



December 3, 2015

Toni Tisdale
700 NE 2nd Street – Ste 200
Meridian, ID 83642

RE: Application for additional project funding – TAP Funding – Boise GreenBike (bike share) system enhancements

Dear Toni,

Valley Regional Transit (VRT) respectfully submits the attached application for enhancements to the Boise GreenBike (bike share) system. The attached application includes project details and rationale for these related funds. The project is requesting the following funding:

- 36 new bike share bicycles - \$45,000
- 225 square rack and baseplate units - \$90,000
- 45 compact Map/Sign panels - \$54,000
- 2000 member RFID cards - \$4,000
- Shipping and handling for above - \$13,410
- Installation expenses - \$33,590

VRT is prepared to provide the additional required match funding of 7.34% (\$17,616) for a total project cost of \$240,000.

Project Details and Rationale: Boise GreenBike (bike share) Enhancement Project

Boise GreenBike launched on April 15, 2015 with just 10 bikes. As bikes were made ready they were deployed in the field for a total of 114 bikes at 15 stations, mostly in downtown Boise, with two stations at Boise State University. Since launch the system has attracted over 3,400 members. Those members have taken 10,650 rides and covered 27,815 miles.

Membership in the system is set up in tiers with the basic entry level being a Pay As You Go option based on a rate of \$4/hour. Longer term memberships, monthly and annual, come with an hour of free ride time each day. The system offers discounted memberships for students of Boise State University, University of Idaho and to employers enrolled in the system. More than 90% of members are Pay As You Go. Those riders tend to take longer rides, averaging about 53 minutes, compared to monthly and annual members whose rides average about 25 minutes.

The system has 15 official station hubs, which is all the initial grant establishing the bike share system would cover, we had plans for 30 stations. The locations were based on residential and occupational densities, transit routes, bike lanes and paths, attractors like entertainment venues, restaurants and stores, and Boise State University itself. Based on the best available data, we chose to create station hubs of 10 to 15 racks, depending on location.

Members can lock the bikes to any bike rack, but if they lock the bikes outside one of the designated station hubs there is a \$2 locking out of hub fee. That fee is enough to return 99% of all bikes to station hubs. This may be good for system operations because we don't have to move bikes around, but it is also the biggest limitation of the system. Customers almost universally have told us they want more station hub locations, closer to their departure and destination points. This is especially problematic at Boise State University where the two station hubs are both fairly close to the center of campus.

We have attempted to mitigate this limitation at Boise State by creating Flex Hubs, which are existing racks, disbursed more widely across campus, and branded as being available for GreenBike parking. Currently there are five Flex Hubs on campus. This is a marginal improvement of system utility. In downtown Boise we have designated three bike corrals as station hubs, attempting to do the same thing. These efforts were made because the program doesn't have capital resources to purchase additional station racks.

Our experience from the first year of operations provides strong indications that providing additional locking options for Boise GreenBikes would lead to more frequent use of the bikes. Even at the height of the ride season our bike utilization rate (rides/bike/day) was only 0.5, which indicates considerable room for growth. We intend to address this capacity issue in two ways, by increasing membership numbers and by improving system utility, especially in the core area of operations.

By analyzing the ride data a few other trends have emerged that influence our desire to improve system utility. Primary among these is the fact that the Greenbelt and the parks along it are extremely popular routes for GreenBike riders. We feel that placing additional racks along the Greenbelt and in Boise parks would add another level of utility to the system. We are currently in discussions with Boise Parks and Recreation to define specific locations for bike share stations.

Finally, we are constantly being approached with requests for station hubs in areas outside the primary service area of downtown Boise and Boise State. We have said from the beginning that we intend to grow the system organically into the areas that make most sense. High on our list of priorities would be additional stations at Boise State, in the north end, east end, Lusk District, along Park Center Boulevard and the Boise Bench.

Our proposal would more than triple the number of stations in the system. Currently there are 178 racks, deployed in groups of 10 to 15 across 15 locations. Our plan would create 45 new station hubs of only 5 racks each, allowing us to have a presence in more places over a wider area. Because the system would be geographically larger we feel we will need to add bikes just to provide a minimum number of bikes at each station. The rack to bike ratio would 2.5 to 1 (150 bikes/60 stations) The combination of more station hubs and more bikes to travel between them would address some of the primary

complaints we've had about the system and increase ridership because there would be stations where people want to ride the bikes.

For a map of the proposed new station hub locations go to:

<https://www.google.com/maps/d/edit?mid=z0RMIfGyso0s.kFrUupJscrY&usp=sharing>

Please consider this application for full funding to allow the Boise GreenBike system to better serve the community of Boise.

If you require additional information please contact me directly.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dave Fotsch", with a long horizontal flourish extending to the right.

Dave Fotsch
Director, Boise GreenBike
208-331-9266
dfotsch@valleyregionaltransit.org

FY2017 COMPASS PROJECT APPLICATION - ALL

PROJECT NAME: Boise GreenBike (Bike Share) Enhancement Priority <u> 1 </u> of <u> 1 </u> of the applicant	
Brief Project Description: Boise GreenBike seeks additional funding to purchase racks, sign/map panels and additional bikes for the bike share system serving downtown Boise and close-in neighborhoods.	
Contact Information	Requesting Agency: Valley Regional Transit Contact Name: Dave Fotsch Address: 700 NE 2nd Street, Suite 100 City, State, Zip: Meridian, ID 83642 Phone Number: 208-331-9266 Email Address: dfotsch@valleyregionaltransit.org Project Partner(s): Capital City Development Corporation
Project Location / Information	City and/or County: Boise, Ada County Street Name (if applicable): Is the project located in an Economically Distressed area? (click for info) explain? No Is the project located in an Environmental Justice consideration area? (click for info) explain? No Did the environmental suitability analysis identify potential environmental considerations in the project area? (click for info) If yes, explain? No Explain how the project is consistent with CIM 2040? (click for info) The project meets multiple goals of CIM 2040, including Transportation, Community Infrastructure, Health, and Economic Development. How does the project meet CIM 2040 Vision, goals, or strategies? Explain. Bike share provides on-demand transportation to all those living, working or visiting downtown Boise. As such it meets CIM goals 1.1, by improving accessibility to jobs, schools, and services. 1.2 by improving safety on downtown streets. More bikes make for safer streets. 1.3 by protecting the existing transportation systems. By replacing car trips with bikes trips there will be less wear on roadways. 1.4 by improving connectivity between modes of transportation, providing the first-last mile of a commute, for example. It meets Land Use goals 2.1 by reducing the need to widen and replace existing roadways. 2.3 by encouraging and supporting infill development. Close-in developments supported by bike share don't require automobiles for most trips. 2.4 by enhancing the ability of everyone to ride, instead of drive, thereby making the community more walkable and bikeable. It meets Community Infrastructure goals 4.1 with a safe, reliable, and cost-effective infrastructure service. 4.2 by reducing the need for maintenance of existing infrastructure.

Please Click the Excel Tab Related to your Project

FY2017 COMPASS PROJECT APPLICATION - ALL

Project	<p>It meets Health goals by providing a transportation system that promotes physical activity and reduces tailpipe emissions in a way that helps enhance the quality of life in downtown Boise by reducing the need for car trips. The project also meets goal 6.2 under Economic Development by maintaining the vitality of downtown Boise by providing a viable, reliable and cost-effective transportation alternative.</p> <p>Will the project add funds to or expand an existing project? <i>If yes, provide key number</i> No</p> <p>What other attempts have been used to secure funding on this project? <i>Explain outcomes.</i> Boise GreenBike has been pursuing private investments for additional system assets. To date, none of those attempts has proven successful. Any such attempts would be a piece meal approach to addressing the need to expand the size and scope of the bike share system.</p> <p>Proposed project schedule? <i>(provide timeline showing how long to plan for each phase)</i> Equipment would be ordered in early 2017 and installed in the summer/fall 2017.</p> <p>Please include maps, photos, and/or drawings of the project, if applicable.</p>
Cost Information	<p>Federal/Grant amount requested: \$222,384</p> <p>Maximum local match amount* : \$17,616 Percent % of total cost: 7.34%</p> <p>Is applicant committed to paying operating and/or maintenance costs for this project after completion?* Operating and Maintenance Costs will be covered in the yearly budget for the program</p> <p>TOTAL cost of project: \$240,000</p>

Please Click the Excel Tab Related to your Project

ALTERNATIVE TRANSPORTATION

PROJECT NAME:

How is the project for bus, equipment, or facility replacement consistent with the Transportation Service Coordination Plan for Ada and Canyon Counties? (click for info) Explain.

The project to expand the Boise GreenBike system meets several of the needs identified in the Transportation Service Coordination Plan in Ada County. Specifically, N3D.2 - Need for improved urban mobility and transportation options, facilities and services. N3D.5 - Need for mobility options for commuter trips. N3D.6 - Need for transportation and mobility options for people who don't drive. N3D.7 - Need for improved multimodal circulation, accessibility, connectivity, and coordinated mobility.

How does the project support and/or maintain successful/critical service operations?

Boise GreenBike is an additional mode of transportation for the downtown core of Boise. With this service people traveling into downtown by any means of transportation can use the bikes to get around for short trips that otherwise might be taken by individual automobiles. It is especially advantageous for those coming into town by bus, van pool, car pool or other ride-sharing options. They now have a form of on-demand mobility for short trips in downtown Boise. This grant is designed to expand the footprint of the bike share program to serve an even larger number of people.

How does the project support the existing transportation system?

Boise GreenBike offers an additional method for people to get around downtown Boise. Riders can use the existing transportation system to get downtown, and then choose bike share to make short trips within the urban core. It can provide the first or last mile of a commute for those choosing to come into the city by bus or other shared-use forms of transportation.

What are the primary trip purposes (nutrition, shopping, health, employment, civic engagement, recreation, all other) for the project? If relevant.

Members use bike share in a variety of ways, everything from riding a bike from the office to a meeting, to simple recreational rides. A review of data from the first year of operations seems to indicate the majority of rides have been for recreational purposes. The program hopes to expand opportunities for people living in, working in or visiting downtown Boise to use the bikes for more utilitarian purposes, such as running errands, going to lunch or coffee, shopping, etc. By making the racks and bikes more ubiquitous the program is striving to make bike share the easy choice and the primary alternative to driving for these same short distance trips.

If seeking vehicle replacement, does agency have a capital replacement plan that supports the application for a new vehicle? Provide supporting documentation.

N/A

Does the project have dedicated right-of-way, or will it need to be purchased?

The project does not require right-of-way, though most of the station hubs will probably be placed in the public right of way on sidewalks. VRT has an agreement with ACHD to place infrastructure within the ACHD ROW.

ALTERNATIVE TRANSPORTATION

Project Criteria

Does the project have a local or regional scope? Explain.

The scope of the project is local to the downtown area of Boise and the neighborhoods surrounding the downtown. If it has a regional scope it would be to provide the community coming into the downtown with another option for mobility in and around downtown Boise.

Is the project identified in an adopted local plan specifically? Provide supporting documentation.

No, this project expansion is not identified specifically in any local plan. However, VRT is currently updating the Regional Public Transportation Development (RTDP) which has a corresponding Capital Improvement Plan (CIP). The CIP is a ten (10) year plan which will include these improvements along with other capital projects to enhancement the system.

If seeking federal funds, has agency discussed this project with ITD District 3 TAP Coordinator for suggestions about budget and timeline?

dealing with federal funding and has estimated the required items and timeline into the project. VRT meets with ITD on a regular basis and understands the requirements needed for installation within

Which CIM 2040 Performance Measures are relevant? (click for info)

How? (add statement)

Expansion of the Boise GreenBike system will enhance several of the CIM 2040 Performance Measures. Specifically, 1.2 Improve safety and security for all transportation modes and users. The experience in other cities where the number of cyclists has increased, often through bike share, shows that the more bikes there are on the streets, the more all road users become accustomed to seeing them. This leads to slower automobile traffic, which makes the roads safer for all users, drivers, bikers and pedestrians. 1.3, Protect and preserve existing transportation systems and opportunities. Bike share is an emission-free form of transportation. In it's first year of operations riders reduced carbon by more than 24,000 pounds, or 15 tons by choosing to ride bikes instead of drive. With more places to lock the bikes and more bikes available those numbers will only go up. 1.4, Develop a transportation system with high connectivity that perserves capacity of the regional system and encourages walk and bike trips. By its very nature bike share encourages bike trips by making good, reliable bikes easily available in the downtown core. It improves the connectivity of the regional system by allowing those who come into downtown the opportunity to make short trips on bike instead of car. The choice of a bike trip vs. a car trip in downtown Boise reduces wear and tear on the roads of downtown. Those roads, because of the constraint of buildings ,cannot be widened to accommodate more vehicular traffic. Bike share can move people without adding to traffic congestion. 2.4, Strive for more walkable, bikeable, and livable communities with a strong sense of place and clear community identity and boundaries. The experience in other cities with bike share clearly shows that those cities become more bikeable because it makes biking an easy choice for getting around. A futher benefit of bike share is that it brings people who may not have biked in some time back into the community of cyclists, often driving the sale of bicycles, which in turn creates more bike trips. Bike share is a part of making communities more liveable. More bikes make drivers more aware of cyclists, which in turn helps calm traffic and make the streets safer for all users.

ALTERNATIVE TRANSPORTATION

5.1, Promote a transportation system and land use patterns that enhance public health, protect the environment, and improve the quality of life. The bike share program we have today grew out of a public health initiative. The thinking was that if you could get people to push bike pedals instead of gas pedals, they would get some exercise, burn a few calories and improve their health. Side benefits of the initiative would be improved air quality and a reduction in traffic congestion. Bike share improves connectivity in the downtown area it serves. By expanding the system, more people will be served and the footprint of the system will be increased. This, in turn, will improve the quality of life for a larger number of people as it is our goal to serve not just downtown, but the surrounding neighborhoods. Our experience in the first year has also shown that people are already using the bikes to access parks, especially those along the Greenbelt. If we can start dotting the Greenbelt with more bike share stations it will only encourage more rides. Another goal of expansion is to increase the utility of the system, so taking a bike for a trip to the grocery store will become the easy choice. Currently only one grocery store is directly linked in the bike share system.

6.2, Maintain the vitality of regional centers, and main streets through continued public and private investments in new and existing businesses, housing and transportation options as appropriate. There is no doubt downtown Boise is growing, with new office buildings, condominiums and hotels being built. All of the people occupying those buildings need transportation. While not all will choose bike share, the easier it is for them to choose this option, the more likely they are to use it. Bike share reduces car trips, which helps maintain and build on the vitality of the downtown area. In planning the system we strive to connect bike share with transit, so that those using fixed line routes can complete the first/last mile of their commute with bikes.

Quantity	Description	Each price	Total Price
Priority 1			
EQUIPMENT			
36	Bicycles	\$1,250	\$45,000
225	Square rack & baseplate	\$400	\$90,000
45	Compact Map/Sign panel	\$1,200	\$54,000
	Large Map/Sign panel	\$2,700	\$0
2000	Member RFID cards	\$2	\$4,000
SHIPPING AND HANDLING			
	Bike Shipping	\$60	\$2,160
	Compact Map/Sign panel shipping	\$50	\$2,250
	Large Map/Sign module		\$0
	Dock shipping	\$40	\$9,000
	Installation		\$33,590

Priority 1 Total **\$240,000**

Priority 2			
EQUIPMENT			
30	Bicycles	\$1,500	\$45,000
210	Square rack & baseplate	\$400	\$84,000
42	Compact Map/Sign panel	\$1,200	\$50,400
	Large Map/Sign panel	\$2,700	\$0
2000	Member RFID cards	\$2	\$4,000
SHIPPING AND HANDLING			
	Bike Shipping	\$60	\$1,800
	Compact Map/Sign panel shipping	\$50	\$2,100
	Large Map/Sign module		\$0
	Dock shipping	\$40	\$8,400
	Installation		\$195,700
			\$30,120

Priority 2 Total **\$225,820**

Priority 3			
EQUIPMENT			
28	Bicycles	\$1,500	\$42,000
180	Square rack & baseplate	\$400	\$72,000
36	Compact Map/Sign panel	\$1,200	\$43,200
	Large Map/Sign panel	\$2,700	\$0
2000	Member RFID cards	\$2	\$4,000
SHIPPING AND HANDLING			
	Bike Shipping	\$60	\$1,680

Compact Map/Sign panel shipping	\$50	\$1,800
Large Map/Sign module		\$0
Dock shipping	\$40	\$7,200
Installation		\$25,000






















Priority 3 Total **\$196,880**

Boise GreenBike Enhancement Map

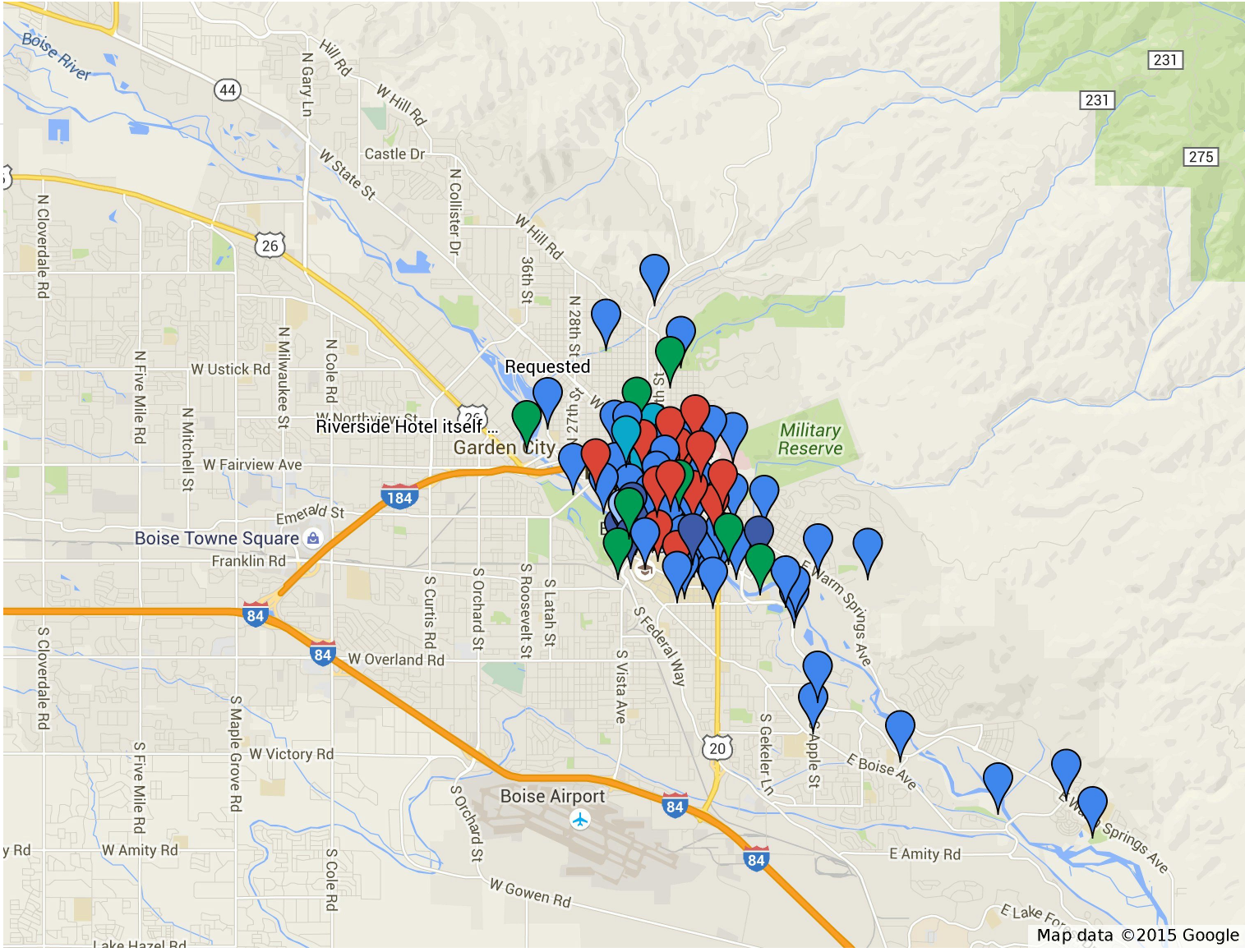
Phase 1 - 2015

-  All items































Expansion - 2016










-  Linen District
-  JUMP
-  Record Exchange
-  13th & Jefferson
-  9th & Main
-  Zoo Boise
-  Discovery Center
-  Friendship Bridge
-  Driscoll Hall
-  Chaffee Hall
-  Broadway & University
-  Ann Morrison Park
-  Whitewater Park Apartments
-  Banner Bank
-  State office complex
-  VA Medical Center
-  Roosevelt market
-  Municipal Park
-  Lincoln and Beacon
-  Boise State Apartments
- 

Business and Economics Bldg











Map of existing and system enhancement station hub locations

-  Lusk & Royal
-  LaPointe & Island
-  Sherwood & Lusk
-  Residence Inn
-  Boise Ave
-  Towers
-  Environmental Research
-  Bronco Gym
-  Morrison Center
-  Albertsons Stadium
-  The Ram
-  Ha' Penny
-  Library!
-  13th & River
-  Red Lion
-  Camels Back Park
-  5th & Idaho
-  Bogus Basin Road
-  Kathryn Albertson Park
-  Albertsons on Beacon
-  Nursing Bldg
-  Falcon Bldg
-  Botanical Gardens
-  Federal Building
-  M&W Market
-  Donna Larsen Park
-  Corporate Park
-  Dept of Labor
-  16th & Idaho
-  Elm Grove Park

-  Park Center Park
 -  Retail Center
 -  Springhill Suites
 -  Shakespeare Festival
 -  Harris Ranch
 -  Bown Crossing
 -  Barber Park
 -  Boise & Apple
 -  Apple & Parkcenter
-

Expansion - 2017

-  5th and Front
 -  Lusk District
 -  Albertsons Marketplace
 -  Hyde Park
 -  Riverside Hotel Area
 -  Washington Group Plaza
 - 
 - Yanke Family Research Center
 -  Boise Depot
-



December 2, 2015

Mr. Matt Stoll
Executive Director
Community Planning Association of Southwest Idaho
700 NE 2nd Street, Suite 200
Meridian, Idaho 83642

Dear Matt:

I am writing to express Capital City Development Corporation's (CCDC) support and endorsement of Boise GreenBike's application for a Transportation Alternatives Program (TAP) grant to expand the Boise GreenBike network in and around downtown Boise in the coming years. CCDC is Boise's urban renewal agency charged with improving public infrastructure, promoting development, and growing the economy downtown.

Since its introduction this past April, Boise GreenBike has been a welcome addition in promoting vitality downtown. By providing short term, convenient bike rental in and around downtown, Boise GreenBike has made travel more convenient not only between destinations within downtown, but also to and from Boise State University and nearby neighborhoods such as the North End. It makes downtown businesses and other attractions more convenient to residents, workers, and visitors. Many visitors to downtown Boise who are attending an event at the Boise Centre have used GreenBikes to explore the greater downtown area during their visits. Boise GreenBike also complements the local transit system, ValleyRide, and improves traffic and air quality by reducing short car trips downtown.

An expanded Boise GreenBike system would further complement CCDC efforts in downtown Boise by continuing to extend the convenience of travel to and from downtown business and attractions by current and future visitors, as well as those who live or work downtown or in the surrounding neighborhoods.

CCDC supports this grant request and looks forward to working with Boise GreenBike on its future expansion in downtown Boise.

Regards,

John Brunelle
Executive Director