

# Transportation Alternatives Factors for Infrastructure Projects

Project Name	Red Bike Expansion Project
Applicant Name	Cincy Bike Share, Inc. (Red Bike)
Applicant Title	Executive Director
Email	jason.barron@cincyredbike.org
Address	14 W 15th St A, Cincinnati, Ohio 45202
Contact Name	Jason Barron
Phone	513-621-2453

Project Information	<p>The Red Bike expansion project will add 20 additional bike share stations and 200 additional bicycles, predominantly electric assist bicycles (e-bikes). The expansion plan will expand the Red Bike network both to include several new neighborhoods surrounding the current system area, including many under-served neighborhoods, and increase the density of stations in the urban core where bike share is most used and most effective at increasing mobility. The addition of e-bikes to the Red Bike fleet will make bike share a more attractive transportation option by decreasing the required physical effort, increasing the ability to travel longer distances, and mitigating the topographical challenges in Greater Cincinnati. The Red Bike expansion plan will substantially increase the number of people using bicycles as transportation and help to decrease single-occupancy vehicle trips by making bike share available to more residents in Greater Cincinnati, especially more low-income residents, and making bike share a more efficient means of transportation.</p>
Upload Project Location Map	<a href="http://funding.oki.org/wp-content/uploads/ninja-forms/9/Red-Bike-Expansion-Plan-Proposed-Map.docx">http://funding.oki.org/wp-content/uploads/ninja-forms/9/Red-Bike-Expansion-Plan-Proposed-Map.docx</a>
DESIGN FISCAL YEAR	
DESIGN REQUESTED FUNDS	
DESIGN LOCAL MATCH	
DESIGN TOTAL COST	\$0.00
DESIGN LOCAL MATCH %	0%
PE ROW FISCAL YEAR	
PE ROW REQUESTED FUNDS	
PE ROW MATCH	
PE ROW TOTAL COST	\$0.00

PE ROW LOCAL MATCH %	0%
ROW FISCAL YEAR	
ROW REQUESTED FUNDS	
ROW LOCAL MATCH	
ROW TOTAL COST	\$0.00
ROW LOCAL MATCH %	0%
UTILITIES FISCAL YEAR	
UTILITIES REQUESTED FUNDS	
UTILITIES LOCAL MATCH	
UTILITIES TOTAL COST	\$0.00
UTILITIES LOCAL MATCH %	0%
CONSTRUCTON FISCAL YEAR	2019
CONSTRUCTION REQUESTED FUNDS	750000
CONSTRUCTION LOCAL MATCH	187500
CONSTRUCTION TOTAL COST	\$937,500.00
CONSTRUCTION LOCAL MATCH %	20.00%

TOTAL PROJECTS REQUESTED	\$750,000.00
TOTAL PROJECTS MATCH	\$187,500.00
TOTAL PROJECTS TOTAL	\$937,500.00
TOTAL PROJECTS LOCAL MATCH %	20.00%
BIKE FISCAL YEAR	2019
Bike Requested Funds	750000
Bike Total Match	187500
BIKE TOTALS	\$937,500.00
Add KYTC "State Forces" oversight charge of 10% of design cost or minimum \$5000 to total design amount. Attach a certified cost estimate.	
An adopted ADA Transition Plan is in place for our jurisdiction.	yes
Date of Adoption, if applicable	2002
An adopted Title VI Plan is in place.	yes

Date of Adoption, if applicable Copy	The City of Cincinnati has many policies to address Title VI requirements
I understand that non-federal match is required as a condition of receiving federal funds and hereby pledge those funds for this project.	yes
I understand that as the applicant, I am responsible for providing funds for cost overruns. If additional federal funds are received our jurisdiction will provide non-federal funds as match.	yes
I understand that if we accept federal funds and cancel or delay the project that future applications to OKI may be subject to penalty as described in the application.	yes
I understand that as a condition of receiving federal funds, I hereby pledge to maintain the federal investment in a reasonable and prudent manner through its useful life.	yes
Name	Jason Barron
Title	Executive Director
Organization	Cincy Bike Share, Inc.
Date	5/30/2018

Project Type (select only one type)	On-road bicycle improvements
Safety Describe how the project will impact safety:	<p>Red Bike has added 340,000 bike rides to Greater Cincinnati streets since its launch in 2014. This expansion plan will significantly increase the number of rides being taken on bicycles. Those additional rides will continue to act as a traffic-calming initiative, by reducing the number of vehicle trips taken and slowing the average speed of traffic. Additionally, several studies have shown that riders of bike share bikes are much safer than riders of personal bikes. There are two leading theories that account for the better safety record of bike share rides. First, the bikes are designed to be used at slower speed, and second, bike share users are more likely to be inexperienced and thus more cautious. Additionally, by further increasing cycling as a percentage of mode-share, motorists will gain more experience sharing the road and driving in traffic with cyclists.</p>
OKI Plans Recommendations	Consistent with OKI plan general recommendations
Connections	New, Complete (fill in gaps)
Project Status	Initial request for construction funding only
Will your project have any impact(s) on any of the following OKI identified Environmental Justice groups? Check all that apply.	<p>minority, zero-car-household, Low-income, elderly</p>

Describe any direct or indirect permanent benefits of your project on the identified EJ groups?

The Red Bike Expansion Project is specifically designed to benefit identified Environmental Justice groups, including minorities, low income individuals, zero-car households, and to a lesser, but still significant extent, the elderly. The plan includes new stations in several neighborhoods with high EJ populations, including the West End, Bond Hill, Avondale, Walnut Hills, Lower Price Hill, Mt. Auburn, Camp Washington, East Walnut Hills, Queensgate, and Northern Over-the-Rhine. In addition, the new electric assist bicycles (e-bikes) will make it easier for residents of these under-served communities to connect to jobs, services, amenities, and other opportunities in the rest of the Red Bike network. The e-bikes will lower some of the barriers that prevent some people from adopting cycling as a transportation option. Many low-income residents have concerns about physical fitness, distance, topography. E-bikes will help to address all of these concerns.

While Red Bike is already the cheapest transportation option in the region at \$80 a year, there was a recognition that more could be done to connect to low-income residents. To accomplish this, Red Bike recently launched Red Bike Go, a discounted \$5 monthly membership, designed to increase access to the bike share network for low-income individuals. The program is the result of months of planning and research that included focus groups, surveys, a locally-commissioned research report, meetings with community groups, meetings with partner organizations, and a review of best practices across the country. The effort is funded through a two-year grant from Interact for Health. Red Bike Go has become a core part of Red Bike's DNA, and the effort to connect bike share to low-income individuals will be an on-going effort of Red Bike.

This expansion is the next step of Red Bike's efforts to connect the low-income community to bike share. Red Bike has dramatically increased outreach and recruitment efforts in EJ communities. Now Red Bike needs to locate more stations in these EJ Communities in order to maximize the access to bike share as a transportation option.

<p>During the implementation phase, will the project have a temporary or permanent negative impact on any of the OKI identified EJ groups listed above? If yes, please describe the impact and how it will be mitigated:</p>	<p>No.</p>
<p>Will the completed project have a negative impact on any of the OKI identified EJ groups? If yes, please describe the permanent negative impact(s) and how it will be mitigated:</p>	<p>No.</p>
<p>Please outline your communication plan with any of the OKI identified EJ groups related to the project. (i.e. public meetings, bilingual information, develop community liaisons):</p>	<p>Red Bike is already in communication with the OKI identified EJ groups through the work to recruit individuals to Red Bike Go. The two-way communication that lead to the development and execution of Red Bike Go has already heavily-influenced the development of this expansion project. The on-going partnerships, community relationships, and promotional efforts of the Go program will allow Red Bike to communicate and receive input from all identified EJ groups.</p> <p>As an additional note, all Red Bike kiosks have Spanish as a language option on the interactive touchscreens.</p>

<p>Employment, Employment Bonus and Investment Bonus: How does the project provide economic vitality in the project area?</p>	<p>The addition of Red Bike has been a crucial part of the growing economic vitality in the urban core. Red Bike is also prominently featured in the efforts to recruitment companies looking to move into or create jobs in the urban core, including the recent pitch for Amazon's HQ2. Bike share is a key part of the transportation mix that is appealing to young professionals, who desire to work in an urban environment. Companies are seeking close proximity to bike share in order to attract the best young talent, and economic development professionals are pitching Red Bike as a key part of the region's economic vitality.</p> <p>Some specific examples include the development of Aqua on the Levee, a mixed use development in Newport with apartments, retail, and a hotel. The developer contributed significant funding to ensure that Red Bike stations were installed next door at Newport on the Levee. As part of Messer Construction's new headquarters on Court Street in the West End, they installed the infrastructure for Red Bike station that is part of this expansion. Towne Properties interested in installing a Red Bike station as part of a massive renovation of four Downtown apartment buildings. The Baldwin Building on Gilbert Avenue has requested a Red Bike station to connect those residents to the Urban Core. Capital Investment Group has requested a Red Bike station as part of their new mixed-use development along Madison Road near Rookwood.</p> <p>This expansion plan will allow Red Bike to be used as an economic development tool for more neighborhoods in Cincinnati by connecting them to the bike share network.</p>
<p>Air Quality/Energy: Will the project reduce Vehicle Miles Traveled (VMT), Vehicle Hours Traveled (VHT) or both?</p>	<p>vmt-reduced, vht-reduced, emissions-reductions-transit-or-diesel-retrofits</p>

Please explain:	Bike share is a direct replacement for vehicle trips. Since its launch of Red Bike, 1,005,547 miles have been ridden on Red Bikes, offsetting 949,435 pounds of carbon, which is roughly equivalent to the amount of gas needed to drive across the country 446 times. The combination of increased service area and electric assist bicycles will dramatically increase the number of vehicle trips, miles, and hours that could be replaced by bicycle trips. In addition, by reducing the number of vehicles on the road and easing traffic flow, bike share decreases congestion, which decrease idling in stopped traffic and thus limits the emissions of all vehicles car, bus, or diesel truck.
Does this project create new or enhance existing intermodal connections?	yes
If yes, please describe:	Every new Red Bike station is a new opportunity for an intermodal connection. Almost every station is within a block of a bus stop or a parking space/lot/garage. Fifteen stations are within a block of the streetcar. The flexibility of bike share makes it ideal for last-mile connections. In this way, bike share is connective tissue of a strong intermodal transportation system, connecting automobile trips or transit to final destinations.
% replacement	0
% expansion	100
Please Explain	Red Bike is not yet 4 years old. All of the existing equipment is within its lifespan. The expansion plan will increase the service area and allow more residents access to bike share.

<p>Please indicate all that apply</p>	<p>is-the-project-located-in-a-town-neighborhood-center-or-downtown-area, is-the-project-located-in-an-area-with-a-mix-of-uses-with-a-central-focus, is-the-project-located-along-a-functionally-classified-major-collector-or-higher-roadway-with-urban-development-characteristics, Is the project located in an area that is experiencing strong growth pressures and expected and/or planned to develop into a mixed use/multi modal center?</p>
<p>Explain:</p>	<p>All of these apply. Red Bike is located in the region's urban core that is experiencing strong growth pressures and demand to reduce the need for parking and traffic congestion. Red Bike is also located along several major roadways. Further, the expansion plan will be targeted in additional neighborhood business districts and along more major commuter arterial roadways.</p>
<p>Will this project serve brownfield or greyfield properties, or areas where infrastructure is underutilized?</p>	<p>yes</p>
<p>Explain:</p>	<p>Several of the potential future stations included in the Red Bike expansion plan will be in underdeveloped neighborhoods looking to redevelop brownfield or greyfield properties. Neighborhoods such as Lower Price Hill, Bond Hill, Avondale, Camp Washington and the West End will see significant benefits in efforts to redevelop brownfield and greyfield properties by connecting those neighborhoods to the urban core by active transportation.</p>
<p>Are efforts to avoid, minimize or offset/compensate for environmental impacts planned as part of this project (e.g. wetlands, forests, streams, noise)?</p>	<p>yes</p>

<p>Explain:</p>	<p>There are no negative environmental impacts foreseen in this project - only positive environmental benefits. Individual Red Bike stations have relatively small footprints, and are typically placed on existing public plazas or sidewalks. However, on the one occasion in the past where a Red Bike station was being installed in a low-lying area that had significant rainwater drainage, permeable pavers were used instead of a concrete pad in order to ensure that the drainage was maintained.</p>
<p>Are green infrastructure strategies planned as part of this project (e.g. contiguous corridors to reduce habitat fragmentation, innovative stormwater runoff techniques)?</p>	<p>yes</p>
<p>Explain:</p>	<p>As stated above, while these types on impacts are unlikely, if encountered, they can be addressed by using permeable pavers instead of concrete pads.</p>
<p>Does this project abut or directly impact any potentially sensitive environmental resources (as identified in state conservation plans, maps or inventories)?</p>	<p>no</p>
<p>Explain:</p>	<p>No.</p>
<p>Comprehensive Plan (or other): Is the project consistent with the jurisdiction's comprehensive plan?</p>	<p>yes</p>
<p>Title of Plan:</p>	<p>Plan Cincinnati: A Comprehensive Plan for the Future</p>
<p>Date Adopted:</p>	<p>November 21, 2012</p>
<p>Contact Person:</p>	<p>Katherine Keough-Jurs</p>

<p>Page Number(s) where project is identified and/or referenced:</p>	<p>130-131</p>
<p>Planning Area: Please identify the planning area (location) in relation to the proposed transportation project.</p>	
<p>Public Participation: Generally describe the public participation process for the plan (Include page references to specific examples, where applicable).</p>	
<p>Core Contents: Generally describe the contents of the applicable plan related to the following elements: transportation, land use, economic development, public facilities, housing, natural resources, recreation, intergovernmental coordination and capital improvements. For example, are each of these elements included in the plan? Was appropriate inventory and analysis completed for these elements? Were goals objectives and policies set for these elements? If not, why not (e.g., resource limitations, characteristics of the jurisdictions)?</p>	
<p>Land Use/Transportation Relationship: Generally describe the relationship between land use and the proposed transportation project as set forth in the plan? For example, is new development in the area creating need for the project? Is new development planned for/expected that the project will serve? (Include page references to specific examples).</p>	

<p>Local Match: How much additional local match is being provided OVER the required match?</p>	<p>0</p>
<p>Project Delivery History: Has the applicant had any programmed projects miss their originally programmed date?</p>	<p>no</p>
<p>Specify projects: (see application instructions for negative points associated with this factor)</p>	<p>Red Bike received a TA grant in the amount of \$200,000 in 2014. The project successfully installed six new Red Bike stations, including three of the 15 most active stations. The project was \$4,752.20 under budget.</p>
<p>Supplemental Information Provided by the Applicant Insert Links or supplemental information as appropriate (maximum 5 pages please)</p>	<p><a href="http://funding.oki.org/wp-content/uploads/ninja-forms/9/Red-Bike-Expansion-Plan-Budget-Station-List.docx">http://funding.oki.org/wp-content/uploads/ninja-forms/9/Red-Bike-Expansion-Plan-Budget-Station-List.docx</a></p>