



Richmond City Bike Share UDC – Stations and Locations

June 09, 2016



What is Bike Sharing?



What is Bike Sharing?

- Think of it as bike transit
- Stations with bikes for quickly access
- Used for short trips, usually “utility” not recreational use (errands, meetings, commuting)
- Link to bus transit – first and last mile solution
- Not bike rental – high turnover, short trips
- Middle mode – too far to walk, too short to drive
- Fee based with a variety of fee structures available
- No-cost or low-cost for short trips with a pass
- Web and smart phone app with real-time info

Bewegen's Bike Share Equipment



Bewegen's Bike Share Equipment



Bewegen's Bike Share Equipment



Bewegen's Bike Share Equipment

- Modular stations can be scaled up/down
- Some will be solar, some grid-tied
- Several bolts to keep equipment in place, but not permanent installations
- Phase II expansion may use a limited number of solar canopies

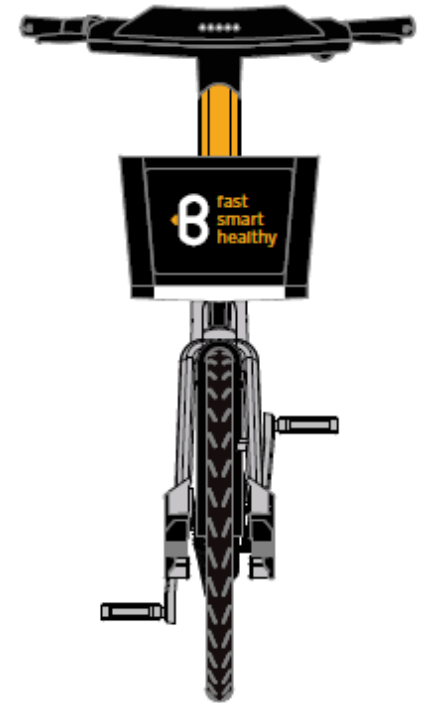
Bewegen's Bike Share Equipment



Bewegen's Bike Share Equipment



Richmond Bike Share Branding



elev[Ⓐ]tion



Richmond Bike Share Branding



Bewegen's Bike Share Equipment



Bewegen's Bike Share Equipment

Key features of Bewegen's user app

- Unlock a bike with a mobile device
- Check the status of bikes and docks in real time
- Track ride time and get an alert before the free period expires
- View previous ride routes and times
- Access user profile
- View and modify account information
- Check billing information
- View full system map with integrated points of interest
- View metrics such as distance traveled, money saved, etc
- Share accomplishments with other users
- Contact customer service

Service Area Map – Phase I

Richmond Bike Share - First Phase Proposed

City of Richmond, VA
Geographic Information Systems



Legend

Bike Share Hubs

Phase 1

- Vo Capital Trail
- Cannon Creek Greenway

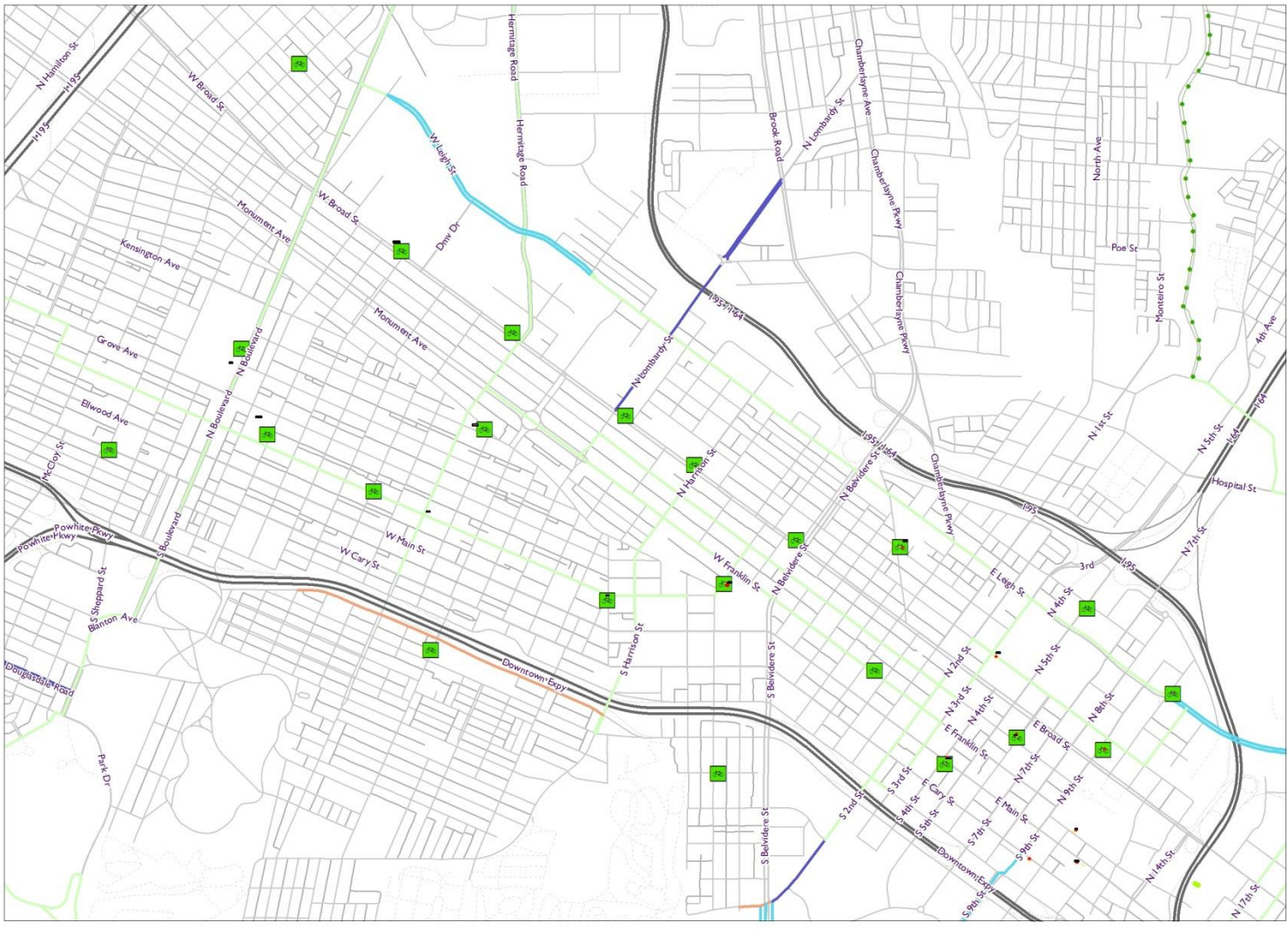
Current and Pending Bike Routes

Type

- Bike Lane
- Buffered Bike Lane
- Contraflow Bike Lane
- Sharrows

1 inch = 1,250 feet

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How are Station Locations Selected

- Many factors must be considered in establishing the service area and specific station sites
 - Mixed-use, commercial, and institutional areas are priority
 - Maximum 1/2 mile between stations (1/4 mile walking distance to/from a station)
 - Greater station density in locations with heavy activity
 - Spatial constraints – sidewalks, utilities, curb ramps, etc.
 - Electrical connections and/or solar exposure
 - Topography – Spring 2017 Phase II will introduce pedelec bikes and expand into areas with greater hills
 - BRT co-location or proximity
 - Bewegen staff led site-specific planning of stations

Service Area Map – Phase II (Spring 2017)

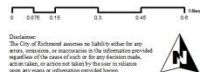
Richmond Bike Share - 2017 Expansion Zones

City of Richmond, VA
Geographic Information Systems

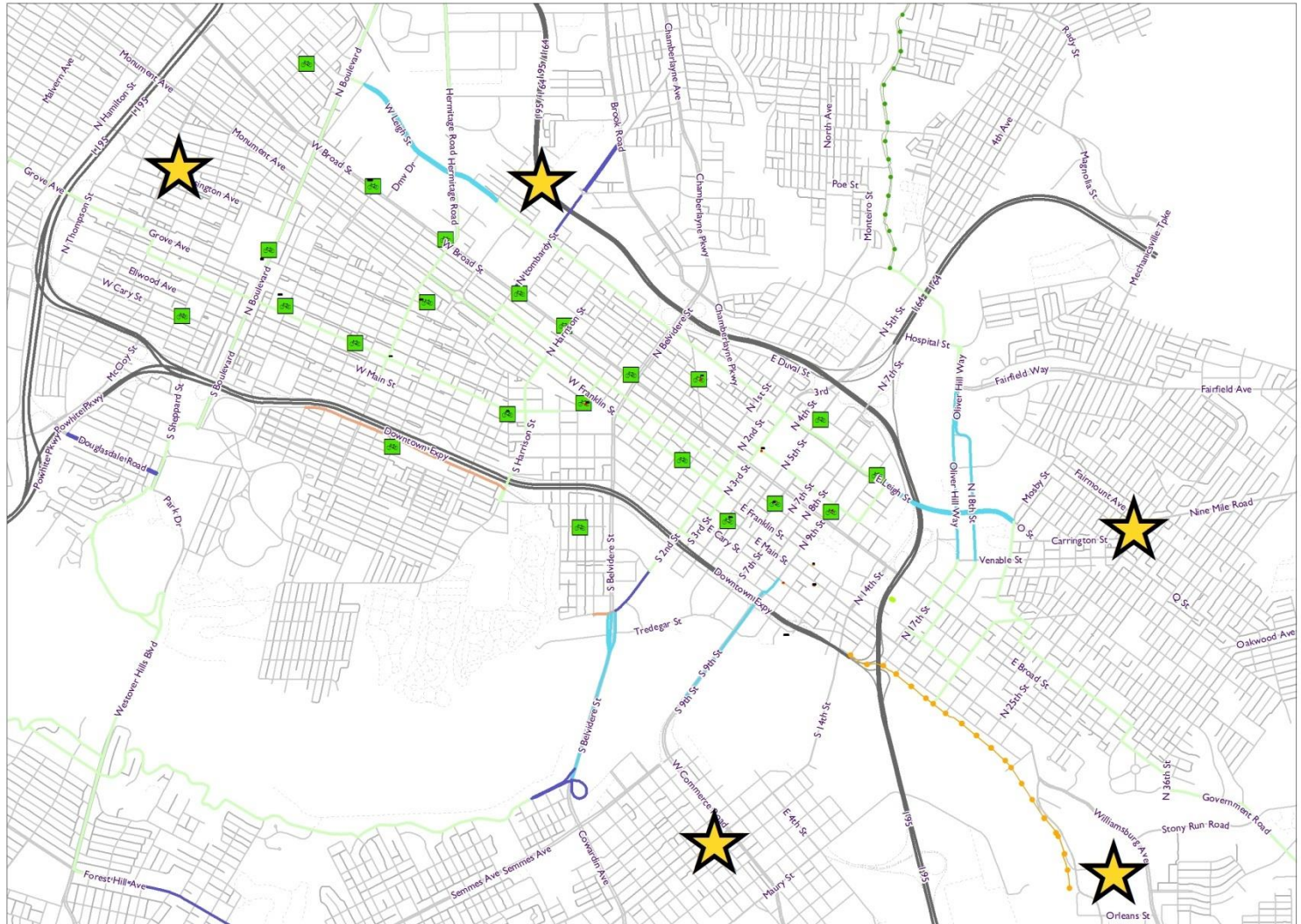


- Legend**
- Bike Share Hubs**
 - Phase 1 (Green square with '25')
 - Phase 2 Expansion Zones (Yellow star)
 - VA Capital Trail (Yellow line)
 - Cannon Creek Greenway (Green line)
 - Current and Pending Bike Routes**
 - Type**
 - Bike Lane (Blue line)
 - Buffered Bike Lane (Light blue line)
 - Contraflow Bike Lane (Orange line)
 - Sharrows (Green line)

1 inch = 1,925 feet



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Project Overview

- **Budget and Funding Source**
 - Phase I – \$1.34M
 - \$1,064,000 CMAQ funds, \$280,000 city funds
 - Phase II – \$1.9M for expansion and upgrade to pedelec (electric pedal-assist bicycles)
 - All CMAQ funds
- **Schedule**
 - Phase I launch – fall 2016
 - Phase II expansion – 2017