Transportation Alternative Program (TAP) Projects Recommended for FY2020 for the 2019 - 2024 TIP

Active Transportation Committee Meeting

April 11, 2018
Process for New Projects & The Draft TIP

1. **SEPT / OCT**
   - Letters of Intent

2. **NOV / DEC / JAN**
   - Project Evaluation Concept Reports

3. **FEB / MAR**
   - Project Reviews and Evaluations

4. **APR / MAY**
   - Draft Projects/Draft Programs

5. **JUNE**
   - Draft TIP

6. **JULY**
   - Public Comment

7. **AUG**
   - Review and Approve TIP

8. **SEPT**
   - FHWA and FTA Review / Approve TIP

9. **OCT**
   - TIP / STIP Approved
Surface Transportation Program (STP) Funds

<table>
<thead>
<tr>
<th></th>
<th>Ogden/ Layton</th>
<th>Salt Lake/ West Valley</th>
</tr>
</thead>
<tbody>
<tr>
<td>Available</td>
<td>$17,437,053</td>
<td>$30,758,457</td>
</tr>
<tr>
<td>Programmed</td>
<td>$17,407,398</td>
<td>$30,422,980</td>
</tr>
</tbody>
</table>

14 Projects

7 Projects
Transportation Alternatives Program (TAP) Funds

- Ogden/Layton:
  - Available: $591,516
  - Programmed: $571,041

- Salt Lake/West Valley:
  - Available: $990,577
  - Programmed: $990,577

- 3 Projects in Ogden/Layton
- 4 Projects in Salt Lake/West Valley
## TAP Projects Submitted for Consideration for the 2020 Transportation Alternatives Program (TAP)

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Project Name</th>
<th>City</th>
<th>Agency</th>
<th>Project Description</th>
<th>Total Cost</th>
<th>Rec. Funding</th>
<th>Other Funding</th>
<th>Match Required</th>
<th>Sidewalk</th>
<th>Bike/Path</th>
<th>Safety/Injury</th>
<th>Pedestrian Access</th>
<th>Promote Walk</th>
<th>Enhance Public</th>
<th>Safety/Security</th>
<th>Innovative</th>
<th>Conveniences</th>
<th>Total Score</th>
<th>Project Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1700 East sidewalk</td>
<td>Salt Lake City</td>
<td>Salt Lake County Transportation Council</td>
<td>Major pedestrian gap exists on the east side of 1000 East between South of Tim Drive (9805 S) to Bridgewater Drive (7800 S). Existing crossing is at a dangerous location on 1000 East. Proposed sidewalk will relieve crossing to safer location.</td>
<td>$149,000</td>
<td>$35,000</td>
<td>$114,000</td>
<td>35</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>8</td>
<td>3</td>
<td>15</td>
<td>1</td>
<td>1</td>
<td>12</td>
<td>83</td>
<td>9</td>
</tr>
<tr>
<td>2</td>
<td>Northwest Avenue sidewalk - West Side</td>
<td>Salt Lake City</td>
<td>Salt Lake County Transportation Council</td>
<td>Construct sidewalk, curb, and gutter on the west side of northwest avenue from 9400 s to existing sidewalk at about 9500 s. Sidewalk will improve safety of access for students walking from the southeast quadrant of Lewis to the railroad crossing at 9415 s and to Kiams High School and Kiams Olympic Park and Pool.</td>
<td>$50,000</td>
<td>$10,000</td>
<td>$40,000</td>
<td>10</td>
<td>10</td>
<td>5</td>
<td>10</td>
<td>10</td>
<td>8</td>
<td>1</td>
<td>10</td>
<td>3</td>
<td>1</td>
<td>2</td>
<td>77</td>
</tr>
<tr>
<td>3</td>
<td>Daybreak Transit Connections Study</td>
<td>Salt Lake City</td>
<td>Salt Lake City Transit</td>
<td>This project will assess barriers to &gt;10 freeway and highway passenger rail lines separating east and west Salt Lake City.</td>
<td>$500,000</td>
<td>$100,000</td>
<td>$400,000</td>
<td>20</td>
<td>15</td>
<td>15</td>
<td>15</td>
<td>15</td>
<td>8</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>4</td>
<td>Delta Drive Sidewalk Project</td>
<td>Salt Lake City</td>
<td>Salt Lake County Transportation Council</td>
<td>The project scope includes adding new curb, gutter and sidewalk at multiple locations on Delta Drive between Delta Drive and 4800 South. The enhanced pedestrian corridor will provide safe routes to schools and transit service for pedestrians and improve traffic calming.</td>
<td>$375,000</td>
<td>$75,000</td>
<td>$300,000</td>
<td>15</td>
<td>10</td>
<td>15</td>
<td>15</td>
<td>15</td>
<td>10</td>
<td>3</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>5</td>
<td>SLG Bike Share (Garden variety)</td>
<td>Salt Lake City</td>
<td>Salt Lake City Transit</td>
<td>The bike share program provides an option for commuters to link local destinations with regional transit via bicycle and reduce short car trips in the downtown area. GREENbike works to improve the community’s health and reduce carbon emissions and vehicle miles traveled by providing alternatives to automobile trips. All current funding. SLG Bike Share can expand to 63 stations. If this application is awarded, the funding will be used for capital costs that may include additional stations, bicycles, and rehabilitating vehicles to get closer to implementing the 150 station plan.</td>
<td>$95,000</td>
<td>$15,000</td>
<td>$80,000</td>
<td>9</td>
<td>3</td>
<td>10</td>
<td>5</td>
<td>10</td>
<td>10</td>
<td>3</td>
<td>10</td>
<td>4</td>
<td>30</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>6</td>
<td>3300 South Sidewalk Safety</td>
<td>Salt Lake City</td>
<td>Salt Lake City Transit</td>
<td>All 2006-2012 model year UTA buses have racks that hold two bikes. Systemwide, this is about 145 buses. These are often filled and tripping passengers return trains. New UTA buses have two racks that accommodate three bikes. These funds will pay for 70% (the estimated number of these buses attributable to the Salt Lake Untamed Area).</td>
<td>$300,000</td>
<td>$50,000</td>
<td>$250,000</td>
<td>15</td>
<td>8</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>3</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>7</td>
<td>3300 South Sidewalk Safety</td>
<td>Salt Lake City</td>
<td>Salt Lake County Transportation Council</td>
<td>Construct sidewalk, curb and gutter on the north side of 3300 s. There is little to no shoulder and pedestrians are often seen walking in the travel lane. Sidewalk here is identified as a critical need in the Walks Will Work Plan (2016) and 3300 South Sidewalk Safety Study (2016).</td>
<td>$300,000</td>
<td>$50,000</td>
<td>$250,000</td>
<td>15</td>
<td>8</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>3</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
</tr>
</tbody>
</table>

### Notes:
- **Rec. Funding** refers to the recommended funding amount for each project.
- **Other Funding** includes any additional funding sources not listed in the table.
- **Safety/Injury** includes any safety or injury mitigation measures proposed for each project.
- **Pedestrian Access** indicates any improvement to pedestrian access.
- **Total Score** is calculated based on various criteria including project impact, feasibility, and alignment with transportation goals.

### Total Funding:
- **$90,577** is the recommended funding amount for the projects listed.
- **$960,677** is the total funding available for program for FY2020.
The proposed project is to add a shoulder and curb, gutter and sidewalk for pedestrian use and to provide a walking route to the elementary school.

Plain City – 1975 North Widening – Construct Sidewalk
Project Type – Safe Routes to School
3775 West to 3525 West

Project Cost – $1,142,300
Funds Request – $1,064,966

Recommended Funding $300,000
Install 2 pedestrian signals in existing mid-block crosswalks. There's been 1 pedestrian fatality at State Street and 400 W. Location two has seen a large increase in pedestrian and vehicle traffic near the Davis County Legacy Event Center. The project is needed to increase safety for pedestrians at these crosswalks.

**Recommended Funding $200,000**

**Project Cost – $318,100**

**Funds Request – $296,565**

There has been 1 pedestrian fatality at State Street and 400 W. Location two has seen a large increase in pedestrian and vehicle traffic near the Davis County Legacy Event Center. The project is needed to increase safety for pedestrians at these crosswalks.
The north side of SR 225 is fully improved from Main St. to Lagoon Dr. except for a 100' gap which requires asphalt, curb & gutter, sidewalk, and additional ROW at 326 West Park Lane. The project will improve the street on the north side, and provide pedestrian access from Lagoon Dr. to the bus stops on SR 106.

<table>
<thead>
<tr>
<th>Project Cost –</th>
<th>$ 76,200</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funds Request –</td>
<td>$ 71,041</td>
</tr>
</tbody>
</table>

**Recommended Funding $ 71,041**
Cottonwood Heights – 2700 East Sidewalk Project
Project Type – Safe Routes to School

7550 South to 7655 South

Recommended Funding $ 363,038

Project Cost – $ 415,400
Funds Request – $ 363,038

Major sidewalk gap exists on the east side of 2600 East between South of Toni Circle (7635 S.) to Bridgewater Drive (7655 S.). Existing crossing is at a dangerous location on 2600 East. Proposed sidewalk will relocate crossing to safer location.
Salt Lake County – Kearns Metro Township – Northwest Ave Sidewalk  
Project Type – Safe Routes to School

5415 South to 5570 South

Recommended Funding $ 193,918

Project Cost – $ 208,000
Funds Request – $ 193,918

Construct sidewalk, curb, and gutter on the west side of Northwest Avenue from 5415 S to existing sidewalk at about 5570 S. Sidewalk will improve safety of access for students walking from the southeast quadrant of Kearns to the railroad crossing at 5415 S and on to Kearns High School and Kearns Olympic Park and Oval.
UTA – Bus Bike Rack Expansion
Project Type – Capital Improvement
Salt Lake Urbanized Area

All 2006-2012 model year UTA buses have racks that hold two bikes. System-wide, this is about 145 buses. These are often filled and biking passengers are turned away. New UTA buses have racks that accommodate three bikes. These funds will pay for 35 (the estimated number of these buses attributable to the Ogden Layton Urbanized Area) 3 spot racks to replace existing 2 spot racks on current fleet.

Project Cost – $ 91,200
Funds Request – $ 85,026

Recommended Funding $ 33,198
Millcreek City – 3300 South Sidewalk Safety
Project Type – Bike and Ped
2600 East to 2700 East

Recommended Funding $ 400,423

Construct sidewalk, curb and gutter on the north side of 3300 S. There is little to no shoulder and pedestrians are often seen walking in the travel lane. Sidewalk here is identified as a critical need in the Walk Millcreek Plan (2015) and 3300 S Sidewalk Safety Study (2016).

Project Cost – $ 429,500
Funds Request – $ 400,423
<table>
<thead>
<tr>
<th>Project Number</th>
<th>Project Sponsor - Project Name</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Farmington City – SR-106 (Main Street) – Reconstruct &amp; Minor Widening</td>
<td>Park Lane to Shepard Lane</td>
</tr>
<tr>
<td>2</td>
<td>UTA – Ogden-WSU Bus Rapid Transit (Construction)</td>
<td>Ogden Intermodal HUB (23rd/Wall) and McKay Dee Hospital (48th/Harrison)</td>
</tr>
<tr>
<td>3</td>
<td>Kaysville/ Farmington – West Davis Corridor – New Facility</td>
<td>West Davis Corridor to Shepard Lane &amp; I-15</td>
</tr>
<tr>
<td>4</td>
<td>South Ogden – 40th Street &amp; Chimes View – Reconstruct w/ Minor Widening</td>
<td>Riverdale Road to Washington Blvd</td>
</tr>
<tr>
<td>5</td>
<td>North Salt Lake – Main Street - Reconstruction</td>
<td>Center Street to 350 North</td>
</tr>
<tr>
<td>6</td>
<td>Ogden City – Polk Avenue Sidewalk Project</td>
<td>Franklin Avenue to 36th Street</td>
</tr>
<tr>
<td>7</td>
<td>West Jordan – 7000 South – Environmental Impact Statement</td>
<td>1300 West to Bangerter Highway (SR-154)</td>
</tr>
<tr>
<td>8</td>
<td>Draper – 1300 East – Reconstruction &amp; Minor Widening</td>
<td>Wayne's World Drive to Nash Lane</td>
</tr>
<tr>
<td>9</td>
<td>Salt Lake County/ West Valley/ Kearns – 4700 South – Recon. w/ Minor Widening</td>
<td>4000 West to 5600 West</td>
</tr>
<tr>
<td>10</td>
<td>Salt Lake City – 1300 East Reconstruction Segment 2</td>
<td>2100 South to Southern Boundary</td>
</tr>
<tr>
<td>11</td>
<td>South Salt Lake – 700 West – Reconstruct &amp; Minor Widening</td>
<td>3300 South to Carlisle Street (3655 South)</td>
</tr>
<tr>
<td>12</td>
<td>West Jordan – 7000 South &amp; 1500 West – New Construction</td>
<td>Pedestrian Bridge</td>
</tr>
<tr>
<td>13</td>
<td>Magna Metro Township – 8000 West – Sidewalk</td>
<td>2600 South to 3100 South</td>
</tr>
<tr>
<td>14</td>
<td>Bluffdale City – 14600 South Railroad Bridge - Study</td>
<td>14600 South and Union Pacific Railroad Structure</td>
</tr>
<tr>
<td>15</td>
<td>Millcreek and Holladay Cities – 3900 South Improvements</td>
<td>2300 East to Wasatch Blvd</td>
</tr>
<tr>
<td>16</td>
<td>Taylorsville City – 1780 BRT Connector Road</td>
<td>Bruin Blvd to 4700 South</td>
</tr>
<tr>
<td>17</td>
<td>UTA – University of Utah Hospital Stop Expansion</td>
<td>U of U Bus Bays</td>
</tr>
<tr>
<td>18</td>
<td>West Jordan – 8600 South Bridge over MVC – New Construction</td>
<td>5600 West to 6000 West</td>
</tr>
<tr>
<td>19</td>
<td>Salt Lake City – Bike Share Program</td>
<td>Salt Lake City Proper</td>
</tr>
<tr>
<td>20</td>
<td>Bluffdale City – 14600 South Sidewalk and Bike Lanes</td>
<td>Redwood Road to Railroad Bridge</td>
</tr>
</tbody>
</table>
3 Types of Bike Share
3 Types of Bike Share

1. Docked (Station Based)
3 Types of Bike Share

2. **Smart Bike**
   *(Station Based with Virtual Options)*
3 Types of Bike Share

2. Smart Bike
(Station Based with Virtual Options)

Can be locked at a standard bike rack for an additional 1-time charge of $1-$2
3 Types of Bike Share

3. Dockless “Chinese Style”
(Bike is left anywhere and not attached to anything)

Seattle
Dockless “Chinese Style” Bike Share
(Bike is left anywhere and not attached to anything)

Seattle: 2018
Dockless “Chinese Style” Bike Share
(Bike is left anywhere and not attached to anything)

Dallas: 2018
3 Primary Differences Between Dockless Bike Share & Other Bikes Shares
How is Dockless Bikeshare Different?

1. For-Profit Motive instead of Non-Profit/Transit

Non-profits and transit agencies prioritize safety, quality and longevity. The goal is ridership and long-lasting behavioral change.

Non-profit and transit organizations don’t over-promise or cut corners to maximize profit or generate private investment. Because their goal isn't a buyout or quick ROI.
How is Dockless Bikeshare Different?

2. Bikes are Lower Quality / Disposable (1 Year Life Span)

Chinese police gathered 10k+ damaged or illegally parked bikes after companies ignored city requests.
How is Dockless Bikeshare Different?

2. Bikes are Lower Quality / Disposable (>1 Year Life Span)

Below: Discarded Ofo Bikes in China
How is Dockless Bikeshare Different?

3. Bikes Are Left Anywhere

Seattle 2018
Community Frustration: USA

Traditional & Social Media
Residents Criticize Dockless Bike-Share Program

By: Michael Coyne
01/17/2018

THE GEORGETOWN VOICE

DC deputy mayor: Don’t park dockless bikes on frozen canal

By Sarah Beth Hensley | @SarahBethHens
January 3, 2018 5:24 pm

DC Police: Stop calling 911 about dockless bikeshare bikes unless it's a real emergency

by Tim Barber/ABC7 | Monday, January 1st 2018

Washington DC
'How Is This Not Littering?' Dockless Bike Complaints Grow

By Erica Jones

Published at 1:17 PM EST on Jan 29, 2018 | Updated at 1:22 PM EST on Jan 29, 2018
FROM: ELIZABETH RESIDENT
TO: CDOT

“very poor execution and visual pollution.”

727 complaints
Social Media

Dallas Bike Mess Chronicling the mess of rental bikes littering Dallas. Total Bike Rental Companies in Dallas: DM your rental bike mess photos.
Bike Sharing Causing Issues In Downtown Dallas

By Jeff Paul  January 4, 2018 at 9:54 pm

Filed Under: Alternative Transportation Program, Bicycles, Bike Sharing, Dallas, dockless, downtown, Instagram, Local
Dallas to dockless bike-shares: Clean up your mess
Bike-share companies peddle excuses, apologies after Dallas’ clean-up-or-else demands

Robert Wilonsky, City Columnist
Jared White, Dallas' de facto bike czar, said Saturday evening that he tried to talk Mobike out of coming to Dallas, given the number of bikes sitting — and lying down — on city sidewalks at the moment, many never moving.
Dallas City Hall says you're not the only one tired of all those junky bike rentals

I counted 77 parked rental bikes on the walk to the office Tuesday morning -- a one-minute, two-block mile trek from the Scottish Rite parking lot...

DALLASNEWS.COM | BY ROBERT WILONSKY

The Dallas Morning News

Don’t let the bike disaster in Dallas happen here

BY THE EDITORIAL BOARD

January 08, 2018 06:13 PM
Updated January 09, 2018 04:39 PM

Star-Telegram
Dallas's rush into bikeshare turns controversial

Lack of regulation spurs backlash

By MATT MCFARLAND

Posted: 1:20 PM, February 05, 2018
Updated: 1:20 PM, February 05, 2018
Community Frustration: Neighborhoods

Danielle McLennan
July 25

Please advise us how we can report dumped bikes. Being a city dweller, bikes left at my front door and obstructing the footpath is very annoying.

Christine Dahan
July 22 · Edited

I’m not sure if this is considered correctly parked! We woke up to the bike like this and have since leaned it against a pole on the nature strip.

Diana Hartshorn Nicoloudis
July 12 · Edited

Appalling! 10 of these bikes are on my front lawn. I would understand if these were on a paved pedestrian thoroughfare but on a grassed nature strip? It is ridiculous. Another 10 are on the nature strip across the road and your company has no phone number and isn’t responding to emails where you apparently move bikes incorrectly placed.
Little Italy Association Is Evicting Dockless Bike Sharing

Tuesday, March 27, 2018
By Andrew Bowen


PHOTO BY KRIS ARCIAGA
City of Coronado declares dockless bikes a public nuisance

Video Report By Chris Gros, Reporter
Chinese cities are saying “enough already” to bike-sharing services run rampant

Written by Josh Horowitz: 8.27.17
Chinese cities are saying “enough already” to bike-sharing services run rampant

Written by Josh Horowitz: 8.27.17

Guangzhou and Shenzhen, both in China’s populous southern Guangdong province, have rebuffed attempts by Didi Chuxing’s Didi Bikes service to start services in their cities, citing saturation and ill-management of existing bicycles, according to Guangdong News, citing regulators.
Warnings from Experts
Portland Transportation Division Analysis: 120 Bikes from Seattle’s Dockless Systems

- 17% were unrideable due to damage
- Another 39% had significant safety/maintenance issues
- Only 44% were in fair/good condition
Seattle & DC Dockless Field Study:
233 Bikes in 8 Neighborhoods
(139 Bikes in 4 Seattle Neighborhoods +94 Bikes in 4 DC Neighborhoods)

- 30% of bikes were parked illegally
- 20% chance of user not being able to find a bike using app (bikes show up on app that aren’t there)
- 108%-221% more bikes in an area than app advertised (bike inventory/management and permitting issue)
Cities Can’t Afford to Let ‘Rogue’ Bike Shares Run Wild
Is the Dockless Bike-Share Revolution a Mirage?

By Angie Schmitt | Feb 7, 2018 | 51

Spin and Limebike, along with ofo, are the three venture-funded bike-share companies active in Seattle.

Photo: SounderBruce/Flickr
National Association of City Transportation Officials (NACTO) Response: Dockless Bike Share

“Rogue companies have launched, uninvited, in U.S. cities with flimsy equipment and limited or no public notification, posing significant safety risks to the public, and fully divorced from larger transportation planning and municipal needs.”

“Photos from cities in China, where rogue systems are already in place, show junk heaps of broken bikes. People who have used the bikes in the U.S. report that they are of poor quality and often unsafe.”

“These companies have shown that they are not serious about providing bikes as a real mobility option for people. Instead, their actions suggest that they are more interested in media attention and a quick buyout. Such fly-by-night operations put the public at risk.”
“you see a lot of very questionable, non-economic behavior that will probably end badly, especially for investors.”

“What we are seeing is non-economic behavior and a race for scale that is fueled by hype and enabled by easy access to money. That is not unheard in hot new tech sectors, but bike-sharing just seems a particularly extreme version of this.” Jeffrey Towson, Professor of Investments, Beijing University
With Hundreds Of Millions Of Dollars Burned, The Dockless Bike Sharing Market Is Imploding

China's bike-sharing frenzy has turned into a bubble

by Michelle Toh  @michelletoh235

December 20, 2017: 4:44 AM ET
Wait, Chinese Bike-Sharing Doesn't Make Any Sense

Economists can't find a reason for all the investor hype.
Primary Risks Associated with Dockless Bike Share
Dockless Bikeshare Risks

1. Lower Quality Equipment (Safety Risk)

Dockless companies have publicly stated that the life of their bikes is 1-2 years. For comparison, Bcycle bikes are manufactured by TREK and have a 5-year warranty but are anticipated to last 10.

In effort to keep costs down, dockless companies are purchasing less expensive parts with shorter life-spans, including brakes that are 41% less expensive than the average non-profit or transit agency bike share.
Dockless Bikeshare Risks

2. Decreased Safety Inspection Standards

By manufacturing cheaper bikes with exposed wires (no shroud), V-brakes, plastic pedals, thinner cables, grips that can be removed by hand and utilizing parts that can be dismantled with common tools, increased safety checks are necessary to ensure public safety.

Dockless companies have reduced safety inspections to reduce labor.

GREENbike SLC’s safety standard is that every 14 days each bike receives a 34-point safety inspection. Dockless companies are typically using a 20-point inspection every 30-days. That’s a -53% decrease in safety inspection rates and a -41% decrease in the level of inspection.
2. Decreased Safety Inspections Standards: Dallas Example

“I tested 6 percent of the entire Spin fleet today, with a failure rate of 67 percent.”

“I unlocked the Spin and prepared to mount it — only to discover that the handlebars could spin 360 degrees without moving the front wheel. Totally non-functional bike. Totally the wrong kind of spin.”

“after we paid for the bikes, he discovered that his (bike) suffered from the same malfunction as the first Spin I’d rented. I wound up walking to lunch, pushing the second Spin I’d rented.”

D (Dallas) Magazine, August 2017
3. Over Saturation to Create Reliability

An inspection of 983 Ofo bikes in 6 cities found that 31% of the bikes were damaged or stolen for private use.

In one city, 55% of the bikes shown on the app were stolen for private use.
4. Public Right of Way (Esthetics)
Dallas: 2018
5. Deposits

Anger as Chinese bike sharing firm shuts up office with riders' deposits

Mingbike becomes first Chinese bike-sharing firm to be sued over deposit defaults
Consumer watchdog files a law suit against Guangzhou-based Mingbike after 30,000 users claimed they were left out of pocket

Deposits lost in spate of Chinese bike-share failures
Court hears challenge to loophole allowing customers’ cash to fund operations

China consumer watchdog takes aim at bike-sharing firm Kuqi over failure to refund deposits
Kuqi Bike has ceased trading, potentially tying up millions of yuan in users’ deposits and highlighting a growing problem in the industry as a shakeout threatens to put more out of business
Anger as Chinese bike sharing firm shuts up office with riders' deposits

Mingbike becomes first Chinese bike-sharing firm to be sued over deposit defaults

Consumer watchdog files a law suit against Guangzhou-based Mingbike after 30,000 people seeking deposit refunds, and that it had received over 210,000 complaints about the company since August.

Deposits lost in spate of Chinese bike-share failures

Court hears challenge to loophole allowing customers’ cash to fund operations

China consumer watchdog takes aim at bike-sharing firm Kuqi over failure to refund deposits

Kuqi Bike has ceased trading, potentially tying up millions of yuan in users’ deposits and highlighting a growing problem in the industry as a shakeout threatens to put more out of business
Complaints over bike-sharing soar in Shanghai in 2017: report

Source: Xinhua | 2018-01-29 22:19:11 | Editor: pengying

SHANGHAI, Jan. 29 (Xinhua) -- Complaints over bike-sharing services went up by more than 40 times in 2017, according to a report by Shanghai Consumer Council.

The council received 7,978 complaints about bike-sharing services last year, according to the council. Xqchuxing, Mobike and OFO were the top three companies facing the complaints.

Customers in Shanghai were upset by delays in the return of deposits, abnormal charges and poor customer service.

In some cases, costumers did not receive their deposits two or three months after request, while many bike-sharing companies promised refunds within seven days. In other cases, bike-sharing companies wrongfully charged users due to various systematic problems.
China’s bike-sharing bubble bursts as Bluegogo fails

Group’s collapse follows pattern of rapid expansion fuelled by venture capital money

Analysts have described the bike-sharing market as a classic example of China’s tech bubbles © Bloomberg

NOVEMBER 17, 2017 Yuan Yang in Beijing
Gobee.bike, the first of several Asian dockless bike share operators that launched in Paris last year, has announced it is pulling out of the city because thousands of its bicycles were stolen or vandalised.

“Over the months of December and January, the mass destruction of our fleet has become the new entertainment of underaged individuals, encouraged by content broadly shared on social media,” the Hong Kong startup wrote in an email to its users in the city.

It explained that more than a thousand bikes had been stolen or “privatised” and around 3,400 more had been vandalised, and that despite the 6,400 repairs carried out by its workers, it had decided that the scheme was unsustainable.

Gobee.bike, which had around 150,000 users across France, had already thrown in the towel in the northern cities of Lille and Reims as well as the Belgian capital Brussels for similar reasons.

Earlier this month it closed its schemes in the Italian cities of Rome, Milan and Turin, saying that 60 percent of its “free-floating” fleet has been vandalised, stolen or dumped in rivers.
Asian bike-sharing companies find road is tougher in Europe

Highly valued start-ups such as ofo, Mobike and GoBee blame vandalism and theft

Mobike bicycles dumped in a Milan canal © ROPI

Aliya Ram in London, David Keohane in Paris and Yuan Yang in Beijing FEBRUARY 28, 2018
Bike-sharing companies face an uphill ride in US

By Reuters Published: March 17, 2018
7. Environmental Impact

With bikes designed to last 1-year, millions of bikes and their associated parts are being thrown away every year. Picture below from Chinese waste facility.
8. History of Providing Misleading or False Data

Aurora’s Dockless Bike Share Quickly Attracts More Riders Than Denver BCycle

By David Sachs | Dec 13, 2017

Correction: Aurora Dockless Bike Share Not Even Close to Out-Performing Denver BCycle

By David Sachs | Dec 13, 2017
Ofo, another Chinese dockless bike-sharing power, will not enter a city without the blessing of local officials, said Chris Taylor, head of the company’s North America business. It is now in 25 US cities, including Seattle, San Diego, and Washington, DC.
8. History of Providing Misleading or False Data

It's unfortunate that ofo chose not to comply with our guidelines, however we will continue to support the efforts of all members who uphold the ideals of our Code of Conduct.

NABSA Expels ofo US Limited for Code of Conduct Violation - North ...

NORTH AMERICA, March 22, 2018 — The North American Bikeshare Association (NABSA) announces the expulsion of former member ofo US...
9. Dockless Is Generating Fewer Rides (with free rides)

**DC: Capital Bikeshare (CaBi) vs. Dockless Companies**
Source: NACTO & DDOT
NACTO Webinar Link: [https://www.youtube.com/watch?v=peXxf6_z2c](https://www.youtube.com/watch?v=peXxf6_z2c)
CaBi Bikes in Oct: 1,944
CaBi Rides Per Bike Per Day in Oct: 5.6
Dockless Bikes in Oct: 1,403
Dockless Rides Per Bike Per Day in Oct: 1.0

**Colorado: Denver Bcycle vs. Aurora Dockless Companies**
Source: Denver Bcycle Annual Report & City of Aurora
Denver Bcycle Bikes in Oct: 750
Denver Bcycle Rides Per Bike Per Day: 1.3
Dockless Bikes in Oct: 750
Dockless Rides Per Bike Per Day: 0.2

**Dallas LimeBike**
Source: LimeBike & Dallas Observer
Avg LimeBikes in Dallas Aug-Dec: 1,500 – 1,900
Rides Per Bike Per Day: 0.3 – 0.4

**Seattle Dockless Companies**
Source: NACTO Webinar / Seattle DOT / Seattle Permit
Avg Dockless Bike in Seattle (July 7 – Dec 17): 4,083 – 6,250 (10k on street as of Jan 2018)
Avg Rides Per Bike Per Day: 0.3 – 0.5
9. Dockless Is Generating Fewer Rides (with free rides)
10. Diversion of Public Resources

Public right of way being cleared by police in China
70,000 bikes had to be pulled from city streets after a dockless bike share company went bankrupt.
70,000 bikes had to pulled from city streets after a dockless bike share company went bankrupt.
Bike sharing in China has been a roller coaster of boom and bust. While several services have caught on with consumers, the bubble has been marked with outpaced growth and rampant mismanagement. Tangled piles of unused bikes with nowhere to go have been a familiar site on streets of major Chinese cities.
11. Poor Treatment of Workers

Complaints from bike-share workers reflect new reality for labor force that powers sharing economy

BY MONICA NICKELSBURG on January 11, 2018 at 10:47 am

After four months working with Ofo, Sean Healy reached a breaking point.

He started driving vans and trucks for the bike sharing company’s new Seattle operation. He was helping Ofo deploy thousands of bikes around the city in a matter of weeks to compete with Seattle’s other dockless bike share services. Healy says Ofo didn’t provide seat belts for workers in the back of the vehicles, restraints for the bikes, or safety gloves. He cut his hand and asked Ofo to provide gloves for the fleet management team. The general manager said she’d look into it.
11. Poor Treatment of Workers

Exclusive: Bluegogo VP confirms leaving the company months ago, staff waiting for salary for months

© Nov 16, 2017  Masha Borak

Bike-rental, News
11. Poor Treatment of Workers

The paradox is that in September while Bluegogo’s staff was waiting for wages, Hu Yufei told TechNode Chinese reporters that “too many rumors on the market are not true, I hope you don’t believe them.” He also announced a big media event for National Day holidays in October which never happened while Bluegogo CEO Li Gang offered the same rhetoric. According to media reports, Li has been in an unknown foreign country for some time.

The bad news just kept piling up from then. In October, the company denied rumors that it is trying to solve its cash flows issues by selling its business. Reports at that time documented a number of complaints from Bluegogo users that have not received refunds for their deposits within deadlines. The bike rental then promised a new deadline for refunds: November 10th.
11. Poor Treatment of Workers

The paradox is that in September while Bluegogo’s staff was waiting for wages, Hu Yufei told TechNode Chinese reporters that “too many rumors on the market are not true, I hope you don’t believe them.” He also announced a big media event for National Day holidays in October which never happened while Bluegogo CEO Li Gang offered the same rhetoric.

“Bluegogo’s CEO has apologised, but I still haven't gotten my wages and can't pay rent”

The bad news just kept piling up from then on. In October, the company denied rumors that it is trying to solve its cash flows issues by selling its business. Reports at that time documented a number of complaints from Bluegogo users that have not received refunds for their deposits within deadlines. The bike rental then promised a new deadline for refunds: November 10th.
11. Poor Treatment of Workers

Layoffs at bike-share startup Zagster following $15 million raise

Megan Rose Dickey  @meganroosedickey  /  Mar 21, 2018
12. Danger to the Disabled

Dallas: 2018
Dockless bikes create hazards for the disabled in D.C.
13. Loss of Community Control

Florida Law Would Take Regulatory Control of Bikeshare Operations
Republicans from the Florida House of Representatives are trying to take control of the potentially thorny issue of dockless bikeshare.
February 2, 2018, 8am PST | James Brasuell | @CasualBrasuell

Florida lawmakers consider statewide dockless bike-share regulations

A New State Preemption Battlefield: Dockless Bikesharing
Florida lawmakers are weighing a bill that would override a city’s ability to regulate the new private bikesharing companies.
14. For-Profit Companies Erode Community Trust & Goodwill

Bike Sharing Is Doomed to Fail in Most American Cities

Dallas' chaotic experiment in bike sharing is a case in point.
14. For-Profit Companies Erode Community Trust & Goodwill
14. For-Profit Companies Erode Community Trust & Goodwill

Tech
Didi Chuxing’s Bluegogo Bikes Banned In Shenzhen Due To Unpaid Debts

PAN YUE
January 22, 2018 — 11:23 HKT

Bike-share program: Drop it

Originally published December 19, 2017 at 3:11 pm

The Seattle Times
The backlash against those lime green bikes left all around CSUN’s campus, explained.

Los Angeles Daily News

A LimeBike waiting for the next rider at CSUN. CSUN’s Associated Students circulated a petition last week aimed at urging L.A. City Councilman Mitchell Englander to reconsider his proposed ban on dockless bike-sharing programs. (Photo by David Crane, Los Angeles Daily News/SCNG)

By ELIZABETH CHOU | echou@scng.com | Daily News

PUBLISHED: March 19, 2019 at 4:39 pm | UPDATED: March 20, 2019 at 12:49 pm
15. Can’t Control Where The Bikes Go

The backlash against those lime green bikes left all around CSUN’s campus, explained.

A local restaurant owner, who asked to remain anonymous because some of his patrons are CSUN students, said that a service that allows bikes to be “scattered across people’s sidewalks,” or just anywhere around the city, seemed to him like a bad idea.

He said that in one instance, LimeBike, the bike-share operator, seemed to have trouble picking up one of their bikes from behind his business.

“It sat outside my door for three days,” he said.

“I’m not opposed to the idea,” he said, but it would make more sense to place them at docking stations, similar to existing bike-sharing programs, like the one operated in downtown Los Angeles by Metro.

The same type of complaints also came from some residents near the university upset at seeing the bikes on residential sidewalks and occasionally on private property. The area’s councilman, Mitchell Englander—who had gotten an earful from residents—introduced a motion last month calling for an “emergency” ban on any dockless bike-sharing program that does not have the support of the local council person.
16. Addressing Equity

One last step
To enjoy LimeBike, please add a credit or debit card to your account.

OK
17. User Data

Ofo and Mobike both reserve the right to store and process U.S. customer information outside the U.S., according to their privacy policies. (So does LimeBike, a dockless bikeshare company based in San Mateo, California which recently expanded into Europe.) Mobike’s privacy policy reads:

By signing up, accessing and/or using the Services, you expressly consent to our transmission, processing and storage of your information in locations outside the United States or your country or region of residence.

Ofo’s states:

Your personal information will... be processed by staff operating outside the United States who work for us or for one of our suppliers. These staff may be engaged in the fulfilment of your request, the processing of your payment details and the provision of support services. While we will take all steps reasonably necessary to ensure that your data is treated securely and in accordance with this Privacy Policy, you acknowledge that the laws, regulations, and standards of the country in which your information is stored or processed may be different from those of your own country.
Review: LimeBike’s new dockless scooters are a whimsical ride but not a practical one

By Julie Zauzmer  April 4 at 7:00 AM  Email the author