-9.1: Install sidewalks where they are missing, and make improvements to existing sidewalks for accessibility purposes. Priority should be given to needed sidewalk improvement near schools and activity centers. Provide wider sidewalks in areas with higher pedestrian volumes.

Policy 4-9.3: Provide pedestrian-friendly and safety improvements, such as crosswalks and pedestrian signals, in all pedestrian activity areas.

FINANCIAL IMPACT:

Operating Budget Impact

The proposed action will not affect the Operating Budget during the program pilot implementation for 20 months. After the pilot program ends, the City have to decide if it is feasible to continue the program by providing an annual operating budget that will be determined when the feasibility study is completed.

Capital Improvement Budget Impact

Fund of \$244,508 for the Bike Sharing Program are budgeted and available in the AQMD Fund Account No. 226-500-7915-3001-170810 and \$166,535 is budgeted and available in AQMD Fund Account No.226-500-7911-3001-170810-05.

Licensing

The proposed action will not require the payment of a business license tax.

Recommendation

Staff recommends that the Economic Development Committee consider this item and provide guidance on whether to accept the Turnkey Bike Share System and proceed with the feasibility study and implementation.