



Department of Planning and Development

Jorge O. Elorza, Mayor | Bonnie Nickerson AICP, Director

Fiscal Impact

The public contribution to the bikeshare system was from a \$400,000 TIGER grant for the purchase of the physical racks and signs. According to the contract, *"If SoBi enters into any agreement or agreements with Sponsors for Physical Sponsorships and, pursuant to such agreements, obtains Sponsorship Fees, SoBi shall, upon every one (1) year anniversary of the Launch Date, as applicable, (i) commit one percent (1%) of such Sponsorship Fees to ordering additional Infrastructure (which shall be considered City Infrastructure) and/or providing related services at its then current market prices to the Program and (ii) contribute one percent (1%) of such Sponsorship Fees to the City's designated fund, the "City Council Parks and Recreation Trust Account"."*

Operational Soundness

In the first six months of operation, Providence's bike share system was one of the highest ridership systems seen by JUMP in all of the cities it operates in. The stability of having a five-year exclusive contract allows for longer-term thinking between the City and JUMP, which has a benefit for operations planning. Additionally, semi-dockless e-bikes remain one of the strongest types of bike share systems in the industry, and in that regard, Providence is positioned well for the future. These factors led to JUMP voting confidence in the system by more than doubling the size of its fleet in April and May 2019. Since then, the partnership has allowed the City to work with JUMP on solutions to issues that have arisen, including a compromise on price increases and prudently taking the significant action of pausing the system to address vandalism issues. JUMP has also committed to more community engagement, and the City is working with JUMP to overcome the summer's challenges and improve on the positive reception JUMP received throughout a majority of the community in the spring.

DEPARTMENT OF PLANNING AND DEVELOPMENT
444 Westminster Street, Providence, Rhode Island 02903
401 680 8400 ph | 401 680 8492 fax
www.providenceri.com

IN CITY COUNCIL
NOV 07 2019

READ
WHEREUPON IT IS ORDERED THAT
THE SAME BE RECEIVED.

 CLERK



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JUMP Bikes

JUMP bike share is regulated through a five-year, exclusive contract which was negotiated in the second half of 2017. JUMP, then Social Bicycles, responded to the City's RFP in May 2017. The contract is less feasible to adapt based on changing conditions than the permit regulations for scooters.

Usage

There have been 282,500 trips on JUMP bikes as of the end of August 2019. That equates to approximately 1.6 trips per bike per day (1.5 is considered average, 2 and above very good). As of the end of May 2019, there were nearly 50,000 people who had ridden JUMP bikes in Providence. The average trip distance is just under 2 miles, and the average trip duration is between 10-15 minutes, equating to an average speed of 8-12 miles per hour.

With both scooters and JUMP bikes, College Hill and Downtown are the highest-ridership areas.

Public Safety

Despite some issues with the unauthorized utilization of JUMP bikes in July and August 2019, the Providence Police Department has not received reports of any JUMP bike related public safety incidents. There was one collision involving a JUMP bike in the last year. Through June 2019, the majority of JUMP-related calls or complaints were regarding improper bike parking. In summer 2019, there were increased calls or complaints made related to the earlier mention of the unauthorized utilization of JUMP bikes.

PPD has maintained focus on its public safety responsibilities and coordinates with JUMP to both retrieve damaged bikes and establish protocols for curbing inappropriate usage of the system in the future.

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- Endowment fee: \$50 per device paid to a public property repair and maintenance endowment to ensure adequate funds are available to reimburse the City for future public property repair and maintenance costs that may be incurred.

Operational Soundness

In this rapidly changing industry, Providence's policies have been able to adjust to evolving best practice guidance and lessons learned by other cities. Both operators involved in our pilot year applied to continue a second year in Providence, and two additional companies applied to be here as well. Permits for year two of the pilot program have been issued to Spin and VeoRide, LLC. Providence's desirability for scooter operators allows us to hold companies to a high standard of equity and consideration of the public good, and our new regulations strengthen that high standard by continuously evaluating operators.

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stakeholders to identify strategies to mitigate conflicts between scooter users and pedestrians in the highest-volume pedestrian area of the city. Two strategies identified through this collaboration and implemented in the new regulations are reducing the maximum speed of the scooters citywide from 15 mph to 10 mph and creating scooter parking zones where operators are encouraged to deploy scooters.

Fiscal Impact

There is no direct fiscal investment from the City in the scooter program, and permit fees are designed to offset the staff time costs of program management. Operators also provide an escrow maintenance account which is to be drawn from in the event of damage to public property or other maintenance costs incurred by the City.

In year one of the pilot, fees paid to the City by operators were broken down as such:

- Per-device fee: \$1 per day per scooter from the date that the permit is issued through August 17, 2019.
- Endowment fee: \$50 per device paid to a public property repair and maintenance endowment to ensure adequate funds are available to reimburse the City for future public property repair and maintenance costs that may be incurred.

In year two of the pilot, fees paid to the City by operators will be broken down as such:

- Per-device fee: \$80 per device for one year of operations beginning on the date that the permit is issued.
- Street Ambassador fee: \$20 per device for one year towards a Street Ambassador program deployed to publicize the reduced-fare programs of all mobility services in the City.



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Scooters

Scooters are regulated through a permit program, now entering its second year. The regulations of the program can be continually revised to respond to lessons learned and the fast-changing mobility industry. Original regulations and the update for year 2 are available on the City's scooter web page: <http://www.providenceri.gov/planning/e-scooter-share-pilot-program/>

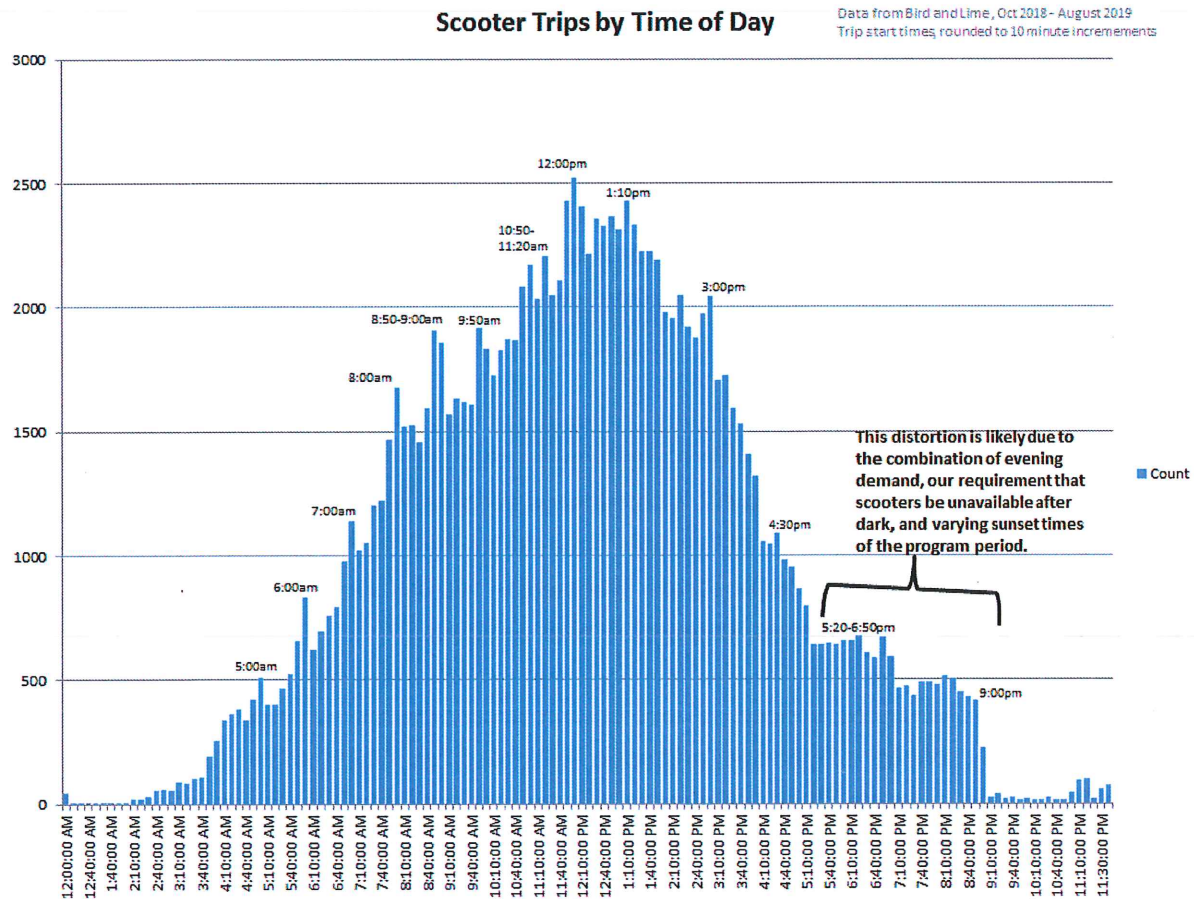
Usage

There have been 169,000 combined trips on Bird and Lime scooters as of the end of September 2019. That equates to 2.3 trips per scooter per day (2 is considered average, 3 and above very good). 22,382 people have ridden Lime scooters, and 15,819 people have ridden Bird scooters. 34% of scooter trips replaced car trips, and only 2.6% replaced bus trips. The median trip duration is about 6.5 minutes, the median distance 0.6 miles, with an average speed of 4 miles per hour.

With both scooters and JUMP bikes, College Hill and Downtown are the highest-ridership areas. The detailed data provided by scooter companies (and soon available from JUMP) shows that controlling for weather, college being in session, and the number of scooters available in a neighborhood, College Hill has 7.4 times the demand of the median neighborhood, with the second and third highest demand neighborhoods Downtown (2.3 x median) and Elmhurst (2.1 x median).



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Public Safety

Nationally, there is not yet enough data to evaluate the safety of electric scooters to the same level as other transportation modes. Locally, the Providence Police Department has not received reports of any significant injury trend related to scooters. The City has, however, been coordinating with downtown

City of Providence
STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

RESOLUTION OF THE CITY COUNCIL

No. 365

EFFECTIVE July 29, 2019

WHEREAS, The City Council appreciates the value that JUMP Bikes, Bird and Lime e-Scooters provide to expand transportation options in Providence; and

WHEREAS, It is imperative to the Council that the overall JUMP Bikes, Bird and Lime e-Scooters programs usage, public safety, fiscal impact and operational soundness be evaluated; and

WHEREAS, We have a responsibility to ensure that appropriate and necessary controls are in place to protect the quality of life and safety for residents and business owners.

NOW, THEREFORE, BE IT RESOLVED, The Providence City Council requests that the administration conduct a formal and thorough analysis of the JUMP Bikes, Bird and Lime e-Scooters programs and prepare a formal report to be submitted to the Council for review within 30 days of passage.

BE IT FURTHER RESOLVED, That, upon passage, copies of this resolution be sent to Mayor Elorza, the Chief of Police, the Director of Planning and Department of Public Works Director of Traffic Engineering.

IN CITY COUNCIL

JUL 18 2019

READ AND PASSED

PRES.

CLERK

Effective without the
Mayor's Signature

Shawn Selleck
City Clerk

