

## Researching and Documenting Bike Share, Shared Ride, Taxis, Volunteer Driver Programs, and More

Details of non-traditional public transit and human services transportation are valuable to understanding the entire picture of mobility in the county, counties, or region. There are several resources to search as the first step in gathering this data. Some of the most common resources include, but are not limited to, the following:

- Active Community Plans often involve analysis of conditions that promote or prohibit bicycling and pedestrian accessibility to community resources.
- Websites for cycling clubs or groups often include resources and maps to describe bike trails and trail conditions.
- City, County, and/or Planning Organization websites often have maps and other data pertaining to pedestrian and bicycle amenities and conditions throughout the community.

### Bike Share Programs

Cincinnati, Dayton, Columbus, Sandusky, and Cleveland, at minimum, have established bike share programs. Several colleges and universities in Ohio also have bike share programs that can be easily researched online. Important information about bike share programs include the following topics:

- a. Locations of bike share stations
- b. Cost and payment options for renting a bike
- c. Accessibility of trails, dedicated lanes, bike racks on transit vehicles, etc.
- d. Bike routes
- e. Estimates of how many people currently use the program (annually or monthly)

### Shared-Ride Programs

Shared-ride programs including formal carpools and vanpools. Carpools and vanpools are often organized through Planning Organizations. They are most common in areas with moderate to high population density, significant traffic congestion, limited or expensive parking, and/or significant distance between the major employers and residential areas. This type of service is a good option for coordinated services if the conditions and needs exist in your community. If carpool/vanpool programs exist in the area, document the following information, at minimum:

- f. Locations, accessibility of services
- g. How to sign-up and/or get information
- h. Estimates of how many people use the option (annually or monthly)
- i. Any formal agreements that exist between organizations

### Taxi Services

Private taxi service is capable of filling a major transportation need in any community. Furthermore, partnerships, including contracts, between public transit, human service agencies, and private taxis can be an affordable and effective means of providing early morning or late night transportation. Every effort to include taxi programs in the coordinated transportation structure should be incorporated into the Coordinated Plan. Relevant information includes, but is not limited to the following:

- j. Number of vehicles and % of the fleet that is wheelchair accessible
- k. Rate structure for passengers

- i. Including discounts for special populations
- l. Days and hours of operation
- m. Service area (geographic)
- n. Eligibility requirements (if any)
- o. List of agencies with which the taxi company has contracts/voucher agreements
- p. Estimates of how many people use the option and why: employment, job training, health care, human services, entertainment, etc.

### Volunteer Driver Programs

Veteran's Administration, non-profit agencies, and faith-based organizations sometimes organize volunteer driver programs to fill a need or gap in the transportation network. There are occasions when volunteer programs can be coordinated, or even provide a foundation for coordinated transportation, with other agency programs. Other times, volunteer programs are important and functional operating independently from others. No matter the situation in your community, it is important to document the existence of volunteer driver programs because they illustrate potential areas of unmet need and gaps in transportation services.

A good resource for volunteer driver program information is local faith-based organization groups or foundations and human service agencies.

Relevant documentation of the programs should include the following aspects of service:

- q. Days and hours of operations
- r. Eligibility
- s. Service area (geographic service area)
- t. Number of volunteer drivers (and number of vacancies)
- u. Type of vehicle(s) used (owned by an agency or the volunteer)
- v. Insurance requirements for drivers
- w. Number of one-way rides per day
- x. Top destinations served and/or trip purposes
- y. Trip reservation and scheduling process
- z. Estimates of how many use the service and for what purpose
- aa. Passenger fare or donation structure