



CITY COUNCIL

**Darryl Moore**  
Councilmember District 2

ACTION CALENDAR  
May 7, 2013

To: Honorable Mayor and Members of the City Council  
From: Councilmember Darryl Moore, District 2  
Subject: Berkeley Bike Sharing Program

RECOMMENDATION

Direct the City Manager to develop a bike sharing program for the City of Berkeley for Council adoption in 6 months.

BACKGROUND

Bike sharing is an innovative transportation program, ideal for short distance point-to-point trips providing users the ability to pick up a bicycle at any self-serve bike station and return it to any bike station located within the system's service area.

In 2008, Washington, D.C. became the first major city in the United States to implement a modern bike share program. Smartbike DC included ten stations and 120 bicycles and was implemented through a cooperative agreement with Clear Channel Outdoor, an advertising company. In the spring of 2010, Denver became the second jurisdiction to implement a major bike share program through a successful public-private partnership. As of March 2012, nearly 20 bike share systems exist in small and large cities across the U.S., and over 20 are in active planning stages.

Bike sharing systems have evolved primarily as a means to make bicycle travel in urban areas available to a wider range of people. A shared bike service makes both spontaneous and planned urban trips possible by bike and can be an ideal complement to transit trips as it provides first mile and last mile connections. Moreover, bike sharing programs can contribute to reduced traffic congestion, reduced use of fossil fuels, reduced pressures on motor vehicle parking supply, and increased use of transit and other single occupant vehicle alternatives (e.g., rail, bus, car-sharing).

Bike sharing can reduce the personal cost of urban transportation by offering an affordable public transport option. To this end, bike sharing pricing schemes typically offer the first 30-to-60 minutes of every ride for free, which encourages high turnover of the bikes and increases the probability that stations will have sufficient bicycles available to meet market demand. Bike sharing programs offer environmental, social, economic and public health benefits. Some cities are implementing a bike share

program to reduce their car-related carbon emissions for “last mile” trips. Several existing bike share programs are providing detailed tracking of health benefits of trips taken via bike share, such as calories burned. Bike share programs can also support a variety of economic development initiatives including tourism and urban redevelopment. For example, Capital Bikeshare has responded to system demands by deploying stations around the National Mall and with proximity to local hotels to help provide additional transportation options for tourists and residents alike.

Finally, jurisdictions can benefit from the relatively lower implementation and operational costs, and flexibility as bike share programs can be installed and open for business in months rather than years.

With all of these benefits that will help meet our Climate Action Plan goals and help promote active transport and recreation, which can have positive impacts toward reducing chronic diseases in lower income communities and help us achieve 2020 Vision. There are a variety of non-profit, private and public-private models that can be explored to best fit the needs of Berkeley.

FISCAL IMPACTS OF RECOMMENDATION

Unknown

CONTACT PERSON

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