

CONNECTICUT
**METRO
SHARE**

ctmetro.org/metro-share

Shared Active Transportation

Request for Information

SCHEDULE

RFI Issue Date: August 23, 2019

Call-in QA: September 11, 2019

Responses Due: September 30, 2019

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Connecticut MetroShare is a project of



Contact Information

Devin Clarke, *Regional Planner*
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MetroCOG
1000 Lafayette Boulevard, Suite 925, Bridgeport, CT 06604

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SECTION 1 • Intent

The Connecticut Metropolitan Council of Governments (MetroCOG) and Greater Bridgeport Transit (GBT) are issuing this Request for Information (RFI) to gather information about current best practices and emerging technologies in the shared active transportation industry. This RFI will inform policies to permit operation of shared active transportation in the public right of way.

Shared active transportation equipment vendors, operators, technology specialists, logistics experts, social entrepreneurs, and enthusiasts working nationally or internationally are all welcome to respond to this RFI.

The intent of the RFI is to encourage a service that operates seamlessly across all communities and that incorporates new technologies and business models as the shared active transportation industry continues to evolve. Due to varying demographics, geography, and municipal organizational structures, not all communities may implement a shared active transportation program, and it is likely that certain program elements will be left to local discretion. MetroCOG and GBT hope the responses to this RFI will inform municipalities about shared active transportation models to allow for a regional collaborative effort, permitting individual municipal agreements with future vendors.

Participating communities (or entities) include Bridgeport, Easton, Fairfield, Monroe, Stratford and Trumbull. Currently, a few types of bike and/or scooter shares are provided locally or on university campuses. Two municipalities adjacent to the Region, the City of Milford and Town of Westport, have also expressed interest in the program.

This is a Request for Information and is not a request for a proposal of any kind. The responses to this RFI will be used as background information for preparation of potential future opportunities related to shared active transportation technology, equipment, operations or services. A response to this RFI is not a requirement to submit a proposal for any future contracting opportunity nor does this RFI represent a commitment by MetroCOG, GBT or any of the participating municipalities.

Upon submission, the responses shall be the property of MetroCOG and GBT and will not be returned. Responses may also be shared with municipalities outside of the Greater Bridgeport Region as a resource for future decision-making and to encourage seamless expansion of the service in adjacent municipalities. Proprietary information should be marked as such but everything received will be subject to the Connecticut Freedom of Information Act (FOIA).

Please read this document carefully along with the recommended supporting material.

Neither MetroCOG, GBT or any municipalities (participating entities) will pay for any information received or costs incurred in preparing responses to this RFI. Therefore, any costs associated with voluntary responses are solely at the interested provider's expense. Further inquiries regarding responses shall be at the discretion of the participating entity(s). Nothing in the RFI shall create an obligation by any participating entity to respond to submissions.



SECTION 2 • About the Region

About the Connecticut Metropolitan Council of Governments (MetroCOG)

MetroCOG is the federally designated transportation planning agency for the Greater Bridgeport planning region and is the Regional Council of Governments that includes the City of Bridgeport and the towns of Easton, Fairfield, Monroe, Stratford and Trumbull. MetroCOG serves as the hosting agency for the Greater Bridgeport and Valley Metropolitan Planning Organization (GBVMPO).



LOCAL DATA

Municipality	Total Population*	Land Area**	Population Density
Bridgeport	147,022	16	9,189
Easton	7,591	27	277
Fairfield	61,114	30	2,037
Monroe	19,784	26	758
Shelton	40,979	32	1,338
Stratford	52,300	18	2,972
Trumbull	36,477	23	1,566
Milford	53,430	22	2,409
Westport	27,511	20	1,378

*2012-2016 American Community Survey (ACS) ** Square miles



About Greater Bridgeport Transit (GBT)

Greater Bridgeport Transit (GBT) operates fixed route bus and paratransit services and serves Bridgeport, the most populous city in the state of Connecticut, and the towns of Trumbull, Fairfield, and Stratford. GBT also provides interregional services to Westport and Norwalk, south of the core service area, and Milford, east of the core service area. Limited services are also provided to Monroe, Shelton and Derby to the north. The population of the core service area served (Bridgeport, Fairfield, Stratford, and Trumbull) is approximately 291,245.

GBT's fixed route service has experienced significant growth over the past five years with ridership of approximately 5.1 million annually with a fleet of 57 buses. Service is operated 365 days per year with operations extending from approximately 5:00am to 11:45pm.

There are almost 7,000 students in the region who have direct access to the public transit system through their enrollment (4,000 Housatonic Community College, 2,500 University of Bridgeport, and 500-700 public school students annually).

Nearly all of GBT's services originate from the Bus Station at the Downtown Bridgeport Intermodal Center (710 Water Street, Bridgeport) which also provides access to interstate bus services, Metro North and Amtrak services, taxis, and the Bridgeport-Port Jefferson Ferry. GBT's bus terminal portion of the intermodal facility includes 17 bus bays, a 10,000 square foot passenger ticketing and waiting facility, and a raised pedestrian bridge to the adjacent rail platforms.





About the Greater Bridgeport Region

The Greater Bridgeport Region, located in southwest Connecticut, consists of six municipalities, Bridgeport, Easton, Fairfield, Monroe, Stratford and Trumbull. The Region is a complex area, with the State of Connecticut's largest community, the City of Bridgeport, at its urban core. The Region's three coastal communities (Bridgeport, Fairfield and Stratford) that lie along Interstate 95 and the Metro-North Mainline Rail Corridor make up a significant portion of the Region's population.

In addition to Metro North rail, the Region is served by a robust bus system, Greater Bridgeport Transit. The Bridgeport-Port Jefferson Ferry company provides up to 16 daily round trips to Port Jefferson, Long Island, from Downtown Bridgeport.



Aerial view of Downtown Bridgeport looking East toward the Town of Stratford on Long Island Sound.

Regional Core: The region's core is Bridgeport, a dense, revitalizing manufacturing city. In recent years, several former commercial properties in Bridgeport have been converted to residential uses and new construction has also taken place, such as the Steelpointe development. With access to the deep-water of Long Island Sound, Interstate 95, and the Metro North New Haven Rail Line, Bridgeport is ripe for substantial growth in residential, commercial and manufacturing activity. A map of the region is available in Appendix A.

The Ballpark at Harbor Yard and the Arena at Harbor Yard are both located in Downtown Bridgeport. When construction of the Amphitheater is complete in 2020, it will act as an open-air concert venue with a seating capacity of 5,500, which will draw approximately 250,000 people a year. **The Webster Bank Arena** hosts over 150 world-class events each year and provides seating configurations that vary from 2,000 to 10,000. The Arena is home to the American Hockey League's (AHL) Bridgeport Sound Tigers hockey team, an affiliate of the

NHL's New York Islanders and the Fairfield University Stags NCAA Men's and Women's Basketball teams.

Beardsley Zoo is located in Beardsley Park in northern Bridgeport, along the Pequonnock River bicycle trail. The Zoo is Connecticut's only accredited Zoo and a member of the Association of Zoos and Aquariums (AZA) and offers education, conservation, research and recreation opportunities to the approximately 250,000 visitors per year.

Activity Centers: Aside from Bridgeport, higher density development is also located along the southern portions of Fairfield and Stratford. These areas represent the most intense development and most integrated mix of uses within the Greater Bridgeport Valley Region and are home to a majority of the Region's major employ-



Bridgeport, Connecticut, 6/15/19
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Bridgeport on Long Island Sound. Background, Downtown, L-R: Webster Arena, Long Island Ferry, People's Savings Bank. Foreground: Steelpointe Marina & Boca Oyster Bar

ers and institutions. Community activity centers for shopping, professional services, local government, and various other functions are found in all towns except Easton.

Westport, Fairfield, Bridgeport, Stratford, and Milford offer extensive **access to Long Island Sound**, including many local and state beaches. The 325-acre, Frederick Law Olmsted-designed Seaside Park is located in downtown Bridgeport and will connect directly with The Pequonnock River Trail, beginning in 2020. All of these are ideal places for biking, running or walking as well as swimming, boating, canoeing, kayaking and fishing. A map is available in Appendix A.

Universities: The University of Bridgeport and Housatonic Community College are located in Bridgeport. Fairfield University is located in Fairfield. Sacred Heart University is also located in Fairfield, on the Fairfield-Bridgeport town line.



Downtown Bridgeport, CT, 6/15/19
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Downtown Bridgeport.

Pequonnock River Trail: The PRT will ultimately provide a 16-mile, continuous shared-use trail from Long Island Sound in Bridgeport, through Trumbull to the Monroe-Newtown town line. The Bridgeport section of the trail, connecting Beardsley and Seaside parks, will go into construction in 2020. Much of the trail is aligned along the Pequonnock River and the path of the abandoned Housatonic Railroad line that extended from Bridgeport to Newtown. Currently, the trail provides connectivity to commercial centers and passive recreation areas. In Bridgeport, the PRT runs through Beardsley Zoo and Beardsley Park. In Trumbull, the trail connects to the Pequonnock River Valley and in Monroe, the trail runs through Wolfe Park to the Newtown border.

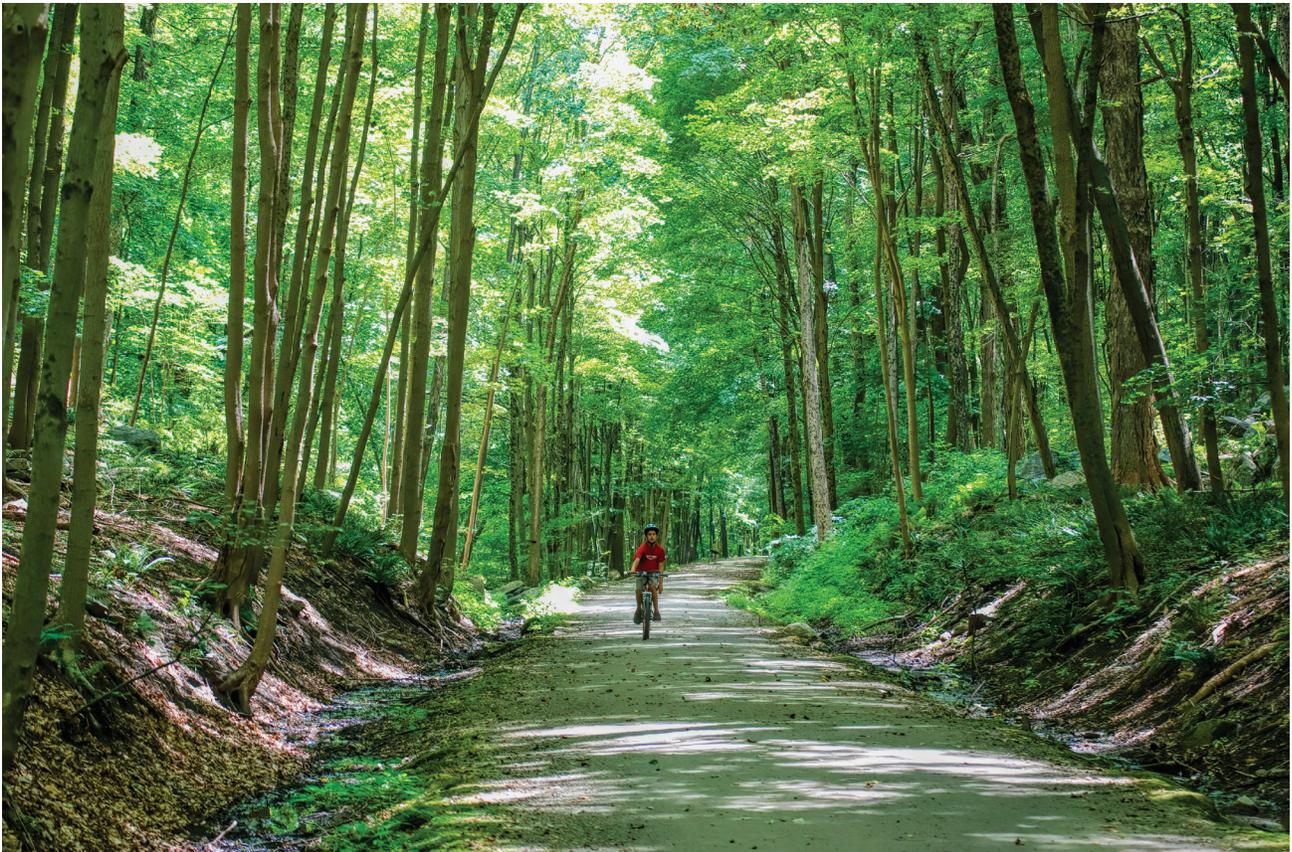
Housatonic Greenway: A short section of this multi-use trail has been constructed along the Housatonic River in Stratford, in the vicinity of DeLuca Field. The Town has developed a plan (endorsed in 2008) for a 16-mile pathway that would run along the Housatonic River from the south end of town at Long Beach to Roosevelt Forest in the north end. The greenway would include off-road sections and on-road bicycle routes, with connections to Stratford Center, Roosevelt Forest, the East Coast Greenway, the Sikorsky Memorial Bridge (which carries the Merritt Parkway over the Housatonic River) and other local points of interest.

Equity & Diversity: The MetroCOG planning area encompasses a wide variety of residents of varying demographic backgrounds and cultures. The MetroCOG region has many populations of residents who are Limited English Proficiency (LEP) speakers with the largest population of LEP residents speaking Spanish, followed by Portuguese and Haitian Creole.

As the region's urban core, the City of Bridgeport maintains the highest total number of residents with 147,022 of which 39% are Hispanic or Latinx (of any race), 33% are African American or Black (non-Hispanic/Latinx), and 3% are Asian (non-Hispanic/Latinx). The majority of the LEP and low-income population are centered in Bridgeport, with pockets of these population groups scattered throughout the participating communities (2012-16 ACS). The region's towns and residents maintain a wide range of income diversity with median household incomes ranging from \$43,137 to \$133,366 between the participating communities (2012-16 ACS).

Any future shared active transportation vendor should ensure that rental and/or membership fees be reasonable and take into account the unbanked, issues of equity, and the language diversity of residents throughout the participating communities. Respondents should ensure that LEP and low-income residents have equitable access to bikeshare services despite socio-economic diversity. All information, rental documents, and other processes pertaining to education and use of the bikeshare shall be provided in a format that does not prohibit access to the system in accordance with Title VI of the Civil Rights Act of 1964.

More detailed demographic and socio-economic data can be found in Appendix G.



Pequonnock River Trail



Seaside Park, Downtown, Bridgeport.



Sherman Green, Fairfield, CT, 6/16/19
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Sherman Green, Fairfield.



Stratford Greenway, CT, 6/15/19 | ©2019, susan@rubinsky.com

Bike Trail, Stratford.



Stratford Center, CT, 6/15/19 | ©2019, susan@rubinsky.com

Main Street, Stratford.



SECTION 3 • Scope

Please provide the following information:

1 • General Information

1. Organization name
2. Address
3. Organization web address
4. Primary business
5. Point of Contact name and title
6. Point of Contact phone and email

2 • Introduction

1. Description of the organization
2. Services offered
3. Organization size and ownership structure
4. Number of years the organization has been supporting this service
5. Number of full-time employees
6. All office locations

3 • Relevant Experience and Expertise

1. List three references. Please include:
 - a. Name and location of organization
 - b. Contact Name
 - c. Phone number
 - d. Email address
2. List the locations your organization operates or has operated in.
3. List the length of time in operation and fleet size at each location.
4. Include locations where the service is no longer deployed.
5. Has the North American Bikeshare Association ever made a determination to suspend, expel or fine your organization's operations? If so, how did your organization address this issue?

4 • Service Model

1. Describe your organization's shared active transportation system(s) model(s).
2. Are dockless, hybrid and/or docked models offered? Please provide an overview of each type of model offered.
3. If your organization offers hybrid or docked systems, please describe the following:
4. Infrastructure necessary to support the operation.
5. How is the location of infrastructure (kiosks, docks, bike racks, corrals, demarcated parking areas, etc.) determined?
6. Level of input the municipality and local stakeholders have in location decisions.
 - a. Potential costs to the municipality.
 - b. Describe the process for deploying your service.
 - c. For a regional deployment, does your organization prefer to deploy the service simultaneously or in a single municipality at first?
7. Does your organization require a commitment by the municipality to be the exclusive shared active transportation service? If yes, what are the expectations to ensure exclusivity?
8. What is the length of time your organization typically operates a pilot shared active transportation system? Is there a minimum length of time preferred?



5 • Fleet Size & Geography

1. Please provide the following information by municipality:
 - a. Recommended geographic area of a deployment.
 - b. The fleet size your organization would recommend to deploy during the first 30-days of the program.
 - c. The maximum fleet size that your organization would deploy.
 - d. Any minimum fleet size requirements.
2. Provide an overview of how fleet size is determined.
3. Provide an overview of preferred areas to check-in/check-out devices.
4. How does your organization provide service throughout the community and ensure equity in areas that have been traditionally underserved?
5. If adjacent municipalities were interested in using your organization's service, what would the process and timeframe be for implementing it?
6. If a device is moved to a non-participating municipality, will it still work? For example, is geofencing used to contain the service within the boundaries of participating municipalities?

6 • Operations

1. Describe your organization's staffing and operations plan for managing a shared active transportation system.
2. If municipalities prefer a seasonal service, will your organization have the ability to provide long-term storage of all devices?
3. Is your organization aware of any Connecticut laws or statutes that would prevent you from providing a component(s) of your service?
4. What would you consider the biggest barriers to deployment and how would you collaborate to solve them?

6A • Customer Service

1. What is the location of the closest staffed operations center?
2. Is a 24-hour customer service phone number provided to customers?
3. Does your organization have a contact and plan to handle municipal requests in response to inclement weather, special events or emergencies?
4. Describe how customers can check out a device, the length of time and the return process. Is an internet-enabled mobile application available for customers to register membership to use, pay for, lock, and unlock each device.
5. How is user eligibility established? Is there an age limit for customers?
6. Is the service available during certain times? For example, are devices locked and unavailable to check out after a certain time?
7. What action will be taken for improper use of equipment by users?

6B • Payment

1. Describe payment options.
2. Will customers have a cash-based method of payment, as well as an option that does not require a smartphone?
3. Can payment methods integrate with payment for other transit services?
4. Describe the membership and user fees for the service.
 - a. Are discounts available for frequent users?
 - b. Are daily rates and monthly or yearly memberships available?



7 • Devices

1. Describe the types of devices offered by your organization.
 - a. If scooters and/or electric bicycles are offered, is there a preferred ratio of these devices to regular bicycles?
 - b. Does your organization offer adaptive bicycles?
 - c. Provide a photograph of each type of device.
2. Describe standards for all devices:
 - a. Lighting standards
 - b. Active global positioning system technology
 1. Type of GPS on each device?
 2. How is the GPS unit secured to the device?
 - c. Theft and alert system.
 - d. Information displayed:
 1. Helmet laws?
 2. Contact information to report maintenance issues and improperly parked bicycles?
 3. A unique id?
 4. Operator's website address and a name, logo or trademark?
 5. Any additional information:
3. Do bicycles meet the following standards?
 - a. Code of Federal Regulations, Title 16, Chapter II, Subchapter C, Part 1512 — Requirements for Bicycles, as may be amended; and
 - b. International Standards Organization 43.150 — Cycles, subsection 4210, as may be amended.
 - c. Describe any additional standards for bicycles.
4. Describe standards for e-scooters, electric-assist scooters e-bikes, electric-assist bikes and pedal assist bikes.
5. What is the maximum speed of electric-assisted devices:
 - a. How does your organization ensure that devices do not exceed the maximum speed?
 - b. Can the maximum speed limit be customized?
 - c. Can these devices be gradually slowed and locked if the maximum speed is exceeded?

8 • Maintenance

1. Describe your organization's overall maintenance process.
2. How do customers notify the organization of a safety or maintenance issue?
3. What is the organization's current policy for addressing safety and maintenance issues? Describe the following:
 - a. Are unsafe devices immediately removed from applications and online maps showing available bikes?
 - b. Can unsafe devices, or devices in need of repair be remotely locked?
 - c. What is the timeframe for removal and repair?
 - d. Are local businesses used for maintenance and repairs?
 - e. Standard maintenance and inspection schedule for devices.
4. Will safety and maintenance records be made available to the municipality upon request?

9 • Parking & Rebalancing

1. How does the organization encourage customers to properly park the device and in compliance with all applicable laws?
 - a. Will geofencing be used to indicate areas where devices are prohibited from parking?
 - b. Will the operator collaborate with the municipality to determine geofenced areas?
2. What is the process and timeframe to remove improperly parked devices?
 - a. How is this process expedited during the following times?
 1. 6:00 am to 6:00 pm
 2. Extreme weather, emergencies or special events
 - b. If a device is left outside the participating area how quickly will it be retrieved?
3. Will the operator reimburse the municipality for costs incurred to remove and store devices that have been improperly parked or must be removed from the public right-of-way?
4. Describe the daily process and staffing available to relocate and/or rebalance devices. If a device has not been in use for some time, will the organization relocate it?



5. Is a direct point of contact for relocating/rebalancing devices provided to each municipality?
6. Is your organization well-informed and aware of all Connecticut statutes and/or regulations pertaining to the utilization and parking of these devices? If so, please identify.

10 • User Education & Community Outreach

1. Describe the organization's overall approach to user education, including safe use of a bicycle and/or scooter, as well as proper parking of a device.
 - a. How are users encouraged to practice safety (for example, wear a helmet)?
2. Describe how your organization will promote the shared active transportation system:
 - a. Content and format of informational materials.
 - b. City-specific website/social media platform and content included in the platform.
 - c. Attendance at local events (such as seasonal festivals and farmers markets) to promote the service and educate the public about safety?
 - d. Collaboration with community-based and local stakeholder organizations.
 - e. How will the service be promoted prior to launch? What is the time period of promotion?
 - f. How does the vendor interact and work with universities and colleges?
3. How does the organization educate users regarding state and local laws applicable to riding and operating bicycles and/or scooters, including but not limited to:
 - a. Operating restrictions
 - b. Minimum age
 - c. Helmet use
 - d. Lighting requirements
 - e. Proper parking

11 • Data Sharing and Customer Privacy

1. Describe how and when data would be submitted to the participating entity (MetroCOG, GBT or municipality). Include:
 - a. What data does the organization collect to assess system usage and performance? Examples include locations, parking, customer membership, trip information, maintenance, safety incidents, requests to move improperly parked bikes and complaints received.
 - b. Type of data: will both summary data and real-time anonymized data be made available?
 - c. Reporting format and platform. Will the General Bike Share Feed Specification (GBFS) format be utilized?
 - d. Reporting schedule: will data be provided on a weekly or monthly basis, or another time frame?
 - e. How will special requests for data be handled? What is the time frame for fulfillment of special requests?
 - f. Is the organization willing to collaborate with any of the participating entities to distribute periodic customer surveys? What are standard operating practices for gauging user satisfaction?
 - g. How does the user agreement with each customer clearly indicate this data will be collected and shared with the participating entity?
2. Describe how data quality and accuracy is ensured:
 - a. Method for data collection.
 - b. Collection intervals (in seconds).
3. Customer privacy:
 - a. Are the organization's customer data privacy policies consistent with the data privacy policies of the State of Connecticut?
 - b. Describe the process for protecting customer data, including confidential personal and financial data.
 - c. Is any customer data sold to or shared with third parties? If so, how are customers notified?
 - d. How are customers notified of any other types of mobile data that may be accessed (such as location services, contacts and



photos).

- e. Do customers have the choice of opting-in, as opposed to opting out of sharing their data?
- f. Will the participating entity be notified about the type of data collected from users, the use of the data (including the sale of data to third parties) and changes to data collection practices?

12 • Equity & Diversity

1. How will the organization make devices accessible to low-income communities at an affordable price, including the unbanked?
 - a. Will discounted rates to low-income users be offered?
 - b. Will devices be rebalanced to ensure availability in low-income communities?
2. Are educational and informational material translated into commonly spoken languages in the Region?
3. Are any other programs offered to benefit low-income communities?

13 • Insurance & Indemnification

1. Is the organization willing to carry general liability insurance with a minimum limit of \$1,000,000 per occurrence?
2. Is the organization willing to sign and record an agreement indemnifying and holding each participating municipality harmless for any and all liabilities arising out of the performance of this service?

14 • Local Collaboration & Branding

1. How does your organization develop a system that best meets the needs of the participating communities?
2. Describe the process for local collaboration to design a shared active transportation system, including service area, rebalancing criteria, and fleet size.
3. Does your organization organize sponsorships, or other partnerships with local companies?
4. If local universities or other campus-like settings are interested in providing shared active transportation, would your organization be able to accommodate these entities?

15 • Flexibility & Innovation

1. How would your organization collaborate with the region or municipality if minimum performance requirements are not met?
2. Would your organization undergo a one-year pilot period with a limited number of devices to be placed in service prior to full deployment?
3. How does your organization integrate emerging technologies and innovations in the shared active transportation industry?

16 • Costs & Fees

1. Will your organization cover the public costs associated with managing a shared active transportation program? These include:
 - a. Damage to public infrastructure by the use of the devices.
 - b. Local costs to mitigate negative impacts, such as storage, relocation and removal of bicycles improperly parked.
2. If there is a cost involved with the system, provide your best estimate or range for costs, by municipality.
3. If there is an opportunity for revenue, please explain what that would be?



SECTION 4 • Submission Information

Your submission should include:

- A cover letter that identifies the Respondent's type of organization or business, summarizes the key portions of your response, and indicate if supporting documentation is included in your response. Cover letters should not exceed two pages and should provide clear information on the primary contact person for the respondent.
- The completed response itself, which should follow the format outlined in Section 3. Respondents should identify the subject areas to be addressed, and describe their approach and methods for each. Respondents may identify subject matter that is not listed in addition to the foregoing information and should explain why the subject matter is important for creating and/or promoting a successful active transportation program in the Greater Bridgeport Region. Responses should not exceed thirty pages.
- Responses may include weblinks, which will not impact the page count.

Contact Information

Any inquiries should be in written format and submitted to:

Devin Clarke, *Regional Planner*

dclarke@ctmetro.org

Call-in Information

Respondents are invited to join a call-in question and answer meeting:

Wednesday, September 11, 2019

3-4:30 PM EST

Dial-in: 712-775-7031

Access Code: 482-055-310

Submission Information

Submit one hard copy and one digital copy, as follows:

One digital copy to dclarke@ctmetro.org (a USB drive can be mailed with the hard copy if preferred).

One hard copy to:

Mr. Devin Clarke

The Connecticut Metropolitan Council of Governments (MetroCOG)

1000 Lafayette Boulevard, Suite 925

Bridgeport, CT 06604

Due Dates

RFI Issue Date: August 23, 2019

Call-in QA: Call-in QA: September 11, 2019

Responses Due: September 30, 2019

Other Information

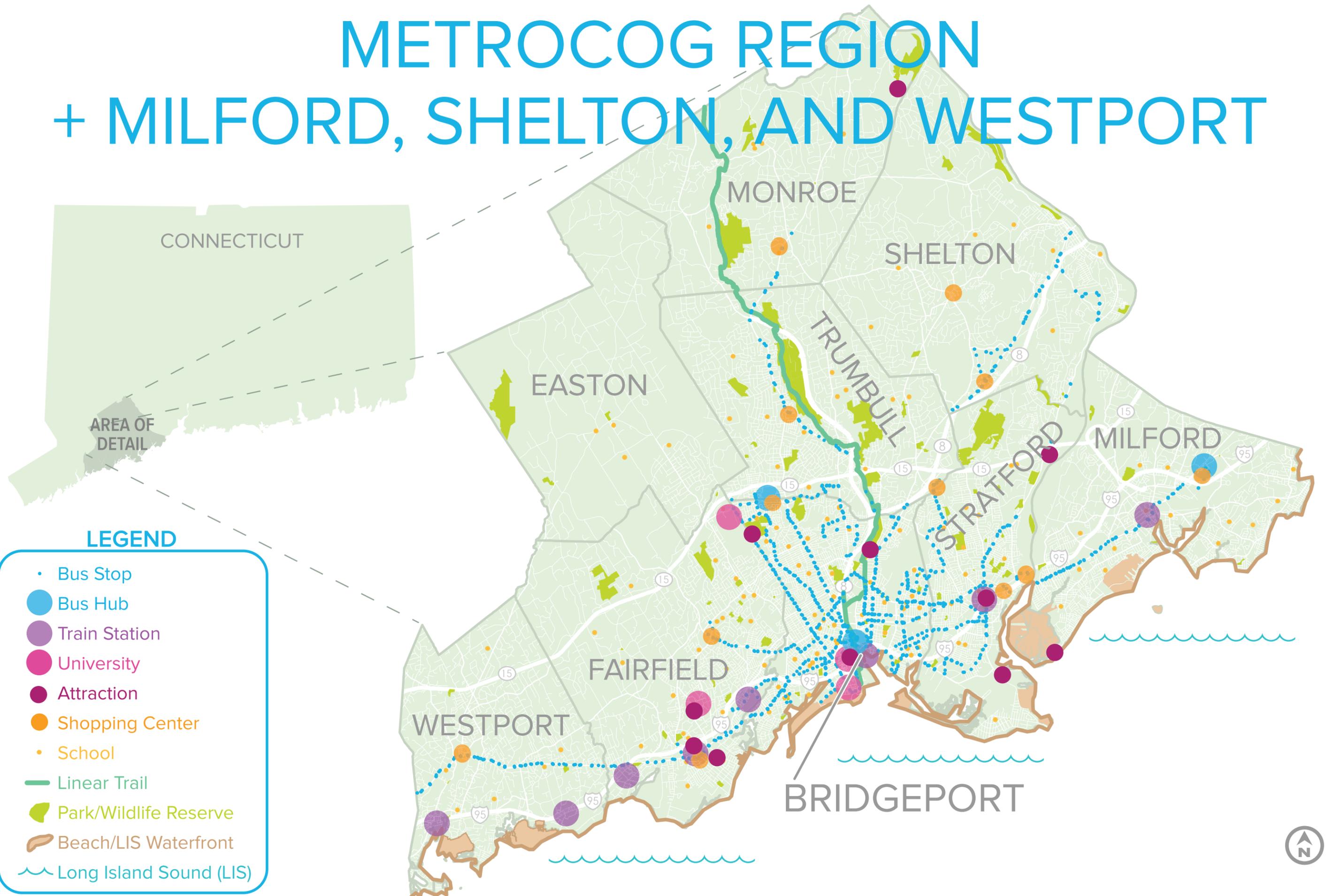
- Respondents may be offered the opportunity to provide a presentation

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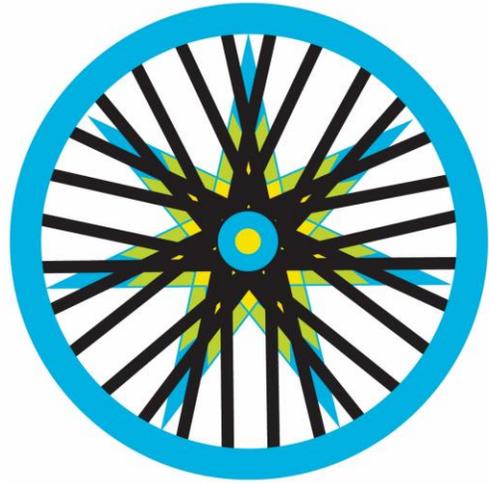
APPENDIX A

Map

METROCOG REGION + MILFORD, SHELTON, AND WESTPORT



APPENDIX B
PUBLIC SURVEY RESULTS

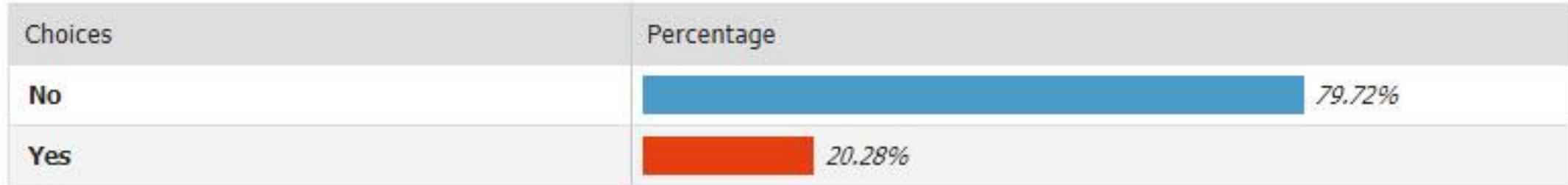


CONNECTICUT
METRO SHARE

Survey Results Overview

11/19/18

Have you used a bike share in another community?



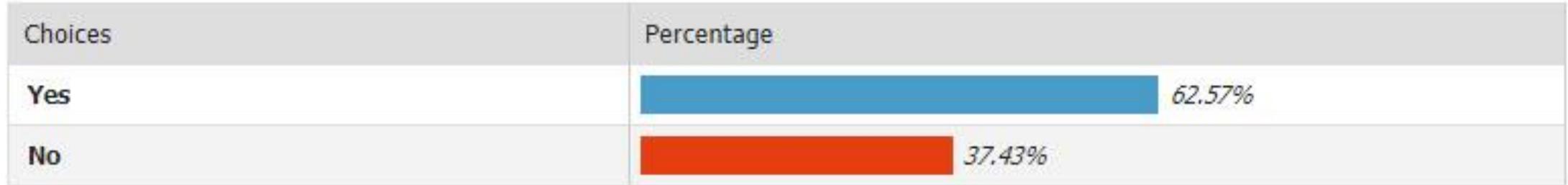
If Yes, in what places?

DC, Chicago, Washington DC, Boston, Denver, New York, New Haven, New Orleans, Washington DC, Montreal, Tampa, NYC, New Orleans, Montreal, Paris, NYC- Manhattan, NYC, New Haven ct, Washington DC, NYC, Portland, New York City, Chicago; Washington DC, Washington, DC and Chicago, Beijing, Shanghai, Dubai, Rio de Janeiro, New York, Washington, Bay Area and NYC, New York, Washington DC, Montreal, NYC, Boston, CitiBike, Washington DC, Miami NYC Aruba, Boston, San Diego, NYC, Nyc, NYC, Hartford, NYC, San Diego and south bend, Boston, New York, San Diego, San Francisco, Rochester NY, NYC, Washington DC, New York City, NYC, New Haven, New York, Pittsburgh, NYC BOS, Minnesota, Washington dc, Boulder colorado, New York, San Francisco, Florida, NYC, Madison WI Vancouver CA, Dc, miami, Miami, New York City, New York and Boston, Washington DC, New York City, NYC, New York City, NYC, NYC, London, LA, SF, SD, Paris...., New York, NYC, Milan, Italy. Washington D.C., Portland OR, Paris, Chicago, New Orleans, Paris, NYC, Hartford, New Haven, New York City, Montreal, Scottsdale, San Diego, New York City, washington dc, Nyc, Chicago, Boston, Simsbury CT, NYC, DC, Nyc and DC, New Haven CT, Vancouver, Toronto, NYC, London, Washington DC, San Francisco, New York City, New haven, hartford limebike, Washington, DC, Nyc, Washington dc. Chicago

If Yes, what did you like/dislike?

- **ease of use** - quick to pay and go riding - **tough to locate docking stations** in unfamiliar areas
- **Not always bike stations near my destinations.**
- I like the **accessibility** and **low cost** for a day to travel in a city
- I really liked the **convenience** of the bike share. The best part is that there is a **designated bike lane.**
- **frequent places to drop off and pick up bikes, supportive infrastructure** (bike lines, buffers, etc.) to make it feel safe, allowed me to explore new areas of my community
- **Access when and where wanted**
- When I lived in Chicago, I used the bike share program every day; it was **a vital part of my commute.** I loved the convenience and the prices were good. I also enjoyed biking back and forth to the train, without needing to worry about a bike being stolen or wrecked.
- I liked being able to look for bikes online and find them in many accessible locations. **The success or failure depends highly on availability and having enough locations to get bikes from.**
- **Safe roads** to ride on are essential

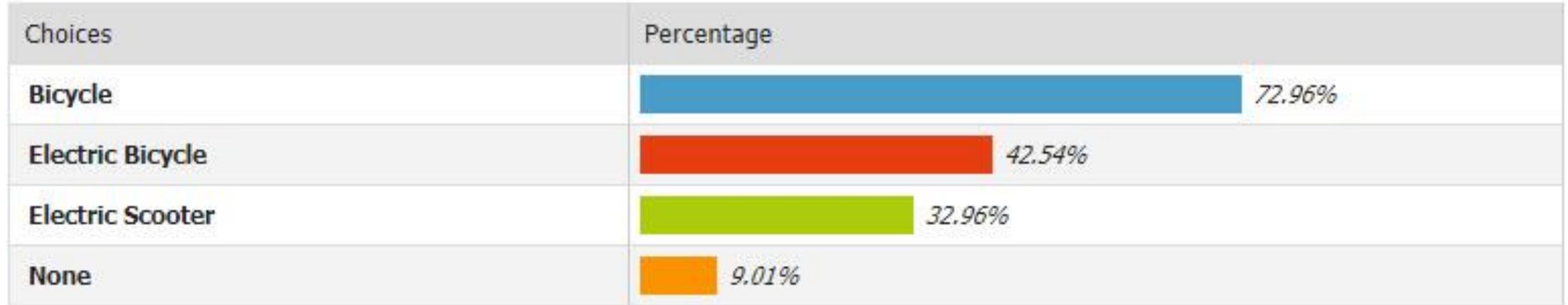
Do you own a bike?



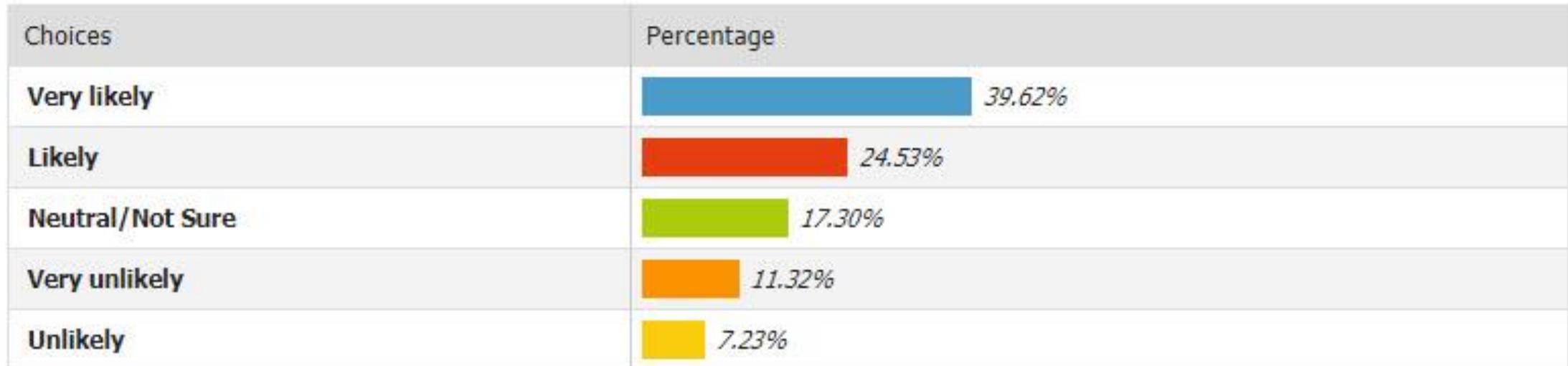
What is your age?

Choices	Percentage
51-60	 28.93%
41-50	 21.38%
31-40	 16.04%
61-70	 11.64%
22-30	 11.01%
18-21	 4.40%
12-17	 3.77%
Other [View]	 2.83%

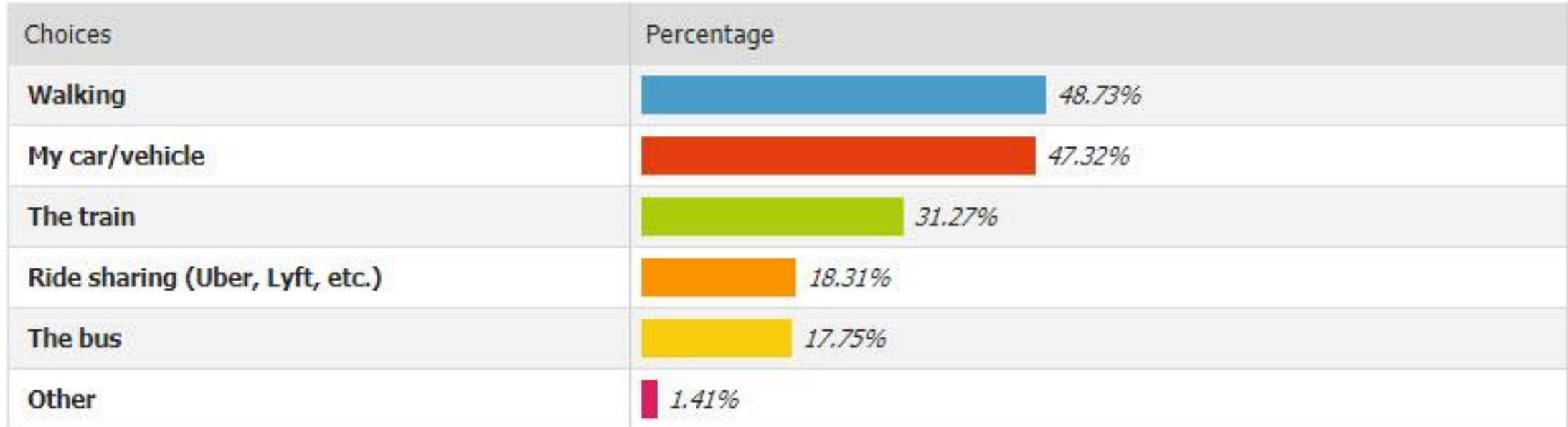
Would you use any of the following?



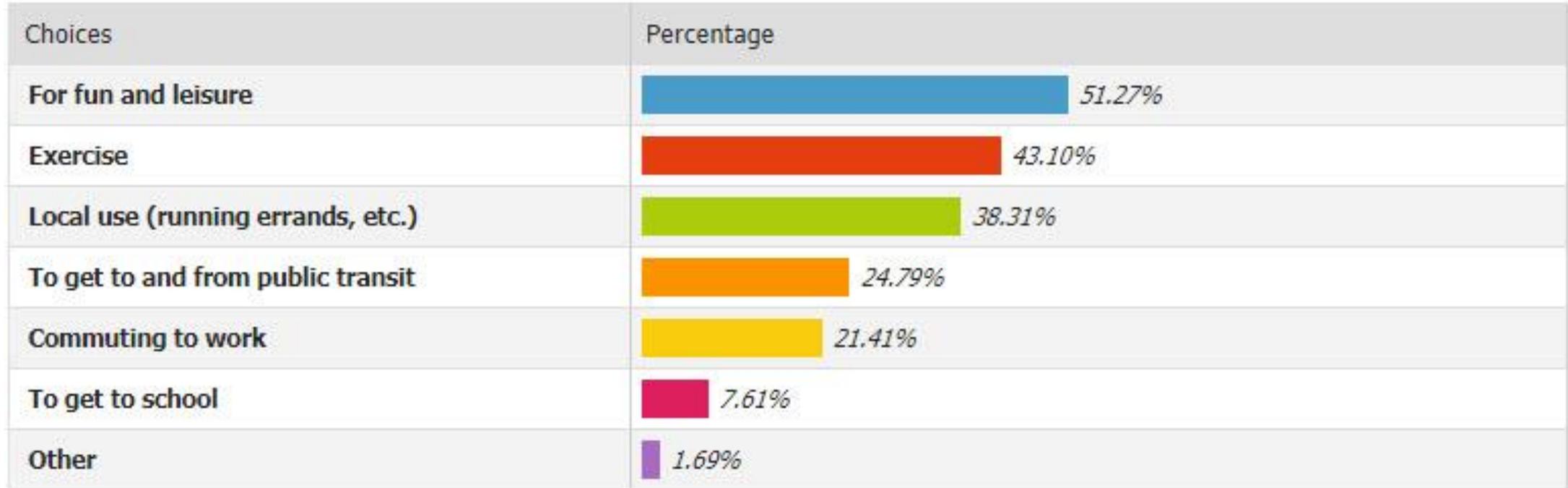
How likely would you be to use a bike share if it was available in your community?



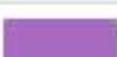
I would use bike share along with:



For what purpose would you use a bike share?



Where would you use bike share?

Choices	Percentage
Bridgeport	 39.72%
Fairfield	 38.59%
Trumbull	 25.35%
Stratford	 20.56%
Westport	 12.96%
Milford	 12.68%
Other	 9.30%
Other	[View]

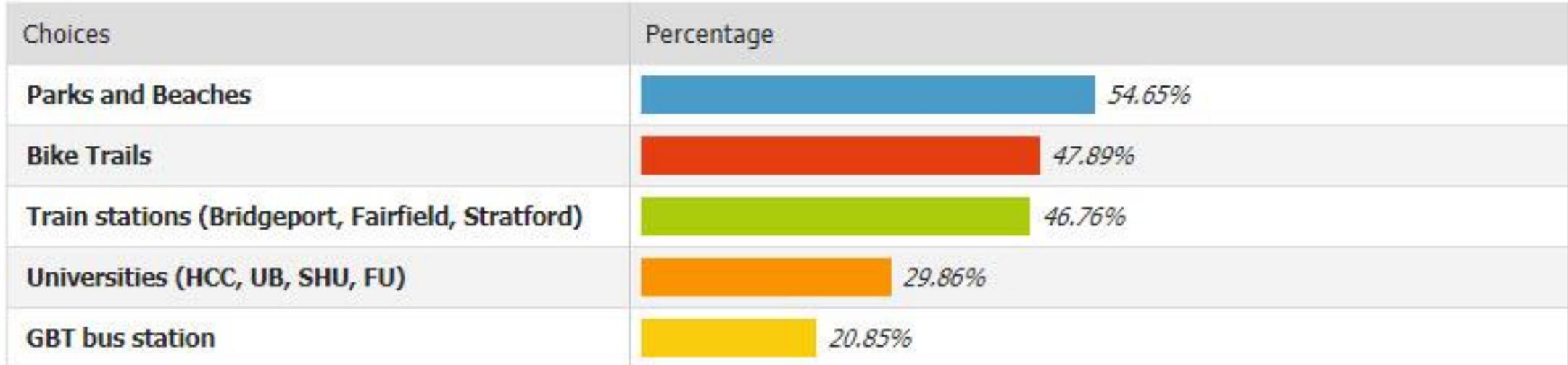
Other
Shelton
Monroe

Where would you ride to?

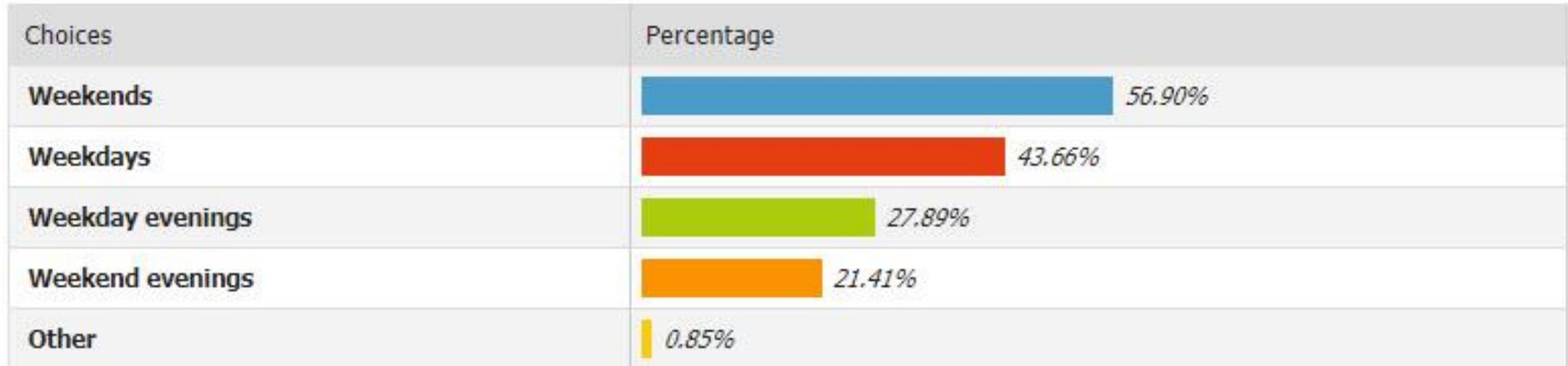
Choices	Percentage
Parks/trails	48.45%
Beaches	40.28%
Train stations	35.21%
Local attractions	34.37%
Restaurants/Entertainment	31.27%
Shopping centers	28.45%
Work	24.23%
Other [View]	

Other
Grocery stores
Bus station
School
Other

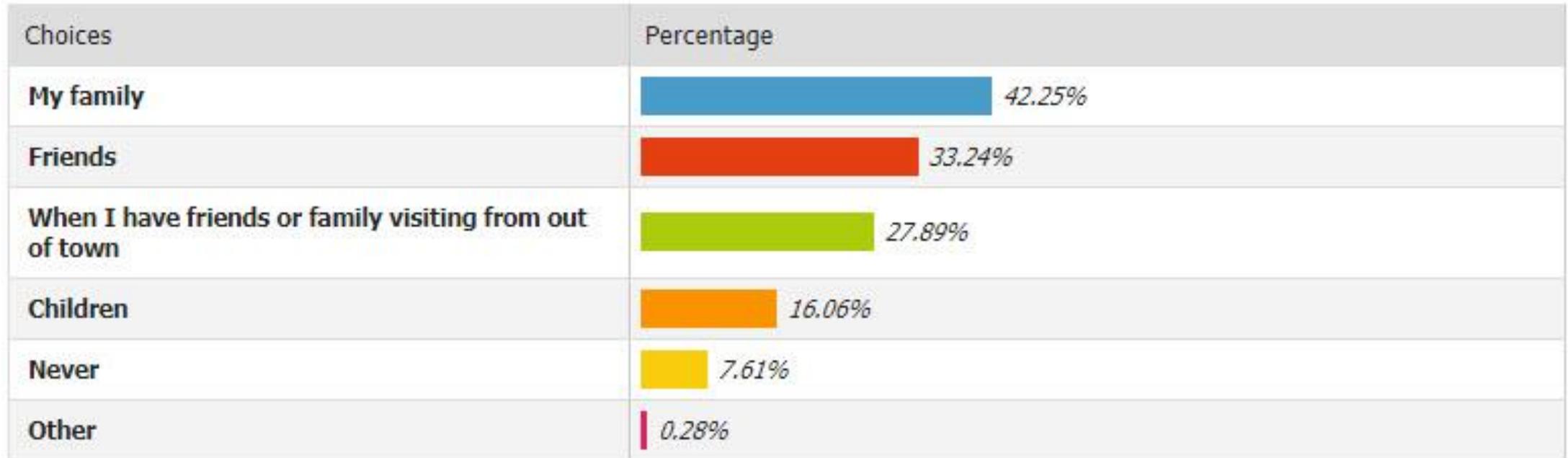
Would you use bike share if it was available in the following locations? Select all that apply.



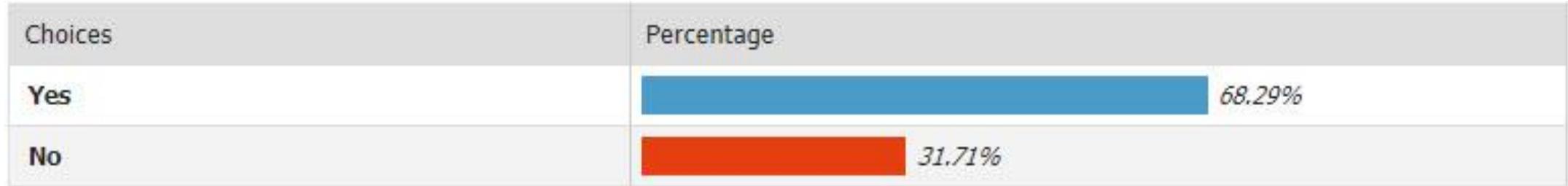
When would you be interested in using a bike share?



I would be interested in taking out multiple bikes at a time for:



Would you be willing to pay for a bike share?



Additional comments

- **Great idea!**
- I think the bike share would do well where people can **bike to their jobs**, restaurants, bars etc. It will most likely do well with the **millennial population**, especially near the colleges.
- Overall this area is not ideal for road cycling - **we need bike lanes, community education about bike safety with drivers**, as well as safe and secure bike stations. I love that you guys are working on this!! Thank you!
- I love the idea of a bike share that is affordable to **allow different people from different income levels to get around to places that are not served by public transit**. I'm also excited by the idea of having bikes available to my friends when they come and visit.
- My main concern would be **theft** of the bikes.
- **Electric scooters** are great I want them everywhere!
- Would want **clear & detailed maps on bike trails** and **bike friendly areas to ride** in throughout **connected communities**.
- **Extend to East Norwalk** (NOTE: Westport, Norwalk, Milford were all requested in comments)

APPENDIX C
**TOWN OF FAIRFIELD BIKE SHARE
PILOT PROGRAM DATA**



Fairfield Bike Share Pilot Program

The Town of Fairfield conducted a pilot program from April 2016 through April 2019 with a local bike shop, near the center of town. 10 bikes were available to the public for ride sharing during the bike shop open hours:

Tuesday – Friday, 10am – 6:30pm

Saturday 9:30am – 5pm

Sunday 12pm – 4pm

Bikes from the bike share were also available at community events on a limited basis.

The bike share program was promoted mainly through organic posts on Facebook. The town also issued an annual press release and conducted paid Facebook ad listings on a limited basis.

Results

April 2016 – April 2017 – 251 rides

April 2017 – April 2018 – 167 rides

April 2018 – April 2019 – 131 rides

Bike share riders represented 25 different states and riders from Canada and Germany. Most riders were from Fairfield, CT, but there was also an array of riders from other towns/cities in CT.

APPENDIX D
UNIVERSITY STUDENT DATA

STUDENT POPULATION

School	Location	Students (Undergraduate + Graduate)
University of Bridgeport	Bridgeport	3,129
Sacred Heart University	Fairfield	4,794
Fairfield University	Fairfield	5,000
Housatonic Community College	Bridgeport	5,138
	TOTAL	18,061

APPENDIX E
PARKS & RECREATION LINKS

Parks & Recreation Links • in Region

City of Bridgeport • <https://www.bridgeportct.gov/content/341307/341415/default.aspx>

Town of Easton • <https://eastonct.myrec.com/info/default.aspx>

Town of Fairfield • <https://www.fairfieldct.org/content/2765/2775/73213/default.aspx>

Town of Monroe • <http://www.monroerec.org/info/default.aspx>

Town of Stratford • <http://www.townofstratford.com/content/39832/39846/39927/40907/default.aspx>

Town of Trumbull • <http://www.trumbull-ct.gov/content/10623/10655/11003/default.aspx>

Parks & Recreation Links • out of Region

City of Milford • <https://www.ci.milford.ct.us/recreation>

City of Shelton • <https://www.sheltonparksandrec.org/>

Town of Westport • <https://www.westportct.gov/government/departments-a-z/parks-and-recreation>

APPENDIX F
RELEVANT PLANNING DOCUMENTS

Relevant Planning Documents

Connecticut & Regional

CT Bike/Ped Transportation Plan • http://www.ctbikepedplan.org/documents/CTActiveTransPlan_01-09-2019.pdf

Metropolitan Transportation Plan • <http://www.ctmetro.org/metropolitan-transportation-plan-lrtp-update-2019-2045>

Pequonnock River Trail • <http://www.ctmetro.org/housatonic-rail-trail>

Bridgeport

Bridgeport POCD • <https://www.planbridgeport.com/>

Waterfront Master Plan: <http://www.bridgeportct.gov/planning/waterfront>

Easton

POCD, 2018 • <https://www.eastonct.gov/land-use-department/pages/town-plan-and-maps>

Fairfield

POCD, 2016 • <https://www.fairfieldct.org/filestorage/10726/11028/12429/20922/POCD.pdf>

Bike/Ped Plan • <https://www.fairfieldct.org/bikeped>

Bicycle Routes • https://www.fairfieldct.org/filestorage/10736/12067/18736/24910/43747/Fairfield_Bicycle_Routes_-_2016.pdf

Fairfield Complete Streets • https://www.fairfieldct.org/filestorage/10726/10994/15957/73404/Complete_Streets_Policy.pdf

Monroe

POCD, 2010 (to be updated in 2020) • <http://www.monroect.org/2020-POCD-Update>

Stratford

POCD, 2014 • <http://www.townofstratford.com/filestorage/39879/57150/StratfordFinalPOCD01-06-2014.pdf>

Complete Streets Policy • http://www.townofstratford.com/filestorage/39879/73757/Complete_Streets_Policy_FINAL_DRAFT.pdf

Trumbull

POCD, 2014 • [http://www.trumbull-ct.gov/filestorage/7112/7187/35134/Plan_of_Conservation_%26_Development_\(2014\).pdf](http://www.trumbull-ct.gov/filestorage/7112/7187/35134/Plan_of_Conservation_%26_Development_(2014).pdf)

APPENDIX G
EQUITY & DIVERSITY INFORMATION

Equity & Diversity Information

Connecticut Economic Resource Center (CERC)

Bridgeport • <https://s3-us-west-2.amazonaws.com/cerc-pdfs/2018/bridgeport-2018.pdf>

Easton • <https://s3-us-west-2.amazonaws.com/cerc-pdfs/2018/easton-2018.pdf>

Fairfield • <https://s3-us-west-2.amazonaws.com/cerc-pdfs/2018/fairfield-2018.pdf>

Milford • <https://s3-us-west-2.amazonaws.com/cerc-pdfs/2018/milford-2018.pdf>

Monroe • <https://s3-us-west-2.amazonaws.com/cerc-pdfs/2018/monroe-2018.pdf>

Shelton • <https://s3-us-west-2.amazonaws.com/cerc-pdfs/2018/shelton-2018.pdf>

Stratford • <https://s3-us-west-2.amazonaws.com/cerc-pdfs/2018/stratford-2018.pdf>

Trumbull • <https://s3-us-west-2.amazonaws.com/cerc-pdfs/2018/trumbull-2018.pdf>

Westport: • <https://s3-us-west-2.amazonaws.com/cerc-pdfs/2018/westport-2018.pdf>

Regional

MetroCOG's Title VI and LEP Plan (see Appendix G and K) • <http://www.ctmetro.org/title-vi-policy>

GBT • Equity & Accessibility • <https://www.gogbt.com/accessibility>