

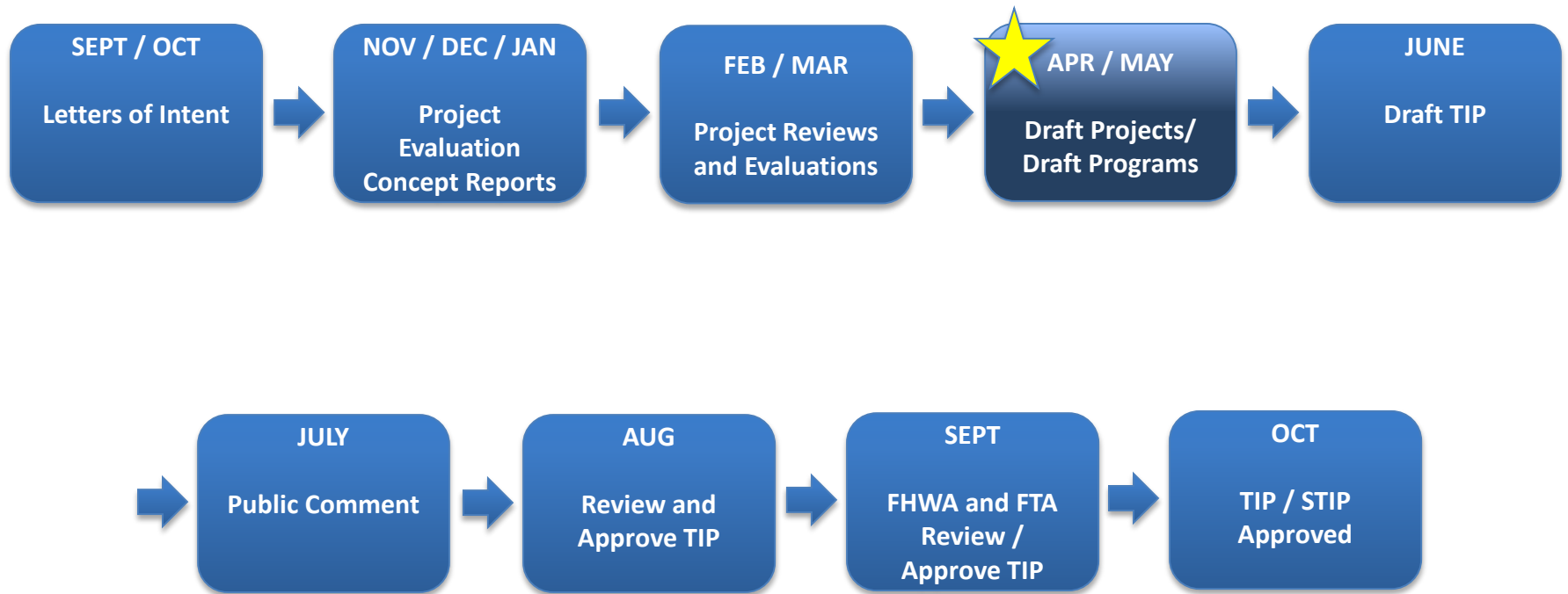
Transportation Alternative Program (TAP) Projects Recommended for FY2020 *for the* 2019 - 2024 TIP

Active Transportation Committee Meeting

April 11, 2018



Process for New Projects & The Draft TIP

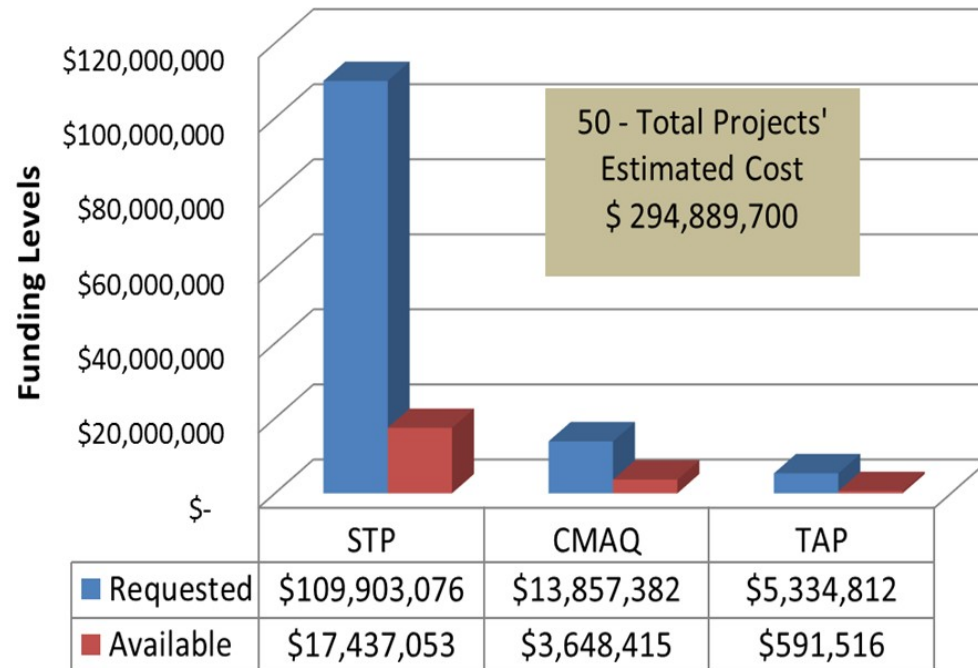


Funding Program

Proposed Projects

- CMAQ
- STP
- TAP

Ogden/ Layton Urban Area



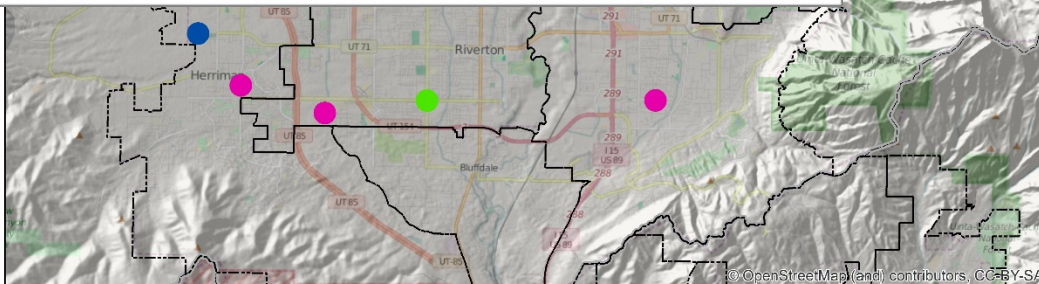
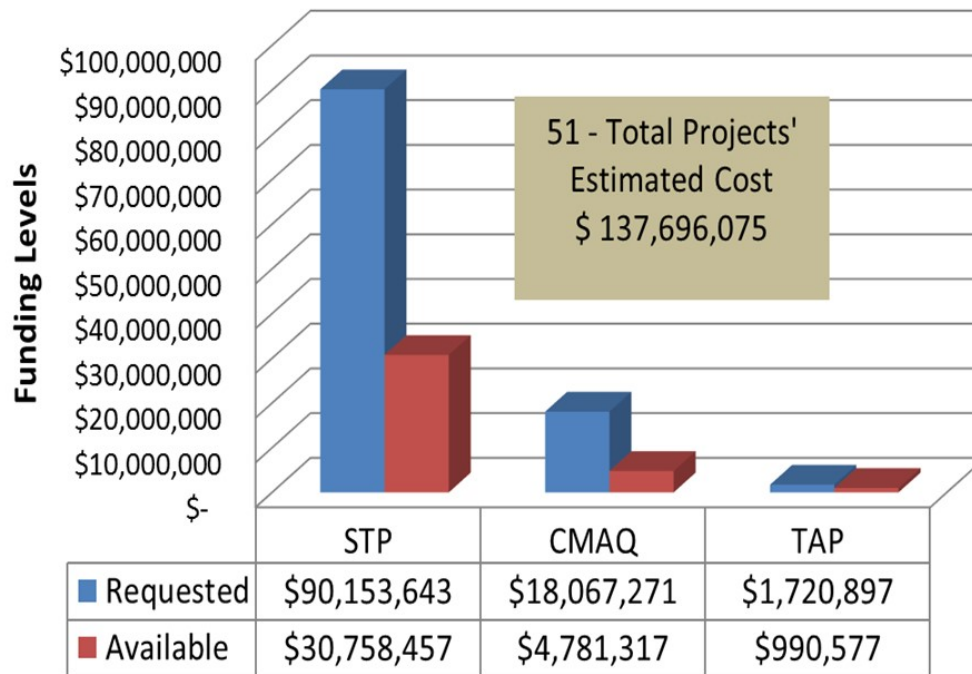
REGIONAL COUNCIL 3

Funding Program

Proposed Projects

- CMAQ
- STP
- TAP

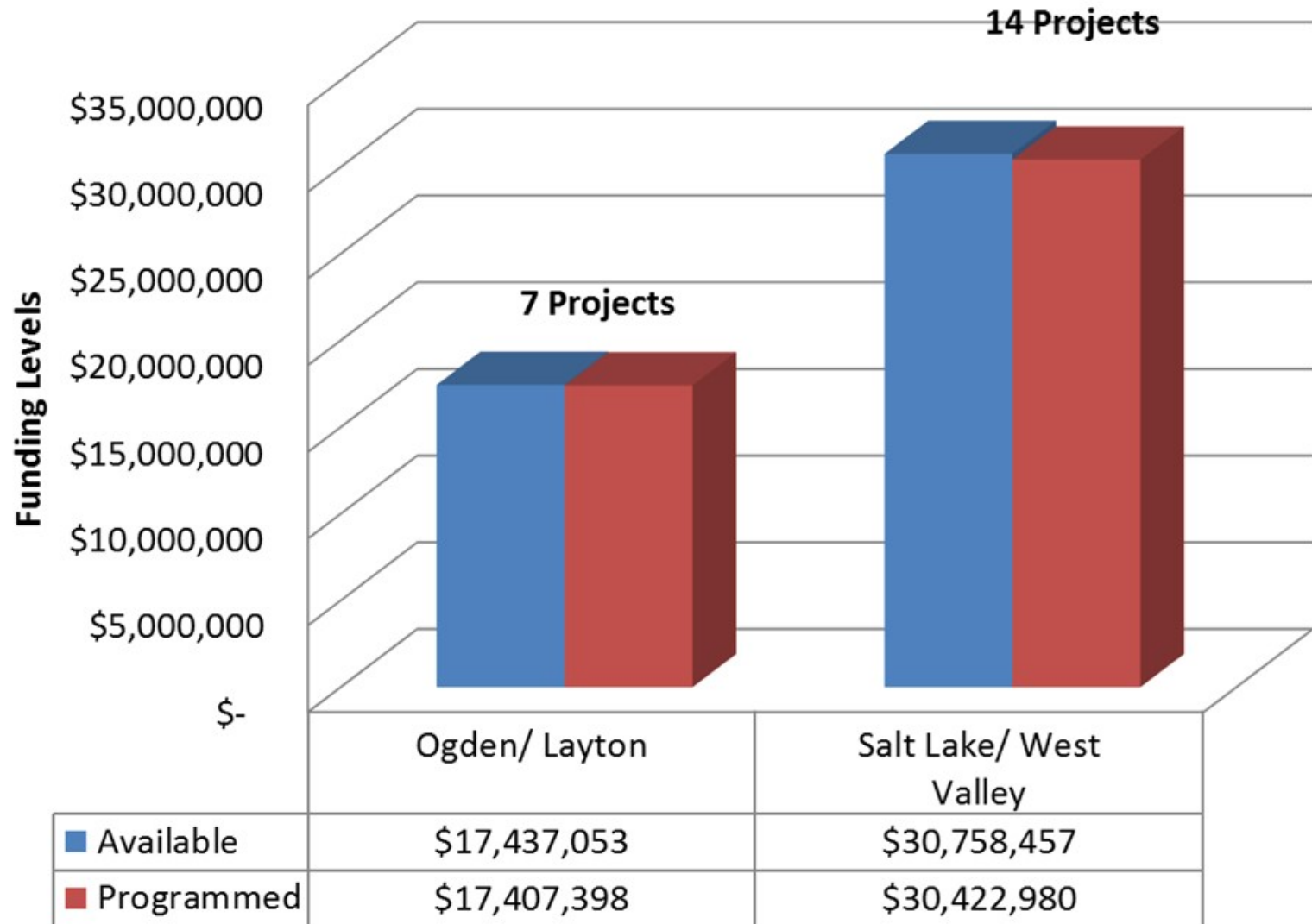
Salt Lake/ West Valley Urban Area



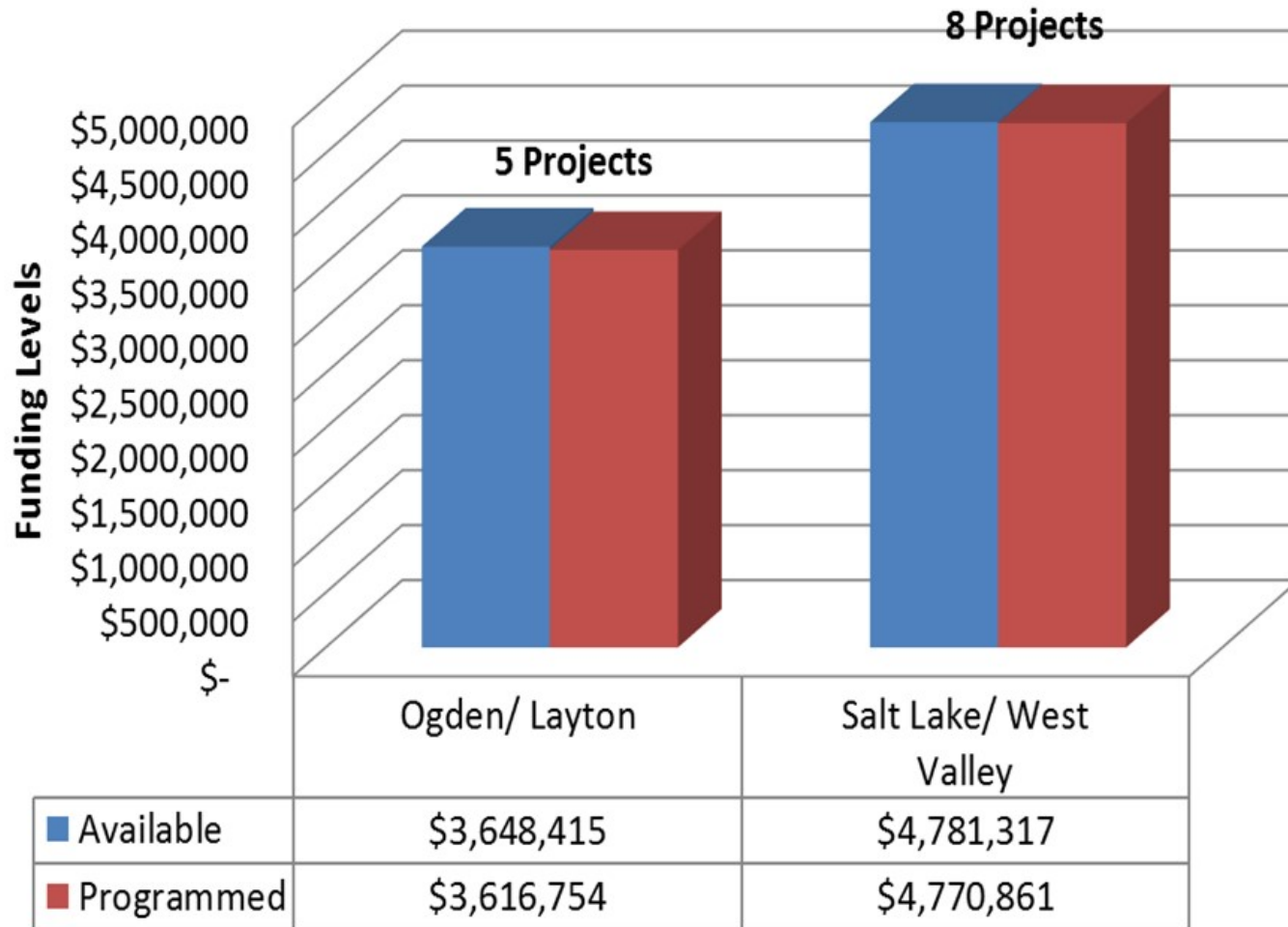
UTAH FRONT REGIONAL COUNCIL

© OpenStreetMap (and) contributors, CC-BY-SA

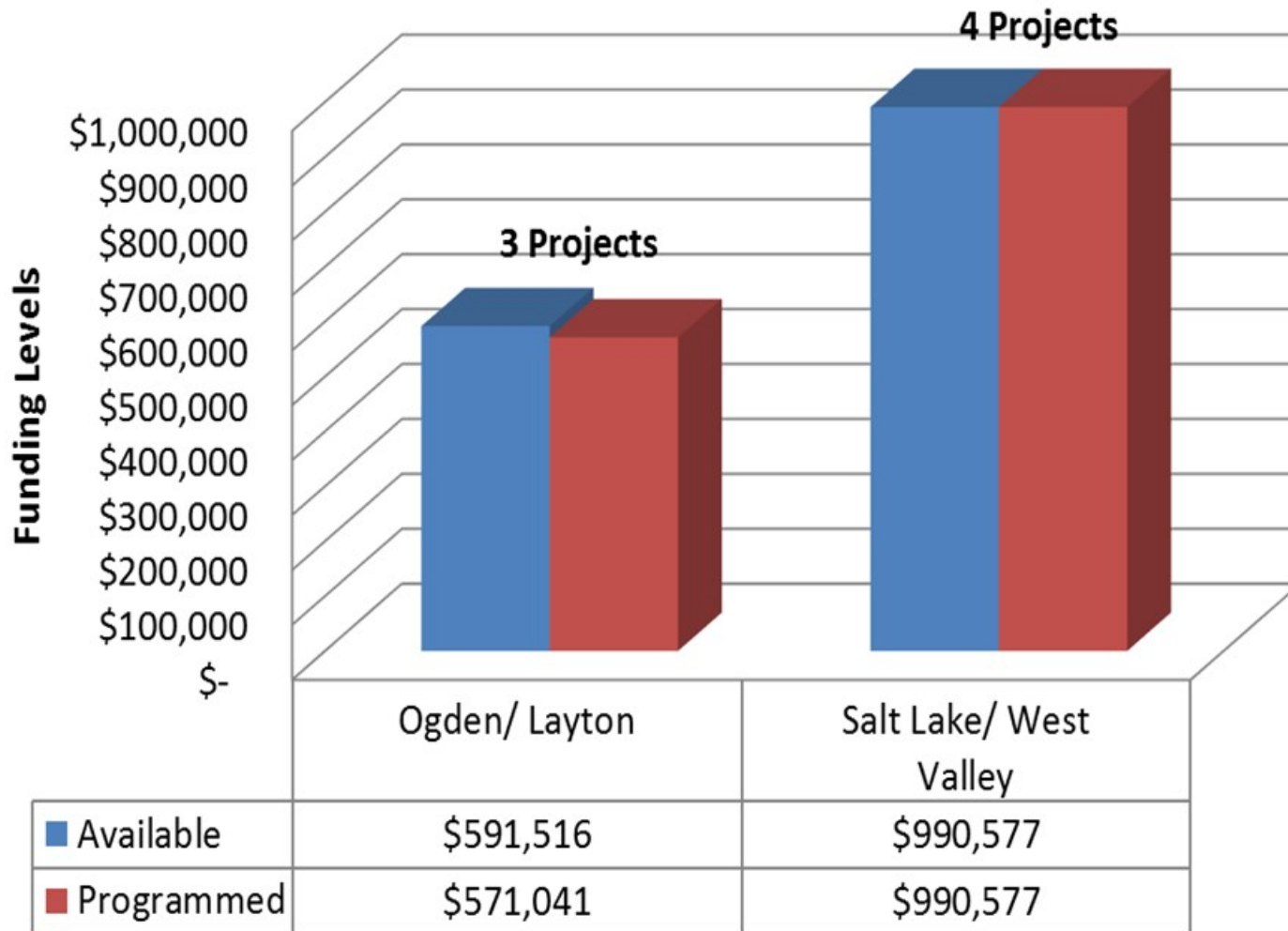
Surface Transportation Program (STP) Funds



Congestion Mitigation/ Air Quality (CMAQ) Funds



Transportation Alternatives Program (TAP) Funds



TAP Projects Submitted for Consideration for the 2020 Transportation Alternatives Program (TAP)

[illegible]

Plain City – 1975 North Widening – Construct Sidewalk

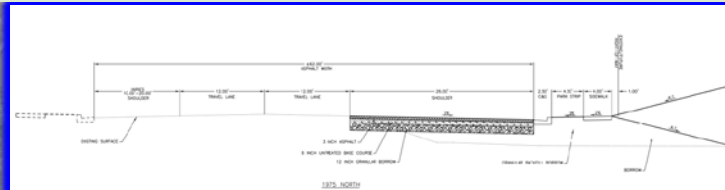
Project Type – Safe Routes to School

3775 West to 3525 West



Recommended Funding \$ 300,000

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



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.

Farmington City – State Street & Clark Lane – Pedestrian Crossings

Project Type – Capital Improvement

400 West and 950 West

Recommended Funding \$ 200,000



Figure 3: Clark Lane Crosswalk Existing Conditions



Figure 4: Clark Lane Crosswalk Existing Conditions



Figure 5: Proposed Pedestrian Crossing (Kaysville)



Figure 1: State Street Crosswalk Existing Conditions



Figure 2: State Street Crosswalk Existing Conditions

\$ 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.

Farmington City – East Park Lane Road – Construct Missing Sidewalk

Project Type – Capital Improvement

326 West Park Lane



Recommended Funding \$ 71,041

**Project Cost –
\$ 76,200**

**Funds Request –
\$ 71,041**

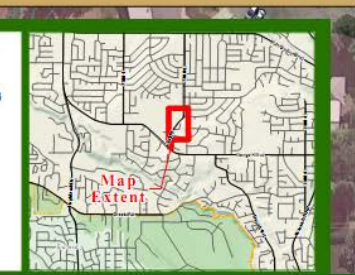
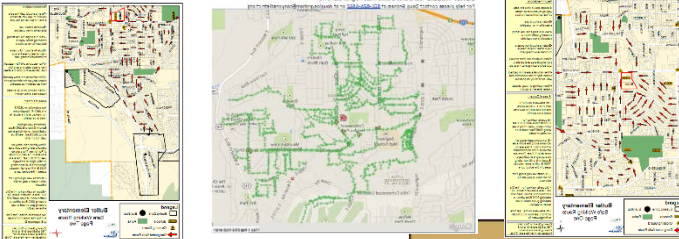
The north side of SR 225 is fully improved from Main St. to Lagoon Dr. except for a 100' gap which requires asphalt, curb & gutter, sidewalk, and additional ROW at 326 West Park Lane. The project will improve the street on the north side, and provide pedestrian access from Lagoon Dr. to the bus stops on SR 106.

Cottonwood Heights – 2700 East Sidewalk Project

Project Type – Safe Routes to School

7550 South to 7655 South

PROPOSED 2600 EAST SIDEWALK



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

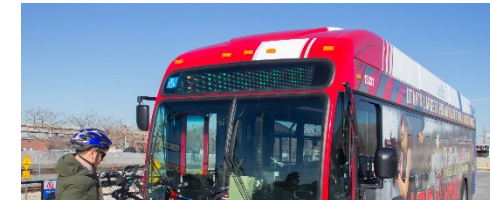
Funds Request – \$ 193,918

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.

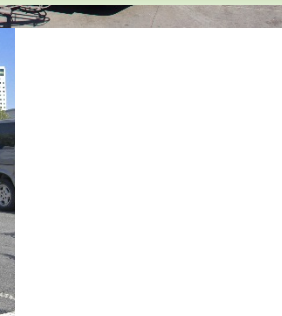
UTA – Bus Bike Rack Expansion

Project Type – Capital Improvement

Salt Lake Urbanized Area



Recommended Funding \$ 33,198



**Project Cost –
\$ 91,200**

**Funds Request –
\$ 85,026**

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.

Millcreek City – 3300 South Sidewalk Safety Project Type – Bike and Ped

2600 East to 2700 East

Recommended Funding \$ 400,423



**Project Cost –
\$ 429,500**

**Funds Request –
\$ 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).



GREENbike

SLC'S NON-PROFIT BIKE SHARE



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



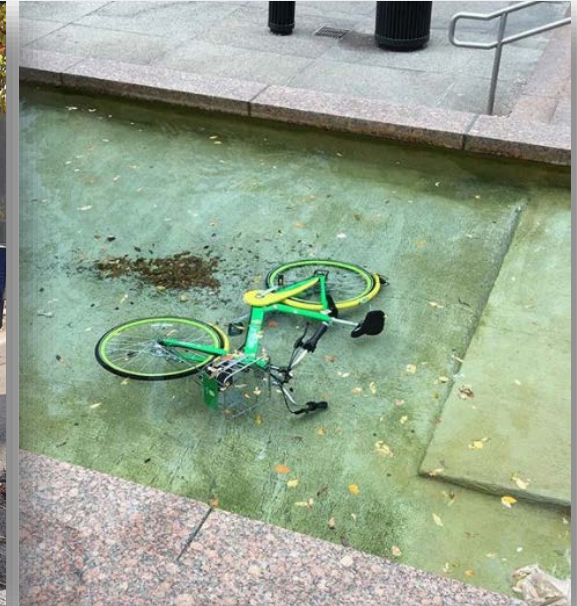
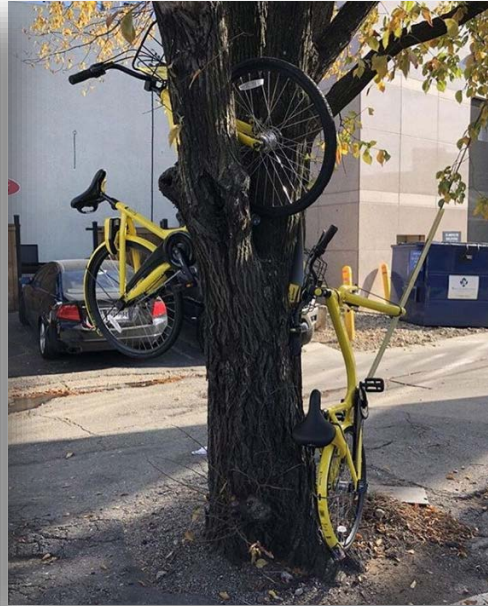
Dockless “Chinese Style” Bike Share (Bike is left anywhere and not attached to anything)

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)

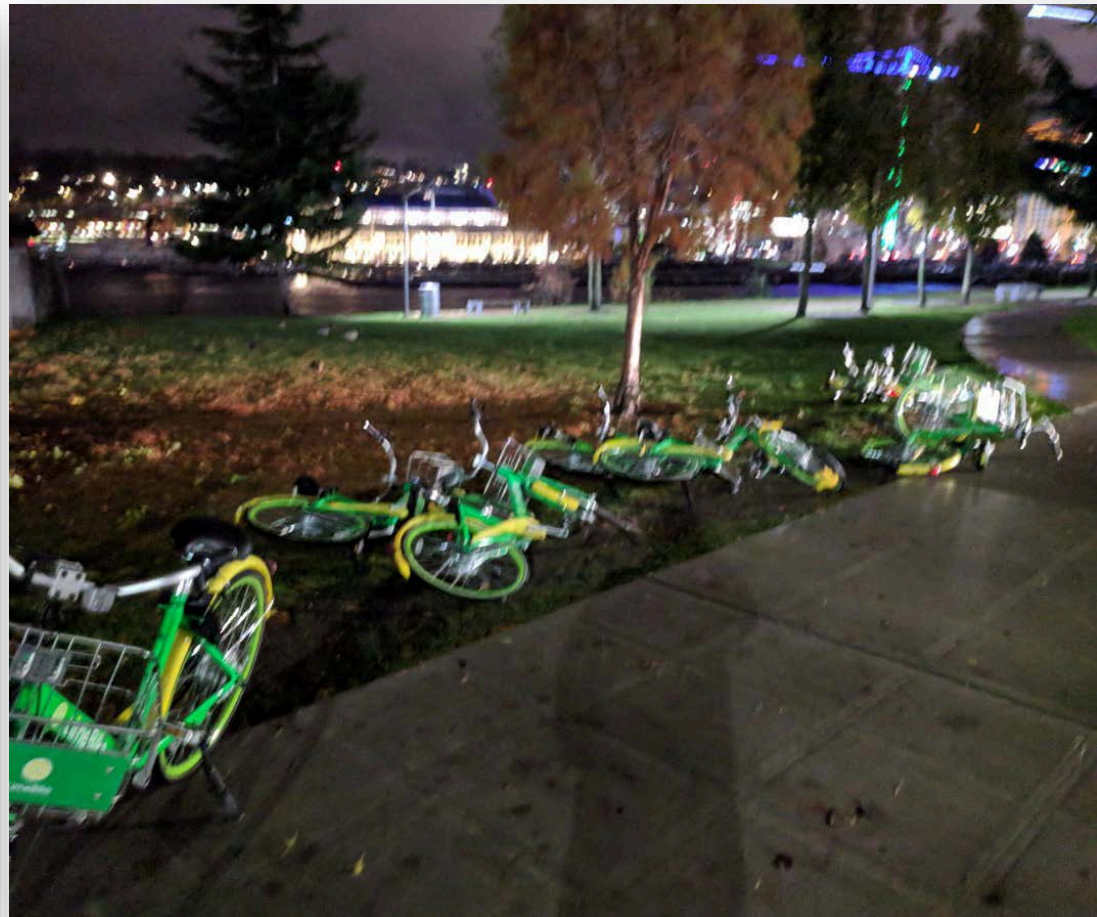
Below: Discarded Ofo Bikes in China



How is Dockless Bikeshare Different?

3. Bikes Are Left Anywhere

Seattle 2018



Community Frustration: USA

Traditional & Social Media

Washington DC

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

Washington's Top News



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



Charlotte

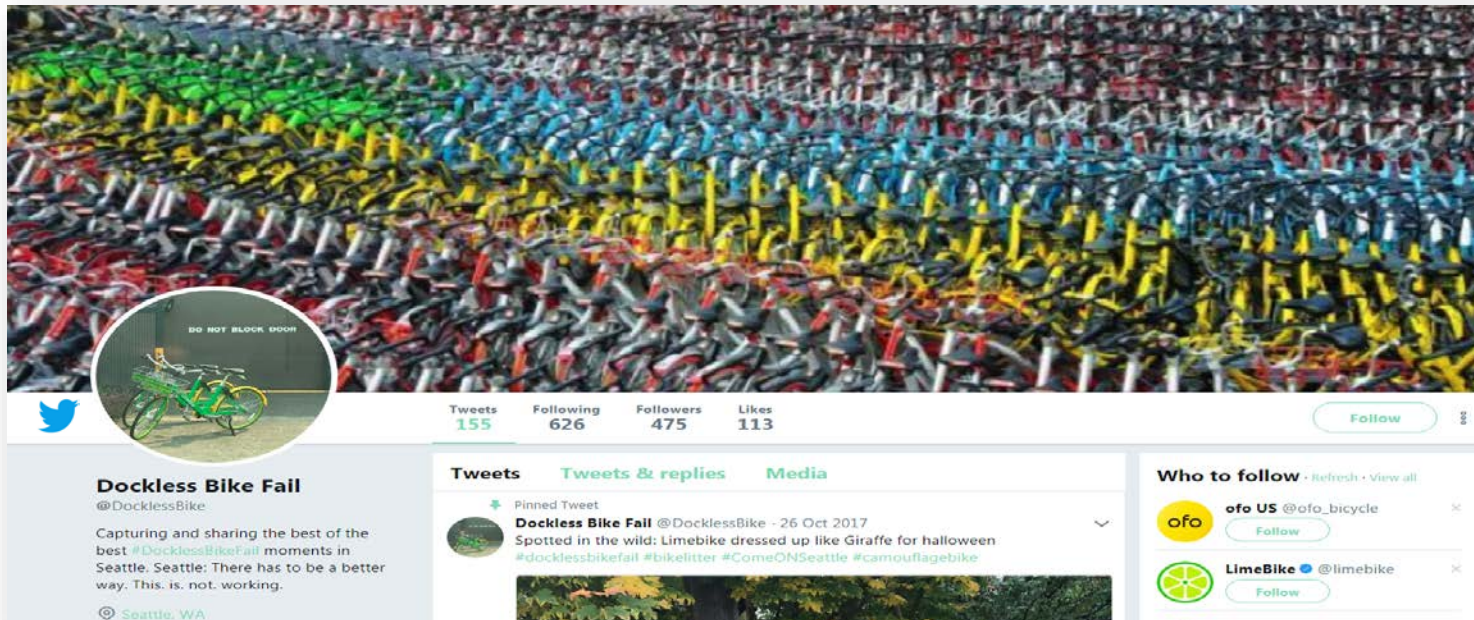
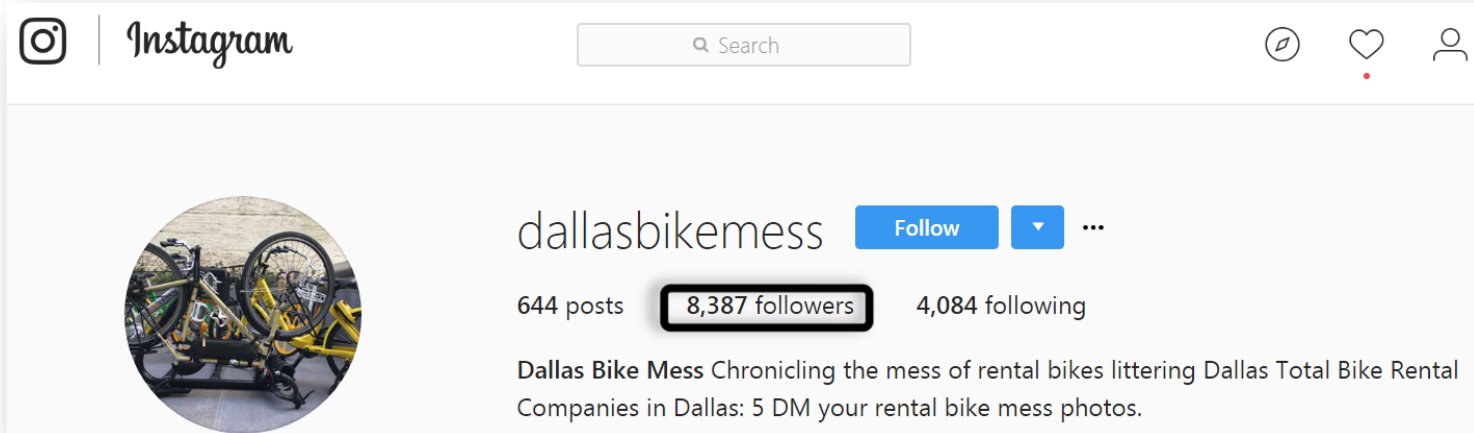
FROM: ELIZABETH RESIDENT
TO: CDOT

“very poor execution and visual pollution.”

● **727 complaints**



Social Media



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](#)





BRIEF

Dallas to dockless bike-shares: Clean up your mess

PUBLISHED

Jan. 23, 2018

**The
Dallas
Morning
News**



DALLASNEWS

Powered by *The Dallas Morning News*

DALLAS CITY HALL

2 DAYS AGO

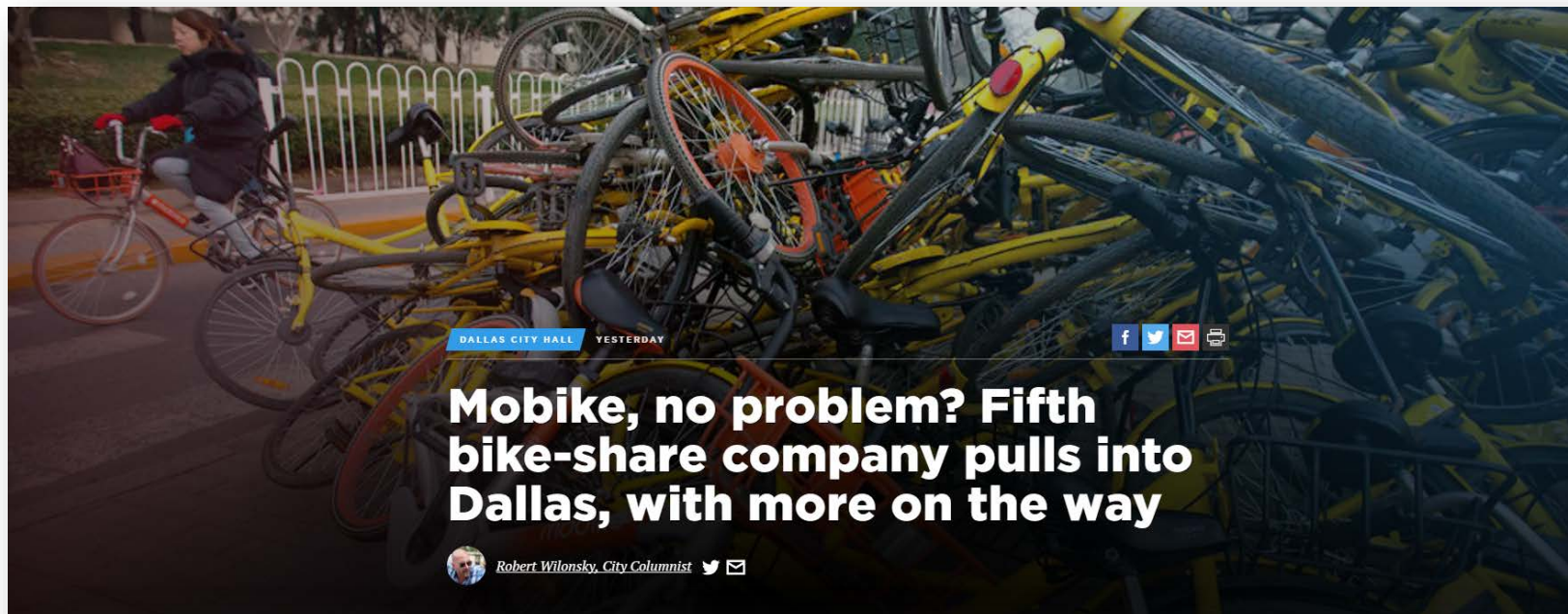


Bike-share companies peddle excuses, apologies after Dallas' clean-up-or-else demands



Robert Wilonsky, City Columnist





DALLAS CITY HALL YESTERDAY



Mobike, no problem? Fifth bike-share company pulls into Dallas, with more on the way



Robert Wilonsky, City Columnist [Twitter](#) [Email](#)

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

NEWS SPORTS OBITUARIES CLASSIFIEDS

Dallas's rush into bikeshare turns controversial

Lack of regulation spurs backlash

News4JAX

By MATT MCFARLAND

Posted: 1:20 PM, February 05, 2018

Updated: 1:20 PM, February 05, 2018



Share Your Opinion

Shares

0



utterson tock

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

...

Appauling! 10 of these bikes are on my front lawn. I would understand if these were on a paved pedestrian throughfair 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.

Community Frustration: Neighborhoods

Little Italy Association Is Evicting Dockless Bike Sharing

Tuesday, March 27, 2018

By Andrew Bowen



PHOTO BY KRIS ARCIAGA

Above: A LimeBike sits parked at a Little Italy bike stall, March 23, 2018.

Community Frustration: Neighborhoods

City of Coronado declares dockless bikes a public nuisance

Posted: Mar 20, 2018 6:52 PM MDT
Updated: Mar 21, 2018 9:52 PM MDT

Video Report By Chris Gros, Reporter

Connect



Photo: News 8 via Danny Pillsbury

FLATTIRE

Chinese cities are saying "enough already" to bike-sharing services run rampant

Written by Josh Horowitz: 8.27.17



FLATTIRE

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



A field test of Seattle's Dockless Bikeshare



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)



Andy Wong/AP

Cities Can't Afford to Let 'Rogue' Bike Shares Run Wild

KATE FILLIN-YEH JUN 18, 2017

STREETSBLOG USA

Podcast / Transit / Bike/Ped / Smart Growth

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."



How Hype and Greed Are Ruining Chinese Bike-Sharing (i.e., Mobike and Ofo)

POSTED ON MARCH 12, 2017

"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

DEC 16, 2017 @ 02:48 AM

6,326

Forbes

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 29, 2017: 4:44 AM ET



 Recommend 178



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.

Dockless Bikeshare Risks

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."



Orange Spin bikes showed up today in downtown.

TRANSPORTATION

Spin Bike Fail! VBikes Taunt Me as I Sweat!

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.



planners had never thought to include parking facilities nearby," according to the *South China Morning Post*. Of 983 ofo bikes inspected by a citizens group in six major Chinese cities, per the paper's account, "19 percent were damaged, 15 percent were unlocked, 12 percent had been stolen for private use, and 2 percent were being ridden by children under the age of 12." In March, "an 11-year-old boy died at a crossroads in central

4. Public Right of Way (Esthetics)

Dallas: 2018



5. Deposits

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

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

PUBLISHED : Monday, 18 December, 2017, 6:52pm

UPDATED : Monday, 18 December, 2017, 6:52pm

 **South China Morning Post**

Deposits lost in spate of Chinese bike-share failures **FINANCIAL TIMES**

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

PUBLISHED : Wednesday, 13 December, 2017, 4:02pm

YAHOO!
NEWS

5. Deposits

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

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

The Consumers Association said in the letter that Kuqi had given a fake address for 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



FINANCIAL TIMES

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

YAHOO!
NEWS

5. Deposits

Complaints over bike-sharing soar in Shanghai in 2017: report

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



Xinhuanet App



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.

6. High Risk Business Model

FINANCIAL TIMES

US COMPANIES MARKETS OPINION WORK & CAREERS LIFE & ARTS

Sharing Economy

+ Add to myFT

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

7 comments

Flat tire? China bike sharing boom shows signs of strain



Chinese bike share graveyard a monument to industry's 'arrogance'

Future of dockless bicycles under a cloud amid concerns there are too many bikes and not enough demand **theguardian**



At first glance the photos vaguely resemble a painting. On closer inspection it might be a giant sculpture or some other art project. But in reality it is a mangled pile of bicycles covering an area roughly the size of a football pitch, and so high that cranes are needed to reach the top; cast-offs from the boom and bust of China's bike sharing industry.

6. High Risk Business Model

The Telegraph

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News

UK | World | Politics | Science | Education | Health | Brexit | Royals | Investigation

Home > News

Wheels fall off Paris bike scheme after 'mass destruction' of fleet



48



Gobee.bike bicycles, a city's bike-sharing service, have been targets for vandals CREDIT: REUTERS/CHARLES PLATIAU/FILE PHOTO

By **Rory Mulholland**, PARIS

25 FEBRUARY 2018 • 1:17PM

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.

6. High Risk Business Model

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

6. High Risk Business Model

Bike-sharing companies face an uphill ride in US

By Reuters Published: March 17, 2018

21
SHARES



REUTERS



California-based bike sharing startup LimeBike displays its bikes at a recently-launched pilot program in Burlingame, California, US March 8, 2017. PHOTO: REUTERS

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

STREETSBLOG.ORG

Transit | Bicycling | Walking | Public Space | Bike Sharing

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

By David Sachs | Dec 13, 2017

STREETSBLOG.ORG

Transit | Bicycling | Walking | Public Space | Bike Sharing

8. History of Providing Misleading or False Data



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



NABSA @go_nabsa · Mar 22

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 ...

nabsa.net

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_Zr2c

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

Link: <https://denver.streetsblog.org/2017/12/15/correction-aurora-dockless-bike-share-not-even-close-to-out-performing-denver-b-cycle/>

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

Link: <http://www.dallasobserver.com/news/can-dallas-bike-share-make-money-10220014>

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)

Ofo Bikes Are Free To Use In January

The bike share service ofo will let you ride free through the end of January.

By [Neal McNamara](#), Patch Staff | Jan 4, 2018 12:51 pm ET

Like 12 Share



SEATTLE, WA - If you spot a yellow ofo bike this month, you can ride

10. Diversion of Public Resources



QUARTZ

Photos: What happens when your bike share service goes out of business

Written by Johnny Simon: 3.22.18



70,000 bikes had to be pulled from city streets after a dockless bike share company went bankrupt.

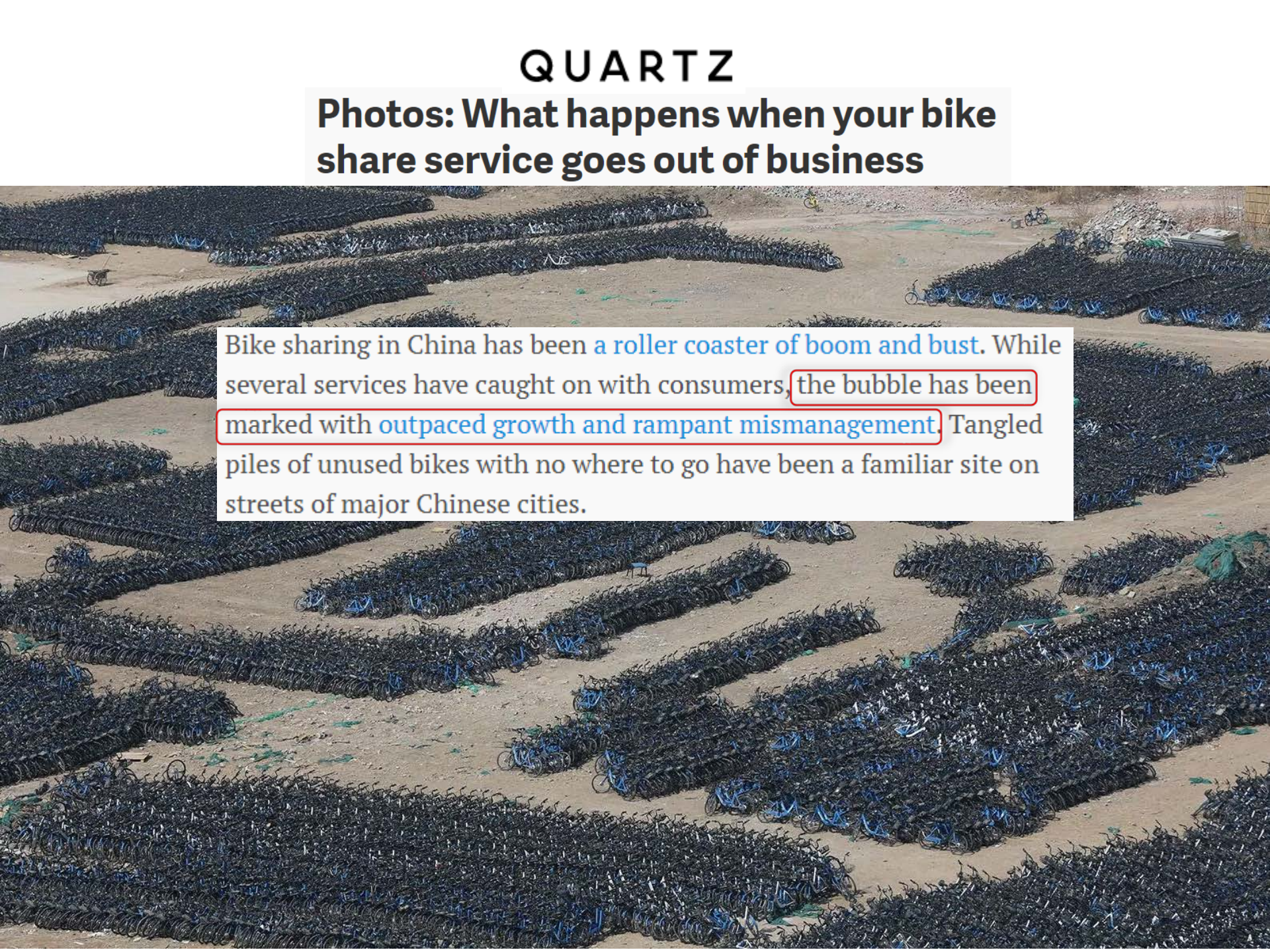
QUARTZ

Photos: What happens when your bike share service goes out of business



QUARTZ

Photos: What happens when your bike share service goes out of business



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 no where 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

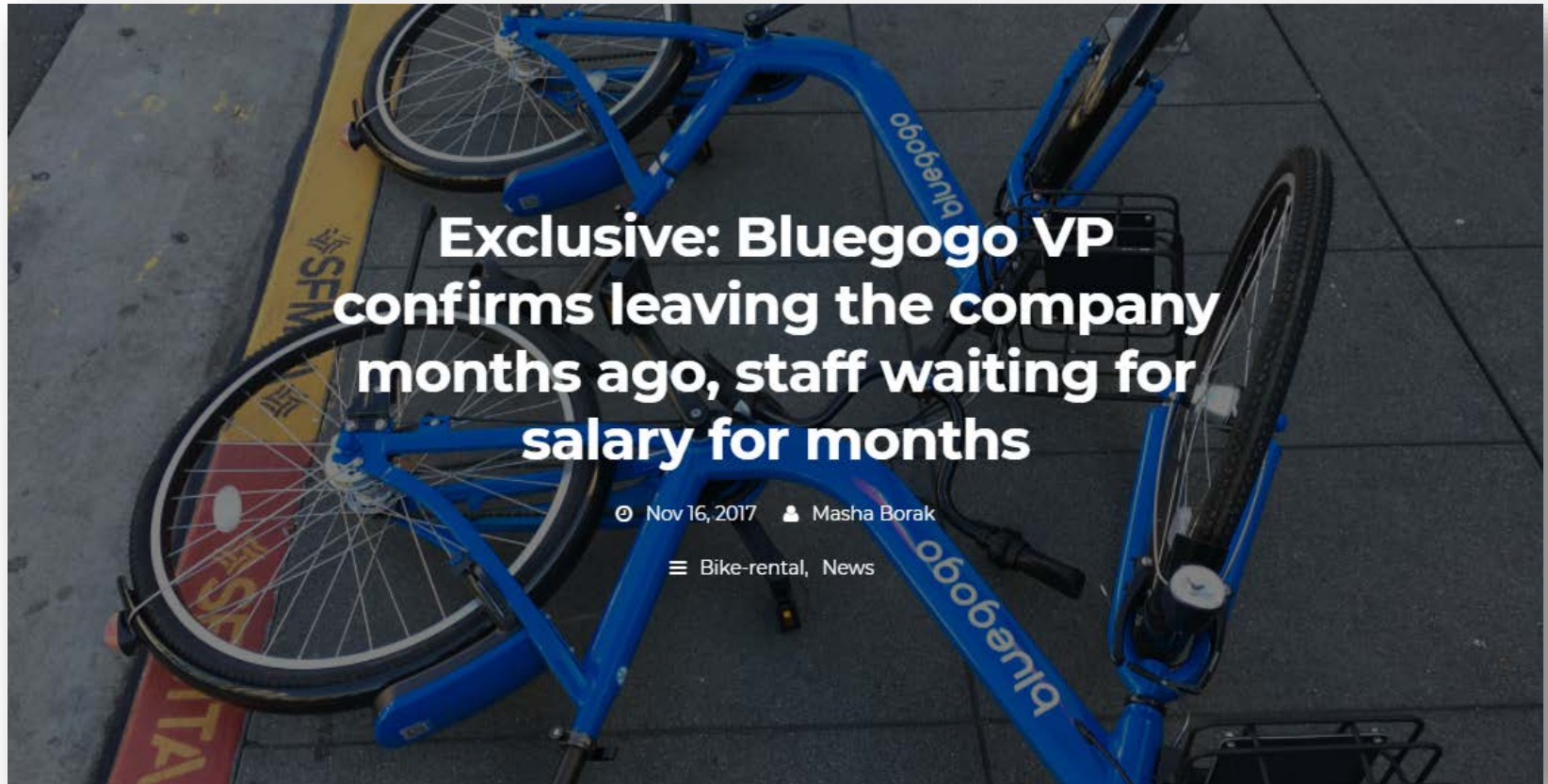
GeekWire

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

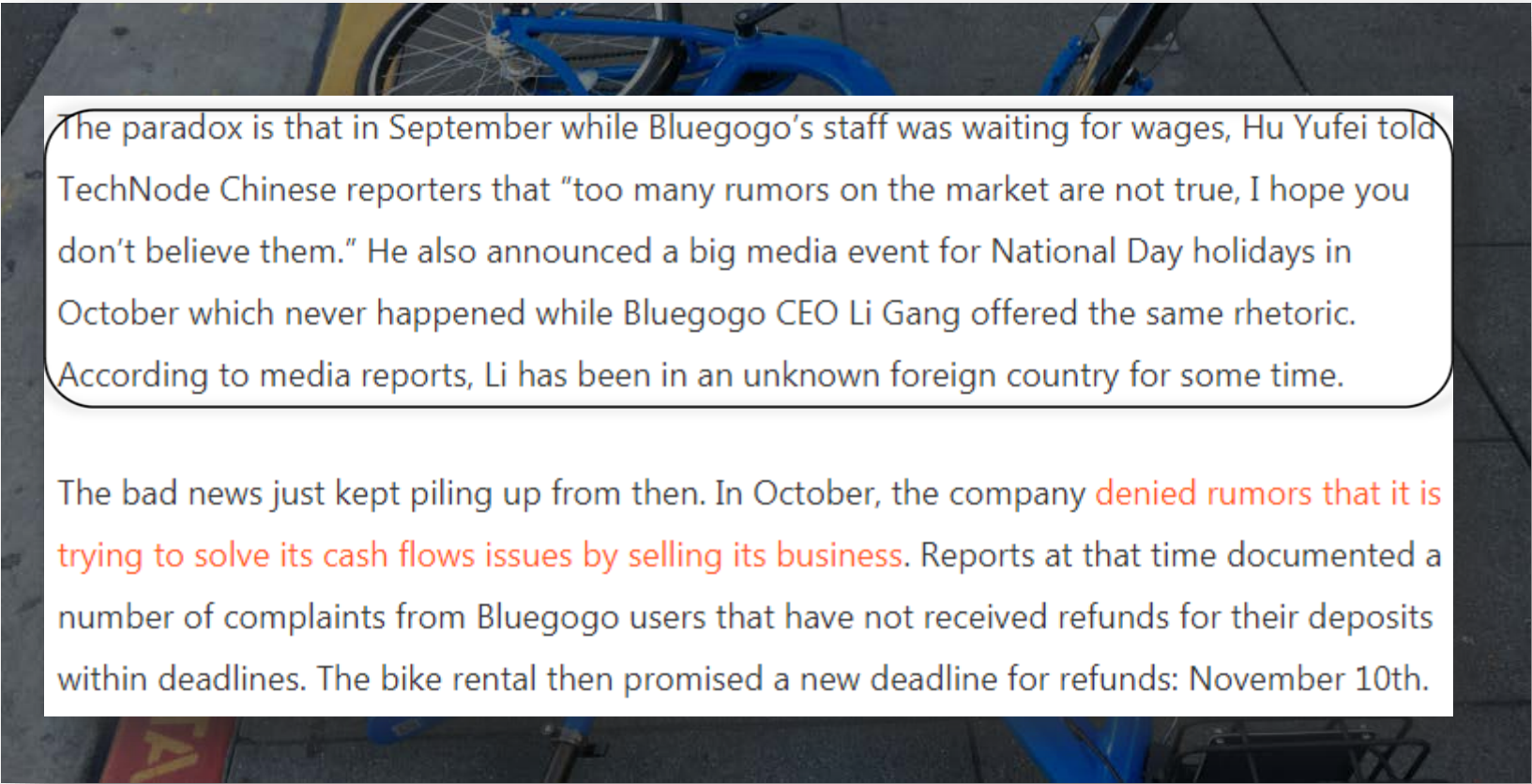


**Exclusive: Bluegogo VP
confirms leaving the company
months ago, staff waiting for
salary for months**

🕒 Nov 16, 2017 🧑 Masha Borak

☰ Bike-rental, News

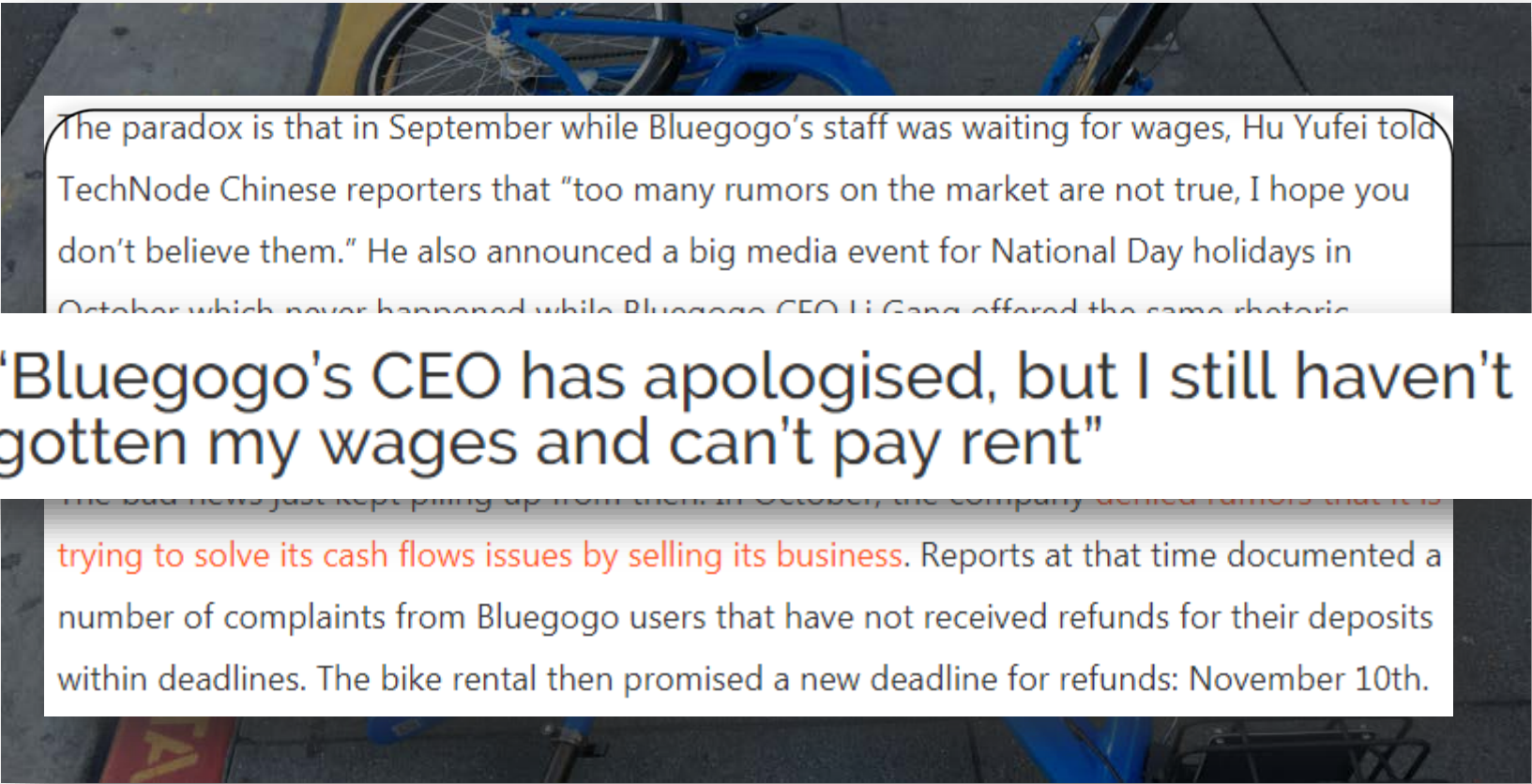
11. Poor Treatment of Workers

The background of the slide is a photograph of a blue bicycle, likely a shared bike, parked on a paved surface. The bike is partially visible, showing the frame, wheels, and handlebars. The image is slightly blurred and serves as a backdrop for the text.

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



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

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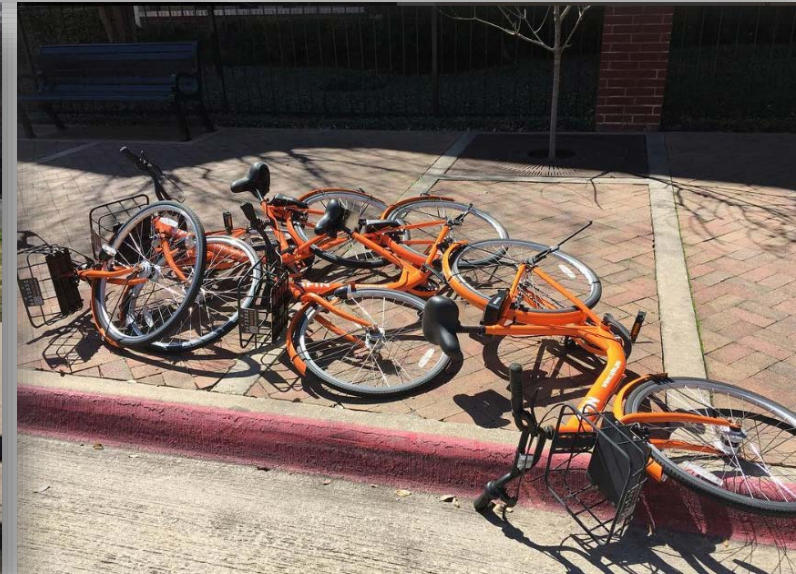
Layoffs at bike-share startup Zagster following \$15 million raise

Megan Rose Dickey @meganrosedickey / Mar 21, 2018



12. Danger to the Disabled

Dallas: 2018



12. Danger to the Disabled



NEWS

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FEATURES

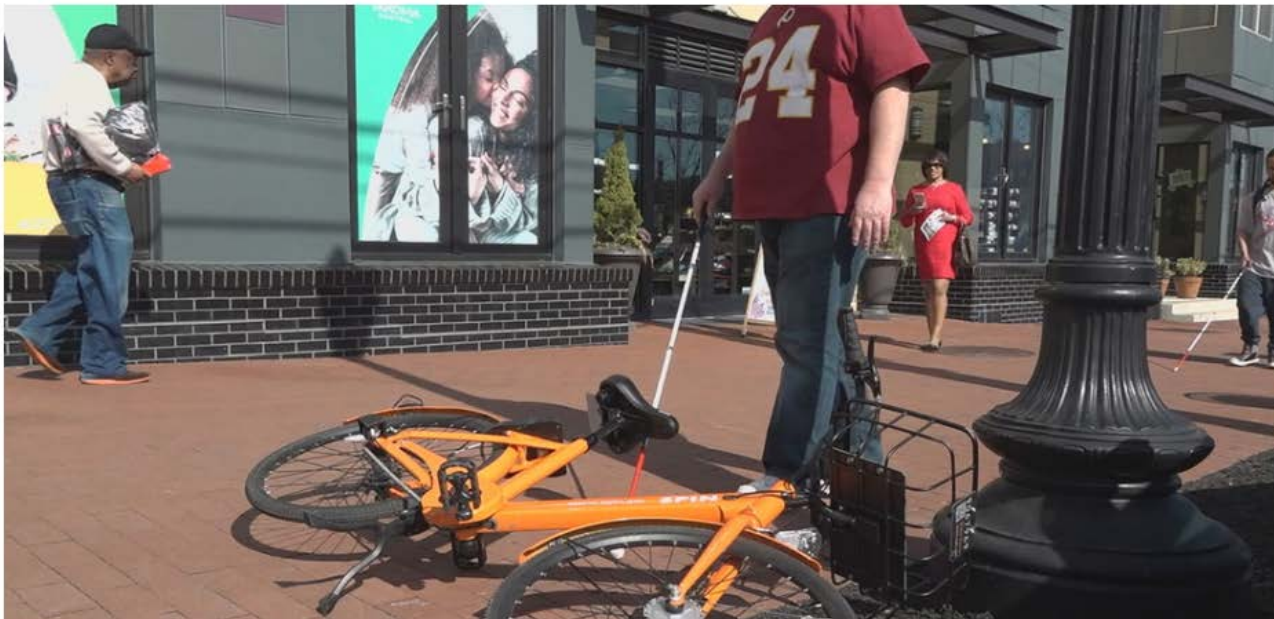
CALL FOR ACTION

ABOUT US

DC REFINED

Dockless bikes create hazards for the disabled in D.C.

by Mike Carter-Conneen/ABC7 |



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](#)

PLANETIZEN

BRIEF

Florida lawmakers consider statewide dockless bike-share regulations

 SmartCitiesDIVE

A New State Preemption Battlefield: Dockless Bikesharing

[JOSH COHEN](#) FEB 13, 2018

CITYLAB

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

VICE News

Bike Sharing Is Doomed to Fail in Most American Cities

Dallas' chaotic experiment in bike sharing is a case in point.

SHARE



TWEET



Tracey Lindeman
Feb 5 2018, 7:00am



Image: Dallas Bike Mess/Instagram

VICE

14. For-Profit Companies Erode Community Trust & Goodwill



Maybe Dockless Bikesharing Was a Bad Idea



Harrison Weber

7/14/17 11:13am • Filed to: CONSUMER TECH ▾



97.1K



153

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



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Bike-share program: Drop it

Originally published December 19, 2017 at 3:11 pm

The Seattle Times

15. Can't Control Where The Bikes Go

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 LA 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, 2018 at 4:39 pm | UPDATED: March 20, 2018 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.

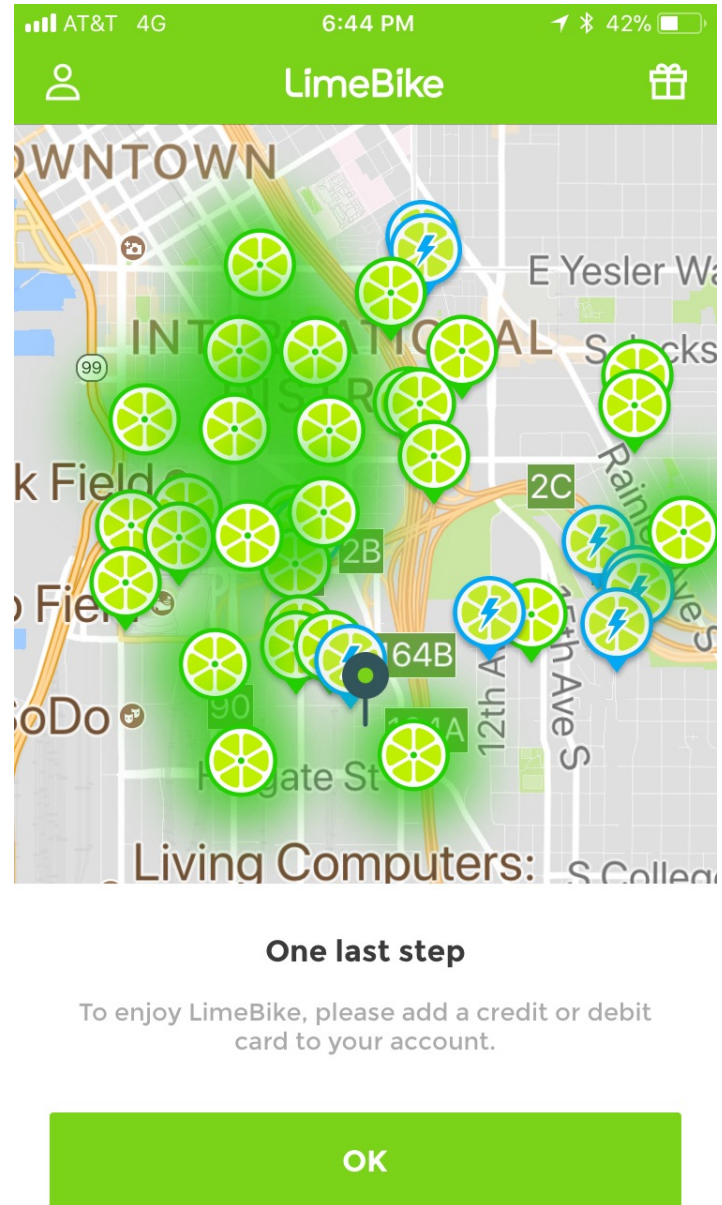
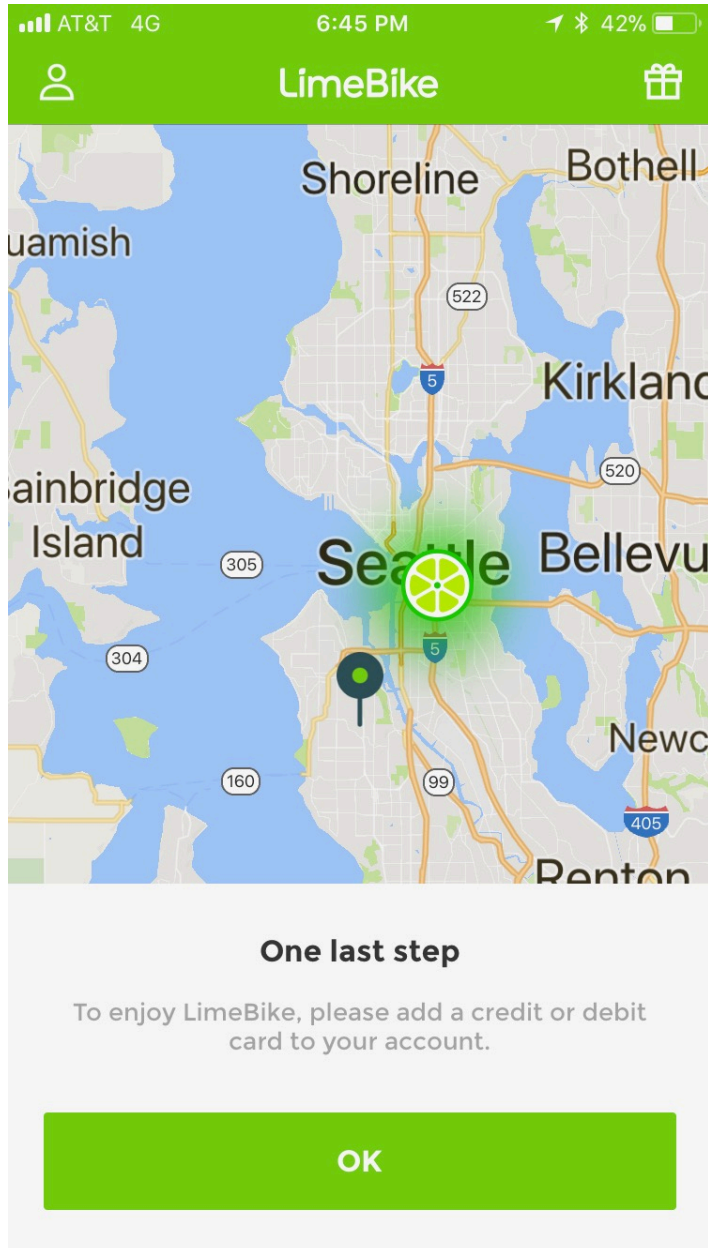
He said that in one instance, LimeBike, the bike-share operator, seemed to have trouble picking up one of their bikes from behind his business.

"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



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.

And now... SCOOTERS

The Washington Post

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](#)



Lime-S scooters by LimeBike are now available for rent in Washington. They are part of the dockless revolution in personal transportation. (Luz Lazo/The Washington Post)