BICYCLE-SHARING SYSTEMS

across the United States of America

PAHO Pan American Health Organization
World Health Organization Americas

BICYCLE-SHARING SYSTEMS

across the United States of America

PAHO Pan American Health Organization World Health Organization Regional Office for the Americas

Washington, D.C.

2020

Bicycle-sharing Systems across the United States of America

© Pan American Health Organization, 2020

ISBN: 978-92-75-12214-3
eISBN: 978-92-75-12215-0

Some rights reserved. This work is available under the Creative Commons Attribution-NonCommercial-ShareAlike 3.0 IGO license (CC BY-NC-SA 3.0 IGO; https://creativecommons.org/licenses/by-nc-sa/3.0/igo).

Under the terms of this license, this work may be copied, redistributed, and adapted for non-commercial purposes, provided the new work is issued using the same or equivalent Creative Commons license and it is appropriately cited, as indicated below. In any use of this work, there should be no suggestion that the Pan American Health Organization (PAHO) endorses any specific organization, product, or service. Use of the PAHO logo is not permitted.

Adaptations: If this work is adapted, the following disclaimer should be added along with the suggested citation: "This is an adaptation of an original work by the Pan American Health Organization (PAHO). Views and opinions expressed in the adaptation are the sole responsibility of the author(s) of the adaptation and are not endorsed by PAHO."

Translation: If this work is translated, the following disclaimer should be added along with the suggested citation: "This translation was not created by the Pan American Health Organization (PAHO). PAHO is not responsible for the content or accuracy of this translation."

Suggested citation. Bicycle-sharing Systems across the United States of America. Washington, D.C.: Pan American Health Organization; 2020. License: CC BY-NC-SA 3.0 IGO.

Cataloguing-in-Publication (CIP) data. CIP data are available at http://iris.paho.org.

Sales, rights, and licensing. To purchase PAHO publications, visit http://publications.paho.org. To submit requests for commercial use and queries on rights and licensing, visit http://www.paho.org/permissions.

Third-party materials. If material that is attributed to a third party, such as tables, figures, or images, is reused from this work, it is the user's responsibility to determine whether permission is needed for that reuse and to obtain permission from the copyright holder. The risk of claims resulting from infringement of any third-party-owned material or component from this work rests solely with the user.

General disclaimers. The designations employed and the presentation of the material in this publication do not imply the expression of any opinion whatsoever on the part of PAHO concerning the legal status of any country, territory, city, or area or of its authorities, or concerning the delimitation of its frontiers or boundaries. Dotted and dashed lines on maps represent approximate border lines for which there may not yet be full agreement.

The mention of specific companies or of certain manufacturers' products does not imply that they are endorsed or recommended by PAHO in preference to others of a similar nature that are not mentioned. Errors and omissions excepted, the names of proprietary products are distinguished by initial capital letters.

All reasonable precautions have been taken by PAHO to verify the information contained in this publication. However, the published material is being distributed without warranty of any kind, either expressed or implied. The responsibility for the interpretation and use of the material lies with the reader. In no event shall PAHO be liable for damages arising from its use.

PAHO/NMH/RF-2020

TABLE OF CONTENTS

1. Introduction 1

1.1 About this report 2
1.2 How can this report be used? 2

2. Background 3

2.1 What is a bike share? 4
2.2 What are the benefits of bicycle-sharing systems? 4
2.3 Different types of bicycle-sharing systems 5
2.4 How do bicycle-sharing systems measure success? 6

3. Bicycle-sharing systems by State 9

3.1 Alabama 10
3.2 Alaska 11
3.3 Arizona 11
3.4 Arkansas 11
3.5 California 12
3.6 Colorado 13
3.7 Connecticut 14
3.8 Delaware 15
3.9 District of Columbia 15
3.10 Florida 16
3.11 Georgia 17
3.12 Hawaii 17
3.13 Idaho 18
3.14 Illinois 19
3.15 Indiana 19
3.16 Iowa 20
3.17 Kansas 20
3.18 Kentucky 21
3.19 Louisiana 22
3.20 Maine 22
3.21 Maryland 22
3.22 Massachusetts 23
3.23 Michigan 24
3.24 Minnesota 25
3.25 Mississippi 25
3.26 Missouri 26
3.27 Montana 26
3.28 Nebraska 26
3.29 Nevada 27
3.30 New Hampshire 27

3.31 New Jersey 28
3.32 New Mexico 29
3.33 New York 29
3.34 North Carolina 30
3.35 North Dakota 31
3.36 Ohio 31
3.37 Oklahoma 32
3.38 Oregon 33
3.39 Pennsylvania 34
3.40 Rhode Island 34
3.41 South Carolina 35
3.42 South Dakota 36
3.43 Tennessee 36
3.44 Texas 37
3.45 Utah 38
3.46 Vermont 39
3.47 Virginia 40
3.48 Washington 41
3.49 West Virginia 41
3.50 Wisconsin 42
3.51 Wyoming 43

4. Summary Analysis of Bicycle-sharing Systems in the United States 44

5. Table of Bike-sharing Systems, by City or County 47

6. References 70

Preface

Noncommunicable diseases (NCDs) and their risk factors are the leading causes of morbidity, mortality, and disability in the Americas, representing both a public health challenge and a major threat to economic and social development. In the Region of the Americas, NCDs cause approximately 5.5 million deaths (80% of the total) annually in the Region. Insufficient physical activity is a leading risk factor for NCDs, increasing the risk of cancer, heart disease, stroke, and diabetes by 20–30% and shortening life expectancy by 3–5 years.

PAHO/WHO supports Member States in the promotion of policies and interventions to increase physical activity in line with the Regional Plan of Action for the Prevention of Obesity in Children and Adolescents, and the Global Action Plan on Physical Activity. This work is also converging with efforts to scale up road safety interventions and improve environmental health, through the promotion of non-motorized means of transportation, reducing speed, protecting walkers and bicyclists, as well as reducing greenhouse gas emissions. Increasing participation in physical activity has multiple health, social and economic benefits, and can contribute to the achievement of the 2030 Sustainable Development Goals (SDGs).

Bicycling is one of the most popular and easily accessible means of transportation and recreation worldwide. Bicycles do not cause air pollution, and their use also reduces the number of motorized vehicles on the streets, lowers the overall speed of vehicles and reduces traffic congestion, while offering great opportunities for recreation and socialization.

Bicycle-sharing programs have the added value of increasing urban mobility, accessible recreation, and sustainable transportation in more than 2,000 cities around the world. In the United States of America, bicycle-sharing systems are present in all 50 States and the District of Columbia. Expansion of existing bicycle sharing systems and development of new bike shares, underpins a trend to continued expansion of these systems.

This publication summarizes the current landscape of bicycle-sharing systems across various municipalities and jurisdictions in the United States of America, and provides a comprehensive overview of systems with at least five stations and/or 20 bikes across the country.

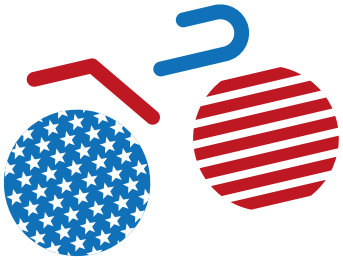
PAHO/WHO hopes that this publication will serve as a source of information for policymakers, community leaders, NGOs, and others who may be interested in establishing new bike shares or expanding existing systems. Resources in this document provide information about cities or municipalities with similar objectives and/or comparable contexts, in order to promote learning and sharing of experiences.

PAHO/WHO acknowledges the work done by so many cities and hopes that this publication will inspire and encourage the promotion of physical activity in the Americas.

Acknowledgments

PAHO gratefully acknowledges the following: Office of Global Affairs of the U.S. Department of Health and Human Services; Gregory Maxson; Daniel Buss; Eugenia Rodrigues; Steven Constantinou; Chiara Stefanini.

1 Introduction



1.1 ABOUT THIS REPORT

Bicycle-sharing programs—"bike shares"—in more than 2,000 cities around the world deliver benefits of increased urban mobility, accessible recreation, and more sustainable transportation.

This document summarizes the current landscape of bicycle-sharing systems across various municipalities and jurisdictions in the United States of America. It is a comprehensive accounting of all presently-implemented systems with at least five stations and/or 20 bikes (with a few noted exceptions) across the country. Most are introduced in an overview describing the characteristics, objectives, and processes considered by each jurisdiction as it implemented the system.

The information in this report is current through the end of 2018. It is important to note, however, that the landscape of bike shares is highly dynamic, with expansions of existing systems and implementation of new systems occurring in the United States on a near-monthly basis.

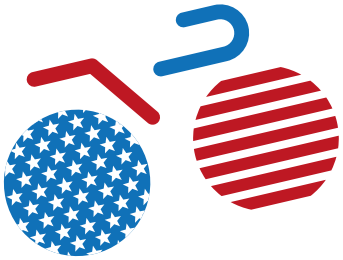
1.2 HOW CAN THIS REPORT BE USED?

This publication serves as a source of centralized information for local-level policymakers, community leaders, NGOs, and others who may be interested in implementing new bike shares or further developing existing systems. Resources in this document can help identify other cities or municipalities with similar objectives and/or comparable contexts in order to learn from each other's actions, experiences, and challenges.

Summaries of individual BBSs are provided for each of the 50 states and the District of Columbia, many of which include information about the date of launch, size, growth, challenges, and related municipal goals. The summaries are organized by state or territory. References provided at the end of the document serve as another useful resource to conduct further in-depth research.

An extensive table contains a list of all cities or counties where systems have been implemented. The table includes a summary of the corresponding bike-share systems allowing quick reference to key characteristics of each system, including its name, type, launch date, estimated number of bikes/stations within the system, and its primary website.

2
Background



2.1 WHAT IS A BIKE SHARE?

A bicycle-sharing system, or "bike share", is a program that distributes and organizes fleets of publicly-shared bikes throughout a city or region for users to rent for transportation or recreation. Through single-use fees or membership plans, users are able to access bikes across each system's designated service area. Most membership plans allow users an unlimited number of rides throughout the duration of the plan, which are often offered by the week, month, or year. Each use of the bikes, however, is typically limited to a short period of time (often between 30 to 60 minutes) before the user incurs additional fees. These systems allow users to access bikes on an as-needed basis, while also maximizing the availability to multiple users each day. The most efficient systems are those where each bike is utilized multiple times per day, while also providing enough bikes to ensure consistent availability and access for potential users across the system area.

Although the concept of the modern bike share was first implemented 50 years ago, by 2004 only 13 cities worldwide were known to have established public bike-share programs. The advancement of internet technologies and mobile GPS capabilities has enabled development of bicycles and sharing systems that are more efficient, easier to facilitate and operate, and less expensive to maintain (e.g. with fewer thefts and instances of vandalism) *(1)*. These advances also allow users to track the availability and location of bikes and stations for access at any given time through mobile applications.

With improved operability, cost effectiveness and many other potential benefits for individuals and communities, the implementation of bike shares has surged in recent years in cities around the world. As of December 2018, more than 2,000 cities globally had active bicycle-sharing programs, demonstrating a massive surge of growth and popularity of the systems during the past decade *(2)*.

Bike shares are widely regarded as interventions with significant potential to increase levels of active transportation within communities, which may also be expected to promote physical activity, reduce air pollution, and mitigate traffic congestion *(3)*. Many cities across the United States and around the world, therefore, are anxious to obtain these benefits by launching and/or expanding the development of successful bike-sharing systems.

2.2 WHAT ARE THE BENEFITS OF BICYCLE-SHARING SYSTEMS?

While each city's specific goals for implementing its own bike-share program may differ, bike share is often associated with financial, environmental, and health benefits. With urban populations continually growing in many locations, promotion of active transportation options is often perceived as a promising strategy to ease traffic strain and environmental pollution *(3)*. Bike share in particular provides communities with increased options for efficient mobility and sustainable transportation. At the same time, bike share provides opportunities for improved health outcomes at both the population and individual levels by helping to improve air quality, increase awareness and road safety for cyclists and increase levels of physical activity. It also provides economic benefits for communities, and can provide both transportation-related cost savings and time savings to individual users *(4)*.

2.3 DIFFERENT TYPES OF BICYCLE-SHARING SYSTEMS

Technological advancements in recent years have enabled the development of a variety of bikes and systems, with differing features to maximize security, convenience and access for as many users as possible. Currently there are three generic types of bike share, commonly termed station-based systems, dockless systems, and hybrid systems.

STATION-BASED SYSTEMS

Station-based systems are the most traditional type of bike share. They require installation of designated stations with a variable number of docks to which bikes can be locked between use. Kiosks at the stations allow payment and enable use of locked bikes. With station-based systems, users must pick up and return bikes to stations within the same system.

Due to the physical infrastructure required, the implementation of station-based systems requires a great deal of coordination and cooperation within cities to identify suitable public spaces to install system stations. Since stations are relatively permanent, these types of systems often create a sense of reliability and consistency for users.

Examples of station-based systems include Capital Bikeshare in Washington, DC, Divvy in Chicago, Illinois; and GREENbike in Salt Lake City, Utah.

DOCKLESS SYSTEMS

Since 2017, dockless bicycle-sharing systems—operated almost exclusively by private companies—have entered increasing numbers of cities across the United States. Dockless systems feature bikes which are each equipped with individual locking and GPS mechanisms. These types of bikes do not require physical stations or docks. Users can locate and unlock bikes using web or mobile applications and can end their trips at their chosen destination by closing the bike's built-in lock anywhere within the system's designated service area. Riders are instructed to park responsibly at public bike racks or on sidewalks where they do not block pedestrian or wheelchair access *(5,6)*.

Dockless systems offer flexibility and convenience for many users, given that they are able to leave bikes nearer to their true destinations rather than only at designated stations. Without stations, however, proximity to available bikes can be inconsistent and access can be challenging for users who do not have smart phones to locate and unlock bikes.

Examples of dockless systems have included JUMP in Sacramento, California, Pace ATX in Austin, Texas and Lime in Los Angeles, California.

HYBRID SYSTEMS

Hybrid bike-sharing systems typically feature a combination of characteristics of both station-based and dockless systems, usually including physical stations and GPS-enabled bikes. Users have the option and flexibility to 1) pick up and return a bike to designated stations, 2) pick up a bike at a station and lock it anywhere else within the system area, 3) pick up a bike locked outside of a station and return it to a station, or 4) pick up a bike locked outside of a station and lock it anywhere within the system area.

Hybrid systems combine the flexibility and convenience of dockless systems, while maintaining the sense of reliability and permanence that station-based systems create. Although they offer flexible bike parking, many hybrid systems incentivize users to return bikes to stations by reducing user fees for those who do, or by charging small fees to those who lock bikes away from stations.

Examples of hybrid systems include Grid in Phoenix, Arizona, BIKETOWN in Portland, Oregon and Blue Bikes in New Orleans, Louisiana.

2.4 HOW DO BICYCLE-SHARING SYSTEMS MEASURE SUCCESS?

Due to the relatively recent introduction of bike-sharing systems across the country, few communities have yet been able to fully evaluate the long-term impact of their systems on rates of physical activity, air pollution or economic impact. A number of commonly used data points and indicators, however, help cities and jurisdictions to evaluate the performance and utility of a bicycle-sharing system.

Some of the most basic metrics that cities or implementing organizations track include:

- number of bikes actively circulating in the system
- number of stations where bikes can be checked in or out
- number of docks (individual spaces where bikes can be checked in or out)

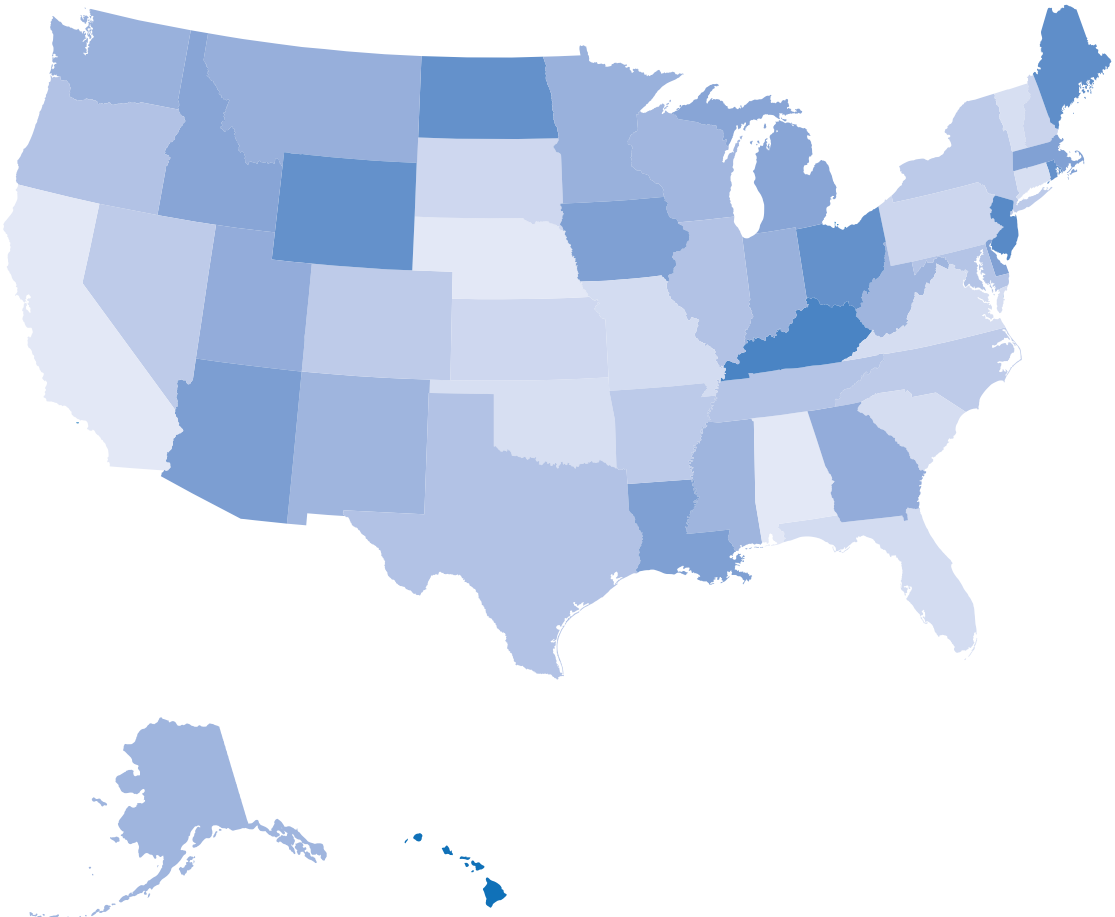
Most systems have been developed with the capacity to record and publish data about the total numbers of bike checkouts, start and end points of each ride, duration of each ride, and the type of user (annual member, monthly member, casual user, etc.) based on the user's type of pass or membership.

Many bike-share operators make this information publicly available and it can be downloaded for analysis. In many cases, data files are available via individual bike share system websites. For example, historical data for Citi Bike in New York City can be found at citibikenyc.com/system-data *(7)*.

Based on the basic data and metrics, additional measures are often calculated to estimate the total amount of time and/or distance traveled on bike share bikes during a given time period. Based on these estimates, extrapolations are frequently made to estimate additional impact indicators such as the cumulative number of calories burned by all users or the total offset of carbon pollution emissions due to reduced vehicular traffic. These measures are typically gathered and published by either the managing organization or the operator of the individual bicycle-sharing systems. In some cases, the data are published and shared online, either through individual bike share websites or through annual reports. Examples of these data reports are available from GREENbike of Salt Lake City, Utah at greenbikeslc.org/about/reportsandsurveys and from Austin BCyle of Austin, Texas at austinbcycle.com/about/stats-facts *(8, 9)*.

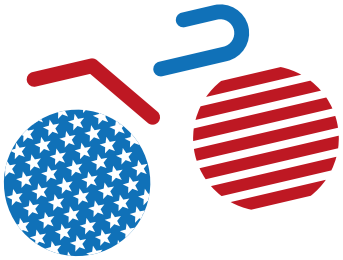
A large number of bicycle-sharing systems in the United States also participate in the General Bikeshare Feed Specification (GBFS). GBFS is a data feed that makes live data about participating bicycle-sharing systems/operators publicly available online in a standardized format *(10)*. Part of its purpose is to enable map- and transportation-based applications to utilize and translate the data into useful information for the general public. In practical terms, the feed allows software

developers to more easily relay information in real-time about where and when bikes are available to pick up and use through bike share and transit mobile applications. With data from the GBFS, applications such as the Capital Bikeshare (capitalbikeshare.com/how-it-works/get-the-app) or Transit (transitapp.com) mobile apps are able to allow users to identify the locations of nearby bikeshare stations, how many bicycles might currently be available at that station, and/or whether spaces are available to dock bikes that are currently being used *(12, 13)*. For data analysts and researchers, the standardized format is expected to help facilitate and ease the collection and analysis of bike share usage data *(14)*.



3

Bicycle-sharing systems by State



3.1 ALABAMA

ZYP BIKESHARE

The first bicycle-sharing system in Alabama, Zyp BikeShare, was deployed in October 2015 in the city of Birmingham *(15)*. The program is managed by REV Birmingham, an economic development organization which aims to stimulate business growth and improve the quality of life in the community *(16)*.

Featuring 100 electric pedal-assist bikes among its 400-bike fleet, Zyp Bikeshare was the first public system in the country to offer 'pedelec' bikes. These types of bikes include a small motor that amplifies a rider's pedal strokes, which allows for greater speeds without excessive exertion by the rider. They help many riders to overcome the challenges of riding through hilly terrain and make it more feasible for them to travel longer distances *(17)*.

System planners in Birmingham recognized that the riding across the city's hills would be a barrier for many potential bikeshare users. As a result, they selected a system that would support pedal-assist bikes in order to encourage uptake and usage *(18)*.

WAR EAGLE BIKE SHARE

As a key component of their sustainable transportation efforts and to combat parking challenges for students, Auburn University—located in the City of Auburn—has also implemented a bicycle-sharing system on campus, called the "war eagle" system after the University's fight song. The University partnered with Gotcha Bikes in 2016 to operate the 38-station system, which offers two hours of free ride time to university students, faculty and staff. With GPS-enabled bikes, users are able to ride station-to-station, or they may choose to leave bikes outside of an official hub for an additional fee (19, 20).

DOWNTOWN BLUEBIKES

In 2017, Downtown BlueBikes launched in Huntsville, Alabama with a commitment from the system's title sponsor—Blue Cross and Blue Shield of Alabama—to build a healthier community while also boosting economic growth. At the time of its launch the system included 40 bikes available across eight stations *(21)*.

In 2018, the Zagster-operated system was upgraded to a dockless version called Pace, which allows users to park and lock bikes at either designated stations or any public bike racks at no additional charge. System changes also included an expansion of the fleet to a total of 100 bikes *(22)*.

LIME

In addition to station-based bikeshare systems, the City of Mobile also introduced legislation in 2018 to allow the private dockless bike-share company, Lime, to deploy up to 1,000 bicycles throughout the city. City officials cited the demand for increased transportation options as a motivating factor for the bike-share program, recognizing the opportunities that the dockless system would bring to improve the quality of life and health of their residents and reduce traffic congestion in the community *(23)*.

3.2 ALASKA

FAIRBIKES

Fairbanks, Alaska is home to the state's first and only bikeshare system. The Fairbikes system was developed as a private, for-profit business in partnership with the bike-share management service, Motavic *(24)*. The program debuted in September 2015 with 25 bikes. After its first full season of operation, the system expanded its fleet to include 50 bikes with 20 bike racks installed through the town *(25)*.

3.3 ARIZONA

GRID BIKE SHARE

Arizona's first and largest bikeshare system, Grid, was introduced in the Phoenix Metropolitan Area in 2014 with 100 bikes and 27 stations. By the end of 2018, the system had grown to include nearly 1,000 bikes with 114 regular stations and eight virtual stations. The system coverage area includes portions of the cities of Mesa, Phoenix, Scottsdale, and Tempe *(26)*.

The system increases mobility options in the region and makes public transit in the region more viable for users by helping to resolve the 'first mile/last mile' problem *(27)*. The League of American Bicyclists has awarded the cities of Tempe and Scottsdale the gold-level bicycle-friendly designation (Phoenix has a bronze-level designation and Mesa the silver-level designation), indicating the strength of bike-friendly infrastructure and policies within the region that support bike sharing *(28)*.

ADDITIONAL SYSTEMS

In Tucson, Arizona, Tugo Bike Share has been in operation since November 2017. The station-based system operates with 330 bikes and 36 stations spread across several Tucson neighborhoods.

In addition to Arizona's two station-based systems, dockless bikeshare companies also began piloting dockless systems in 2018. Lime deployed bikes in the cities of Mesa, Mesa, Scottsdale, and Tempe, as did Spin in Flagstaff.

3.4 ARKANSAS

MULE RIDES

In early 2018, Southern Arkansas University introduced a campus bike share, Mule Rides. Although the program includes just 30 bicycles and four stations across the university campus, the bikes attracted over 1,000 active users and logged 8,000 miles within its first six months of operation *(29)*.

Students are able to ride the bikes for free for up to two hours daily *(30)*.

VEORIDE

In September 2018, the dockless bike-share company, VeoRide, launched a program in Fayetteville. The City of Fayetteville, in partnership with the University of Arkansas and the Fayetteville Advertising and Promotion Commission, approved a three-year contract with the company, which distributed 290 standard and 50 pedal-assist bicycles throughout the city *(31)*.

3.5 CALIFORNIA

FORD GOBIKE

In 2013, the cities of San Francisco and San Jose launched the state's first regional bike share, known as Bay Area Bike Share. The pilot system introduced 700 bikes with 70 stations across the two cities. In June 2017, after the Metropolitan Transportation Commission initiated a public-private partnership with Ford Motor Company, the system relaunched as Ford GoBike *(32)*.

With sponsorship and financial support from the private company, the system was able to quickly plan and fund a tenfold expansion. Planning for the system's expansion incorporated public workshops, meetings and coordinated efforts with local elected officials and business groups. Ensuring social equity and access to the system was a priority concern during the planning process. Twenty percent of the planned stations were placed in lower-income neighborhoods, complemented by targeted outreach, education and distribution of discounted membership passes *(33)*.

By the end of 2018 Ford GoBike had expanded the original system to 7,000 bikes and 540 stations across five cities, including San Francisco, San Jose, Oakland, Berkeley and Emeryville *(33)*. As part of its expansion, a number of electric pedal-assist bikes were added to the bike fleet. Users can find available electric bikes through the system's companion app and pick up and park the bikes at stations just as they would for any standard bike.

In addition to the standard and electric pedal-assist bike options, Ford GoBike has also integrated dockless bikes within certain service areas of the broader system. Similar to typical dockless bike systems, the dockless bikes feature wheel-lock mechanisms, which allow users to end their trip without having to find and park at a station. Users can also find dockless bikes with the system's app, ride anywhere within the designated service area and leave bikes at nearer to their true destination than might be possible with other bikes *(34)*.

The Ford GoBike system has also improved the ease of access and transfer between transit systems by allowing users to link their account to a Clipper card. Clipper cards are multi-functional transit cards, with which users can preload payment in order to access bus, rail, ferry and other transit systems within the region *(33)*. Although membership and accounts between Ford GoBike and other transit accounts are separate, users are able to unlock bikes using the same card *(36)*. This system of linking transit options helps maximize ease and efficiency for users, particularly when using bike share in combination with other transportation methods.

METRO BIKE SHARE

Another noteworthy system in California is Metro Bike Share, located in the Los Angeles region. Administered by the Los Angeles County Metropolitan Transportation Authority (Metro), the system launched in July 2016 with service coverage across downtown Los Angeles. During

the following year, Metro Bike Share expanded service and installed stations in the neighboring jurisdictions of Pasadena and Venice, as well as at the Port of Los Angeles. At its peak, the station-based system included 1,400 bikes and 125 stations. In September 2018, however, the City of Pasadena canceled bike share service within its jurisdiction after just a year of operation. Cited reasons for its exit from the program included low ridership and high operating costs *(37)*.

Although the system seems to have encountered challenges since its launch with uptake and ridership, a unique characteristic of the system was its integration into the local transit system. Rather than being planned and designed to supplement the existing transit network in the network, Metro Bike Share was meant to be an integral component of it *(38)*. As such, it was the first bike-sharing system in the country to allow users to use the same regional transit access card used for buses and trains to also access local bike share bikes.

Beginning in November 2018, Metro Bike Share launched a number of electric pedal-assist bikes into its bike share fleet in order to incentivize new users and to facilitate longer trips (40).

BIKE SHARE CONNECT

From 2015 through 2017, the neighboring cities of Santa Monica, Beverly Hills, West Hollywood and the University of California, Los Angeles each began operating systems within their own jurisdictions (Breeze Bike Share, Beverly Hills Bike Share, WeHo Pedals and Bruin Bike Share). Although each system is distinct, they share the same operator and equipment provider—CycleHop and Social Bicycles. Together, they have created a merged system, termed Bike Share Connect, which allows users to access any of the four systems with a single membership. Bikes can be unlocked and returned to any station across the four system areas, aiming to encourage greater levels of car-free mobility across the region *(41)*.

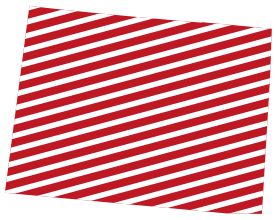
Similar to Metro Bike Share, members of the Bike Share Connect program can link their bike share accounts to a Metro TAP card (a transit card used for bus, rail and other transit options in the region), which allows users to also use it as an access key for bikes *(42)*. Each of the Bike Share Connect systems also features GPS-enabled bikes that allow users the option of returning bikes at any public bike rack in the system area (for an additional $2 fee), in addition to system stations (43).

ADDITIONAL SYSTEMS

Other station-based systems in the state include Long Beach Bike Share in Long Beach, Discover Bike Share in San Diego and Bike Riverside in Riverside, California *(44, 45, 46)*.

Beginning in 2017, private dockless bike-sharing companies, including Lime and JUMP, also emerged in dozens of additional cities and markets across the state *(47, 48)*.

3.6 COLORADO



DENVER BCYCLE

Despite high altitudes and wintry seasons, the state of Colorado features a number of bicycle-sharing systems throughout many of its cities. Denver BCycle, the state's first bicycle-sharing system, arrived in Denver in 2010. The system is owned and operated by a nonprofit organization, Denver Bike Sharing (DBS), with equipment provided from BCycle *(49)*. Through $1.5 million in

grants and contributions, DBS was able to purchase the capital equipment needed to implement a system, including 500 bikes and sufficient kiosks and docks for 50 stations. With an additional $1.6 million generated from sponsorships, memberships and usage fees during its first year, the system was able to finance all additional operating and administrative costs *(50)*.

At the time of its debut, the City of Denver had the goal of increasing its population of bike commuters to 10 percent of all commuters by 2018. In coordination with this effort, Denver Bike Sharing shared its vision that its bike-share program would create a shift in transportation culture that would help the city achieve this goal. The network aimed to serve downtown Denver, while also reaching outer population centers by connecting to existing public transportation routes *(50)*.

By the end of 2017, Denver BCycle was comprised of 737 bikes and 89 stations. In its 2017 Annual Report, leadership reported their anticipation to transition to a smart bike system, which would create more freedom and flexibility for riders to pick up and park bikes in more places *(51)*.

BOULDER BCYCLE

Similar to Denver BCycle, Boulder's BCycle also operates under a nonprofit business model. Beginning with 110 bikes and 12 stations, the system has nearly tripled in size since its launch in 2011 *(52)*. Some primary goals are to provide a green, convenient and affordable transportation option; encourage biking culture in the community; and minimize mobility and social inequities among low-income communities *(53)*.

ADDITIONAL SYSTEMS

Other smaller systems are found in Colorado Springs (PikeRide), Douglas County (M-Bike) and Avon (Avon Bike Share) *(54, 55, 56)*.

The City of Aspen features We-cycle, which features 210 bikes and 47 stations. Unique to nearly all other bicycle-sharing systems, We-cycle offers unlimited 30-minute rides to all users. Participating jurisdictions, including the town of Basalt and Eagle County, work together to fund the day-to-day operations of the system *(57)*.

Dockless bike-share programs managed by Lime and JUMP have also emerged in Denver, as well as a new Pace by Zagster bike share in Fort Collins *(47, 58, 59)*.

3.7 CONNECTICUT

BIKE NEW HAVEN

Connecticut's first bike share system was launched in February 2018. Located in New Haven, the system is a collaborative effort between the City of New Haven, P3 Global Management, Noa Technologies and New Haven Bike Share Mechanics. The system launched with 100 bicycles and 10 stations, with the intent to expand to 300 bikes across 30 stations *(60)*.

New Haven leaders were motivated to implement the system in order to "enhance mobility and connectivity for city residents," which will help to reduce traffic congestion, reduce carbon emissions and promote a healthy lifestyle.

3.8 DELAWARE

To date, there have been no public bicycle-sharing systems fully implemented in the state of Delaware. However, the City of Wilmington has taken concrete steps towards the development of a system within its jurisdiction. A comprehensive feasibility study has been developed, which included an analysis of existing conditions, as well as a proposed business plan and timeline for implementation *(62)*. As of the end of 2018, implementation appeared to be in very early stages.

3.9 DISTRICT OF COLUMBIA

The District of Columbia, also known as Washington DC, is not a State, but a Federal District. It is included here based on alphabetical order.

CAPITAL BIKESHARE

In 2008, the District of Columbia was the first city in North America to launch a bike share. The system was called SmartBike DC and included 10 stations in the District's downtown area with 120 bikes. Two years later, the District—led by the District Department of Transportation (DDOT)—collaborated with its bordering jurisdictions, Arlington County, Virginia and Montgomery County, Maryland, to select a common bike-share operator and together launched the Capital Bikeshare system in September 2010. By using a single operator across multiple jurisdictions, the system would enable commuters, tourists and other users to cross city and county borders while still remaining within the system's service area. Users, for example, could pick up a bike from a station in Arlington County, Virginia travel across the state border and leave the bike at a station within the District of Columbia *(63)*.

The mission of Capital Bikeshare included goals that would help to promote the program as an integrated and valued part of the District's transportation system for all users. In doing so, it provides an alternative to driving in order to reduce the environmental impact of transportation and improve the public health of the entire community, regardless of age, race, income and gender *(64)*.

Within the District, 100 stations were initially placed across each of the eight wards. As of mid-2018, 269 of the system's total 500+ stations were located in the District *(65)*. Beginning in September 2018, Capital Bikeshare began integrating a number of electric pedal-assist bicycles into its fleet *(66)*.

ADDITIONAL SYSTEMS

Beginning in September 2017, the District also began issuing permits for private companies to operate dockless bike-sharing programs within the city. Companies included Lime, JUMP, ofo, Spin and Mobike. After an initial demonstration period, Lime, Spin and JUMP continued to operate and maintain bicycles in the District through 2018 *(67)*.

3.10 FLORIDA

CITI BIKE MIAMI

The state of Florida is home to a number of small- to medium-sized bicycle-sharing systems, beginning in Miami and Miami Beach in 2011. The system first launched in Miami Beach as DecoBike, which later expanded to the City of Miami in 2014 and rebranded as Citi Bike *(68)*. Development of the bike share was largely inspired by Miami Beach's commitment to becoming one of the greenest cities in America *(69)*. By providing a transportation option that helps replace the need for cars and taxis for short trips, the system is able to help the city progress toward that goal. The system includes approximately 2,000 bikes and 160 stations across Miami and Miami Beach *(70)*.

COAST BIKE SHARE

A regional bike share called Coast began operating in early 2014 across the jurisdictions of St. Petersburg and Tampa. The system also includes a campus subsystem, Share-A-Bull Rides at the University of South Florida *(71)*.

Coast Bike Share initially began operating in the City of Tampa. It launched with a demo program of 100 bikes and 10 stations in November 2016. Three months later, the system fully launched and included 300 bikes and 31 stations during its first year of operation. The City of St. Petersburg officially joined the system in 2017 *(72)*.

During initial planning phases for the system's expansion into St. Petersburg, the City developed program goals that included the desire to support urban connectivity and existing transit systems, and provide an amenity that would improve the quality of life of residents and stimulate economic development. After soliciting proposals for potential bikeshare operators, the City opted to join the already-existing in Tampa. Planners also emphasized community engagement as means to identify station locations, creating a website for residents to submit suggestions *(71)*.

By the beginning of 2018, Coast Bike Share included 700 bikes and 64 stations across Tampa, St. Petersburg and the University of South Florida *(71)*. Beginning in June of the same year, the system began to offer several virtual hubs, where users can lock their bikes to any public bike rack within a virtual perimeter at no extra cost, instead of only having the option to lock them at designated stations *(73)*.

ADDITIONAL SYSTEMS

Other systems in the state include: AvMed Rides in Broward County, Juice in Orlando, and SkyBike in West Palm Beach *(74, 75, 76)*.

Dockless systems operated by Lime and Pace have also emerged in the cities of Key Biscayne and Tallahassee *(47, 77)*.

3.11 GEORGIA

ALPHARETTA BIKE SHARE

Bicycle-sharing systems first emerged in Georgia in 2016 with the launch of Alpharetta Bike Share in the city of Alpharetta in May 2016. Although it is a small system (21 bikes and 5 stations), it has reportedly experienced high demand and received national recognition as a successful municipal model *(78)*.

RELAY BIKE SHARE

Shortly after the launch of Alpharetta Bike Share, Relay was introduced in June 2016 in the city of Atlanta. In partnership with Social Bicycles/CycleHop as the equipment provider/operator and Georgia's Own Credit Union as the primary sponsor, Atlanta's bicycle-sharing system launched with 100 bikes at 10 stations in downtown Atlanta. By the end of 2017, Relay Bike Share had expanded to 500 bikes and 75 stations across 15 Atlanta neighborhoods.

The system's fleet features GPS-enabled bikes, which allows users to lock bikes either at stations or other public bike racks within the system area. The flexibility of the hybrid system has been considered the key to its success *(79)*.

In order to further promote usage of the system, a combination of local partners and organizations has collectively implemented the Bike Share Champions program. The program works to engage and educate fellow residents about the benefits of using the bikesharing system *(78)*.

ADDITIONAL SYSTEMS

In February 2017, another small, station-based system launched in Carrollton, Georgia with 50 bikes and 10 stations. The system has been touted as a tool to promote active lifestyles within the community and improve the quality of life for all residents *(80)*.

The Savannah College of Art and Design, which includes campuses in both Atlanta and Savannah, also features a campus bikeshare system at both locations, available to students, faculty and staff *(81)*.

3.12 HAWAII

BIKESHARE HAWAII ISLAND

To date, the state of Hawaii features two bicycle-sharing systems, one of which is located on the island of Hawaii. In Kailua-Kona, the bike share offers 32 bikes at 3 stations and promotes a healthy and fun way for residents and visitors to move around the city *(82)*.

BIKI

The Biki bike share in Honolulu was launched in June 2017 with 1,000 bikes and 100 stations, with major support from both public and private institutions. The system is managed through a community-based nonprofit organization, Bikeshare Hawaii, which maintains operations through its own system revenue and other donations.

Biki is said to have been designed for people who were not already biking to help make it a more widely-accepted and utilized transportation option *(84)*. Within its first year of operation, Biki was ranked as the eighth most heavily used bike share in the country during 2017. Users averaged 2.3 trips per bike per day, which exceeded the industry average of 1.7 trips per bike per day *(85)*. The Biki system was also the first in the country to offer a flexible 'bank' of minutes of ride time, which can be purchased for a flat fee and used in any kind of increment until the allotted minutes are used *(83)*.

3.13 IDAHO

Two separate bicycle-sharing systems emerged in Idaho in April 2015, one in the capital city of Boise and the other servicing cities within Blaine County, Idaho.

BOISE GREENBIKE

Boise GreenBike was inspired by the desire to create a solution that would help to improve air quality and reduce traffic congestion in the city of Boise while also supporting the local health department's strategic goals, namely to help reduce the prevalence of overweight and obesity *(86)*.

The system is a service provided by the regional transit authority, Valley Regional Transit. Funding for bikes and station equipment was acquired through federal grants and the system maintains operations through ongoing sponsorships, user fees and advertising *(87)*.

The Boise GreenBike fleet includes 127 bikes, which are GPS-enabled and have individual locks *(86)*. The hybrid system features a combination of traditional stations, as well as "flex hubs," which are designated bike racks where bikes can be locked without additional fees. Alternatively, users can also lock bikes to any other public bike rack for a $2 "out of hub" fee *(85)*.

MOUNTAIN RIDES BIKESHARE

Mountain Rides Bikeshare in Blaine County, Idaho provides service coverage across several small cities in south-central Idaho, including Ketchum, Sun Valley, Hailey and Bellevue. Similar to Boise GreenBike, this system includes 40 GPS-enabled bikes as well as a number of stations and "flex hubs," which offer additional flexibility for users and minimize the capital costs of installing traditional stations and other ongoing costs of maintenance *(88)*.

The system is administered by Mountain Rides, a local public transportation provider in the region *(89)*. Funding for the program originated from use of federal funding issued by the United States Environmental Protection Agency through a community climate challenge grant *(87)*.

3.14 ILLINOIS

DIVVY

The first and largest bikeshare system to be launched in Illinois is Divvy, which began operations in Chicago in 2013 and later expanded to one of its suburbs, Evanston, in 2016. With 6,000 bikes and more than 580 stations, Divvy is one of the largest systems in the United States *(90)*.

The system, including bikes, stations and equipment, is owned by the Chicago Department of Transportation (CDOT) and operated by Motivate *(91)*. To initiate the program, CDOT acquired funding through two avenues: federal grants that promote projects to improve air quality, reduce traffic congestion and promote economic development; and the city's tax increment financing program. Expansion of the program to Evanston in 2016 was financed through a grant from the State of Illinois *(89)*.

As part of their efforts to promote accessibility and equity for all residents, CDOT and the City of Evanston offer a low-income access program called Divvy for Everyone (D4E). For residents who qualify, annual memberships are available for $5. Cash payment options are also available for individuals who are unable to use a debit or credit card to make the payment *(92)*.

ADDITIONAL SYSTEMS

Since 2017, smaller systems have also launched in a number of other Illinois cities, the majority of which are operated by Zagster. Systems include:

- Bike Share 309 in the Town of Normal
- Bike Share 609 covering the jurisdictions of Kankakee, Bourbonnais, Bradley and Manteno
- CityCycle, servicing Peoria and East Peoria *(93, 94, 95)*

Just as in many other states and cities, private dockless bike-share companies have also entered several Illinois city markets. As of 2018, Zagster's dockless system (Pace), Lime and JUMP have entered areas of Chicago *(47, 96, 97)*. VeoRide, another dockless bike-share company, also launched in 2018 with 500 bikes in Champaign *(98)*.

3.15 INDIANA

INDIANAPOLIS PACERS BIKESHARE

Since 2014, Indianapolis has featured the Indiana Pacers Bikeshare, named after the city's professional basketball team. The system is part of the BCycle network of bicycle-sharing systems across the county. Pacers Bikeshare includes 29 stations and 251 bikes and promotes an easy, convenient way for residents and visitors to travel downtown *(99)*.

The system is owned and managed by a local nonprofit organization, Indiana Cultural Trail, Inc., which manages, maintains and improves an urban bike and pedestrian pathway in downtown Indianpolis *(100)*. Funding for the system was acquired through governmental and nongovernmental grants, as well as sponsorships and individual donations. Membership and user fees also help to cover annual operating and maintenance costs of the system *(101)*.

ADDITIONAL SYSTEMS

Another Indiana bikeshare system is columbike, located in Columbia, Indiana. Similar to Indiana Pacers Bikeshare, it is operated by BCycle and managed through a nonprofit business model. Additional small systems include Upgrade Bike Share in Evansville, Fort Wayne Bike Share in Fort Wayne, and Valpo Velocity in Valparaiso, all of which are operated by the company Zagster *(102, 103, 104)*.

Another notable system serves the campus and surrounding community of Purdue University in LaFayette and West LaFayette *(105)*. It launched in 2015 as a traditional, station-based system. In 2018, it relaunched as a dockless system called Pace, which is expected to include 200 dockless bikes on Purdue campus and another 100 scattered across the surrounding community (106).

3.16 IOWA

DES MOINES BCYCLE

Des Moines, Iowa is home to the sole station-based bike share system in the state. Des Moines BCycle launched in 2010 and has since grown to include 124 bikes and 21 stations. Due to the region's harsh winter weather, the system only operates seasonally, typically from March through November of each year *(107)*.

As with most systems, Des Moines BCycle emphasizes the advantages of bike share over driving, such as being able to avoid traffic congestion and parking problems, being economical and convenient, and as a way to improve health *(106)*.

ADDITIONAL SYSTEMS

In July 2018, the city of Pella, Iowa approved a one-year trial for a dockless system operated by VeoRide. The system includes 50 bikes. Unlike many dockless systems, bikes are required to be parked in designated geo-fenced areas *(108, 109)*.

3.17 KANSAS

TOPEKA METRO BIKES

Topeka was the first city in the state of Kansas to implement a bicycle-sharing system. Led by the city's public transportation operator, Topeka Metro, the system launched in 2015 with 100 bikes and 10 stations. Since July 2018, Topeka Metro Bikes is reported to have 300 bikes in its fleet *(110)*.

Key benefits of the system, according to its website, are to "[extend] personal mobility options, [reduce] traffic congestion and [boost] the local economy" *(111)*.

Topeka Metro Bikes is a hybrid system with GPS-enabled bikes, meaning that users do not necessarily have to return and lock the bikes to the system's main stations. Although there are 17 stations, there are more than 143 approved public bike racks, or 'hubs,' throughout the city where users can also drop off bikes *(110)*.

BIKE SHARE ICT

A second bikeshare system in Kansas was launched in the City of Wichita in early 2017 *(112)*. Bike Share ICT is a program delivered by a local health initiative, Health ICT, which aims to reduce noncommunicable disease conditions such as obesity, diabetes, heart attack and stroke. The system is funded through partnerships between the state's largest health insurance provider—Blue Cross and Blue Shield of Kansas—and other local foundations.

The system was initially centered within the city's downtown core and offered 100 bikes across 19 stations. In October 2018, the system was reported to be undergoing an expansion to include an additional 100 bikes and 24 station locations across the city *(114)*.

3.18 KENTUCKY

LOUVELO

Kentucky's largest bikeshare system launched in June 2017 in the city of Louisville. The city's system, LouVelo, was developed within the framework of Louisville's already-existing Bicycle Master Plan. The program shares the same goals and vision as defined within the plan and complements the efforts being made to build and further develop safe bicycling infrastructure and facilities in the city *(115)*. City leadership reiterates that the bike-share program ties together various city goals related to quality of life, transportation, sustainability, wellness and talent attraction *(116)*.

The system launched with 305 bikes and 27 stations, connecting several neighborhoods across Louisville *(115)*. As of 2018, there has been modest growth, with the system offering 321 bikes across 32 stations *(117)*.

NKU BIKESHARE

Northern Kentucky University (NKU) in Newport also offers its own campus bike share for students, faculty and staff. The University estimates that one-third of its carbon emissions are emitted from the single-occupancy vehicles that commute to, from and around the campus. The system was implemented by NKU's Business and Auxiliary Services as part of the university's strategy to promote alternative transportation options in order to reduce pollution, while also promoting healthy behaviors *(118)*. Fifty bikes housed at five stations are offered on campus and are available to students at no cost for up to two hours at a time *(119)*.

3.19 LOUISIANA

BLUE BIKES

Louisiana's first bicycle-sharing system, Blue Bikes, launched in December 2017 in the city of New Orleans. The first implementation phase included 15 stations and 115 bikes, but the system has since rolled out a total of 70 stations and 700 bikes. Future expansion is planned to reach a minimum of 90 stations and 900 bicycles *(120)*.

Blue Bikes is managed through a public-private partnership wherein the private bike-share company, Social Bicycles, is responsible for customer service, maintenance and marketing.

The system is sponsored by Blue Cross and Blue Shield of Louisiana, a health insurance company. The bicycle program is considered a long-term investment in the health and wellness of residents of New Orleans. The system is expected to not only increase opportunities for more people to exercise, but also create opportunities for residents who live in food deserts to purchase healthy foods and produce by removing barriers to access to farmers' markets and grocery stores *(121)*.

To promote flexibility and convenience, Blue Bikes was developed as a hybrid system, thus users are not required to return bikes to stations, but rather can lock bikes at any approved bike racks within the system area *(122)*.

To help ensure financial access to the bike share for all residents, Blue Bikes offers a range of membership options including reduced fares for students and low-income residents *(121)*.

3.20 MAINE

BIKE SHARE AT UNIVERSITY OF NEW ENGLAND

The University of New England, located in Biddeford, Maine, features a small campus bike share that serves students, faculty and staff. The system is operated by Zagster and features 5 stations on campus. Memberships for the UNE community offer free trips for up to 8 hours at a time *(123)*.

3.21 MARYLAND

CAPITAL BIKESHARE

In May 2013, Montgomery County became the first Maryland jurisdiction to join the bike share movement. Fifty stations were installed in the cities of Bethesda, Silver Spring and Rockville, joining the same Capital Bikeshare network which had already been implemented in the District of Columbia and Arlington County, Virginia *(63)*.

The Montgomery County Department of Transportation has since overseen the installation of 22 additional stations, expanding into the cities of Takoma Park, Chevy Chase and Wheaton *(124)*.

See Section *District of Columbia* for additional details on Capital Bikeshare.

BALTIMORE BIKESHARE

In 2016, the city of Baltimore experimented with its own bicycle-sharing system in partnership with Bewegen Technologies. Baltimore Bike Share launched with 200 bikes and 20 stations. During the following year, the system reportedly struggled to combat high rates of bicycle theft, leading to a temporary shut down in the fall of 2017 *(125)*.

After relaunching the system and continuing to experience challenges, the city's Department of Transportation decided to close operations of the station-based system in August 2018. In lieu of the discontinued system, the city entered a partnership with Lime to provide and distribute private dockless bicycles throughout the city *(126)*.

HOWARD COUNTY BIKESHARE

Howard County, Maryland also introduced a bicycle-sharing system in 2017. The system has a network of 8 stations and 80 bikes, featuring a combination of both electric pedal-assist and standard bikes *(127, 128)*.

Howard County Bikeshare is somewhat unique with many other systems across the United States in large or mid-sized cities in that it serves a low-density, suburban area. The Montgomery County portion of the Capital Bikeshare network has a population density of 2,044 people per square mile, whereas Howard County Bikeshare serves an area with a population density of 1,152 people per square mile. System planners have recognized the challenges presented by lower population and employment densities and that they need to overcome in order to maintain a successful program *(129)*.

3.22 MASSACHUSETTS

BLUEBIKES

Boston was the first Massachusetts city to introduce a bike-sharing system. Hubway Bikes—the predecessor to Bluebikes—launched in July 2011 with 60 stations and 610 bikes throughout Boston. Planning and management of the system was led by the Metropolitan Area Planning Council, whose authority spans multiple municipal boundaries. Similar to other large-city bike shares (Capital Bikeshare in Washington, DC and Divvy in Chicago), Bluebikes is owned by the governments of the participating jurisdictions *(130)*.

Within its first 10 weeks, the bikes had been ridden more than 100,000 times, averaging 2.3 rides per bike per day (the industry average is 1.7 rides per bike per day) *(130, 85)*. By 2012, the system had expanded into the neighboring jurisdictions of Cambridge, Somerville and Brookline. In 2018, Blue Cross Blue Shield of Massachusetts became the title sponsor of the system and the system was rebranded as "Bluebikes." During the same year, the system underwent significant expansion, growing from 1,800 bikes and 190 stations to more than 2,500 bikes and 260 stations *(131)*.

2018 was also the first year that the system remained operational year-round, whereas in previous years it had shut down during portions of the winter season *(132)*.

As expansion of the system is expected to continue, a primary consideration for system planners is to improve equity and access to sustainable transportation for all residents *(132)*.

VALLEYBIKE

A second regional bikeshare system in Massachusetts is ValleyBike, which spreads across the Pioneer Valley. With Northampton as the lead community for securing grants and contracts, the system extends through the communities of Amherst, Holyoke, South Hadley, Springfield and the University of Massachusetts *(133)*. The system launched in July 2018 with 500 electric pedal-assist bikes and 50 stations *(134)*. Some of the system's primary goals include: 1) extending the range of complementary transit services, 2) promoting health and active living, and 3) providing a transportation option that is effective, equitable and inclusive of elderly, low-income and other underserved populations *(135)*.

ADDITIONAL SYSTEMS

Other small systems in the state are found in the cities of Marlborough and Salem. Both systems—Bike Share for Marlborough and Salem Bike Share—are operated by Zagster *(136)*. Salem features a hybrid system that allows users to either lock bikes at official stations or any public bike rack *(137)*.

During 2017/2018, Massachusetts saw an explosion of dockless systems in several other cities throughout the state. The private docksharing company, Lime, either initiated pilot programs or entered into contracts with the cities: Arlington, Bedford, Belmont, Chelsea, Everett, Malden, Medford, Melrose, Milton, Needham, Newton, Quincy, Revere, Waltham, Watertown and Winthrop *(47)*.

3.23 MICHIGAN

ARBORBIKES

Ann Arbor, Michigan's bike share, ArborBikes first launched in 2014 under leadership of the Clean Energy Coalition. The system encountered challenges with retaining sponsorships to fund the system, and it was shut down in 2018. Local authorities have reportedly been seeking new operators to revitalize the program *(138)*.

MOGO

More recently, Detroit launched its own bicycle-sharing system, MoGo, in 2017. The system was developed through a nonprofit business model in partnership with the City of Detroit Department of Transportation, which helped secure federal funding for the system. MoGo includes 430 bikes at 43 stations.

A noteworthy aspect of MoGo is its commitment to equitable access for all users. For members of any of several state benefits programs, an annual membership is available for $5 and provides provides unlimited 30-minute trips for a full year. The system has also piloted an adaptive cycle program, which provides 13 different types of cycles to accommodate a range of rider needs *(139)*.

In its 2018 Annual Report, MoGo reported that since its launch, the system had far exceeded expectations in terms of levels of ridership and membership. A major contributing factor to this success is attributed to the system's pricing for low-income residents *(140)*.

ADDITIONAL SYSTEMS

Small systems are also located in Dearborn (Bike Share for Dearborn), as well as Flint (Flint Bikeshare) and Midland (Bike Midland) *(141, 142, 143)*.

3.24 MINNESOTA

NICE RIDE

Minneapolis, Minnesota is home to one of the first and largest bicycle-sharing systems in the country *(144)*. Nice Ride launched in June 2010, beginning with 700 bikes and 65 stations. The system is managed through a nonprofit organization called Nice Ride Minnesota and operated by Motivate. Since its launch, Nice Ride has sought to reduce vehicular congestion and carbon pollution, produce more efficient transportation, provide more opportunities for physical activity and create a sense of civic pride in the city *(145)*. Program evaluations have confirmed that after joining Nice Ride, users drive less and get more physical activity *(146)*.

By 2018 the system had successfully expanded into the neighboring city of St. Paul and offered a total of 1,800 bikes and over 200 stations across the two jurisdictions. In late 2018, Nice Ride dramatically expanded its system even further by incorporating 1,500 new dockless bicycles into its fleet *(146)*. Recognizing the challenges that cities typically encounter with the disorder, risks and frustrations of dockless bikes being parked inappropriately, Nice Ride instituted certain policies intended to provide the benefits and flexibility of dockless systems without the potential drawbacks. In addition to its traditional stations, the system has added hundreds of virtual hubs for its dockless bikes, which are demarcated with signs and/or painted lines. Users who do not park a dockless bike at an approved hub are subject to additional fees *(147)*.

Assuming current usage targets are met, the fleet is expected to continue to expand with 1,500 bikes added each year through 2021 *(148)*. With the addition of its dockless bicycles and virtual hubs, Nice Ride boasts more than 3,000 bikes and over 400 stations and hubs *(149)*.

3.25 MISSISSIPPI

OLE MISS BIKE SHARE

With seven stations, the largest of the state's bike shares is located at the University of Mississippi in Oxford. Ole Miss Bike Share launched in September 2017 and is available to university students, staff and faculty, and other community members *(150)*.

3.26 MISSOURI

KANSAS CITY BCYCLE

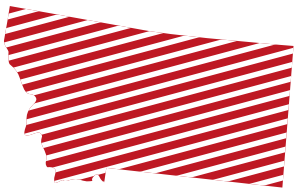
Kansas City BCycle was the first system to be launched in Missouri. The system is managed by BikeWalkKC, a local nonprofit that educates and advocates for active transportation, and operated by BCycle, LLC. The system was first implemented in 2012 and now offers 230 bikes across 41 stations *(151)*.

Promotion of the bike share is focused on the opportunities for increased physical activity, improved access to other transit systems, economic advantages for the city and positive impacts on the environment due to less pollution. In a 2015 impact report, 37% of bike share users were reported to have experienced improved mood, 19% to have increased their level of fitness and 17% to have experienced reduced stress. It was also estimated that 35% of bike share trips were taken in place of a car trip *(152)*.

ADDITIONAL SYSTEMS

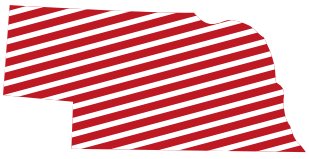
The City of St. Louis has also made significant efforts to develop and implement a bicycle-sharing program for its city and residents. In 2014, the City participated in a feasibility study which determined that a bike share was both physically possible and likely to be successful. After the recent development of dockless bicycle-sharing systems, however, the decision was made to prepare the city for dockless bike-share companies to operate in St. Louis rather than funding a traditional station-based system. The City developed a permitting program for private bike-share companies to operate and distribute bike fleets within the city, with measures to help ensure equitable access to the system. Permit requirements include having non-smart phone and non-credit card options to use bikes. Vendors are also required to maintain 20% of bike fleets in certain "social equity and inclusion neighborhoods" *(155)*. In 2018, the City began to issue permits to Lime, allowing up to 2,500 vehicles to be deployed *(155)*.

3.27 MONTANA



To date, there are no known bicycle-sharing systems within the state of Montana.

3.28 NEBRASKA



HEARTLAND BCYCLE

Heartland BCycle launched in the City of Omaha in 2011 with five stations *(156)*. By 2018, the system had grown to 35 stations *(157)*. After receiving federal and state level funding in 2018, the system was expected to double in size, bringing the total number of bike share stations to 70 *(158)*.

Similar to many other systems around the country, Heartland BCycle is managed through a nonprofit organization, Heartland Bike Share. The organization was developed specifically for the promotion and operation of bicycle-sharing systems in the region, aiming to promote health, quality of life and sustainable transportation *(159)*.

BIKELNK

In April 2018, an additional bike share launched in the city of Lincoln. In order to fund the system, the city applied for and received a grant specifically for programming that addresses congestion mitigation and air quality *(160)*. With the funding received, the city installed 19 stations with a fleet of 101 bikes *(161)*.

In addition to Heartland BCycle, BikeLNK is the second system to be operated by the nonprofit organization, Heartland Bike Share *(160)*.

3.29 NEVADA

RTC BIKE SHARE

The city of Las Vegas features Nevada's first municipal bicycle-sharing system. RTC Bike Share launched in September 2016 and offers 180 bikes across 21 stations in Downtown Las Vegas *(162)*.

The system is managed and operated through a partnership between the Regional Transportation Commission of Southern Nevada, Bicycle Transit Systems and BCycle. RTC Bikeshare is part of a local effort to promote sustainable transportation options. The program complements other cycling initiatives led by the Regional Transportation Commission, which have included creating dedicated green bike lanes and implementing hundreds of miles of bike routes throughout the region *(163)*.

3.30 NEW HAMPSHIRE

DARTMOUTH BIKESHARE

Beginning in 2016, a handful of small bike shares have launched in different New Hampshire cities. Dartmouth University in the town of Hanover was one of the first jurisdictions to launch a station-based system. The system, which serves its community of students, faculty, and staff, was the result of student-led efforts to bring bike sharing to the campus *(164)*. Dartmouth Bikeshare includes 50 bikes at 9 stations, which are also available to visitors and other residents of the community *(165)*.

ADDITIONAL SYSTEMS

In 2017, the cities of Manchester and Portsmouth both launched bike-share programs in their respective jurisdictions. Both systems are managed and operated by the bike-share company, Zagster, and largely rely on local sponsors for funding. Bike Manchester launched with 6 stations and 30 bikes with the intent to improve the city's overall transportation network by helping people make

the last leg of their journey to their final destination, which is often a challenge in urban areas where, for example, public transport does not take them all the way. Stakeholders also expect the system to reduce parking challenges in downtown *(166)*.

The bike share in Portsmouth launched with five stations and has since installed two additional stations. The program was implemented in order to offer easier access to bicycles and to encourage alternative transportation, while also enabling opportunities for recreation and exercise *(167)*.

In June 2018, VeoRide, began operations in partnership with the City of Nashua with 200 dockless bicycles distributed throughout the city *(168)*.

3.31 NEW JERSEY

JERSEYBIKE

In 2015, the City of Hoboken introduced Hudson Bike Share which offered 250 "smart bikes" and 29 official stations during its first phase of implementation. The smart bikes included GPS technology and an integrated locking device that allowed users to return bikes to any legal bike rack, including within 'no fee' zones outside of the city itself. The density of stations within Hoboken assured that no resident would be more than a 3 to 5-minute walk from a station. Additionally, free and discounted membership programs for low-income residents have helped to ensure that the system is accessible and affordable to everyone *(169)*. Since its first phase, the program has expanded to several additional municipalities, including Bayonne, Weehawken, West New York, Guttenberg, North Bergen and Port Imperial.

In June 2018, a rebranding of Hudson Bike Share was announced in connection with expansions of the system into Point Pleasant Beach and Woodbridge. While Hudson Bike Share, Point Pleasant Beach Bike Share and Woodbridge Bike Share each retain individual branding and distinction, they fall under the umbrella of larger JerseyBike program. The unified system provides a single membership so that users can access bikes across any of the included systems, which together provide 860 bikes and more than 75 stations state-wide *(170)*. By the end of 2018, the system was estimated to have provided over 540,000 rides to 36,000 users since its launch *(171)*.

CITI BIKE

Jersey City features Citi Bike, which is an extension of New York City's bicycle-sharing program of the same name. In 2015, Citi Bike introduced 35 stations and 350 bikes into Jersey City. Having secured a number of sponsorships, Citi Bike in Jersey City was at the time the country's only bike share in a mid-size city to operate without public funding. The system complemented the city's recent efforts to improve bike facilities and supports the city's vision to promote green initiatives *(172)*.

See the section *New York* for additional information on Citi Bike.

PRINCETON BIKE SHARE

Princeton University, in the city of Princeton, New Jersey has offered a campus bike share in partnership with Zagster since November 2014. The system launched with 10 bikes and one station, but later expanded in 2016 to offer a total of 60 bikes and nine stations *(174)*. Under the leadership of the university's Department of Transportation and Parking Services, the bike-share program supports its commitment to provide sustainable transportation for the university community *(175)*.

3.32 NEW MEXICO

PACE ABQ (FORMERLY BICI)

Albuquerque, New Mexico is home to the state's only bike share. In 2015, the city launched BICI, which was a traditional station-based system with 75 bikes and 15 stations. In April 2018, the city and its partners (Rio Metro Regional Transit District and Bernalillo County) revamped the system and introduced a new dockless program, operated by Zagster. The system, called Pace ABQ, features 250 bicycles that allow users to pick up and drop off at any dedicated station or at any public bike rack *(176)*. The system provides greater flexibility than traditional station systems, but because bikes are still required to be locked to a bike rack, it also avoids much of the disorder and safety concerns that have resulted from other dockless bicycle-sharing systems. The program is expected to enhance the city's already-existing bike culture and enable active transportation options for both residents and visitors *(177)*.

3.33 NEW YORK

CITI BIKE

The state of New York features a number of bicycle-sharing systems, including Citi Bike, the largest bikesharing program in the United States. In 2013, New York City's Department of Transportation launched Citi Bike with the intent to reform the city's transportation landscape by providing residents with additional options that could either replace or complement trips made by vehicle, bus or subway *(177)*.

Initial discussions about the development of the bike share system began with the New York City Council in 2011. Following these discussions, the Department of Transportation led efforts for engaging the public, gathering feedback from stakeholders, and synthesizing input. The development process for choosing the first 600 station sites for the program included nearly 400 stakeholder meetings, development of an online portal to gather public input, demonstration events, and community planning workshops *(178)*.

The system's initial launch in 2013 included 6,000 bikes across 600 stations in the Manhattan and Brooklyn boroughs. Just over a year after its launch, Citi Bike surpassed 20 million miles of distance traveled on the system. By the end of 2017, the system had grown to 12,000 bikes and more than 750 stations and had expanded into several other boroughs of the city and across the state line into Jersey City, New Jersey *(179)*.

Success of the program has been attributed to many factors, some of which include the region's flat topography, the city's high population density, and the community's broad public support for the program (more than 70% of residents support the program) *(180)*. Complementing the bike share, New York City has also made unprecedented investments in biking infrastructure, including the development of the first protected bicycle tracks (bike lanes that are physically separated from vehicle traffic) in North America, as well as construction of an additional 300 miles of bike facilities *(181)*.

In August 2018, Citi Bike also launched a small fleet of 200 dockless bicycles. Use of the dockless bikes is restricted within a specific service area of the Bronx borough of New York City, but provides users additional flexibility and convenience to park the bikes near to their actual destinations *(181)*.

ADDITIONAL SYSTEMS

CDPHP Cycle! launched in June 2017 and serves the neighboring cities of Albany, Schenectady, Troy and Saratoga Springs. The system is sponsored by a community-based health insurance provider, which developed the system to help create a culture of health within the region and to promote exercise through bicycling *(182)*.

Other cities in New York have also implemented smaller-scale bicycle-sharing systems to serve their respective communities, including Buffalo (Reddy Bikeshare), Long Beach (SoBi Long Beach), and New Rochelle (New Rochelle Bike Share) *(183, 184, 185)*.

Campus bike shares can also be found at Binghamtom University, Mercy College and Stony Brook University *(186)*.

Dockless bike-share companies, including JUMP, Lime, and Pace have also opened in several cities and municipalities across the state (47, 48, 96).

3.34 NORTH CAROLINA

CHARLOTTE BCYCLE

Charlotte, North Carolina first introduced bike sharing to the state in 2012 with Charlotte BCycle, which remains one of the largest bicycle-sharing systems in the Southeast region of the country. The station-based system launched in July 2012 with 200 bikes and 20 stations *(187)*.

In its 2020 Vision Plan, which was adopted by Charlotte City Council in 2011, the city laid out plans to develop an integrated transportation network. Plans included recommendations to create a "true city of bikes" by creating a network of bicycle facilities, refining and implementing a Bicycle Plan for the city and developing a bicycle-sharing system to reduce the use of cars *(188)*.

CITRIX CYCLE

One of the latest systems to be developed within the state is Citrix Cycle in the city of Raleigh. The system launched in 2018 with 300 bikes and 30 stations. Similar to several other bike shares systems in the country, Citrix Cycle's initial funding was largely acquired through a congestion mitigation and air quality grant. Additional capital funding was provided by both the city and county that correspond to the location of the system (City of Raleigh and Wake County). Half of the bike fleet also features electric pedal-assist bikes *(189)*.

ADDITIONAL SYSTEMS

A number of colleges and universities in North Carolina also feature campus bike shares. In Charlotte, the campus at University of North Carolina-Charlotte provides 100 bikes that enable the campus community to cheaply travel around campus *(190)*. Similarly, the University of North Carolina's campuses in Chapel Hill and in Wilmington both offer systems that offer 70 to 100 bikes to students, faculty and staff. Each UNC system offers users up to one hour of free ride time daily *(192, 193, 194)*.

3.35 NORTH DAKOTA

GREAT RIDES BIKE SHARE

The first and only bike share to date in North Dakota is located in the city of Fargo. Great Rides Bike Share was implemented in partnership with BCycle in 2015 with 11 stations and 100 bikes. Due to the harsh winter weather that the region often experiences, the system is open seasonally during the spring, summer and fall. The system has counted over 400,000 rides *(195)*.

In an article published by the Better Bikeshare Partnership—an organization that helps to build equitable and replicable bicycle-sharing systems—, Fargo's bike share was praised as one of the most successful systems in the country. Based on the number of days of operation, number of bikes in operation and total number of rides, the system has averaged six to seven trips per bike per day, well above the reported industry average of 1.7 trips per bike per day *(85)*. This success has been attributed to lowering barriers to entry for potential users, particularly for students at North Dakota State University. Great Rides has integrated its seasonal pass registration and fees into already-existing student fees and websites, making it fast and easy for students to register as users. Furthermore, students are able to use their student IDs to unlock bikes *(196)*.

3.36 OHIO

COGO BIKE SHARE

The state's first bike share launched in July 2013 in Columbus, Ohio. Managed by the City's Department of Parks and Recreation, CoGo Bike Share was developed with the intent to make the city greener and healthier. Focused within the downtown area, the system is expected to help provide affordable transportation to more easily commute, recreate and navigate the city*(197)*. CoGo began with 300 bikes and 30 stations and has since grown to include 597 bikes and 72 stations *(198)*.

RED BIKE

Cincinatti's system, Red Bike, has operated since September 2014 and offers 442 bikes at 57 stations. The program is part of the BCycle network of systems that operate across the country *(199)*.

LINK

Dayton's bike share called Link, is also part of the BCycle network. Link launched in May 2015 with 24 stations and 200 bikes centered within the city's downtown area *(200)*. A key motivator for the development of the system was the opportunity to reduce car use and facilitate access to and around the downtown core of the city *(201)*.

UH BIKES

In Cleveland, a partnership between Cuyahoga County's Department of Sustainability, the City of Cleveland and bike share operator Social Bicycles/CycleHop launched a 250-bike system in 2016. Being well-aligned with their mission to promote health, the system received sponsorship by University Hospitals, a local network of hospitals, health centers and primary care offices and was named UH Bikes *(202)*.

TOLEGO

The city of Toledo features one of the most recently developed bike shares in the state. ToleGO launched in October 2018, offering 100 bikes at 17 stations *(203)*. The program received financial support through various sponsorships and other grants *(204)*.

ADDITIONAL SYSTEMS

Additional systems in Ohio include Blue Ash Bike Share serving the city of Blue Ash and Flashfleet, a campus bike share at Kent University in the city of Kent *(205, 206)*.

3.37 OKLAHOMA

SPOKIES

The Spokies bike share program launched in May 2012 in Oklahoma City, Oklahoma. The City's Office of Sustainability managed the development of the program with funding initially provided through an Energy Efficiency and Conservation Block grant, which supports methods for alternative modes of transportation *(207)*. The bikes and equipment are provided from BCycle and include 51 bikes across eight stations *(208)*.

CRIMSON CRUISERS

In 2017, the University of Oklahoma also developed its own campus bike share, the Crimson Cruisers. With 100 bikes and 10 stations, the system is similar to many other campus bicycle-sharing systems in that it offers one hour of free ride time to students and faculty daily *(209, 210)*.

THIS MACHINE

After three years of development and planning, the city of Tulsa launched phase one of their bicycle-sharing system in 2018 with 160 bikes and 25 stations. The system, called This Machine, features equipment by BCycle. It is a hybrid system which provides the option for users to either lock their bikes at system stations, or alternatively to any public bike rack for a small additional fee. Tulsa's bike share aims to promote health, attract young professionals to the city and generate local revenue *(211)*.

3.38 OREGON

BIKETOWN

Portland, Oregon is home to BIKETOWN, the state's largest bike share. BIKETOWN launched in July 2016 with 1,000 bikes and 100 hubs. In partnership with the Portland Bureau of Transportation, the system is sponsored by Nike and operated by Motivate, with equipment provided by Social Bicycles. BIKETOWN is a hybrid system, meaning that in addition to leaving bikes at stations, users also have the flexibility to lock bikes to any public bike rack for an additional $2 fee (this fee is waived for annual members) *(212)*.

Portland has the highest rate of bike commuting of any city in the country. With an already-established biking culture, the system has demonstrated significant success with the integration of the bike sharing into the city's transportation network. Surveys have indicated that 28 percent of bike share trips replace automobile trips *(213)*.

To promote equity and accessibility, BIKETOWN features adaptive bicycles that are available for people with disabilities. Discounted memberships for low-income residents are also made available for $3 per month, which can be paid with cash *(213)*.

PEACEHEALTH RIDES

The City of Eugene, the University of Oregon, Lane Transit District (the public transportation agency for the Eugene metropolitan area) and Social Bicycles partnered to launch PeaceHealth Rides in April 2018 *(214)*.

The system is sponsored by PeaceHealth, a nonprofit health system that serves various communities in the region. After its initial launch with 300 bikes and 35 stations, users had taken over 20,000 trips within the first month of operation *(215)*. In order to promote equity and accessibility, the system offers reduced fare options for low-income residents, as well as adaptive bikes designed for individuals with disabilities *(214)*.

ADDITIONAL SYSTEMS

Small systems have also been in operation in Ashland/Medford, Corvallis and Bend since July 2015, June 2016 and June 2017, respectively. Rogue Bike Share in Ashland and Medford targets transit users and offers free memberships for low-income individuals *(216)*.

Pedal Corvallis, serving the communities of Corvallis and Oregon State University (OSU), was developed to specifically target Medicaid members and enable them to access medical appointments and to take other personal trips *(217)*. The system is also open to all community members and includes two stations on the campus of OSU *(218)*.

3.39 PENNSYLVANIA

Pennsylvania's two most populated cities—Philadelphia and Pittsburgh—are home to the state's largest bike shares.

INDEGO

The development of Philadelphia's bicycle-sharing system, called Indego, was initiated by the City's Office of Transportation and Infrastructure Systems and launched in April 2015. The city's mission was to create an affordable and healthy transportation option. Appropriately, the program has received sponsorship from Independence Blue Cross, a health insurance organization serving southeastern Pennsylvania *(219)*. As of 2018, the system offered over 1,200 bikes and 120 stations and boasted more than 2 million rides *(220)*. The system is one of few that have also carried out major media campaigns through radio, TV and billboard advertisements to promote its usage *(221)*.

HEALTHY RIDE

Pittsburgh's Healthy Ride operates through a nonprofit business model by Pittsburgh Bike Share. The organization was created in response to collaborative interest from city officials, local business leaders and bicycle advocates *(222)*. The initial launch of the system included 500 bikes and 50 stations. By the end of 2018, the system expected to expand to 700 bikes and 125 stations *(223)*. Part of the expansion strategy was based on installing smaller stations that included a lower number of docks than average (stations will have an average of eight bike docks instead of 19), but which maximize the opportunity to install more stations across the city. Although many stations will have fewer docks for locking bikes, users will be able to leave bikes next to the station in case of all docks being filled *(224)*.

A noteworthy feature of Healthy Ride is its integration with the local bus and rail transit authority, Port Authority *(225)*. Public transit users with a ConnectCard—a fare card used for local buses and trains—can use the card to also access free and unlimited 15 minute bike rides throughout the Healthy Ride system.

ADDITIONAL SYSTEMS

In 2017, four additional small systems launched in the cities of Harrisburg (Harrisburg Bike Share), Hershey (Hershey Bikes), Lancaster (bike it Lancaster), and State College at Penn State University (Zagster Bike Share) *(226, 227, 228, 229)*.

3.40 RHODE ISLAND

JUMP BIKE SHARE

In September 2018, JUMP Bike Share became the first bicycle-sharing system to launch in the state of Rhode Island. JUMP has partnered with the City of Providence, Lifespan, and Tufts Health Plan. Although the system is a dockless system, bike-share hubs have been installed across the

city. The system requires users to lock bikes to a fixed object, however, in addition to the station hubs, users may park bikes at public bike racks, street signs or parking meters *(230)*. The system's fleet features 400 electric pedal-assist bikes that allow speeds up to 20 miles per hour *(231)*.

3.41 SOUTH CAROLINA

SPARTANBURG BCYCLE

In Spartanburg, South Carolina the organization Partners for Active Living (PAL) works to combat high rates of cardiovascular disease and obesity within the local population *(232)*. As part of its work, PAL implemented Spartanburg BCycle in July 2011 as an initiative to help residents increase levels of daily physical activity. Although the bike share was initially very small with just 14 bikes at two stations, it was the first bicycle-sharing system to be implemented within the Southeast region of the United States *(233)*. The system now offers 40 bikes and five stations *(234)*.

HOLY SPOKES

In May 2017, the City of Charleston launched Holy Spokes with 250 bikes and 27 stations in partnership with Gotcha Group and the Medical University of South Carolina (MUSC) *(235)*. In its first year, the system far exceeded the expectations and goals set by the managing team. One system goal was to achieve an estimated million calories burned by bikeshare users within one year; based on user data, bikeshare riders burned over four million calories *(236)*.

BLUE BIKE

South Carolina's most recently implemented system is Blue Bike, located in the city of Columbia. In collaboration with Bewegen Technologies, the system officially launched in October 2018 with 135 bikes and 15 stations. About 35% of the bike fleet includes electric pedal-assist bikes. Like many bike shares that receive sponsorship from healthcare provider organizations, Blue Bike is sponsored by BlueCross BlueShield of South Carolina *(237)*.

In the feasibility analysis conducted during the bike share's initial planning stages, one of the main challenges identified was the relative ease of driving and availability of free or inexpensive parking throughout the city. Planners expect that it will be a major challenge to try to alter 'car culture' and will thus likely invest in significant marketing campaigns to promote usage of bicycles *(238)*.

ADDITIONAL SYSTEMS

The city of Greenville also features a bike share by BCycle that was implemented in April 2013. The program is managed through a partnership between a local conservation organization, Upstate Forever, and a local healthcare network, Greenville Health System *(239)*.

3.42 SOUTH DAKOTA

RAPID CITY BCYCLE

Currently, the only bicycle-sharing system in South Dakota is the Rapid City BCycle system. The system opened in Rapid City in 2014 and includes two stations, one of which is located on the campus of the local university, South Dakota School of Mines and Technology *(240)*.

3.43 TENNESSEE

BIKE CHATTANOOGA

Chattanooga was the first city in Tennessee to implement a public bike share. After several years of consideration, public surveys and research, the city determined to implement the bike share program despite the cited challenges of a being sprawling city and having a weak bicycling culture *(241)*.

Led by the Chattanooga Department of Transportation (CDOT), Bike Chattanooga launched in July 2012 with 300 bikes and 30 stations across the city's downtown core. The system helps to fulfill CDOT's mission to provide transportation options that are both efficient and accessible for all commuters. Since its launch in 2012, the system has expanded its number of stations to 41 *(242)*. Bike sharing also complements Chattanooga's efforts to steadily invest and improve supportive infrastructure for biking and walking *(243)*.

NASHVILLE BCYCLE

Nashville launched its own bike share in 2012: Nashville BCycle. The system is operated by a nonprofit organization, Nashville Downtown Partnership, which also partnered with the Mayor's Office and Metro Public Health Department. Promoting better health within the community was the driving factor contributing to the motivation and design of the system. The system is linked with other programs that focus on active living, exercise, and good nutrition *(244)*. Nashville BCycle has experienced some growth since its launch: beginning with 195 bikes and 21 stations, it now includes 275 bikes at 36 stations *(245, 246)*.

EXPLORE BIKE SHARE

Explore Bike Share in the city of Memphis launched in May 2018 and immediately became the largest system in the state, with 600 bikes and 60 stations. Throughout the process of discussion and development of the system, the program brought together an advisory board that included community leaders across multiple sectors, including transportation, health, economic development and local government. After actively soliciting and gathering community input, the system was developed and implemented with the goal of remaining accessible to as many residents as possible, while also encouraging active ways of living and promoting strong bike culture, education and safety *(247)*.

PACE KNOXVILLE

Like a growing number of cities, Knoxville has also opened its city to dockless bike sharing. Pace Bike Share, the dockless bike-share program developed by Zagster, was implemented in February 2018 and offers 200 bikes within Knoxville. Similar to most dockless bikesharing programs, the system is owned, managed and operated by a private company *(248)*. The Pace Bike Share system does require users to lock bikes to a bike rack, though users have the flexibility to lock them to either Pace-designated racks or public bike racks nearest their destination.

The City of Knoxville's intent was to promote healthy ways of living and to integrate bike share program goals with other local priorities, such as promoting equity, strengthening the local economy and connecting various parts of the city. In the years preceding the implementation of bike sharing in the community, the city made preparations to help ensure a greater likelihood of the program's success. Prioritization was placed on the development of additional bicycle infrastructure, which tripled the total mileage of bike lanes across the city *(249)*.

ADDITIONAL SYSTEMS

Similar to Nashville Bcycle, the city of Clarksville also features a system that is operated through a nonprofit organization that manages fundraising, program development, programming, and community engagement. Clarksville Bcycle launched in January 2016 and offers 53 bikes at five stations.

3.44 TEXAS

SWELL CYCLE

In 2011, the city of San Antonio was the first city in the state of Texas to have a public bikeshare program. The system operates through a nonprofit model, with San Antonio Bike Share (SABS) as the managing organization and BCycle as the equipment provider. Through federal grants from the Department of Energy, the Federal Transit Administration and the Centers for Disease Control and Prevention, which were administered by the City of San Antonio, SABS was able to purchase the equipment necessary to launch San Antonio BCycle with 140 bikes and 14 stations *(250)*. With continuing sponsorships, donations and grants, the system has expanded to offer 530 bikes at 62 stations *(251)*. In addition to its standard bikes, SABS also partners with the Believe It Foundation to provide adaptive tandem bicycles for children with disabilities *(252)*.

In 2018, Southwest General Hospital became the title sponsor of the program and the system was rebranded as Swell Cycle *(250)*.

HOUSTON BCYCLE, FORT WORTH BCYCLE AND AUSTIN BCYCLE

Following the launch of the bike-sharing program in San Antonio, between 2012 and 2013 the cities of Houston, Fort Worth and Austin each launched very similar systems within their respective jurisdictions. Similar to SWell Cycle in San Antonio, Houston BCycle, Fort Worth BCycle and Austin BCycle each operate through nonprofit business models, with equipment purchased by the cities and procured through BCycle.

Each system has gone through significant expansions since their initial launches: Houston BCycle began with 18 bikes and three stations, and has since expanded to 475 bikes at 77 stations with approval for further expansion to 767 bikes across 97 stations *(253, 254)*. Fort Worth BCycle has also undergone some growth from 300 bikes and 30 stations to 350 bikes and 46 stations *(255)*.

Both programs also incentivize membership by partnering with local restaurants and retailers, who offer various types of discounts for registered bike share members *(256, 257)*.

Austin BCycle has also expanded since its launch from 110 bikes and 11 stations to 650 bikes and 76 stations *(258)*. Part of the system's expansion included partnering with the Department of Parking and Transportation Services at The University of Texas at Austin. In February 2018, nine stations with bikes were installed across the university's campus *(259)*. Within the first 40 days of operation, an estimated 15% of the student population had registered for the program and the campus bikes averaged 12 rides per bike per day *(260)*.

SUNCYCLE AND MCALLEN BCYCLE

In 2015, El Paso and McAllen implemented bike-sharing programs with models similar to other systems that had been launched in other Texas cities. The El Paso BCycle program, called SunCycle, was developed with the intent of attracting people to the downtown core of the city, while also mitigating traffic and parking congestion. It launched with 80 bikes and eight stations and has since doubled in size to 160 bikes and 16 stations *(261)*.

McAllen BCycle features 80 bikes spread across eight stations and was designed to complement existing public transit and enhance mobility to popular destinations within the city *(262)*.

ADDITIONAL SYSTEMS

From 2016 through 2018, the cities of Harlingen, Edinburg and Brownsville plus the University of Texas Rio Grande Valley featured a joint bike-share system contracted through Zagster *(263, 264)*. According to reports, the system's contract ended in August 2018 and information about current system plans and availability is unclear *(265)*.

Beginning in 2016, the City of Corpus Christi has also featured a bike share program contracted with Zagster. Bike Corpus provides 40 bikes and seven stations *(266)*.

Private dockless bike-share companies have also made efforts to enter various Texas cities. Lime has deployed bikes in Arlington, Austin, Dallas, Plano, and San Antonio *(47)*. JUMP and Pace programs have also deployed bikes throughout Austin *(267, 268)*.

3.45 UTAH

GREENBIKE

Salt Lake City, Utah's capital city, was the first in the state to develop and implement a bike-sharing system. Prior to the system's development, it was estimated that nearly 70% of Salt Lake City residents drive alone during their work commute *(269)*. In response, GREENbike was developed out of a "desire to create an active transportation alternative to single occupant automobile trips, to enhance public transport and increase transit options" *(270)*. Annual

surveys have indicated that nearly 80% of GREENbike users are influenced to use the bikes as a result of the access that the system provides to other public transit options. As a collaborative program between several partner organizations, GREENbike also aims to improve the physical health and air quality of the community *(271)*.

For residents of Salt Lake City, a local transit pass known as the Hive Pass provides users with unlimited access to bus, rail and streetcar services for a pre-set monthly membership fee. As of October 2018, the Hive Pass also includes access to the GREENbike system at no additional cost, which is expected to facilitate the transition between the various transportation options *(272)*.

Launched with 55 bikes across 10 stations in the downtown core of Salt Lake City, the system has since grown to include over 350 bikes and 34 stations *(271)*.

SUMMIT COUNTY BIKESHARE

In July 2017, the state's second bike-sharing system launched in Park City, Utah. Summit County Bikeshare features a fleet of 130 electric pedal-assist bikes and 10 stations. The location is set in a mountainous region that thrives on tourism and recreation. In order to increase mobility options for both tourists and residents, local officials aimed to create a program that would enable users to overcome the barriers of the hilly terrain and the longer distances between destinations *(273)*.

Officials determined that the best approach within the context of the city and region would be to utilize electric pedal-assist bicycle technology. Summit County Bikeshare became the first system in North America to offer an exclusively-electric bike fleet *(274)*.

LIVE WELL ST. GEORGE BIKE SHARE

The City of St. George introduced LiVe Well St. George Bike Share in January 2018 in partnership with Zagster. The program currently provides 55 bikes and 10 stations *(275, 276)*. The system supports local goals to promote the city as a 'bicycling community' *(277)*.

3.46 VERMONT

GREENRIDE BIKESHARE

Greenride Bikeshare is the first public bike-share program in Vermont. The system launched in March 2018 with stations located in Burlington, Winooski and South Burlington. The first phase of Greenride's bike fleet includes 100 bikes at 17 stations, with a mix of seven-speed and electric pedal-assist bikes available for users. Current plans for the system aim to include 300 bikes and 45 stations, connecting seven cities and towns in the region *(278)*.

The program was designed to promote first mile/last mile transportation connectivity for residents. One of its title sponsors, Seventh Generation, says that it regards the program as a necessary step towards becoming a no-carbon economy *(278)*.

In order to promote equity and accessibility, membership plans include discounted options for low-income residents, students and employees of local colleges and universities *(279)*.

3.47 VIRGINIA

CAPITAL BIKESHARE

The largest of the seven existing bike-sharing systems in the state of Virginia, Capital Bikeshare, was launched concurrently in both Arlington County, Virginia and the District of Columbia in 2010. Capital Bikeshare has since expanded into additional Virginia jurisdictions, namely, the City of Alexandria (2012) and Fairfax County, Virginia (2016).

See Section *District of Columbia* for more information about Capital Bikeshare.

UBIKE

In 2015, the University of Virginia in Charlottesville launched the state's second bike-sharing system, meant to serve the university's campus and surrounding community. The concept for the system's development and implementation came from student advocates and was eventually implemented through collaboration between the University's Department of Parking and Transportation and Office of the Architect *(280)*.

The Ubike system features 21 stations across the campus, with stations in front of nearly all University buildings *(281)*.

RVA BIKE SHARE AND BIKESHARE BY RIDE SOLUTIONS

Additional systems launched in 2015 in the cities of Richmond (RVA Bike Share) and Roanoke (Bike Share by RIDE Solutions). Prior to the launch of Richmond's bike-sharing program, the City had developed its first Bicycle Master Plan in 2014, which included a framework and guidelines for developing infrastructure, creating policies and promoting bicycling culture and education while maintaining equity and accessibility for all residents. The plan was also developed with the outlook of eventually implementing a bike share in the city *(282)*.

Within this context, RVA Bike Share launched in August 2017 in an environment that was primed to support the system. Partnered with Bewegen Technologies, the first phase of the system included 220 bikes and 20 stations *(283)*. Since its launch, however, ridership and usage rates have been low and critics have identified the lack of stations near where residents live and the lack of affordable membership options as key issues to the program's success so far *(284)*.

During the same year, Bikeshare by RIDE Solutions launched in the city of Roanoke with 50 bikes and 10 stations scattered in the city's downtown area *(285)*. Within the following year, the system had experienced enough usage and demand to expand with an additional seven stations with a total of 84 bikes *(286)*.

ROAM NRV

In 2018, the cities of Blacksburg and Christiansburg launched Roam NRV with 75 bikes and 12 stations. A majority of the stations are currently situated on the campus of Virginia Tech, which helped to expand and enhance the already-established culture of bike commuting. At the time of its launch, an estimated 55% of the campus population used alternative transportation methods to move around the campus *(287)*. The program has received financial support through the Virginia Department of Rail and Public Transportation, as well as from several local partner organizations *(288)*.

ADDITIONAL SYSTEMS

In 2017, the Town of Danville launched a small system with 25 bikes and five stations *(289)*.

In 2018, the City of Norfolk also launched Pace, a dockless bike-sharing system that allows users to park and lock bikes at either a designated station or any public bike rack that is nearest their destination *(290)*.

3.48 WASHINGTON

PRONTO CYCLE SHARE

Seattle was the first city in Washington to introduce a municipal bike-sharing program. The program, called Pronto Cycle Share, opened in October 2014 with 500 bikes and 50 stations scattered across several of the city's neighborhoods *(291)*. The program was initially owned and operated by a nonprofit organization, but after experiencing challenges with funding, the system was eventually purchased by the city itself in March 2016 *(292)*. After continuing to struggle with financing the operating costs of the system, the Seattle City Council decided to close the system in 2017 and public funds were reallocated toward other bike and pedestrian improvement projects. In addition to financing challenges, other cited problems that challenged the success of the program included the frequent rainy weather of Seattle and its hilly topography *(292)*.

ADDITIONAL SYSTEMS

Later in 2017, Seattle's Department of Transportation introduced the country's first dockless bike-sharing programs into the city. Beginning in July 2017, the city granted permits to the private dockless bike-share companies, Lime, ofo and Spin, to participate in a pilot program extending through the end of 2017. During the initial pilot period, the total number of dockless bikes deployed in the city grew from 1,000 in July to nearly 10,000 in December *(293)*. The dockless bike-sharing program in Seattle has been considered a significant success, especially considering city's challenging weather and hilly terrain.

In addition to its program in Seattle, Lime has also participated in pilot programs in the cities of Bothell and Spokane *(47)*. Washington State University also offers a program for its campus community *(294)*.

3.49 WEST VIRGINIA

To date, no known public bike-sharing program has been developed in any city or jurisdiction in West Virginia.

3.50 WISCONSIN

MADISON BCYCLE

Madison BCycle launched in the City of Madison in 2011 with 270 bikes and 27 stations. The system currently includes 350 bikes and 44 stations, and has experienced an increase in ridership from 20,000 rides taken within the system during its first year to about 110,000 in 2017. Several stations are also located around the University of Wisconsin campus, which has helped to mitigate parking challenges for the campus community *(295)*.

The development and growth of Madison BCycle has been supported through collaborative efforts city-wide to provide an environment and infrastructure that would sustain the bike-sharing program. In 2015, the City of Madison received platinum status recognition from the League of American Bicyclists for its bicycle-friendly infrastructure, policies and culture *(296)*.

BUBLR BIKES

The Milwaukee Metropolitan Area is home to a regional bike-sharing system, Bublr Bikes, which launched in Milwaukee in 2014 with 70 bikes and 11 stations. The system has since expanded into the surrounding communities of Shorewood, Wauwatosa and West Allis. Since its launch, a primary system goal was to grow to include more than 1,000 bikes and 100 stations covering four municipalities by 2018 *(297, 298)*. As of June 2018, the system had managed to expand to 87 stations, with concrete plans and funding to install an additional 29 stations through 2019 *(299)*.

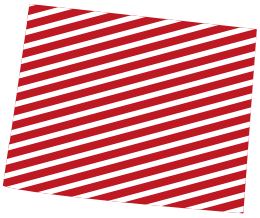
Bublr Bikes has also emphasized accessibility as a key component of its mission. Discounted passes are made available for low-income individuals and partnerships have been developed with organizations that have capacity to mobilize and educate underserved communities. Transit integration has also been implemented, providing special stickers that can be attached to a bus that allow users to unlock bikes without an extra pass or key. This more easily facilitates transfers between buses and bikes *(298, 300)*.

RIVER RIDERS BIKE SHARE

Beginning in 2012, a community-led program in the city of Wisconsin Rapids began offering donated bikes to residents and visitors for 24-hour periods at no cost. After several years of this program, a local foundation contracted with Zagster in order to expand the program within the community *(301)*.

The River Riders Bike Share program launched in 2018 with 30 bikes and six stations with the intent of promoting recreational riding and providing additional transportation options. The system also plans to include several adaptive bicycles for disabled users *(302)*.

3.51 WYOMING



SMART BIKE

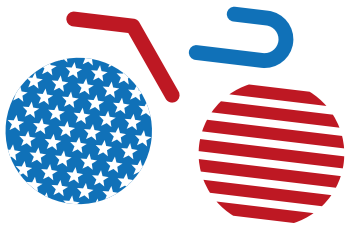
Beginning in 2010, Friends of Pathways—a local organization in Jackson, Wyoming that promotes sustainable transportation—began the process to bring a bike-sharing system. A feasibility study in 2011 determined that a bike share could work, but that major improvements to bicycle infrastructure would improve the likelihood of its success. Following the study, community leaders developed and implemented a Bicycle Improvement Plan, which guided the improvements and additions of formal bike routes, lanes and signs *(303)*.

In 2017, the bike-sharing program, dubbed SMART Bike, launched a trial program with 20 bikes. Based on ridership numbers and membership sign-ups, the town determined to launch the full program during the following season *(304)*. The START Bike program officially launched in April 2018 with 55 bikes and 17 stations *(305)*.

The program is part of the network of BCycle systems which operate in many cities across the country. While Friends of Pathways helps to manage the operations of the program, the bike-share program is included as one of the transportation services of the public bus system of the Town of Jackson *(306)*.

4

Summary Analysis of Bicycle-sharing Systems in the United States



The first public bike-sharing system to be developed and implemented within the United States was SmartBike DC in 2008, which was later replaced by the Capital Bikeshare system in 2010 *(63)*. During 2010, four additional systems launched in the cities of Denver, Colorado; Des Moines, Iowa; and Minneapolis, Minnesota and on the campus of Washington State University in Pullman, Washington *(49,107,144,294)*.

Based on the information available and gathered within this report, by the end of 2018 there were nearly 250 municipalities (either cities or counties) with active bike-sharing systems that had been implemented within their jurisdictions. Across those jurisdictions, there were an estimated 248 distinct bike-sharing programs.

In some cities, multiple bike-sharing systems have been implemented within the same jurisdiction. Washington, DC for example, features its own station-based system, Capital Bikeshare, while additional private bike-share companies, such as Lime, Spin and JUMP have also distributed and managed systems of dockless bicycles throughout the city *(63,67)*.

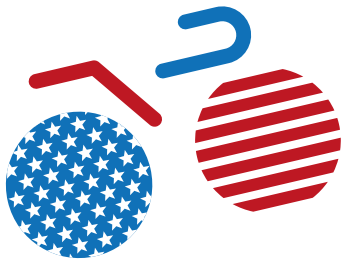
In other locations, singular bike-sharing systems cover multiple neighboring cities or counties. Citi Bike in New York City extends across New York City, New York and into Jersey City, New Jersey *(179)*. Similarly, Ford GoBike, which initially launched in both San Francisco and San Jose, California, now also expands across the neighboring cities of Oakland, Berkeley and Emeryville *(33)*.

Of the 248 bikeshare systems that have been identified in this report, 145 were developed as station-based or hybrid type of systems and 103 had been implemented as dockless systems. Of the 145 station-based or hybrid systems, only five were known to have closed by the end of 2018. In contrast, at least 56 of station-based or hybrid systems were known to have undergone expansion—either in terms of the number of bikes or number of stations included within the fleet—since their initial launch dates.

bikeshare

5

Table of Bike-sharing Systems, by City or County



City or County	State	System Name	Additional Jurisdictions	System Type	Launch Date	Bikes/ Stations (start)[a]	Bikes/ Stations (latest)[b]	Business Model[c]	Low-Income Access Plan[d]	Real-Time Data (GBFS)[e]	Website
Alameda	CA	Lime		Dockless	October 2017	300/NA	300/NA	Private	✓		li.me/locations
Albany	NY	CDPHP Cycle!	Schenectady, NY Troy, NY Saratoga Springs, NY	Hybrid	June 2017	160/40	350/80	Nonprofit			cdphpcycle.com
Albuquerque	NM	Pace ABQ (formerly BICI)		Dockless	May 2015	75/15	250/41		✓		ridepace.com/albuquerque
Alexandria	VA	Capital Bikeshare	Arlington County, VA Fairfax County, VA Montgomery County, MD Prince George's County, MD Washington, DC	Station-based	August 2012		4300/500 (system-wide)	Public	✓	✓	capitalbikeshare.com
Alpharetta	GA	Alpharetta Bike Share		Station-based		21/5			✓		bike.zagster.com/alpharetta
Amherst	MA	ValleyBike	Holyoke, MA Northampton, MA South Hadley, MA Springfield, MA University of Massachusetts	Station-based	July 2018	500/50	500/50				valleybike.org
Ann Arbor	MI	ArborBike		Station-based	2014	125/14	0/0 (system closed 2018)			✓	arborbike.bcycle.com
Arlington	MA	Lime		Dockless	June 2018	150/NA		Private		✓	li.me/locations
Arlington	VA	Capital Bikeshare	Alexandria, VA Fairfax County, VA Montgomery County, MD Prince George's County, MD Washington, DC	Station-based	September 2010		4300/500 (system-wide)	Public	✓	✓	capitalbikeshare.com

City or County	State	System Name	Additional Jurisdictions	System Type	Launch Date	Bikes/ Stations (start)[a]	Bikes/ Stations (latest)[b]	Business Model[c]	Low-Income Access Plan[d]	Real-Time Data (GBFS)[e]	Website
Asbury Park	NJ	Asbury Park Bike Share		Station-based		30/6	?/8				bike.zagster.com/asburypark
Aspen	CO	We-cycle	Basalt, CO	Station-based	2013		210/48	Nonprofit	✓	✓	we-cycle.org
Atlanta	GA	Lime		Dockless				Private			li.me/locations
Atlanta	GA	Relay		Hybrid	June 2016	100/10	500/75		✓	✓	relaybikeshare.com
Auburn	AL	War Eagle Bike Share	Auburn University	Hybrid	2016						gotchabike.com/auburn-university
Austin	TX	Austin BCycle		Station-based	December 2013	110/11	675/76	Nonprofit	✓	✓	austinbcycle.com
Austin	TX	JUMP		Dockless	July 2018	250/NA		Private	✓	✓	jump.com/cities
Austin	TX	Lime		Dockless				Private			
Austin	TX	Pace ATX		Dockless	May 2018				✓		ridepace.com/austin
Aventura	FL	Aventura BCycle		Station-based	September 2016		/6	Nonprofit		✓	aventura.bcycle.com
Avon	CO	Ride Avon First		Station-based	August 2017	25/5	25/6				bike.zagster.com/avonbikeshare
Baltimore	MD	Baltimore Bike Share		Hybrid	2016		0/0 (system closed 2018)				
Baltimore	MD	Lime		Dockless	2018			Private			li.me/locations
Basalt	CO	We-cycle	Aspen, CO	Station-based	2016			Nonprofit	✓		we-cycle.org
Bayonne	NJ	JerseyBike	Guttenberg, NJ Hoboken, NJ North Bergen, NJ Port Imperial, NJ Weehawken, NJ West New York, NJ	Station-based	2015	250/	860/75			✓	jerseybikeshare.com

City or County	State	System Name	Additional Jurisdictions	System Type	Launch Date	Bikes/ Stations (start)[a]	Bikes/ Stations (latest)[b]	Business Model[c]	Low-Income Access Plan[d]	Real-Time Data (GBFS)[e]	Website
Bedford	MA	Lime		Dockless				Private			li.me/locations
Belmont	MA	Lime		Dockless				Private			li.me/locations
Bend	OR	OSU Cascades Bike Share	Oregon State University	Station-based	June 2017	30/3	/8				bike.zagster.com/osucascades
Berkeley	CA	Ford GoBike (formerly Bay Area Bike Share)	Emeryville, CA Oakland, CA San Jose, CA San Francisco, CA	Station-based	2013	700/70 (system-wide)	7000/546 (system-wide)	Public	✓	✓	fordgobike.com
Beverly Hills	CA	Beverly Hills Bike Share		Hybrid	May 2016	20/2	50/10				beverlyhillsbikeshare.com
Biddeford	ME	Bike Share at UNE	University of New England-Biddeford	Station-based	September 2016	30/5					bike.zagster.com/une
Binghamtom	NY	Bearcats Bikes	Binghamtom University	Hybrid	October 2017	30/4	30/4				gotchabike.com/binghamtonu
Birmingham	AL	Zyp Bikeshare		Station-based	October 2015		400/40		✓		zypbikeshare.com
Blacksburg	VA	Roam NRV	Christiansburg, VA	Hybrid	August 2018	75/12	75/12				gotchabike.com/roamnrv
Bloomington	IN	Pace Bloomington		Dockless	June 2018	150/NA	150/NA		✓		ridepace.com/bloomington
Blue Ash	OH	Blue Ash Bike Share		Station-based	June 2018	50/8	50/8				bike.zagster.com/blueashoh
Boise	ID	Boise GreenBike		Hybrid	April 2015		127/82			✓	boise.greenbike.com
Boston	MA	Bluebikes (formerly Hubway)	Brookline, MA Cambridge, MA Somerville, MA	Station-based	2011	610/60 (system-wide)	1800/200 (system-wide)	Public	✓	✓	bluebikes.com
Bothell	WA	Lime		Dockless				Private			li.me/locations
Boulder	CO	Boulder BCycle		Station-based	2011	110/12	300/45	Nonprofit		✓	boulder.bcycle.com

City or County	State	System Name	Additional Jurisdictions	System Type	Launch Date	Bikes/ Stations (start)[a]	Bikes/ Stations (latest)[b]	Business Model[c]	Low-Income Access Plan[d]	Real-Time Data (GBFS)[e]	Website
Brookline	MA	Bluebikes (formerly Hubway)	Boston, MA Cambridge, MA Somerville, MA	Station-based	2012	610/60 (system-wide)	1800/200 (system-wide)	Public	✓	✓	bluebikes.com
Broward County	FL	AvMed Rides Powered by Broward BCycle		Station-based	December 2011	200/	275/23			✓	broward.bcycle.com
Buffalo	NY	Reddy Bikeshare		Hybrid			200/60			✓	reddybikeshare.socialbicycles.com
Burlingame	CA	Lime					Private				li.me/locations
Burlington	VT	Greenride Bikeshare	South Burlington, VT Winooski, VT	Hybrid	April 2018	105/17	105/17		✓		greenridebikeshare.com/
Cambridge	MA	Bluebikes (formerly Hubway)	Boston, MA Brookline, MA Somerville, MA	Station-based	2012	610/60 (system-wide)	1800/200 (system-wide)	Public	✓	✓	bluebikes.com
Carmel	IN	Carmel Bike Share		Station-based	April 2015	22/2	102/13				bike.zagster.com/carmel
Carrollton	GA	Bike Share in Carrollton		Station-based	February 2017	50/10	/11				bike.zagster.com/carrollton
Champaign	IL	VeoRide		Dockless	September 2018			Private			veoride.com/about-us
Chapel Hill	NC	Tar Heel Bikes	University of North Carolina	Hybrid	October 2017	100/18	/20				gotchabike.com/unc/
Charleston	SC	Holy Spokes		Hybrid	April 2017	250/27					charlestonbikeshare.com
Charlotte	NC	Charlotte BCycle		Station-based	2012	/20	200/24			✓	charlotte.bcycle.com
Charlotte	NC	Charlotte Wheels	University of North Carolina-Charlotte	Hybrid		100/10	100/10				gotchabike.com/charlottewheels/
Charlotte	NC	Lime		Dockless				Private			li.me/locations
Charlottesville	VA	Ubike	University of Virginia	Hybrid	January 2015	90/	120/20			✓	ubike.virginia.edu

City or County	State	System Name	Additional Jurisdictions	System Type	Launch Date	Bikes/ Stations (start)[a]	Bikes/ Stations (latest)[b]	Business Model[c]	Low-Income Access Plan[d]	Real-Time Data (GBFS)[e]	Website
Chattanooga	TN	Bike Chattanooga		Station-based	July 2012	300/30	340/41			✓	bikechattanooga.com
Chelsea	MA	Lime		Dockless				Private			li.me/locations
Chicago	IL	Divvy	Evanston, IL	Station-based	2013		6000/580	Public	✓	✓	divvybikes.com
Chicago	IL	JUMP		Dockless	2018		0/NA	Private		✓	jump.com/cities/chicago
Chicago	IL	Lime		Dockless				Private		✓	li.me/locations
Chicago	IL	Pace	(South Side)	Dockless	2018	250/	250/		✓		ridepace.com/chicago
Christiansburg	VA	Roam NRV	Blacksburg, VA	Hybrid	August 2018	75/12	75/12				gotchabike.com/roamnrv
Cincinnati	OH	Lime		Dockless				Private			li.me/locations
Cincinnati	OH	Red Bike		Station-based	September 2014	/29	442/57	Nonprofit	✓	✓	cincyredbike.org
Clarksville	TN	Clarksville BCycle		Station-based	January 2016	20/2	50/5			✓	clarksville.bcycle.com
Clemson	SC	Clemson Bike Share	Clemson University	Station-based			/5			✓	clemson.bcycle.com
Cleveland	OH	UH Bikes		Hybrid	September 2016		250/29				uhbikes.com
Colorado Springs	CO	PikeRide		Hybrid	June 2018	208/28	208/28	Nonprofit		✓	pikeride.org
Columbia	SC	Blue Bike		Station-based	September 2018	135/15	135/15				bluebikesc.com
Columbus	IN	Columbike		Station-based	May 2016	79/8	79/8			✓	columbike.bcycle.com
Columbus	OH	CoGo		Station-based	July 2013		365/46			✓	cogobikeshare.com
Columbus	OH	Lime		Dockless				Private			li.me/locations

City or County	State	System Name	Additional Jurisdictions	System Type	Launch Date	Bikes/ Stations (start)[a]	Bikes/ Stations (latest)[b]	Business Model[c]	Low-Income Access Plan[d]	Real-Time Data (GBFS)[e]	Website
Corpus Christi	TX	Bike Corpus		Station-based	July 2016	40/7	/8				bike.zagster.com/corpuschristi
Corvallis	OR	Pedal Corvallis	Oregon State University	Station-based	June 2016	40/8	40/8				bike.zagster.com/pedalcorvallis
Dallas	TX	Lime		Dockless				Private			li.me/locations
Danville	VA	Danville Rides		Station-based	July 2017	25/5					bike.zagster.com/danville
Davis	CA	JUMP	Sacramento, CA West Sacramento, CA	Dockless			900/NA	Private	✓		jump.com/cities/sacramento
Dayton	OH	Link	University of Dayton	Station-based	2015	200/24	/27			✓	linkdayton.org
Dearborn	MI	Bike Share for Dearborn		Station-based	June 2017	50/10					bike.zagster.com/dearborn
Denver	CO	Denver BCycle		Station-based	2010	500/50	737/89	Nonprofit	✓	✓	denverbcycle.com
Denver	CO	JUMP		Dockless				Private	✓	✓	jump.com/cities/denver
Denver	CO	Lime		Dockless				Private	✓		li.me/locations
Des Moines	IA	Des Moines BCycle		Station-based	2010		124/21			✓	desmoines.bcycle.com
Detroit	MI	Lime		Dockless				Private	✓	✓	li.me/locations
Detroit	MI	MoGo		Station-based	2017		430/43		✓	✓	mogodetroit.org
Douglas County	CO	M-Bike	Meridian Metro District	Station-based	September 2017	/11	/20				bike.zagster.com/meridian
Dublin	OH	Lime		Dockless				Private	✓		li.me/locations
Durham	NC	Lime		Dockless				Private	✓		li.me/locations
East Peoria	IL	CityCycle	Peoria, IL	Station-based	May 2017	30/6	30/6				bike.zagster.com/citycycle
Edina	MN	Lime		Dockless				Private	✓		li.me/locations

City or County	State	System Name	Additional Jurisdictions	System Type	Launch Date	Bikes/ Stations (start)[a]	Bikes/ Stations (latest)[b]	Business Model[c]	Low-Income Access Plan[d]	Real-Time Data (GBFS)[e]	Website
El Cerrito	CA	Lime		Dockless				Private	✓		li.me/locations
El Paso	TX	El Paso SunCycle		Station-based	September 2015	80/8	160/16			✓	elpaso.bcycle.com
Emeryville	CA	Ford GoBike (formerly Bay Area Bike Share)	Berkeley, CA Oakland, CA San Jose, CA San Francisco, CA	Station-based	2013	700/70 (system-wide)	7000/546 (system-wide)	Public	✓	✓	fordgobike.com
Eugene	OR	PeaceHealth Rides		Hybrid	April 2018	Unknown	?/35	Nonprofit			peacehealthrides.com
Evanston	IL	Divvy	Chicago, IL	Station-based	2013		6000/580	Public	✓		divvybikes.com
Evansville	IN	Upgrade		Station-based	October 2016	70/7	70/7				bike.zagster.com/upgrade
Everett	MA	Lime		Dockless				Private	✓		li.me/locations
Fairbanks	AK	Fairbikes		Station-based	May 2016	25/?	50/20	Private			fairbikes.com
Fairfax County	VA	Capital Bikeshare	Alexandria, VA Arlington County, VA Montgomery County, MD Prince George's County, MD Washington, DC	Station-based	October 2016		4300/500 (system-wide)	Public	✓	✓	capitalbikeshare.com
Fargo	ND	Great Rides		Hybrid	2015	100/11	100/11			✓	greatrides.bcycle.com
Fayetteville	AR	VeoRide		Dockless	September 2018			Private			
Ferguson	MO	Lime		Dockless				Private	✓		li.me/locations
Flint	MI	Flint Bikeshare		Station-based	July 2016		17/7				bike.zagster.com/flint
Fort Collins	CO	Pace		Dockless	June 2018	250/42	250/42				ridepace.com/fortcollins

City or County	State	System Name	Additional Jurisdictions	System Type	Launch Date	Bikes/ Stations (start)[a]	Bikes/ Stations (latest)[b]	Business Model[c]	Low-Income Access Plan[d]	Real-Time Data (GBFS)[e]	Website
Fort Wayne	IN	Bike Share		Station-based	April 2016	25/5	0/0 (closed August 2018)				bike.zagster.com/fortwayne
Fort Worth	TX	Fort Worth BCycle		Station-based	April 2013	300/30	350/46	Nonprofit		✓	fortworth.bcycle.com
Fullerton	CA	Fullerton Bike Share		Station-based	January 2014	69/11	0/0 (closed 2015)				
Golden Valley	MN	Lime		Dockless				Private	✓		li.me/locations
Green Bay	WI	Lime		Dockless				Private	✓		li.me/locations
Greensboro	NC	Lime		Dockless	June 2017			Private	✓		li.me/locations
Greenville	SC	Greenville BCycle		Station-based	April 2013	35/5	/10	Nonprofit		✓	greenville.bcycle.com
Guttenberg	NJ	JerseyBike	Bayonne, NJ Hoboken, NJ North Bergen, NJ Port Imperial, NJ Weehawken, NJ West New York, NJ	Station-based	2015	250/	860/75			✓	jerseybikeshare.com
Hailey	ID	Mountain Rides	Ketchum, ID	Station-based	April 2015	40/	40/			✓	mrbikeshare.org
Hanover	NH	Dartmouth Bike Share	Dartmouth University	Station-based	August 2016	50/9	50/9				bike.zagster.com/dartmouth
Harrisburg	PA	Harrisburg Bike Share		Station-based	September 2017		/11				bike.zagster.com/harrisburg
Hartford	CT	Lime		Dockless				Private			li.me/locations
Hershey	PA	Bike Share at Hershey		Station-based	May 2017	30/6	/9				bike.zagster.com/hersheybikes

City or County	State	System Name	Additional Jurisdictions	System Type	Launch Date	Bikes/ Stations (start)[a]	Bikes/ Stations (latest)[b]	Business Model[c]	Low-Income Access Plan[d]	Real-Time Data (GBFS)[e]	Website
Hoboken	NJ	JerseyBike	Bayonne, NJ Guttenberg, NJ North Bergen, NJ Port Imperial, NJ Weehawken, NJ West New York, NJ	Station-based	2015	250/	860/75			✓	jerseybikeshare.com
Holyoke	MA	ValleyBike	Amherst, MA Northampton, MA South Hadley, MA Springfield, MA University of Massachusetts	Station-based	July 2018	500/50	500/50				valleybike.org
Honolulu	HI	Biki		Station-based	June 2017	1000/100	1000/100	Nonprofit		✓	gobiki.org
Houston	TX	Houston BCycle		Station-based	April 2012	18/3	475/77	Nonprofit		✓	houston.bcycle.com
Howard County	MD	Howard County Bikeshare		Station-based	2017	70/7	70/7				howardcountybikeshare.com
Huntsville	AL	Pace (formerly Downtown BlueBikes)		Dockless	March 2017	40/6	100/11				ridepace.com/city/huntsville-al
Imperial Beach	CA	Lime		Dockless				Private	✓		li.me/locations
Indianapolis	IN	Indiana Pacers Bikeshare		Station-based	2014		251/29	Nonprofit		✓	pacersbikeshare.org
Ithaca	NY	Lime		Dockless	April 2018			Private	✓		li.me/locations
Jackson	WY	Start Bike		Hybrid	June 2018	55/13	55/13			✓	startbike.bcycle.com

City or County	State	System Name	Additional Jurisdictions	System Type	Launch Date	Bikes/ Stations (start)[a]	Bikes/ Stations (latest)[b]	Business Model[c]	Low-Income Access Plan[d]	Real-Time Data (GBFS)[e]	Website
Jackson County	OR	Rogue Bike Share	Medford, OR Ashland, OR	Station-based	July 2015	28/5	/9				bike.zagster.com/jacksoncounty
Jersey City	NJ	Citi Bike	New York, NY	Station-based	May 2013	6000/200 (system-wide)	12000/750 (system-wide)	Public	✓	✓	citibikenyc.com
Kankakee County	IL	Bike 609	Kankakee, IL Bourbonnais, IL Bradley, IL	Station-based	June 2018	50/10	50/10				bike.zagster.com/bike609
Kansas City	MO	Kansas City BCycle		Station-based	2012	90/12	230/41	Nonprofit		✓	kansascity.bcycle.com
Kent	OH	Flashfleet	Kent State University	Station-based	August 2015					✓	kent.edu/recservices/flashfleet
Ketchum	ID	Mountain Rides	Hailey, ID	Station-based	April 2015	40/	40/			✓	mrbikeshare.org
Key Biscayne	FL	Lime		Dockless	June 2017	180/		Private	✓		li.me/locations
Keyport	NJ	Lime		Dockless				Private	✓		li.me/locations
Knoxville	TN	Pace Knoxville		Dockless	April 2018	200/20	200/20				ridepace.com/knoxville
Kona	HI	Bikeshare Kona		Station-based	2016	32/3	32/3	Nonprofit		✓	hawaiiislandbikeshare.org
Lancaster	PA	bike it Lancaster		Station-based	October 2017	30/6					bike.zagster.com/lancasterpa
Las Vegas	NV	RTC Bike Share		Station-based	October 2016		180/21			✓	bikeshare.rtcsnv.com
Lincoln	NE	BikeLNK		Station-based	April 2018					✓	bikelnk.bcycle.com
Long Beach	CA	Lime		Dockless				Private	✓		li.me/locations
Long Beach	CA	Long Beach Bike Share		Hybrid	March 2016		400/60				longbeachbikeshare.com

City or County	State	System Name	Additional Jurisdictions	System Type	Launch Date	Bikes/ Stations (start)[a]	Bikes/ Stations (latest)[b]	Business Model[c]	Low-Income Access Plan[d]	Real-Time Data (GBFS)[e]	Website
Long Beach	NY	SoBi Long Beach		Hybrid						✓	sobilongbeach.com
Los Angeles	CA	Bruin Bike Share	University of California, Los Angeles	Hybrid	October 2017	130/18	130/18				bruinbikeshare.com
Los Angeles	CA	JUMP		Dockless				Private	✓	✓	jump.com/cities/los-angeles
Los Angeles	CA	Lime		Dockless				Private	✓		li.me/locations
Los Angeles	CA	Metro Bike Share		Station-based	July 2016		1400/125	Public		✓	bikeshare.metro.net
Louisville	KY	LouVelo		Station-based	June 2017		305/27		✓	✓	louvelo.com
Madison	WI	Madison BCycle		Station-based	2011		350/40			✓	madison.bcycle.com
Magnolia	AR	Mule Rides	Southern Arkansas University	Hybrid	January 2018	30/4	30/4				gotchabike.com/mulerides
Malden	MA	Lime		Dockless				Private	✓		li.me/locations
Manchester	NH	Bike Manchester		Station-based	June 2017	30/6	30/6				bike.zagster.com/manchester
Marlborough	MA	Bike Share for Marlborough		Station-based	August 2017	30/5	30/6				bike.zagster.com/marlborough
Mattapoisett	MA	VeoRide		Dockless	June 2018	30/	30/	Private			veoride.com/about-us
McAllen	TX	McAllen BCycle		Station-based	April 2015	80/8	80/8			✓	mcallen.bcycle.com
Memphis	TN	Explore Bike Share		Station-based	May 2018	600/60	600/60	Nonprofit		✓	explorebikeshare.bcycle.com
Mesa	AZ	Grid	Phoenix, AZ Scottsdale, AZ Tempe, AZ	Hybrid	November 2014	100/27 (system-wide)	912/115 (system-wide)	Public		✓	gridbikes.com

City or County	State	System Name	Additional Jurisdictions	System Type	Launch Date	Bikes/ Stations (start)[a]	Bikes/ Stations (latest)[b]	Business Model[c]	Low-Income Access Plan[d]	Real-Time Data (GBFS)[e]	Website
Mesa	AZ	Lime		Dockless				Private	✓		li.me/locations
Metuchen	NJ	Lime		Dockless	August 2018			Private	✓		li.me/locations
Miami	FL	Citi Bike (formerly DecoBike)		Station-based	2011		1000/100				citibikemiami.com
Midland	MI	Bike Midland		Station-based	June 2017		/7				bike.zagster.com/midland
Milton	MA	Lime		Dockless				Private	✓		li.me/locations
Milwaukee	WI	Bublr Bikes		Station-based	2014	50/10	706/87	Nonprofit	✓	✓	bublrbikes.org
Minneapolis	MN	Lime		Dockless				Private	✓		li.me/locations
Minneapolis	MN	Nice Ride		Station-based	June 2010	700/65	1800/201	Nonprofit		✓	niceridemn.org
Mobile	AL	Lime		Dockless				Private	✓		li.me/locations
Monrovia	CA	Lime		Dockless				Private	✓		li.me/locations
Montgomery County	MD	Capital Bikeshare	Alexandria, VA Arlington County, VA Fairfax County, VA Prince George's County, MD Washington, DC	Station-based	May 2013		4300/500 (system-wide)		✓	✓	capitalbikeshare.com
Mountain View	CA	Lime		Dockless				Private	✓		li.me/locations
Nashua	NH	VeoRide		Dockless				Private			veoride.com/about-us

City or County	State	System Name	Additional Jurisdictions	System Type	Launch Date	Bikes/ Stations (start)[a]	Bikes/ Stations (latest)[b]	Business Model[c]	Low-Income Access Plan[d]	Real-Time Data (GBFS)[e]	Website
Nashville	TN	Nashville BCycle		Station-based	December 2012	195/20	310/36	Nonprofit		✓	nashville.bcycle.com
National City	CA	Lime		Dockless				Private	✓		li.me/locations
New Haven	CT	Bike New Haven		Station-based	February 2018	100/10	300/30		✓		bikenewhavenct.com
New Orleans	LA	Blue Bikes		Hybrid	December 2017	115/15	700/70		✓		bluebikesnola.com
Newport	KY	NKU Bike Share	Northern Kentucky University	Hybrid	April 2016	50/3	/5				gotchabike.com/northern-kentucky-university
New Rochelle	NY	New Rochelle Bike Share		Station-based	March 2018	50/11					bikenewrochelle.com
Newton	MA	Lime		Dockless				Private	✓		li.me/locations
New York City	NY	Citi Bike	Jersey City, NJ	Station-based	May 2013	6000/200	12000/750	Public	✓	✓	citibikenyc.com
New York City	NY	JUMP		Dockless		200/NA		Private	✓	✓	jump.com/cities/new-york-city
New York City	NY	Lime		Dockless				Private	✓	✓	li.me/locations
New York City	NY	Pace		Dockless	July 2018	200/NA	200/NA				ridepace.com/nyc
Norfolk	VA	Pace Norfolk		Dockless	April 2018	250/NA	250/NA				ridepace.com/norfolk
Norma	OK	Crimson Cruisers	University of Oklahoma	Hybrid	April 2017		/10				gotchabike.com/crimsoncruisers
Normal	IL	Bike Share 309		Station-based	March 2017	47/9	/12				bike.zagster.com/bikeshare309

City or County	State	System Name	Additional Jurisdictions	System Type	Launch Date	Bikes/ Stations (start)[a]	Bikes/ Stations (latest)[b]	Business Model[c]	Low-Income Access Plan[d]	Real-Time Data (GBFS)[e]	Website
North Bergen	NJ	JerseyBike	Bayonne, NJ Guttenberg, NJ Hoboken, NJ Port Imperial, NJ Weehawken, NJ West New York, NJ	Station-based	2015	250/	860/75			✓	jerseybikeshare.com
Northampton	MA	ValleyBike	Amherst, MA Holyoke, MA South Hadley, MA Springfield, MA University of Massachusetts	Station-based	July 2018	500/50	500/50				valleybike.org
Oakland	CA	Ford GoBike (formerly Bay Area Bike Share)	Berkeley, CA Emeryville, CA San Jose, CA San Francisco, CA	Station-based	2013	700/70 (system-wide)	7000/546 (system-wide)		✓	✓	fordgobike.com
Oakland	CA	Lime		Dockless				Private	✓		li.me/locations
Oklahoma City	OK	Spokies Bikeshare		Station-based	May 2012		51/8			✓	spokiesokc.com
Omaha	NE	Heartland BCycle		Station-based	2011		199/35			✓	heartland.bcycle.com
Orlando	FL	Juice Bike Share		Hybrid			22/37			✓	juicebikeshare.com
Oxford	MS	Ole Miss Bike Share	University of Mississippi	Hybrid	September 2017		/7				gotchabike.com/ole-mis
Pella	IA	VeoRide		Dockless	July 2018	50/		Private			veoride.com/about-us
Peoria	IL	CityCycle	East Peoria, IL	Station-based	May 2017	30/6	30/6				bike.zagster.com/citycycle
Philadelphia	PA	Indego		Station-based	April 2015	500/60	1200/120	Public		✓	rideindego.com

City or County	State	System Name	Additional Jurisdictions	System Type	Launch Date	Bikes/ Stations (start)[a]	Bikes/ Stations (latest)[b]	Business Model[c]	Low-Income Access Plan[d]	Real-Time Data (GBFS)[e]	Website
Phoenix	AZ	Grid	Mesa, AZ Tempe, AZ Scottsdale, AZ	Hybrid	November 2014	100/27	912/115	Public		✓	gridbikes.com
Pittsburgh	PA	Healthy Ride		Station-based	June 2015	500/50	700/175	Nonprofit		✓	healthyridepgh.com
Plainfield	NJ	Lime		Dockless	May 2018			Private	✓		li.me/locations
Plano	TX	Lime		Dockless				Private	✓		li.me/locations
Port Imperial	NJ	JerseyBike	Bayonne, NJ Guttenberg, NJ Hoboken, NJ North Bergen, NJ Weehawken, NJ West New York, NJ	Station-based	2015	250/	860/75			✓	jerseybikeshare.com
Portland	OR	BIKETOWN		Hybrid	July 2016	1000/100	1000/125		✓	✓	biketownpdx.com
Portsmouth	NH	Bikeshare in Portsmouth		Station-based	May 2017	30/5					bike.zagster.com/portsmouthnh
Prince George's County	MD	Capital	Alexandria, VA Arlington County, VA Fairfax County, VA Montgomery County, MD Washington, DC	Station-based	May 2018		4300/500	Public	✓	✓	capitalbikeshare.com
Princeton	NJ	Bikeshare at Princeton		Station-based		10/1	60/9				bike.zagster.com/princeton
Providence	RI	JUMP		Dockless				Private	✓	✓	jump.com/cities/providence
Pullman	WA	Coug Bikes (formerly Green Bikes)	Washington State University	Hybrid	2010						gotchabike.com/wsu
Quincy	MA	Lime		Dockless	August 2018			Private	✓		li.me/locations

City or County	State	System Name	Additional Jurisdictions	System Type	Launch Date	Bikes/ Stations (start)[a]	Bikes/ Stations (latest)[b]	Business Model[c]	Low-Income Access Plan[d]	Real-Time Data (GBFS)[e]	Website
Raleigh	NC	Citrix Cycle		Station-based	August 2018	300/30	300/30				citrixcycle.com
Reno	NV	Lime		Dockless				Private	✓		li.me/locations
Revere	MA	Lime		Dockless				Private	✓		li.me/locations
Richmond	VA	RVA Bike Share		Station-based	August 2017	220/22	220/22				rvabikes.com
Riverside	CA	Bike Riverside		Station-based	November 2018	55/7	55/7				bikeriverside.org
Roanoke	VA	Bike Share by RIDE Solutions		Station-based	May 2017	84/17					bike.zagster.com/ridesolutions
Rochester	NY	Pace Rochester		Dockless	2017 (launched as Zagster) 2018 (relaunched as Pace)	340/46	200/NA				ridepace.com/roc
Rockford	IL	Lime		Dockless				Private	✓		li.me/locations
Sacramento	CA	JUMP	Davis, CA West Sacramento, CA	Dockless			900/NA	Private	✓	✓	jump.com/cities/sacramento
Salem	MA	Salem Bike Share		Station-based			50/10				bike.zagster.com/salem
Salt Lake City	UT	GREENbike		Station-based	April 2013	55/10	294/34	Nonprofit	✓	✓	greenbikeslc.org
Salt Lake City	UT	Lime		Dockless				Private	✓		li.me/locations
San Antonio	TX	Swell Cycle		Station-based	2011	140/14	530/62	Nonprofit		✓	sanantonio.bcycle.com
San Antonio	TX	Lime		Dockless				Private	✓		li.me/locations

City or County	State	System Name	Additional Jurisdictions	System Type	Launch Date	Bikes/ Stations (start)[a]	Bikes/ Stations (latest)[b]	Business Model[c]	Low-Income Access Plan[d]	Real-Time Data (GBFS)[e]	Website
San Diego	CA	Discover Bike		Station-based	October 2014	1800/120					discoverbikesandiego.com
San Diego	CA	JUMP		Dockless				Private	✓	✓	jump.com/cities/san-diego
San Diego	CA	Lime		Dockless				Private	✓		li.me/locations
San Francisco	CA	Ford GoBike (formerly Bay Area Bike Share)	Berkeley, CA Emeryville, CA Oakland, CA San Jose, CA	Station-based	2013	700/70 (system-wide)	7000/546 (system-wide)		✓	✓	fordgobike.com
San Francisco	CA	JUMP		Dockless				Private	✓	✓	jump.com/cities/san-francisco
San Francisco	CA	Lime		Dockless				Private	✓		li.me/locations
San Jose	CA	Ford GoBike (formerly Bay Area Bike Share)	Berkeley, CA Emeryville, CA Oakland, CA San Francisco, CA	Station-based	2013	700/70 (system-wide)	7000/546 (system-wide)		✓	✓	fordgobike.com
San Mateo	CA	Lime		Dockless				Private	✓		li.me/locations
Santa Cruz	CA	JUMP		Dockless	May 2018			Private	✓	✓	jump.com/cities/santa-cruz
Santa Monica	CA	Breeze	Venice, CA	Hybrid	November 2015		500/80		✓	✓	santamonicabikeshare.com
Saratoga Springs	NY	CDPHP Cycle!	Albany, NY Schenectady, NY Troy, NY	Hybrid	June 2017	160/40	350/80	Nonprofit			cdphpcycle.com
Savannah	GA	SCAD Bike Share	Savannah College of Art and Design	Hybrid							scad.edu/bike-share
Schenectady	NY	CDPHP Cycle!	Albany, NY Saratoga Springs, NY Troy, NY	Hybrid	June 2017	160/40	350/80	Nonprofit			cdphpcycle.com

City or County	State	System Name	Additional Jurisdictions	System Type	Launch Date	Bikes/ Stations (start)[a]	Bikes/ Stations (latest)[b]	Business Model[c]	Low-Income Access Plan[d]	Real-Time Data (GBFS)[e]	Website
Scottsdale	AZ	Grid	Mesa, AZ Phoenix, AZ Tempe, AZ	Hybrid	November 2014	100/27 (system-wide)	912/115 (system-wide)	Public		✓	gridbikes.com
Scottsdale	AZ	Lime		Dockless	November 2017			Private	✓		li.me/locations
Seattle	WA	JUMP		Dockless				Private	✓	✓	jump.com/cities/seattle
Seattle	WA	Lime		Dockless	July 2017			Private	✓		li.me/locations
Seattle	WA	Pronto!		Station-based	October 2014	500/54	0/0 (closed 2017)				
Silver Spring	MD	Lime		Dockless				Private	✓		li.me/locations
Somerville	MA	Bluebikes (formerly Hubway)	Boston, MA Brookline, MA Cambridge, MA	Station-based	2012	610/60 (system-wide)	1800/200 (system-wide)		✓	✓	bluebikes.com
South Bend	IN	Lime		Dockless				Private	✓		li.me/locations
South Burlington	VT	Greenride Bikeshare	Burlington, VT Winooski, VT	Hybrid	April 2018	105/17	105/17		✓		greenridebikeshare.com/
South Hadley	MA	ValleyBike	Amherst, MA Holyoke, MA Northampton, MA Springfield, MA University of Massachusetts	Station-based	July 2018	500/50	500/50	Public-private			valleybike.org
South Lake Tahoe	CA	Lime		Dockless				Private	✓		li.me/locations
South San Francisco	CA	Lime		Dockless				Private	✓		li.me/locations

City or County	State	System Name	Additional Jurisdictions	System Type	Launch Date	Bikes/ Stations (start)[a]	Bikes/ Stations (latest)[b]	Business Model[c]	Low-Income Access Plan[d]	Real-Time Data (GBFS)[e]	Website
Spartanburg	SC	Spartanburg BCycle		Station-based	July 2011	14/2	40/5	Nonprofit		✓	spartanburg.bcycle.com
Spokane	WA	Lime		Dockless	September 2018			Private	✓		li.me/locations
Springfield	MA	ValleyBike	Amherst, MA Holyoke, MA Northampton, MA South Hadley, MA University of Massachusetts	Station-based	July 2018	500/50	500/50	Public-private			valleybike.org
St. George	UT	St. George LiVe Well		Station-based	January 2018	55/10	55/10				bike.zagster.com/livewellstg
St. Louis	MO	Lime		Dockless	April 2018			Private	✓		li.me/locations
St. Petersburg	FL	Coast	Tampa University of South Florida	Hybrid	December 2014	300/30				✓	coastbikeshare.com
Stark County	OH	Bike Share for Stark County		Station-based	2015	36/6	36/8				bike.zagster.com/stark
State College	PA	Bike Share at Penn State	Penn State University	Station-based	August 2017	85/17					bike.zagster.com/psu
Stonehaven	NY	Wolf Ride	Stony Brook University	Station-based	April 2013		78/12				
Summit County	UT	Summit Bike Share	Park City, UT	Station-based	July 2017		120/9				summitbikeshare.com
Tallahassee	FL	Pace Tallahassee		Dockless							ridepace.com/tallahassee
Tampa	FL	Coast	St. Petersburg University of South Florida	Hybrid	December 2014	300/30				✓	coastbikeshare.com

City or County	State	System Name	Additional Jurisdictions	System Type	Launch Date	Bikes/ Stations (start)[a]	Bikes/ Stations (latest)[b]	Business Model[c]	Low-Income Access Plan[d]	Real-Time Data (GBFS)[e]	Website
Tempe	AZ	Grid	Mesa, AZ Phoenix, AZ Scottsdale, AZ	Hybrid	November 2014	100/27 (system-wide)	912/115 (system-wide)	Public		✓	gridbikes.com
Tempe	AZ	Lime		Dockless				Private	✓		li.me/locations
Toledo	OH	ToleGO		Station-based	October 2018	100/17	100/17				gotchabike.com/tolego
Topeka	KS	Topeka Metro Bikes		Hybrid	2015	100/10	300/17			✓	topekametrobikes.org
Troy	NY	CDPHP Cycle!	Albany, NY Saratoga Springs, NY Schenectady, NY	Hybrid	June 2017	160/40	350/80	Nonprofit			cdphpcycle.com
Tucson	AZ	Tugo Bike Share		Station-based	November 2017	330/36	330/36		✓	✓	tugobikeshare.com
Tulsa	OK	This Machine		Hybrid	July 2018	160/25	160/25				thismachine.bcycle.com
Valparaiso	IN	Valpo Velocity		Station-based	April 2017	/10	/10				bike.zagster.com/valpo
Venice	CA	Breeze	Santa Monica, CA	Hybrid	November 2015		500/80		✓		santamonicabikeshare.com
Walnut Creek	CA	Lime		Dockless				Private	✓		li.me/locations
Washington	DC	Capital Bikeshare	Arlington County, VA Alexandria, VA Fairfax County, VA Montgomery County, MD Prince George's County, MD	Station-based	2010	120/10	4300/500 (system-wide)	Public	✓	✓	capitalbikeshare.com
Washington	DC	JUMP		Dockless	September 2017			Private	✓		jump.com/cities/washington-dc
Washington	DC	Lime		Dockless	September 2017			Private	✓	✓	li.me/locations

City or County	State	System Name	Additional Jurisdictions	System Type	Launch Date	Bikes/ Stations (start)[a]	Bikes/ Stations (latest)[b]	Business Model[c]	Low-Income Access Plan[d]	Real-Time Data (GBFS)[e]	Website
Watertown	MA	Lime		Dockless				Private	✓		li.me/locations
Weekhawken	NJ	JerseyBike	Bayonne, NJ Guttenberg, NJ Hoboken, NJ North Bergen, NJ Port Imperial, NJ West New York, NJ	Station-based	2015	250/	860/75			✓	jerseybikeshare.com
West Hollywood	CA	WeHo Pedals		Hybrid	August 2016		150/21		✓		wehopedals.com
West Lafayette	IN	Pace Purdue (previoiusly Zagster)	Lafayette, IN Purdue University-West Lafayette Campus	Dockless	2015		300/NA				ridepace.com/purdue
Westminster	CO	Bike Share for Westminster	Station-based		June 2016	32/5					bike.zagster.com/westminster
West New York	NJ	JerseyBike	Bayonne, NJ Guttenberg, NJ Hoboken, NJ North Bergen, NJ Port Imperial, NJ Weehawken, NJ	Station-based	2015	250/	860/75			✓	jerseybikeshare.com
West Palm Beach	FL	SkyBike		Hybrid	2015	150/12				✓	skybikewpb.com
West Sacramento	CA	JUMP	Davis, CA Sacramento, CA	Dockless			900/NA	Private	✓		jump.com/cities/sacramento
White Plains	NY	Lime		Dockless				Private	✓		li.me/locations
Wichita	KS	Bike Share ICT		Station-based	May 2017	100/19					bike.zagster.com/bikeshareict
Wilmington	NC	UNCW Hawk Wheels	University of North Carolina at Wilmington	Hybrid	November 2016	70/7					gotchabike.com/uncw
Winooski	VT	Greenride Bikeshare	Burlington, VT South Burlington, VT	Hybrid	April 2018	105/17	105/17		✓		greenridebikeshare.com/

City or County	State	System Name	Additional Jurisdictions	System Type	Launch Date	Bikes/ Stations (start)[a]	Bikes/ Stations (latest)[b]	Business Model[c]	Low-Income Access Plan[d]	Real-Time Data (GBFS)[e]	Website
Winston-Salem	NC	Bike Share of Winston-Salem		Hybrid	May 2017	50/10					bike.zagster.com/winstonsalem
Winthrop	MA	Lime		Dockless				Private	✓		li.me/locations
Wisconsin Rapids	WI	River Riders Bike Share		Station-based	April 2018	30/6					bike.zagster.com/riverriders
Worthington	OH	Lime		Dockless				Private	✓		li.me/locations
Yonkers	NY	Lime		Dockless				Private	✓		li.me/locations

[a] **Bikes/Stations (start):** The number of bikes and stations available when the system was initially implemented. If blank, information was not available. For dockless systems, the number of stations is not applicable.

[b] **Bikes/Stations (latest):** The number of bikes and stations available according to the most recent reports or data found. If blank, information was not available. For dockless systems, the number of stations is not applicable.

[c] **Business Model:** For the purpose of this document, the type of business model refers to the type of organization or business that is primarily responsible for the planning, management, ownership and/or management of individual bikeshare systems. The types of business models distinguished and noted in the above table include: public, private and nonprofit. All other systems without specific notation in the table are believed to be a combination of public and private partnerships between local governments and private companies. The criteria used to distinguish common bikeshare business models are defined below:

Public: Refers to systems wherein a local government agency plans, implements, manages system implementation and may own all system assets (bikes, stations, etc.).

Nonprofit: Refers to systems wherein a not-for-profit organization plans, manages and oversees daily system operations.

Private: Refers to systems wherein a private organization exclusively owns, manages and oversees daily operations.

[d] **Low-Income Access Plan:** Refers to whether a system has implemented a pricing scheme or option to reduce membership fees for low-income individuals.

[e] **Real-Time Data (GBFS):** Refers to whether a system participates in the standardized data feed, described in *Section 2.4 How do bikeshare systems measure success?*

6 References

1. Wang, M., & Zhou, X. (2017). Bikesharing systems and congestion: Evidence from US cities. Journal of Transport Geography, 65, 147-154. doi:10.1016/j.jtrangeo.2017.10.022
2. DeMaio, Paul. "The Bike-sharing World Map," http://www.metrobike.net/the-bike-sharing-world-map/.
3. Mueller, N., Rojas-Rueda, D., Cole-Hunter, T., De Nazelle, A., Dons, E., Gerike, R., . . . M. N. (2015). Health impact assessment of active transportation: A systematic review. Preventive Medicine, 76, 103-114
4. Hamilton, T., & Wichman, C. J. (2018). Bicycle Infrastructure and Traffic Congestion: Evidence from DCs Capital Bikeshare. Journal of Environmental Economics and Management, 87, 72-93. doi:10.2139/ssrn.2649978
5. "Respect the Ride." Lime. https://www.li.me/respect-the-ride/.
6. "Meet the Ford GoBike Dockless." Ford GoBike. https://www.fordgobike.com/nsj/.
7. "System Data." Citi Bike. citibikenyc.com/system-data/.
8. "Reports and Surveys." GREENbike. https://greenbikeslc.org/about/reportsandsurveys/.
9. "Stats & Facts." Austin BCycle. https://austinbcycle.com/about/stats-facts/.
10. "General Bikeshare Feed Specification." North American Bikeshare Association. https://github.com/NABSA/gbfs/.
11. "New bikeshare data standard opens doors for apps and analysis." Mobility Lab. https://mobilitylab.org/2016/05/04/new-bikeshare-data-standard-gbfs/.
12. "Get the App." Capital Bikeshare. https://www.capitalbikeshare.com/how-it-works/get-the-app/.
13. Transit. https://transitapp.com/.
14. "New bikeshare data standard opens doors for apps and analysis." Mobility Lab. https://mobilitylab.org/2016/05/04/new-bikeshare-data-standard-gbfs/.
15. "Zyp Bikeshare." Zyp. https://www.zypbikeshare.com/system/.
16. "About Us." REV Birmingham. http://revbirmingham.org/about-us/.
17. "Accelerating Bike Share." Bewegen Technologies. https://bewegen.com/en/.
18. "ZYP Bike Share." The Bewegen Bike Share System - Power Your Ride. https://bewegen.com/en/bike-share-network/zyp-bike-share.
19. "War Eagle Bike Share." Auburn University Office of Sustainability. http://wp.auburn.edu/sustainability/engage/war-eagle-bike-share/.

20. "Auburn University." Gotcha Bike. http://gotchabike.com/auburn-university/.
21. "Bike Sharing Comes to Downtown Huntsville." November 8, 2016. https://www.huntsvilleal.gov/bike-sharing-comes-downtown-huntsville/.
22. Gattis, Paul. "Huntsville Downtown Bike Rental Program Getting Upgrade." AL.com. June 25, 2018. https://www.al.com/news/huntsville/2018/06/huntsville_downtown_bike_renta.html/.
23. "Mayor Stimpson Introduces Legislation to Welcome Bike Share to the City of Mobile." Welcome to the City of Mobile, Alabama. http://www.cityofmobile.org/news.php?view=full&news=2841.
24. Friedman, Sam. "Fairbanks bike-share program makes small-scale debut." Newsminer.com. September 26, 2015. http://www.newsminer.com/news/local_news/fairbanks-bike-share-program-makes-small-scale-debut/article_9850fb34-64e6-11e5-88af-77e04a50243a.html/.
25. Buxton, Matt. "Fairbanks bike-sharing service adds stations and doubles its fleet." Newsminer.com. May 14, 2017. http://www.newsminer.com/business/fairbanks-bike-sharing-service-adds-stations-and-doubles-its-fleet/article_1f78266e-3880-11e7-9029-abfe7e420187.html/.
26. "December Report, Tempe." Grid Bike Share. https://www.tempe.gov/Home/ShowDocument?id=71414/.
27. "Your Own Transit System In Phoenix, Mesa, & Tempe." Grid Bike Share. http://gridbikes.com/.
28. "Bicycle Friendly America." League of American Bicyclists. August 26, 2016. https://bikeleague.org/bfa.
29. "Bicycle Sharing Program Logs Big Numbers in First Six Months of Operation at SAU." Office of Admissions. August 31, 2018. https://web.saumag.edu/news/2018/bicycle-sharing-program-logs-big-numbers-in-first-six-months-of-operation-at-sau/.
30. "Southern Arkansas University Bike Share." Gotcha Bike. http://gotchabike.com/mulerides/.
31. Brothers, Ashlyn. "VeoRide Bikes Will Be Made Available." NWAHOMEPAGE. September 17, 2018. https://www.nwahomepage.com/news/veoride-bikes-will-be-made-available/1451973726.
32. Motivate International, Inc. "The Bay Area's Bike Share Program." Ford GoBike. https://www.fordgobike.com/.
33. "Ford to Fuel Major Expansion of Bay Area's Bike Share Program | News." Metropolitan Transportation Commission. https://mtc.ca.gov/whats-happening/news/ford-fuel-major-expansion-bay-areas-bike-share-program/.
34. Ford GoBike. https://www.fordgobike.com/.
35. "Clipper." About Clipper. https://www.clippercard.com/ClipperWeb/whatsTranslink.do.
36. Motivate International, Inc. "Use Your Clipper Card to Unlock a Bike." Ford GoBike. https://www.fordgobike.com/how-it-works/clipper.
37. Nelson, Laura J. "Pasadena's Quick Exit from Bike-share Program Is a Blow for Metro." Los Angeles Times. September 04, 2018. https://www.latimes.com/local/lanow/la-me-ln-pasadena-bike-share-20180904-story.html.
38. "Los Angeles." Bicycle Transit Systems. https://www.bicycletransit.com/our-current-programs/los-angeles/.
39. "Create a TAP Account." Metro Bike Share. October 01, 2018. https://bikeshare.metro.net/create-a-tap-account/.
40. "Meet the New Metro Electric Bike." Metro Bike Share. November 10, 2018. https://bikeshare.metro.net/electric/.
41. "Home." Bike Share Connect. http://bikeshareconnect.com/.
42. "How It Works." WeHo Pedals. http://wehopedals.com/#plans-anchor.
43. "How It Works." Beverly Hills Bike Share. http://beverlyhillsbikeshare.com/#plans.
44. Long Beach Bike Share. https://longbeachbikeshare.com/.
45. Discover Bike. http://www.discoverbikesandiego.com/.
46. Bike Riverside. https://www.bikeriverside.org/.
47. "Locations." Lime. https://www.li.me/locations/.
48. "Cities." JUMP. https://jump.com/cities/.
49. "Denver B-cycle." Denver B-cycle. https://www.denverbcycle.com/.
50. "2010 Annual Report." Denver Bike Sharing. https://denver.bcycle.com/docs/librariesprovider34/default-document-library/annual-reports/dbs_2010annualreport_2011-02-17.pdf?sfvrsn=2
51. "2017 Annual Report." Denver Bike Sharing. http://denver.bcycle.com/docs/librariesprovider34/default-document-library/annual-reports/dbs_annualreport_2017_04.pdf?sfvrsn=75b321c5_2
52. "Boulder's Best Value in On-demand Transportation. Even If You Own a Bike." Boulder BCycle. Accessed January 16, 2019. https://boulder.bcycle.com/.

53. "2011 Annual Report." Boulder B-cycle. https://sitefinity.bcycle.com/docs/librariesprovider35/default-document-library/b-cycleannualreport_final.pdf?sfvrsn=2
54. "Bike Share the Love." PikeRide – Bike Share the Love. https://pikeride.org/.
55. "Meridian - Zagster Bike Share." Zagster. http://bike.zagster.com/meridian/.
56. Bike Share at Avon. Zagster. http://bike.zagster.com/avonbikeshare/.
57. "Bike Share Program in Aspen & Basalt, CO." WE-cycle. https://www.we-cycle.org/.
58. "Denver." JUMP Bikes - Bike Share. Electrified. https://jump.com/cities/denver/.
59. "Bike Sharing That Moves at Your pace." Pace. https://ridepace.com/.
60. "Bike Share | New Haven CT | Bike New Haven." Bike New Haven. https://www.bikenewhavenct.com/.
61. "Updates." Bike New Haven. https://www.bikenewhavenct.com/updatesfeb2018.
62. "Bike Share Feasibility Study." Bike Wilmington. https://www.wilmingtonde.gov/government/city-departments/planning-and-development/bike-wilmington/bike-share-feasibility-study.
63. "About Capital Bikeshare." Capital Bikeshare. https://www.capitalbikeshare.com/about/.
64. "Bikeshare Development Plan." Scribd. https://www.scribd.com/document/331416467/Bikeshare-Development-Plan#from_embed.
65. Motivate International, Inc. "Press Kit." Capital Bikeshare. https://www.capitalbikeshare.com/press-kit.
66. Motivate International, Inc. "Plus." Capital Bikeshare. https://www.capitalbikeshare.com/how-it-works/plus.
67. District Department of Transportation. "Dockless Vehicles in the District." https://ddot.dc.gov/page/dockless-vehicles-district.
68. "Citi Bike Miami." Citi Bike Miami. http://citibikemiami.com/.
69. DecoBike Miami Beach – About. http://www.decobike.com/about-us.
70. "CitiBike Miami Powered by DecoBike in Miami Beach." Miami and The Beaches. https://www.miamiandbeaches.com/things-to-do/detail/citibike-miami-powered-by-decobike/671801c7-d15a-4cf4-a3d5-837eca0c6d08.
71. "Coast Bike Share." http://coastbikeshare.com/.
72. "St. Petersburg Bike Share Annual Report." https://datastudio.google.com/u/0/reporting/1MT29Zzh3fsgKV_yjFt0cbfKRlvHUB17v/page/todO.
73. "New Virtual Hubs In St. Petersburg." http://coastbikeshare.com/new-virtual-hubs-in-st-petersburg/.
74. "AvMed Rides." Avmed. https://broward.bcycle.com/.
75. "Orlando Bike Share." Bike Share. https://juicebikeshare.com/.
76. "Bike Rental West Palm Beach." SkyBike West Palm Beach. https://skybikewpb.com/.
77. "Tallahassee." Pace. https://ridepace.com/tallahassee/.
78. "Alpharetta Bike Share Program Celebrates One Year Of Healthy, Fun Exploration." The City of Alpharetta, Georgia. https://www.alpharetta.ga.us/government/departments/recreation-parks/news/2017/05/12/alpharetta-bike-share-program-celebrates-one-year-of-healthy-fun-exploration.
79. Atlanta Department of City Planning. "City of Atlanta 2017 Annual Bicycle Report." https://www.atlantaga.gov/home/showdocument?id=34089/.
80. "Zagster Bring Bike Sharing to Carrollton, Georgia." Zagster Press Blog. https://www.zagster.com/press/blog/zagster-brings-bike-sharing-to-carrollton-georgia/.
81. "SCAD Bike Share." SCAD.edu. https://www.scad.edu/bike-share.
82. "About Bikeshare." Bikeshare Kona Hawaii Island. https://hawaiiislandbikeshare.org/about-bikeshare/.
83. "Organizational Structure." Biki. https://gobiki.org/organizational-structure/.
84. "365 Days of Biki." Biki. https://gobiki.org/biki-leaks/365-days-of-biki/.
85. "Bike Share in the U.S.: 2017. National Association of City Transportation Officials. https://nacto.org/bike-share-statistics-2017/.
86. Boise GreenBike. "Fiscal Year 2016 Annual Report." http://boisebikeshare.org/uploads/3/4/5/9/34595580/bgb_annual_report_2016_web.pdf/.
87. Boise GreenBike. https://boise.greenbike.com/.

88. "About Us." Mountain Rides BikeShare. https://mrbikeshare.org/#discover-more/.
89. Mountain Rides BikeShare. https://www.mountainrides.org/.
90. "About Divvy." Divvy. https://www.divvybikes.com/about/.
91. Divvy. https://www.divvybikes.com/.
92. "Divvy for Everyone (D4E)." Divvy. https://www.divvybikes.com/pricing/d4e/.
93. "The Town of Normal and Zagster Launch Bikeshare 309." Zagster. https://www.zagster.com/press/blog/the-town-of-normal-and-zagster-launch-bike-share-309/.
94. "Bike Share for Kankakee County, IL." Zagster. http://bike.zagster.com/bike609/.
95. "Bike Share for the Peoria Area." Zagster. http://bike.zagster.com/citycycle/.
96. Pace. https://ridepace.com/.
97. "Chicago." JUMP Bikes. https://jump.com/cities/chicago/.
98. "Introduction of dockless bikes has campus, competition curious." News-Gazette.com. http://www.news-gazette.com/news/2018-08-05/introduction-dockless-bikes-has-campus-competition-curious.html/.
99. Indiana Pacers Bikeshare. https://www.pacersbikeshare.org/.
100. "Pacers Bikeshare." Indianapolis Cultural Trail. https://indyculturaltrail.org/bikeshare/.
101. "Sponsors and Partners." Indiana Pacers Bikeshare. https://www.pacersbikeshare.org/sponsors-and-partners/.
102. "Bike Share: A Program of the Evansville Area Trails Coalition." Zagster. http://bike.zagster.com/upgrade/.
103. "Bike Share for Fort Wayne, Indiana." Zagster. http://bike.zagster.com/fortwayne/.
104. "Bike Share for Valparaiso." Zagster. http://bike.zagster.com/valpo/.
105. "Dockless bike sharing at Purdue and in West Lafayette/Lafayette!" Pace. https://ridepace.com/purdue/.
106. Bangert, Dave. "Bangert: Purdue-born bike share program loses its ride on campus." Lafaytette Journal & Courier. https://www.jconline.com/story/opinion/columnists/dave-bangert/2018/07/16/bangert-purdue-born-bike-share-program-loses-its-ride-campus/784087002/.
107. Des Moines BCycle. https://desmoines.bcycle.com/.
108. "About Us." Veoride. https://www.veoride.com/about-us/.
109. "Council approves bike share program." The Chronicle, Pella, Iowa. http://www.pellachronicle.com/gallery/council-approves-bike-share-program/article_bcf1feb6-52fa-11e8-b105-eba8a5517301.html/.
110. Rankin, Charles. "Topeka Metro Bike Rolls out 200 new bikes." Washburnreview.org. http://www.washburnreview.org/news/topeka-metro-bike-rolls-out-new-bikes/article_8c593970-7e17-11e8-b459-b7cb541a11a3.html/.
111. Topeka Metro Bikes. https://topekametrobikes.org/.
112. Salazar, Daniel. "New downtown bike-share program launches." The Wichita Eagle. https://www.kansas.com/news/local/article148648349.html/.
113. "About Bike Share ICT." Bike Share ICT. http://bikeshareict.com/about/.
114. Tidd, Jason. "Downtown bike-share program doubling in size with 100 more bicycles, new locations." The Wichita Eagle. https://www.kansas.com/news/local/article219505805.html
115. "Louisville Metro Bicycle Sharing Business Plan 2014-2016." https://louisvilleky.gov/sites/default/files/bike_louisville/2014_pdfs/project_plans/lou-bizplan_11.22.16.pdf/.
116. "Mayor Launches LouVelo Bike Share Program in and around Downtown." PBSC Urban Solutions. June 26, 2017. https://www.pbsc.com/2017/05/mayor-launches-louvelo-bike-share-program-305-bikes-located-27-stations-around-downtown/.
117. "Meet the Bike." LouVelo. https://louvelo.com/meet-the-bike/.
118. "Alternative Transportation." Resources: Northern Kentucky University, Greater Cincinnati Region. https://inside.nku.edu/sustainability/campus-operations/transportation.html/.
119. "NKU Bike Share." Gotcha Bike. http://gotchabike.com/northern-kentucky-university/.
120. "New Orleans Bike Share." City of New Orleans. https://www.nola.gov/bike-share/.
121. Blue Bikes. https://bluebikesnola.com/.
122. "Blue Bikes – New Orleans Bike Share." New Orleans Bike Share. https://bluebikesnola.com/.

123. "Bike Share at the University of New England." Zagster. http://bike.zagster.com/une/.
124. "Montgomery County Bikeshare." Montgomery County Department of Transportation. https://www.montgomerycountymd.gov/bikeshare/.
125. Meehan, Sarah. "A brief history of the Baltimore Bike Share, from its birth to its eventual downfall." August 15, 2018. http://www.baltimoresun.com/business/bs-md-ci-bike-share-timeline-20180815-story.html/.
126. "Baltimore City Launches Dockless Technology Pilot Program." Baltimore City Department of Transportation. August 15, 2018. https://transportation.baltimorecity.gov/news/press-releases/2018-08-15-baltimore-city-launches-dockless-technology-pilot-program/.
127. "Howard County Bikeshare." https://howardcountybikeshare.com/
128. "Howard County Bike Share." The Bewegen Bike Share System. https://bewegen.com/en/bike-share-network/howard-county-bike-share/.
129. Bike Howard. "Howard County Bike Share Demand Analysis." https://bikehoward.files.wordpress.com/2017/04/3-demand-analysis-final-01-09-15.pdf/.
130. Motivate International, Inc. "About Bluebikes." Bluebikes. https://www.bluebikes.com/about/.
131. Motivate International, Inc. "Bluebikes Mediakit, Logos, Photos & Stats." Bluebikes. https://www.bluebikes.com/about/media-kit/.
132. "Bluebikes expanding in the City of Boston." Boston.gov. August 15, 2018. https://www.boston.gov/news/bluebikes-expanding-city-boston
133. "ValleyBike." Northampton, MA Official Website. https://www.northamptonma.gov/1599/ValleyBike-Share/.
134. "Pioneer Valley." The Bewegen Bike Share System. https://bewegen.com/en/bike-share-network/valley-bike/.
135. "Bikeshare in the Pioneer Valley – Feasibility Analysis." Pioneer Valley Planning Commission. http://www.pvpc.org/regionalbikeshare/.
136. "Bike Share for the City of Marlborough, MA." Zagster. http://bike.zagster.com/marlborough/.
137. "Bike Share for the City of Salem, MA." Zagster. http://bike.zagster.com/salem/
138. Dunn, Patrick. "Bike Share Shakeup: Whare are ArborBikes." May 2018. https://annarborobserver.com/articles/bike_share_shakeup.html#.W7-ljtdKiM9/.
139. MoGo. https://mogodetroit.org/.
140. "MoGo Annual Report 2018." MoGo. https://mogodetroit.org/annual-report/.
141. "Dearborn and Zagster unveil Dearborn Bikeshare Program." Zagster. https://www.zagster.com/press/blog/dearborn-zagster-unveil-dearborn-bike-share-program/.
142. "Bike Share for Flint." Zagster. http://bike.zagster.com/flint/.
143. "Bike Share by Bike Midland." Zagster. http://bike.zagster.com/midland/.
144. "Our Current Initiatives." BlueCross BlueShield Minnesota. https://www.centerforpreventionmn.com/what-we-do/our-current-initiatives/nice-ride-minnesota/.
145. "About Nice Ride Minnesota." https://www.niceridemn.com/about/.
146. "Our Current Initiatives." BlueCross BlueShield Minnesota. https://www.centerforpreventionmn.com/what-we-do/our-current-initiatives/nice-ride-minnesota/.
147. "Nice Ride Minnesota Parking Zones ("Virtual Station") Master Plan." Nice Ride. http://www.motivateco.com/wp-content/uploads/2018/08/NR_ParkingZones_MasterPlan_DRAFT_forPublicReview_2018_0808.pdf/.
148. "Nice Ride Minnesota Parking Zones ("Virtual Station") Master Plan." Nice Ride. http://www.motivateco.com/wp-content/uploads/2018/08/NR_ParkingZones_MasterPlan_DRAFT_forPublicReview_2018_0808.pdf/.
149. Nice Ride. https://www.niceridemn.com/.
150. Schnugg, Alyssa. "Ole Miss to offer new bike share program." September 5, 2017. The Oxford Eagle. https://www.oxfordeagle.com/2017/09/05/um-to-offer-new-bike-share-program/.
151. "2017 BikeWalkKC Annual Report." BikeWalkKC. http://bikewalkkc.org/about/2017-bikewalkkc-annual-report/
152. "Our Impact." Kansas City BCycle. https://kansascity.bcycle.com/top-nav-pages/about/impacts
153. St. Louis Bike Share Feasibility Study Executive Summary. https://3saguo2foe1c2j78571kps4o-wpengine.netdna-ssl.com/wp-content/uploads/2015/07/Bike-Share-Feasibility-Study-Executive-Summary1.pdf/.

154. "About the Bike and Scooter Share Effort." St. Louis Bike Share. http://www.stlbikeshare.org/about.html/.
155. St. Louis Bike Share. http://www.stlbikeshare.org/.
156. Pascale, John. "Omaha bike share program will expand to nearly 70 stations in 2016." Live Well Nebraska. https://www.omaha.com/livewellnebraska/fitness/omaha-bike-share-program-will-expand-to-nearly-stations-in/article_c47e5a9d-d995-5bae-b30f-4ffdf0b96d87.html/.
157. "Biking in Omaha." City of Omaha Urban Planning. https://urbanplanning.cityofomaha.org/59-long-range/transportation-planning/bicycle-planning/97-biking-in-omaha#bikeshare-expansion-project/.
158. Stone, Alexandra. "City of Omaha takes over ownership of Heartland BCycle program in new partnership." KETV Omaha. https://www.ketv.com/article/city-of-omaha-takes-over-ownership-of-heartland-bcycle-program-in-new-partnership/8276426/.
159. "About." Heartland Bike Share. https://heartlandbikeshare.org/home/about/.
160. "Bike Share." Bike Lincoln. https://www.lincoln.ne.gov/city/plan/bike/bike-share.htm/.
161. "BikeLNK May 2018 Report." Heartland Bike Share. https://www.lincoln.ne.gov/city/plan/bike/sharereports/may18.pdf/.
162. "Las Vegas." Bicycle Transit Systems. https://www.bicycletransit.com/our-current-programs/las-vegas/.
163. "News." RTC Bike Share. https://bikeshare.rtcsnv.com/news/.
164. "Dartmouth introduces bike-sharing program with Zagster." Dartmouth. https://www.dartmouth.edu/press-releases/bike-sharing-program-090616.html/.
165. "Bike Share for Dartmouth College." Zagster. http://bike.zagster.com/dartmouth/.
166. "Bike Manchester and Zagster launch bikeshare system in the Queen City." Zagster. https://www.zagster.com/press/blog/bike-manchester-zagster-launch-bike-share-system-in-queen-city/.
167. "Zagster bike rentals coming to Portsmouth." Seacoastonline.com http://www.seacoastonline.com/news/20170428/zagster-bike-rentals-coming-to-portsmouth/.
168. Forsythe, Dana. "Nashua partners with bike-sharing service VeoRide." Patch. June 4, 2018. https://patch.com/new-hampshire/nashua/nashua-partners-bike-sharing-service-veoride/.
169. "Hudson Bike Share sponsored by CarePOint, Suez North America, Bijou Properties, Zipcar, Investors Bank & Keller Williams City Life Realty." Hudson Bike Share. August 20, 2015. https://hudsonbikeshare.com/blog/2015/08/20/hoboken-announces-pre-sale-for-next-generation-bike-share-system/.
170. "Hudson Bike Share expands beyond county borders and rebrands as unified "JerseyBike" program to improve connectivity in New Jersey." Hudson Bike Share. June 6, 2018. https://hudsonbikeshare.com/blog/2018/06/06/hudson-bike-share-expands-beyond-county-borders-rebrands-unified-jerseybike-program-improve-connectivity-new-jersey/.
171. "Three years of JerseyBike Report" JerseyBike. January 9, 2018. https://www.jerseybikeshare.com/threeyearreport
172. "Citi Bike program launches in Jersey City." CitiBike. September 21, 2015. https://www.citibikenyc.com/jerseycity/press/.
173. "Zagster brings bikesharing to Princeton community." Zagster. https://www.zagster.com/press/zagster-brings-bike-sharing-princeton-community/.
174. "Princeton University expands popular Zagster bike share." Zagster. https://www.zagster.com/press/princeton-university-expands-popular-zagster-bike-share/.
175. Kelly, Morgan. "Expanded University bike-share program enhances 'bike culture' for campus and town." Princeton University Office of Communications. April 5, 2016. https://www.princeton.edu/news/2016/04/05/expanded-university-bike-share-program-enhances-bike-culture-campus-and-town/.
176. "Rio Metro expands and rebrands as Alburquerque bikeshare program." Zagster. https://www.zagster.com/press/blog/rio-metro-zagster-expand-re-brand-albuquerque-bike-share-program/.
177. "Bike Share Opportunities in New York City." New York City Department of City Planning. Spring 2009. https://www1.nyc.gov/assets/planning/download/pdf/plans/transportation/bike_share_complete.pdf/.
178. NYC Bike Share Designed By New Yorkers. New York City Department of Transportation. http://www.nyc.gov/html/dot/downloads/pdf/bike-share-outreach-report.pdf/.
179. "About Citi Bike." Citi Bike. https://www.citibikenyc.com/about/.

180. NYC Bike Share Designed By New Yorkers. New York City Department of Transportation. http://www.nyc.gov/html/dot/downloads/pdf/bike-share-outreach-report.pdf/.
181. "Bronx Dockless Bikes." Citi Bike. https://help.citibikenyc.com/hc/en-us/sections/360001964731-Bronx-Dockless-Bikes/.
182. CDPHP Cycle. https://cdphpcycle.com/.
183. Reddy Bikeshare. https://reddybikeshare.socialbicycles.com/.
184. SoBi Long Beach. https://sobilongbeach.com/.
185. New Rochelle Bike Share. https://www.bikenewrochelle.com/.
186. Gotcha. https://ridegotcha.com/locations/.
187. McCann, Josh and Newsom, Mary. "Charlotte joins global bike phenomenon." UNC Charlotte Urban Institute. July 12, 2012. https://ui.uncc.edu/story/charlotte-bike-share-launches/.
188. "Center City 2020 Vision Plan." Charlotte Center City. https://www.charlottecentercity.org/center-city-initiatives-2/plans/2020-vision-plan/.
189. Citrix Cycle. http://www.citrixcycle.com/.
190. "Gotcha Bikes are here!" UNC Charlotte Auxiliary Services. August 4, 2017. https://aux.uncc.edu/news/gotcha-bikes-are-here
191. "Tar Heel Bikes." UNC Transportation and Parking. https://move.unc.edu/bike/bikeshare/.
192. "Charlotte Wheels Bikeshare." http://gotchabike.com/charlottewheels/.
193. "UNCW Hawk Wheels Bike Share." http://gotchabike.com/uncw/#gotchabike/uncw/.
194. "UNC Bike Share." https://gotchabike.com/unc/.
195. Great Rides Bike Share. https://greatrides.bcycle.com/.
196. Corbin, April. "Why the country's best bike share might be in Fargo." http://betterbikeshare.org/2016/05/19/countrys-best-bike-share-might-fargo.
197. "Columbus launches CoGo Bike Share." Motivate. July 17, 2013. https://www.motivateco.com/columbus-launches-cogo-bike-share/.
198. "About." CoGo Bike Share. https://www.cogobikeshare.com/about/.
199. Red Bike. https://www.cincyredbike.org/about#aboutus/.
200. "Bike sharing kicks-off in Dayton!" http://www.bikemiamivalley.org/bike-share/.
201. Frolik, Cornelius. "Bike-share program named, prices set." myDayton Daily News. March 5, 2015. https://www.mydaytondailynews.com/news/local/bike-share-program-named-prices-set/4t9Hr7jcio9M4Uk0RBtIBM/.
202. "Cleveland Bikeshare: UHBikes." Bike Cleveland. https://www.bikecleveland.org/bikeshare/.
203. "Toledo's first public bike share program, ToleGO Bike Share, launches tomorrow, October 16." City of Toledo, Ohio. https://toledo.oh.gov/news/toledos-first-public-bike-share-program-tolego-bike-share-launches-tomorrow-oct-16/.
204. "Bike Sharing." Toledo Metropolitan Area Council of Governments. http://www.tmacog.org/BP_17/02_17/bike_share.htm/.
205. "Bike share program available to residents and visitors." Blue Ash. http://www.blueash.com/departments/parks_and_recreation/zagster_bike_share_program.php/.
206. "About the program." Kent State University Recreational Services. https://www.kent.edu/recservices/about-program/.
207. Spokies Bike Share. http://spokiesokc.com/.
208. Brus, Brian. "Spokies bicycle-sharing program expanding." The Journal Record. https://www.greateroklahomacity.com/news/2018/01/09/the-journal-record/spokies-bicycle-sharing-program-expanding/.
209. "Crimson Cruisers." Gotcha Bike. http://gotchabike.com/crimsoncruisers/.
210. Allen, Jana. "'Crimson Cruiser' bike share program to expand after year of success." OUDaily. May 15, 2018. http://www.oudaily.com/news/crimson-cruiser-bike-share-program-to-expand-after-year-of/article_48c5af76-585c-11e8-a1ac-cf98c0c04006.html/.
211. This Machine. https://thismachine.bcycle.com/.
212. BIKETOWN. https://www.biketownpdx.com/.

213. "BIKETOWN celebrates two years in Portland!" BIKETOWN. https://www.biketownpdx.com/blog/biketown-celebrates-two-years-in-portland/.
214. Peace Health Rides. https://www.peacehealthrides.com/.
215. Rush, Jeremy. "PeaceHealth Rides bike share system in Eugene is off to a great start." PeaceHealth. https://www.peacehealth.org/news/peacehealth-rides-bike-share-system-eugene-great-start/.
216. "Rogue Bike Share." City of Ashland. https://www.ashland.or.us/News.asp?NewsID=3806/.
217. "Pedal Corvallis." Oregon Cascades West Council of Governments. http://www.ocwcog.org/transportation/cascades-west-ride-line/pedal-corvallis/.
218. "Pedal Corvallis." Oregon State University Transportation Services. https://transportation.oregonstate.edu/transportation-services/biking/pedal-corvallis/.
219. "About." Indego. https://www.rideindego.com/about/.
220. "Indego third birthday snapshot, April 2017 - April 2018." https://u626n26h74f16ig1p3pt0f2g-wpengine.netdna-ssl.com/wp-content/uploads/2018/06/annual-report-2018.pdf/.
221. "Media." Indego. https://www.rideindego.com/about/media/.
222. "What we do." Pittsburgh Bike Share. http://pghbikeshare.org/what-we-do/.
223. Healthy Ride. https://healthyridepgh.com/.
224. "2018 Expansion." Healthy Ride. https://healthyridepgh.com/expansion/.
225. "Port Authority of Allegheny County provides public transportation throughout Pittsburgh and Allegheny County." Port Authority. http://www.portauthority.org/paac/CompanyInfoProjects/AgencyProfile.aspx/.
226. "Bike Share in Harrisburg, Pennsylvania." Zagster. http://bike.zagster.com/harrisburg/.
227. "Bike Share at Milton S. Hershey Center and Downtown Hershey." Zagster. http://bike.zagster.com/hersheybikes/.
228. "Bike Share for the City of Lancaster, Pennsylvania." Zagster. http://bike.zagster.com/lancasterpa/.
229. "Bike Share at Penn State University." Zagster. http://bike.zagster.com/psu/.
230. "JUMP Bike Share." City of Providence. http://www.providenceri.gov/planning/jump-bike-share/.
231. "Providence to launch JUMP Bikes, one of New England's first electric bike share systems." City of Providence. http://www.providenceri.gov/providence-launch-jump-bikes-new-englands-first-electric-bike-share-system/.
232. Partners for Active Living. https://www.active-living.org/.
233. "Spartanburg B-cycle is the first bike sharing system in the Southeast." Palmetto Cycling Coalition. July 11, 2011. http://pccsc.net/spartanburg-b-cycle-is-the-first-bike-sharing-system-in-the-southeast/.
234. Spartanburg BCycle. https://spartanburg.bcycle.com/.
235. "Holy Spokes: The Charleston Bike Share." Charleston, South Carolina. http://www.charleston-sc.gov/index.aspx?NID=1657/.
236. Barna, Stephanie. "Charleston's Holy Spokes bike share program exceeds expectations." June 4, 2018. https://www.postandcourier.com/news/charleston-s-holy-spokes-bike-share-program-exceeds-expectations/article_43f67c46-5eb5-11e8-9a0c-2b9f5bf52f46.html/.
237. "Mayor Steve Benjamin, city officials, Bewegen, and BlueCross BlueShield of South Carolina officially launch Blue Bike Share." City of Columbia. October 9, 2018. https://www.columbiasc.net/headlines/10-09-2018/Bike-Launch/.
238. "Walk Bike Columbia: Bike Share Plan." Columbia, South Columbia. https://www.columbiasc.gov/depts/planning-preservation/docs/area_plans/bike_share_plan.pdf/.
239. "Latest Greenville BCycle installation brings the bike share network to 10 stations." Upstate Forever. July 28, 2017. https://www.upstateforever.org/news/latest-greenville-bcycle-installation-brings-the-bike-share-network-to-10-stations/.
240. Leeds, Darren. "Rapid City BCycle program kicks off." Rapid City BCycle. https://rapidcity.bcycle.com/single-news-item/2014/08/23/rapid-city-bcycle-program-kicks-off/.
241. Schmitt, Angie. "Chattanooga Bike-Share: Lessons for smaller cities." Streetsblog USA. February 11, 2013. https://usa.streetsblog.org/2013/02/11/chattanooga-bike-share-lessons-for-smaller-cities/.
242. Chattanooga Bicycle Transit System. https://bikechattanooga.com/.

243. Bike Walk Chattanooga. https://www.bikewalkchattanooga.org/.
244. "Nashville BCycle." Nashville.gov. https://www.nashville.gov/NashVitality/Active/Biking/Nashville-B-Cycle.aspx/.
245. "2013 Annual Report." Nashville Downtown Partnership. https://www.nashvilledowntown.com/_files/docs/2013-ndp-annual-report.pdf/.
246. Nashville BCycle. https://nashville.bcycle.com/.
247. "About Explore Bike Share." Explore Bike Share. https://explorebikeshare.bcycle.com/about/explore-bike-share/.
248. "Knoxville Bikeshare." City of Knoxville. http://knoxvilletn.gov/government/city_departments_offices/sustainability/knoxville_bikeshare/.
249. "City of Knoxville Solicitation." City of Knoxville, Tennessee. https://vrapp.vendorregistry.com/Bids/View/Bid/3ac8c7bc-3efc-434d-a1e0-910d65b26255/.
250. "What is bike share." SWell Cycle. https://sanantonio.bcycle.com/who-we-are/what-is-bike-share/.
251. "Who we are." San Antonio Bike Share. https://www.sanantoniobikeshare.org/who-we-are1.html/.
252. "Ride an adaptive bike." SWell Cycle. https://sanantonio.bcycle.com/top-nav-pages/partners/believeit/.
253. "B-Cycle expansion shifts into high gear." Houston Chronicle. April 9, 2013. https://www.chron.com/opinion/editorials/article/B-Cycle-expansion-shifts-into-high-gear-4422050.php/.
254. "Houston approves docked bike-share expansion." August 10, 2018. https://www.houstonbcycle.com/news-1/2018/9/14/houston-approves-docked-bike-share-expansion/.
255. "Stats & Facts." Fort Worth BCycle. https://fortworthbikesharing.com/stats-facts/.
256. "BCycle Bites!" Houston BCycle. https://www.houstonbcycle.com/member-discounts/.
257. "Pedal Perks." Fort Worth BCycle. https://fortworthbikesharing.com/pedal-perks/.
258. "One million trips!" Austin BCycle. https://austinbcycle.com/about/blog/one-million-trips/.
259. "Bike Sharing Launched at UT Austin." The University of Texas at Austin. https://sustainability.utexas.edu/news/bike-sharing-launched-ut-austin
260. Andersen, Michael. "What we can learn from the runaway success of UT-Austin bikeshare." April 6, 2018. https://usa.streetsblog.org/2018/04/06/what-we-can-learn-from-the-runaway-success-of-ut-austin-bike-share/
261. Madrigal, Selena. "El Paso bike-share adds seven new stations." El Paso BCycle. October 5, 2016. https://elpaso.bcycle.com/buzz/.
262. Public Information Office. "Ride away with McAllen B-Cycle." City of McAllen, Texas. October 20, 2015. http://www.mcallen.net/publicstuff-widgets/news/2015/10/20/ride-away-with-mcallen-b-cycle/.
263. BikeShare Rio Grande Valley. https://brownsville.org/bikeshare/.
264. "Bike Share for the Rio Grande Valley." Zagster. http://bike.zagster.com/rgvbikeshare/.
265. Garcia, Cristina. "Unified regional bike-sharing program recommended by agency." The Monitor. June 2, 2018. https://www.themonitor.com/news/local/article_6e1f3844-66d7-11e8-8839-17068bbbd304.html/.
266. "Zagster bring bikesharing to Corpus Christi." Zagster. https://www.zagster.com/press/blog/zagster-brings-bike-sharing-to-corpus-christi/.
267. "Austin." JUMP Bikes. https://jump.com/cities/austin/.
268. "Pace rolls into Austin, bringing better dockless bikesharing to millions of Austin residents, students and visitors." Zagster. https://www.zagster.com/press/blog/pace-rolls-into-austin-bringing-better-dockless-bike-sharing-to-millions-of-austin-residents-students-and-visitors/.
269. "Data USA: Salt Lake City, Utah." https://datausa.io/profile/geo/salt-lake-city-ut/#category_transportation/.
270. "2013 Annual Report." GREENbike Salt Lake City. http://greenbikeslc.org/docs/librariesprovider32/default-document-library/2013-greenbike-annual-report.pdf?sfvrsn=2/.
271. "2016 Annual Report." GREENbike Salt Lake City. https://greenbikeslc.org/docs/librariesprovider32/default-document-library/annual-report-2016fedb4099c9296398bf9bff0100d70bc4.pdf?sfvrsn=cef223c5_0/.
272. Cycling Utah. "GreenBike, UTA, Selet Health and Salt Lake City partner to include bike sharing in Hive One Pass." October 24, 2018. http://www.cyclingutah.com/advocacy/greenbike-uta-select-health-and-salt-lake-city-partner-to-include-bike-sharing-in-hive-one-pass/

273. "Summit County." Bewegen Technologies. https://bewegen.com/en/bike-share-network/summit-bike-share/.
274. "Summit Bike Share." https://www.summitbikeshare.com/.
275. Kessler, Mori. "St. George bike share program is now up and rolling." St. George News. January 12, 2018. https://www.stgeorgeutah.com/news/archive/2018/01/12/mgk-st-george-bike-share-program-is-now-up-and-rolling/#.W9xeMtJKiM8/.
276. "Bike Share at St. George, Utah." Zagster. http://bike.zagster.com/livewellstg/.
277. Kessler, Mori. "St. George bike share program 'performing well' in first 90 days." St. George News. May 3, 2018. https://www.stgeorgeutah.com/news/archive/2018/05/03/mgk-st-george-bike-share-program-performing-well-in-first-90-days/#.W9xeNNJKiM8/.
278. "Greenride, Vermont's first public bikeshare program." University of Vermont Office of Sustainability. March 14, 2018. https://www.uvm.edu/sustain/news/greenride-vermont-s-first-public-bikeshare-program/.
279. Greenride Bikeshare. http://greenridebikeshare.com/.
280. UBike. http://ubike.virginia.edu/.
281. "Bike UVA." University of Virginia Parking and Transportation. https://parking.virginia.edu/bike-uva/.
282. "Richmond Bicycle Master Plan." http://www.richmondgov.com/BikePed/documents/RichmondBicycleMasterPlan.pdf/.
283. RVA Bike Share. https://www.rvabikes.com/.
284. Gordon, Wyatt. "RVA Bike Share needs more than a tune-up." August 27, 2018. https://rvamag.com/politics/opinion/rva-bike-share-needs-more-than-a-tune-up.html/.
285. "Bikeshare by RIDE Solutions." Downtown Roanoke. https://www.downtownroanoke.org/get-around/bike-share/.
286. Lucas, Rachel. "Bike share celebrates one year in Roanoke." May 24, 2018. https://www.wsls.com/news/virginia/roanoke/bike-share-celebrates-one-year-in-roanoke/.
287. "New bike share program cruises onto Virginia Tech campus." Virginia Tech. August 2, 2018. https://vtnews.vt.edu/articles/2018/08/ops-roambikes.html/.
288. "Bike share program kicks off with ceremonial ride Wednesday." July 20, 2018. https://www.virginiafirst.com/news/local-news/bike-share-program-to-launch-in-the-new-river-valley/1313433671/.
289. "Bike Share at Danville, VA." Zagster. http://bike.zagster.com/danville/.
290. "Biking in Norfolk." The City of Norfolk. https://www.norfolk.gov/bike/.
291. "Alta celebrates the launch of Pronto Cycle Share in Seattle!" https://altaplanning.com/news/alta-celebrates-the-launch-of-pronto-cycle-share-in-seattle/.
292. Beekman, Daniel and Lee, Jessica. "Seattle's Mayor Murray kills city-run bike-share program." The Seattle Times. January 13, 2017. https://www.seattletimes.com/seattle-news/politics/mayor-ed-murray-kills-seattles-bike-share-program-pronto/.
293. "2017 Free-Floating Bike Share Pilot Evaluation Report." Seattle Department of Transportation.
294. "Coug Bikes." Gotcha. https://gotchabike.com/wsu/.
295. Rickert, Chris. "Madison bike-sharing grows in popularity as industry evolves nationwide." Wisconsion State Journal. December 10, 2017. https://madison.com/wsj/news/local/madison-bike-sharing-grows-in-popularity-as-industry-evolves-nationwide/article_39ecf2a0-3a2b-5c49-bd92-c0a22e5205f1.html/.
296. "Award Database." The League of American Bicyclists. https://bikeleague.org/bfa/awards/.
297. Bublr Bikes. "Bublr Bikes to hit Milwaukee streets with 10 inaugrual bike share stations." October 5, 2014. https://austin.bcycle.com/buzz/2014/10/05/bublr-bikes-to-hit-milwaukee-streets-with-10-inaugural-bike-share-stations/.
298. "About Bublr." Bublr Bikes. https://bublrbikes.org/about/.
299. Anderson, Lauren. "Bublr Bikes fundraiser brings in $100,000 as program expands to more neighborhoods." BizTimes. June 7, 2018. https://www.biztimes.com/2018/industries/nonprofit-philanthropy/bublr-bikes-fundraiser-brings-in-100000-as-program-expands-to-more-neighborhoods/.
300. Cox, Stefani. "Milwaukee's Bublr Bikes takes on healthy food access." Better Bikeshare Partnership. http://betterbikeshare.org/2018/04/30/milwaukees-bublr-bikes-takes-healthy-food-access/.

301. Leonhardt, Kris. "River Riders Bike Share launches at six locations." Wisconsin Rapids City Times. June 16, 2018. https://wrcitytimes.com/river-riders-bike-share-launches-at-six-locations/.
302. Shuda, Caitlin. "Streetwise: River Riders bike share program to get upgrade in Wisconsin Rapids." Wisconsin Rapids Tribune. February 26, 2018. https://www.wisconsinrapidstribune.com/story/news/2018/02/26/streetwise-river-riders-bike-share-program-get-upgrade-wisconsin-rapids/363707002/.
303. "Bike Share." Friends of Pathways. https://friendsofpathways.org/our-initiatives/bikeshare/.
304. "Summer bike share program was a hit, will be back next season." Buckrail. https://buckrail.com/summer-bike-share-program-was-a-hit-will-be-back-next-season/.
305. "Advanced smart bike BCycle Dash launches as part of START Bike." BCycle. April 11, 2018. https://globenewswire.com/news-release/2018/04/11/1468788/0/en/Advanced-Smart-Bike-BCycle-Dash-Launches-as-Part-of-START-Bike.html/.
306. "About START." https://www.jacksonwy.gov/364/About-START/.

A bicycle-sharing system, or "bike share," is a program that distributes and organizes fleets of publicly shared bikes throughout a city or region for users to rent for transportation or recreation. Through single-use fees or membership plans, users are able to access bikes across each system's designated service area.

Bicycle-sharing programs have been delivering benefits of increased urban mobility, accessible recreation, and more sustainable transportation in more than 2,000 cities around the world.

In the United States of America, bicycle-sharing systems are present within all 50 states and the District of Columbia. Spreading rapidly in a positive epidemic, expansions of existing bicycle sharing systems and implementation of new systems occur in the United States on a near-monthly basis.

The first public bike-sharing system to be developed and implemented within the United States was SmartBike DC in 2008, which was later replaced by the Capital Bikeshare system in 2010. During 2010, four additional systems launched in the cities of Denver, Colorado; Des Moines, Iowa; and Minneapolis, Minnesota and on the campus of Washington State University in Pullman, Washington. By the end of 2018, there were nearly 250 municipalities (either cities or counties) with active bike-sharing systems that had been implemented within their jurisdictions.

This publication summarizes the current landscape of bicycle-sharing systems across various municipalities and jurisdictions in the United States of America.

PAHO Pan American Health Organization
World Health Organization
Regional Office for the Americas