Integrating Bike Share & Transit

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A new option for getting around
35 million trips in 2017

SOURCE: NACTO.ORG
Bike share thrives in transit cities

TOTAL TRIPS TAKEN IN MILLIONS

SOURCE: NACTO.ORG
TRIP PROFILES IN STATION-BASED SYSTEMS

TRIPS BY HOUR OF THE DAY

TRIPS BY DAY OF THE WEEK
TRIP PROFILES IN STATION-BASED SYSTEMS

AVERAGE TRIP DURATION

- LONG-TERM PASS HOLDERS
  - 12 MINUTES
- CASUAL USERS
  - 28 MINUTES

Source: nacto.org
“...commuting time has emerged as the single strongest factor in the odds of escaping poverty.”

Equitable Bike Share is:

- Planned with and by communities
- Convenient, reliable, & efficient
- Safe
- Affordable
- Creates and supports living-wage jobs
- Connected to other transportation options
Equality vs. Equity

Examples:
- Anyone is allowed to use bike share

Examples:
- Systems offer income-based discounted memberships & cash options
- Ambassadors, targeted engagement
- Job training programs
Equality vs. Equity & Beyond

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Examples:
- City builds safe places to walk and bike in all neighborhoods
- No one is more than 5 minutes from a bike
- Full fare & service integration with other transit
Types of transit integration

1. Co-Location
2. Promoted Co-Location
3. Parallel Systems
4. Talking Parallel Systems
5. Full Fare Integration
Co-location

- **What:** Bike share is placed in proximity to transit but the systems are planned independently

- **Examples:** pretty much everywhere
Promoted co-location

- **What:** Bike share systems and transit co-list each other as transfer options

- **Examples:** Milwaukee, Washington DC
Parallel systems

- **What:** 1 card, 2 accounts
- **Examples:** Milwaukee (Buslr), LA (TAP)
Talking parallel systems

- **What**: Bike share and transit accounts talk to each other

- **Examples**: Pittsburgh Healthy Ride (15 min ride credit for bus users)
Full fare integration

• **What:** Bike share access and transit access are one and the same.

• **Examples:** Montreal (OPUS), London (Oyster), Paris (Navigo), Los Angeles & Chicago TBD
What about dockless?
What about dockless?

PERCENT OF TOTAL BIKES AND TRIPS

DOCKLESS V. STATION-BASED

44% 56%

DOCKLESS BIKES STATION-BASED BIKES

4% 96%

DOCKLESS TRIPS STATION-BASED TRIPS

Source: nacto.org
Plan to Merge Ventra App With Divvy Receives Federal Grant

Reuben Urbain | October 12, 2016 5:31 pm

Divvy riders may soon be able to use the Ventra app to pay for bike rentals, thanks to a grant from the Federal Transit Administration. (Tony Webster / Wikimedia Commons)

Just weeks after Chicago was named the best U.S. city for biking, plans are underway to make the bicycle sharing program Divvy more convenient for CTA riders.

Last week, U.S. Rep. Dan Lipinski (D-3rd District) announced a $400,000 grant from the Federal Transit Administration that will go towards developing the Ventra app to allow better access to Divvy bikes.

According to a press release, the upgrades will give users of the Ventra app the ability to “more easily locate Divvy bike share stations, view bike and dock availability, and seamlessly pay for Divvy bike rentals through the app using Ventra transit value.”
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LOS ANGELES

OCT 1ST - 4TH, 2018
Thank you!