




Microtransit vs. Micromobility Series Webinar Three

What's the difference between Microtransit and Micromobility?

March 22, 2023

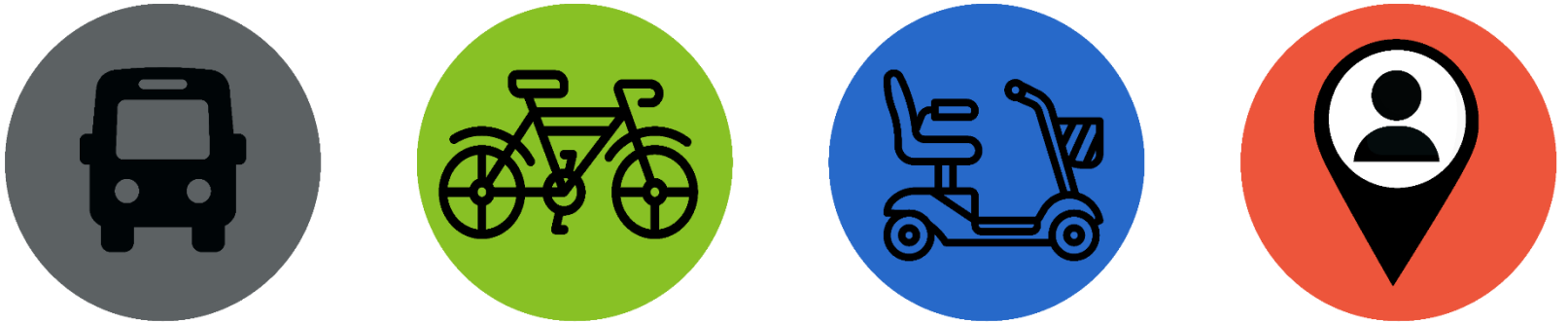
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NCMM National Center for Mobility Management

National RTAP Rural Transit Assistance Program

SHARED-USE MOBILITY CENTER

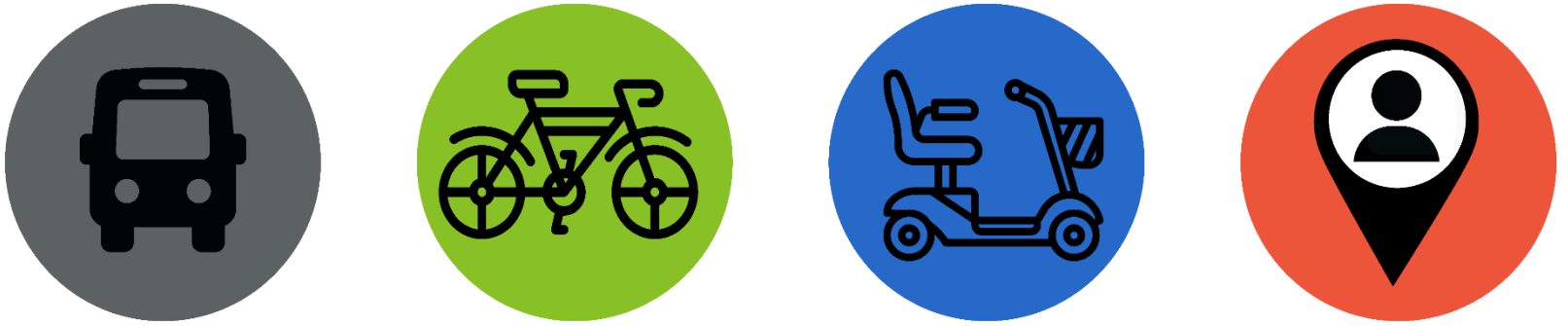
Federal Transit Administration



How to Participate

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

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Agenda

- Welcome
- Introduction of TA Centers
- SUMC: Microtransit & Micromobility
- CATA: Rural Mobility: Building a network to support Active Lifestyles
- City of Lincoln: Micromobility & Microtransit
- Questions

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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)






Al Benedict & Hani Shamat, Shared Use Mobility Center

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Microtransit & Micromobility

Al Benedict & Hani Shamat
Shared-Use Mobility Center

Microtransit vs Micromobility Webinar Series
March 22, 2023

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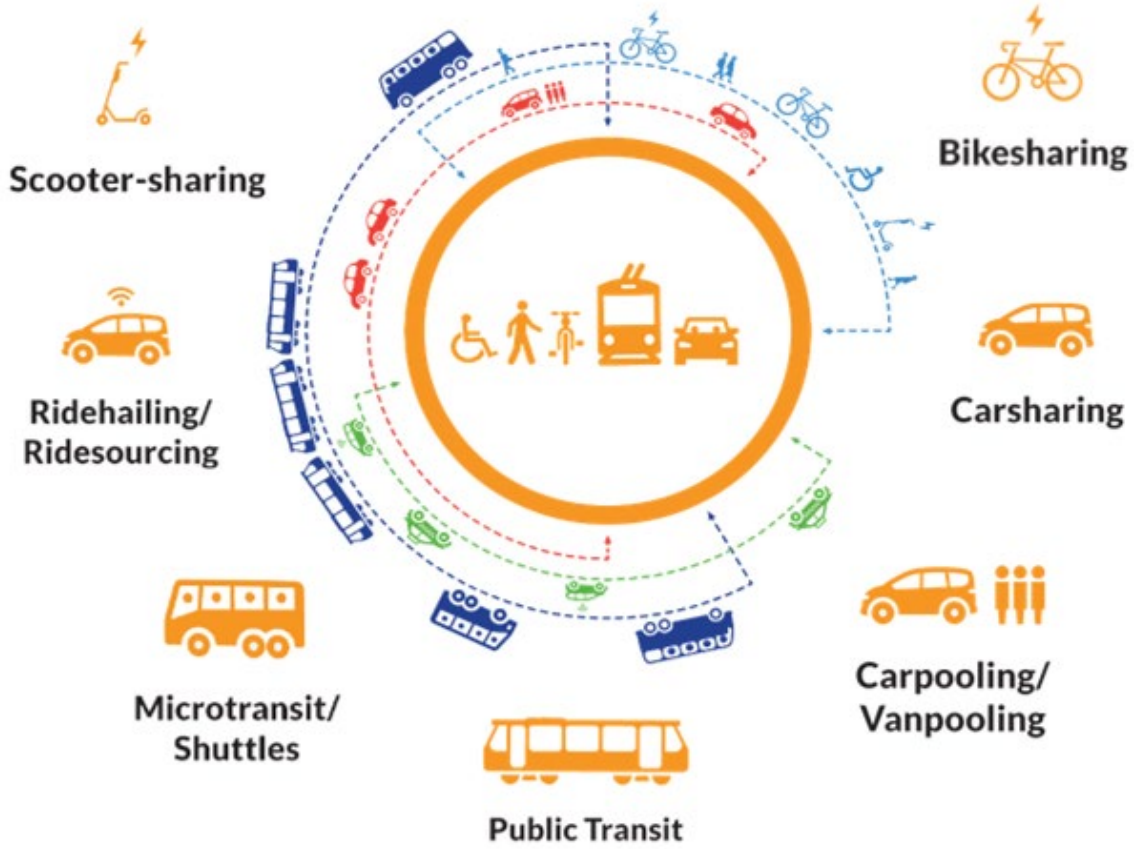
NCMM
National Center for Mobility Management



Introduction

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

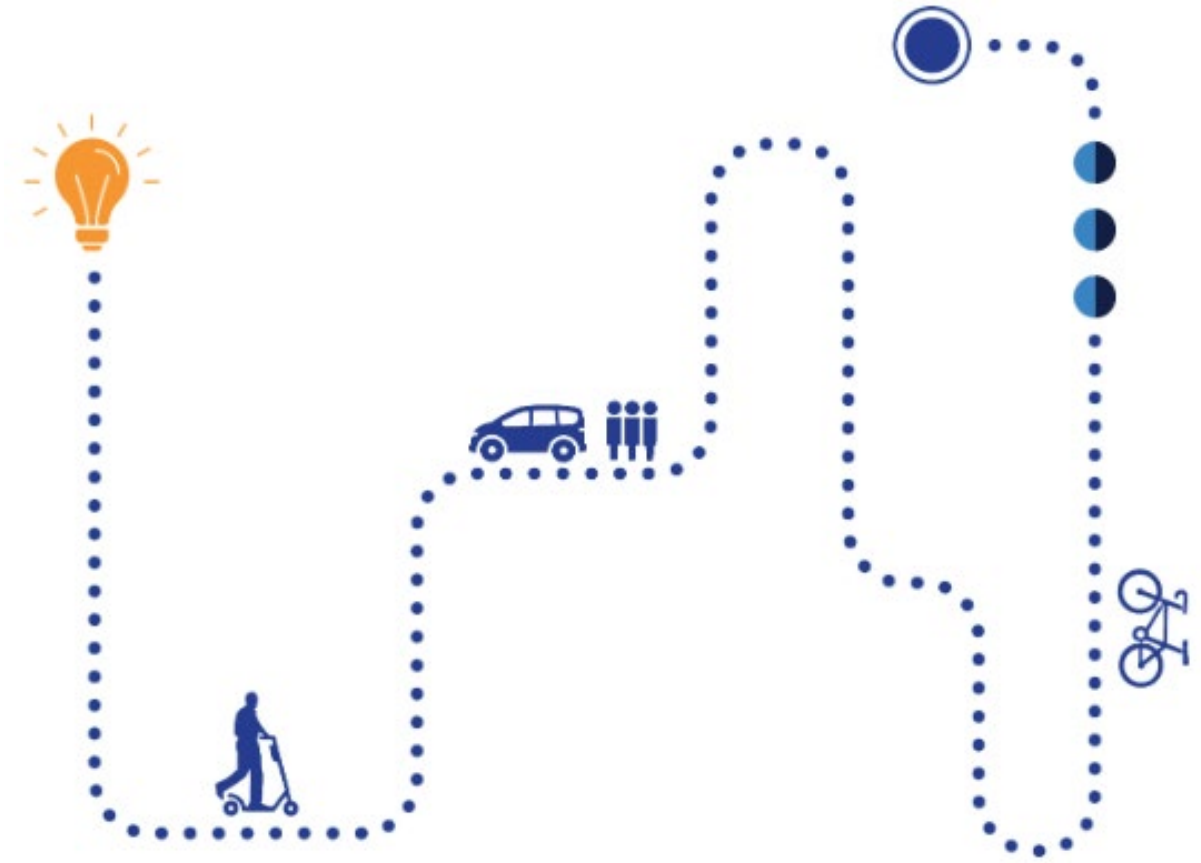
SUMC is working to replace car-centric transportation with people-focused shared mobility to fight climate change, promote equity and universal access, and strengthen community.





Integration

- Microtransit and micromobility are both pieces of wider transportation systems.
  - ***context-specific***
- First/last mile solutions
- How can microtransit or micromobility integrate in *your* community?





Needs Assessments

- If you don’t know the mobility needs of your community, it is difficult to plan meaningful mobility solutions
- The needs of the community should guide the mobility solutions.
- Talk to your drivers and riders!
- How can diverse mobility options help fill transportation gaps?







Considerations for Procurement

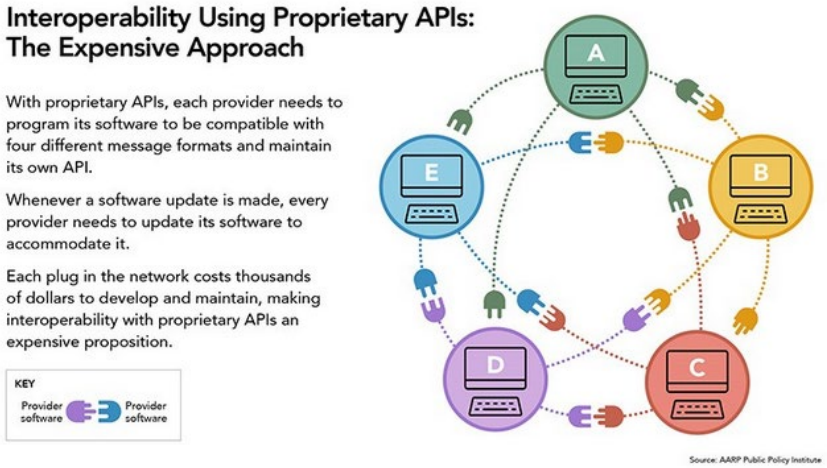
- Interview service vendors
- Consult with peer cities
- Data sharing
- Privacy considerations
- Operator’s vehicle choices outlined to accommodate all users (WAVs/adaptive micromobility)
- Develop RFP around need and solicit innovative solutions
- Open Data solutions

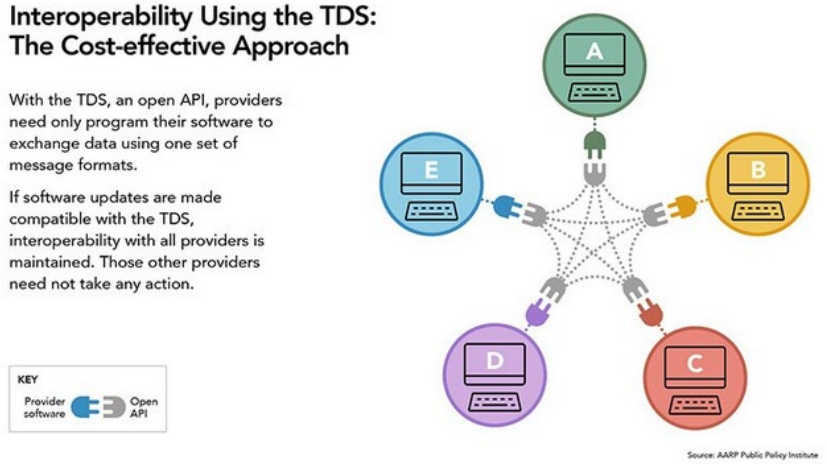




Open Data Solutions

- Open data solutions and mobility interoperability
  - Open data solutions help with the discoverability and service planning; e.g., GTFS, GBFS, MDS
  - Requires coordination across multiple agencies - build awareness and support
  - Procurement is a good time to think about open data solutions



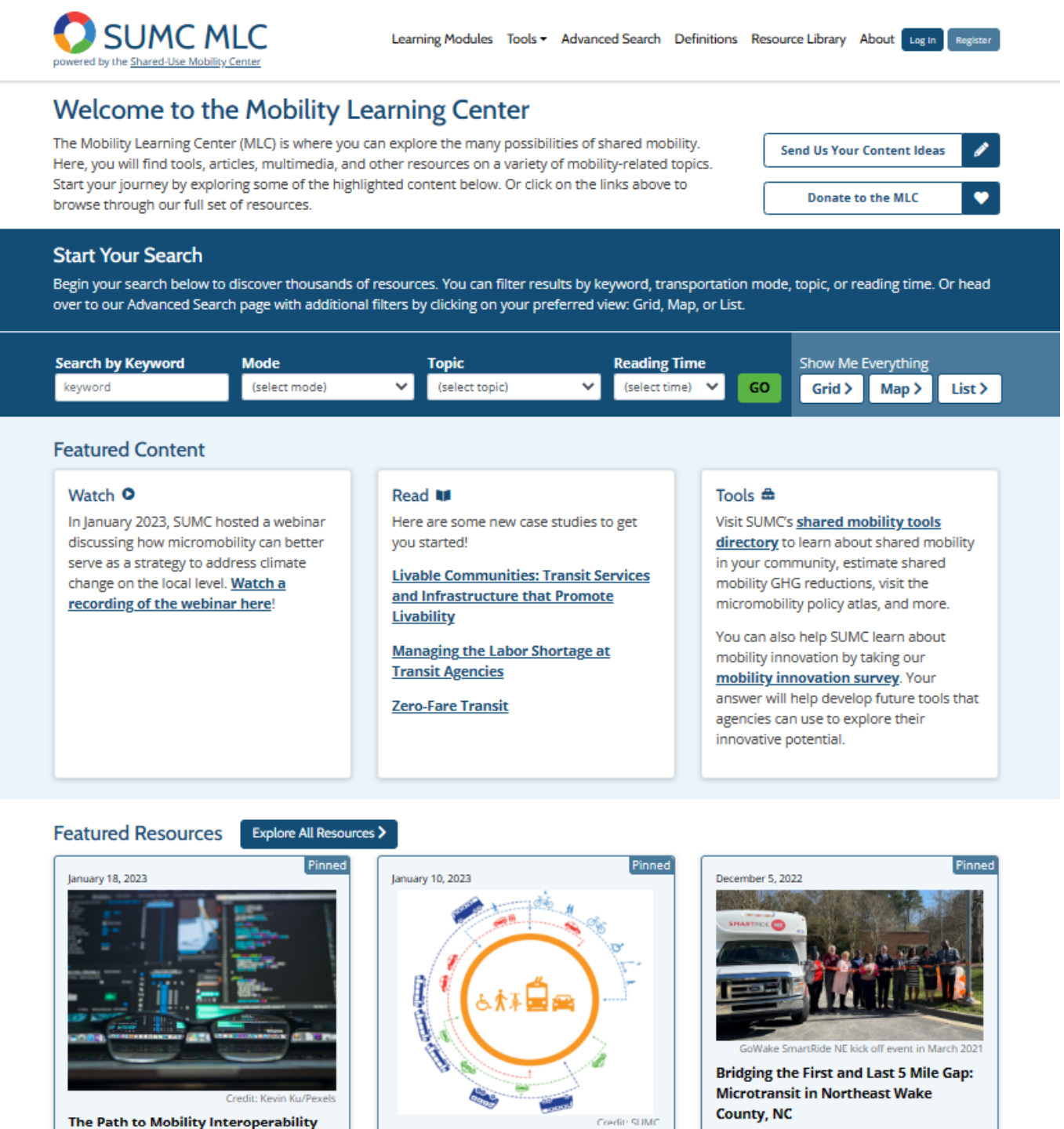




Conclusion

- First/last mile solutions
- Reduced SOV trips
- GHG reductions
- Active lifestyle
- Providing range of mobility solutions
- On-demand service
- Potential for higher quality service, with more options and service frequency





Mobility Learning Center

learn.sharedusemobilitycenter.org



2023 National Shared Mobility Summit

May 2-4, 2023

Merchandise Mart Plaza, Chicago

Al Benedict & Hani Shamat

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hani@sharedusemobilitycenter.org






Tim Geibel, CATA and Venago County Transit

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Rural Mobility

Building a network to support Active Lifestyles





Presented by the

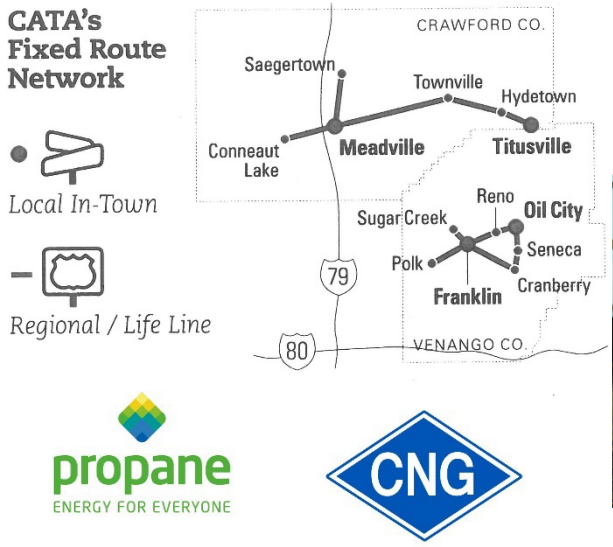
Northwest Pennsylvania Mobility Alliance

Powered by:

cata

CATA and NPMA

Two-time Recipient of the FTA Administrator's Award for Outstanding Public Service











Strategic Business Plan

…envision a future where all people have access to affordable, sustainable and safe mobility options…

Strategy areas:

- Advance regional mobility
- Support community investments to improve quality of life
- Foster tourism through investments in community partnerships
- Broader services than just public transit
- Formation of the Northwest Pennsylvania Mobility Alliance – 501c3





City of Meadville

French Creek – PA Watershed River of the Year – 2022

Meadville Bikeshare







Meadville Bikeshare survey results

290+ surveys completed

Top Responses to why would you use a bikeshare program:

- Getting around without driving – 196
- Recreation – 193
- Exercise– 173
- Work - 57

Top Responses to locations for bikeshare stations

- Diamond Park – 210
- Market House vicinity – 174
- The MARC – 139
- Bicentennial Park - 86
- Allegheny College – 187
- Ernst Trail – 172
- CATA Office Pine St – 141

Survey Demographics

76% of respondents live or work in Meadville

Of those that do not live/work in Meadville, why do you visit Meadville – Shopping 32%, Recreation 24%

93% of survey respondents indicated they are not Allegheny College students

Age Range:
20.2%: 21-30
60.7%: 30-60
11.3%: Over 60

Household Income:
21.7%: Under $25,000
30.4% $25,000- $50,000
43.4% Over $50,000

What is a bikeshare program?

Bikeshare programs are a community asset that adds vibrancy, value and quality of life to the community.

Technology that was only available in major cities has evolved to allow smaller communities to implement bike share solutions that fit their individual needs on a much smaller, easier to manage scale.

Bikeshare services offer users an alternative form of mobility to access tourism, recreation, exercise, jobs and everyday life

Bikeshare programs must have full funding secured through business, community and advertising partnerships. Renting of bikes for $2.50 per hour does not generate enough revenue to start up or self-sustain a program. Bikeshare must be viewed as a community asset.

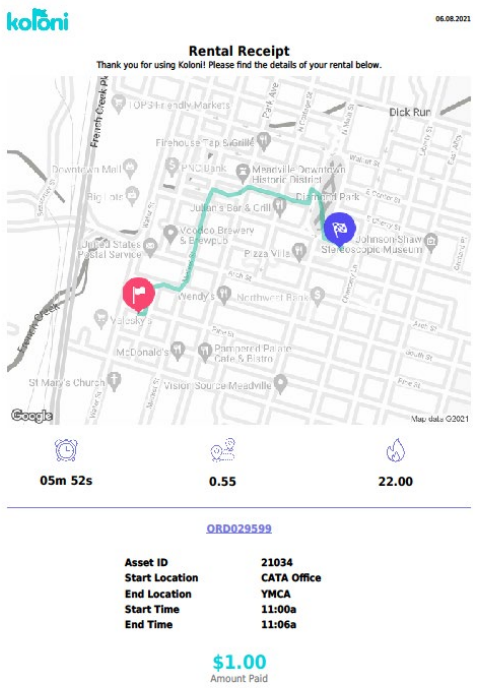
koloni







Dockless System
Rear tire locking



Getting off the ground

1,300+ transactions since inception

"Proof of Concept"
Local grassroots effort
Local funding sources
Minimal investments
20 bikes
7 locations to start





Crawford
HERITAGE
COMMUNITY
FOUNDATION

MEADVILLE
MEDICAL
CENTER

VisitCrawford

ERIEBANK®
A division of CNB Bank
Member FDIC

Hagan
Business Machines
Of Meadville, Inc.

Marquette
SAVINGS BANK

Bikeshare Year 2

Purchased 10, 3-speed belt drive bikes
Light weight
No chain or grease
Perfect for paved riding



Partnered with Ernst Trail group for more permanent bike accommodations

New rental locations:

Allegheny College
Community Space at Market St



Bikeshare Year 3

Begin to integrate bikeshare with bus shelter network

Align bikeshare with Community development and recreational access points

CFA Multimodal project – Bessemer St Corridor
MK Goddard State Park – Mercer County
Titusville and Oil Creek State Park



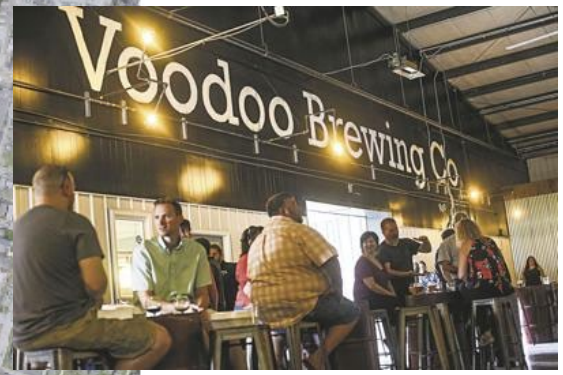


Bessemer Street Corridor

Bicentennial Park – French Creek access point







Economic Progress Alliance
OF CRAWFORD COUNTY

Lake Wilhelm Bikeshare

Summer 2023

Negotiating “Concession” agreement with MK Goddard State Park and PA DCNR

Partnerships with local trail group & businesses to support operational costs

Single location at Trailhead, 5-8 bikes





City of Titusville

Fixed Route – ADA Paratransit – Microtransit - Bikeshare

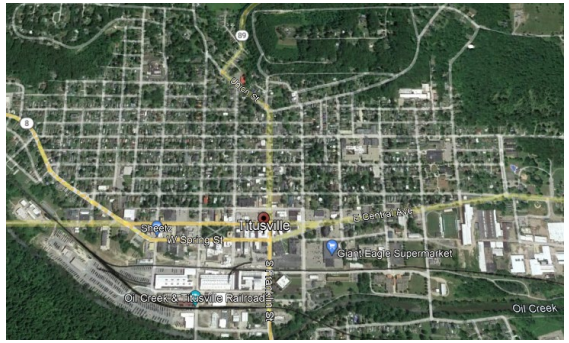


Assessing replacement of fixed route with Microtransit

Currently unserved areas of City and no connection to Drake Well or Oil Creek State Park

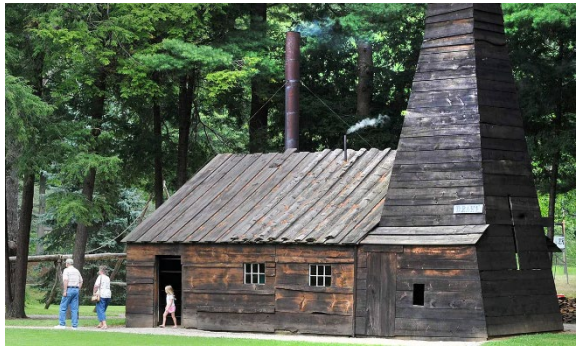
Oil Creek Bike Trail connects Titusville to Oil City to Franklin

Applying for County-allocated state funding for capital expenses to start bikeshare









More Information

Tim Geibel – tgeibel@catabus.org
www.catabus.org

Connect with me on





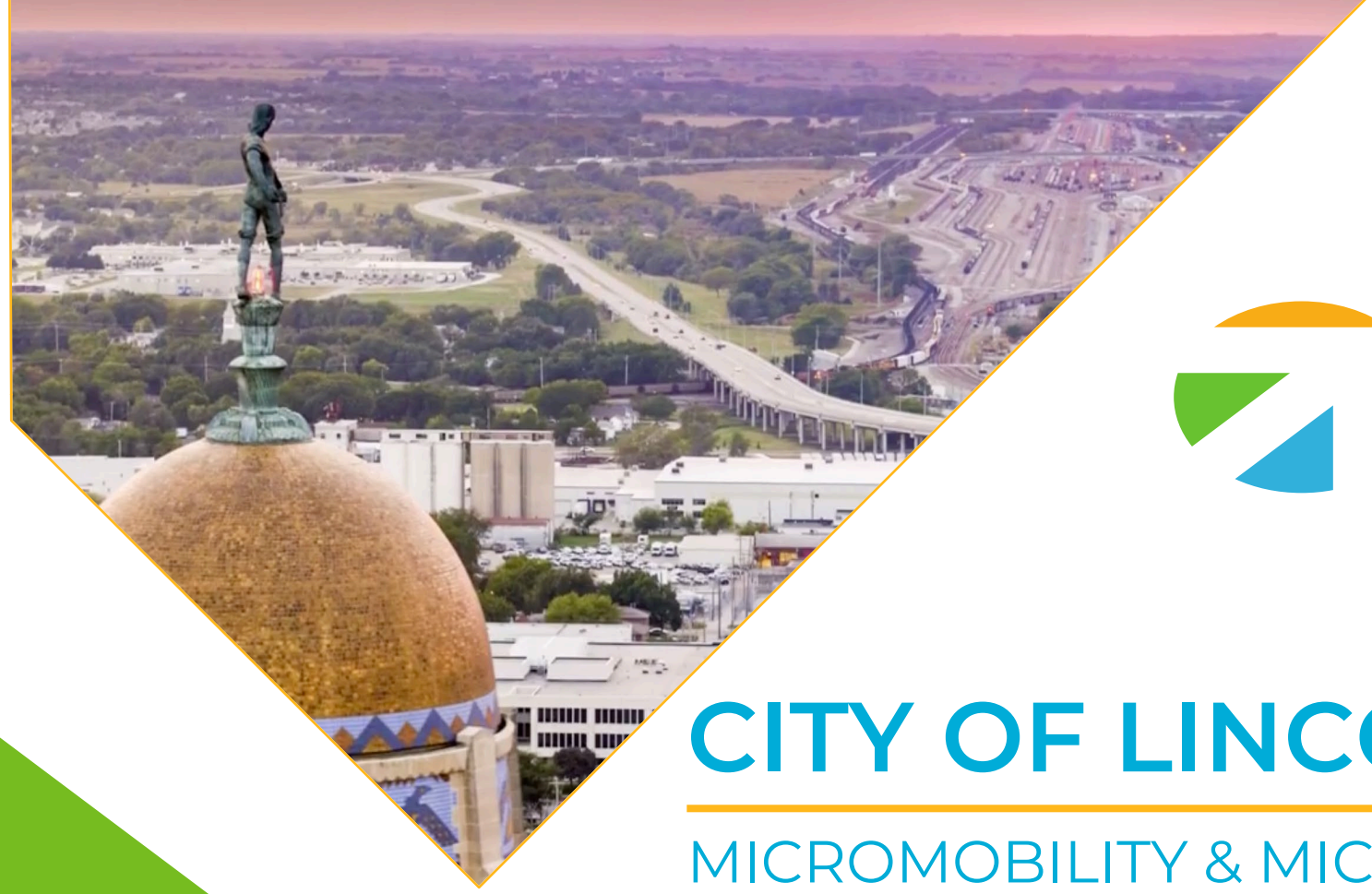







Roberto Partida, City of Lincoln Transportation and Utilities

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AND UTILITIES

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APWA

CITY OF LINCOLN

MICROMOBILITY & MICROTRANSIT

Roberto Partida, LTU Transportation Planner

03/22/2023

AGENDA

- Active Transportation & Public Transit in Lincoln
- Microtransit in Lincoln
- Micromobility in Lincoln
- What's Next in Lincoln?



ACTIVE TRANSPORTAT
IN LINCOLN

To-date Lincoln has implemented:

- **107 miles** of sidepaths/trails
- **1.3 miles** of separated bike lanes
- **0.2 miles** of buffered bike lanes
- **3.0 miles** of bike lanes
- **0.5 miles** of bicycle boulevards
- **141 miles** of on-street bike routes



PUBLIC TRANSIT I
LINCOLN

Lincoln's public transit system, StarTran
14 fixed-routes and 3 additional fixed-rc
servicing the University of Nebraska-Lir
(UNL).

Fixed-Route Ridership Totals:

- **2.3 million** trips taken in FY21-22
- **1.7 million** trips taken in FY20-21
- **1.8 million** trips taken in FY19-20
- **2.3 million** trips taken in FY18-19





MICROTRANSIT IN LINCOLN

StarTran has a door-to-door transportation service (**Paratran** created to help meet the transportation needs of individu who experience disability and w because of that disability, are u to ride the regular fixed-routed bus.



PARATRANSIT PROGRAM

In FY21-22 the program saw:

- **73,652** completed trips
- **24,186** cancelled trips
- About a **19min** average trip duration
- Average rider riding **101 times**

MICROTRANSIT IN LINCOLN

StarTran has an on-demand transportation service called **VANLN**
These vehicles are smaller than a re
bus and provide door-to-door service
customers scheduling trips through
smartphone app.

Customers may select any local pick
and destination location and a VANL
vehicle will be dispatched for same-d
service!



VANLNK PROGRAM

The VANLNK program started in April of 2020.

In FY 21-22:

- **8,308** rides were taken
- **71%** of those rides were made by paratransit users

As of February 2023, VANLNK has seen **26,594** total rides taken



MICROMOBILITY IN LINCOLN



BIKELNK



SCOOTERLNK

BIKELNK PROGRAM

Officially launched in **April 2018**

Congestion Mitigation & Air Quality (CMAQ) Improvement Program Grant used to purchase equipment

Equipment is owned by the City of Lincoln

Operation & Maintenance is done by a 501(c)(3) nonprofit ROAM









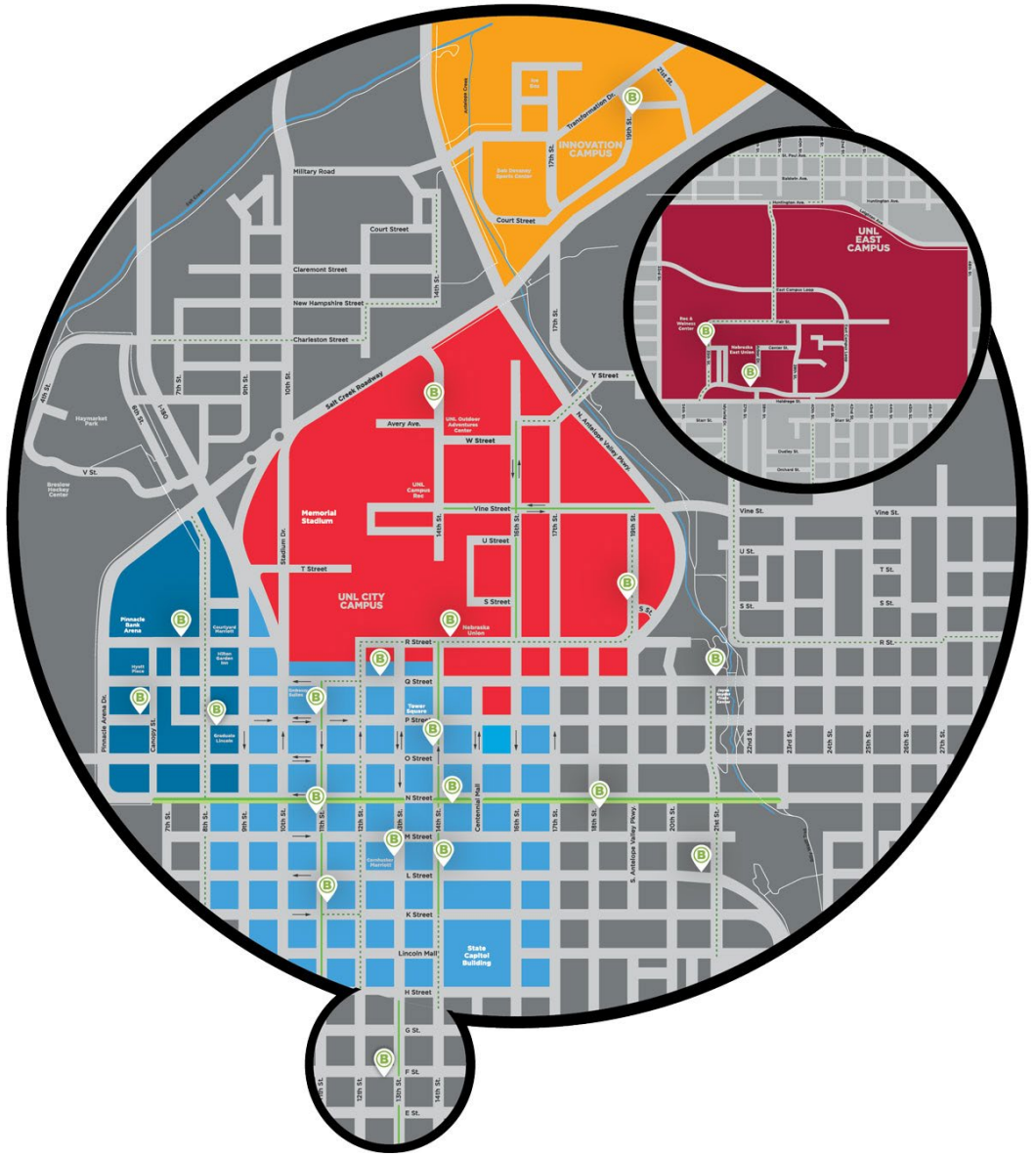
BIKELNK PROGRAM

BikeLNK has:

- **21** docking stations
- **130** total bikes
  - 105 classic bikes
  - 25 e-bikes

Program Usage Totals:

- **175,427** rider trips
- **15,401** unique users
- **407,873** miles traveled



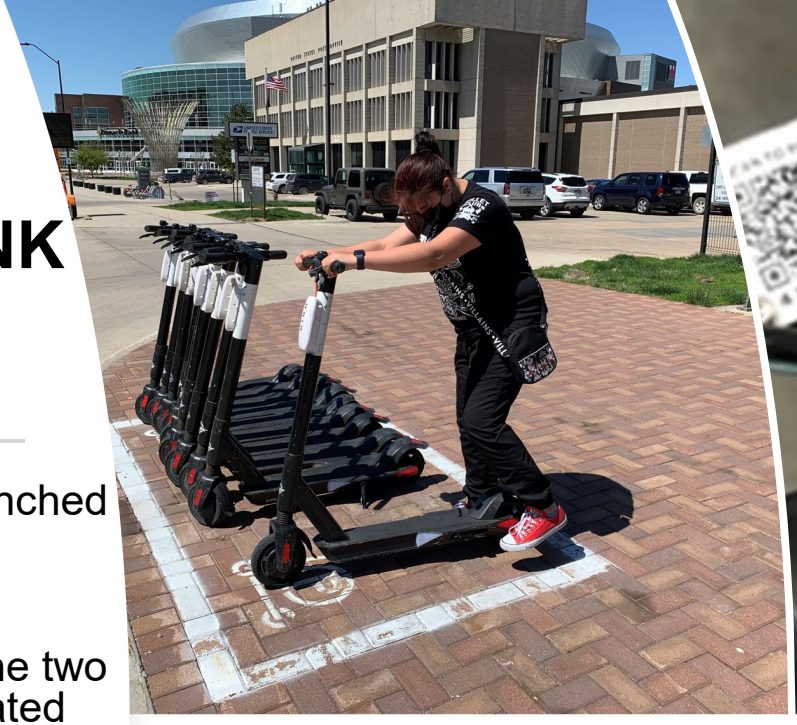
SCOOTERLNK PROGRAM

ScooterLNK Pilot launched in September 2020

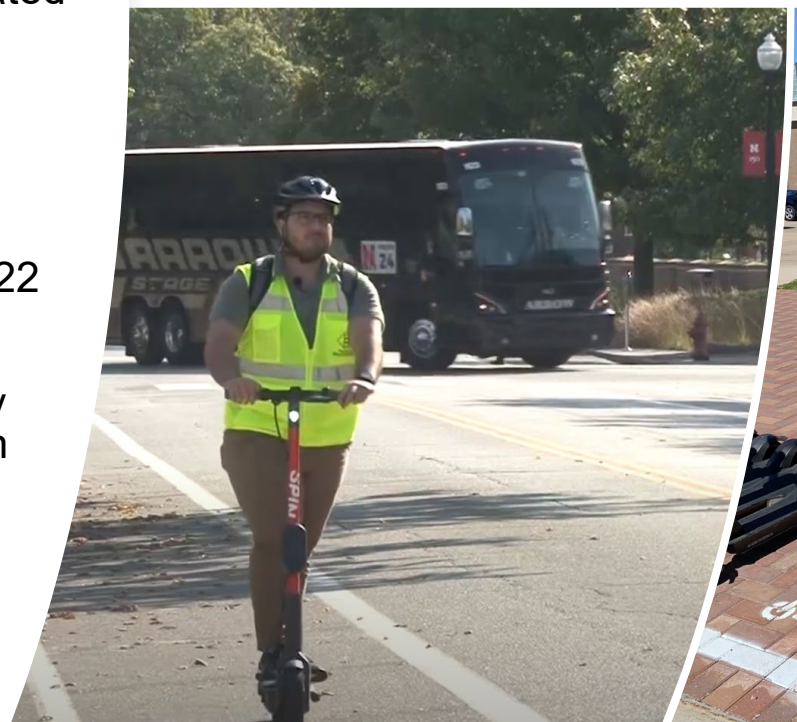
Bird and Spin were the two vendors that participated in the pilot

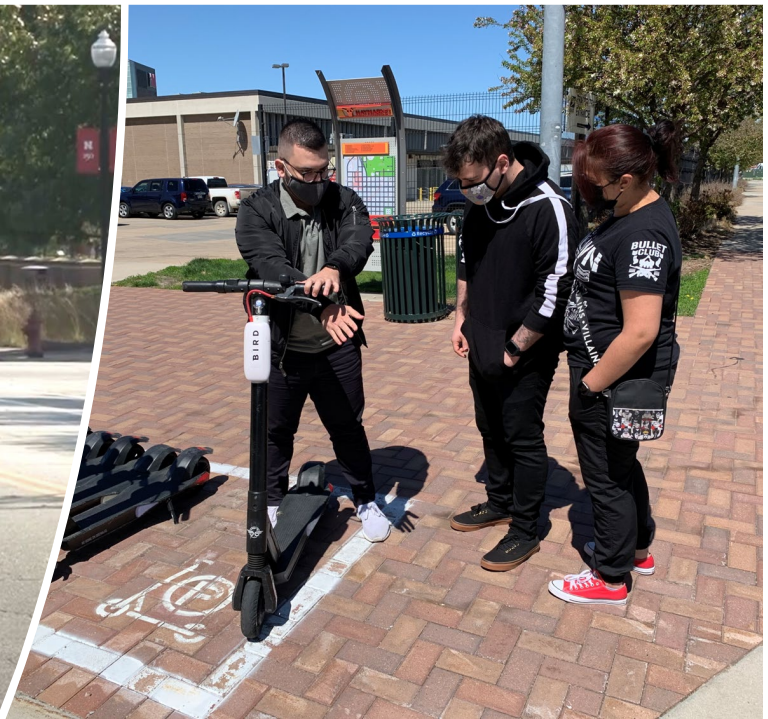
Lincoln City Council formally approved a permanent e-scooter program in March 2022

The program officially launched with Lime in October of 2022









SCOOTERLNK PROGRAM

The 16-month pilot program reported:



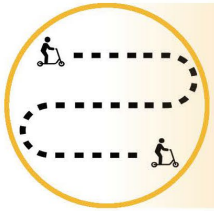
Unique Users:

25,030 unique users rode on e-scooters



Total Number of Trips:

91,400 trips made by e-scooter users in Lincoln



Average Trip Distance:

0.95 miles was the average trip distance



Average Trip Duration:

12mins & 11 seconds was the average trip duration



Popular Day and Time:

Saturdays and Evenings were the most popular day and time

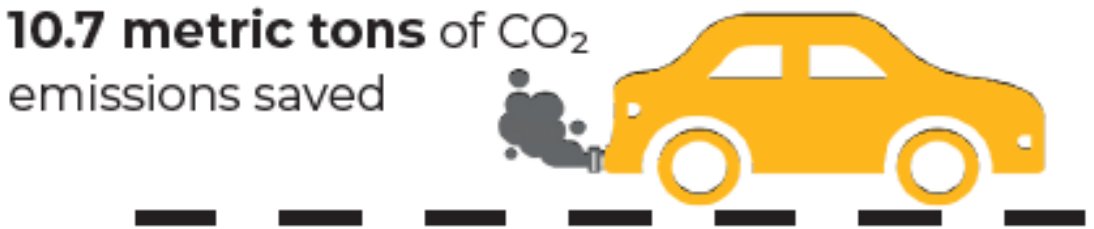


Revenue:

The City made **$13,710** in revenue from per-ride fees.

SCOOTERLNK PROGRAM

- To calculate the amount of CO2 emissions saved, 21% of the total miles ridden on Bird and Spin e-scooters were multiplied by the average tailpipe CO2 emitted from driving a passenger vehicle for one mile. The average was obtained from the Environmental Protection Agency (EPA).



- E-scooter riders replaced 26,891 miles that would have been driven by a car. That is equivalent to a car making 224 round trips from Lincoln to Omaha.

MULTIMODAL TRANSIT CENTER

Lincoln was awarded a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for **$23.6 million**





STARTRAN
MULTIMODAL TRANSIT CENTER
Feasibility & Concept Design Study
Summer 2020

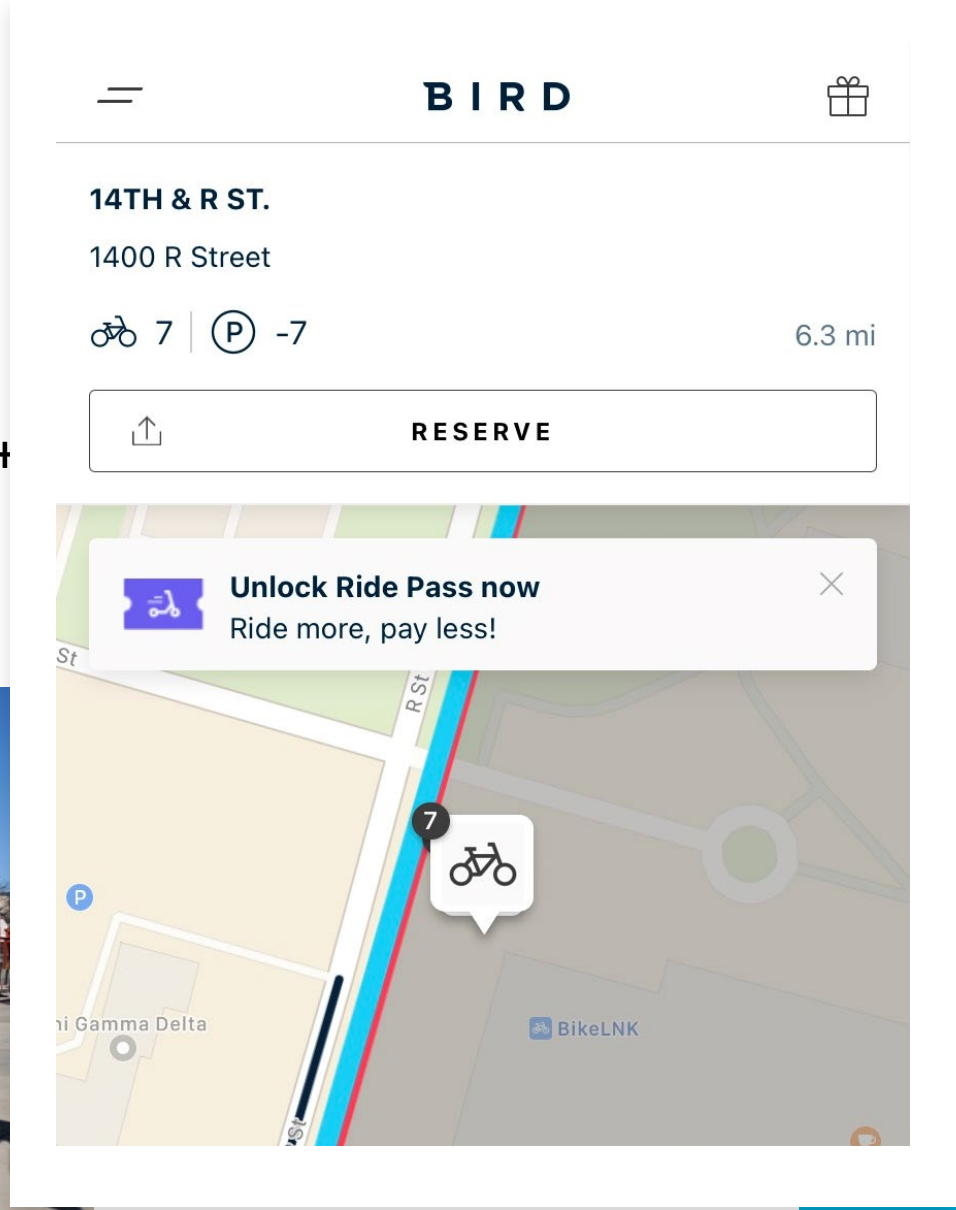
CITY OF LINCOLN NEBRASKA
Star TRAN

MOBILITY AS A SERVICE (MAAS)

Having an interconnected transportation system (bike share + e-scooters + transit)

Mobility Hubs in Lincoln





PLANNING EFFORTS

- Complete Streets
- Vision Zero Action Plan
- Transit Development Plan
- Climate Action Plan





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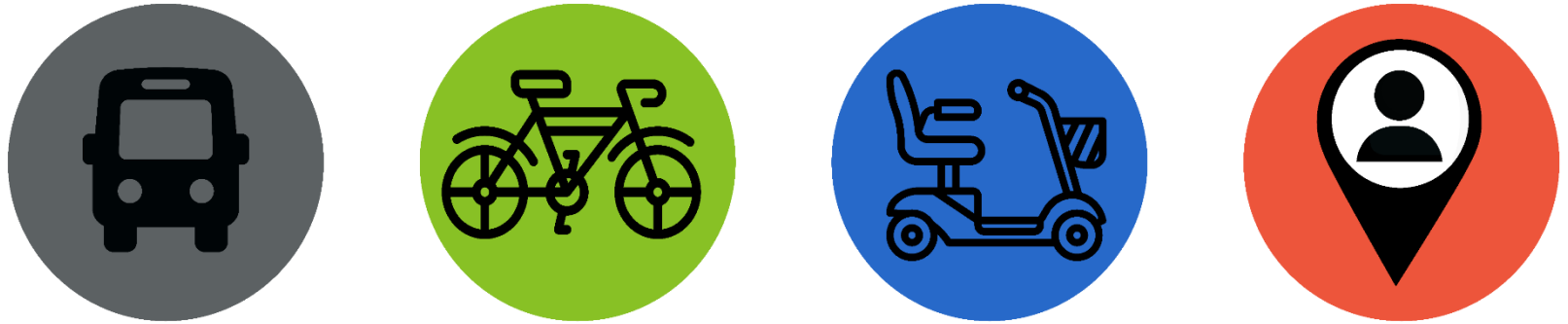
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APWA






Questions

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Take our Survey