



# Stationless Bike Share

Transportation

February 6, 2018

# Overview

- ▶ Stationless Bike Share
- ▶ Policy Discussion
- ▶ City of Denton Status
- ▶ Staff Recommendation
- ▶ Policy Direction

# Stationless Bike Share

- ▶ New generation of bike share
- ▶ Private companies provide bikes for public use
- ▶ No docking station or fixed bike rack – GPS based
  - ▶ Smart phone app shows where bikes are located
- ▶ Pay as you go rides
- ▶ Advocates – Accessible, affordable, & environmentally friendly transportation
- ▶ Opponents – Concern with safety & aesthetics

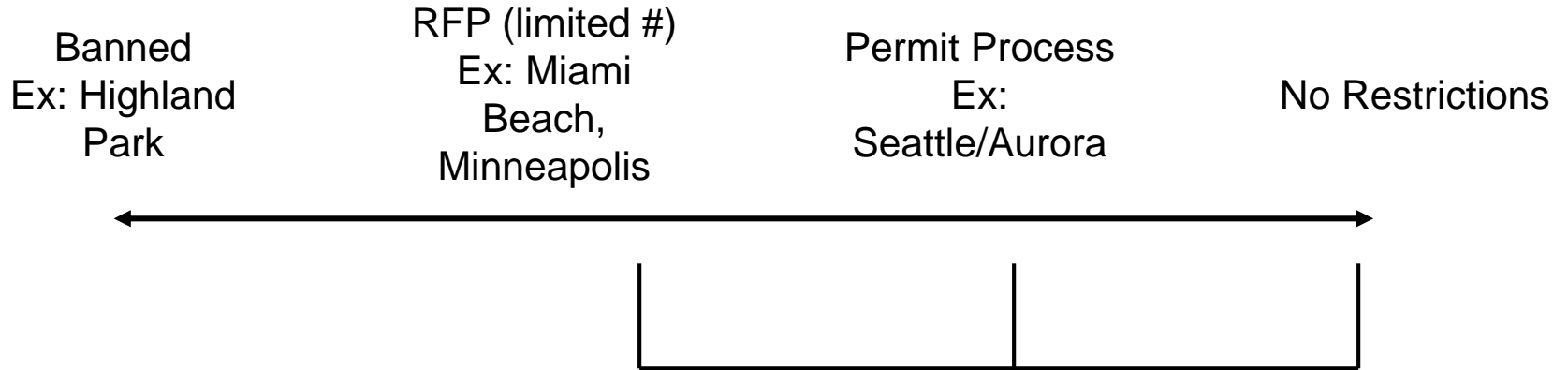
# North Texas Operators

Operator	Locations	Deployment/ Launch Method	Met with City Staff	Presence in Denton
V-Bike	Denton, Dallas, Irving, SMU	Phased Currently 120	Yes	Yes
Spin	Dallas, Seattle, Aurora, MOUs with UNT & TWU (18 markets)	Phased 30-50 (250 – UNT)	Yes	March 2018
OFO	Dallas, Seattle, Aurora, Tempe (185 markets)	En Masse	Yes	No
Limebike	Dallas, Seattle, Aurora, Charlotte	En Masse	Yes	No
MoBike	Dallas	Phased (Dallas)	No	No

# Other Cities

City	System(s)	Status
Denton	VBikes (Spin – UNT & TWU)	Considering Policy Options – Permit
Dallas	VBikes, Spin, Mobike, Limebike, Ofo (Zagster - UTD)	No Regulations/No Permit – Reviewing Options Feb - Mar
Ft. Worth	B-Cycle (Docked System)	Reviewing Policy Options
Irving	VBikes (MOU), LimeBike and Ofo	Reviewing Policy Options – Permit
Plano	V-Bike, Lime and Ofo	Advancing Pilot Permit Policy mid-February 2018
Highland Park	None (VBikes – SMU)	Banned - Ordinance
Austin	B-Cycle (Docked System)	Reviewing Policy Options

# Policy Options



*NCTCOG – Regional discussion*

# Regulating Options

- ▶ Pilot Program: Six-Nine months
- ▶ Limited vs. unlimited of operators
- ▶ Limit number of bikes
  - ▶ Establish “corrals” or “home zone” locations & regulate number at location
- ▶ Rebalancing Program
  - ▶ Customer Service – response times and information
  - ▶ ROW infractions and complaints
  - ▶ Geofencing

# Regulating Options

- ▶ Revocation of permit – Customer Service Based
  - ▶ Impoundment of five or more bikes at one time
  - ▶ > 10 bikes impounded within 30 day period
  - ▶ Any bike not retrieved from impoundment after five business days
- ▶ Escrow – applied to enforcement
- ▶ Data Sharing
- ▶ Establish agreements – private property owners and other entities



# VBikes

- ▶ Based in Garland
- ▶ Arrived in Denton - Summer 2017
- ▶ No permit with City of Denton
- ▶ Commonly seen around UNT & Downtown
- ▶ One of several operating in Dallas
- ▶ Improved customer service after launch



# City of Denton's Experience

## ▶ Pros

- ▶ Increased access - additional mode of transportation
- ▶ Helps achieve mode share goal of 7%
- ▶ Last mile connectivity – DCTA
- ▶ No upfront capital cost for City



# City of Denton's Experience

## ▶ Cons

- ▶ Flexibility to riders vs “docked” systems
- ▶ No structured rebalancing program
- ▶ Bikes left in public right of way
  - ▶ Safety & ADA compliance issues
- ▶ Aesthetics – lack of order & unutilized bikes
- ▶ Impact to private property



# Staff Recommendation

## ▶ Goals

- ▶ Ensure operators work with City in a community partnership
- ▶ Ensure safety
- ▶ Determine where bikes should be placed
- ▶ Ensure bikes remain orderly
- ▶ Ensure vendor responsiveness
- ▶ Address Liability

# Staff Recommendation

- ▶ Nine Month Permit Program
  - ▶ Accountability of Operations – Good Neighbor
  - ▶ Establish a Permit Fee – License to Operate in Denton
  - ▶ Robust Rebalancing Capability
  - ▶ Cap on number of bike deployed per operator (150)
  - ▶ Fines/Loss of Permit
  - ▶ Data Sharing
  - ▶ Insurance
  - ▶ Evaluation 30, 60 & 90 day, and end of pilot program

# Council Direction

- ▶ Ban Bike Dockless Share
- ▶ License – Permit Process (staff recommendation)
- ▶ RFP Process
- ▶ No Restrictions
- ▶ Other