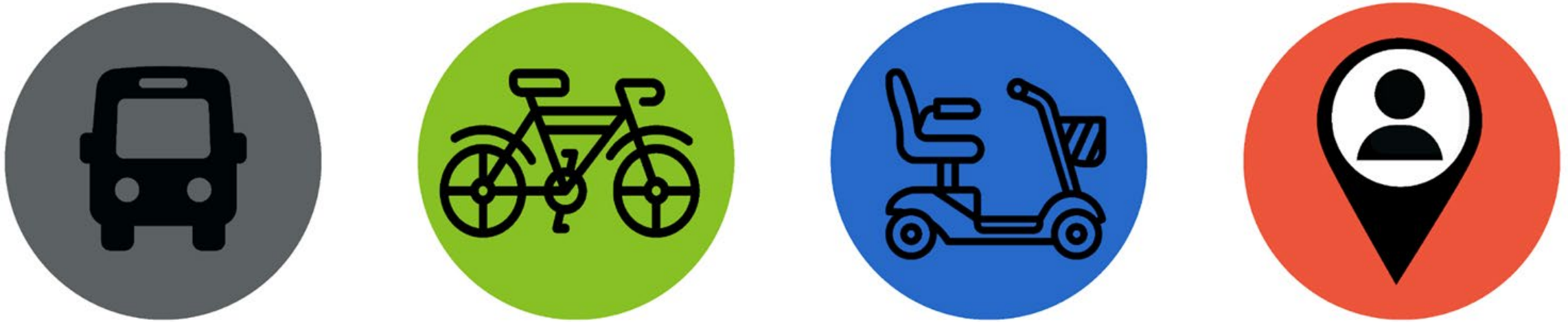


Microtransit vs. Micromobility Series Webinar Two

What's the difference between Microtransit and Micromobility?

March 8, 2023

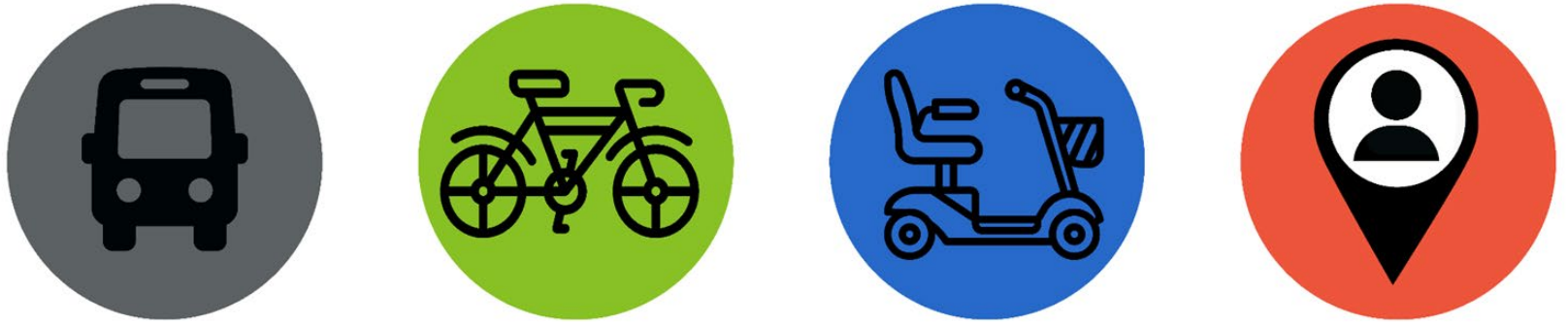
nadtc National Aging and Disability Transportation Center

NCMM National Center for Mobility Management

National RTAP Rural Transit Assistance Program

SHARED-USE MOBILITY CENTER

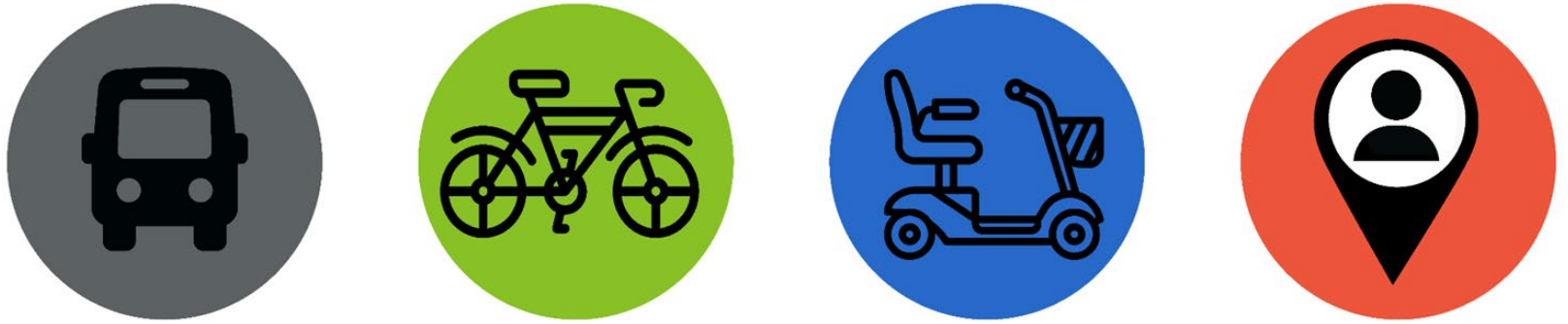
Federal Transit Administration



How to Participate

- Chat
  - Chat with other Hosts and Panelists
  - Chat with Everyone
- Questions
  - Use Q&A to ask questions
- Reactions
  - To share reactions

nadtc National Aging and Disability Transportation Center
NCMM National Center for Mobility Management
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Agenda

- Welcome
- Introduction of TA Centers
- Micromobility
- KANcycle Bikesharing for Rural Kansas
- FC Moves Spin: E-Bike and E-Scooter Share Program
- Questions
- Upcoming Microtransit vs. Micromobility: Webinar 3

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FTA's Technical Assistance Network

- **NADTC:** Promoting the availability and accessibility of transportation options for older adults, people with disabilities, and caregivers.
  Contacts: Carrie Diamond and Virginia Dize, nadtc.org

- **NCMM:** Promoting customer-centered mobility strategies that advance good health, economic vitality, self-sufficiency, and community (SDOH).
  Contact: Amy Conrick, nc4mm.org

- **National RTAP:** Addresses the training and technical assistance needs of rural and tribal transit agencies and State RTAPs.
  Contact: Robin Phillips, nationalrtap.org

- **SUMC:** Working to achieve equitable, affordable, and environmentally sound mobility across the US through the efficient sharing of transportation assets.
  Contact: Albert Benedict, sharedusemobilitycenter.org

TACL: The Transportation Technical Assistance Coordination Library

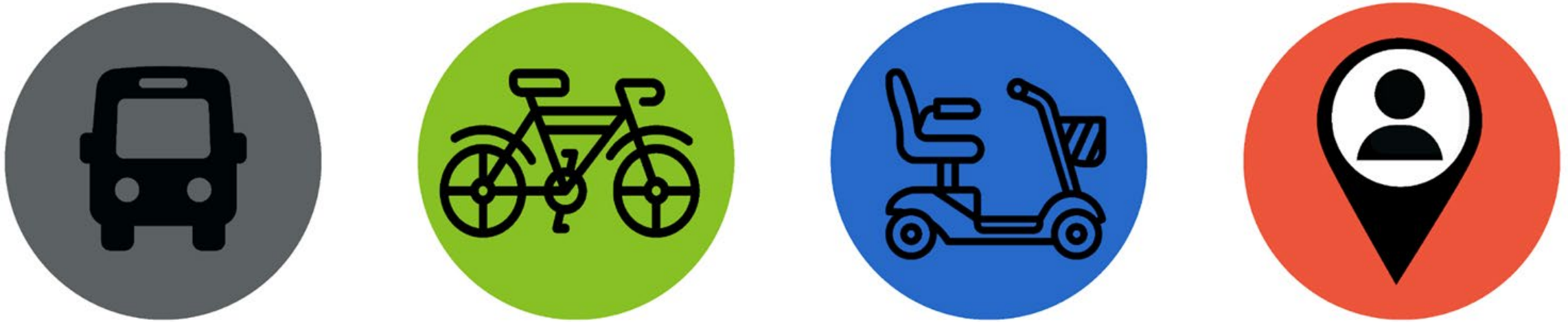


https://transportation-tacl.org

The Transportation Technical Assistance Coordination Library (TACL) provides a sustainable methodology and platform to access rural and tribal transportation 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

- 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)
- Transit Workforce Center (TWC)



Alvaro Villagran , Shared-Use Mobility Center

nadtc National Aging and Disability Transportation Center

NCMM National Center for Mobility Management

National RTAP Rural Transit Assistance Program

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Approaches to Micro Mobility

Alvaro Villagran

Director of Federal Programs

Shared-Use Mobility Center

SHARED-USE MOBILITY CENTER

March 8, 2022

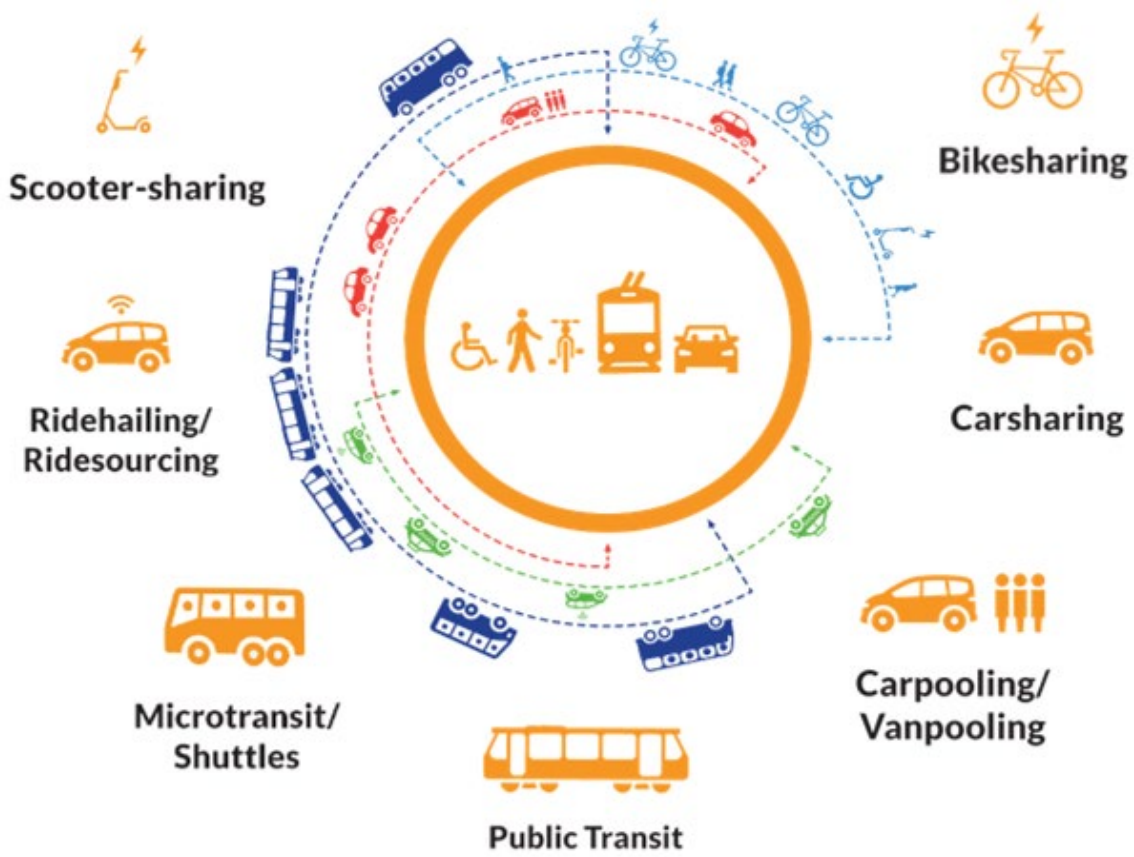
NCMM
National Center for Mobility Management



Introduction

The Shared-Use Mobility Center (SUMC) is a non-profit organization working in the public interest

SUMC is working to replace car-centric transportation with people-focused shared mobility to fight climate change, promote equity, and strengthen community.



SHARED-USE MOBILITY CENTER



What is Micromobility?

What is shared micromobility?

Shared-use fleets of small, fully or partially human-powered vehicles such as bikes, e-bikes and e-scooters. These vehicles are generally rented through a mobile app or kiosk, are picked up and dropped off in the public right-of-way, and are meant for short point-to-point trips.



Credit: Tony Webster

Bikes



Credit: City of Orlando

E-Bikes



Credit: NACTO

E-Scooters

https://nacto.org/sharedmicromobilityguidelines/

SHARED-USE MOBILITY CENTER



Knowledge Sharing

SUMC MLC
powered by the Shared-Use Mobility Center

Learning Modules | Tools | Advanced Search | Definitions | Resource Library | About | Log In | Register

Welcome to the Mobility Learning Center

The Mobility Learning Center (MLC) is where you can explore the many possibilities of shared mobility. Here, you will find tools, articles, multimedia, and other resources on a variety of mobility-related topics. Start your journey by exploring some of the highlighted content below. Or click on the links above to browse through our full set of resources.

Send Us Your Content Ideas

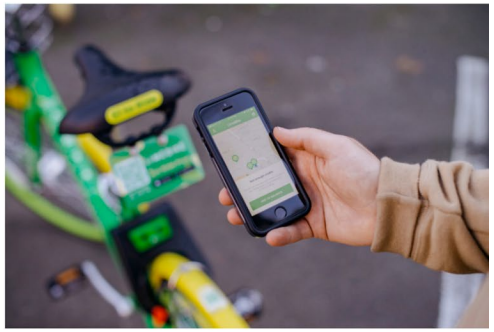
Donate to the MLC

Bikesharing

7 Sections | 45 minutes | Author: Shared-Use Mobility Center

Module Overview

Bikesharing is a form of micromobility where riders are able to rent bikes on a short-term basis for point-to-point trips using a fleet of public or private bikes distributed throughout a community. This mode has seen immense growth in recent years, and has evolved to play an important role in bridging some of the gaps in existing transportation networks. Potential bikesharing benefits include: increased mobility, lower transportation costs, reduced fuel use, and improved health. This Learning Module reviews the history, evolution, and current status of the bikeshare industry.



SDOT – BIKESHARE

Electric Scooter Sharing

7 Sections | 45 minutes | Author: Shared-Use Mobility Center

Module Overview

No mode better illustrates the accelerating growth of shared mobility than electric scooter (e-scooter) sharing. This module will focus mostly on the "kick scooter" version of the mode most common in North America, which relies on small-wheeled, free-floating vehicles on which the user stands upright, operated in a shared, app-connected fleet service. Other variants of this mode include seated versions of the kick scooters, as well as the larger, higher-powered sit-down e-scooters often referred to as mopeds.



Credit: Arlington, VA

https://learn.sharedusemobilitycenter.org/

SHARED-USE MOBILITY CENTER



Micromobility Policy Atlas

Micromobility Policy Atlas

The Micromobility Policy Atlas classifies shared bike, e-bike, and scooter policies across a dozen areas of regulation and management, providing information on guidelines, permits, and laws from from around the world. Search and refine by mode, country, policy type, or year, or just use the map. Each policy page outlines operating rules like parking and use of bike lanes; fleet size limits, fees, and fares; equity plans and requirements; data standards, communications, and geofencing guidelines; and links to original policy documents.

Developed through a collaboration between SUMC, the New Urban Mobility alliance, and the WRI Ross Center for Sustainable Cities, the Atlas provides an open data cross-section of shared micromobility policy that will be continually expanded to reflect evolving regulatory approaches.

Clear Search ×

Keyword Search

By Mode

- Bike (57) All
- Scooter (49)

By Regulation Type

- Guidelines (30) All
- Permit: Pilot (18)
- Permit: Permanent (22)
- Local Law Beyond Permit (31)
- State/Provincial Law (3)
- Memorandum of Understanding (4)



Location ▲ Modes ▼ Regulation Types ▼ Year ▼

New Urban Mobility alliance

WORLD RESOURCES INSTITUTE | ROSS CENTER

SHARED-USE MOBILITY CENTER

https://learn.sharedusemobilitycenter.org/atlas/



Applied Research



Equity and Shared Mobility Services

Working with the Private Sector to Meet Equity Objectives

SHARED-USE MOBILITY CENTER



Bikes and Scooters on the Road to Net Zero?

Yes, with Some 'Ifs'

By Hani Shamat, Colin Murphy, Ellen Partridge, and Samuel Kling

JULY 2022

THE CHICAGO COUNCIL ON GLOBAL AFFAIRS

SHARED-USE MOBILITY CENTER

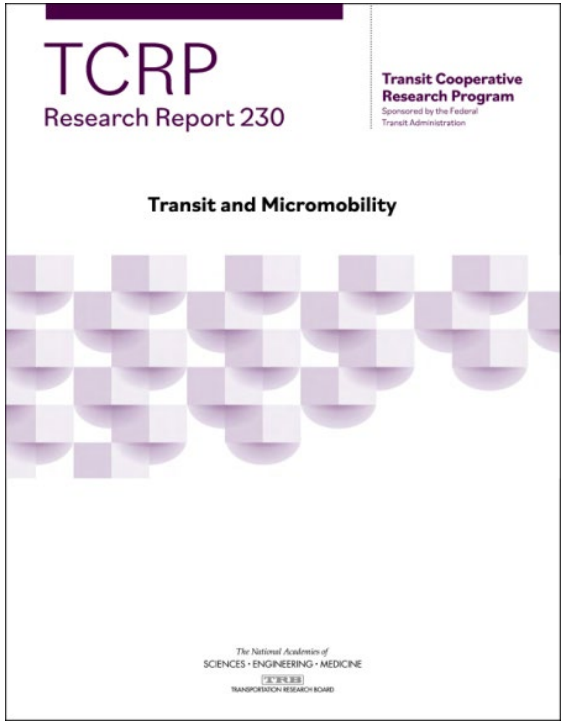


Sharing in Action

Micromobility in Local Climate Strategies

October 2022

SHARED-USE MOBILITY CENTER

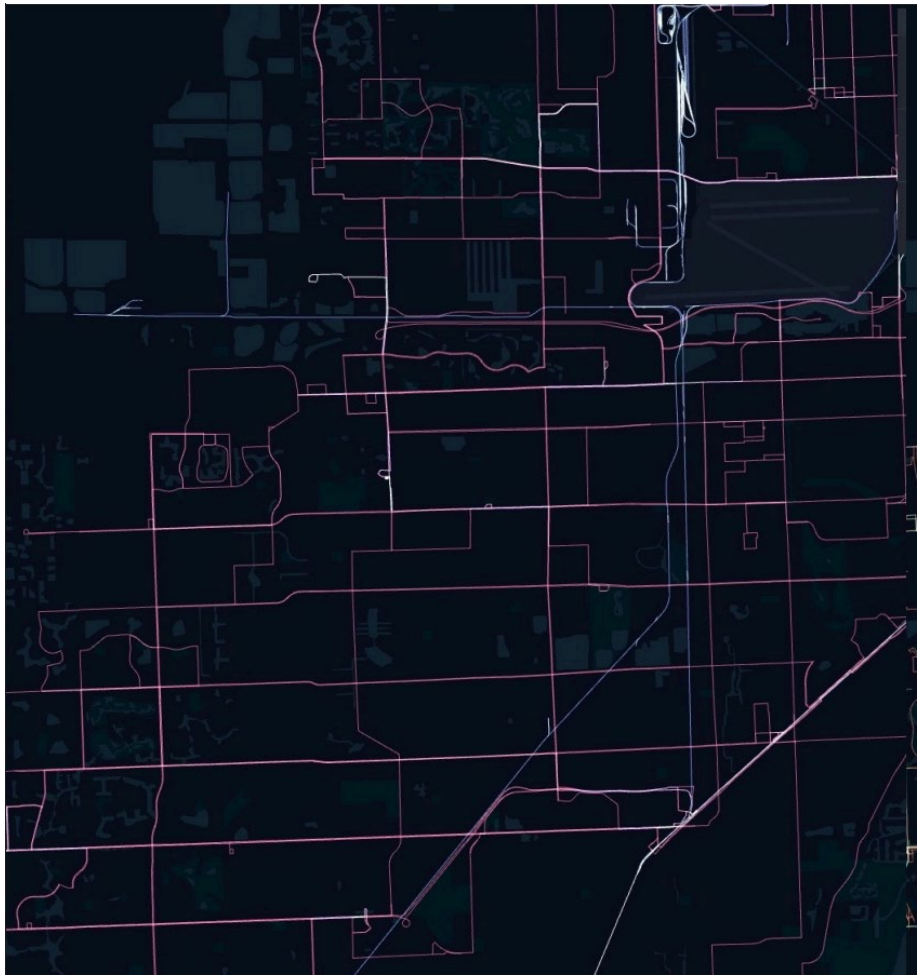


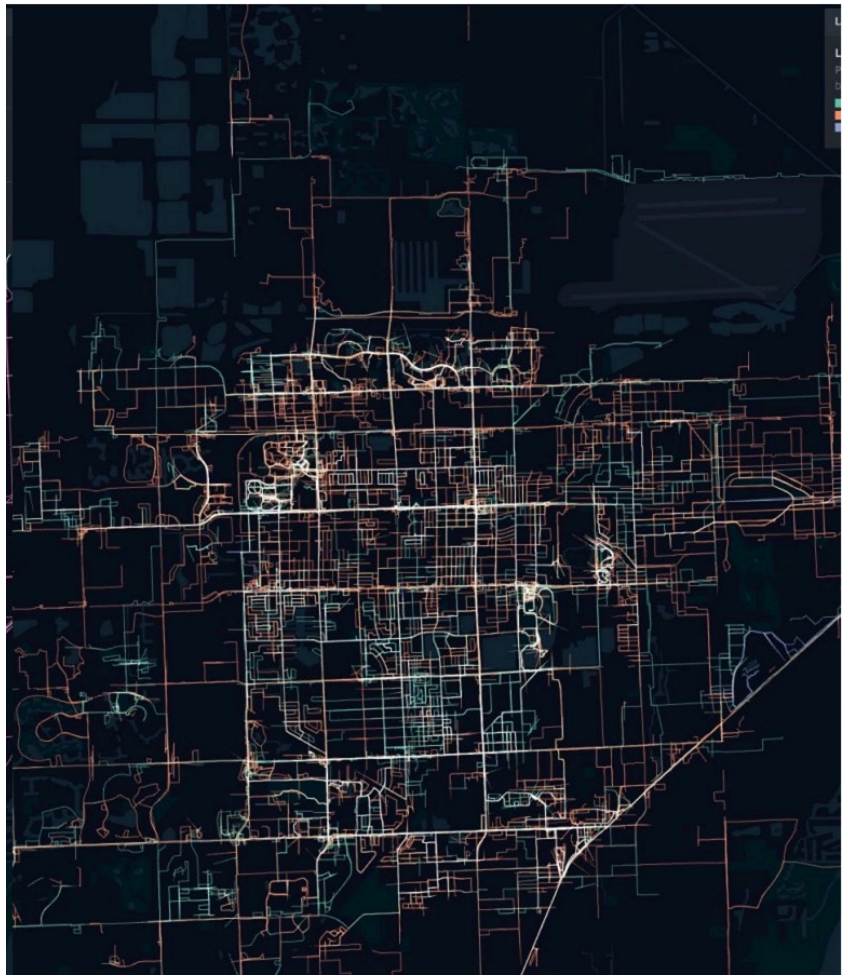
https://sharedusemobilitycenter.org/publications/

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Transit Micromobility Integration, Why?





Miami Bus Service (left) and one-year of micromobility trips (right) in Miami.

Credit. Carlos Cruz-Casas' presentation - MIC Workshop, May 16, 2022

https://sumcmic.org/first-mic-workshop-event-recap/

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MOD On-Ramp Program

Through the MOD On-Ramp Program, SUMC provided technical assistance to Capital Metro to develop their transit-bike share integration project.





https://www.capmetro.org/ourservices/metrobike

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Innovative Transit Micro Mobility Integration Workgroup





RideKC BIKE

CDPHP CYCLE!

SPOKIES

valleyregionaltransit

SHARE

METROBIKE

RTC Share

DYT Link
DAYTON BIKE SHARE

cata

SHARED-USE MOBILITY CENTER



Project Highlight - CATA in Meadville, PA

The Crawford Area Transportation Authority (CATA) formed a non-profit organization to enhance regional mobility and bring bikeshare to the City of Meadville, a rural community in Northwest Pennsylvania.



https://learn.sharedusemobilitycenter.org/casestudy/meadville_bikeshare/

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Technical Assistance - Clean Mobility Options

SUMC is a co-administrator of the California Air Resource Board (CARB) sponsored **Clean Mobility Options** (CMO) Program, a statewide public program that empowers under-resourced communities to better understand and overcome mobility obstacles with vouchers that fund community needs assessments and clean, shared, zero-emission transportation projects.

Clean Mobility Options

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Project Highlight - Shasta Living Streets, CA

Shasta Living Streets is a local organization dedicated to making Redding walkable, bikeable, and people-friendly, and is implementing a bikeshare program centered around a bike depot as a hub for riders to access cycling amenities





SHARED-USE MOBILITY CENTER



Promoting E-Bikes



DENVER
THE MILE HIGH CITY

Instant Rebate Voucher Amounts

- Standard Rebate: $300
- Income-Qualified Rebate: $1,200
- An additional $200 is available for the purchase of an e-cargo bike
- Adaptive Rebate: Due to the increased cost of adaptive e-bikes, we have increased the rebate for adaptive e-bikes to $1,400.
- Instant rebate voucher amount covers the e-bike's retail cost and does not cover taxes or shipping
- One e-bike per person

E-Bike Lending Libraries



Find your E-Bike Lending Library!

Interested in seeing how an e-bike can fit into your daily transportation needs for multiple days at a time? Want to do this for free? You've come to the right place! Local Motion and its partners at municipal, regional, and state levels offer several opportunities across the state for Vermonters to test ride different e-bike models.

The current locations are below. Stay tuned as more locations are added during 2023!

Our **Burlington Lending Library** is located at our office at 1 Steele St, Burlington, VT

Our **Traveling Lending Library** rotates around Vermont.

Our **Montpelier Lending Library** can be found at the Kellogg-Hubbard Library.

https://www.localmotion.org/ebikes

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Annual Shared Mobility Summit



2023 National Shared Mobility Summit

May 3-4, 2023

Merchandise Mart Plaza, Chicago

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Some Takeaways

Redefining *Transit*

Micromobility growing in rural and small urban communities

Strong community support is necessary - public champions are key

A growing number of projects and experiences to learn from….

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Conversation Starter

… like KANCycle and the City of Fort Collins

KANcycle
Bike Sharing for Rural Kansas

City of Fort Collins

SHARED-USE MOBILITY CENTER



Thank you!

Alvaro Villagran

Director of Federal Programs

Shared-Use Mobility Center

alvaro@sharedusemobilitycenter.org

sharedusemobilitycenter.org

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Michelle Griffin, Occk Inc

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MICROMOBILITY IN KANSAS

Bike Sharing and More

ABOUT ME - MICHELLE GRIFFIN

Mobility Manager for CTD 7

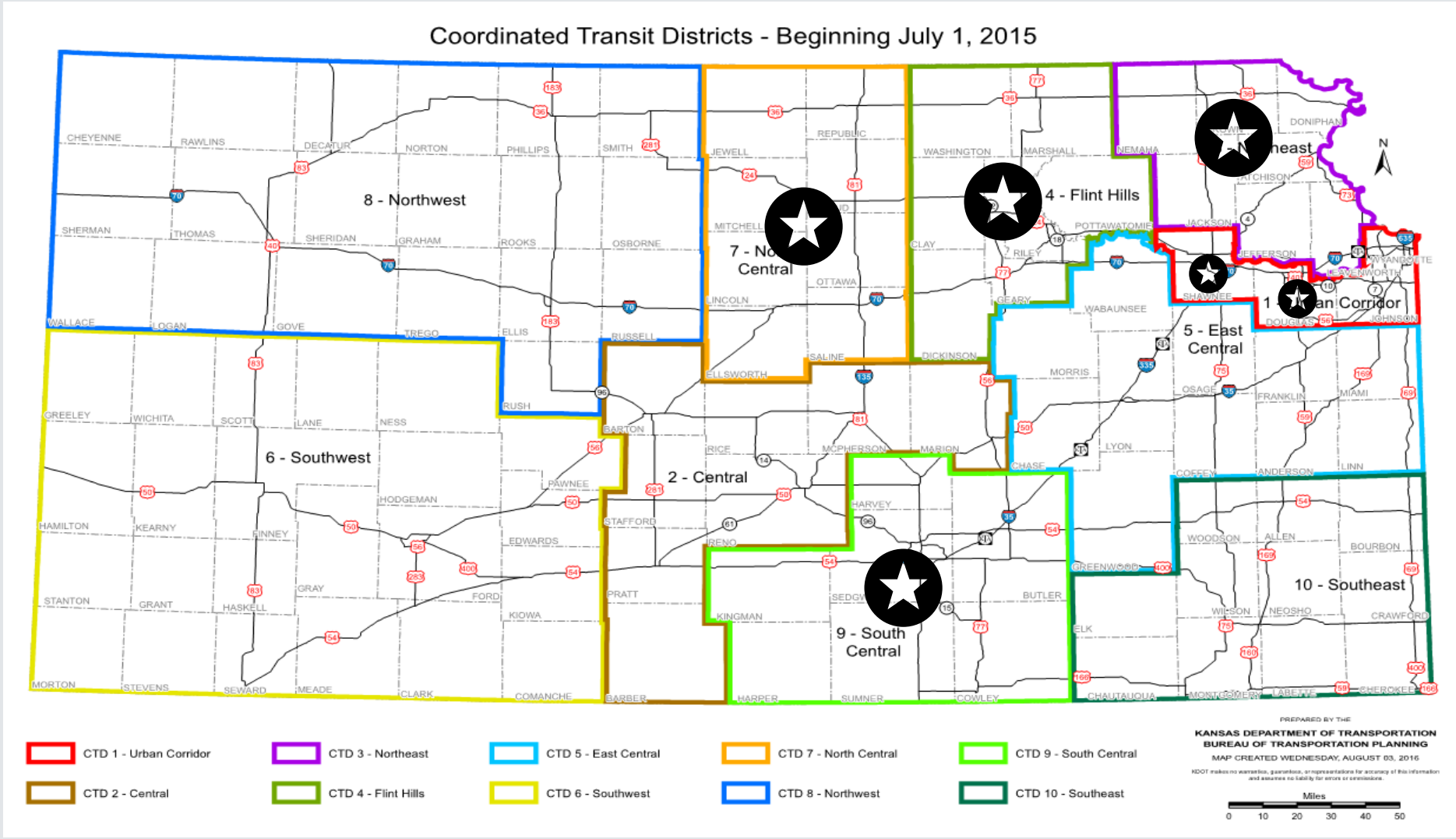
Worked in Public Transit since 2016

Helped to establish 81 Connection, Kansas Rides website, KANcycle regional bike sharing and KanConnect, Mobility Week, Moving Kansas Network

Social Media, Marketing, Public Relations, Networking and Travel Training



Kansas mobility management


Coordinated Transit Districts - Beginning July 1, 2015
8 - Northwest
7 - North Central
4 - Flint Hills
1 - Urban Corridor
5 - East Central
6 - Southwest
2 - Central
9 - South Central
10 - Southeast
CTD 1 - Urban Corridor
CTD 2 - Central
CTD 3 - Northeast
CTD 4 - Flint Hills
CTD 5 - East Central
CTD 6 - Southwest
CTD 7 - North Central
CTD 8 - Northwest
CTD 9 - South Central
CTD 10 - Southeast
PREPARED BY THE
KANSAS DEPARTMENT OF TRANSPORTATION
BUREAU OF TRANSPORTATION PLANNING
MAP CREATED WEDNESDAY, AUGUST 03, 2016
Miles
0 10 20 30 40 50

ABOUT PUBLIC TRANSIT IN KANSAS

140 agencies

800+ vehicles

10,000,000 rides annually (7.5M urban, 2.5M rural)

Not all counties have transit service

Transit service is relatively new across the state

More evolution

ACTIVE TRANSPORTATION IN KANSAS

- The state's first Active Transportation Plan since 1995
- Explores the needs of people who walk, cycle, use mobility assistance devices, scoot, etc.
- Starting the implementation phase



Safety: Reduce crashes involving pedestrians, cyclists and other users

Equity: invest in underserved communities and prioritize needs

Mobility: increase the regular use of walking, cycling, wheeling, etc.

Community Health & Vibrancy: Promote a.t. to improve health, environment, quality of life and economic development

Culture Shift & Education: normalize a.t. as a vital part of the overall transportation system

System Longevity: maintain and preserve a.t. systems investments and funding sources

ACTIVE TRANSPORTATION IN KANSAS

WHY BIKE SHARING

Bike share programs provide a great number of social, economic and health benefits, such as:

- Flexible transportation
- Connects to other modes
- Reduction of vehicle emissions
- Lowered road congestion
- Affordable daily commutes
- Ease of accessibility.

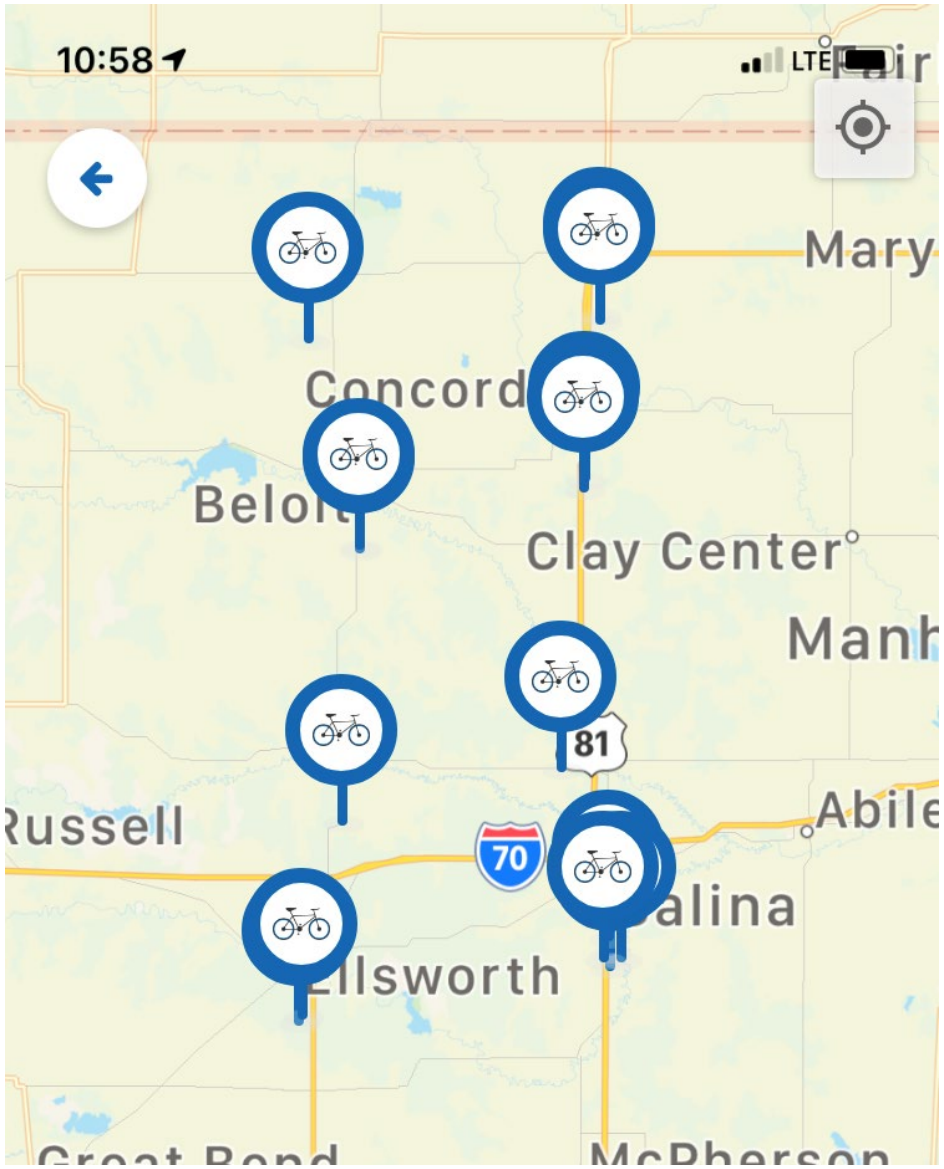


KANCYCLE: BIKE SHARING FOR RURAL KANSAS

Started in June 2019

First rural bike sharing program in Kansas

80 bikes in 8 communities



KAN cycle
Bike Sharing for Rural Kansas

Salina - 25 bikes, 5 racks
Minneapolis - 5 bikes, 1 rack
Concordia - 10 bikes, 2 racks
Belleville - 10 bikes, 2 racks
Mankato - 5 bikes, 1 rack
Beloit - 10 bikes, 2 racks
Lincoln - 5 bikes, 1 rack
Ellsworth - 10 bikes, 2 racks

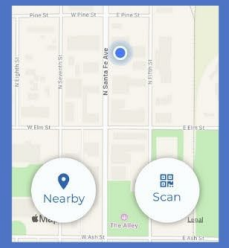
KANcycle

Bike Sharing for Rural Kansas

How to check out a bike



Download the Movatic App



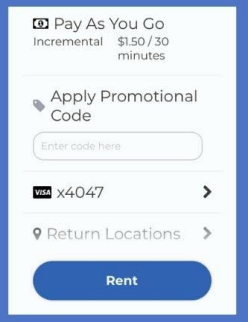
Choose a Bike Nearby or Scan the QR code



End your ride at any station

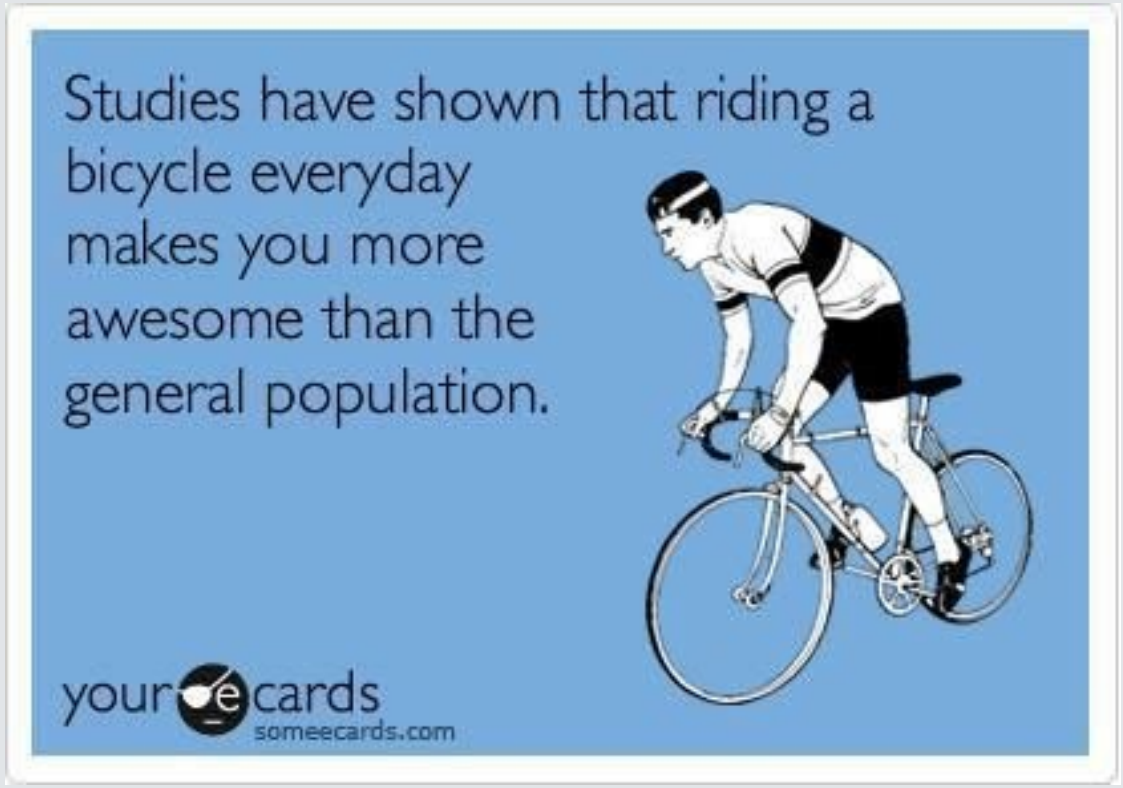


Ride Safely



Choose your payment options and Rent!

Find out more at www.kancycle.org



KANCYCLE: PRICING

Pay as you go: $1.50 for 30 minutes

Annual Membership is $30

Student Membership is $20

KANCYCLE: HOW IT WORKS

Management: Movatic handles all bike maintenance, app work, reporting, payments, etc.

Marketing: I handle all marketing, along with a committee that meets quarterly

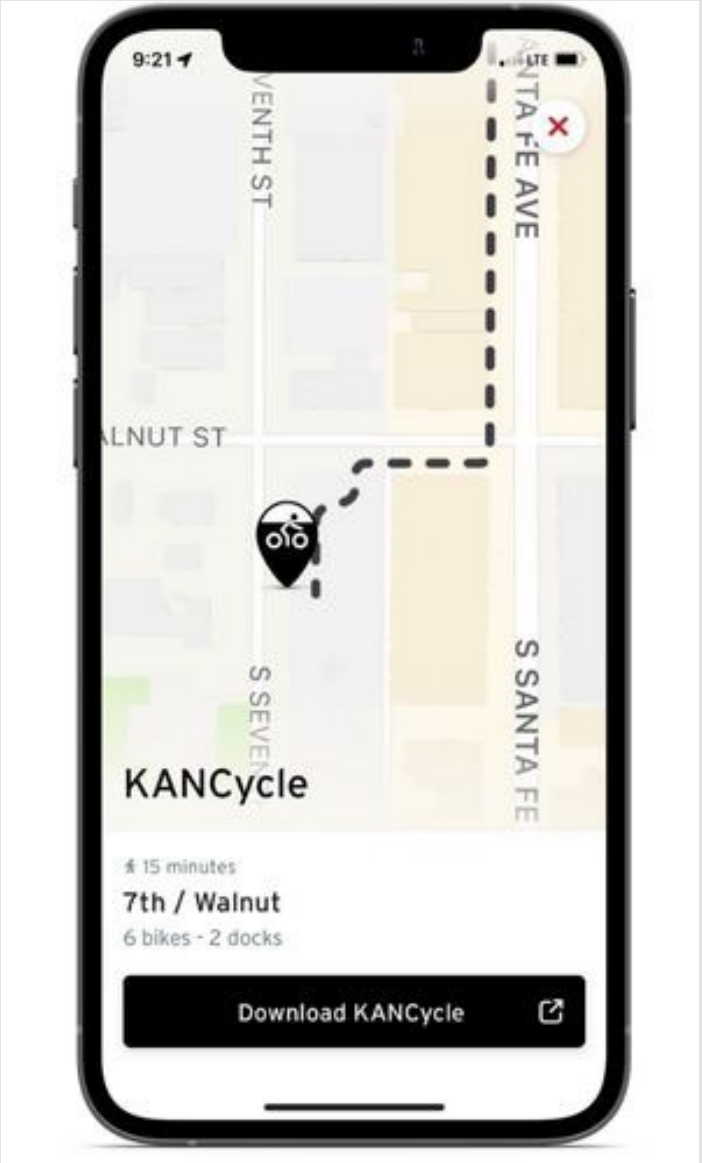
Funding: A collaborative partnership with OCCK and Blue Cross Blue Shield Pathways Grant

Information: www.kancycle.org or Facebook



KANCYCLE: TRANSIT APP INTEGRATION

- Find bike stations near you
- Check out a Bike
- Access local fixed route schedules
- Plan a multi-modal trip







KANCYCLE: DISCOUNTS AND PARTNERS







KANCYCLE: EVENTS

Birthday Month

National Bike Month

Kansas Mobility Week

Bike Rodeos

Local Events

OTHER KANSAS PROGRAMS

- Movatic in Kansas: Wichita, Coffeyville
- RideKC (Dropbike): Kansas City, Lenexa, Prairie Village, Olathe, Overland Park, Shawnee
- Free Programs: Thrive Allen County, Manhattan Green Apple Bikes

RideKC BIKE

BIKE ALLEN COUNTY
A Program of Thrive Allen County

BIKE SHARE ICT

Green Apple Bikes
MHK

Kansas Rides

Regional Public Transportation

www.ksrides.org

Promoting Independence ~ Building Connections ~ Preserving Rural Living



Michelle Griffin - mgriffin@occk.com
785.826.1583






Rachel Ruhlen, FC Moves

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March 8, 2023

Fort Collins Spin Program

Rachel Ruhlen

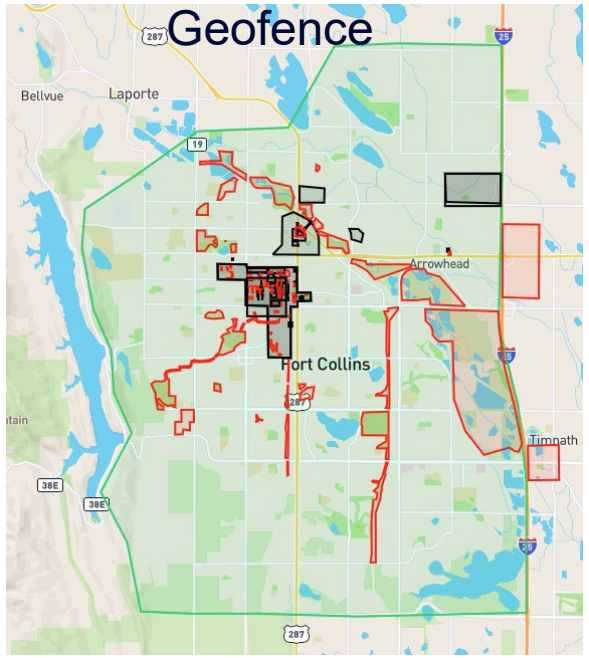
Transportation Planner

City of Fort Collins



- Permitted or Contracted
- Exclusive contract or Multi-vendor contract

One year contract, renewable up to five years
Fleet size 500 e-scooters, 400 e-bikes



Changing landscape



Shared micromobility is public transportation

- **Shared goals**
- **Both sides engaged**
- **High level of trust**

Public-private partnerships (PPPs) are a mechanism for governments to procure and implement public infrastructure and/or services using the resources and expertise of the private sector.

Source: World Bank

What vendors want:

- Partnership
- Exclusive
- 3+ year contract length
- Subsidies
- Flexible operational details
  - Contract isn't micromanaging
  - Fleet size flexibility





Marketa Jancar, CSU Advancement

What cities want:

- Partnership
- Responsiveness
- Reliability
- Community partner
  - Presence at events
  - Provide bikes/scooters for campus and City tours
  - Adaptive Bike Library
  - Spin Access





- Staff to manage the contract
- Staff champion
- Allocate sufficient time for contract management
    - Program size
    - Ambition
- Policy
- Infrastructure





For Questions or Comments, Please Contact:

Rachel Ruhlen
rruhlen@fcgov.com

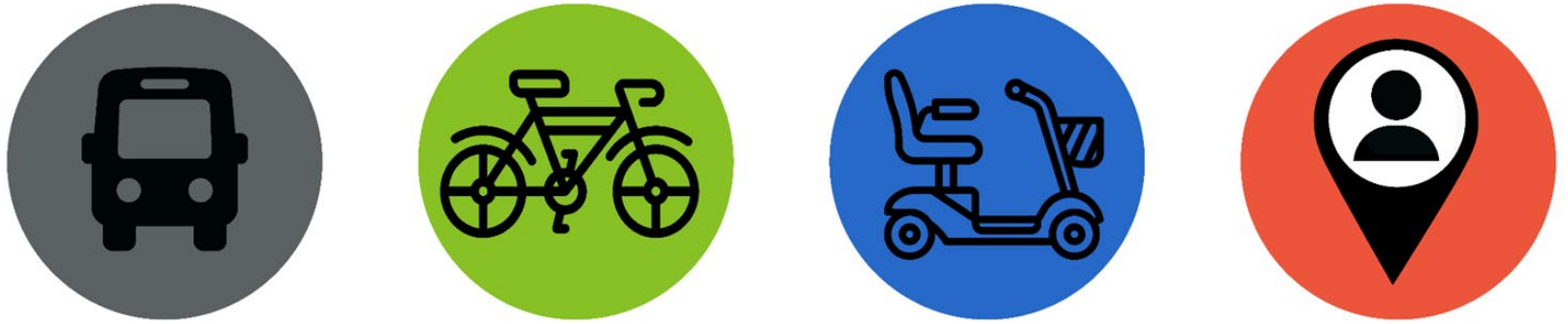
City of Fort Collins






Questions

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Federal Transit Administration



Upcoming Events

- Next Microtransit vs. Micromobility Series Webinar 3: on March 22, 2023 at 2 PM ET/ 1 PM CT/ 12 PM MT/ 11 AM PT

Register for Webinar 3

Take our