

Request for Proposals to Supply Bicycles for Nice Ride Minnesota Urban Bike Share System

Send questions and proposals to Andy Corson, Bike Fleet Manager, Nice Ride Minnesota at acorson@niceridemn.org.

Proposals Due: January 8, 2016

Responses to questions will be posted on-line at this [link](#).

BACKGROUND

Nice Ride Minnesota operates a seasonal urban bike share system in Minneapolis and Saint Paul. At the close of our 2015 season, we had 190 stations and approximately 1,660 bikes in service. Our system runs on the 8D Technologies BSS4 back-end operating system. We have 3,360 docks. 3,045 of those docks were supplied by Public Bike System Company, which dissolved in 2014. 316 docks were supplied by 8D Technologies.

We have purchased 1,714 bike share bikes since beginning operations in 2010. Broken down by year of purchase:

Year	Bikes Acquired
2010	700
2011	500
2012	128
2013	228
2014	0
2015	158

29 bikes have been written off as lost or damaged beyond repair (currently averaging 7 annually). We have not yet removed any bikes from the fleet due to wear, although many components (seats, chains, grips, bungees, tires, lights, etc) are routinely replaced due to wear.

We anticipate that Nice Ride will begin replacing bikes due to wear within the next three seasons.

We anticipate that the Nice Ride urban system will continue to grow at a rate of 10-20 stations annually.

The Nice Ride system currently operates early April to early November. We have discussed options to extend the season, particularly at stations surrounding the University of Minnesota. At our last strategic planning session, the Board indicated that full-year operations are not viable at this time and that, if we explore an extended-season approach, a winter-specific bike should be considered. It



was suggested that older bikes that are mechanically sound but cosmetically challenged could be converted to winter-specific bikes. Alternatively, we could acquire bikes designed specifically for winter use. This RFP is for standard urban bike share bicycles, but if manufacturers have proposals for winter-specific bikes or for conversion of existing bicycles, we encourage those proposals also.

Nice Ride also maintains a fleet of 680 Van Moof bicycles (orange frames) for use in other programs. This RFP does not pertain to that fleet or those programs.

We are currently purchasing off-the-shelf bike components through wholesale distributors. This approach is working very well. These distributors have very large inventories and can deliver immediately at volume pricing.

Assuming appropriate terms can be reached, we are looking to sign a 3-year requirements contract for urban bike share bikes and any components that are not available through distribution. We anticipate committing to a minimum annual order of 100 bikes, beginning with delivery of first bikes in May 2016.

The most common feedback that we receive from customers about our urban bike share bikes is that they are too heavy and slow. Our system is very large geographically and we have many off-street trails, so there may be greater interest in riding longer distances here than in other cities.

Recently we have received feedback from two local social services organizations that the current bikes are too large for smaller women riders. The Twin Cities has a large Hmong community. The average height of Hmong women is shorter than the U.S. average.

From an operational perspective, our most important concern is to reduce the time required to perform common maintenance activities, particularly removing rear wheel, removing fork, and accessing wiring. Changes made to the most recent Shimano roller brakes have made it more time consuming to adjust brake cable tension.

Many of our current bike seats have shown poor resistance to UV light, resulting in cracking, fading, and wearing of the seat surface. Performance between seats has been very inconsistent. We want seats that will perform predictably for a reasonable life.

A common problem with fleet bikes is that component suppliers fail to adequately or consistently apply clear coat with UV protection. We will want assurances that coatings applied to all components of the bike match the bike's intended use and life and that our supplier has QC systems in place to assure that these coatings are being properly and consistently applied by their component parts suppliers.

TECHNICAL REQUIREMENTS/DESIRED ELEMENTS

Compatible with current docks and operating system.

Aesthetically similar to current bike. (Color and brand design specifications will be supplied on request.)

Equipped with a multi-speed internal hub.



Step-thru design.

Reflective sidewall tires.

Front and rear lights which automatically illuminate upon bicycle use and continue running for at least 90 seconds after bicycle has come to a stop.

Capacity to carry a purse, computer, or water bottle.

Adjustable seat height with built-in theft deterrence measure in seat post.

Fit riders 4'-10" to 6'-6".

Bell.

Front and rear handlebar brakes.

Kickstand capable of holding the bike upright on turf or hard surface when bike cargo space is loaded with 7 pound object.

Rear-wheel skirt compatible with current sponsor recognition.

We are also interested in technologies intended to increase visibility or otherwise communicate with a turning commercial vehicle when a bicycle is located within the "blind spot" of the turning vehicle's side-view mirrors.

CONTRACT REQUIREMENTS

Bicycle pricing assuming a three-year supply commitment for new bikes with a minimum order of 100 bikes annually. If there are price breaks for larger volumes or terms for price escalation, please include those also.

Pricing for any replacement parts not available through distribution and terms to ensure continued availability of those or similar compatible parts at reasonable and predictable pricing for the life of the bicycles.

Delivery time commitment after receipt of firm order, with reasonable penalty for delays.

Minimum one year warranty, including warranty of fitness for use in urban bike share system. Assurance that any parts showing any discernable fading after first year of use will be replaced or recoated at manufacturer's cost, including costs of removal and installation. Assurance that component parts supplied on bikes in future years and supplied as replacement parts will be of equal or better quality and durability as the components proposed and supplied with initial bikes.

Proof of insurance consistent with industry norms. (Please include policy types and limits in proposal.)

Commitment not to discriminate in hiring or contracting.



In some years, Nice Ride will use funds contributed by federal or state agencies to purchase bicycles. Suppliers must have capacity to meet standard terms typically required by public-sector funders of bike share system, particularly the Federal Highway Administration. If compliance with typical requirements will require a price increase, this increase should be included in the proposal.

With your proposal, we would like the opportunity to test ride the proposed bike and to understand differences between proposed bike and bikes we are currently using.

