# Albany Bike Share Feasibility and Signage Study

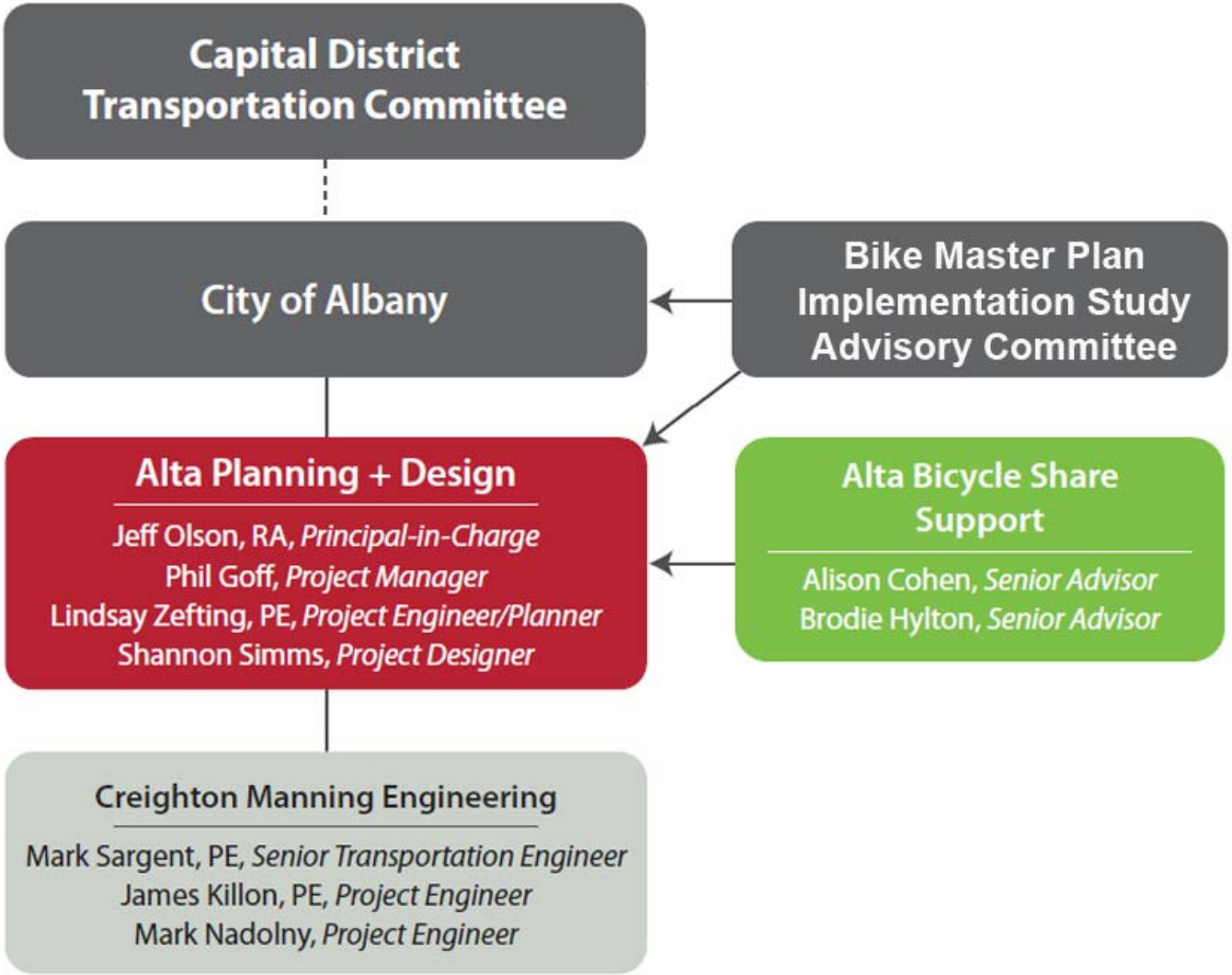
## Community Workshop #1

September 24, 2012

# Presentation AGENDA

- Project Team, Scope and Schedule
- Approach to Signage and Wayfinding Study
- Approach to Bike-Share Feasibility Study
- Group Discussion Questions

# Team organization



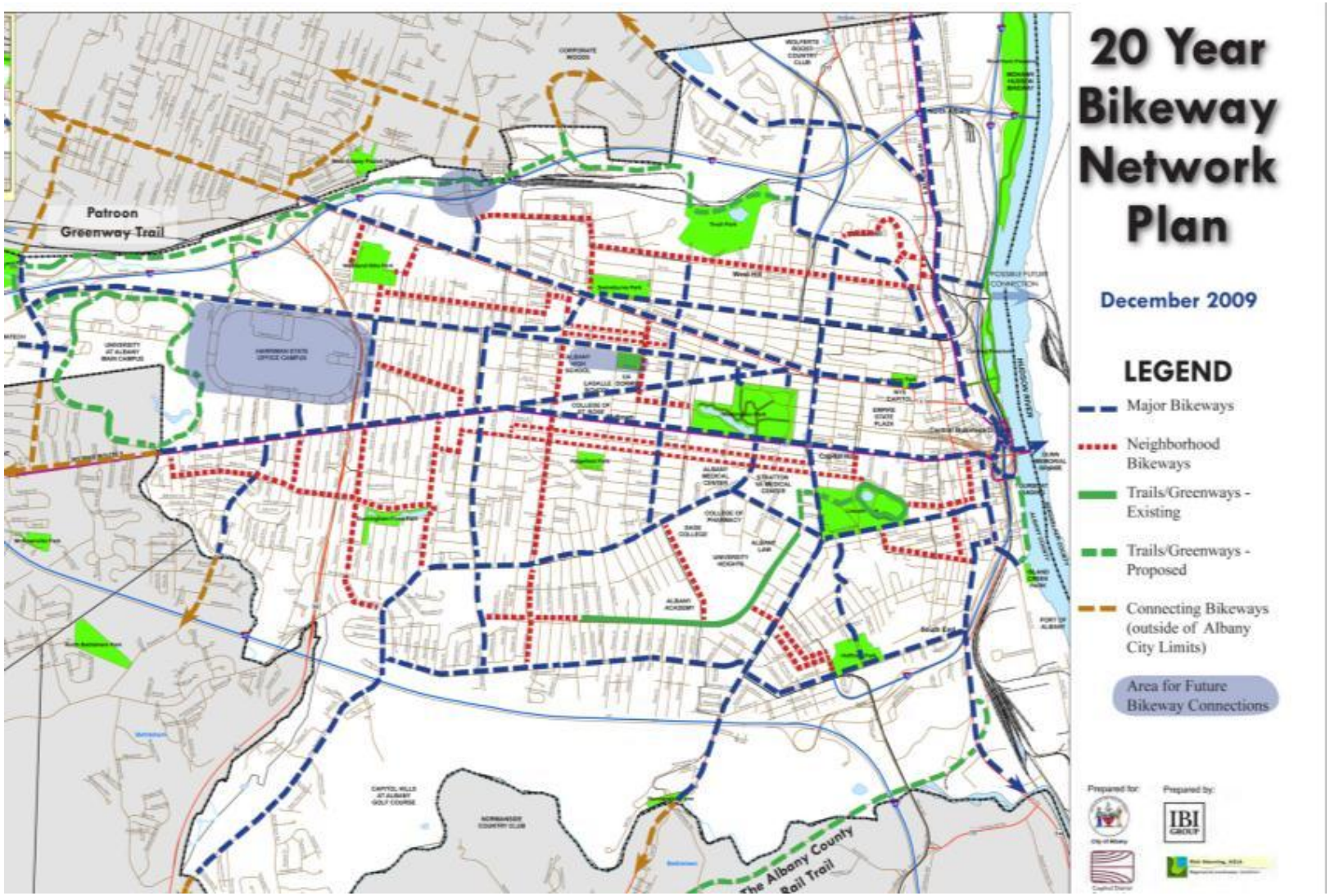
# Study Advisory Committee

- City of Albany
- Capitol District Transportation Committee
- Capitol District Transit Authority
- Capitol District Regional Planning Commission
- University at Albany
- College of St. Rose
- Albany County Department of Health
- Albany County Department of Public Works
- Albany Bicycle Coalition
- New York State DOT

# Project scope and schedule

- Task 1 – SAC kick-off meeting: July 2012
- Task 2 – Existing Conditions Inventory: July-Sept 2012
- **Task 3 – Public Workshop #1: Sept 24, 2012**
- Task 4 – Bike Signage Strategy and Bike Share Feasibility Study: Sept-Nov 2012
- Task 5 – Public Workshop #2: Mid December
- Task 6 – Draft and Final Plan Report: Dec-Jan 2013
- Task 7 – Final Mapping: Jan 2013
- Task 8 – Final Public Presentation: Feb 2013

# Albany Bicycle Master Plan Context



# BICYCLE SIGNAGE STRATEGY

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**TASKS**

- Integrate 2009 Bicycle Master Plan routes
- Analysis of bike-traffic generators and destinations
- Summary of prevailing manuals and guidelines for signage
- Implementation strategy

# Integrate 2009 Master Plan Routes

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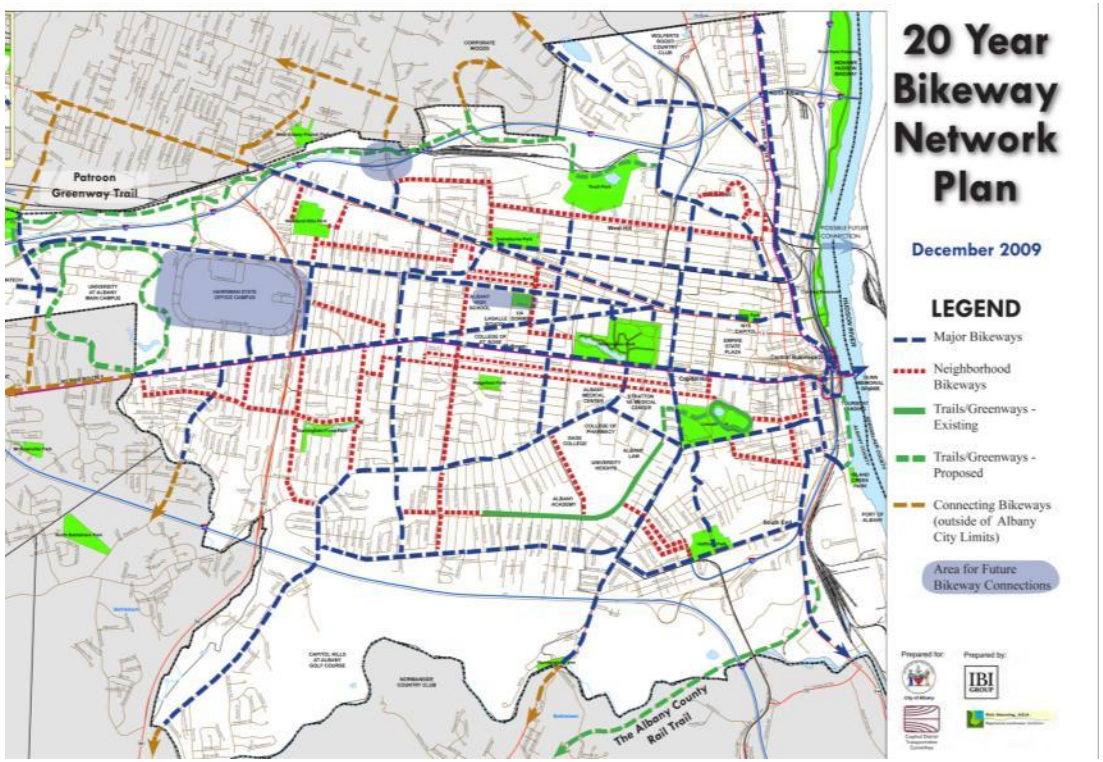
## TASKS

- Utilize recommended routes
- Incorporate signage and/or wayfinding strategies

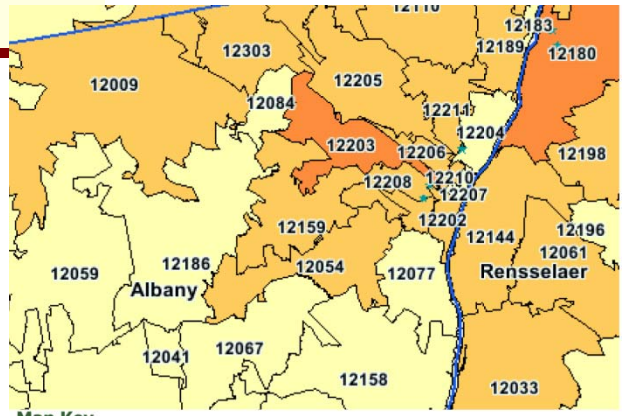


# M.P. routes target areas with high rates of some chronic diseases

**Promoting bicycling (& walking) in key areas may:**

- Increase opportunities for higher activity levels
- Improve the quality of life in some of Albany's lower-income neighborhoods
- Reduce incidents of asthma, diabetes and heart disease in areas highlighted by County D.O.H.

DANIEL P. McCOY
County Executive

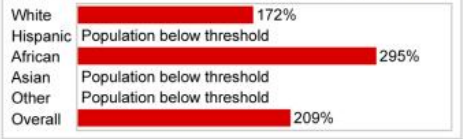



**Hospital Admissions in Selected Area:**

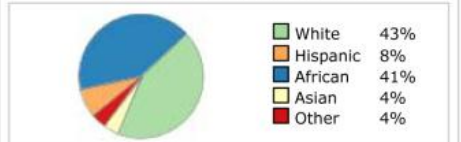
| | |
|---|---|
| Area Population (age 18 and older, average of 2008 and 2009) | 32,854 |
| Admissions for Condition | 142 |
| Area Rate | 432 |
| Admissions as % Expected | 209% |
| Statewide Rate | 224 |
| Area Rate Adjusted for Age & Sex | 468 |

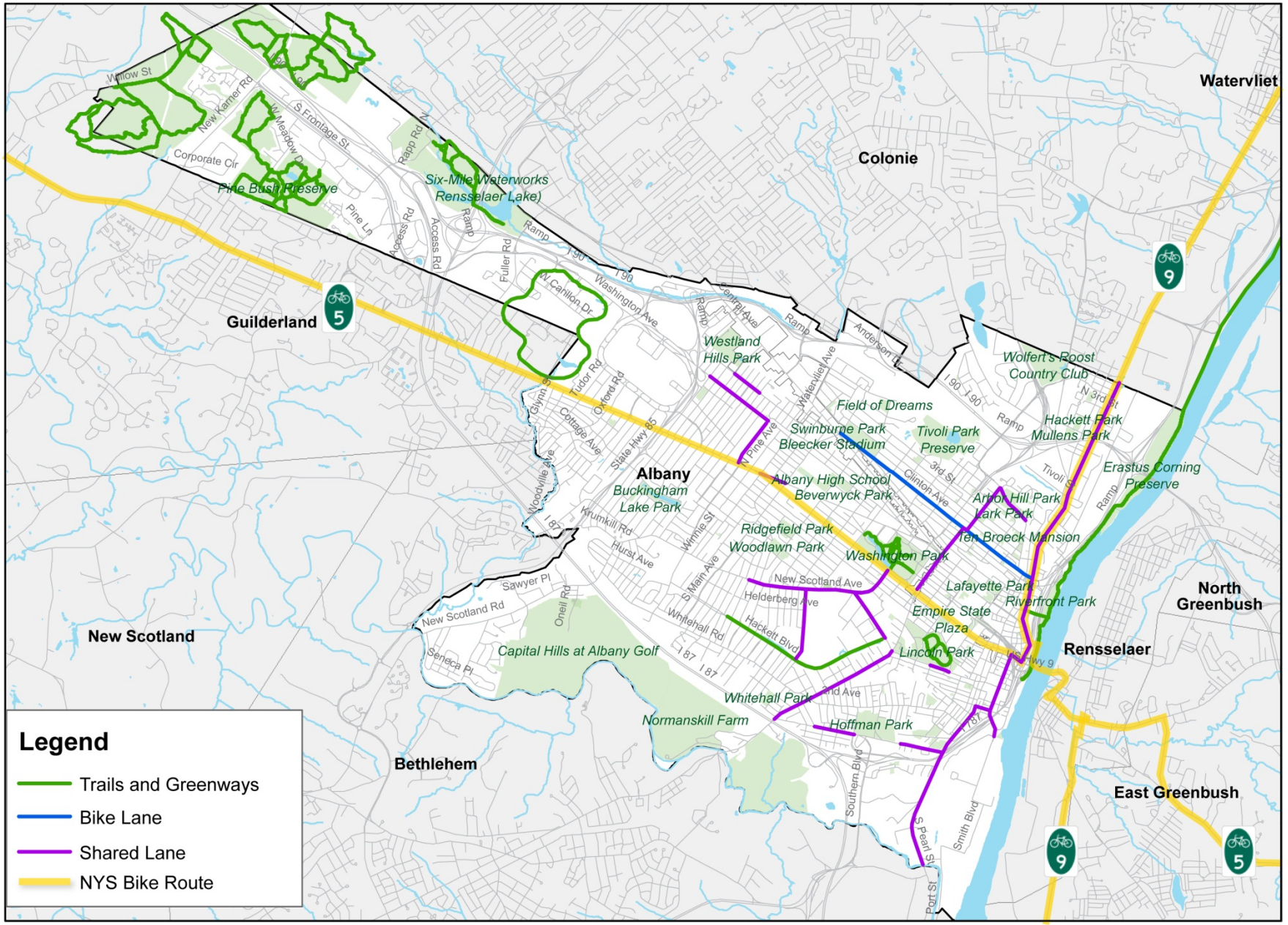
**Area**
12202
12204
12206
12207
12210

**Admissions as % Expected by Race/Ethnicity[1]**




**Population in Selected Area**

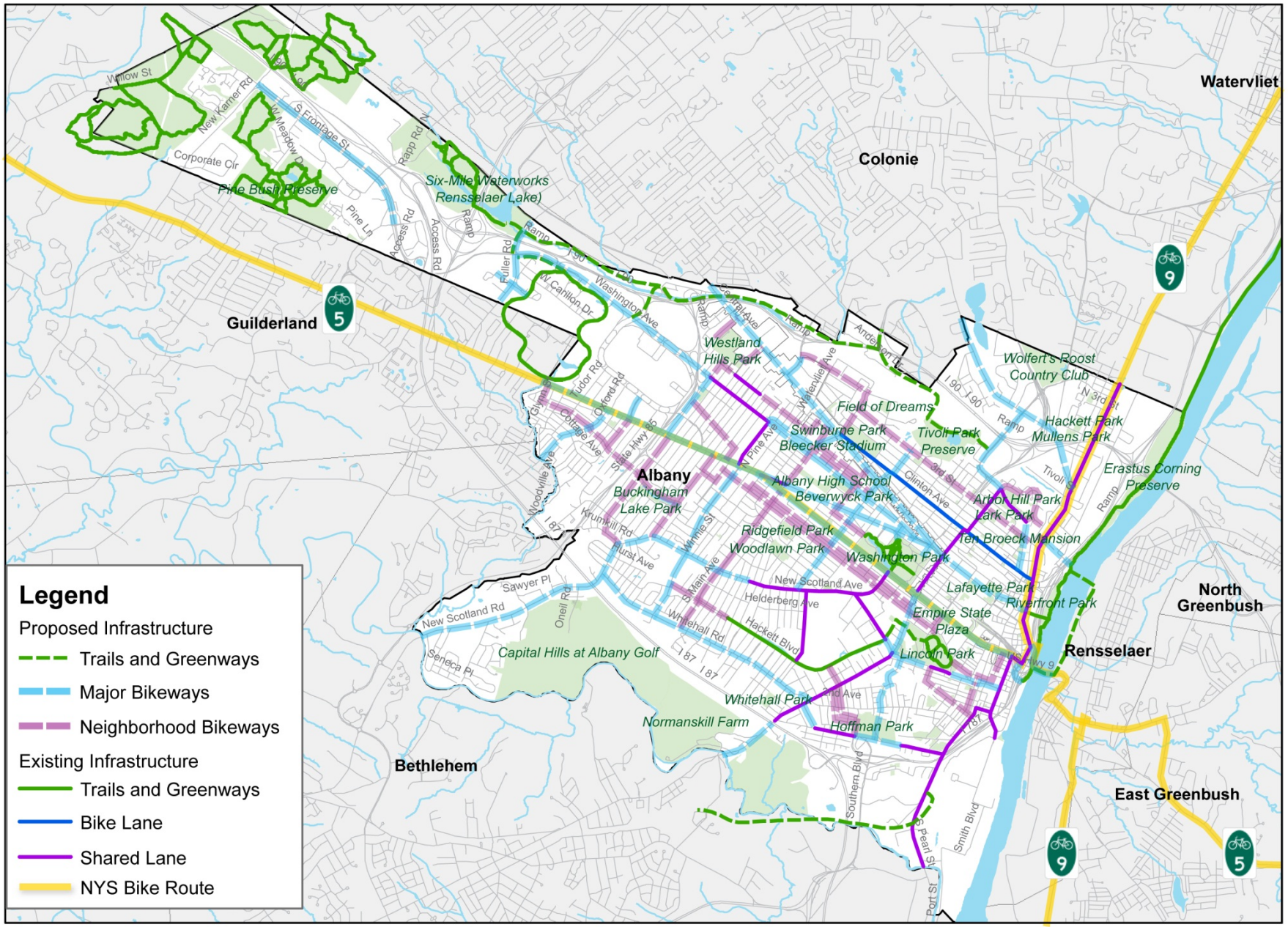





## Existing Bicycle Infrastructure

City of Albany Bicycle Master Plan Implementation

Source: Data obtained from City of Albany | Author: Shannon Simms | Date: 8/27/12




## Proposed Bicycle Infrastructure

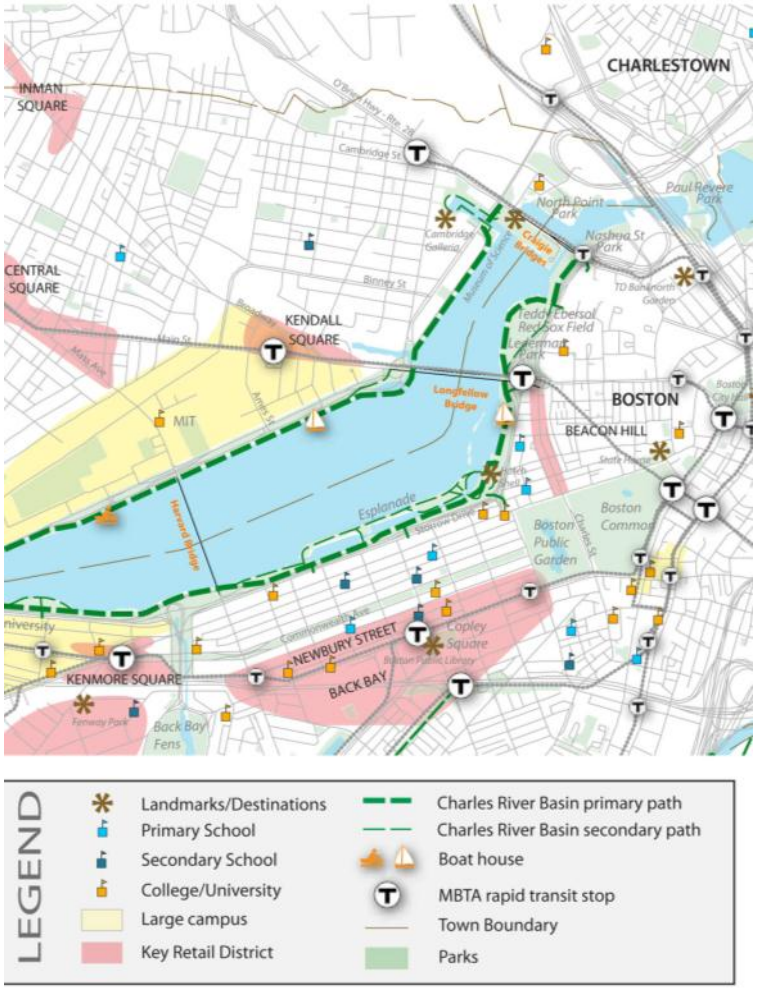
City of Albany Bicycle Master Plan Implementation

Source: Data obtained from City of Albany | Author: Shannon Simms | Date: 8/27/12

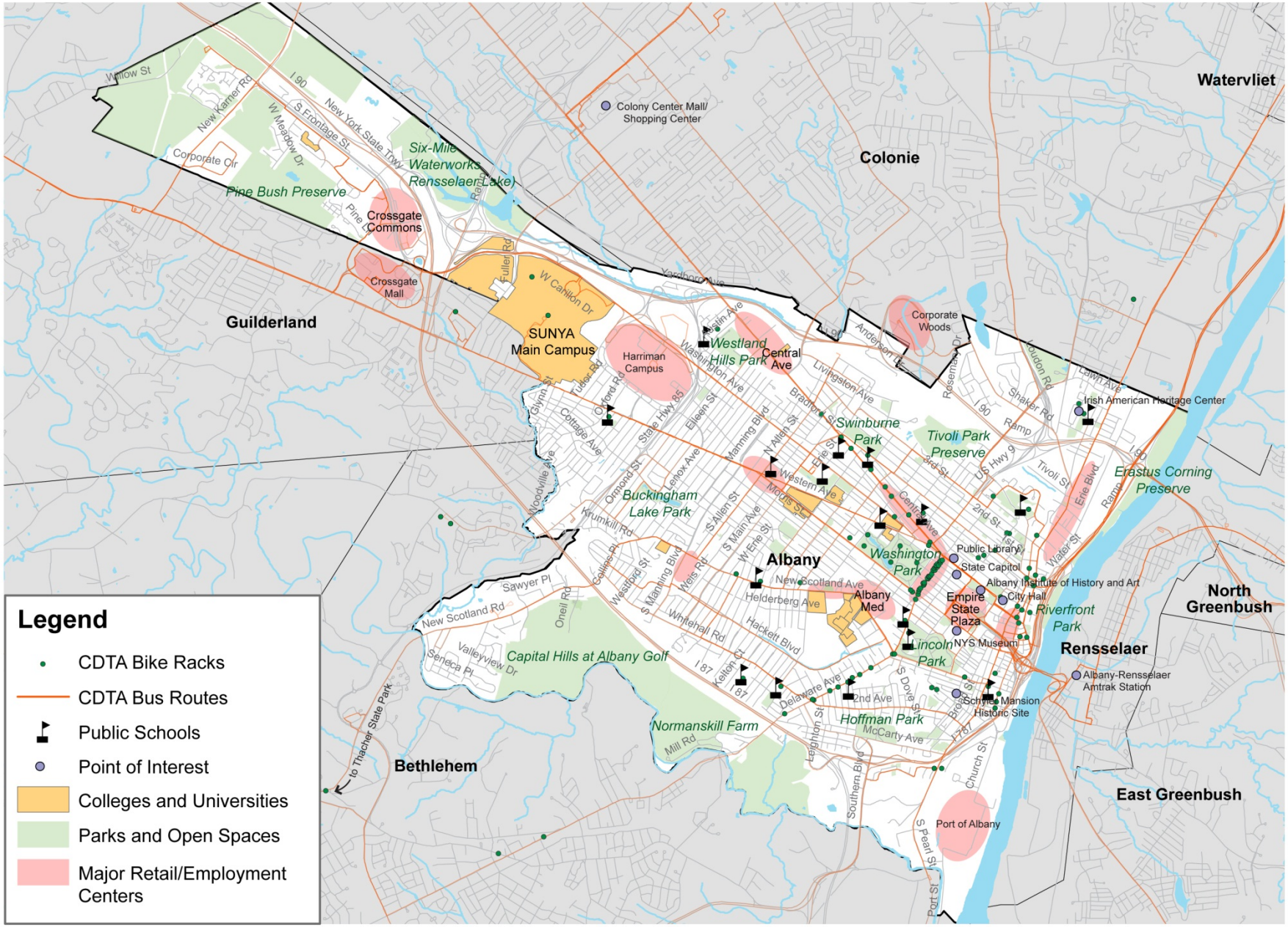
# Analysis of bike-traffic generators

**Bike Traffic Generators = Key Destinations including:**

- Schools and universities
- Parks and open space
- Job centers
- Retail “Main Streets”
- Transit Hubs




*Bike Traffic Generators, Boston*




## Generators of Bicycle Activity

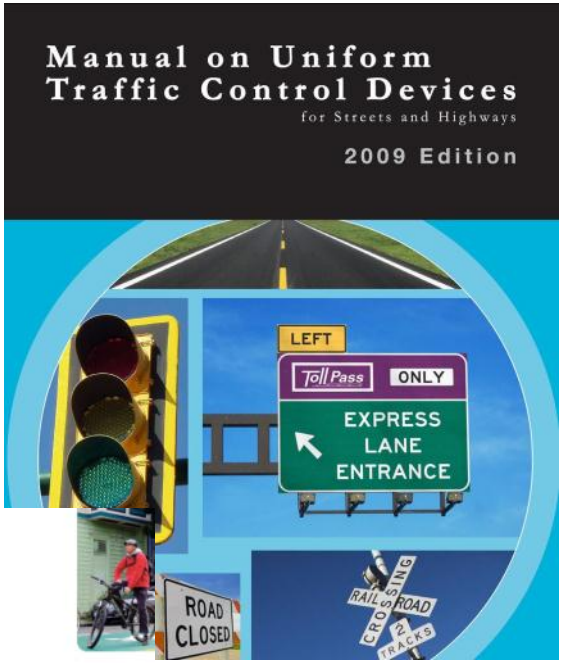
City of Albany Bicycle Master Plan Implementation

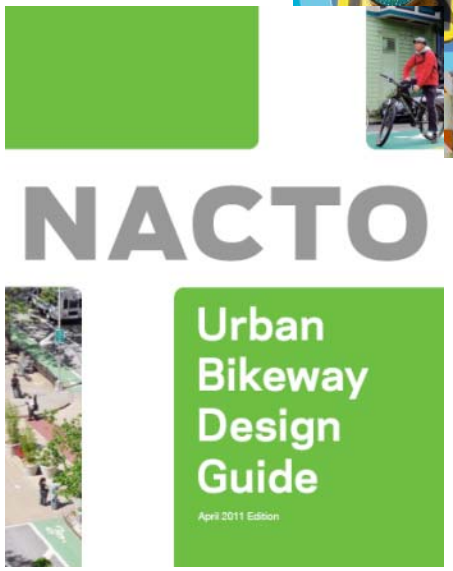
Source: Data obtained from City of Albany | Author: Shannon Simms | Date: 8/27/12

# Summary of prevailing manuals

**Current manuals create some limitations to signage**

- Manual of Uniform Traffic Control Devices (MUTCD)
- New York State DOT's MUTCD Supplement
- NACTO Cities for Cycling Urban Bikeway Design Guide
- AASHTO Guide



# Signage implementation strategy

- Design of signs
- Sign locations
- Low vs. Hi-tech (standard signs vs. “smart”/ interactive kiosks)
- Phasing of sign program (in conjunction with road reconstruction)



# BIKE SHARE FEASIBILITY STUDY

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**TASKS**

- Why bike share for Albany?
- Comparable systems and preferred for Albany
- Station placement strategy
- Types of vendors and equipment
- Funding options and system cost
- Safety strategies
- Performance measures

*New Balance Hubway, Boston*


*Social Bicycle*

# Why bike share for Albany?

- City of Albany's commitment to vibrant & healthy communities
  - Environmentally friendly
  - Less traffic congestion (bike share can help this goal as 5-40% of bike share trips replace car trips)
  - Noise and air quality benefits
  - Promote healthier lifestyles
- Extends the reach of public transportation by one mile
- Ridership in most other cities has exceeded expectations

# Existing systems in North America

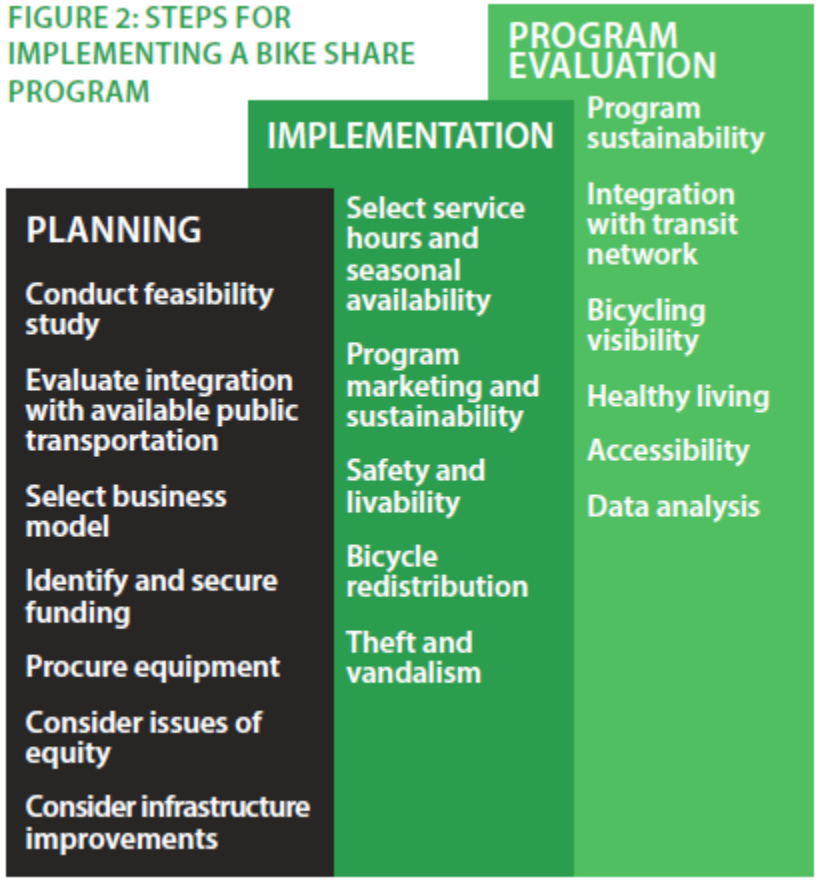

*…plus a few small and university-based systems*

# Bike Sharing in the United States

## State of the Practice and Guide to Implementation

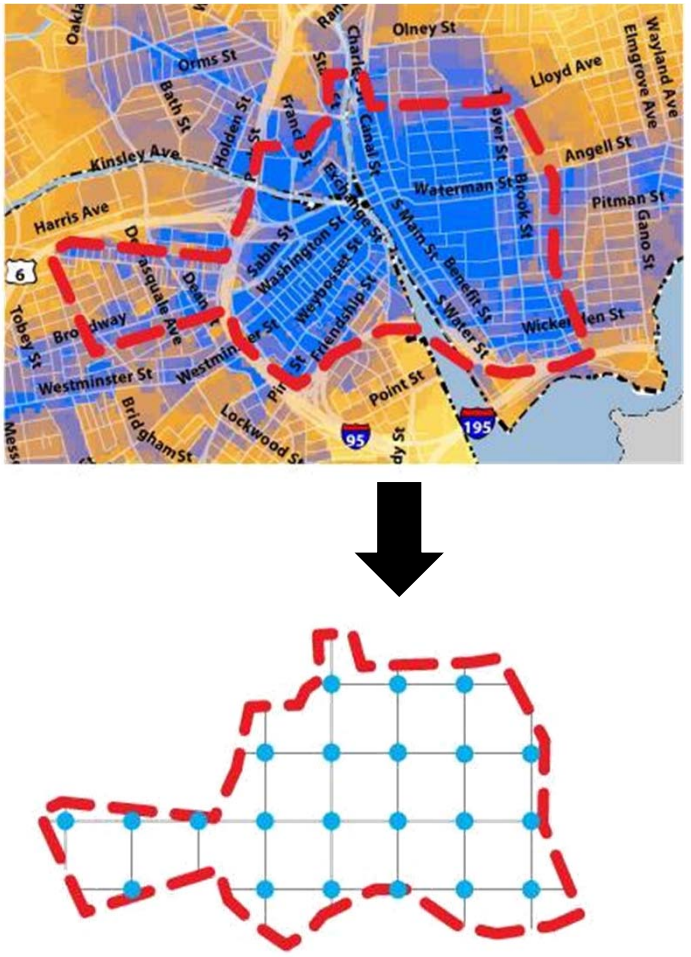
- Released September 2012 by FHWA
- Defines bike sharing
- Describes steps to be taken to plan, implement, and operate a bike share program
- Documents existing models
- Describes metrics for moderating and evaluating programs

www.bicyclinginfo.org/promote/bikeshareintheus.pdf



# Station placement strategy

- **Based on Alta's demand analysis methodology and input from the study committee and public**
  - Key demographic characteristics
  - Residential and job density
  - Presence of bikeways and barriers
  - Transit accessibility
  - Stations approx ¼ mile (5-7 min walk) apart in a core area
  - 8-10 bikes per station
  - Precise station locations will take into account ADA, property owner-ship, solar exposure, utilities, etc.




*Providence RI Station Placement Area Diagram*

# Type of vendors and equipment

- Lending libraries and social bike share systems
- No purely publicly-owned/run system in US due to liability issues and costs
- Mix of systems:
  - Public/private partnerships
  - Non-profit organization (with or without a private contractor)
  - Purely privately run
- Like everything else, you get what you pay for!
  - Some systems require high capital costs for equipment
  - Low capitol costs could mean higher operational costs

*Zotwheels, Univ. of CA at Irvine*


*Denver B-Cycle*

# Funding options and costs

- Typically a mix of funding types
  - Federal grants and earmarks
  - City/state funding
  - User fees
  - Advertising revenue and sponsorship
  - Private, corporate and institutional donations
- Capital Costs – ($$ TBD)
  - existing systems range from 16% from public funding (Denver) to 100% public funding (Washington DC)
  - More typical split is roughly 3:1 – 2:1 public/private dollars
- Operational Costs, balanced by:
  - Advertising revenue
  - Annual memberships, walk-up rentals and usage fees

# System and user costs

**Typical System Costs (for Station-based, Wireless, Solar-Powered System):**

- $4,500-5,000 per bike (includes stations, etc)
- $2,000 per bike/year maintenance
- $1,000 per bike/year launch and marketing costs

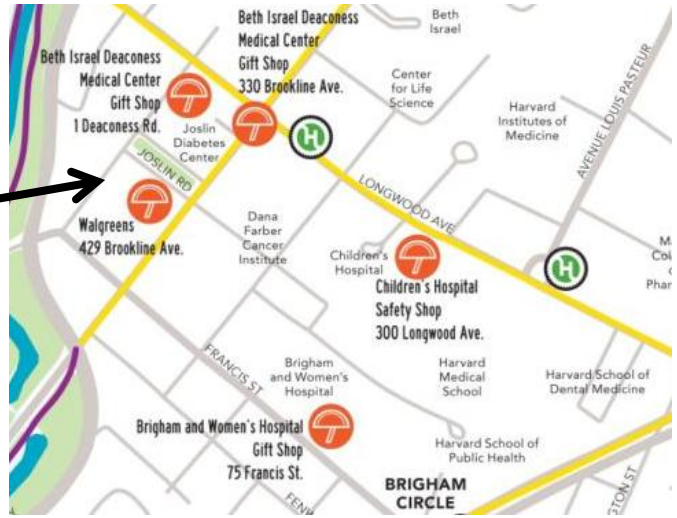
**Typical User Costs:**

- $50-100 for annual membership (some cities provide discounts for low-income residents)
- $5-8 for one-day pass
- 0-30 or 45 minutes: free
- 30-90 minutes: $2-4; >90 minutes: $6 and up

# Bike share safety strategies

**Potential strategies include:**

- Bike safety and “rules of the road” info on web and at station kiosks
- Helmet giveaways at events
- Inexpensive helmets available at grocery stores, pharmacies and bike shops (shown on system map in Boston)
- Bike safety workshops
- Helmet vending machines



# Performance Measures

**Measureable elements that could help the City understand how a system could work:**

- Projected number of trips per year
- Actual number of trips per year
- Revenue per year (user fees and/or ads)
- Minimum number of crashes
- Minimum number of thefts
- Increased number of bicyclists

*Capital Bikeshare, Washington DC*

# GROUP DISCUSSION QUESTIONS

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## Wayfinding and Signage

- Which routes are priorities for wayfinding improvements and signs?
- What types of signage would you like to see?

## Bike Share System

- What areas would be critical for bike share service?
- What are your goals for a bike share system?

More info and comments: www.albany2030.org

# THANK YOU!