

SAN ANTONIO BIKE SHARE AGREEMENT

Transportation Committee

Veronica Garcia

Assistant Director

Center City Development and Operations Department

January 23, 2018

PURPOSE



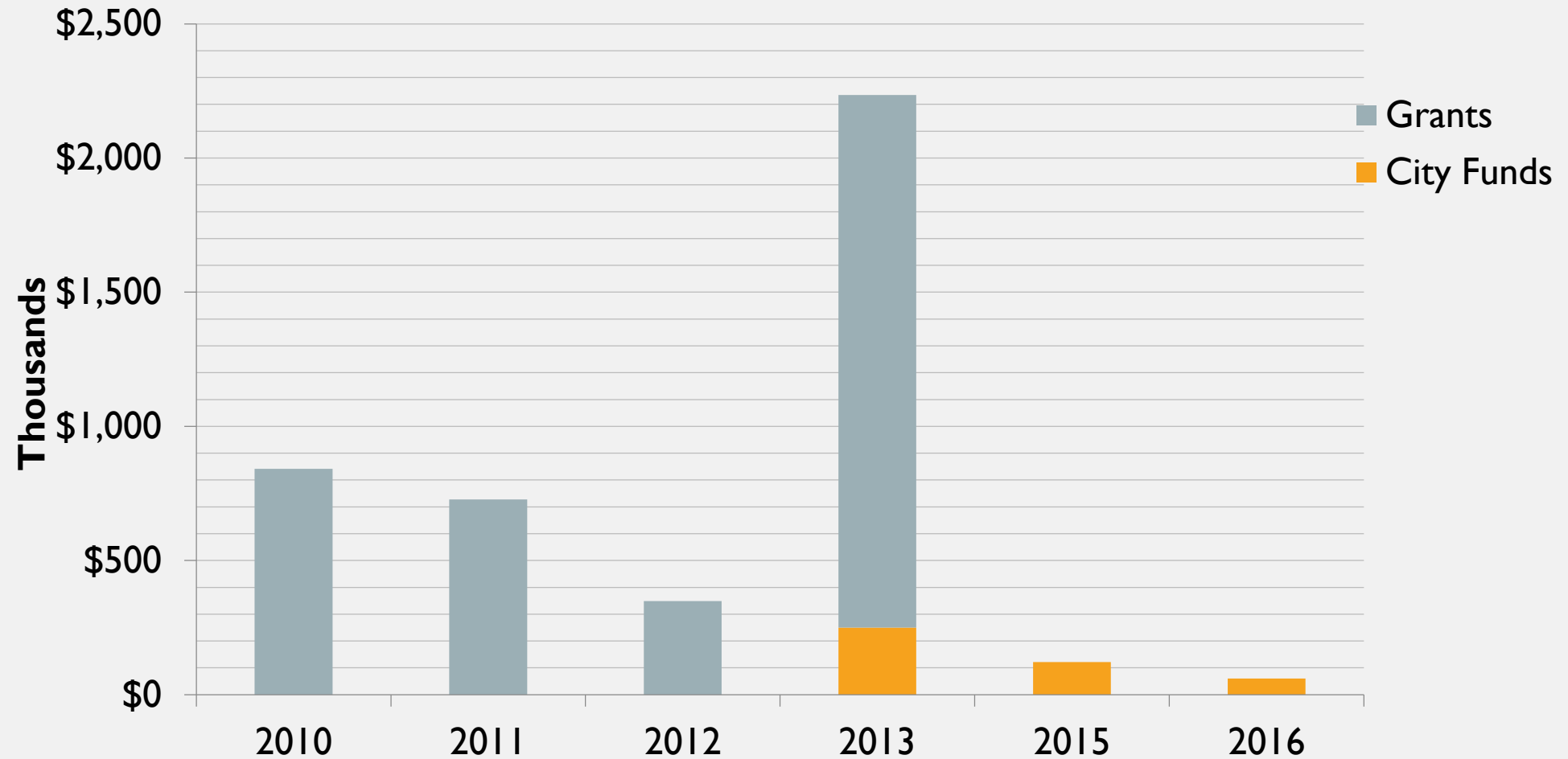
Briefing on a proposed San Antonio Bike Share amendment

- Extend agreement through December 31, 2018
- Automatic annual renewals

SYSTEM HISTORY

- The City of San made the initial investment in San Antonio Bike Share by purchasing the system's equipment from B-Cycle
- Funding came from City of San Antonio, Department of Energy, Centers for Disease Control, & Federal Transit dollars
- San Antonio Bike Share is a 501c3 non-profit organization that manages and operates the system
 - 9 member board
 - 12 employees (6 full-time)

B-CYCLE CITY FUNDING HISTORY



* No new City funds awarded in 2017 and 2018

B-CYCLE ACCOMPLISHMENTS



4.5 times more docking stations and nearly 4 times the number of bikes since 2011

Added 2.0 white bikes – newer and easier to ride

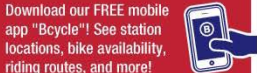
Increased ride times to 1 hour

Increased funding

Improved user interface with new app and updated website

GET CONNECTED

Download our FREE mobile app "Bcycle"! See station locations, bike availability, riding routes, and more!



- RECOMMENDED RIDES**
- Alamo Hemisfair Ride
 - Brackenridge Park Ride
 - King William District Ride
 - Pearl Brewery Ride
 - Mission Trail (on-street riding)
 - Mission Trail (hike & bike path)



MISSION TRAIL



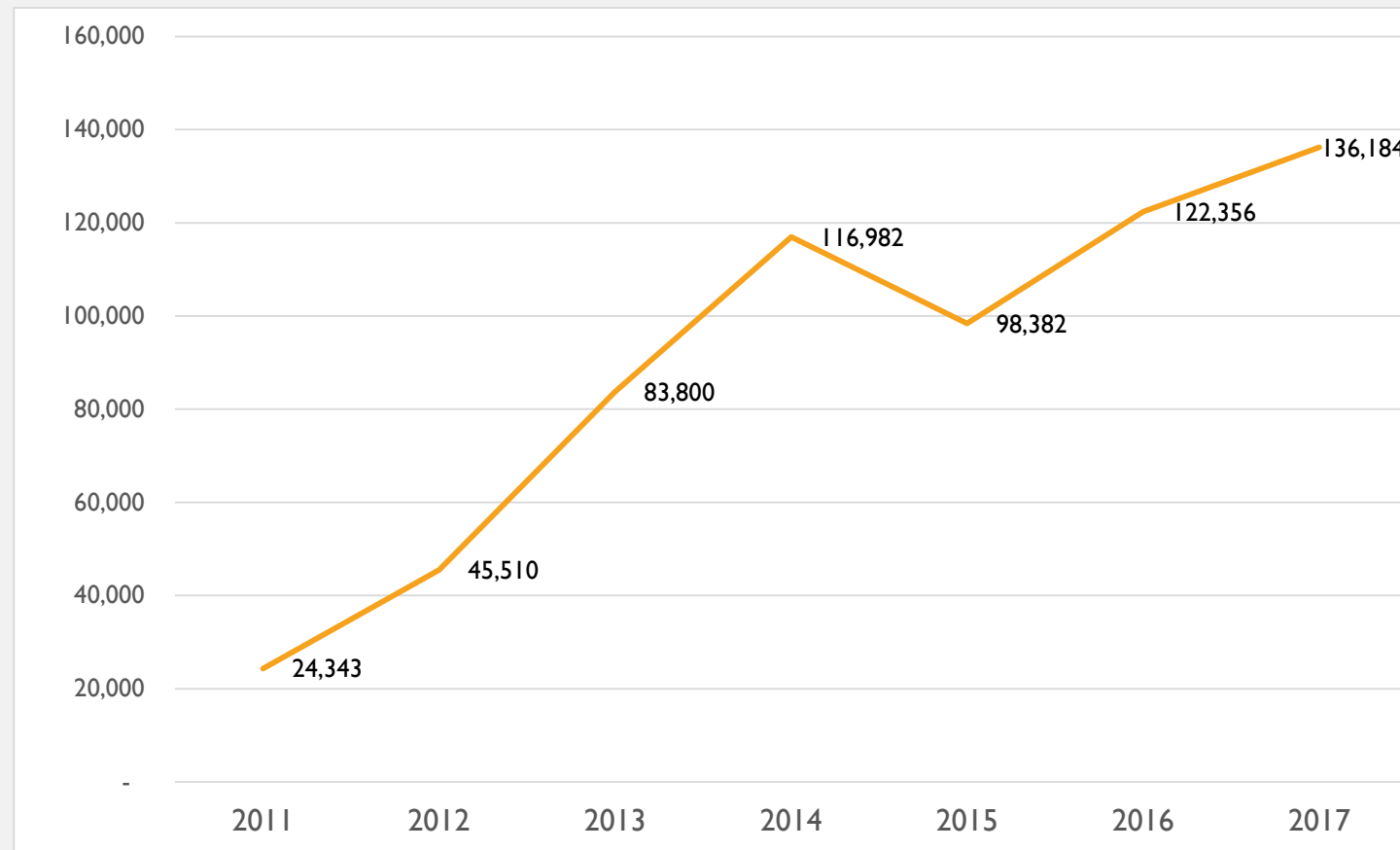
B-CYCLE TODAY

62 docking stations and 525 bikes

Docking stations from Brackenridge Park to Mission Espada

Self-supporting

B-CYCLE ANNUAL TRIPS



Mar 2011- Dec 2017

SAN ANTONIO *cycle*



62
STATIONS



525 B-CYCLES
149,500 Casual Users (2011-2017)

3,500

Twitter followers

3,570

Facebook Likes



5,290

Annual Members

525,500
TRIPS
TAKEN



75,882,000
CALORIES
BURNED

CO₂

1,800,000 LBS
CARBON
OFFSET



\$354,000
GAS
SAVED

1,908,000
MILES
TRAVELED

FUTURE OF B-CYCLE

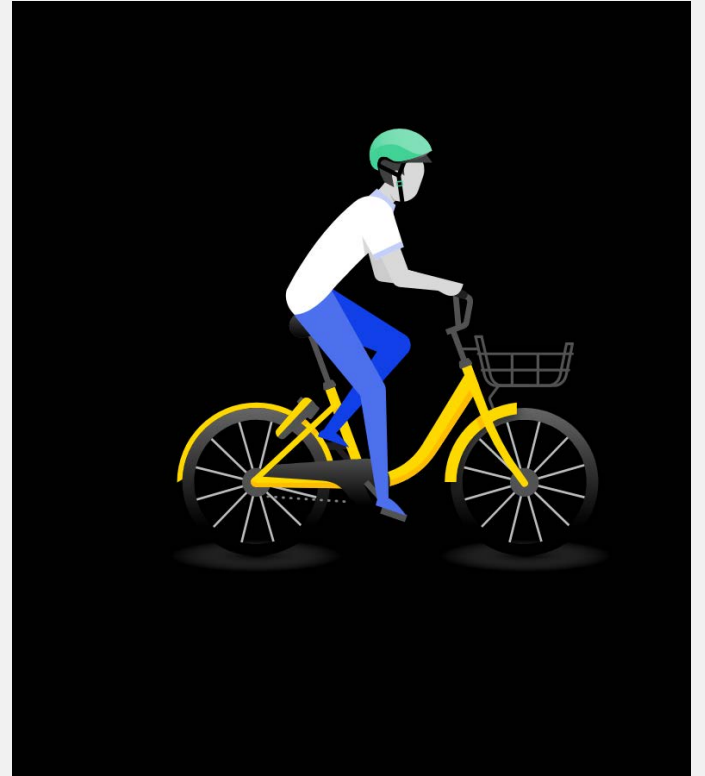
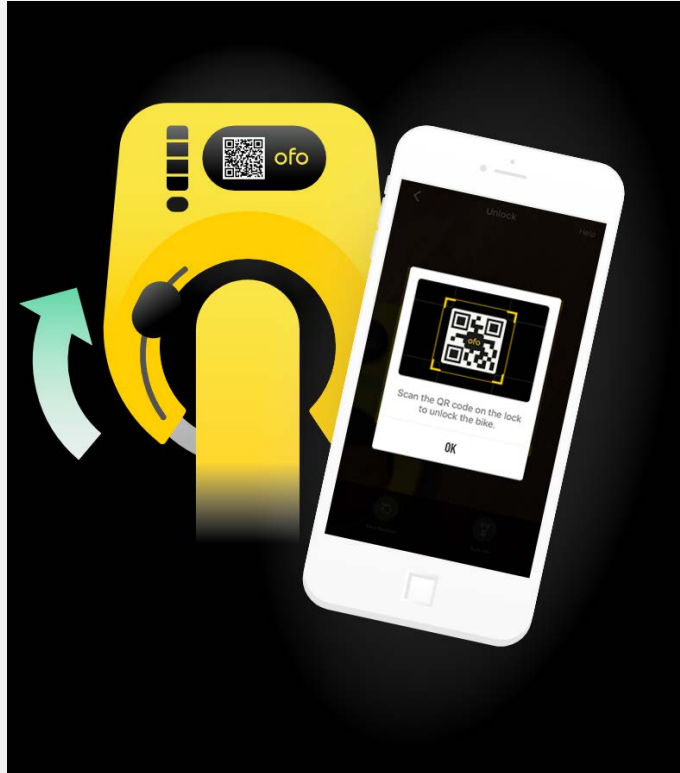
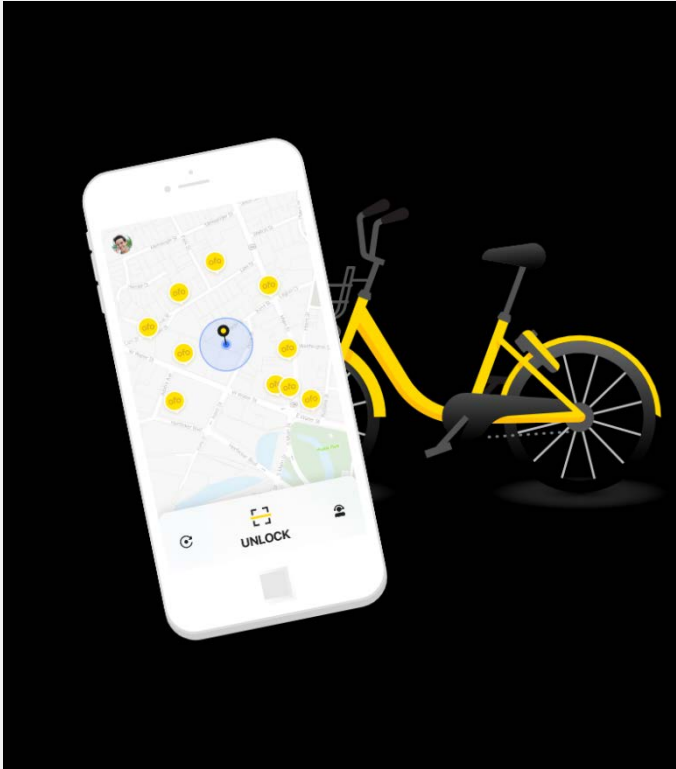
Title Sponsor in progress

Expand usage of the system

Bikeshare Master Plan development

DOCKLESS BIKES

- Do not require a station
- GPS enabled
- App based



Pros

- Zero investment required
- Uses less space
- Convenience
- Low cost use

Cons

- Requires rebalance of system
- Scattered system; maintenance challenges
- Lack of visibility that a station provides
- Misplacement of bikes
- Bike quality

DALLAS EXAMPLE

Number of Dockless Bikes

August 2017
0

January 2018
20,000

The City of Dallas does not have a formal bike share program like B Cycle

- Initiated a 6-8 month trial period where dockless bike providers were to operate without additional regulation
- 20,000 bikes have been deposited by 5 dockless bike providers
- One company has distributed 10,000 bikes despite having only 5,000 local subscribers
- Dallas' City Manager has put the 5 providers on notice that they must remove bikes that are obstructing public right of way or that create a hazard by February 5th
 - Bikes may be impounded if companies fail to comply



Austin

- Bikes dropped in at SXSW
- Notice to impound bikes
- Recommending an FY18 pilot program w/ \$30 permit fee

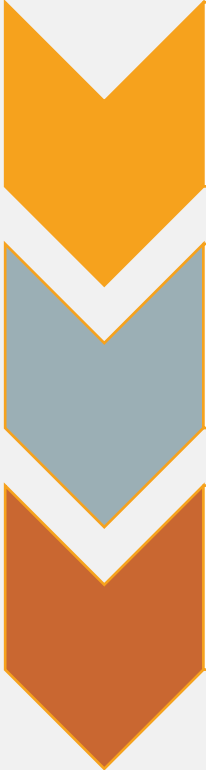
Dallas

- Initially welcomed with no regulation
- 5 companies operating
- Has had issues
- Drafting regulations

Houston

- Proposed pilot program
- \$20k bond
- Caps bikes per company

NEXT STEPS

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- Work with potential operators
 - Analyze impact on B-Cycle
 - Develop policy and potential pilot program

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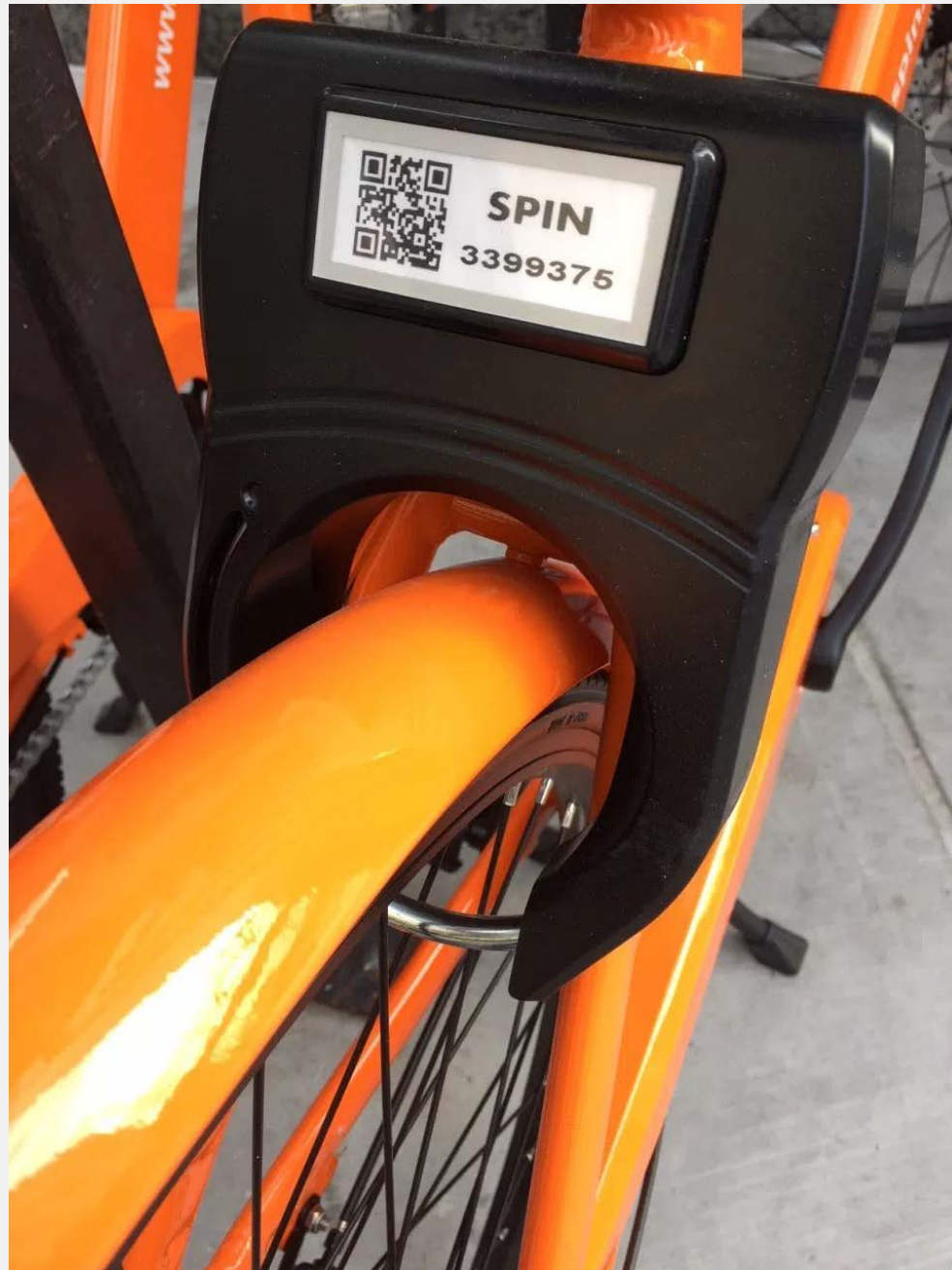
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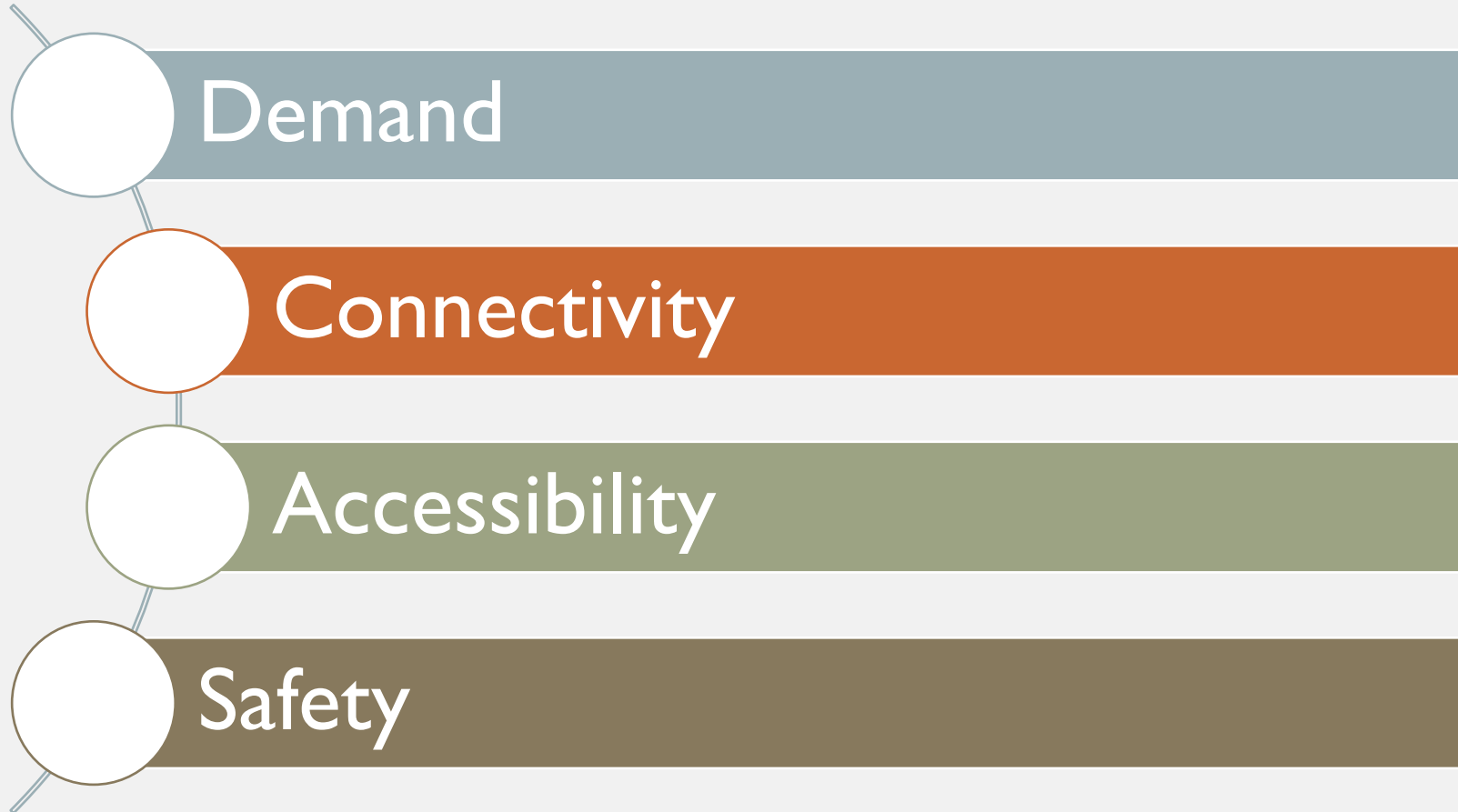
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STATION SELECTION



BCYCLE FUNDING HISTORY

Summary of City Investment in B-Cycle

Year	Description	Restricted Funds	Grants	Total	Amount Spent	Available Balance
2010	Funds to construct 16 B-cycle locations and purchase 140 Bikes in and around the downtown in core locations		841,579	841,579	841,579	-
2011	USDOT - Sarbanes Transit Parks Grant Funds 8 B-Cycle locations and 60 bikes for the Mission Reach		324,000	324,000	324,000	-
2011	Funds to purchase 48 bikes and locations		403,522	403,522	403,522	-
2012	Partially funds B-cycle locations and bikes		42,645	42,645	42,645	-
2012	Funds up to 250 annual \$60 B-Cycle System membership for eligible participants		10,000	10,000	10,000	-
2012	USDOT - Sarbanes Transit Parks Grant Phase 2 of the Mission Reach Project		295,774	295,774	283,495	12,279
2013	Additional Bike Share bicycles and stations in the Urban Core		1,050,000	1,050,000	1,050,000	-
2013	B-cycle Urban Core Expansion	250,000	934,779	1,184,779	296,905	887,874
2015	Funds an Executive Director, Marketing and One-times Funds for Hemisfair Lease	121,500		121,500	121,500	-
2016	Fund raising and operational support	60,308		60,308	60,308	-
Total		431,808	3,902,299	4,334,107	3,433,954	900,153