Bike Sharing in Connecticut
Bike Share Planning in CT

- CRCOG/GHTD feasibility study
  - Funding from 6 agencies
  - Partnership with over 30 agencies
  - Consultant: Foursquare

Can we make it work?
What are the benefits?
What is the cost?
How do we implement?
Bike Share Planning in CT

- Bridgeport CMAQ funded study

Bikeshare Bridgeport

May 14th
When: 9:30am to 3:30pm
Full Day Stakeholder Workshop

Where: at the intersection of John & Broad Street, Downtown Bridgeport

Who: Key Stakeholders: This event is aimed for officials and community members that are potential leaders in the Bridgeport biking community.

Please attend this event related to biking and a potential bikeshare program in Bridgeport. Lunch will be provided for those that RSVP.

For questions, info, and RSVP contact: Davey Ives - davey.ives@bridgeportct.gov

Metro Hartford Region Bike Share Plan
Goals for Bike Share

- Reduce single occupancy vehicle trips
- Improve mobility
- Improve livability
- Sustainable program
  - Able to be implemented statewide
Bike Share in Connecticut

Metro Hartford Region Bike Share Plan
Technology: Smart Dock

Ad / Info Panel

Solar Array

Payment Kiosk

Bicycle Dock

Modular Design

photo credit: Steven Chuo, 2014
Technology: Smart Bike

Bikes Accessed Through Mobile Phone or Bike Itself; Some systems allow for kiosks

GPS Tracking System

Built in lock compatible with Standard Bike Rack
Technology: Hybrid
Bike Share in the Hartford Region

Legend
- Fastrak Stations
- Fastrak Busway
- Interstate
- Pilot (Phase 1A)
- Phase 1B
- Phase 2A
- Phase 2B
- Phase 2C
- Phase 3

Pilot
- Phase 1B
- Phase 2A
- Phase 2B
- Phase 2C

Waterbury Area
- Phase 3

New Britain

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Metro Hartford Region Bike Share Plan

Initial Phase

Legend
- Fastrak Stations
- Fastrak Busway

Map showing the initial phase of the bike share plan in the Metro Hartford region, with various stations and corridors marked on the map.
- Pilot/Phase 1 tests the water for bike share in the region.
- Phase 2 builds off the success of Phase 1.
- Phase 3 operates semi-independently from the rest of the system. Still depends on a successful Phase 1 to launch.
Partnership Funding

- **Public:**
  - Federal transportation grants
  - Federal public health grants
  - State or local grants

- **Private**
  - Advertising
  - Sponsorships
  - Foundation
  - Memberships
Vendor Operated Model

Contracted vendor(s) will provide the following services:

- Maintenance
- Rebalancing and demand monitoring
- Equipment installation
- Customer service and support
- Payment platform
- IT systems and website

Owner will have limited administrative costs:

- Oversee contract
- Locate stations and perform any necessary outreach
- Marketing of system
- (Procurement of sponsorships)
Statewide functionality:
- Eliminate the learning curve
- Economies of scale
- Interoperability
- Will not be able to run all from one warehouse

Details to be worked out
- Type agreement
- Sharing of operating income
- Sharing of sponsor income
- Sharing of costs
Ownership Structure

- Single regional system owner
- Quasi governmental agency
- Possibility to affiliate with non-profit for facilitating private donations
Next Steps for Bike Share

- Public outreach and engagement
  - Needs to be ongoing, early public outreach efforts to build support. Once contracts are finalized, begin targeted outreach to help guide site selection

- Select system owner and establish governance structure for bike share

- Begin working with partners to identify sponsors

- Work to procure public funding for program

- Release RFP for equipment and vendor
  - Assess success of smart-bike technology in North American cities
Challenges

- Lack of bicycle infrastructure
- Need to educate bicyclists
- Access for low income
- Funding

Final report available: [www.hartfordtransit.org](http://www.hartfordtransit.org)