



CITY OF RICHMOND

Department of Planning & Development Review *Staff Report*

Ord. No. 2015-085: To authorize the Chief Administrative Officer to accept funds in the amount of \$1,064,000 from the Virginia Department of Transportation; to transfer \$280,000 in matching funds from the Fiscal Year 2014-2015 Capital Budget, Bike Sharrows / Lanes project in the Transportation category; to amend the Fiscal Year 2014-2015 Capital Budget by establishing a new project in the Transportation category called the City of Richmond Bike Share System project; and to appropriate the total amount of \$1,344,000 to the Fiscal Year 2014-2015 Capital Budget by increasing estimated revenues and the amount appropriated to the new City of Richmond Bike Share System project by \$1,344,000 for the purpose of implementing a public bike sharing system.

To: City Planning Commission
From: Land Use Administration
Date: April 20, 2015

PETITIONER

City of Richmond

LOCATION

Citywide

PURPOSE

To amend the CIP to appropriate \$1,344,000 for the purpose of implementing a public bike sharing system.

SUMMARY & RECOMMENDATION

The Congestion Mitigation and Air Quality (CMAQ) Program was implemented to support surface transportation projects and other related efforts that contribute air quality improvements and provide congestion relief. A portion of CMAQ funding is administered through the Metropolitan Planning Organization in coordination with the Virginia Department of Transportation. The City applied for funding through the Long Range Transportation Plan seeking funding to implement a public bike sharing system (System).

Bike share systems utilize a fleet of bicycles that are distributed throughout a defined service area, typically located at docking stations which are distributed frequently throughout the denser areas of the city to make access to a bike quick and easy from one's origin and ultimate destination. Low-cost memberships are purchased which allow the user to check out a bicycle for a short trip, usually at no cost for an initial period (typically the first 30 minutes of use). Bicycles are checked back in to a docking station at the end of the trip with the intent being short trips and high turnover to keep bicycles available and in circulation. A variety of memberships are typically available for varying periods, from one-day to annual memberships, allowing both residents and visitors to utilize the System. System bikes are high-tech, employing real-time GPS for tracking and availability, and the bikes have front and rear lighting systems that are powered by on-bike generators whenever the bike is in use. Users have the flexibility of

checking out a bike online, via smartphone, or at touchscreen displays at docking stations. The technology allows users to find the closest docking station or available bike online or on their mobile device, making use of the System extremely user-friendly and accessible.

The bike share system is anticipated to have a first-phase deployment of approximately 300 bikes and 30 docking stations throughout the densest residential and commercial areas of the City. Future expansion would be considered based on evaluation of the success of the initial phase and project demand within expansion areas. The total project estimate for the initial implementation is \$1,344,000, of which approximately 80% (\$1,064,000) will be federal and state matching funds, and approximately 20% (\$280,000) will be city match funds required to leverage the grant funding. City funds are budgeted in the Bike Lanes/Sharrows account # 500309. The federal and state funding covers the initial capital costs and the estimated amount required for the first year of operations and maintenance of the System.

Staff recommends approval of the proposed CIP amendment.