



MEMORANDUM

To: Mayor and City Council

From: Mindi Hurley, Director of Community Development

Date: April 10, 2018

Reference: Discussion related to Bicycle Sharing in Coppell (Continued from March 27, 2018)

2030: Special Place to Live, Sustainable City Government, Community Enrichment & Wellness

Introduction:

What is bike sharing? Bike share comes in different forms. Bikes that are locked to a docking station or kiosk, then checked out and back into the same or another docking station/kiosk for a small fee and a deposit to cover the bike. The newer form of bike sharing consist of dockless/stationless bicycles that are locked to themselves. These are GPS based and are coordinated through a smart phone app that shows where bikes are located and a credit card is used in the app to unlock the wheel from the frame. The user pays based on the time they use the bike (typically \$1.00 per hour). Both types of bike sharing will touch Coppell in some form or fashion in the near future.

Cypress Waters Station and the current construction of the trail system connection with the Campion Trail are factors contributing to staff addressing the topic of Bike Sharing in Coppell. The planned Cypress Waters Station is in the City of Dallas, which currently allows dockless/stationless bike sharing. Commuters beginning and ending their trips at the station will need to find other modes of transportation to and from that point. It is inevitable that bicycles will be an option along with other modes (ride sharing, taxi's, & shuttles) to serve the commuters. This is often called the "first mile/last mile leg of the commute". Also, the construction of the trail system along E Belt Line is expected to be finished by the fall of this year. This will complete the connection that ties to Irving's Campion Trail, which provides a route for bicycles to be ridden to Coppell. Irving currently has an agreement with VBikes to operate a docked bicycle system on the Campion Trail with several docking stations. When this trail connection is complete, it is recommended that we have the tools in place to responsibly regulate these bikes.

Advocates of the dockless/stationless bikes like the accessibility, the affordability and the fact that they provide an environmentally friendly method of transportation. The overwhelming concerns with dockless/stationless bicycles is #1 the abundance of them, #2 safety hazards if left within the right-of-way obstructing a sidewalk or roadway and #3 the visual clutter they create. The bicycle sharing policies and regulations (or lack thereof) of surrounding cities have been researched.

Analysis:

Because this is a fairly new topic and policies and regulations in our surrounding cities are just being drafted or have just been approved, few cities in Texas have much experience in regulating dockless/stationless bike

sharing. Highland Park recently adopted an ordinance prohibiting any dockless/stationless bikes being left in the right-of-way. Carrollton is discussing the topic at their Council Meeting on March 20, 2018. McKinney is currently researching the subject and gathering feedback from their policy-makers to determine how to proceed. Plano and Denton recently adopted pilot programs establishing a permitting program with the bike sharing companies to allow them within the right-of-way provided certain parameters are met. Similarly, staff is recommending a permit be the means of allowing for and regulating bike sharing within Coppell's right-of-way. Some of the key points we would like to cover within the permit are:

- Term of the permit.
- Allowance of bikes within rights-of-way
- Allowance of bikes on the city's trail system, Andy Brown, Wagon Wheel, Square in Old Town (all neighborhood parks are not recommended)
- Bicycles must meet federal and state standards and regulations
- A requirement for bike share operators to submit a detailed implementation plan with a map showing the locations of proposed bike parking (home zones and bicycle racks to meet design standards and location to be approved by staff). Look at phasing bike rack installation, due to lack of knowledge of the market.
- Limit the total number of bikes per company at any one place to three (Plano)
- Require GPS capability to assist with parking/location of bikes.
- Require the company to rebalance bikes and submit a program to address complaints and reporting of those complaints.
- Require the company to educate their customers on how to properly park and ride bicycles through signage, text messaging, and instructions on their app or website. Include incentives for riders to properly park bicycles.
- Limit total number of bikes to 100 per company.
- Service area – limit the bike parking to nonresidential areas of the city.
- Requires contact information on all bicycles for notification and customer service purposes.
- Data sharing with the city to assist with program evaluation and future infrastructure planning.
- Establish an escrow of \$5,000 to cover direct costs incurred by the city to pay for removal, storage and/or damage cause by the bicycle.

Legal Review:

We have consulted with the attorney throughout the research.

Fiscal Impact:

Within the recommendation, a fee based on number of bikes proposed is recommended. Also, an escrow is recommended to cover direct costs incurred by the City due to violations of the permit.

Recommendation:

Recommend the drafting of the ordinance incorporating necessary changes as a result of the workshop session.