



Stationless Bikeshare Permit Application Distribution Guidelines

OVERVIEW

This document provides requirements for stationless bicycle share service distribution, which includes guidelines for service in specific neighborhoods to be submitted as part of the Stationless Bikeshare Permit Application. These requirements direct applicants on how to structure operations in order to offer comprehensive service that allows stationless bikeshare to be a safe and reliable travel option so that any denizen, resident or visitor, has the choice to use it as a regular part of their daily routine.

PURPOSE

The SFMTA recognizes that stationless bikeshare rebalancing is crucial to create a system that can be considered as a travel mode option for any trip. Major commute patterns tend to dominate trip distribution, which traditionally results in the gravity of a Central Business District creating an imbalance in fleet distribution.

This problem is compounded in communities, which have historically been underserved by transportation options. So, careful redistribution is also required to ensure that equity goals are achieved—specifically so that stationless bikeshare is an option for people with disparate travel mode options.

The SFMTA’s Distribution Requirements seek to accomplish the following:

1. Make bikeshare a citywide transportation option.
2. Make bikeshare a reliable transportation option for trips outside of regular commute times and patterns;
3. Make bikeshare a regular transportation option in communities of concern that have been historically underserved with travel mode options; and,
4. Establish practices that incorporate metrics to allow for the SFMTA to dynamically regulate and actively manage operators in order to establish bikeshare as a reliable transportation option, while minimizing negative impacts like unnecessary clutter of bicycles.



Service Areas

This section describes various service area categories. These categories are needed to sufficiently rebalance operations to serve an established core area, middle neighborhoods in the core area, key communities of concern, and the outer neighborhoods outside of the core area. The Bikeshare Service Area Map with the boundaries of these neighborhoods can be found at the following link: shorturl.at/egACE.

Core Area - Permittees must provide service in the Core Area, designated in the Bikeshare Service Map.

Key Communities of Concern – Key Communities of Concern are all located within the Core Area, including the Western Addition, the Mission, Excelsior, Bayview, Hunters Point, Crocker Amazon, Visitacion Valley.

Middle neighborhoods in the Core Area –These neighborhoods include Inner Richmond, Inner Sunset, and the SFSU-Oceanview and Balboa Park area.

Outer Neighborhoods – Permittees must submit a service plan that proposes a number of bikes they require to operate in each outer area of San Francisco. Outer neighborhoods include the Outer Sunset, Outer Richmond, Marina, and Twin Peaks.

Fleet Deployment

Permittees should maintain more than a 50% deployment of their total permitted fleet size. On a daily basis, the SFMTA will calculate bicycle deployment as the total number of bicycles in the entire service area, multiplied by the number of minutes they are available for hire or in-use, divided by the total number of bicycles permitted, across the hours of 6:00 am to 10 pm. The goal of this is for operators to reliably deploy more than half their permitted fleet. An operator who fails to meet this threshold for 25 out of any 30 consecutive-day period could be found in violation of the permit terms and conditions.

Distribution Metrics

Three key metrics will help to guide operational distribution: Percent Coverage, Minimum Thresholds, and Trips per Bike per Day.

A. Percent Coverage

Operations within an operator's service areas will need to meet a Percent Coverage target. Percent Coverage is calculated by summing the total area covered by a 1000-foot radius buffer around each bike in a service area, and dividing that sum by the total service area. The initial target will begin at 75% coverage for 75% of the time between 6:00 am and 10:00 pm.



B. Minimum Thresholds

The following table identifies minimum thresholds of bikes for specific service areas. Minimums are approximately twice the number of bikes required to achieve 100% coverage. Permittees shall ensure that the minimum number of bikes is consistently available for each service area. Minimum thresholds are likely to be significantly lower than the anticipated numbers required for percent coverage targets.

Minimum Threshold Table		
Middle Neighborhoods	Minimum Number of Bikes	Area (sq mi)
Inner Sunset	10	0.4
Inner Richmond	25	1.1
SFSU – Oceanview – Excelsior	80	4.2
Outer Neighborhood		
Marina – Cow Hollow	To Be Proposed by Permit Applicant	1.8
Outer Richmond		2.1
Outer Sunset		4.3
Twin Peaks – West Portal – Saint Francis Wood		4.6
Presidio		1.9
Key Communities of Concern		
Western Addition	10	0.5
Mission District	35	1.9
Bayview – Hunters Point – Visitacion Valley	75	4.0

C. Trips per Bike per Day

For system monitoring, the SFMTA will regularly measure trips/bike/day in order to assess whether fleet size appropriately matches demand and usage. The program may adjust fleet size distribution based on trips/bike/day and observations regarding too many or too few available bicycles.