

niceride

**Parking Zones
Master Plan
Amendment**

PROPOSED

FEBRUARY 11, 2020

Recommendations included in this document are subject to review by the City of Minneapolis, University of Minnesota, Minneapolis Park and Recreation Board, and Nice Ride Minnesota.

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Prepared for Lyft, Inc. and Nice Ride Minnesota





Nice Ride Classic bike and Nice Ride electric assist bike

INTRODUCTION

This Amendment updates the 2018 Nice Ride Minnesota Parking Zones Master Plan based on planned system changes for the 2020 season. In 2018-2019, the Nice Ride Minnesota system transitioned from a completely dock-based system to one that used a combination of green Classic dock-based and blue dockless bikes that were parked in designated hubs. Based on industry trends and system performance in 2019, Lyft decided to pursue a different approach to bike share in the 2020 season. This Amendment outlines a year 2020 plan for implementing a system that uses Classic dock-based bikes as well as ebikes that can be docked or locked to specifically designated Nice Ride hubs or public racks using a built-in cable lock. This plan describes the proposed bikes, their parking approaches - including utilizing former virtual hubs locations for Nice Ride hubs and methods for directing riders about using the system.

The information in the Amendment presents recommendations for feasibly launching the proposed system. Separately, based on existing City of Minneapolis ordinances, the existing agreement between the City and Nice Ride requires an amendment to allow the lock-to option.

This Amendment was compiled based on ongoing conversations with Lyft, Nice Ride Minnesota, and members of the public. Lyft developed the planned program structure of Classic docked bikes and "lock to" hybrid ebikes. The decision was informed by riders showing strong interest in ebikes during the 2019 pilot. Industry trends also informed this decision. Alta Planning + Design developed strategies for context-sensitive bike parking based on input obtained from residents and other stakeholders and compiled this Amendment.

EXECUTIVE SUMMARY

This Amendment was created to supplement the 2018 Nice Ride Minnesota Parking Zones Master Plan. This 2020 Amendment outlines a plan to relaunch the system using a combination of existing green-colored Classic dock-based bikes and new electric assist bikes (ebikes). The ebikes are “lock to” hybrid bikes that can be parked at a docking station or locked to racks using a built-in cable lock. The ebikes are compatible with existing Nice Ride Classic docking stations.

During the 2020 season, Lyft will also create and install a new style of parking for the new ebikes. These **new “hubs”** will predominantly be located in spaces designated as “virtual hubs” during the 2019 season. Lyft will create hubs with signage and custom bike racks intended only for Nice Ride ebikes and possibly Nice Ride scooters. Approximately 200 hubs will be added to the Nice Ride system during the 2020 season.

While the green pedal bikes must be parked at docking stations, Nice Ride customers will be allowed to park the black hybrid ebikes at:

- Docking stations
- Hubs
- Public bike parking facilities, e.g., rack, parking meter hitches, or single stand alone parking hoop racks, that are not hubs.

Lyft will charge a \$1 convenience fee for parking at public bike parking.

Other key components of the 2020 system include the following:

- **Parking recommendations by community context:** Considering parking needs related to the types of community contexts currently found in Minneapolis will help create a high-quality user experience when traveling throughout the City. For example, members of the public identified differing bike parking needs in residential areas compared to commercial areas.
- **Unlocking method:** Residents and visitors who use Nice Ride can unlock any bike by using a key fob, the Nice Ride mobile app, or the Lyft mobile app. Use of the Lyft app is new for 2020. Classic stations will contain Classic bikes and ebikes. Classic bikes can also be rented from the kiosk or any of the aforementioned unlocking methods. However, ebikes cannot be unlocked from Classic kiosks. Instead, riders should use a membership key fob or mobile app to unlock ebikes that are located at docks in Classic stations.
- **Equity and transit integration goals:** The Nice Ride system uses station siting and the Nice Ride for All program to develop an equitable bike share system. Equity commitments from the 2018 Parking Zones Master Plan will be continued in the 2020 season.
- **Methods for directing users:** Signs and decals will identify hubs and how to use them.
- **Permitting process:** The 2020 season will follow the permitting process and application components outlined in the 2018 Parking Zones Master Plan.
- **Data dashboard:** Lyft will publish a system performance dashboard with clear data visualization to show ridership and overall system health indicators, including Nice Ride's progress toward ridership targets for fleet growth.



COMMUNITY ENGAGEMENT

ENGAGEMENT TECHNIQUES + WHAT WE HEARD

Residents, public agency staff, Nice Ride Minnesota, advocacy groups, and community organizations were involved throughout this Amendment's development. These stakeholders provided feedback regarding the current system and proposed changes for year 2020.

Residents

Approximately 100 people attended and participated in two public forums held during the plan Amendment's development. The first public meeting occurred on September 24, 2019. The meeting included an overview presentation to describe the combination of docked Classic bikes and hybrid "lock-to" ebikes that will compose the spring 2020 system. Meeting participants filled out a brief survey to share their thoughts on the current system and ideas for launching "lock-to" ebikes in several settings within Minneapolis. Meeting participants shared ideas for making the system easy to use in residential neighborhoods, shopping areas, downtown, and the University of Minnesota campus. Meeting participants and other residents were also invited to share feedback after the meeting via an online survey. Local organizations shared the link via social media and email to encourage their constituents to share their thoughts. People who took the survey shared the following ideas for improving system utility based on community area:

- **Residential areas:** More places to park Nice Ride bikes by apartment buildings and single family homes.
- **Shopping areas:** Bike parking in more visible locations and by transit, on-street bike corrals, and engagement with business owners.



From top to bottom: September 2019 public meeting; November 2019 public meeting.

- **Downtown:** Parking near transit stops and the creation of mobility hubs, need for secure parking areas, and on street parking to maximize sidewalk space.
- **University of Minnesota campus:** Concerns about the 2019 season's mobile app connectivity; ideas regarding incentives to park at less frequently used bike racks to improve parking availability.

The second public meeting occurred on November 5, 2019. This meeting provided an update to members of the public based on feedback collected since the first public forum. This meeting discussed a more detailed overview of how the system will function in 2020. After a presentation, meeting participants asked questions related to new system fees, parking rules, how to ride ebikes, and methods to unlock bikes. Written comments were categorized according to the themes expressed in the comment. The following themes were most frequently mentioned: station location / parking location, pricing, ebikes, and equity. Multiple themes were mentioned per comment:

- Station location / parking location (6 comments)
- Pricing (6)
- eBikes (6)
- Equity (4)
- Sustainability (2)
- Customer service (2)
- Messaging (2)
- Change from Non Profit Operation (2)

Comments related to station / parking location included: expansion to St. Paul, south of Lake Street, Saint Louis Park, Edina, and parking on MPRB property without a \$1 public

rack fee. Other comments related to pricing included ideas for cost-sharing to add public bike racks in residential areas, to remove the \$1 public bike rack fee when running a short errand, and to provide a financial incentive for combining a Nice Ride trip with a public transit trip.

Additional Stakeholders

Public agency staff, the Nice Ride Minnesota Board of Directors, and advocacy and community organizations were also engaged throughout the Amendment's planning process. The following list summarizes meetings held with these stakeholders:

- **Our Streets Minneapolis:** Ongoing conversations and representation at first public forum on September 24, 2019
- **Bicycle Advisory Committee 5Es Subcommittee:** October 1, 2019 meeting and November 5, 2019 meeting
- **St. Paul Bicycle Coalition:** October 15, 2019 meeting
- **Staff from City of Minneapolis, Minneapolis Parks and Recreation Board, City of St. Paul, and the University of Minnesota:** October 28, 2019 meeting
- **Nice Ride Minnesota Board of Directors:** November 1, 2019 board meeting
- **Minneapolis Downtown Improvement District:** November 13, 2019 meeting

Conversations with these and other stakeholders will continue leading up to the 2020 season. Conversations will continue during 2020 deployment to monitor the system's progress.



YEAR 2020 SYSTEM PLAN

This Amendment to the Nice Ride Minnesota Parking Zones Master Plan envisions a system of "Classic" green bikes that use existing Nice Ride stations and "lock-to" electric assist bicycles ("ebikes"). The new ebikes can be parked in existing Nice Ride docking stations, new hubs that consist of system-branded bike racks, and any public bike rack.

A review of City of Minneapolis ordinances found that the existing agreement between the City and Nice Ride requires an amendment to allow Nice Ride ebikes to lock-to public bike racks. Each of these parking opportunities is described in the following section. This Plan Amendment describes the number of bikes to be included in the system's launch, parking strategies, pricing structure, and unlocking methods. This document also describes strategies to achieve equity and transit integration goals, opportunities to direct users about how to use the system, and system operations (e.g., permitting process, data management).



CLASSIC DOCKED BIKES AND NEW HYBRID/"LOCK-TO" EBIKES

All Nice Ride bikes must be either docked within a Classic station or locked to a fixed object. Parking compatibility depends on the type of bike. Bike and parking typologies include:

Green Classic Bikes and Classic Stations

Classic stations will continue to be a crucial component of the Nice Ride system. In 2020, the system will include at least 1,000 Classic green bikes that are already used within the Nice Ride system. They are pedal bikes without electric assist features.

Classic stations are the only places riders can park Classic Nice Ride bikes. Classic station siting will follow the precedent set by previous years' locations.



Black Ebikes and Hubs

In 2020, the system will include 2,000 black electric assist bikes (ebikes) that will be new to the Nice Ride system. The bikes' electric assist capabilities are activated when someone pedals the bike. Like the Classic bikes, ebikes can be docked in existing Nice Ride stations. The bikes have a cable lock on the back wheel that allows them to be locked to the following parking typologies, in addition to being docked at Classic stations.



Hubs

Hubs are meant for "lock-to" Nice Ride vehicles. They consist of branded bike corrals that will be placed in the "virtual hub" locations of the 2019 season as well as other locations. Signage will be installed on and/or next to hubs to indicate how to use the stations. Privately-owned bicycles are not allowed in the hubs. This is to ensure adequate parking for Nice Ride vehicles and to allow the Nice Ride app to accurately depict the number of parking spaces available in a hub. More information about rider messaging and enforcement is found on page 20.

Public Bike Racks

Lyft proposes that Nice Ride ebikes could be locked to public bike racks using a cable lock attached to the bike. Nice Ride users would be charged a \$1 convenience fee for parking outside of a station. This fee will help to recoup additional operations costs associated with servicing bikes in decentralized locations outside of designated stations. Searching for bikes outside of stations and racks can require a significant amount of labor and time.

Sign Posts

Due to conflicting ordinances within the service area, locking ebikes to sign posts will not be permitted. All bikes locked to sign posts will be considered improperly parked bikes.

USAGE TARGETS FOR BIKE PARKING OPTIONS

The table below summarizes Lyft's desired parking methods and utilization for each type of bike.

	CLASSIC BIKES	EBIKES
Type of Parking	200 Nice Ride stations	• 200 Nice Ride stations • 200 hubs • Parking meter hitch racks • Public bike racks, as well as hoop racks, or other bike parking infrastructure
Lyft Bike Parking Policy	Classic bikes must be docked at Classic Nice Ride stations.	Ebikes must be docked or locked to an appropriate stationary object. Nice Ride stations and hubs are only open to Nice Ride vehicles. Nice Ride bikes will share space in existing public bike parking facilities. To incentivize Nice Ride users to use Nice Ride-specific infrastructure, locking anywhere except Nice Ride station or hubs will result in an additional \$1 charge, except the racks on the U of M campus.
Unlocking Method	• Annual membership key fob • Nice Ride mobile app • Lyft mobile app • Classic station kiosk	• Annual membership key fob • Nice Ride mobile app • Lyft mobile app NOTE: Ebikes cannot be unlocked via Classic station kiosks. However, membership keys or mobile apps can unlock ebikes from Classic stations.
Parking Utilization Target	100% of bikes docked at stations	Majority of bikes parked in stations or hubs. NOTE: All public bike racks on the U of M campus will function as hubs during the 2020 season. Nice Ride ebikes can be locked to any campus bike racks. Parking on campus will not result in a service fee.



SYSTEM SERVICE AREA AND FLEET GROWTH

In 2020, Nice Ride will grow to serve the entire city. Additional ebikes may be added to the system, if ridership exceeds thresholds set by the Service Level Agreement between Nice Ride Minnesota and Lyft.

In 2020, Nice Ride will grow to serve the entire city.

PARKING RECOMMENDATIONS BY COMMUNITY CONTEXT

The following recommendations were created to assist Nice Ride Minnesota / Lyft accomplish their goal of implementing a hybrid bike share system in 2020. Consistent policies and rules are needed across each community context so that Nice Ride is easy to use and predictable. Recommendations were informed by conversations with local stakeholders and experiences of other communities who have implemented "lock-to" bike share systems.

Downtown

The following recommendations would assist in implementing the proposed 2020 system approach within downtown Minneapolis.

- Previously, neither bike share stations nor hubs were installed along Nicollet Mall in downtown Minneapolis. The Minneapolis Downtown Improvement District (DID) and members of the public expressed interest in adding hubs to Nicollet Mall and other areas of downtown.
- Strong, straightforward communication and ample bike parking options are needed to dissuade riders from locking Nice Ride bikes to trees.
- Continued communication is needed with the DID throughout the 2020 season. DID staff requested that Nice Ride Minnesota or Lyft provide monthly or quarterly updates to DID. Routine check-in calls or meetings would discuss any challenges related to the hybrid system within the downtown context.

Commercial Areas

The following recommendations would assist in implementing the proposed 2020 system approach within shopping areas.

- Place hubs where virtual hubs were located during the 2019 season.¹
- Continue communication with business owners related to Nice Ride system parking installation.
- Communicate with business owners related to existing municipal bike parking programs. This could result in more public parking and reduced business owner concern about limited bike parking supply.
- Tag bikes that are improperly parked and follow enforcement strategies outlined in the following section.

Residential Areas

The following recommendations would assist in implementing the proposed 2020 system approach within residential areas:

- Follow City ordinances related to legal bike parking. Lyft will not move bikes that residents lock to Nice Ride hubs. However, Lyft will coordinate with the City of Minneapolis to report abandoned bicycles.
- Place hubs where virtual hubs were located during the 2019 season.²
- Opportunities for new hubs are more limited in residential areas. However, public parks and community centers without previously installed virtual hubs represent opportunities for new hubs.

- Members of the public expressed concern regarding the lack of bike parking in residential areas. Lyft should clearly communicate parking expectations with system users. Lyft could also coordinate with the City to provide members with information about the City's existing bike parking creation programs.
- Explore opportunities to install new hubs or to promote existing parking creation programs to local neighborhood groups.
- Identify gaps in 2019 hub installation locations that fall within priority equity areas. Prioritize these areas for hub installation to avoid residents having to routinely pay the \$1 charge to start or end a trip near their home.

University of Minnesota

The following recommendations would assist in implementing the proposed 2020 system approach within the University of Minnesota campus.

- Continue the approach of using existing bike parking as Nice Ride bike parking without the \$1 public rack convenience fee.
- Closely monitor for connectivity issues with new bikes.
- Partner with the University for outreach events with new students. Ideas may include presenting at student orientations and providing marketing collateral and system information in student housing



Residents and visitors who use Nice Ride can unlock any bike by using a key fob like the one pictured above, the Nice Ride mobile app, or the Lyft mobile app.

ENFORCEMENT STRATEGIES

Examples of hybrid systems implemented in communities throughout North America have demonstrated the importance of communicating parking protocols and enforcing these policies. Lyft proposes following the enforcement method described below.

Improper Nice Ride Bike Parking

Among other infractions, improper parking includes Nice Ride users who “free lock” the bike to itself or other bikes or who lock to structures that are not public bike facilities (e.g, trees, shrubs, sign posts).

- **After the first offense:** Lyft will send a warning to the user after the infraction is discovered. The message should include a warning about fines for subsequent misuse.
- **After the second offense:** Lyft may choose to send a second warning or fine the user.
- **Third offense:** Lyft will fine the user and may also choose to suspend the account for a specified time.

Resident Bikes Parked in Hubs

Lyft will not remove resident bikes that are temporarily parked in hubs. However, Lyft will affix a paper tag to the bike to state that hubs are only intended for Nice Ride vehicles. However, if this becomes a significant problem, Lyft will meet with the city to explore other options.

Abandoned Bikes

Lyft will follow the City of Minneapolis definition of an “abandoned bike” that is owned by a resident and left in a hub. Lyft will call the City of Minneapolis for the City to remove the bike.



Unlocking methods

HOW TO UNLOCK A BIKE

Residents and visitors who use Nice Ride can unlock any bike by using a key fob, the Nice Ride mobile app, or the Lyft mobile app. Use of the Lyft app is new for 2020. Classic station kiosks will only unlock Classic bikes. Riders can access ebikes at Classic stations, but should use a membership key fob or mobile app to unlock ebikes from Classic stations. The diagram above illustrates unlocking methods.

PRICING STRUCTURE RELATED TO BIKE PARKING

Lyft will set the price of Nice Ride trips based on how users unlock, ride, and park Nice Ride bikes and whether they make a trip using a pedal bike or ebike. Lyft proposes charging Nice Ride users a \$1 convenience fee to lock to a public bike parking facility, e.g., bike racks and hoops. This fee will help to recoup additional operations costs associated with servicing bikes in decentralized locations outside of designated stations.



ACHIEVING EQUITY + TRANSIT INTEGRATION GOALS

EQUITY CONSIDERATIONS

The Nice Ride system uses station siting and the Nice Ride for All program to develop an equitable bike share system. Equity commitments from the 2018 Parking Zones Master Plan will be continued in the 2020 season.

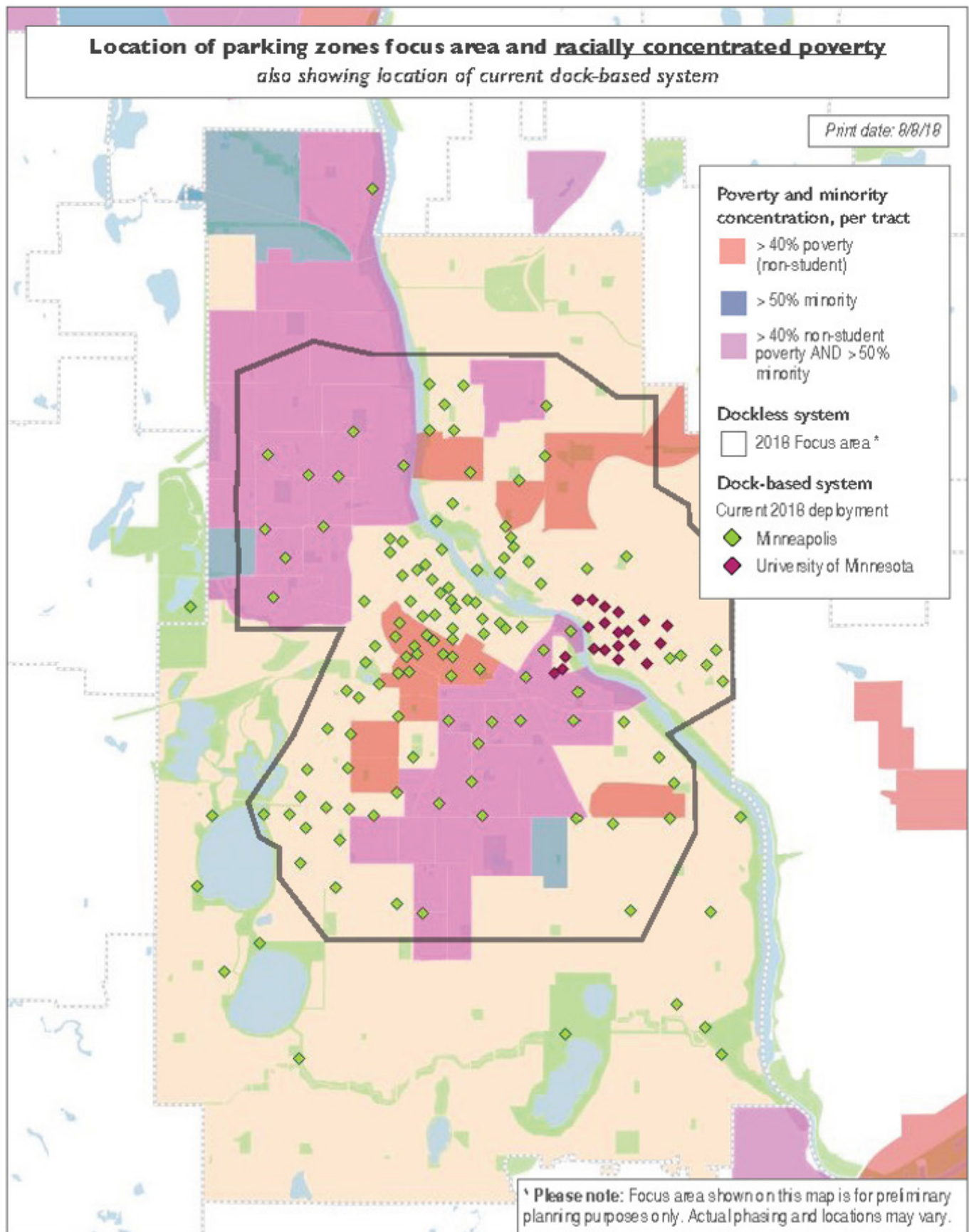
Station Deployment

The availability of Nice Ride bikes and parking infrastructure in historically marginalized communities is critical to enabling residents in these communities to access the system. The 2020 season should continue to locate Classic stations and hubs in areas with racially concentrated poverty. A map from the 2018 plan is provided on the following page.

Nice Ride for All

Lyft discussed continuing the Nice Ride for All program during both public meetings held in Fall 2019. The program's promotional membership price of \$5 for one year will not change from the 2019 season and will include a discounted rate for ebike pricing of a \$0.05 per minute ebike fee. Beginning in 2020, Lyft will enable riders to use prepaid cards to sign up for Nice Ride for All. Residents who do not have a bank account will be able to access the system via prepaid card. Program eligibility will continue for people who are eligible for SNAP/TAP programs.

Nice Ride for All outreach will continue in 2020 via two full time program ambassadors. These staff will be hired by non-profit organization partners such as Northpoint Health & Wellness. Lyft will also continue outreach and communication efforts in multiple languages and through in-person program sign-up and education events.



An Equity map from the 2018 plan



PUBLIC TRANSIT INTEGRATION

Transit integration is crucial for furthering the City of Minneapolis climate crisis mitigation goals. The Fall 2019 City of Minneapolis Mobility Hub Pilot is one example of public transit integration. Furthermore, public agency staff have emphasized the need for continued Nice Ride integration with public transit.

Lyft is coordinating with Metro Transit with the goal to have transit information in the Nice Ride and Lyft app. Multiple parties are working together including: Lyft, Metro Transit, and the City of Minneapolis to build out connected transit options.

Transit integration is crucial for furthering the City of Minneapolis climate crisis mitigation goals.



METHODS FOR DIRECTING USERS

Multiple communication methods are needed to direct Nice Ride members and single or day pass users about how to unlock, ride, and park a Nice Ride bike. Messaging should use plain language. Multiple languages should be used on signage, where space allows. Many of the communication methods proposed for the 2020 season were used in 2019 and previous years.

- **Bike Decals:** Stickers could provide simple safety messaging and ebike operating instructions. Reminders about proper locking could help users avoid confusion between parking pedal bikes and parking ebikes.
- **Hub Signage:** Signage placed on the side of hubs or next to hubs could provide information about the racks' exclusive purpose for Nice Ride vehicle parking. Signage should complement system branding and should provide instructions about renting vehicles and parking them. Although the signs should focus on policies for parking in hubs, the signs should describe all possible ways of parking the "lock-to" ebikes and other Nice Ride vehicles. This could serve as positive marketing for those unfamiliar with the system's operation. Signage should also make it clear that green Classic bikes can only be parked in Classic stations.
- **Mobile App Notifications, SMS Notifications, and Emails:** These communication tools are essential for communicating with riders so that Nice Ride policies are understood and enforced.

COMMUNICATION COLLABORATION WITH PUBLIC AGENCIES AND LOCAL ORGANIZATIONS

Continued communication is needed between Lyft, Nice Ride Minnesota, public agencies, and local organizations to verify that the system meets goals and expectations. Lyft will designate a point person to manage these relationships. Stakeholders to engage during the 2020 season include:

- City of Minneapolis staff (e.g., Public Works)
- Minneapolis Park and Recreation Board
- Elected Officials (e.g., City Council Members, Mayor's Office)
- Metro Transit
- Downtown DID
- Neighborhood Associations
- University of Minnesota



Hub signage



SYSTEM OPERATIONS

A well-functioning bike share system is supported by a logical approach to the permitting process and to data management. This section presents Lyft's proposed approach to these functions.

PERMITTING PROCESS

The 2020 season will follow the permitting process and application components outlined in the 2018 Parking Zones Master Plan. The 2020 season largely uses the same station sites as the previous season. Virtual hubs will be converted to hubs. Therefore, a Site Permitting Kick-Off meeting may be best suited for a conference call or email correspondence, instead of an in-person meeting between Lyft, the City, the Park Board, and the University of Minnesota.

As submitted during the 2019 season, site permit applications for hubs will include the following information, as detailed in the Parking Zones Master Plan:

- Unique site ID and site name (e.g. cross-streets or local landmark)
- Latitude and longitude coordinates
- Approximate street address
- Property owner
- Owner of adjacent parcel(s)
- Location type (off-street, on-street, turf, etc.)
- Snow emergency route designation (yes, no, etc.)
- Surface type (sidewalk, asphalt, etc.)
- Capacity (in # of bikes)
- Dimensions of the virtual station
- ADA clearance
- Nice Ride station equipment (yes, no, etc.)
- Picture of station in Google Streetview
- Satellite imagery of station location overlaid with approximate footprint of virtual station

DATA MANAGEMENT AND MONITORING SYSTEM PERFORMANCE

The 2018 Parking Zones Master Plan included recommended data points to include within a database of relevant virtual station information. This information will continue to be used within the context of the 2020 season Classic stations and hubs. The information will use a format suitable for analysis within GIS software.

Data Analysis and Distribution Opportunities

Data generated by the Nice Ride system will be available for members of the public to access as well as staff from the City of Minneapolis. Due to privacy concerns, Lyft will discontinue access to member data from the 2020 season and beyond. A system performance dashboard will help monitor the system's performance.

Lyft will publish a system performance dashboard with clear data visualization to show ridership and overall system health indicators. These measures include: Members: Total, New members, By type (equity, corporate, etc); Trips; By membership type, and by vehicle type (ebike, bike); Bike availability, and Rebalancing. In particular, we will use these measures to track Nice Ride's progress toward ridership targets for future fleet growth.

Lyft will publish a system performance dashboard with clear data visualization to show ridership and overall system health indicators.

REVIEW OF LOCAL ORDINANCES

Findings from the review of ordinances are presented below. They are divided according to jurisdiction. Existing City of Minneapolis ordinance language would not change. However, the current agreement between the City and Nice Ride Minnesota requires amendment to enable a lock-to bike share pilot.

City of Minneapolis Bike Parking Ordinances

The City of Minneapolis Municipal Code includes ordinances that relate to bike parking. Pertinent ordinances include the following.³

Ordinance No. 2018-015. Article II. – Operation. §490.150. – Attachment of objects prohibited; exception of bicycles.

Per Minneapolis Ordinance 490.150, bike share bikes may not be locked to public bike racks. The ordinance states, “Bicycles that are not part of a bicycle sharing operation shall be permitted to be parked upon a sidewalk and to be temporarily attached to sign posts and bicycle racks”. This ordinance shows the need for an amendment to the current operating agreement between the City of Minneapolis and Nice Ride. Current ordinance text is not expected to change.

Article IV. – Bicycle Sharing Operations. §490.320. – Attachment of bicycles prohibited.

The ordinance states, “Bicycles that are part of any bicycle sharing operation shall not, for any length of time, be secured, attached, or connected to a bicycle rack, or any other immovable object with a lock unless expressly permitted under city contract or license.” This ordinance necessitates an amendment to

the existing agreement between the City of Minneapolis and Nice Ride. Current ordinance text is not expected to change.

Article III. – Bicycle Racks. §490.250. – Permit required.

Filing appropriate permits for operating the system and installing hubs would mean that Nice Ride follows this ordinance: “No person, firm or corporation shall install or maintain a bicycle rack on any public street or sidewalk without first obtaining a permit. Bicycle racks under Article III shall not include any rack or facility that is part of a permitted bicycle sharing operation under Article IV.”

§490.330. – Exclusive use of bicycle sharing stations.

All types of proposed Nice Ride stations (e.g., Classic and hubs) will be identifiable by color, use of the Nice Ride logo, and messaging to users. The ordinance text reads, “All city-permitted bicycle sharing stations will be clearly identified.”

Review of City of Minneapolis Bike Parking Program

The City manages programs to increase the city’s supply of bike parking. Existing programs are summarized as follows. These programs are complementary to Lyft’s creation of bike share-exclusive parking facilities.

On Street Bicycle Corral Program

Bike corrals are typically “inverted-u” shaped bike racks that are installed at street level. Most bike corrals fit eight to twelve bicycles. The City of Minneapolis manages a cost-share program whereby the City splits the cost of rack materials, seasonal installation and removal, and storage.⁴ Among other

requirements, the City's program specifies that on street bicycle corrals be open to the public, installed no earlier than April 15, removed prior to November 1, and are owned by the City. The program follows National Association of City Transportation Officials (NACTO) recommendations for bike corral design. As such, racks are a prefabricated design consisting of five inverted-u racks attached to two rails. The bike corral has two wheel stops, one placed at either end of the corral and flexible delineators, also at either side of the corral. The bike racks are installed at a 60 degree angle with three feet separating each rack from the next.

Neighborhood Bike Rack 50/50 Cost Share Program

The City of Minneapolis administers a cost share program to pay for 50 percent of the cost of purchasing and installing new bike racks. The program is open to "interested businesses, community centers, and organizations within the City of Minneapolis".⁵ A program flyer also states that, "Bicyclists are also encouraged to help the City of Minneapolis identify locations to put new bicycle racks."⁶ The City maintains a list of eligible styles of bike racks, including parking meter hitches. However, more information is needed regarding the extent to which the City installs parking meter hitches in addition to the 50/50 cost share program.

Mobility Hub Pilot Program

As of fall 2019, the City of Minneapolis is operating a mobility hub pilot program to "increase access to convenient, low, or no carbon transportation options, including transit, shared scooters, and Nice Ride bicycles".⁷ The pilot is composed of 12 locations in North, South, and Northeast Minneapolis. Each pilot mobility hub combines

transportation options with placemaking / public realm improvements (e.g., artistic seating, planters), and signage.

University of Minnesota Traffic Regulation Ordinances

University regulations pertaining to bicycle parking are contained in Article IV. Parking and Storage of Bicycles. General bicycle-related ordinances are found in Article III. Driving and Operation of Bicycles. The following review focuses on Article IV ordinances. Existing University of Minnesota ordinances are compatible with the proposed 2020 season plan.

Section 1 indicates that bicycles shall not be parked in a place, "which blocks or limits access to building entrances, disability or pedestrian ramps, stairways, hallways, doors, fire hydrants, fire lanes, bicycle lanes or sidewalks except where a bicycle rack extends into any of these areas".⁸ Moreover, Section 4 states that bicycles must be parked outdoors at "designated bicycle racks". Section 5 specifically relates to bike share, "No bicycle obtained from or deemed to be part of a Bicycle Sharing Operation shall be parked or stored on University of Minnesota owned, leased or occupied properties, except those deemed to be part of a Bicycle Sharing Operation that is authorized by the University of Minnesota". Article V establishes a student employee position of "bicycle monitor" for the purpose of patrolling University of Minnesota property and issuing "traffic tags for parking and/or moving violations committed by bicyclists or pedestrians under this code".

ENDNOTES

- 1 Recommended hub placement will be refined following a review of City parking supply.
- 2 Recommended hub placement will be refined following a review of City parking supply.
- 3 https://library.municode.com/mn/minneapolis/ordinances/code_of_ordinances?nodeId=890053
- 4 <http://www.minneapolismn.gov/www/groups/public/@publicworks/documents/webcontent/wcmssp-172354.pdf>
- 5 <http://www.minneapolismn.gov/www/groups/public/@publicworks/documents/webcontent/wcmssp-172353.pdf>
- 6 Ibid.
- 7 <http://www.minneapolismn.gov/publicworks/trans/mobilityhubs>
- 8 https://regents.umn.edu/sites/regents.umn.edu/files/2019-09/traffic_regulation_ordinances.pdf

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