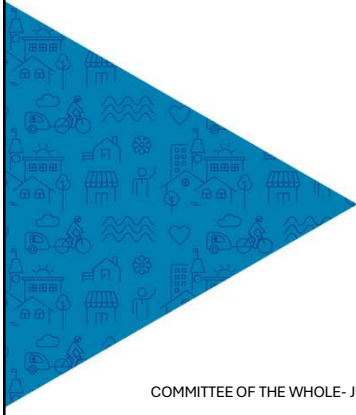


2025

CITY OF VICTORIA | Engineering and Public Works

Bringing Bike Share to Victoria



COMMITTEE OF THE WHOLE - JULY 3, 2025



1

Outline

- Bikeshare overview
- Background and Victoria Context
- Operating Models
- Financial Implications
- Access Considerations
- Timing



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What is Bike Share?

- Publicly available
- Shared between users
- Locations across the city
- Unlock and pay through app
- Adjustable helmets attached to bike or BYOH



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Who uses Bike Share?

Those who:

- Don't own a bike/e-bike
- Want to make a one-way trip
- Want to integrate their trip with transit
- Are concerned about bike theft
- Are visiting



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Previous Experience - U-Bicycle Pilot Project

- Very early version of a dockless system
- No or few rules and regulations
- Little collaboration with City
- Theft and vandalism
- Many lessons learned



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Why Bring Bike Share to Victoria?

**Draft
OCP Target:**
By 2050, 80% of
trips taken are by
walking, rolling,
cycling or transit

GOALS

- 1 Make every street safer and more enjoyable for walking
- 2 Make cycling safer, more convenient and comfortable
- 3 Evaluate, prevent and remove barriers to accessibility in our transportation network
- 4 Build a community culture that supports accessibility and active transportation



- Bike share aligns with Go Victoria, Climate Leadership Plan, Strategic Plan and direction of draft updated Official Community Plan
- In 2023, 37% of trips taken by bike or scooter share in North America replaced what would have been motor vehicle trips

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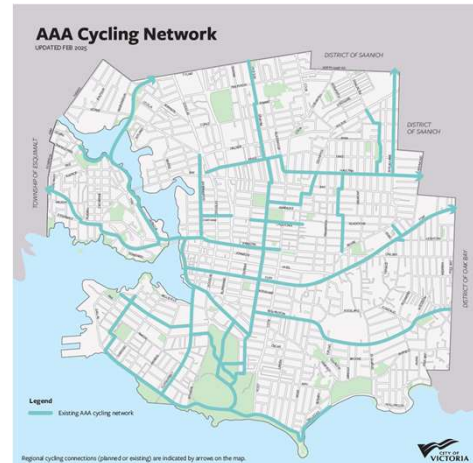
What has Changed in Victoria?

All Ages and Abilities (AAA) cycling network

- Over 40km built since 2017
- 2024 Transportation Association of Canada Achievement Award

Not Just Bikes

- Road safety improvements for everyone
- Pedestrian and accessibility upgrades
- Landscaping
- Placemaking
- Skateboards
- Scooters



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What has Changed in Victoria?

Results

- 13% of all trips by bike ↑
- 31% of all trips by walking ↑
- Cycling/walking injuries down 37% ↓
- 36% decrease in vehicle transportation GHG emissions ↓
- E-bikes being used at high rates yet low ownership rates



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Shared Mobility in Victoria

- 80% of households in Victoria have one or fewer vehicle ↑
- 10% of households belong to a car-share organization ↑
 - Modo and Evo are both expanding
- Shared mobility is established and successful



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What has Changed in Bike Share Systems?

- Better technology
- Fewer, more experienced providers
- More best practices including regulatory framework
- Better working relationship between providers and municipalities
- More data demonstrating effectiveness and popularity



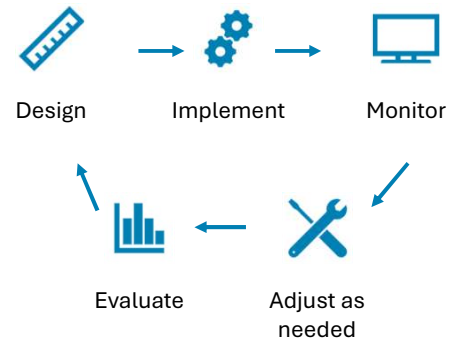
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Key Considerations

- Ownership Models
- Devices
- Parking Models



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Ownership Models

Not Currently Recommended

- Publicly owned and operated
- Publicly owned but externally operated
- Privately owned and operated



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Ownership Models

Currently Recommended

- Publicly administered but privately owned and operated
 - Minimizes risk, expertise and capital investment required
 - Allows for more regulation around devices, parking and rebalancing but not pricing
 - Selected through procurement



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Devices

Not Currently Recommended

Classic bikes

- First generation of bike share
- Can be clunky and hard to ride
- Largest barrier to entry in terms of knowing how to ride
- Cheaper to purchase and maintain



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Devices

Not Currently Recommended

Electric Scooters

- Lack of permanent provincial regulation
- More safety concerns and require more regulations
- More concerns around parking
- Easier to steal
- Very popular particularly with tourists



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Devices

Recommended

Electric Bikes

Advantages:

- Easier for more people to ride
- Easier to rebalance
- Harder to steal
- More popular than classic bikes

Disadvantages:

- More expensive
- Require charging
- Provincial restrictions on minimum age requirements

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Shared E-Bikes would Include:

- GPS on all bikes and batteries
- Adjustable helmets attached to every bike
- Speed limiters to control maximum speeds of devices
- Double kickstand to facilitate parking in parking zones
- Remote power and locking control



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Parking Models

Not Currently Recommended

- Docked



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Parking Models

Not Currently Recommended

- Dockless



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Parking Models

Recommended

- Parking Zones
 - Virtual and physical boundaries
 - Keep pedestrian areas clear
 - Visible, easy to access spaces (often at intersections)
 - At key destinations
 - On or near AAA routes
 - City-wide coverage



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Financial Implications

- Purchase and maintenance of bikes to be fully covered by provider
- Estimated \$100,000 to \$200,000 in City capital investment to construct parking zones across the city
- Minimal operating expenses for City expected
- Can be completed within existing Transportation budget



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Accessibility and Equity Considerations

- Devices
 - E-bikes are easier to ride for more people
- Parking zones
 - Mitigate sidewalk and accessibility concerns
- Access considerations
 - Access for targeted groups can be improved through equity programs (e.g. low income)

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Timing

- Summer 2025
 - Targeted community partner engagement
 - Parking zone engagement
 - Procurement – Request for Proposal to select operator
- Fall 2025 – Winter 2026
 - Parking zone planning
 - Bylaw amendments
- Spring 2026
 - Launch

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Recommendation

That Council direct staff to issue a Request for Proposals and prepare amendments to relevant City bylaws to allow for a privately owned and operated electric bike share system in the City of Victoria with an intended launch in spring 2026.

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