

NATIONAL CENTER FOR APPLIED TRANSIT TECHNOLOGY

Integrating Micromobility and Transit



NATIONAL CENTER FOR APPLIED TRANSIT TECHNOLOGY

- Walking small agencies through the technology landscape
- Producing resources on adopting emerging technologies
 - Zero-emission vehicles, green infrastructure, data management, new software decisionmaking
 - Lessons learned, trends, strategies
- Providing in-depth technical assistance to adopting new technologies
 - Strike Teams and State Summits
 - Enabling technology transfer
- Developing hands-on workshops to understand how different technologies can be applied
 - Data Management, Digital Tools for Redesigns



Find us at: n-catt.org

TACL: THE TRANSPORTATION TECHNICAL ASSISTANCE COORDINATION LIBRARY



<http://transportation-tacl.org>

The Transportation Technical Assistance Coordination Library (TACL) provides a sustainable methodology and platform for access and findability of coordination resources across a diverse range of transportation technical assistance centers and the Federal Transit Administration (FTA).

The FTA-funded technical assistance centers participating in this ongoing work with links to their coordination resources are:

- [National Aging and Disability Transportation Center \(NADTC\)](#)
- [National Center for Applied Transit Technology \(N-CATT\)](#)
- [National Center for Mobility Management \(NCMM\)](#)
- [National Rural Transit Assistance Program \(National RTAP\)](#)
- [Shared-Use Mobility Center \(SUMC\)](#)

N-CATT STAFF



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WE'D LIKE YOUR FEEDBACK

- Micromobility Guidebook Survey
 - Five minutes
 - Gauging audience experience with micromobility
 - <https://www.surveymonkey.com/r/RKC6M57>



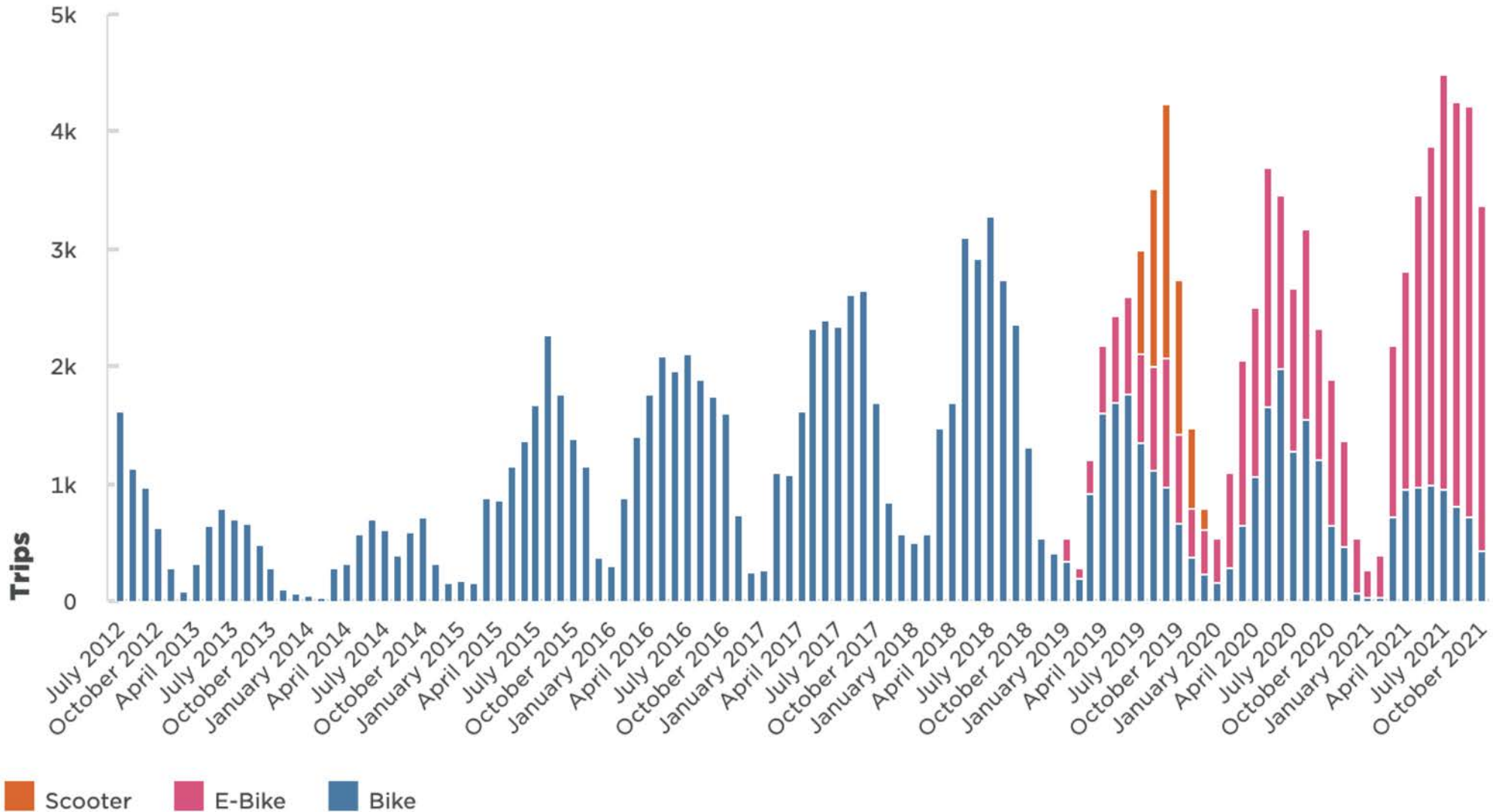
What we'll discuss:

- Mission and History
- Business Model
 - P3+
- Piloting e-bikes and scooters with P3
- Transit integration



Program History

- Launch in 2012 with a dock-based system in KC
- Public/Private/Non-Profit Partnership
- Annual growth
- Expansion from Downtown to Greater Kansas City



The Model

Public– Private – Non-Profit

BikeWalkKC

RideKC Bike & Scooter

KCATA Municipalities Sponsors Drop



Why P3?

- **Diversify**
 - Don't put too many eggs in one basket
 - Increased ownership
- **Resource Sharing**
 - Identify strengths and weaknesses
 - Defining partnership roles
- **Accountability**
- **Community Control = Community Goals**





P3 & Hardware

- RFI Process 2018
- Pilot Program 2019
- New Tech
 - Classic Bikes
 - Electric Bikes
 - Scooters



The Problems

- Station technology issues:
 - High capital cost
 - High maintenance cost
 - High minimum ask for sponsors
 - Difficult to build density



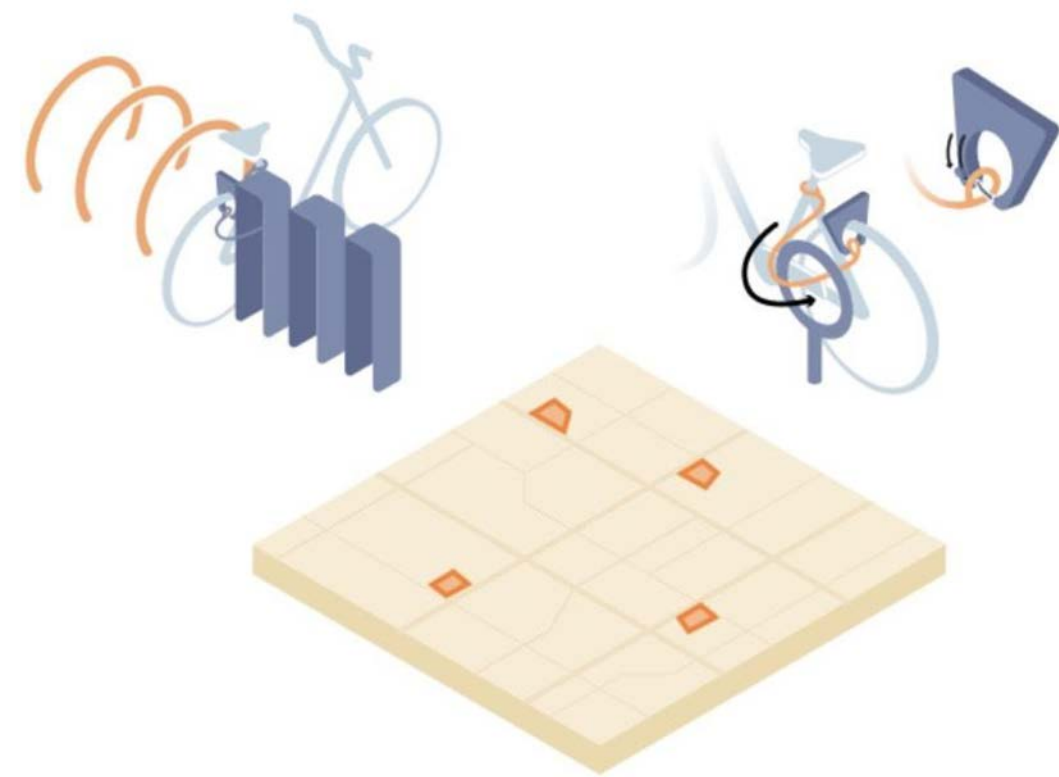
The Problems:

- Dockless technology issues:
 - Free floating parking encourages riders to not care how the equipment is used or left after use
 - Obstruction of Public Spaces and ADA Ramps
 - Non-local companies providing only minimal operations
 - Low quality equipment
 - Not meeting community goals



Solving the Problems:

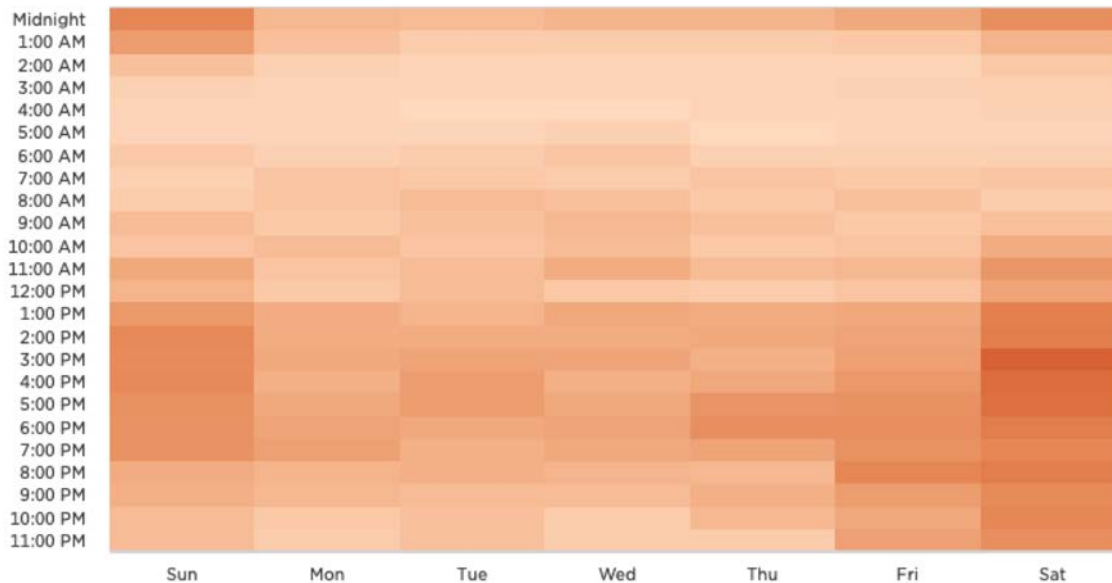
- Lock-To Technology
 - Parking and user accountability built into system
 - User flexibility
- Working directly with Cities, Transit Authority and Property Owners
- Parking and user accountability built into system
- Equipment quality and safety- cost effective balance
- Transit Integration



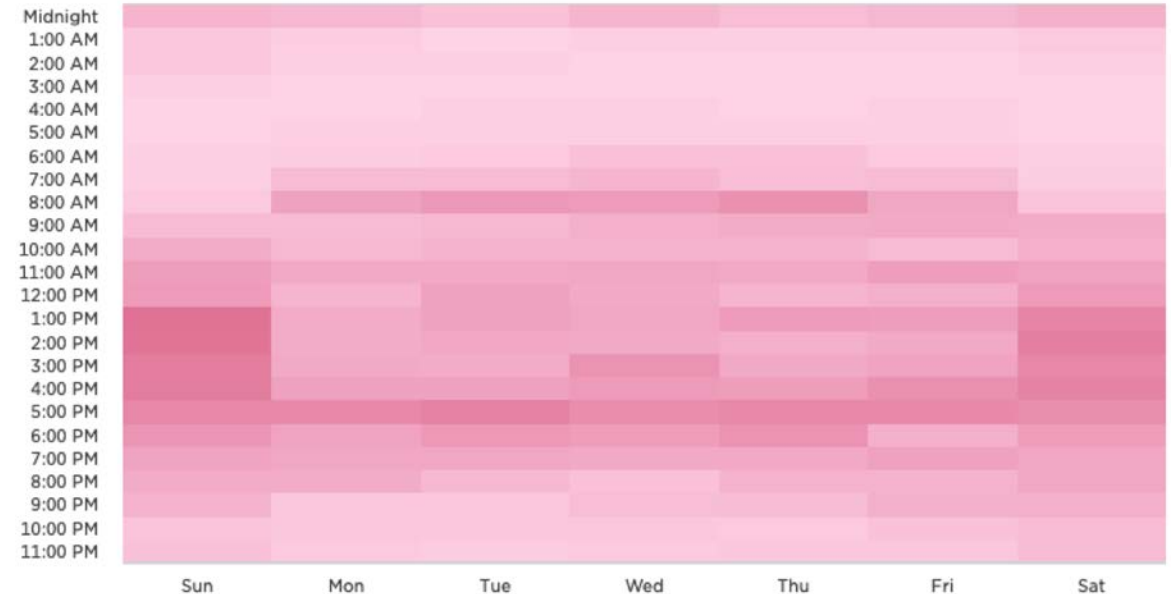
RideKC Bike and Scooter Performance

- Less than 1% of trips ended parked improperly
- Over ⅓ of users surveyed say they use our service in conjunction with other RideKC transit services
- 64% of trips end near a transit stop
- 0 reported public incidents with RideKC Electric Bikes and Scooters
- Over 50% less user cost than Bird and Spin
- Higher rate of device deployment in equity neighborhoods

Scooter Trips by Hour



Bike Trips by Hour



Transit Integration

RideKC[®]

RideKC  BUS[®]

RideKC  STREETCAR[®]

RideKC  FREEDOM[®]

RideKC  BIKE[®]

RideKC  MAX[®]

RideKC  MICRO TRANSIT[®]



transit[®]

Questions?

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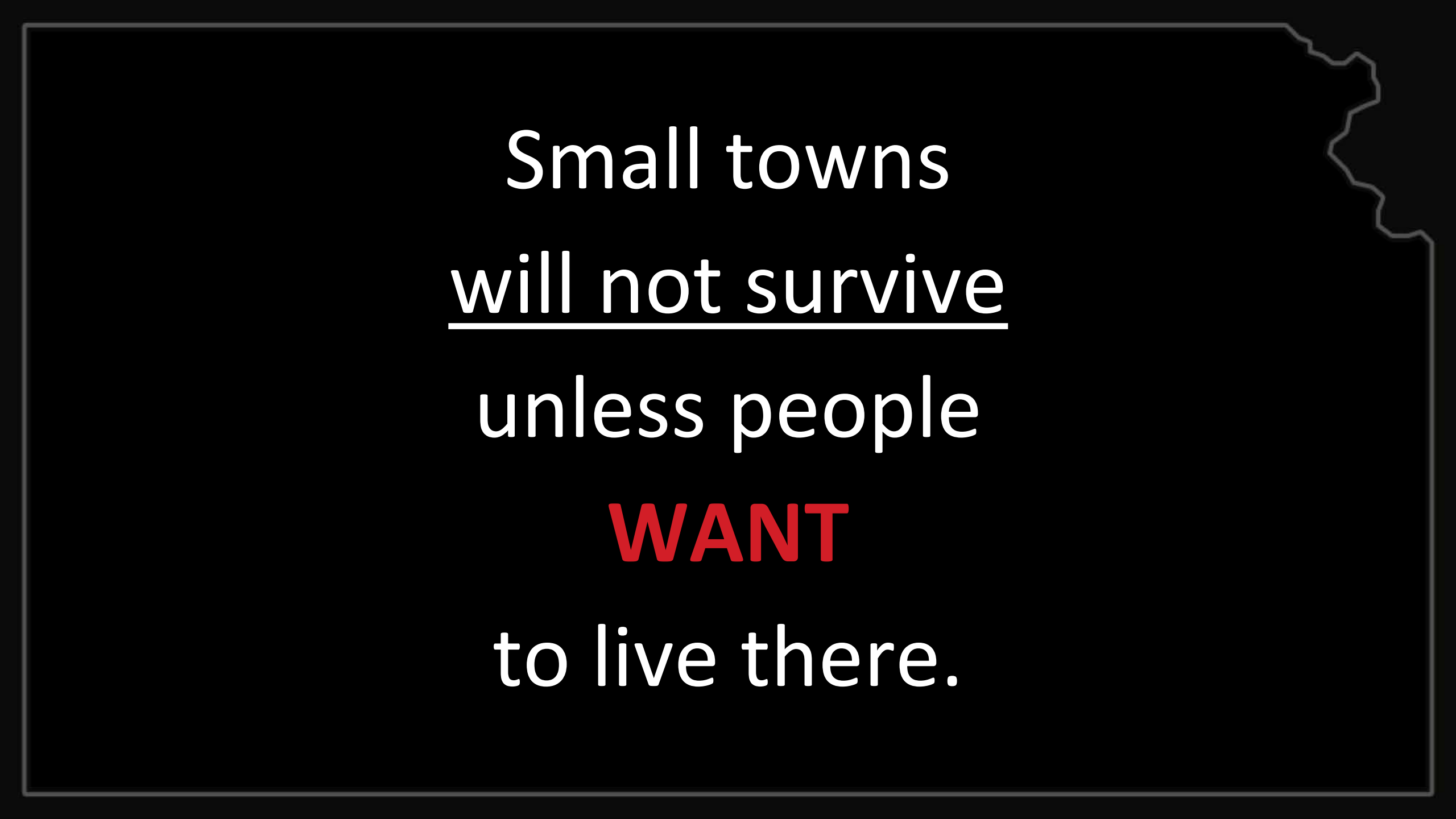
**Lisse Regehr,
President and CEO**

Integrating Micro-mobility and Transit within a Rural context

December 1st, 2021

- 501(c)(3) organization established 2007
- 18 staff
- Health/Wellness, Recreation, Education/Advocacy and Economic Development
- VISION: Allen County (pop. 12,500) will be the healthiest rural county in Kansas.





Small towns
will not survive
unless people
WANT
to live there.





Allen County Bike Share



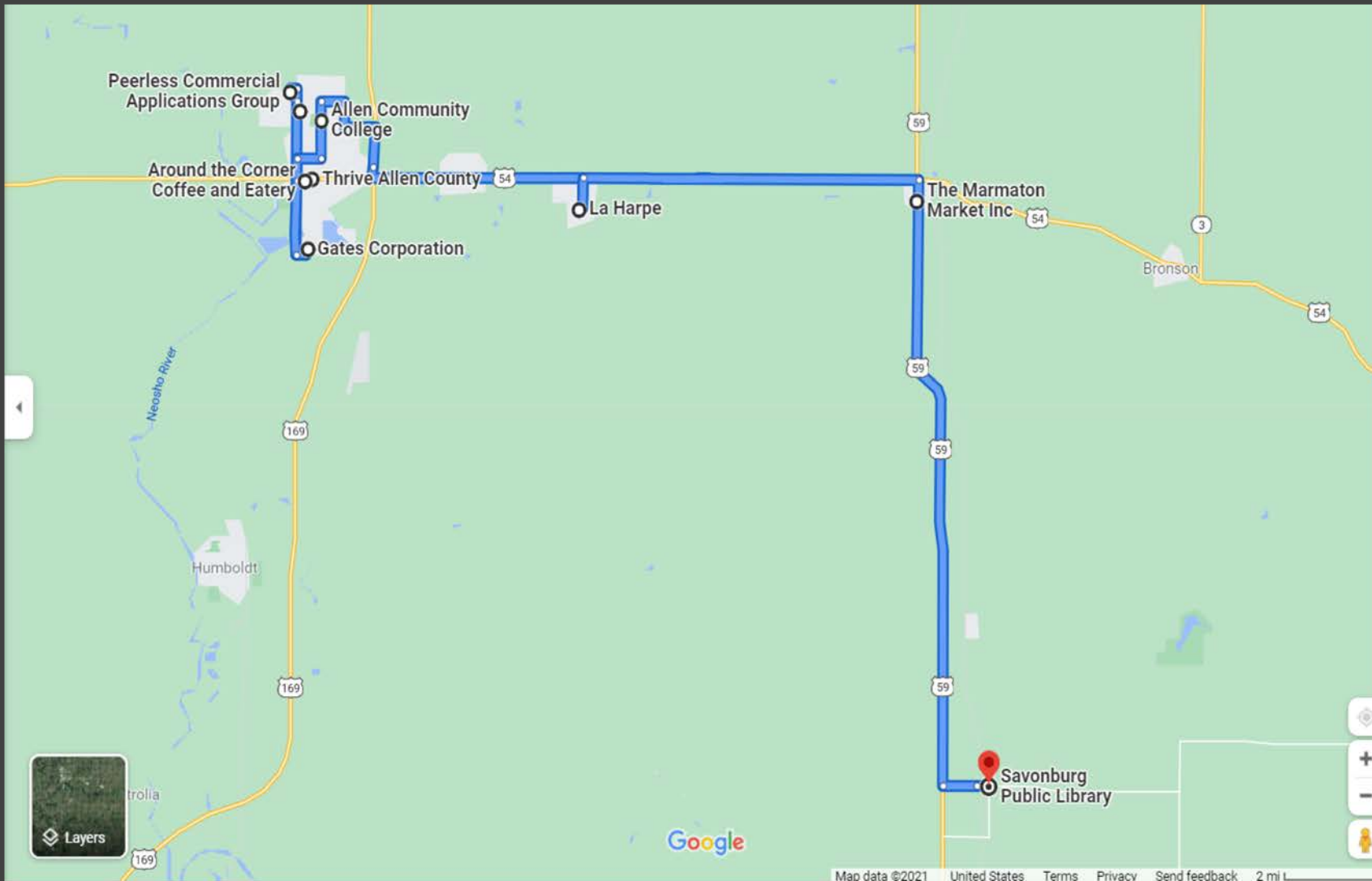


The Expectation





The Reality



Bike Share Locations

Iola, KS

- Thrive Allen County
- Around the Corner (Currently Closed)
- Gates Coporation
- Peerless
- Community Health Center
- Allen County Community College

La Harpe, KS

- City Hall

Moran, KS

- The Marmaton Market

Savonburg, KS

- Public Library

Total sq mi - 97.5

Takeaways

- Bike share is a win-win; residents and funders love this model.
- Bike Share can save lives and is a form of public transportation.
- Pivot to where your community needs you to be.

A white Ford E-Series shuttle bus is parked in a wet parking lot. The bus has a high roof and multiple windows along its side. The front features a large chrome grille with the Ford logo and a chrome bumper. The ground is wet, reflecting the bus and the surrounding environment. In the background, there is a red brick building and some green trees. A black rectangular box with a red border is overlaid on the bottom left of the image, containing the text "Public Transit".

Public Transit

Bike in a Box



Earn a Bike Program





Thank You!

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