



P.O. Box 5014  
Portland, ME 04101

March 9, 2018

**Re: Opposition to SB 1374: Dockless Bicycle Sharing**

Dear Senator,

The North American Bike Share Association (NABSA) connects the biggest minds in bikeshare to support, promote and enhance bikeshare across North America. NABSA is the bikeshare industry's membership organization with representation from system owners, operators, host cities, equipment manufacturers and technology providers.

In January 2018, Oklahoma State Senator Jason Smalley introduced SB 1374, a Dockless Bicycle Sharing Bill, into the Oklahoma Senate. It passed on February 27th through the Business, Commerce and Tourism Committee. As the industry experts representing a wide range of the bikeshare industry, NABSA would like to express its strong opposition to this bill. This bill is bad for bikeshare, it's bad for cities, and it's bad for citizens.

Bikeshare is an affordable, efficient, healthy, and sustainable form of public transportation used mostly for short, point-to-point, trips. Anyone can rent a bike, ride it, and then return it back into the system service area. Cities across the country, both big and small, adopt bikeshare to: provide low-cost transportation; complete transit networks; resolve the 'first and last mile' problem; provide an accessible means for physical activity; reduce traffic congestion; improve air quality; and stimulate economic development.

Bikeshare has been successful in hundreds of cities and towns across the country because of strong local involvement. This bill handicaps Oklahoma municipalities by preventing them from protecting the safety and welfare of their citizens.

This bill is problematic because:

- It preempts local control over bikeshare implementation
- It preempts local control over the public right of way
- It preempts local control over safety standards
- It does not outline sufficient safety standards for shared public-use bicycles

- It preempts local control over bikeshare operational requirements
- It does not outline sufficient operational requirements
- It does not address privacy protection of sensitive customer data

While we have seen the dockless bikeshare model contribute to the shared mobility landscape, we have also seen very real challenges around parking and maintenance.

Seattle and Dallas-- two cities who have experimented with dockless bikeshare-- have experienced bicycles left in the public right of way, inhibiting pedestrian and wheelchair passage, and have experienced significant complaints regarding broken bicycles. Seattle and Dallas are both cities that have determined that increased local regulation is necessary to combat these challenges.<sup>1</sup>

Local regulation and requirements regarding right of way management, rebalancing,<sup>2</sup> fleet size minimums and maximums, and customer service are needed to combat the right of way infringements and safety hazards. One could make the parallel with bus operators. A city needs to regulate bus operation to ensure the safety of the users, minimum quality standards, the usage of the public right of way, and to avoid chaos.

As written, SB 1374 would remove the power of any local Oklahoma governmental entity to regulate dockless bikeshare in these much needed ways. Bikeshare is not a one-size-fits-all solution. The success of bikeshare depends on local knowledge and expertise. Local decision-makers must have the ability to enact requirements for bikeshare that best meet their needs while allowing them to achieve their cities' goals.

In addition, this bill lacks the following:

- Sufficient safety standards. No standards are currently outlined.
- Protections for sensitive customer data or requirements for public availability of anonymized and/or aggregated data that could aid in decision-making for public good.

Furthermore, although there is no initial cost for dockless bikeshare equipment, there are many costs incurred by dockless bikeshare host cities, such as:

- Planning and coordinating a bikeshare system launch and expansion
- Monitoring and impounding bicycles when they are left blocking the right of way
- Storing bicycles when they are impounded
- Retrieving bicycles out of hard-to-reach locations
- Monitoring bicycle safety

---

<sup>1</sup> For examples, see <https://nextcity.org/daily/entry/seattle-dockless-bikeshare-pilot-regulation>, <http://cw33.com/2018/01/01/bike-overshare-with-5-companies-in-dallas-already-one-man-has-hit-social-media-gold/>, <https://www.geekwire.com/2017/photos-reveal-worst-parking-jobs-bike-share-bicycles/>.

<sup>2</sup> Rebalancing is the manual redistribution of bikes within a system necessary to manage bike supply at specific geographic locations.

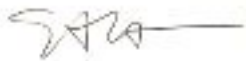
- Responding to civic complaints when customer service is not adequately handled by the bikeshare company
- Police reports and investigations when bikes are stolen, vandalized, or used to commit other crime
- Use of the public right of way- a monetized asset in many places

The current bill language does not allow a municipality to tax, license, or revenue-share with bikeshare companies. Cities need a way to offset these costs with taxes or fees, as well as potentially gain through revenue sharing agreements.

To adopt a statewide policy-- and one as insufficient as this which neglects to address important safety and privacy concerns-- would be a terrible mistake. The success of bikeshare, the safety of riders, and the quality of the service, depend on local management and decision-making authority.

The North American Bikeshare Association and its allies strongly urge you to oppose this bill in favor of maintaining local decision-making authority.

Thank you,



Samantha Herr, Executive Director, North American Bikeshare Association  
For its board and members  
[executivedirector@nabsa.net](mailto:executivedirector@nabsa.net)  
207-370-9836



Linda Bailey, Executive Director, National Association of City Transportation Officials



### **Board of Directors**

Dianna Ward, President  
Charlotte BCycle

Lindsey G. West  
Bantam Strategy Group

Kristen Camareno, Vice President  
Fort Worth Bike Sharing

David White  
Pittsburgh Bike Share

Kim Lucas, Secretary  
District Department of Transportation

Kären Haley  
Indianapolis Cultural Trail

Adrian Popovici, Treasurer  
PBSC Urban Solutions

Aaron Ritz  
City of Philadelphia

Sean Wiedel, Immediate Past President  
Chicago Department of Transportation

Mirte Mallory  
WE-cycle

Mitch Vars  
Nice Ride Minnesota

Lee Jones  
BCycle LLC

Steve Hoyt-McBeth  
Portland Bureau of Transportation

Peter Topalovic  
City of Hamilton



### Members

A3Ventures	DecoBike Miami LLC	RE-Sure Inc.
Alta Planning + Design	Detroit Bike Share	Ride On Miami LLC
Ant Bicycle Inc.	Dropbike, Inc.	Sacramento Area Council of Governments
Bantam Strategy Group	Explore Bike Share - Memphis	SafeSelfDrive.org
Bewegen Technologies Inc.	Fort Worth Bike Sharing	San Antonio Bike Share
BCycle LLC	Gates Carbon Drive	San Francisco Municipal Transportation Agency
Bicycle Transit Systems	Gonbike	Seattle Department of Transportation
Bike Share of Austin/Austin Bicycle	Gotcha Bike	Serco Inc.
Bikeshare of Hawaii/Biki	GREENbikes SLC	Shared Mobility Strategies
Bi-State Development	Houston B-cycle	Shift Transit
Bixi	Indianapolis Cultural Trail/PACERS	Social Bicycles/JUMP Mobility
BKT Bicipublica	Kansas City BCycle	Softwheel LTD
Boise GreenBike	King-Meter Technology	Spin
BublR (Midwest Bike Share)	Los Angeles County Metropolitan	Spinlister
Bikeplus	Transportation Authority	Toronto Parking Authority/Bike Share
Charlotte Bicycle	LimeBike	Toronto Transit
Chicago Department of Transportation/Divvy	Louisville Metro	Ubike Technologies North America Inc
City of Austin	Mobike	Urban Infrastructure
City of Hamilton	Motivate	Partners
City of Long Beach	nextbike, inc.	Urbike
City of Philadelphia	Nice Ride Minnesota	VeoRide
City of Vancouver	NN2 Corridor	We-cycle
Clean Energy Coalition – ArborBike	Noa Technologies	Zagster
County of Arlington/Arlington Capital Bikeshare	Ofo US	Zyp Bikeshare
Cyclehop	P3 Global Management	
District of Columbia	PATH Hawaii	
Department of Transportation	PBSC Urban Solutions	
	Pittsburgh Bike Share	
	Portland Bureau of Transportation	
	Quality Bicycle Parts	
	Qucit	