

STAFF REPORT

DATE: October 8, 2019

TO: City Council

FROM: Brian Abbanat, Senior Transportation Planner
Jennifer Donofrio, Bicycle and Pedestrian Coordinator

SUBJECT: Bicycle-Share Update: Survey Results and Proposed Pilot Project

Recommendations

1. Approve resolution establishing a one-year bicycle-share parking pilot consisting of the following:
 - a. Allow bicycle-share bicycles to park on the street perpendicular to the curb anywhere vehicle parking is permitted except downtown where they must park at (not necessarily to) a bicycle rack;
 - b. Exempt current bicycle-share from on-street parking time restrictions and preferential parking areas outside downtown;
 - c. Authorize the Police Department to impound on sight bicycle-share bicycles that obstruct sidewalks or present a public safety concern;
 - d. Authorize the City Manager to revise the pilot project to address specific unanticipated bicycle-share parking effects and/or fleet reduction;
 - e. Support conditional JUMP bicycle-share expansion from 200 to 500 bicycles in 100 bike increments every four months in the Davis service area during pilot project;
 - f. Provide feedback on staff proposal to return to City Council to establish an annual \$38,000 per bicycle permit fee due upon pilot project commencement to the Bicycle/Pedestrian Program (Program 6251) to fund two temporary part-time positions for current bicycle share parking management and relocation;
 - g. Return to Bicycling, Transportation and Street Safety Commission and City Council in one year with a pilot project evaluation for consideration of permanent ordinance changes

Fiscal Impact

Anticipated fiscal impact is \$38,000 for two temporary part-time (TPT) positions upon pilot initiation, fully recovered by proposed bicycle-share permit fee increases.

Council Goals and Policies

While this project does not directly meet a specific City Council goal, it is consistent with and supports the following City Council Goals:

Goal 2 – Drive a Diverse and Resilient Economy, Objective 3: Address the needs of new businesses and business types identified as desirable additions to our economic diversity and sustainability.

Goal 5 – Ensure a Safe and Healthy, Equitable Community, Objective 8: Pursue and promote policies that promote encourage safe and healthy lifestyles.

Goal 6 – Build and Promote a Vibrant Downtown, Objective 2: Improve downtown for motor

vehicle, bicycle, and pedestrian travel.

Background and Analysis

In May 2018, the JUMP bicycle-share service began operation in Davis. JUMP is a “dockless” system, which means bikes can park at any publicly accessible bike rack. There are no JUMP-only parking spaces in Davis. The dockless system allows users more flexibility to travel to their destination, whereas docked systems only allow the user to travel from one bike station to another.

JUMP is a privately owned and operated subsidiary of Uber Technologies, Inc. JUMP currently operates under a Service Level Agreement (SLA) with the Sacramento Area Council of Governments (SACOG) on behalf of the Cities of Davis, Sacramento, and West Sacramento. While UC Davis does not have formal representation in the SLA, the campus is included within the Davis service area.

In addition to the SLA, on April 3, 2018, the Davis City Council adopted the Bicycle-share Ordinance. The Ordinance goal was to establish rules and regulations for bicycle share businesses and ensure bicycle-share programs are consistent with the safety and well-being of bicyclists, pedestrians, and other users of the public rights-of-way. Following the adoption of the bicycle-share ordinance, JUMP launched in Davis on May 17, 2018 with 75 bikes, gradually increasing to approximately 200.

Over the past year as more bikes arrived, citizen complaints to City Staff have increased, primarily centering on JUMP user parking practices. While the existing ordinance requires users to park bicycle-share bikes to any publicly accessible bike rack, compliance is low, especially outside downtown where far fewer bicycle racks are available. Instead, bicycle-share users park bikes on sidewalks, pathways, on the street, in private yards and on front porches.

UC Davis Institute of Transportation Studies JUMP Research

In March 2019, researchers from the UC Davis Institute of Transportation Studies presented findings of recent JUMP bicycle-share research, including origin and destination data, bike availability, number of trips per day per bike, trip length, trip type, routes taken by JUMP users, mode shifts, and user perceptions, among others. Two primary conclusions follow: 1) the JUMP presence results in a significant shift from using automobiles for its users and 2) the small JUMP fleet size relative to the large Davis service area reduces bicycle availability and coverage reliability, preventing greater usage. For more information on this study, see Attachment 5.

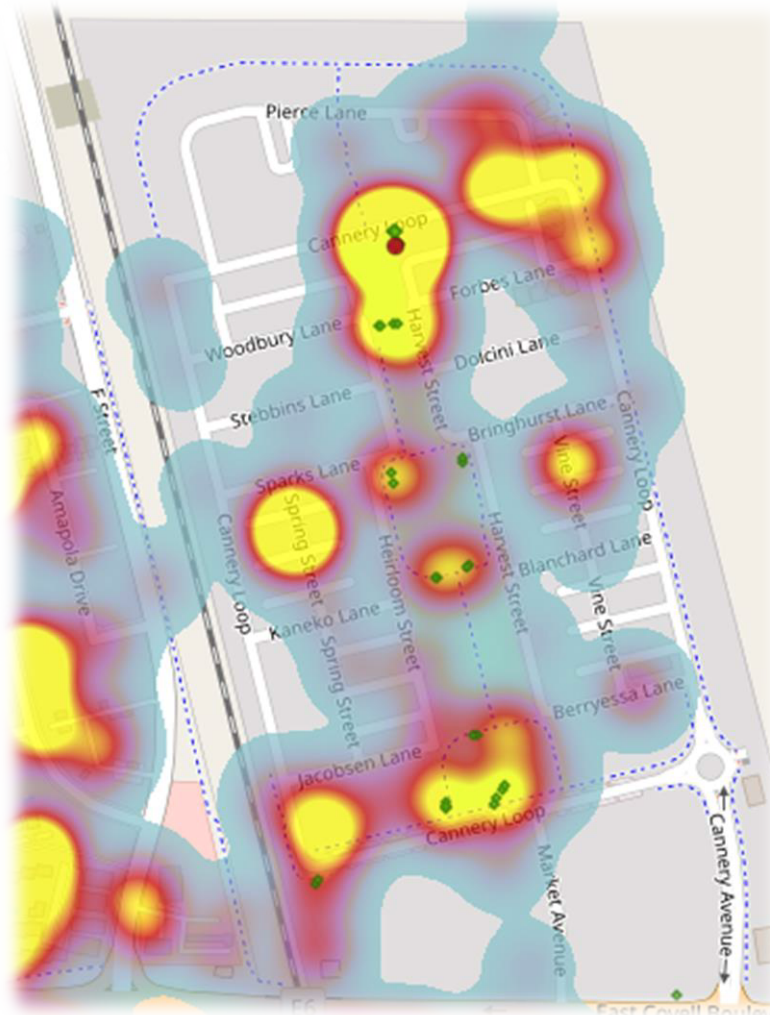
Local JUMP Issues

Davis residents have expressed frustration with JUMP user bike parking practices, primarily blocking sidewalks and abandoning bikes in inappropriate locations. JUMP technology does not know in real-time when a bicycle blocks the sidewalk. Pursuant to the SLA, JUMP must relocate a mis-parked bicycle within two hours once notified. This process requires residents to e-mail, call, or use the JUMP mobile application as the bicycle’s handlebar-mounted displays have no button or menu option to notify JUMP directly. A common complaint is JUMP should proactively comply with existing laws prohibiting blocking sidewalks and other undesirable parking practices rather than burdening the community with reactively notifying JUMP, as this problem did not exist before JUMP’s arrival.

Insufficient bike parking options in residential areas contribute to the problem. Few bicycle racks

are available in residential neighborhoods and in neighborhoods such as the Cannery with substantial bike parking, JUMP customers don't consistently use them. The below heat map shows the Cannery bicycle parking supply (green dots) and JUMP user parking behavior (yellow areas). These data suggest that while 159 bike parking spaces are available, some JUMP users prefer the convenience of parking near their destination, which likely applies to other residential areas with even lower housing densities than the Cannery.

Figure 1: Cannery Bike Parking Heat Map: Supply vs. JUMP User Behavior



The 2018 bicycle-share ordinance requiring JUMP users to park at bike racks also contributes to the problem. Bike parking supply in residential neighborhoods is inadequate and the Cannery evidence shows they are not reliably used. Existing ordinances also prohibit JUMP bikes (or anything else) from obstructing the sidewalk. As a result, JUMP users either park on the sidewalk or on private property, which also results in complaints.

JUMP Bicycle-Share Survey

Because of these challenges, Staff discussed parking options with other City departments, the Bicycle, Transportation, and Street Safety Committee, Sacramento Council of Governments, JUMP Staff, and other bicycle-share regional partner cities. Each group proposed ideas for improving bike parking, but no clear solution emerged. What did emerge was the need to better

understand community perceptions of JUMP bicycle-share, receptiveness to potential parking solutions, and to pilot one or more solutions to determine effectiveness.

In early July 2019, Staff developed a survey for the JUMP bicycle-share system and solicited feedback on suggested parking solutions. The survey was available for 17 days and open to people who live in Davis and/or work in Davis. Almost 1,200 people participated in the survey (Attachment 6). The below table summarizes the results.

Table 1: Survey Respondent Profiles

| Characteristic | % |
|--------------------------|-----|
| Male | 38% |
| Female | 58% |
| Age Distribution | |
| <18 | 1% |
| 18-24 | 8% |
| 25-34 | 21% |
| 35-44 | 22% |
| 45-54 | 20% |
| 55-64 | 15% |
| 65+ | 14% |
| Davis Residents | 95% |
| Central Davis | 14% |
| East Davis | 30% |
| Gateway / Olive Drive | 1% |
| Downtown | 3% |
| North Davis | 15% |
| South Davis / Willowbank | 15% |
| West Davis | 16% |
| UC Davis (resident) | 2% |
| Does not live in Davis | 5% |
| Work in Davis (or UCD) | 63% |

Community Perceptions of JUMP Bicycle-Share

Over 60% of survey respondents have *not* ridden a JUMP bike. Despite the high volume of complaints on social media and received by Staff, overall, survey respondents have a positive disposition toward JUMP bicycle-share. However, a strong majority of respondents believe bicycle-share parking needs improvement.

Table 2: Community Perceptions of JUMP Bicycle-Share

| Characteristic | % |
|---|-----|
| Have Ridden a JUMP Bike | 38% |
| Have Not Ridden JUMP Bike | 62% |
| Like riding/having JUMP bicycle-share in town. | 72% |
| JUMP bicycle-share parking is a concern* | 77% |
| In residential neighborhoods | 71% |
| Downtown | 57% |
| City greenbelts and paths | 66% |
| Have submitted complaint to City or JUMP | 9% |
| Complaint was resolved within 2 hours | 7% |
| Complaint was resolved to your satisfaction | 25% |
| City should provide more monitoring of JUMP | 66% |
| City should increase permit fee for additional Staff to monitor | 93% |

*Percentages = sum of “somewhat agree”, “agree”, “strongly agree”

Recommendations

Staff conclude that the SLA and the existing, reactive response approach does not prevent or adequately address parking-related impacts resulting from the bicycle-share program. The JUMP bicycle-share program also imposes additional demands on Transportation Division Staff, particularly in the Bike/Ped program.

JUMP has expressed interest in immediately expanding their fleet from 200 to 700 bikes. In response, Staff recommend the following:

Recommendation #1a: Allow bicycle-share bicycles to park on the street perpendicular to the curb anywhere vehicle parking is permitted except downtown where they must park at (not necessarily to) a bicycle rack.

Within the survey, Staff proposed the following three bike parking options (Attachment 3 for visuals):

Table 3: Bike-Share Parking Pilot Options

| Option | Description | % support |
|-----------|---|-----------|
| Option #1 | Allow JUMP Bikes to park perpendicular to the curb anywhere vehicular parking is permitted (except downtown) | 60% |
| Option #2 | Require parking in designated on-street painted parking areas (i.e. “drop off” areas) | 32% |
| Option #3 | Require parking in “drop off” areas with bike racks. The survey also included a space for participants to suggest their own parking solutions. JUMP bikes are still required to park in racks downtown. | 37% |

Survey respondents expressed the most support for allowing JUMP bicycles to park on the street perpendicular to the curb wherever vehicle parking is allowed, outside downtown. JUMP

bicycles are still required to park at racks downtown. Parking bikes perpendicular to the curb minimizes their footprint and impacts to on-street vehicle parking in residential neighborhoods. Over two-thirds of respondents ranked this option as either their first or second preference. Staff support pursuing Option 1 as the simplest, most affordable, and least obtrusive solution with the highest likelihood of JUMP user compliance.

Recommendation #1b: Exempt current bicycle-share from time restrictions and preferential parking areas outside downtown.

Some neighborhoods outside downtown are designated preferential parking areas (i.e. residential parking permits) and/or have time restrictions. To avoid confusion and simplify pilot project messaging, Staff propose exempting bicycle-share parking from these regulations. However, bicycle-share bikes must still comply with No Parking regulations.

Importantly, preferential parking areas are typically established to mitigate against externally-generated parking impacts and ensure neighborhood residents can access on-street vehicular parking. If on-street bicycle-share parking impacts in these areas become prevalent during the pilot, adjustments may be made, including potentially requiring parking in the landscape strip or on the destination property.

Recommendation #1c: Authorize the Police Department to impound on sight bicycle-share bicycles that obstruct sidewalks or present a public safety concern.

Staff also explored assessing fines to bicycle-share operators and users for improperly parked bikes. Police Chief Pytel recommends against this, as police must witness the person leaving the bike. Instead, Police Chief Pytel proposed to include provisions in the pilot project to impound bikes at first sight. The current Bicycle-share Ordinance requires Police to contact JUMP and wait up to two hours for JUMP to respond. Under the pilot project, Police are permitted to impound the bikes. Staff propose a “soft” approach to impounding for the first phase focusing on relocating bikes onto the street, if possible. Bikes would be impounded after the first pilot phase (see schedule) and/or at Police Department discretion. Per existing regulations, JUMP would incur a \$50 fine for each violation.

Recommendation #1d: Authorize the City Manager to revise the pilot project to address specific unanticipated bicycle-share parking effects and/or fleet reduction.

The pilot parking project and increases in the bicycle-share fleet could cause unforeseen but unacceptable secondary effects that may require immediate correction. Staff recommend delegating authority to the City Manager to make these revisions without returning to City Council for changes to the pilot project scope of work.

Recommendation #1e: Support conditional JUMP bicycle-share expansion from 200 to 500 bicycles in 100 bike increments every four months in the Davis service area during pilot project.

Increasing the JUMP bicycle-share fleet can benefit the community in many ways including:

1. Increasing geographical coverage and bicycle availability, allowing more people to use the system and replace vehicle trips with bicycle trips
2. Encouraging UC Davis students, faculty and staff to sign-up for JUMP and the JUMP Student Plan and Boost Plan as an affordable transportation affordable option
3. Reducing burden on the Police for managing abandoned bicycles
4. Reducing landfill impacts

5. Reducing traffic congestion for automobile drivers
6. Replacing the need for bicycle ownership and maintenance
7. Supporting other Davis sustainable transportation alternatives including walking, transit, and car sharing
8. Supporting car-free living by choice or economic necessity

JUMP has indicated a desire to expand the bicycle-share fleet from 200 to 700 bikes. However, it is unclear whether the pilot will adequately address existing issues with the current 200 bikes, let alone a total fleet of 700 bikes.

The regional SLA between SACOG and JUMP designates the City of Davis as the permitting agency for the Davis service area, which includes the UC Davis campus. As a result, JUMP bicycle-share decisions made by the City impacts the campus. UC Davis has expressed support for increasing the fleet for many of the same reasons cited, above (Attachment 4).

Almost two-thirds of respondents support JUMP expansion with some type of change in parking policy. However, this could change during the pilot project and as the bicycle fleet and potential impacts expand. As a result, Staff recommend increasing the fleet in three phases of 100 bikes at four month intervals during the pilot. Staff will monitor complaints and re-survey during the pilot, if necessary. At a minimum, the survey will repeat upon the pilot's conclusion.

Table 4: Support for JUMP Expansion

| Support/Oppose JUMP Expansion | | %* | Total* |
|-------------------------------|--------------------------------|-----|--------|
| Support | With no parking changes | 27% | 64% |
| | With parking changes | 42% | |
| Oppose | | | 36% |

*Sum of % and Total columns differ for Support row as survey allowed respondents to select both.

If the pilot project does not adequately address existing or mitigate against an expanded JUMP bicycle-share system, the City could require a reduction in the bicycle-share fleet upon the pilot's conclusion to a level that better balances the benefit/impact tradeoff. If a fleet reduction is needed prior to the pilot project's completion, staff can either return to City Council for discussion or the City Manager can exercise discretion authorized in Recommendation #1d.

Recommendation #1f: Provide feedback on staff proposal to return to City Council to establish an annual \$38,000 per bicycle permit fee due upon pilot project commencement to the Bicycle/Pedestrian Program (Program 6251) to fund two temporary part-time positions for current parking management and relocation.

JUMP bicycle-share's arrival has been a community benefit, but also diverted Staff from other Bike/Ped program priorities, requiring approximately 10% and 5% of time from Bicycle/Pedestrian program and Transportation Planning staff, respectively. Specifically, JUMP bicycle-share system management requires wide ranging responsibilities including:

1. Responding to complaints.
2. Developing and implementing education for parking and promotion of JUMP bikes.
3. Exploring/implementing alternative bicycle-share parking solutions and/or regulations.
4. Ensuring JUMP meets the goals outlined in their bicycle-share permit.
5. Managing other bicycle-share vendors interested in entering the Davis market.

6. Research, data collection, and analysis.
7. Inter-organizational coordination including UC Davis staff, researchers, etc.
8. Research and development of potential micro-mobility policies and regulations.

With 200 bikes operating in the Davis service area, Staff cannot respond to all complaints or monitor JUMP bike parking to our community's expectations. As a result, a full-time position is likely required in the long term to accommodate expansion substantially beyond the existing fleet without compromising existing Bicycle/Pedestrian and Transportation Planning programs bandwidth. However, during the pilot project, additional temporary part-time staffing is proposed to provide the needed oversight during the pilot project and understand to extent to which bicycle-share management needs change as the fleet expands. The proposed new TPT staffing will likely be limited to proactively monitoring and relocating incorrectly parked bikes and reactively responding to complaints, which are core issues defined by our community. Any available time beyond these responsibilities will be used toward outreach and education.

Bicycle-share operators currently pay a \$2,000 annual fee for Staff and City Attorney bicycle-share application review time. Staff recommend City Council provide feedback on establishing a \$38,000 annual fee to supplement the existing fee to cover aforementioned TPT staffing costs. Comparatively, the City of Sacramento charges \$136 per bike in downtown and midtown and \$104 per bike in "opportunity areas". The fees cover the administration of the City's shared-rideable permit program, which includes the permit review process, regulatory and compliance inspections, parking and other infrastructure needed as the result of shared-rideable devices operating, and program monitoring. Additionally, the City of Sacramento charges bicycle-share operators a \$0.10 per trip fee. The City of West Sacramento charges an annual deposit, any balance of which is either credited or refunded the following year.

Staff currently proposes the \$38,000 annual fee until staffing needs for an expanded bicycle-share system can be assessed and a basis for a long-term fee structure can be established via the pilot project. Should City Council support this new fee, staff will return with a public hearing for adoption.

Conceivably, staff could return to Council upon pilot project completion with a "per bike" fee proposal to ensure resources scale with the bicycle-share fleet size. Any unexpended funds will either be refunded to JUMP bicycle-share or credited to the following year until a final fee structure is established.

Recommendation #1g: Return to BTSSC and City Council in one year with a pilot project evaluation for consideration of permanent ordinance changes.

Staff recommend a one-year pilot duration and returning to City Council with an evaluation. Staff will conduct a follow-up survey to assess any shifts in community perceptions of the JUMP bicycle-share program. At that time, Council can provide direction whether to proceed with a permanent ordinance change in the future.

Other Survey Responses

The survey received over 500 suggestions to the open-ended question for other JUMP bike parking solutions than those in the survey. Themes emerging from the comments include:

1. More bike parking at bus stops, parks and greenbelts;
2. More JUMP parking education;
3. Ban JUMP from Davis;

4. Prohibit JUMP parking in residential neighborhoods.

More Bike Parking at Bus Stops, Parks and Greenbelts

In spring 2018, Staff surveyed the City's bike parking supply. An interactive map of the existing City of Davis bike parking is posted online at www.cityofdavis.org/bikes on the Bike and Pedestrian Data and Statistics page. While almost 1,600 bike parking spaces exist in downtown, parking in residential areas outside of downtown is limited to parks, along greenbelts and near transit shelters. Bike parking can be added at bus stops, parks and greenbelts where possible as *part* of the solution. However, this alone will not completely address the issue as these locations do not cleanly align with JUMP bike usage patterns. Additionally, parks and greenbelts are less accessible in the central and east part of the city and bus stops frequently front single-family residences with narrow sidewalks, requiring right of way acquisition or removal of on-street vehicular parking, which survey respondents did not support.

More JUMP Parking Education

Currently, JUMP parking education is limited to the mobile application instructing all users to lock bikes to racks. Long term, developing strategies and materials informing bicycle-share riders how to properly park bikes is an important responsibility of a new full-time position. JUMP also plans to host quarterly outreach events in Davis. Though JUMP instructs users to park at bike racks, increased direct and indirect marketing can reinforce this message. The City could also establish a bicycle ambassador program (a Bicycle Action Plan recommendation independent of bicycle-share) where volunteers educate riders on parking rules and relocate any improperly parked bikes. Conducting bicycle-share outreach and education at an impactful scale exceeds current staffing levels.

Ban JUMP from Davis or Prohibiting JUMP Parking in Residential Neighborhoods

The JUMP bicycle-share system complements the City's transportation and sustainability goals, and survey results indicate that people have a generally favorable impression of the service. At this time, Staff believe banning JUMP from the City or prohibiting users from parking JUMP bikes in residential areas is unnecessary if the pilot project can reduce the parking impacts.

Bicycling, Transportation, and Street Safety Commission Input

The Bicycling, Transportation, and Street Safety Commission (BTSSC) discussed the bicycle-share survey results and pilot project at the September 12th meeting. The BTSSC supported the staff recommendations while advising to add "education" to the temporary part-time staff responsibilities.

Conclusion

Overall, survey respondents are supportive of JUMP bicycle-share. However, there is room for improvement. Responses to the online survey make clear that residents do not support "drop off" stations for JUMP bicycle-share in residential areas, because vehicle parking availability may be impacted. However, open-ended survey responses for alternative solutions would likely not solve the existing problem of user compliance, would be infeasible to enforce, and/or prevent progress towards City sustainability and transportation system performance goals.

For this reason, Staff recommend a one-year bicycle-share pilot project allowing users to park on-street perpendicular to the curb where automobile parking is allowed. This option has majority support of survey respondents, is low-cost, easy to implement and message, and enables better compliance while reducing the most common complaints associated with JUMP bicycle-

share. However, potential exists that allowing JUMP on-street bike parking could exacerbate vehicular parking supply issues in areas with existing parking impacts; for example, neighborhoods immediately adjacent to downtown. Not currently known is whether the demand for on-street JUMP bike parking will coincide with vehicular parking at the same times of the day. If this occurs, Staff can work with JUMP during the pilot to change rebalancing practices to minimize this impact or change parking requirements in those neighborhoods. By design, the pilot project tests the effects of this parking option, its tradeoffs against current JUMP user parking impacts, and its feasibility as a potential solution for accommodating a larger JUMP fleet.

In addition, approving increased bicycle-share permit fees will provide the needed TPT staffing to improve monitoring of the existing and expanded JUMP system. Finally, allowing the Police Department to impound bicycle-share bikes at first sight will allow the City to quickly address any egregious violations during the pilot phase.

The below table summarizes the pilot project schedule.

Table 5: Estimated Pilot Project Schedule

| Phase | Timeframe | Bikes | New TPT Staffing | Fee Revenue |
|------------|---------------|-------|------------------|-------------|
| Phase 0 | Today | 200 | 0 | \$0 |
| Phase 1 | November 2019 | 300 | 2 | \$38,000 |
| Phase 2 | March 2020 | 400 | 0 | \$0 |
| Phase 3 | July 2020 | 500 | | \$0 |
| Evaluation | December 2020 | | 0 | \$0 |

After one year, Staff will conduct a follow-up survey to assess any shifts in community perceptions of JUMP bicycle-share and return to the BTSSC and City Council with 1) the survey results and 2) broader pilot program evaluation.

Attachments

1. Resolution
2. Pilot Project Survey Options
3. UC Davis JUMP bicycle-share letter of support
4. UC Davis Institute of Transportation Studies JUMP research
5. City of Davis JUMP survey questions and results

RESOLUTION NO. ##-XXX, SERIES 2019

RESOLUTION APPROVING BICYCLE-SHARE PARKING PILOT PROJECT

WHEREAS, a bicycle-share service provides opportunities for visitors and residents of the City to access, use and rent self-service bicycles; and

WHEREAS, on April 3, 2018 City Council adopted an Ordinance to establish permitting and regulations for bicycle-share businesses and to prohibit locking bicycles and electric bicycles to trees, poles, or fences in City parks; and

WHEREAS, the existing Ordinance requires bicycle-share bicycles to park to a bike rack; and

WHEREAS, the City has allowed permitted bicycle-share services in the City since May 2018; and

WHEREAS, current bike share user parking patterns have resulted in low compliance with the Ordinance and a high number of complaints for blocking sidewalks, intersection curb ramps, and causing other obstructions in the public right of way; and

WHEREAS, the City has a limited supply of bike racks outside the downtown accessible to current bike share users; and

WHEREAS, research has shown that bicycle-share supports City sustainability, transportation, and bicycling goals and policies by shifting trips from automobiles to bicycles; and

WHEREAS, the current bicycle-share JUMP has indicated a desire to expand the bicycle-share fleet from 200 to 700 bicycles; and

WHEREAS, the City issued a community survey the results of which indicate broad support for JUMP bicycle-share but that parking solutions are needed; and

WHEREAS, bicycle-share parking solutions should be easy to implement, affordable, and enable easy user compliance; and.

WHEREAS, the community survey indicated the greatest support for allowing bicycle-share bicycles to park on the street perpendicular to the curb where vehicles are allowed to park.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Davis that a one-year bicycle-share parking pilot project is approved consisting of the following:

1. Suspend enforcement of Municipal Code Section 6.05.120(a) and (b) outside the downtown (see map), to permit on-street bicycle-share parking perpendicular to the curb anywhere vehicle parking is permitted.

2. Suspend the two hour notification in the first paragraph of Municipal Code Section 6.05.120, authorizing the Police Department to impound on sight bicycle-share bicycles that obstruct sidewalks or present a public safety concern; and
3. Suspend enforcement of Municipal Code Section 6.05.170(b)(2) relating to securing to racks outside downtown. In downtown, bicycle-share must continue to park at (not necessarily to) a bicycle rack (see map); and
4. Exempt bicycle-share bicycles from Municipal Code Articles 22.08 and 22.12 outside the downtown (see map), requiring motor vehicles to purchase and display permits in designated time restricted and preferential parking areas. Bicycle-share bicycles must comply with all No Parking restrictions citywide; and
5. Authorize the City Manager to revise the pilot project to address specific unanticipated bicycle share parking effects and/or fleet reduction; and
6. Approve conditional JUMP bicycle-share expansion from 200 to 500 bicycles in 100 bicycle increments every four months in the Davis service area during pilot project, pending Council approval of an additional annual permit fee to be used to fund two temporary part-time positions in the Bicycle/Pedestrian program for parking management and relocation; and
7. Return to the Bicycling, Transportation and Street Safety Commission and City Council in one year with a pilot project evaluation for consideration of permanent ordinance changes.
8. This bicycle share pilot project will conclude no later than December 31, 2020.

PASSED AND ADOPTED by the City Council of the City of Davis on this eighth day of October, 2019 by the following vote:

AYES:

NOES:

ABSENT:

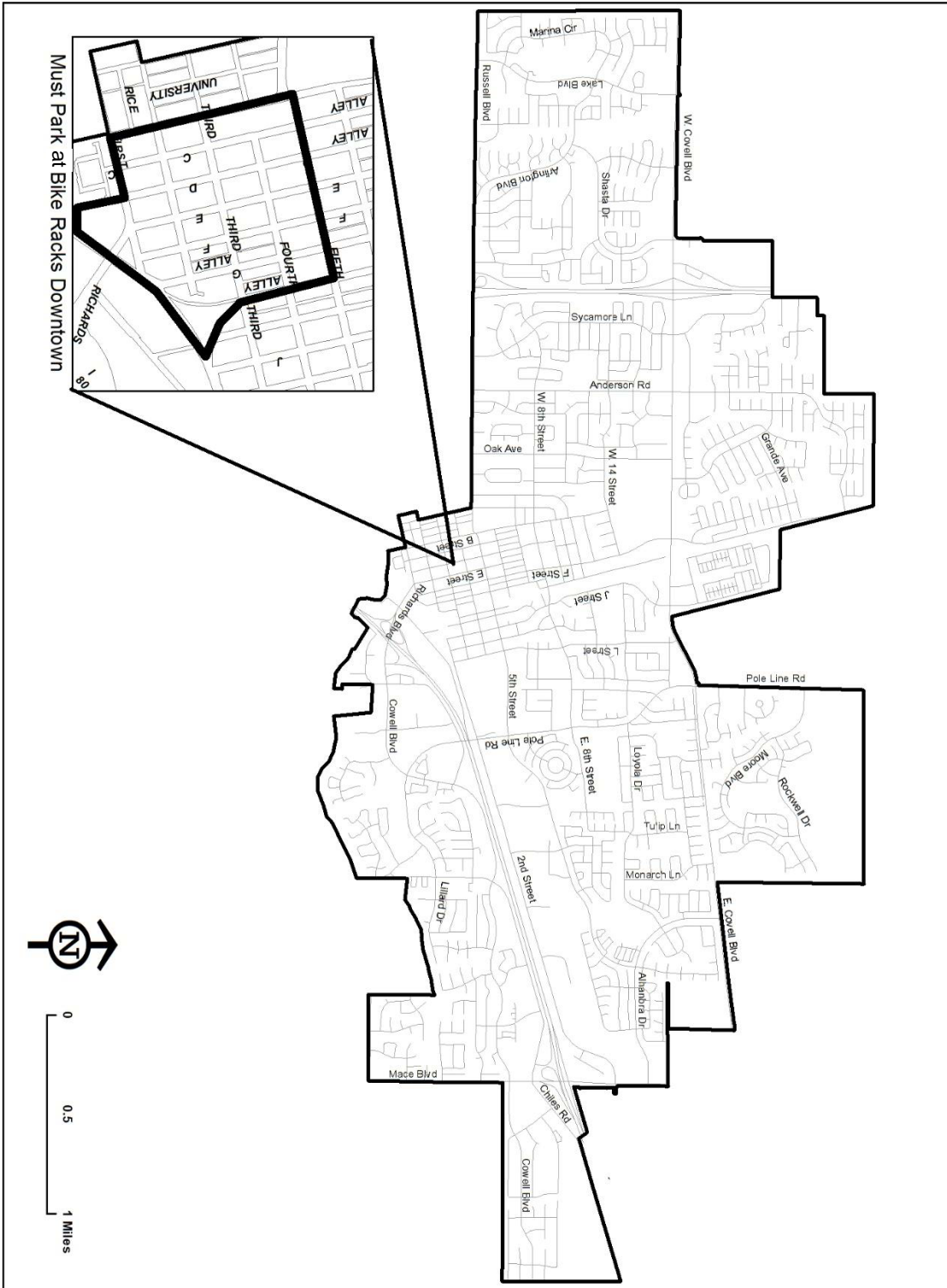
Brett Lee
Mayor

ATTEST:

Zoe S. Mirabile, CMC
City Clerk

ATTACHMENT 1

Bicycle-Share Pilot Program Map



Must Park at Bike Racks Downtown

Bicycle-Share Parking Pilot Options

- Option #1: Park on-street where cars are permitted.

60% Support



~11.5 sq ft
(2 ft x 6 ft)

Bicycle-Share Parking Pilot Options

- Option #2: Park in “drop off” zones (quasi-docked system).

32%
Support



Bicycle-Share Parking Pilot Options

- Option #2: Park in “drop off” zones (quasi-docked system).

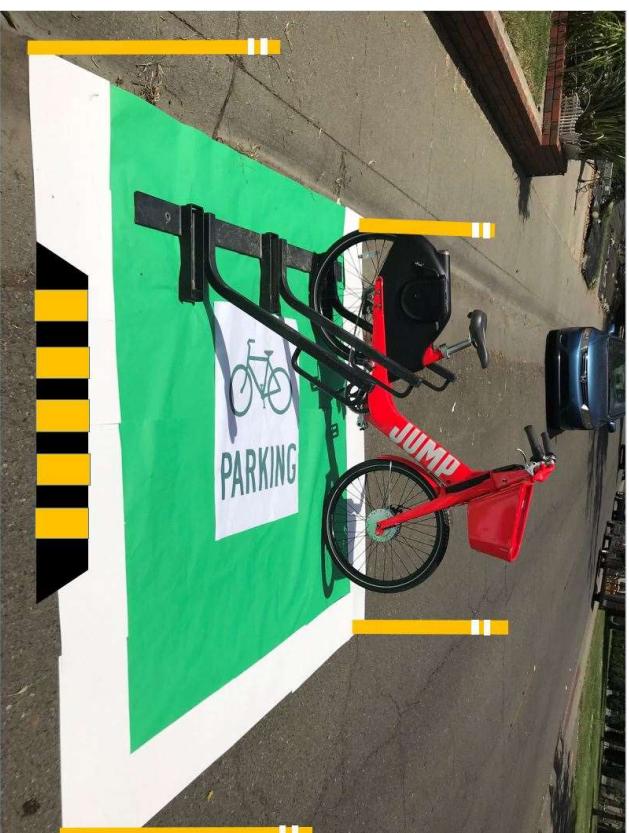
32%
Support



Bicycle-Share Parking Pilot Options

- Option #3: Park in “drop off” zones (quasi-docked system).

37%
Support





MABEL SALON
INTERIM LEAD
DIRECTOR, COMMUNITY RELATIONS AND
LOCAL GOVERNMENT RELATIONS

GOVERNMENT & COMMUNITY RELATIONS
ONE SHIELDS AVENUE
DAVIS, CALIFORNIA 95616-8558
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September 12, 2019

The Honorable Brett Lee, Mayor
City of Davis
23 Russell Boulevard
Davis, CA 95616

RE: Expansion of the JUMP Bike Program

Dear Mayor Lee,

The University of California, Davis supports the proposed expansion of the JUMP Bikes bike share program in the combined City of Davis and UC Davis campus program area. JUMP's presence on the campus has been beneficial to our community. The bicycles are sturdy and well-maintained and thus provide an excellent bike share program for both campus affiliates and visitors. The bike's bright color and built-in lights greatly improve nighttime visibility. The bike's electric pedal assist system reduces the physical effort required for a commute thereby decreasing the hesitation to choose a bicycle over a motor vehicle when it's hot out.

Additionally, by providing a discounted introductory rate, JUMP has helped UC Davis students gain access to their bike share program. Similar access has been granted to those who can prove financial hardship by showing enrollment in WIC, Cal Fresh, SHRA, or local energy assistance programs for an even greater discount.

The initial bike share program has produced unique safety and convenience issues that will need expanded attention as the program expands. Occasionally JUMP allows high speed bikes that are not throttled to the same 15 mph as is required in the Davis/UC Davis service area. Additionally, current users of JUMP Bikes often park the bikes improperly, obstructing pedestrian walkways and ADA access pathways. If approved, the proposed JUMP expansion would more than triple the current program and raises significant concern about potential from these speed and parking issues. Prior to such an expansion, we ask JUMP to adequately work with the City of Davis and UC Davis to address these issues.

UC Davis asserts that JUMP should provide a feature in their smartphone apps that would require individuals to document that their bike is properly parked and enable them to also report other improperly parked JUMP bikes without having to separately email or call JUMP's support team. Such a feature should be accessible to everyone with the JUMP app regardless of their membership status with JUMP. If this matter is not adequately addressed, UC Davis may initiate a more robust bike parking enforcement campaign.

Lastly, UC Davis reaffirms our position with regards to e-scooters. The current bike share program or any expansion thereof does not pertain to e-scooters. We are deeply concerned about the use of scooters on campus as they represent significant safety concerns for the entire community.

In closing, we would like to recognize the work that the City of Davis has done to bring JUMP to the area. The campus looks forward to an ever-brighter bicycle-riding future through its partnership with the City of Davis staff on all bike-related topics.

Sincerely,

A handwritten signature in black ink that reads "Mabel Salon". The signature is written in a cursive, flowing style.

Mabel Salon
Interim Lead, Government and Community Relations
Director, Community Relations and Local Government Relations

cc: Matt Dulcich, Lucas Griffith, Bob Segar, Ramon Zavala

**City of Davis BTSSC
JUMP Research**

Dillon T. Fitch

**Co-Director BicyclingPlus Research Collaborative
Postdoc UC Davis Institute of Transportation Studies**



Overview

- JUMP stats from General Bikeshare Feed Specification (GBFS)
- JUMP use To/From and around UC Davis
 - In the 2018 Campus Travel Survey we asked JUMP specific questions
 - Summary of responses, mention e-bike focused study on commuting
- JUMP project in Greater Sacramento
 - Survey responses
 - Mode switching, travel inducing, etc.

JUMP in Davis

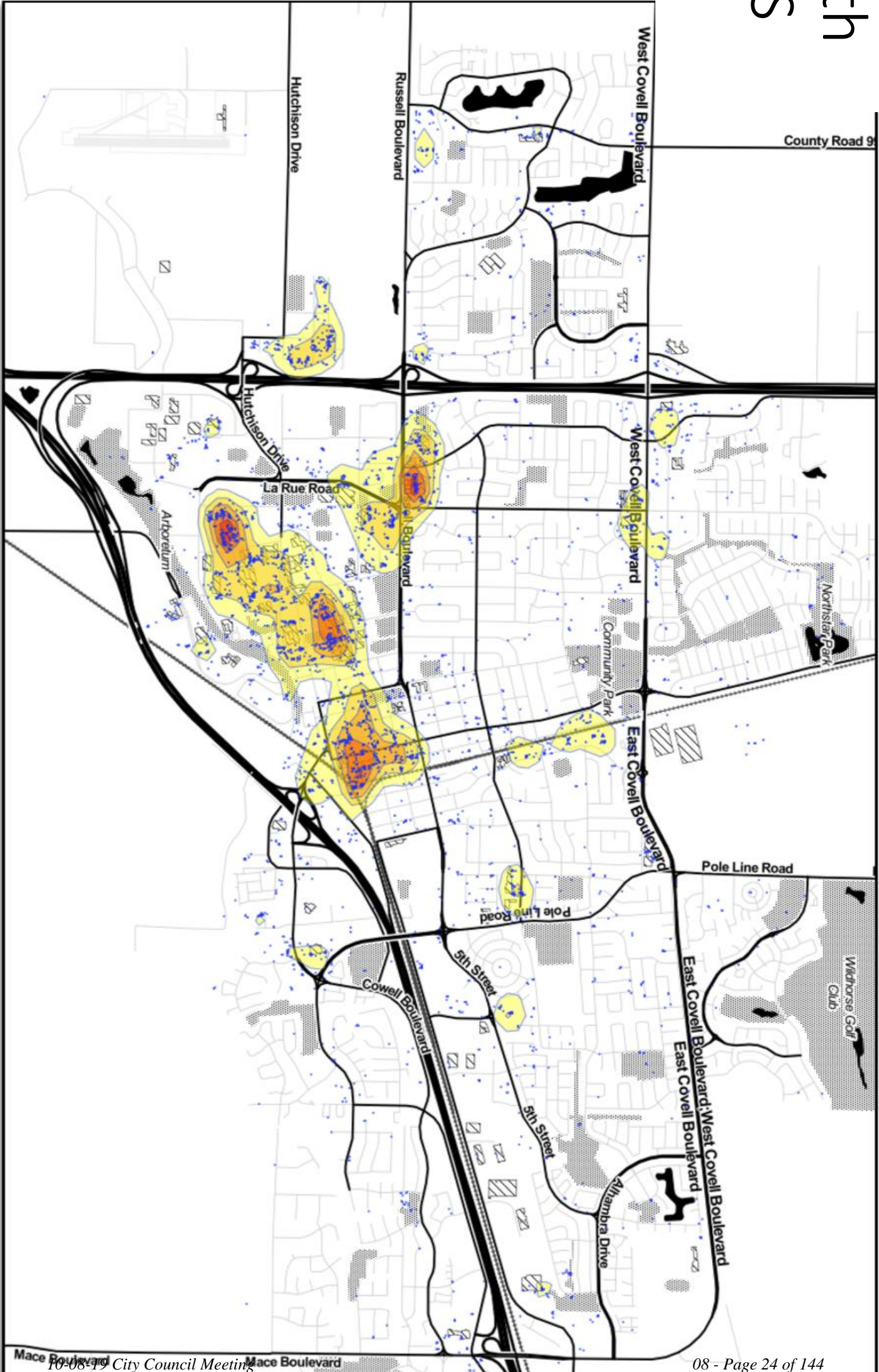
JUMP in Davis

• General Bikeshare feed specification data



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```

1 Month of GBFS data



JUMP in Davis (GBFS 12/14-1/23)

- Number of available bikes
 - Weekdays: mean = 152, range 122-178
 - Weekends: mean = 136, range 98 – 178
- Rides per bike per day
 - Weekdays: mean = 1.9, range 0.6 – 4.8
 - Weekends: mean = 1.1, range 0.5 – 2.6
- Trip Length (estimated from change in SOC)
 - Weekdays: median = 1.2 miles, 25% = 0.8, 75% = 2.4
 - Weekdays: mean = 1.6 miles, 25% = 0.8, 75% = 2.8

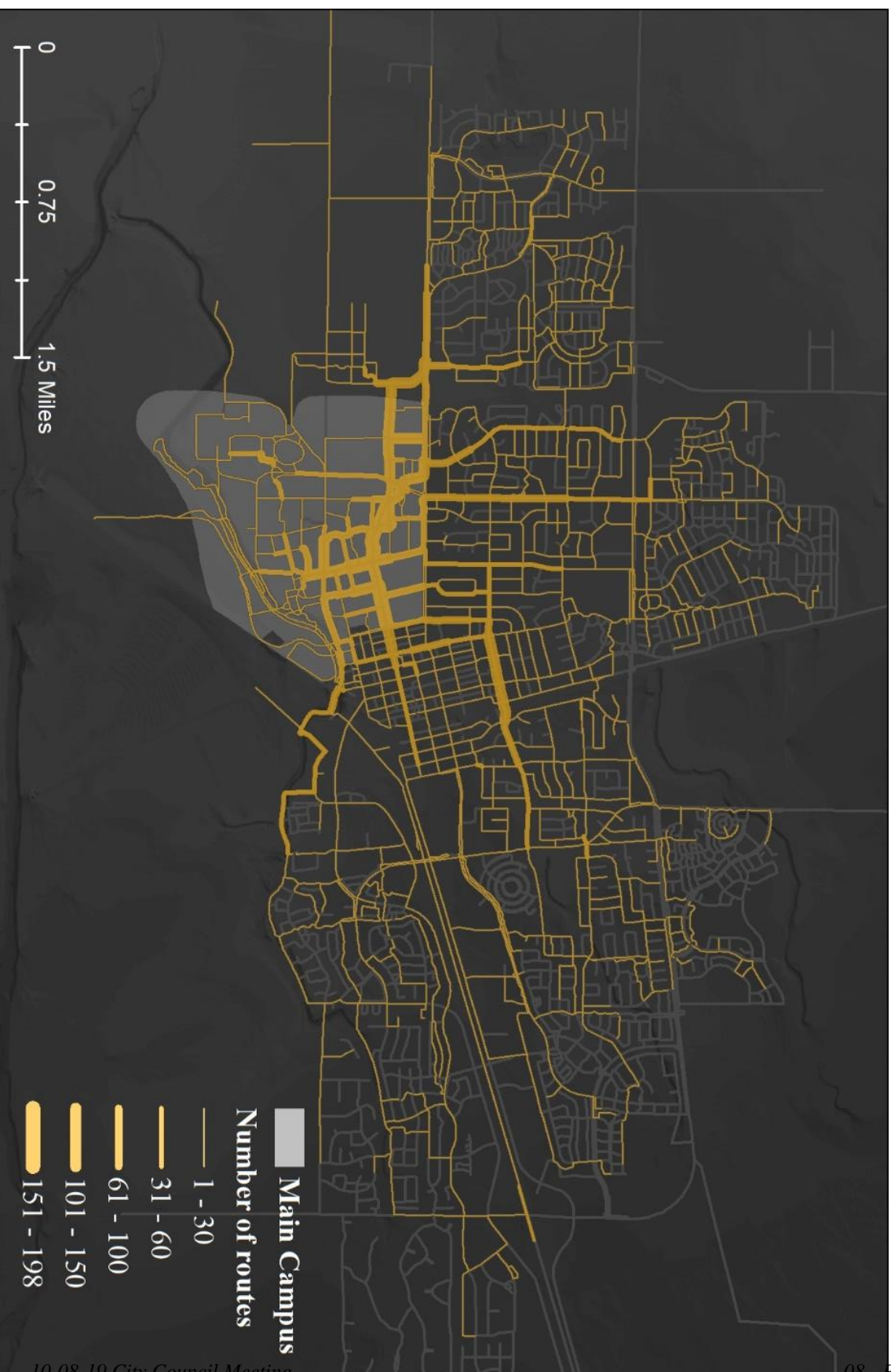
Campus Travel Survey

- Annual web-based survey of travel behavior to campus
- Partnership with TAPS and ITS Davis for over a decade
- Stratified random sample of 3,500 – 4,000 travelers (from a ~20% response rate)
- Sample is weighted by gender and role, and expanded to full population (est. 47,450 in 2017-2018)
- Variables and Outcomes
 - Mode choice, vehicle occupancy, distance traveled, GHG emissions
 - Attitudes and preferences, other research questions

Commuting to UC Davis: Potential for more bicycling

Commute to campus by distance

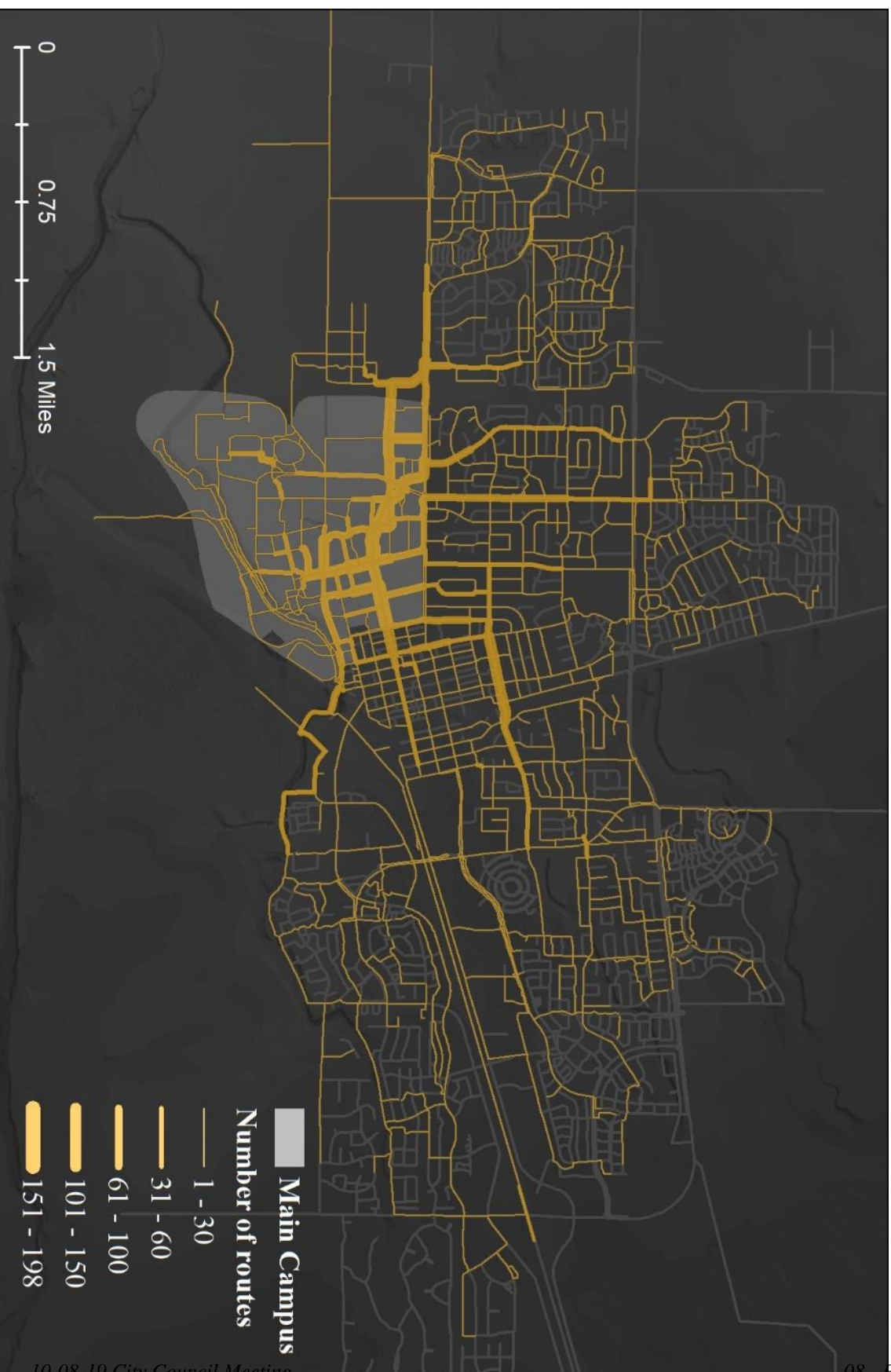
- 25% Live within 1 mile
 - Bike/walk = 90%, car/carpool = 6%
- 75% Live within 3 miles
 - Bike/walk = 62%, car/carpool = 15%
- 82% Live within 5 miles
 - Bike/walk = 60%, car/carpool = 17%



Commuting to UC Davis: Potential for more bicycling

Commute to campus by distance

- 25% Live within 1 mile
 - Bike/walk = 90%, car/carpool = 6%
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 - Bike/walk = 62%, car/carpool = 15%
- 82% Live within 5 miles
 - Bike/walk = 60%, car/carpool = 17%



JUMP Use from 2018 Campus Travel Survey

- Add-on questions to the annual campus travel survey
 - JUMP specific
 - E-bikes, e-kick-scooters, e-skateboards
 - Residential location choice
 - New mobility services
 - Etc.

JUMP as a commute option to UCD?

Bike available

- 54% respondents said a bike that they own is available for their commute

JUMP availability for commuting

- Only 11% say JUMP is available for their commute

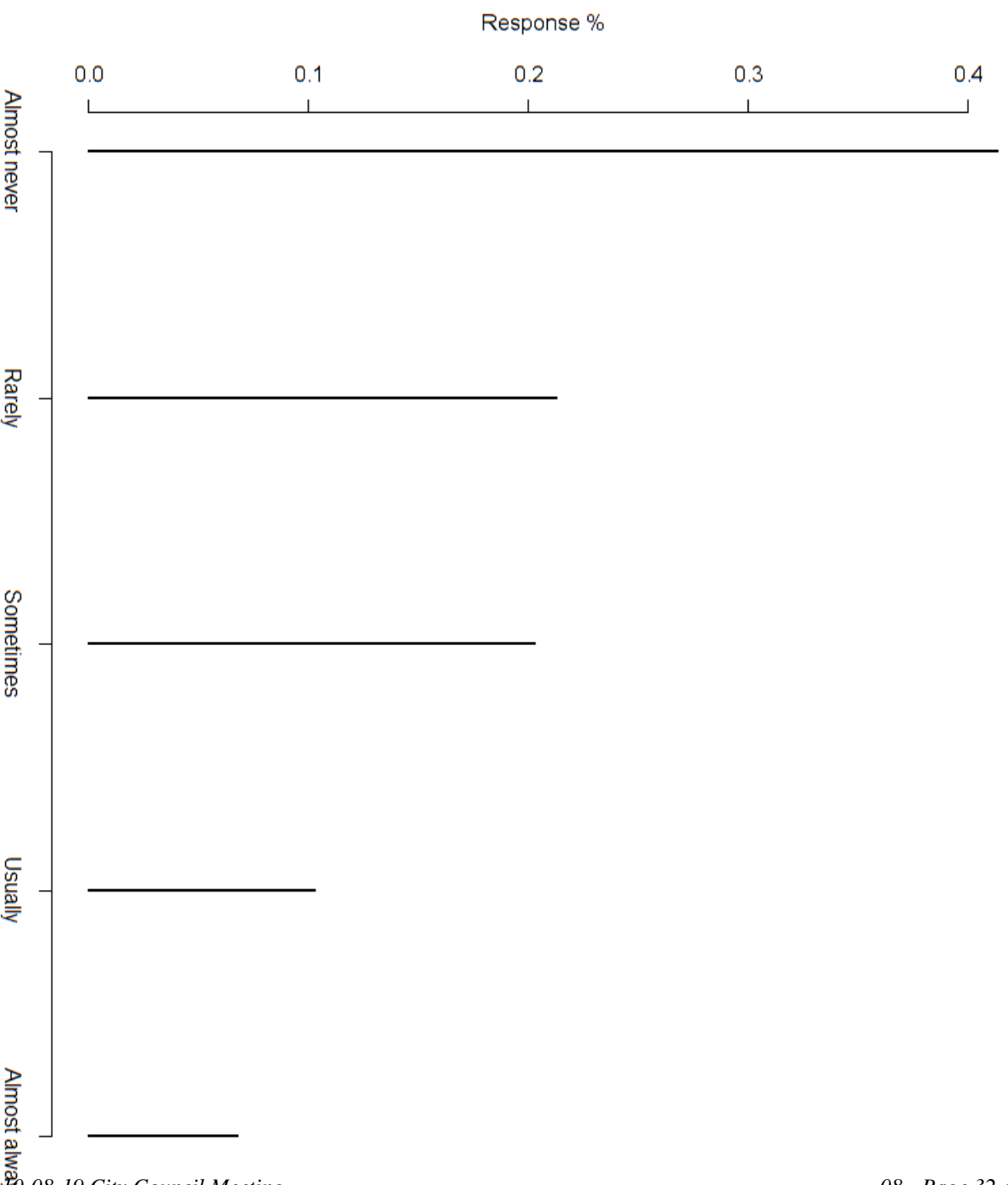
JUMP familiarity

- 56% say they have heard of JUMP bike share but never used
- 36% say they have never heard of JUMP bike share
- Only 6% have used JUMP

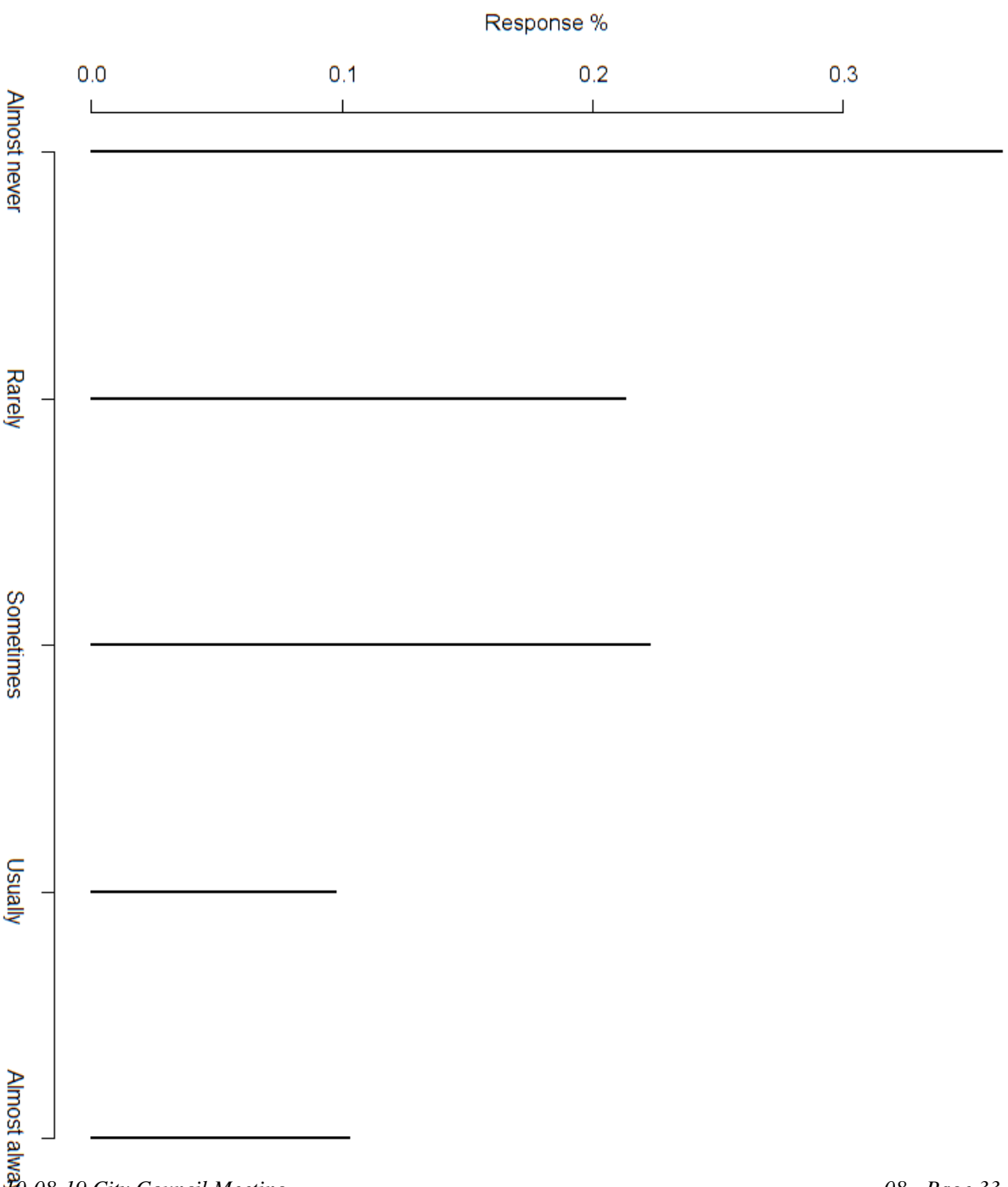
Current JUMP users from 2018 CTS

- Sample of around 400 for prospective questions
- Sample of around 200 for current user questions

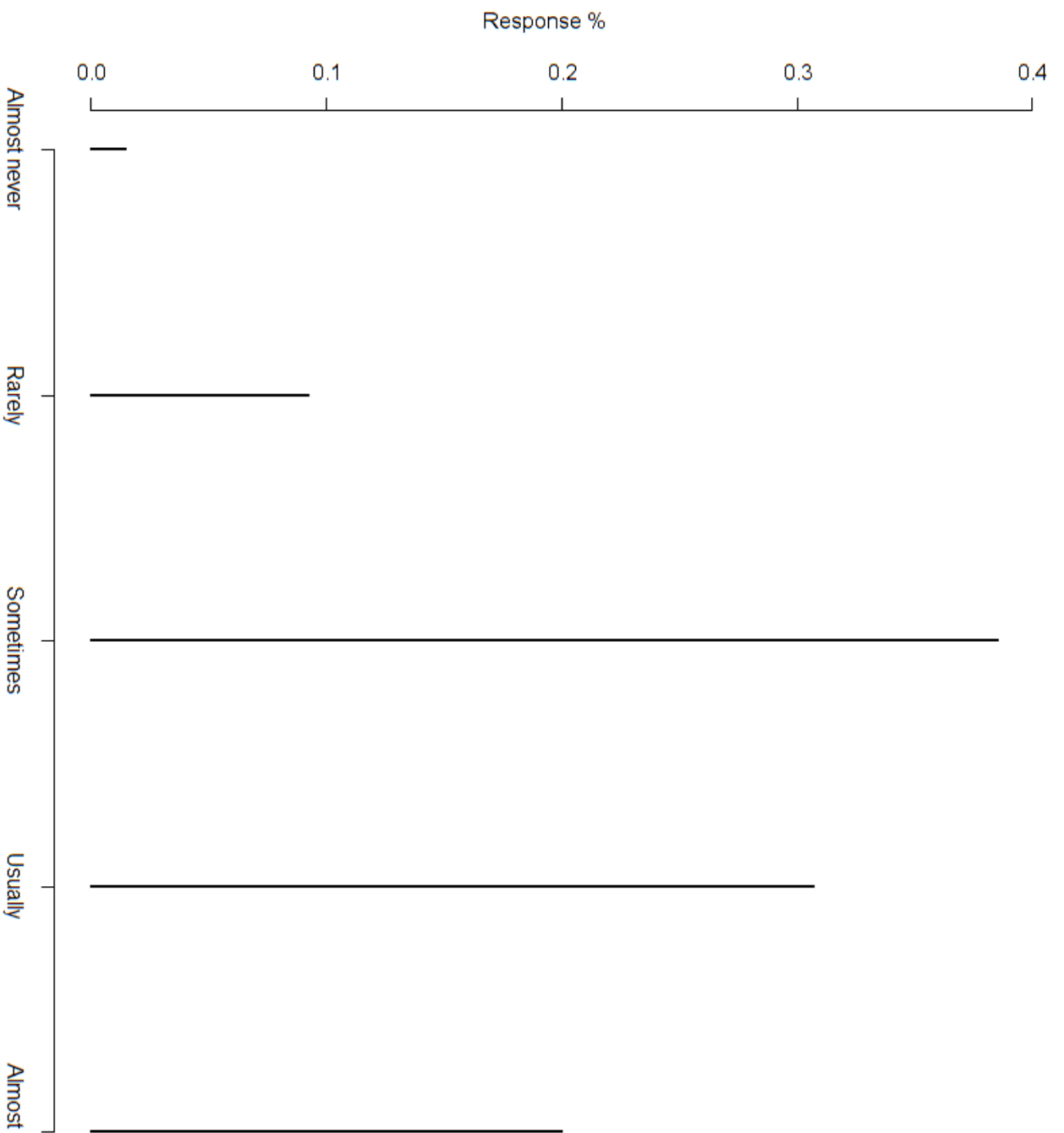
If a JUMP bike was regularly available and adequately charged when you needed one, how often would you use JUMP for any part of your trip to campus?



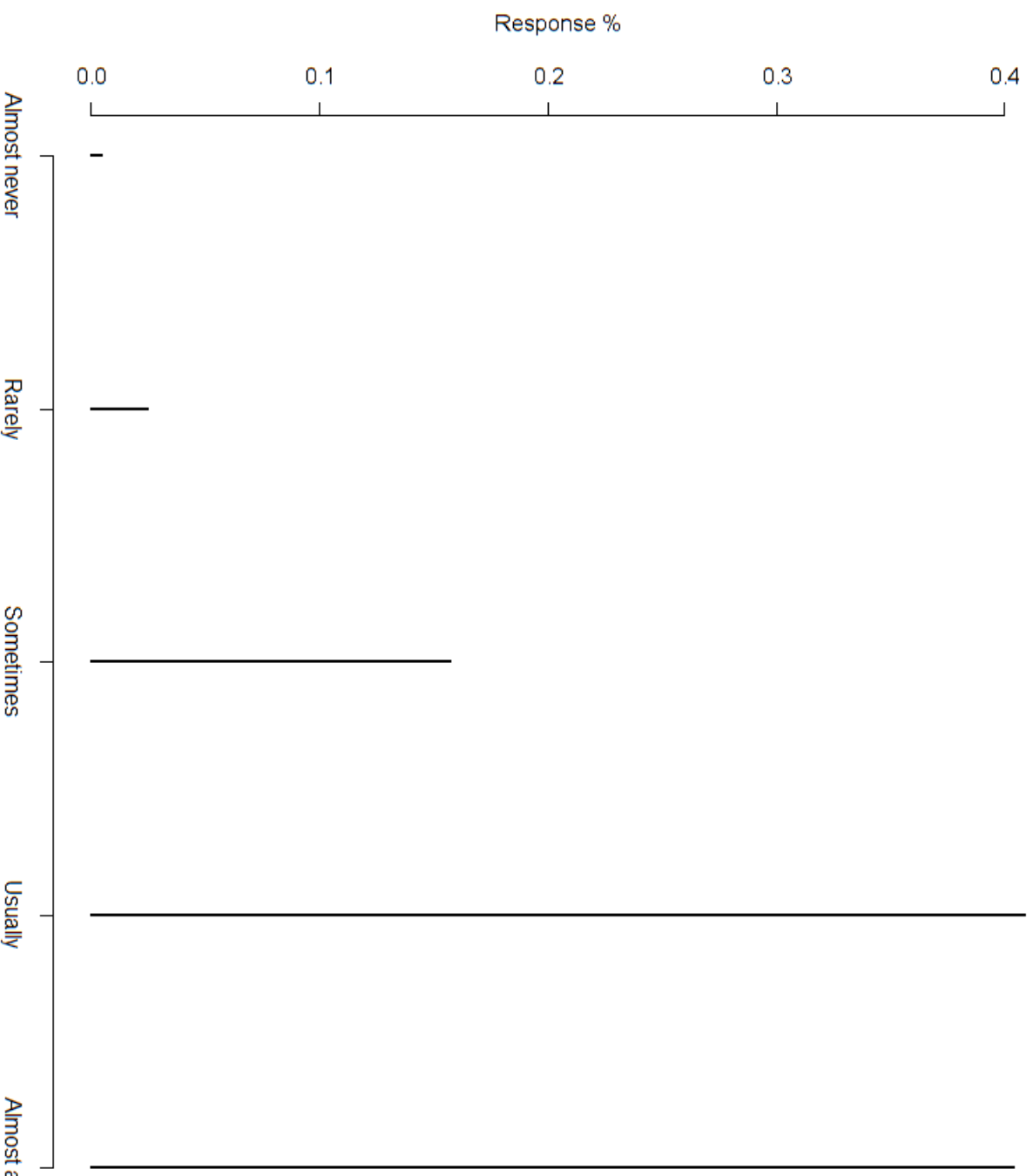
If a JUMP bike was regularly available and adequately charged when you needed one, how often would you use JUMP to get around campus?



How available are JUMP bikes when you want one?



When a JUMP bike is available, how often is the bike adequately charged for your intended use?



E-bike Familiarity and Consideration for Commuting

Do you know what an electric assist bicycle is? They are also known as "e-bikes"

Have you ever thought about riding an e-bike to campus?

| | Before JUMP | |
|---|-------------|----------|
| | Familiar | Consider |
| Faculty/Staff | 59% | 16% |
| Student | 25% | 3% |
| Male | 46% | 14% |
| Female | 39% | 7% |
| >50% income on rent | 26% | 5% |
| 21-50% income on rent | 43% | 10% |
| <20% income on rent | 61% | 16% |
| HH has NO children | 37% | 7% |
| HH has children | 60% | 18% |
| Less than very confident bicyclist | 31% | 4% |
| Very confident bicyclist | 48% | 13% |
| NOT comfortable bicycling on a four lane road without a bike lane | 39% | 8% |
| Comfortable bicycling on a four lane road without a bike lane | 46% | 14% |
| NEVER ridden an e-bike before | 37% | 6% |
| Ridden an e-bike before | 100% | 56% |

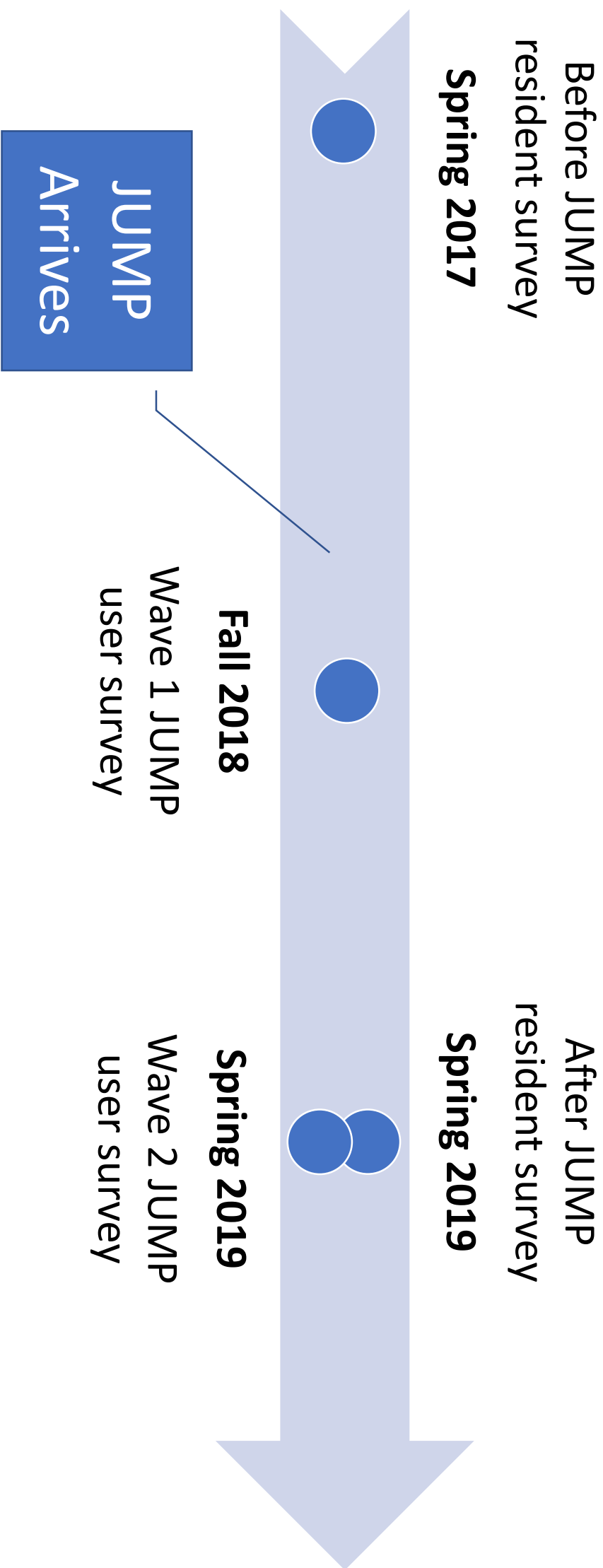
E-bike Familiarity and Consideration for Commuting

| | Before JUMP | | After JUMP | |
|---|-------------|----------|------------|----------|
| | Familiar | Consider | Familiar | Consider |
| Faculty/Staff | 59% | 16% | 75% | 17% |
| Student | 25% | 3% | 50% | 12% |
| Male | 46% | 14% | 61% | 17% |
| Female | 39% | 7% | 58% | 12% |
| >50% income on rent | 26% | 5% | 53% | 13% |
| 21-50% income on rent | 43% | 10% | 61% | 12% |
| <20% income on rent | 61% | 16% | 65% | 17% |
| HH has NO children | 37% | 7% | 55% | 13% |
| HH has children | 60% | 18% | 76% | 17% |
| Less than very confident bicyclist | 31% | 4% | 49% | 11% |
| Very confident bicyclist | 48% | 13% | 67% | 16% |
| NOT comfortable bicycling on a four lane road without a bike lane | 39% | 8% | 58% | 13% |
| Comfortable bicycling on a four lane road without a bike lane | 46% | 14% | 62% | 17% |
| NEVER ridden an e-bike before | 37% | 6% | 61% | 5% |
| Ridden an e-bike before | 100% | 56% | 100% | 38% |

Sacramento Area Resident and JUMP User Survey

- Wave 1 of planned 2-wave panel
- Very Preliminary Results

JUMP Project Timeline



Resident Survey

- Oversampled Davis for measuring shopping among other things
- Attempt to get an accurate mode share with a simple survey
- Davis sample size: 978
- Going to finally get a mode share estimate for Davis!
 - Use this survey and SACCOG's 2018 Rmove data for Davis residents
 - Coming soon!

Recruitment

- JUMP solicit survey responses not an option at the time
- JUMP ran facebook ads
 - 1803 people reached (80 organic | 1723 paid)
 - 105 survey clicks
 - 8 post likes
 - 7 comments
 - 1 share
- In the street with 3,000 fliers! (Team of 10)
 - Handed out to riders (lots of chasing fast JUMP riders)
 - Taped fliers to bike seats
 - QR code for smartphone (got lots of negative comments about how poorly our survey was designed for smartphone use) (30% used QR code...so maybe 120 clicks)
 - Bit.ly link for url (418 clicks)
- \$5 Amazon gift card incentive to complete survey
- Chance to win \$100 Amazon gift card
- ~ 15-18% response rate

Survey Results

- N = 434
- N (completed survey) = 261
- N (added to panel) = 242
- Only 58 (36 complete) in Davis
- HH income
 - <50K 12%
 - 50-100K 26%
 - 100-200K 48%
 - >200K 14%
- Personal income
 - <25K 21%
 - 25-50K 20%
 - 50-100K 46%
 - >100K 13%
- 40% of responses were from women
- 44% BA, 32% Grad degree
- 59% White, 16% Asian, 11% Hispanic
- 55% Sac, 19% West Sac, 13% Davis residents
- 16% Full-time student, 8% Part-time student
- 81% very confident riding a bike

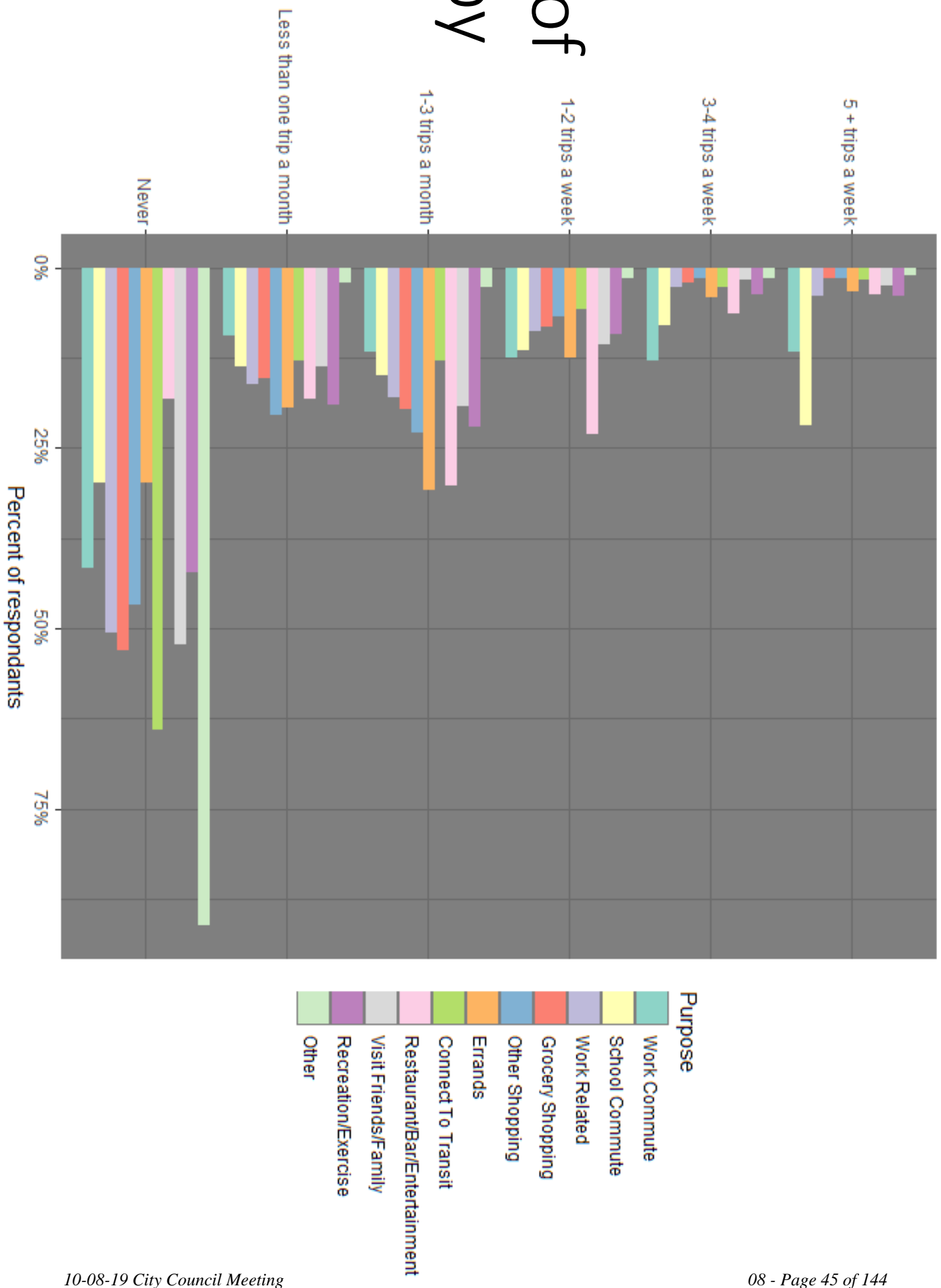
JUMP user Wave 1

- General employment and travel (home/school/work locations)
- JUMP use and behavior change (self report)
- JUMP use (looking at JUMP account)
 - Freq in last 28 days, details of last 3 trips (trip dist/duration, time of day, OD)
- JUMP knowledge
- Attitudes toward bicycling in general and JUMP
- Socio-demographics

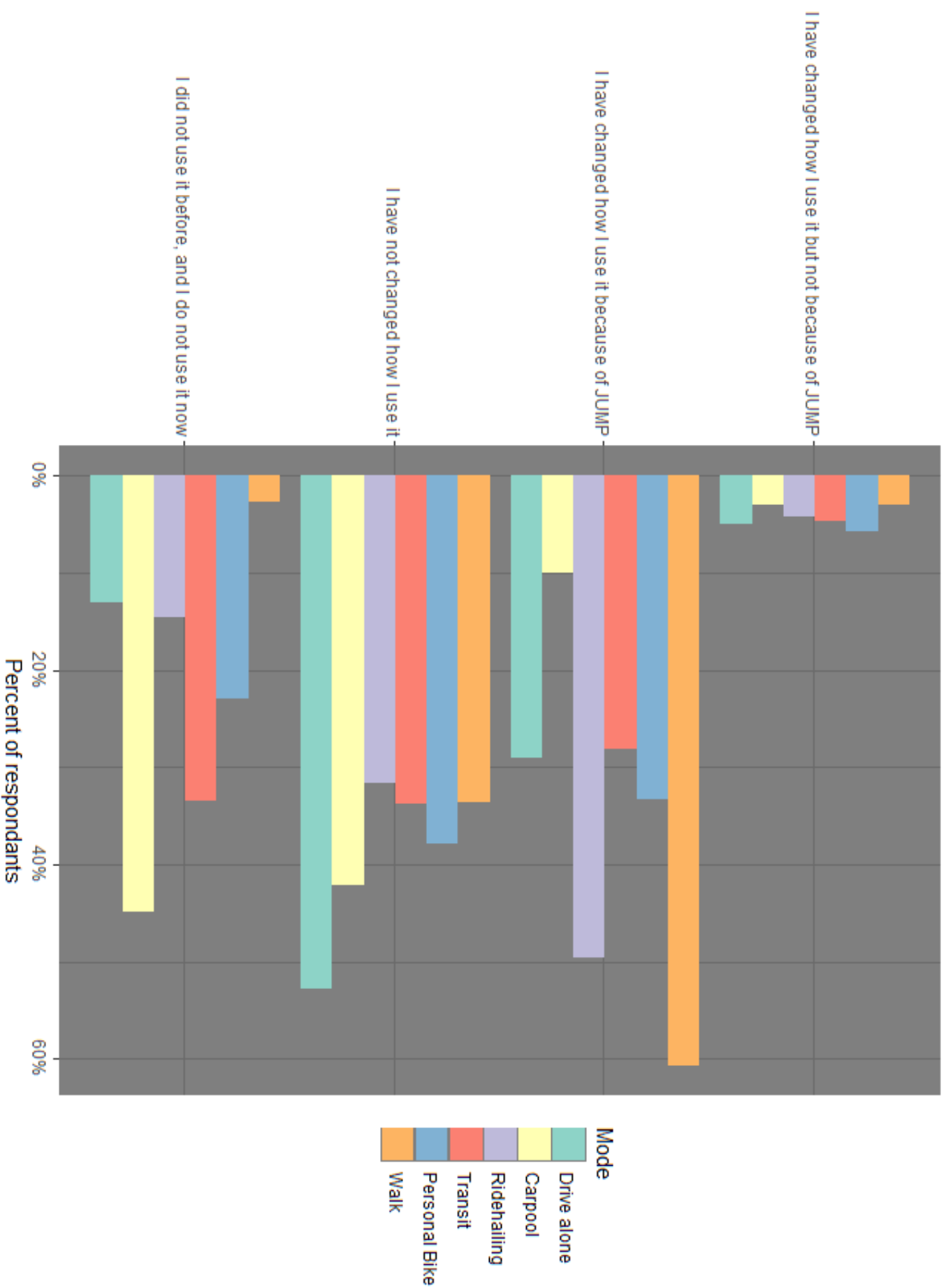
User perceptions

- General retrospective questions about how people use JUMP

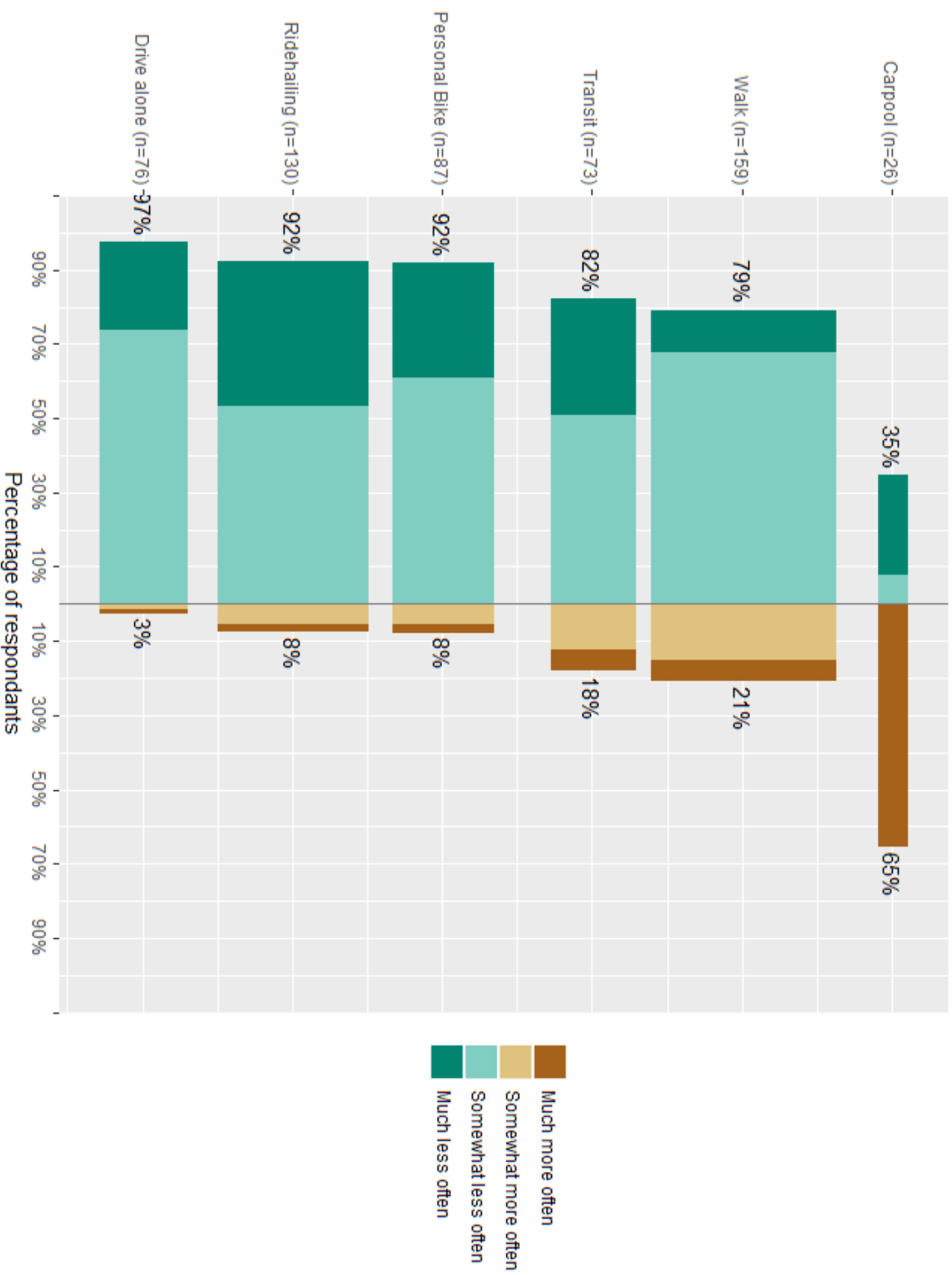
Frequency of JUMP use by purpose



Mode Switching



Mode Switching

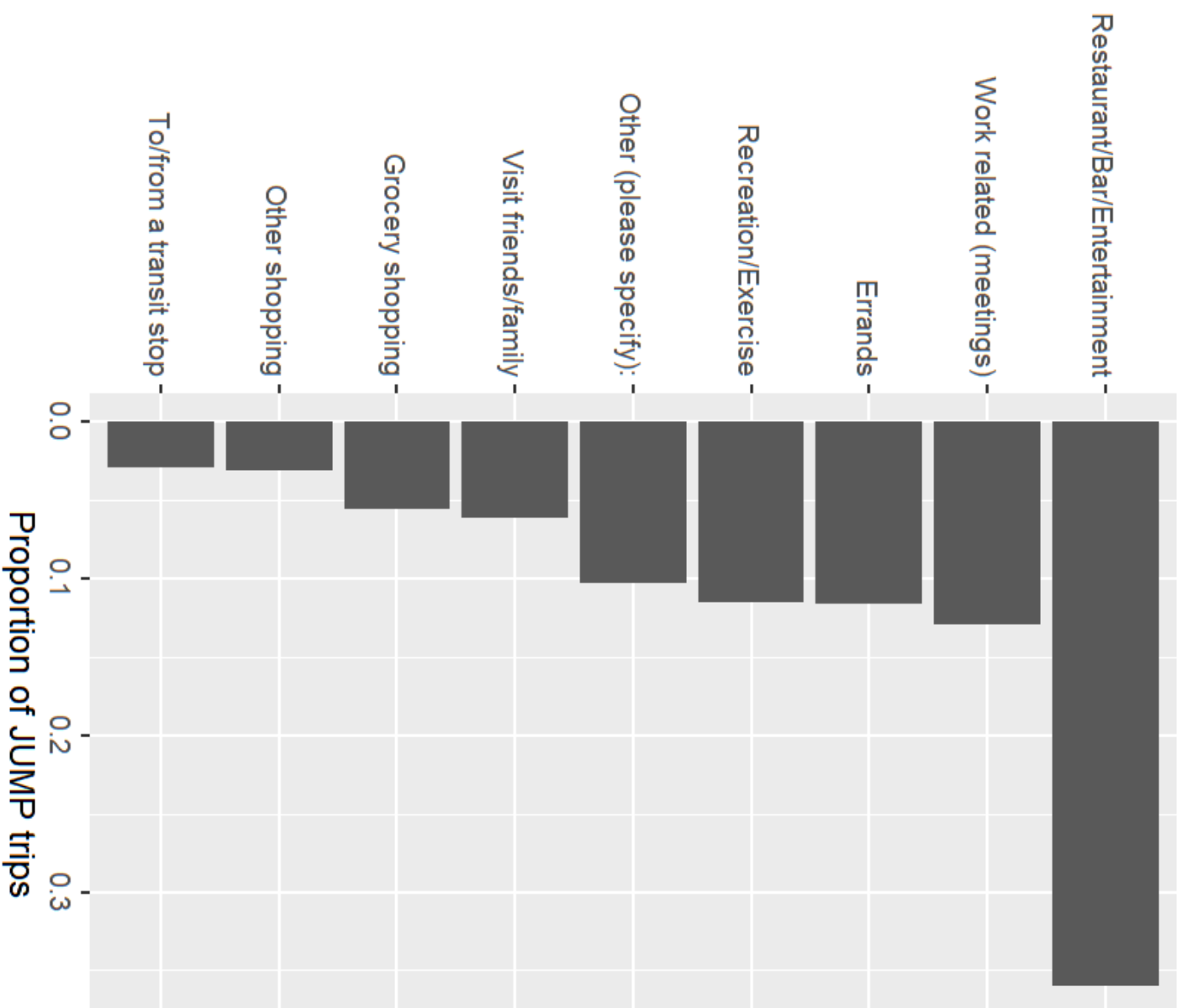


Pseudo Observed Data

- Based on participant reviewing their past 3 trips on their smartphone on web browser
- Still retrospective, but trip specific (much better recall than general retrospective questions)

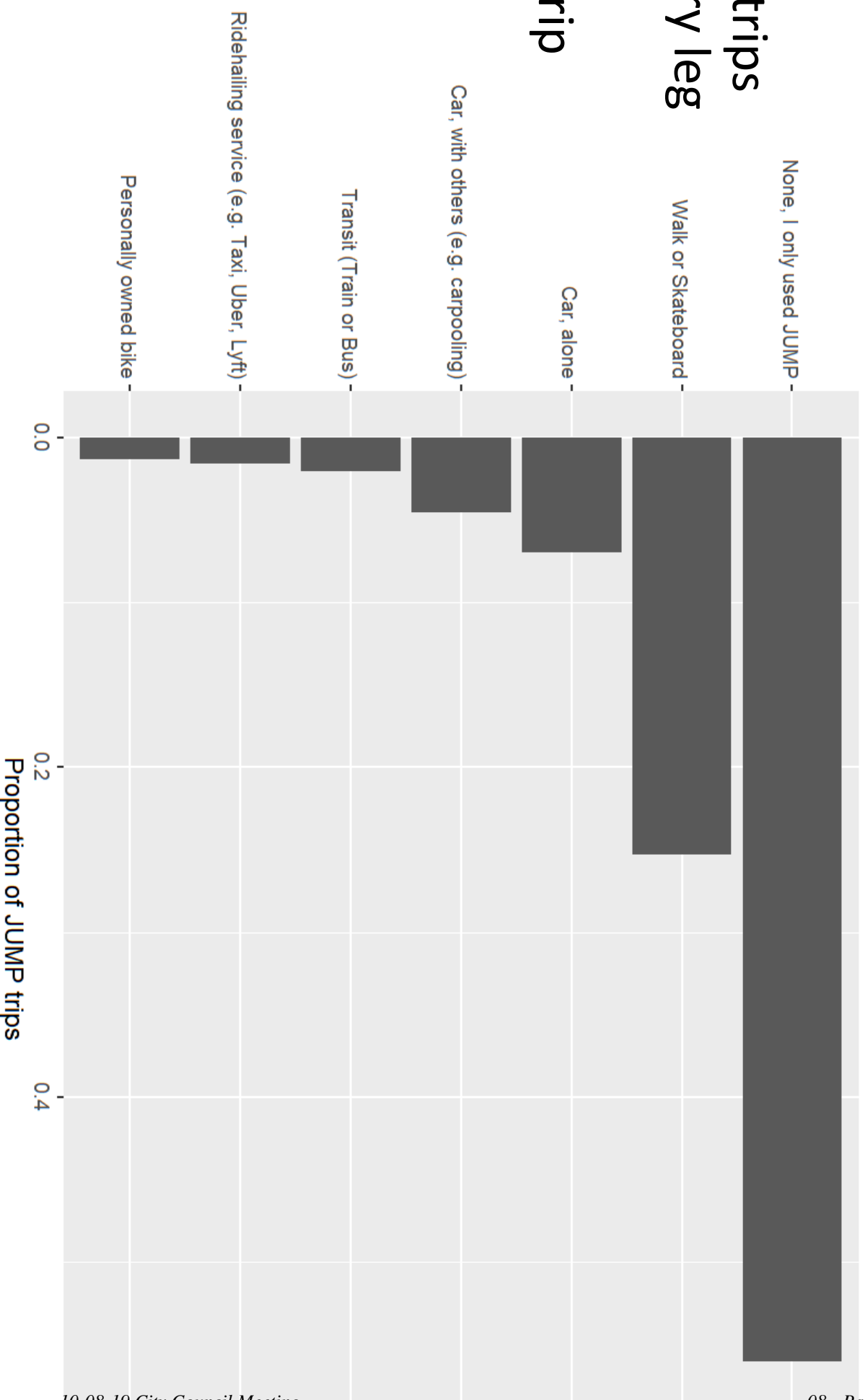
Pseudo Observed data

- Trip Purpose

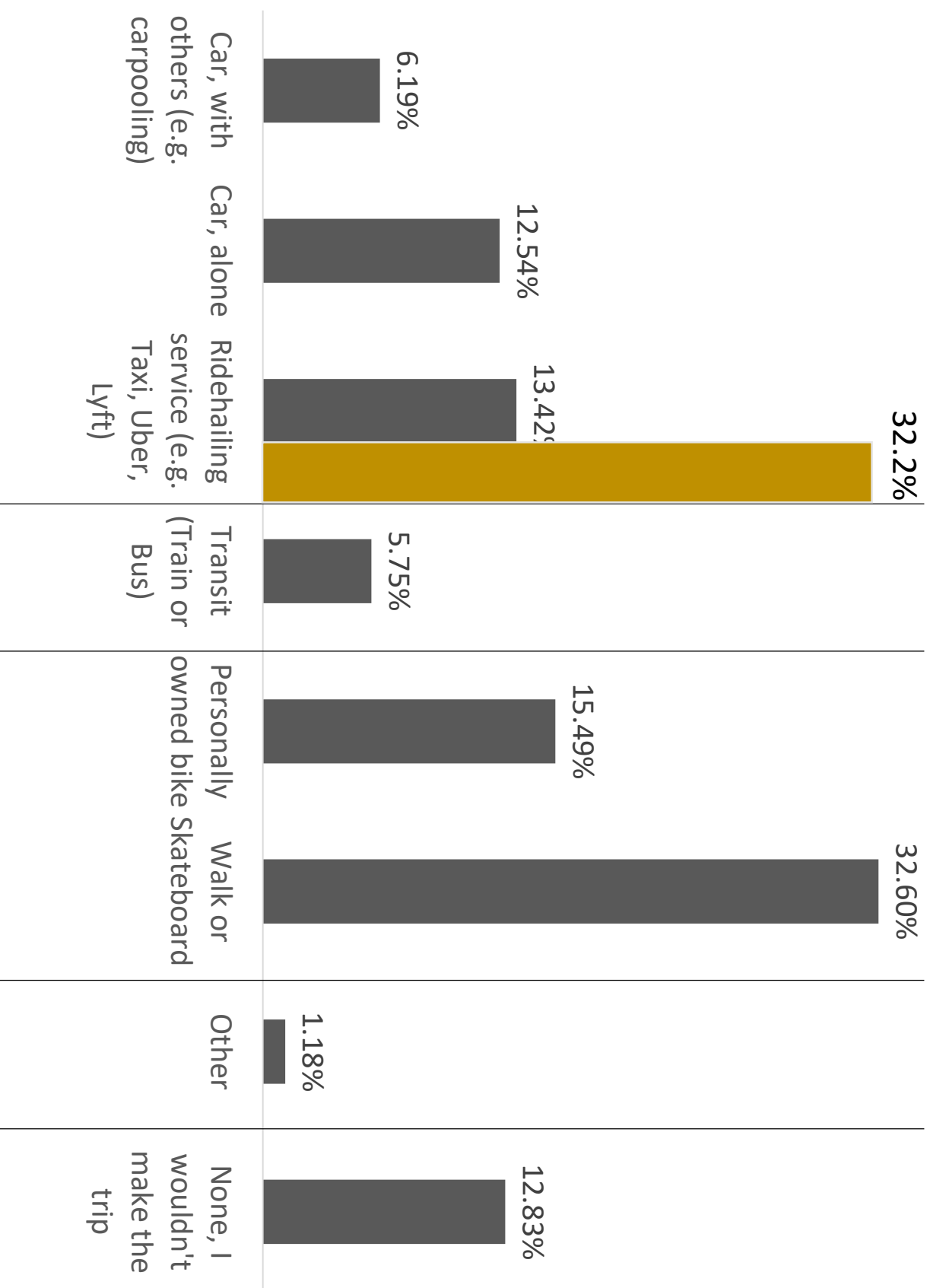


Pseudo Observed data

- 89% of JUMP trips are the primary leg of the trip
- Multi-modal trip making



Mode Switching (pseudo observed)



What's next?

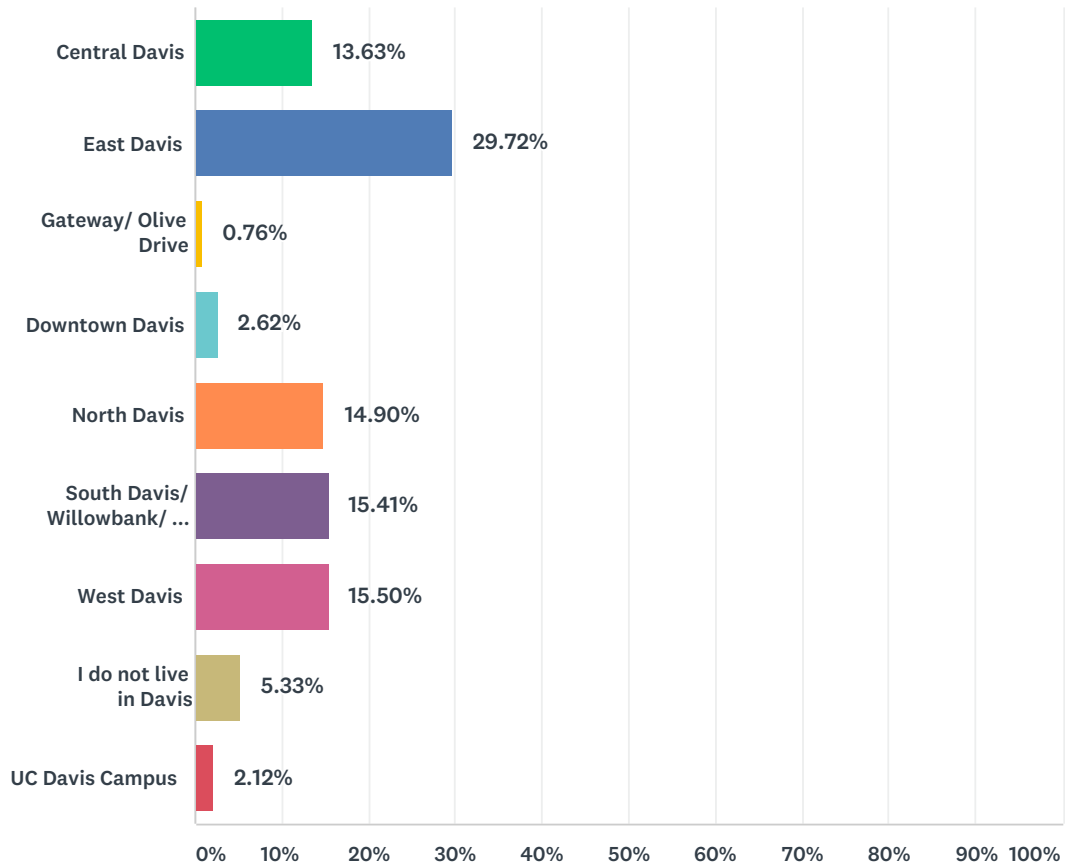
- In Davis, continue to study JUMP use over time in the Campus Travel Survey each year
- Wave 2 Sacramento Area JUMP and Resident surveys

Thanks!



Q1 Where do you live?

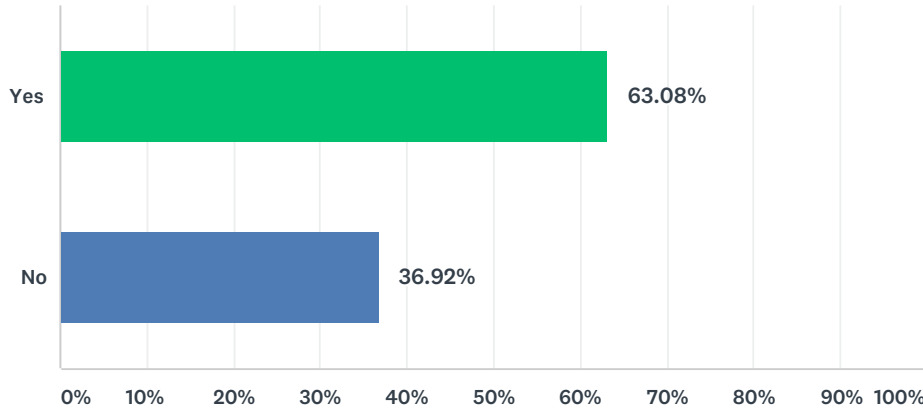
Answered: 1,181 Skipped: 0



| ANSWER CHOICES | RESPONSES | |
|------------------------------------|-----------|--------------|
| Central Davis | 13.63% | 161 |
| East Davis | 29.72% | 351 |
| Gateway/ Olive Drive | 0.76% | 9 |
| Downtown Davis | 2.62% | 31 |
| North Davis | 14.90% | 176 |
| South Davis/ Willowbank/ El Macero | 15.41% | 182 |
| West Davis | 15.50% | 183 |
| I do not live in Davis | 5.33% | 63 |
| UC Davis Campus | 2.12% | 25 |
| TOTAL | | 1,181 |

Q2 Do you work in Davis?

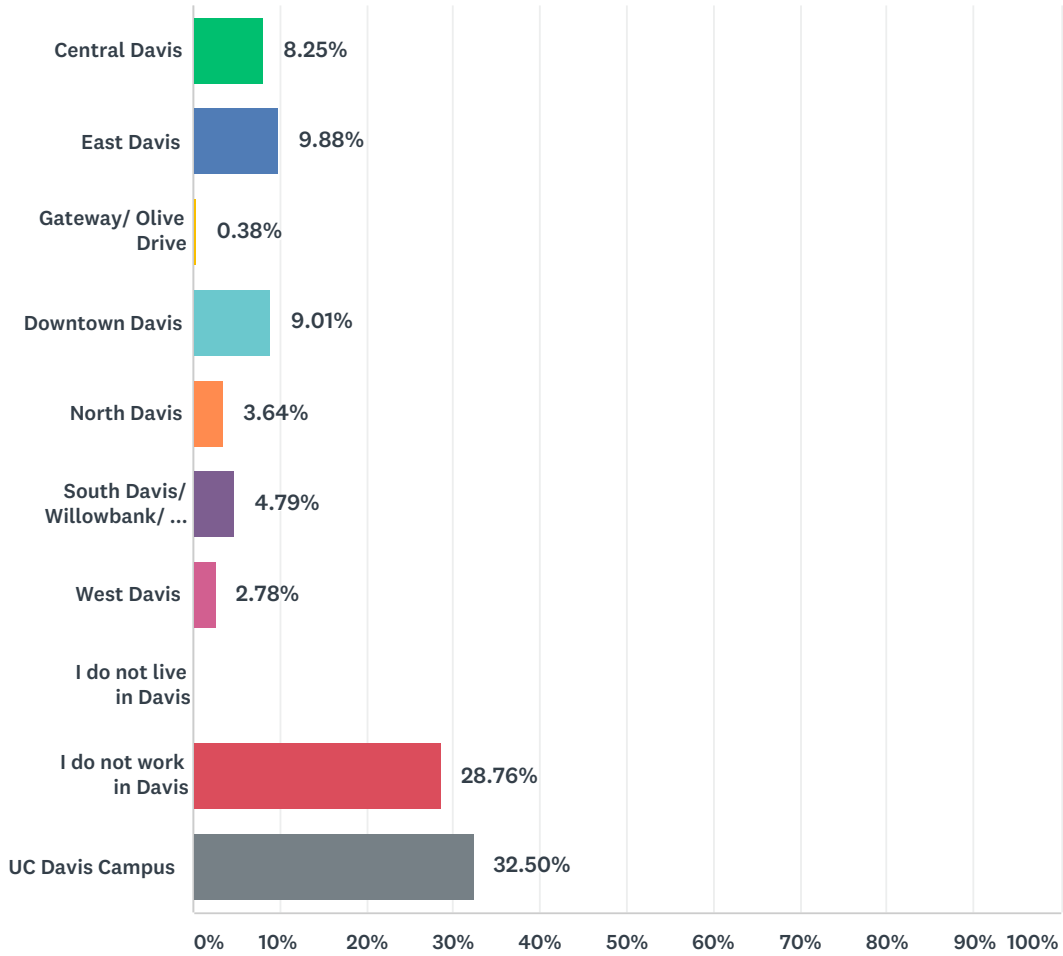
Answered: 1,181 Skipped: 0



| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|-------|
| Yes | 63.08% | 745 |
| No | 36.92% | 436 |
| TOTAL | | 1,181 |

Q3 In what area of town do you work?

Answered: 1,043 Skipped: 138

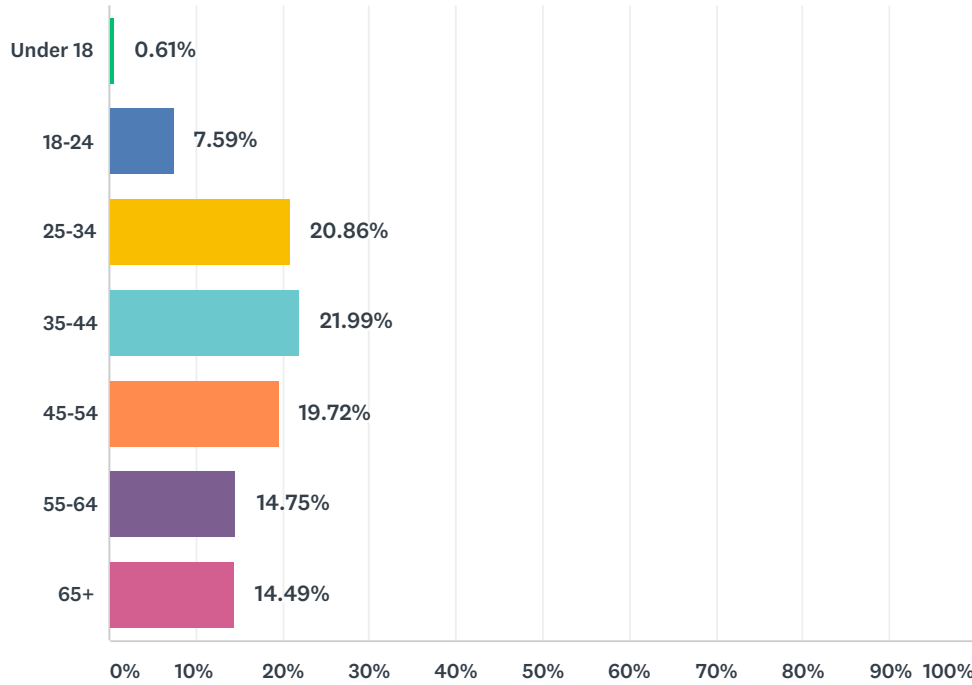


| ANSWER CHOICES | RESPONSES | |
|------------------------------------|-----------|--------------|
| Central Davis | 8.25% | 86 |
| East Davis | 9.88% | 103 |
| Gateway/ Olive Drive | 0.38% | 4 |
| Downtown Davis | 9.01% | 94 |
| North Davis | 3.64% | 38 |
| South Davis/ Willowbank/ El Macero | 4.79% | 50 |
| West Davis | 2.78% | 29 |
| I do not live in Davis | 0.00% | 0 |
| I do not work in Davis | 28.76% | 300 |
| UC Davis Campus | 32.50% | 339 |
| TOTAL | | 1,043 |

JUMP Bike Survey

Q4 Age

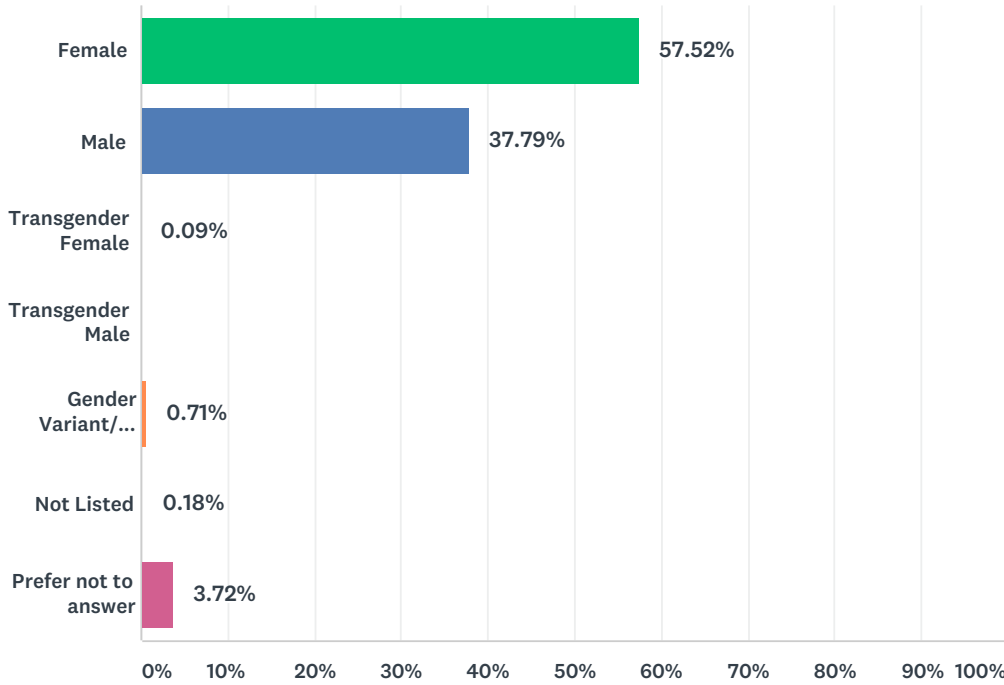
Answered: 1,146 Skipped: 35



| ANSWER CHOICES | RESPONSES |
|----------------|--------------|
| Under 18 | 0.61% 7 |
| 18-24 | 7.59% 87 |
| 25-34 | 20.86% 239 |
| 35-44 | 21.99% 252 |
| 45-54 | 19.72% 226 |
| 55-64 | 14.75% 169 |
| 65+ | 14.49% 166 |
| TOTAL | 1,146 |

Q5 To which gender identity do you most identify?

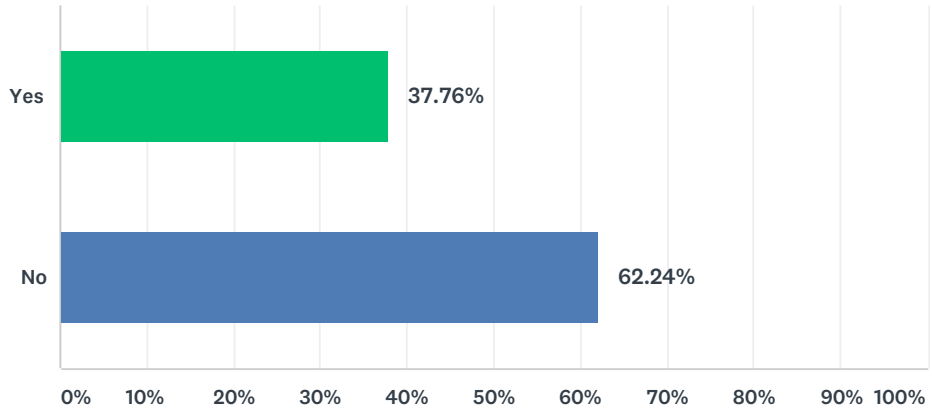
Answered: 1,130 Skipped: 51



| ANSWER CHOICES | RESPONSES | |
|--------------------------------|-----------|--------------|
| Female | 57.52% | 650 |
| Male | 37.79% | 427 |
| Transgender Female | 0.09% | 1 |
| Transgender Male | 0.00% | 0 |
| Gender Variant/ Non-Conforming | 0.71% | 8 |
| Not Listed | 0.18% | 2 |
| Prefer not to answer | 3.72% | 42 |
| TOTAL | | 1,130 |

Q6 Have you ridden a JUMP Bike?

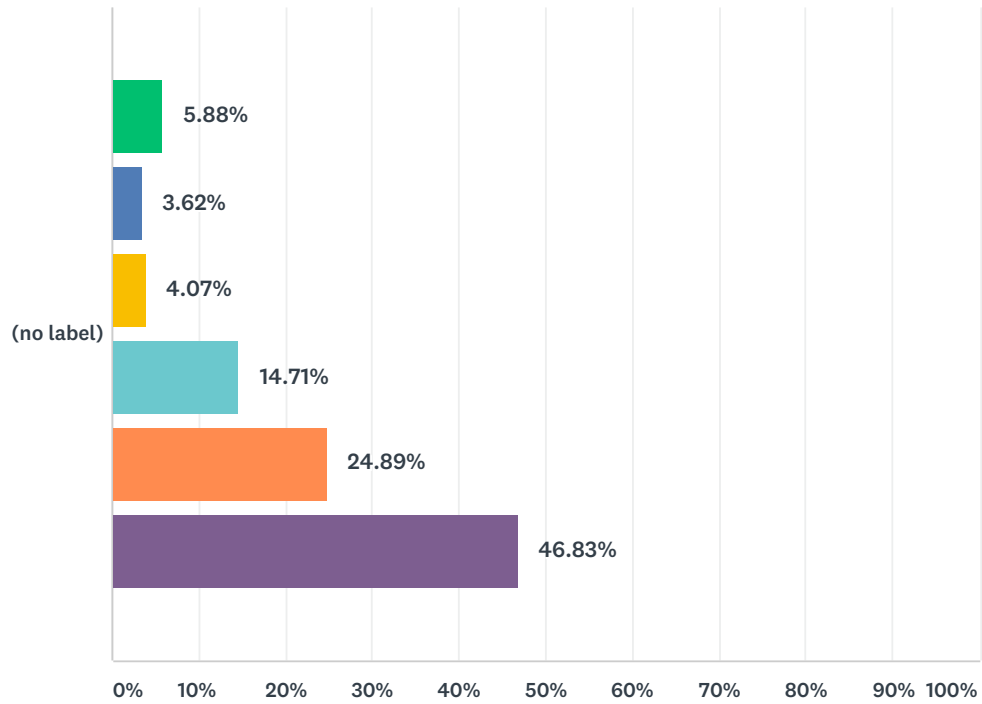
Answered: 1,181 Skipped: 0



| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|-------|
| Yes | 37.76% | 446 |
| No | 62.24% | 735 |
| TOTAL | | 1,181 |

Q7 I like riding JUMP Bikes in Davis

Answered: 442 Skipped: 739

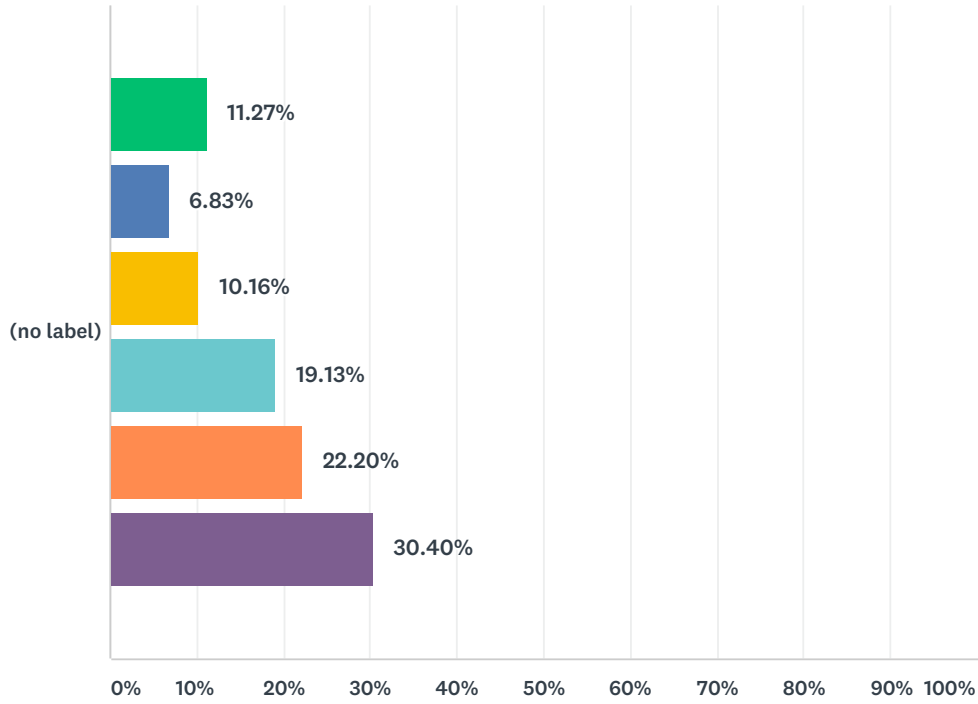


■ Strongly Disagree
 ■ Disagree
 ■ Somewhat Disagree
■ Somewhat Agree
 ■ Agree
 ■ Strongly Agree

| | STRONGLY DISAGREE | DISAGREE | SOMEWHAT DISAGREE | SOMEWHAT AGREE | AGREE | STRONGLY AGREE | TOTAL | WEIGHTED AVERAGE |
|------------|-------------------|----------|-------------------|----------------|--------|----------------|-------|------------------|
| (no label) | 5.88% | 3.62% | 4.07% | 14.71% | 24.89% | 46.83% | 442 | 4.90 |
| | 26 | 16 | 18 | 65 | 110 | 207 | | |

Q8 I like having JUMP bikes in Davis

Answered: 1,171 Skipped: 10

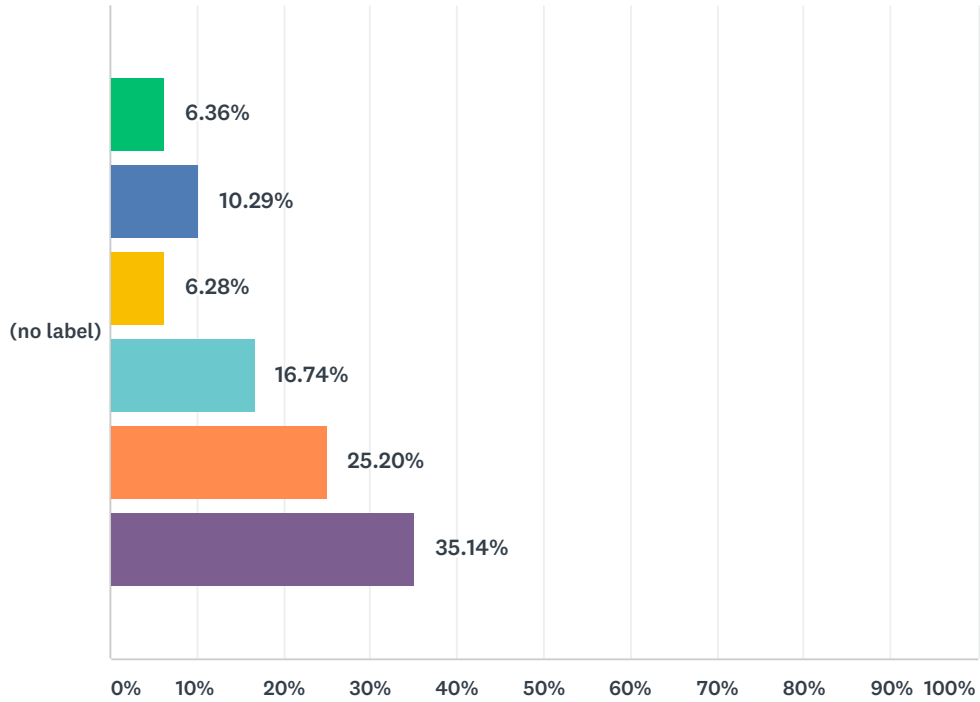


■ Strongly Disagree
 ■ Disagree
 ■ Somewhat Disagree
■ Somewhat Agree
 ■ Agree
 ■ Strongly Agree

| | STRONGLY DISAGREE | DISAGREE | SOMEWHAT DISAGREE | SOMEWHAT AGREE | AGREE | STRONGLY AGREE | TOTAL | WEIGHTED AVERAGE |
|------------|-------------------|-------------|-------------------|----------------|---------------|----------------|-------|------------------|
| (no label) | 11.27% 132 | 6.83% 80 | 10.16% 119 | 19.13% 224 | 22.20% 260 | 30.40% 356 | 1,171 | 4.25 |

Q9 I have general concerns about JUMP bike parking.

Answered: 1,147 Skipped: 34

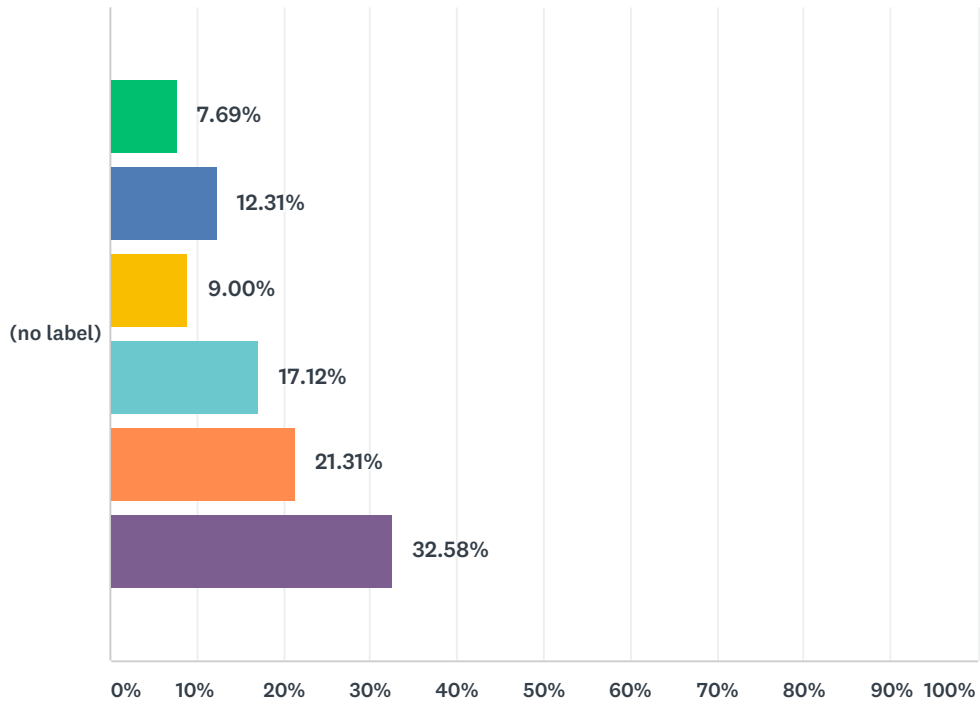


■ Strongly Disagree
 ■ Disagree
 ■ Somewhat Disagree
■ Somewhat Agree
 ■ Agree
 ■ Strongly Agree

| | STRONGLY DISAGREE | DISAGREE | SOMEWHAT DISAGREE | SOMEWHAT AGREE | AGREE | STRONGLY AGREE | TOTAL | WEIGHTED AVERAGE |
|------------|-------------------|----------|-------------------|----------------|--------|----------------|-------|------------------|
| (no label) | 6.36% | 10.29% | 6.28% | 16.74% | 25.20% | 35.14% | 1,147 | 4.50 |
| | 73 | 118 | 72 | 192 | 289 | 403 | | |

Q10 JUMP bike parking is a problem in residential neighborhoods.

Answered: 1,145 Skipped: 36

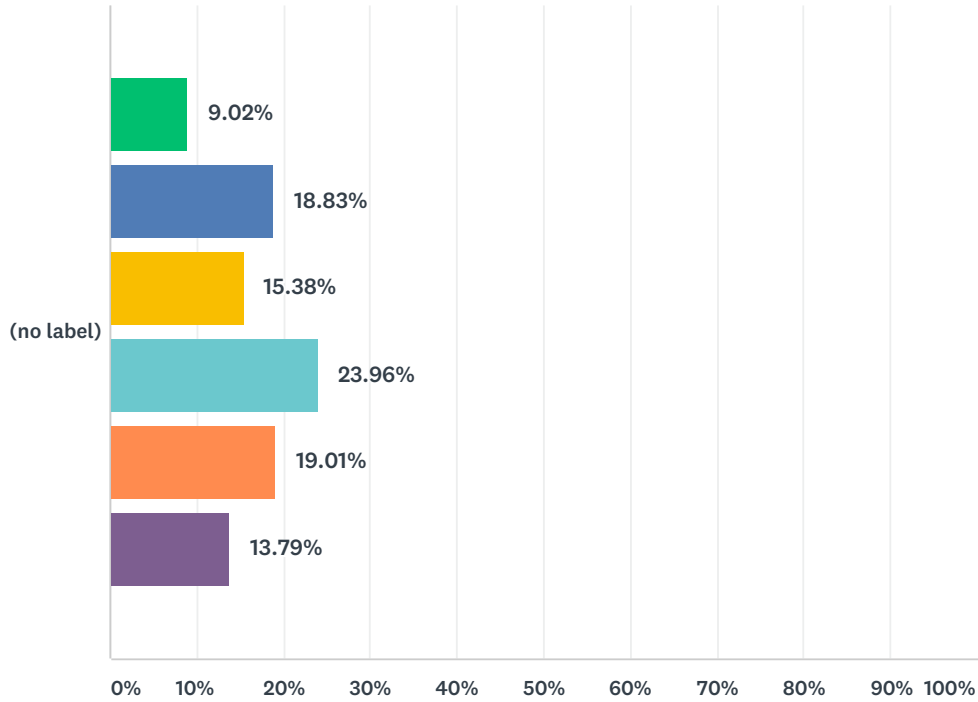


■ Strongly Disagree
 ■ Disagree
 ■ Somewhat Disagree
■ Somewhat Agree
 ■ Agree
 ■ Strongly Agree

| | STRONGLY DISAGREE | DISAGREE | SOMEWHAT DISAGREE | SOMEWHAT AGREE | AGREE | STRONGLY AGREE | TOTAL | WEIGHTED AVERAGE |
|------------|-------------------|---------------|-------------------|----------------|---------------|----------------|-------|------------------|
| (no label) | 7.69% 88 | 12.31% 141 | 9.00% 103 | 17.12% 196 | 21.31% 244 | 32.58% 373 | 1,145 | 4.30 |

Q11 JUMP bike parking is a problem in the downtown.

Answered: 1,131 Skipped: 50

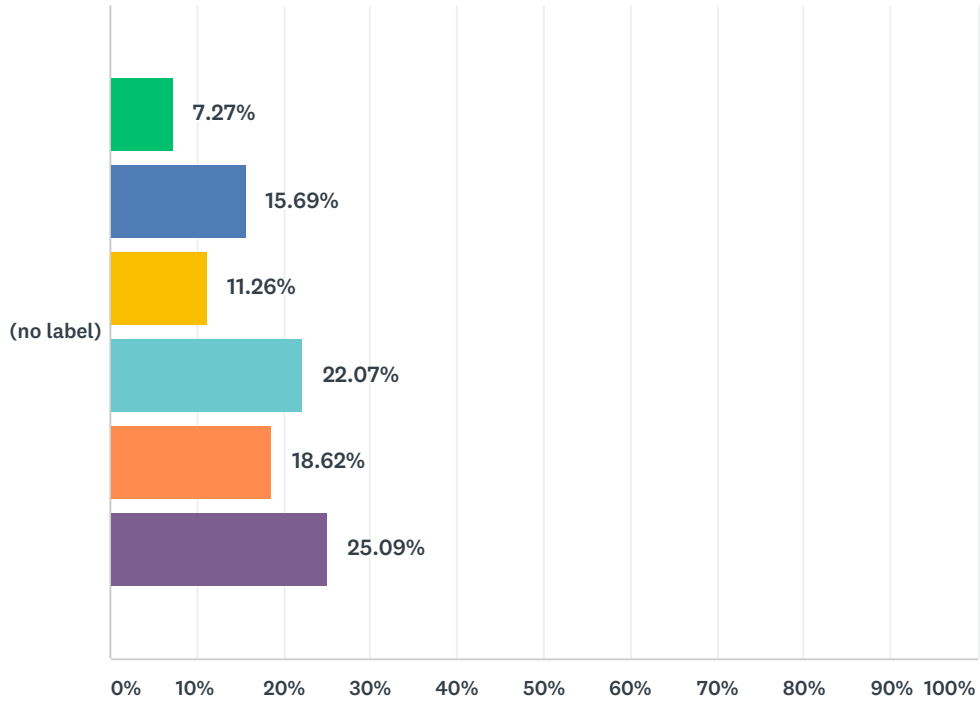


■ Strongly Disagree
 ■ Disagree
 ■ Somewhat Disagree
■ Somewhat Agree
 ■ Agree
 ■ Strongly Agree

| | STRONGLY DISAGREE | DISAGREE | SOMEWHAT DISAGREE | SOMEWHAT AGREE | AGREE | STRONGLY AGREE | TOTAL | WEIGHTED AVERAGE |
|------------|-------------------|---------------|-------------------|----------------|---------------|----------------|-------|------------------|
| (no label) | 9.02% 102 | 18.83% 213 | 15.38% 174 | 23.96% 271 | 19.01% 215 | 13.79% 156 | 1,131 | 3.66 |

Q12 JUMP bike parking is a problem on city greenbelts and paths.

Answered: 1,128 Skipped: 53

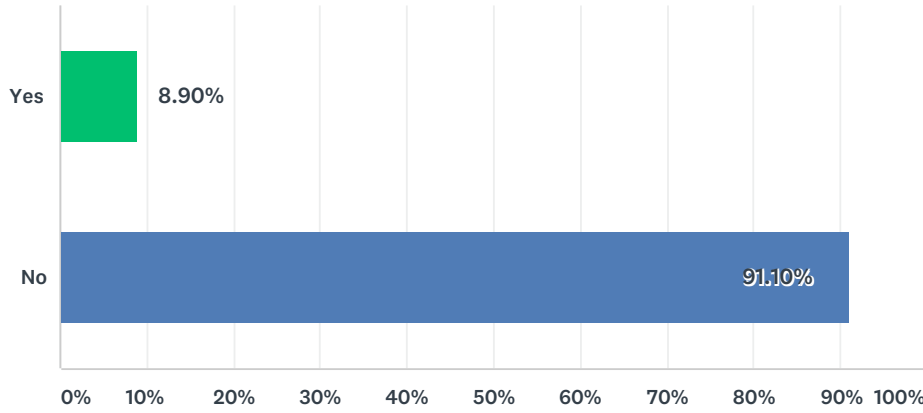


■ Strongly Disagree
 ■ Disagree
 ■ Somewhat Disagree
■ Somewhat Agree
 ■ Agree
 ■ Strongly Agree

| | STRONGLY DISAGREE | DISAGREE | SOMEWHAT DISAGREE | SOMEWHAT AGREE | AGREE | STRONGLY AGREE | TOTAL | WEIGHTED AVERAGE |
|------------|-------------------|---------------|-------------------|----------------|---------------|----------------|-------|------------------|
| (no label) | 7.27% 82 | 15.69% 177 | 11.26% 127 | 22.07% 249 | 18.62% 210 | 25.09% 283 | 1,128 | 4.04 |

Q13 I have sent a complaint to the City or JUMP about JUMP bikes.

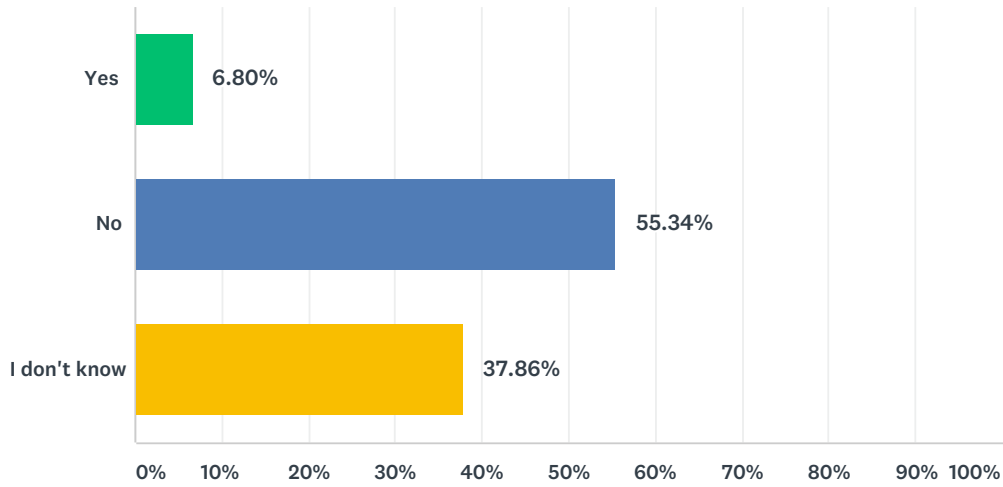
Answered: 1,146 Skipped: 35



| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|-------|
| Yes | 8.90% | 102 |
| No | 91.10% | 1,044 |
| TOTAL | | 1,146 |

Q14 If you sent a complaint to the City or JUMP was it resolved within 2 hours?

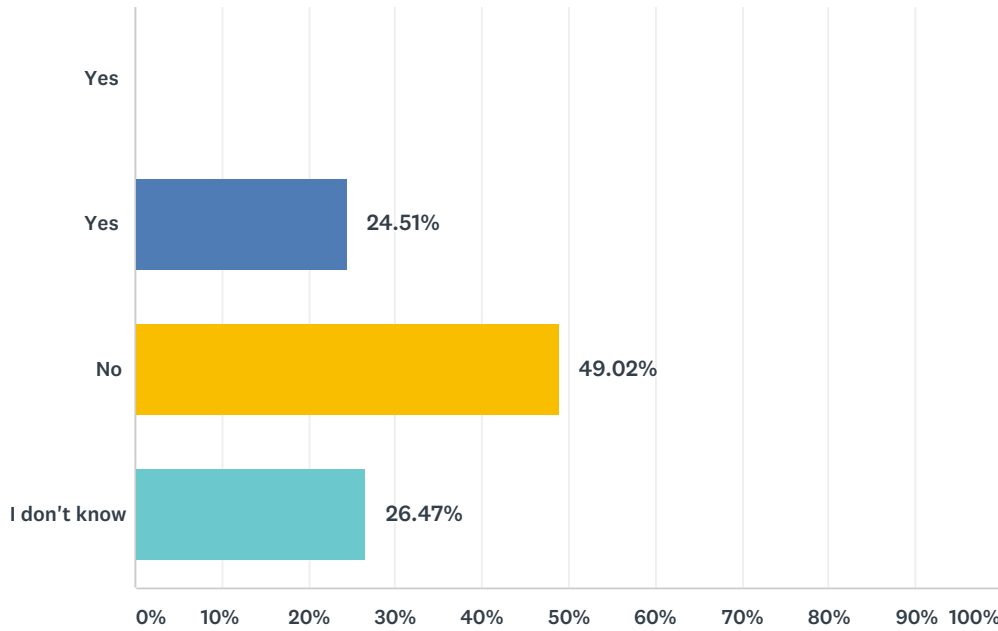
Answered: 103 Skipped: 1,078



| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|------------|
| Yes | 6.80% | 7 |
| No | 55.34% | 57 |
| I don't know | 37.86% | 39 |
| TOTAL | | 103 |

Q15 If you sent a complaint to the City or JUMP was the issue resolved to your satisfaction?

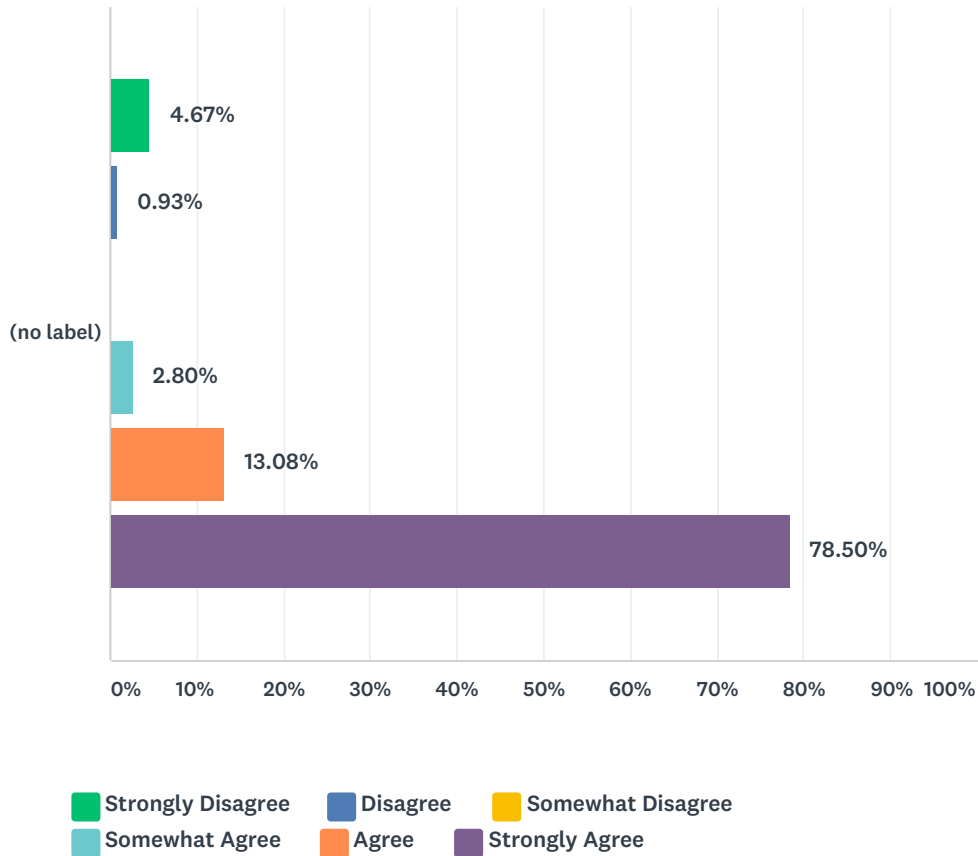
Answered: 102 Skipped: 1,079



| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|------------|
| Yes | 0.00% | 0 |
| Yes | 24.51% | 25 |
| No | 49.02% | 50 |
| I don't know | 26.47% | 27 |
| TOTAL | | 102 |

Q16 JUMP or its users should pay financial penalties to the City for bikes that block sidewalks and access ramps.

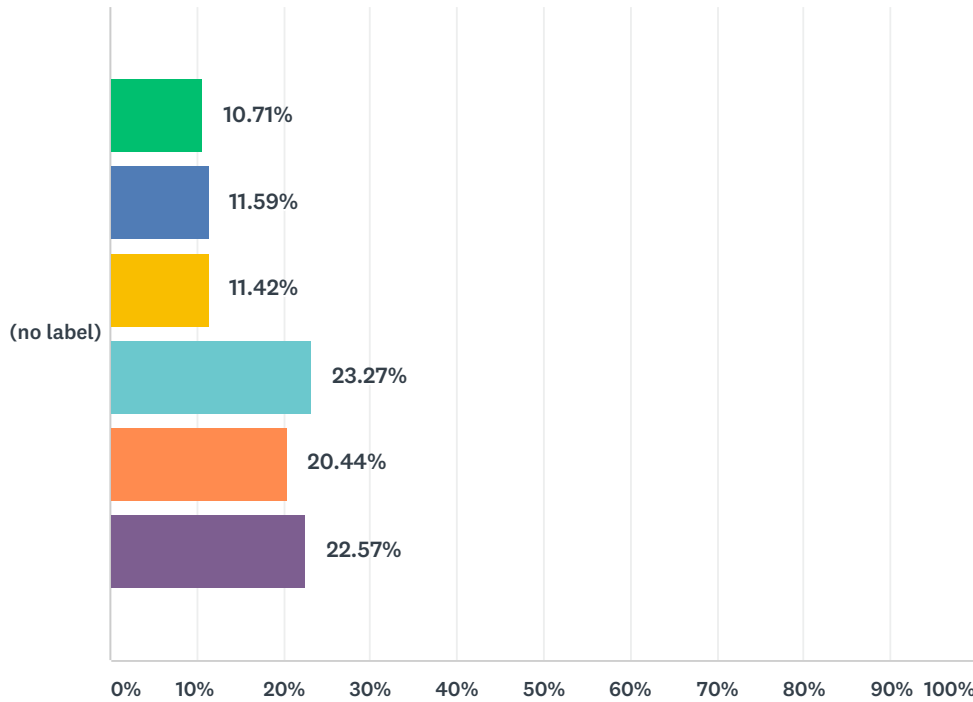
Answered: 107 Skipped: 1,074



| | STRONGLY DISAGREE | DISAGREE | SOMEWHAT DISAGREE | SOMEWHAT AGREE | AGREE | STRONGLY AGREE | TOTAL | WEIGHTED AVERAGE |
|------------|-------------------|----------|-------------------|----------------|--------|----------------|-------|------------------|
| (no label) | 4.67% | 0.93% | 0.00% | 2.80% | 13.08% | 78.50% | 107 | 5.54 |
| | 5 | 1 | 0 | 3 | 14 | 84 | | |

Q17 Current City staffing does not include direct oversight of JUMP Bike parking. More should be provided to monitor JUMP.

Answered: 1,130 Skipped: 51

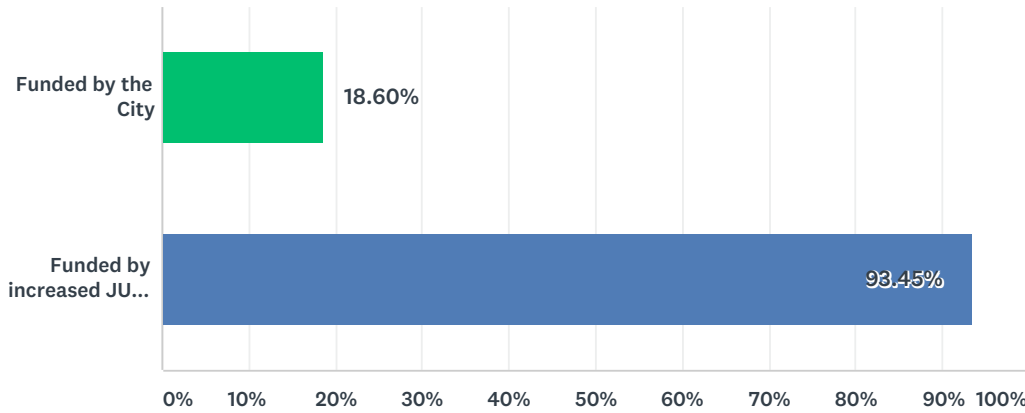


■ Strongly Disagree
 ■ Disagree
 ■ Somewhat Disagree
■ Somewhat Agree
 ■ Agree
 ■ Strongly Agree

| | STRONGLY DISAGREE | DISAGREE | SOMEWHAT DISAGREE | SOMEWHAT AGREE | AGREE | STRONGLY AGREE | TOTAL | WEIGHTED AVERAGE |
|------------|-------------------|---------------|-------------------|----------------|---------------|----------------|-------|------------------|
| (no label) | 10.71% 121 | 11.59% 131 | 11.42% 129 | 23.27% 263 | 20.44% 231 | 22.57% 255 | 1,130 | 3.99 |

Q18 Which of the following two staffing options do you support? (can select both)

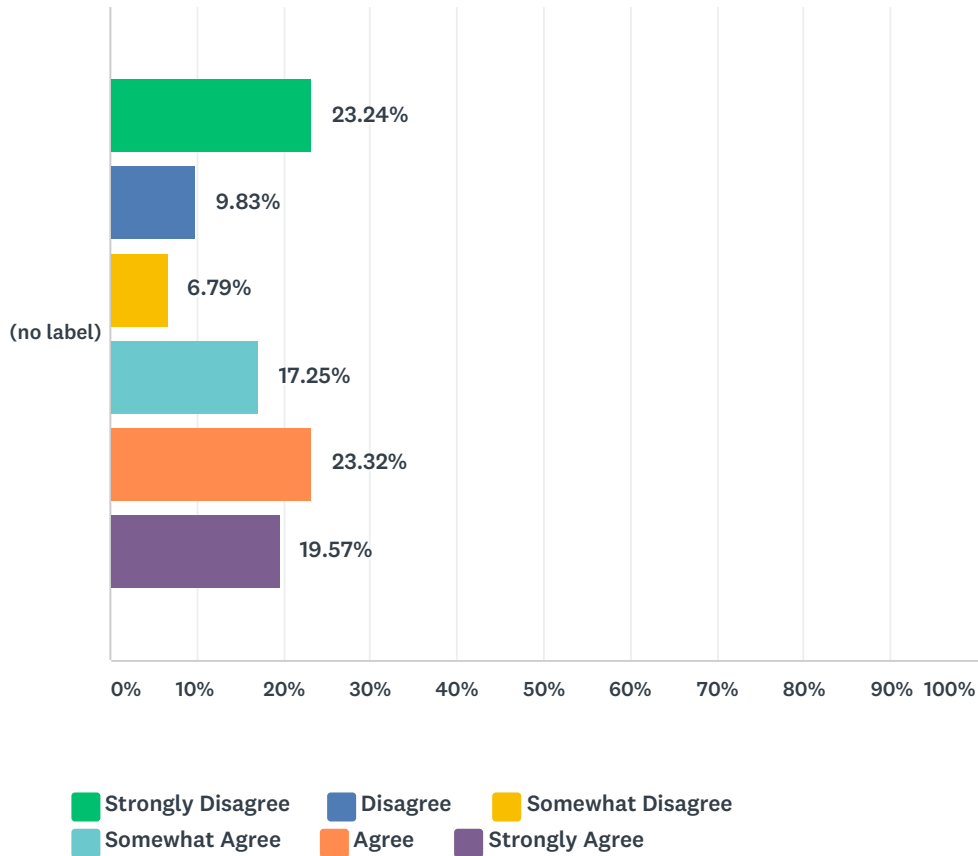
Answered: 1,145 Skipped: 36



| ANSWER CHOICES | RESPONSES | |
|--|-----------|-------|
| Funded by the City | 18.60% | 213 |
| Funded by increased JUMP permit fees to the City | 93.45% | 1,070 |
| Total Respondents: 1,145 | | |

Q19 Option 1: JUMP Bikes should be allowed to park on the street perpendicular to the curb in locations with on-street parking.

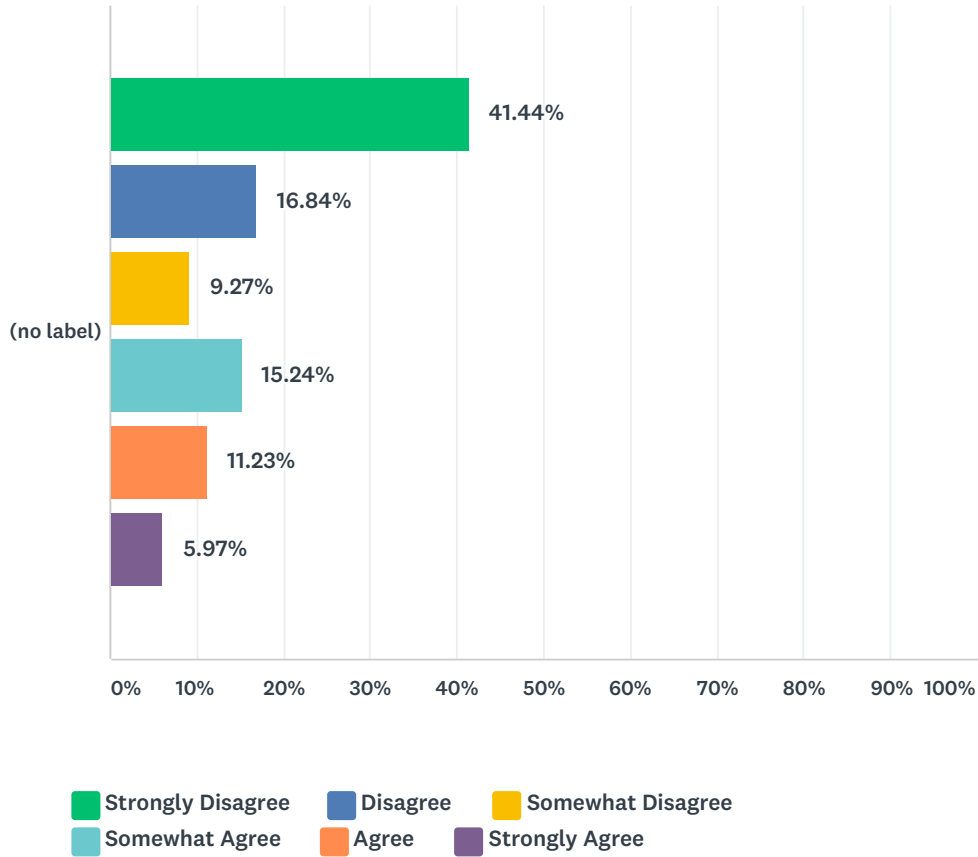
Answered: 1,119 Skipped: 62



| | STRONGLY DISAGREE | DISAGREE | SOMEWHAT DISAGREE | SOMEWHAT AGREE | AGREE | STRONGLY AGREE | TOTAL | WEIGHTED AVERAGE |
|------------|-------------------|----------|-------------------|----------------|--------|----------------|-------|------------------|
| (no label) | 23.24% | 9.83% | 6.79% | 17.25% | 23.32% | 19.57% | 1,119 | 3.66 |
| | 260 | 110 | 76 | 193 | 261 | 219 | | |

Q20 Option 2: JUMP Bikes should park on the street in painted, designated areas. This would require removing car parking (answer as though a painted space would be installed on the street where you live).

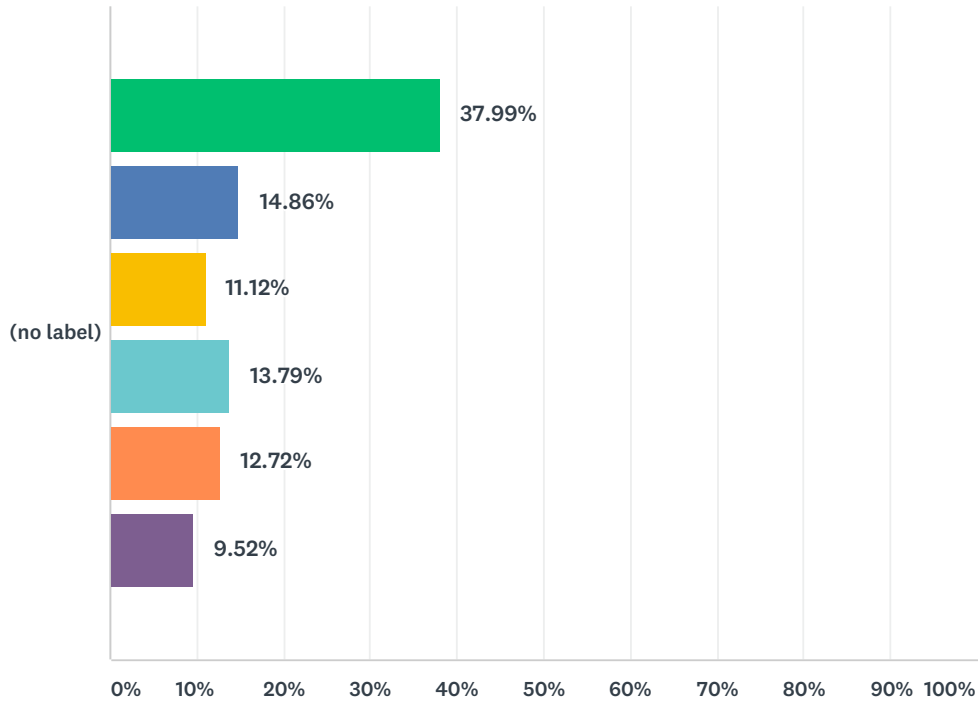
Answered: 1,122 Skipped: 59



| | STRONGLY DISAGREE | DISAGREE | SOMEWHAT DISAGREE | SOMEWHAT AGREE | AGREE | STRONGLY AGREE | TOTAL | WEIGHTED AVERAGE |
|------------|-------------------|---------------|-------------------|----------------|---------------|----------------|-------|------------------|
| (no label) | 41.44% 465 | 16.84% 189 | 9.27% 104 | 15.24% 171 | 11.23% 126 | 5.97% 67 | 1,122 | 2.56 |

Q21 Option 3: JUMP Bikes should lock to a bike rack, and the City should install more bike racks throughout Davis, including residential streets. This would require removing car parking (answer as though a bike rack would be installed on the street where you live).

Answered: 1,124 Skipped: 57

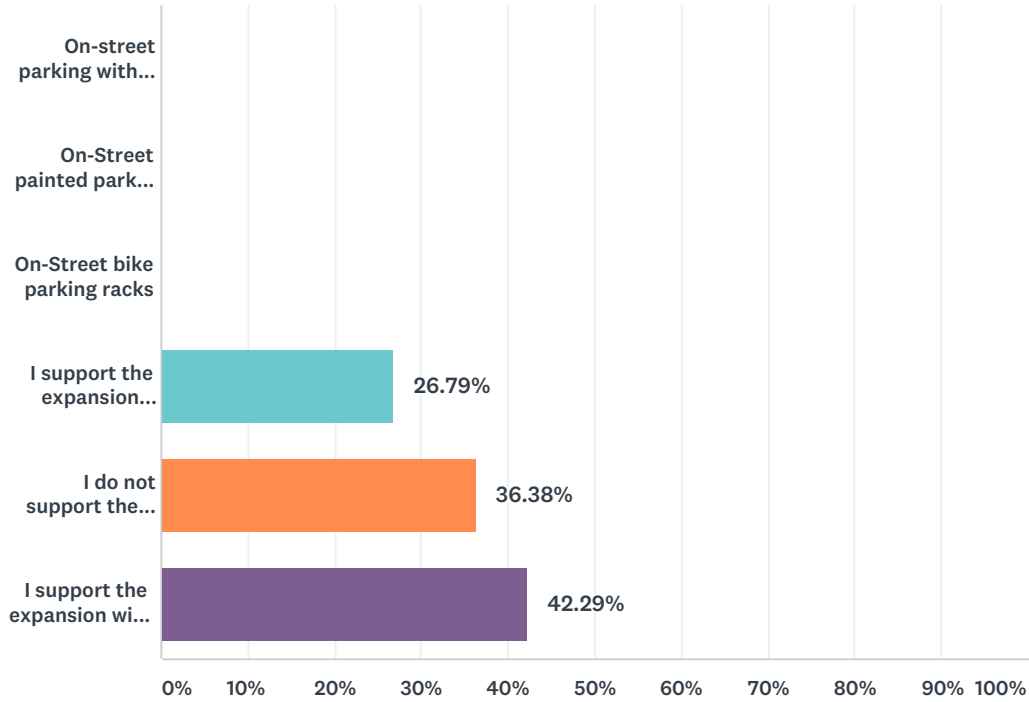


■ Strongly Disagree
 ■ Disagree
 ■ Somewhat Disagree
■ Somewhat Agree
 ■ Agree
 ■ Strongly Agree

| | STRONGLY DISAGREE | DISAGREE | SOMEWHAT DISAGREE | SOMEWHAT AGREE | AGREE | STRONGLY AGREE | TOTAL | WEIGHTED AVERAGE |
|------------|-------------------|---------------|-------------------|----------------|---------------|----------------|-------|------------------|
| (no label) | 37.99% 427 | 14.86% 167 | 11.12% 125 | 13.79% 155 | 12.72% 143 | 9.52% 107 | 1,124 | 2.77 |

Q22 I support JUMP expanding the number of bikes in Davis

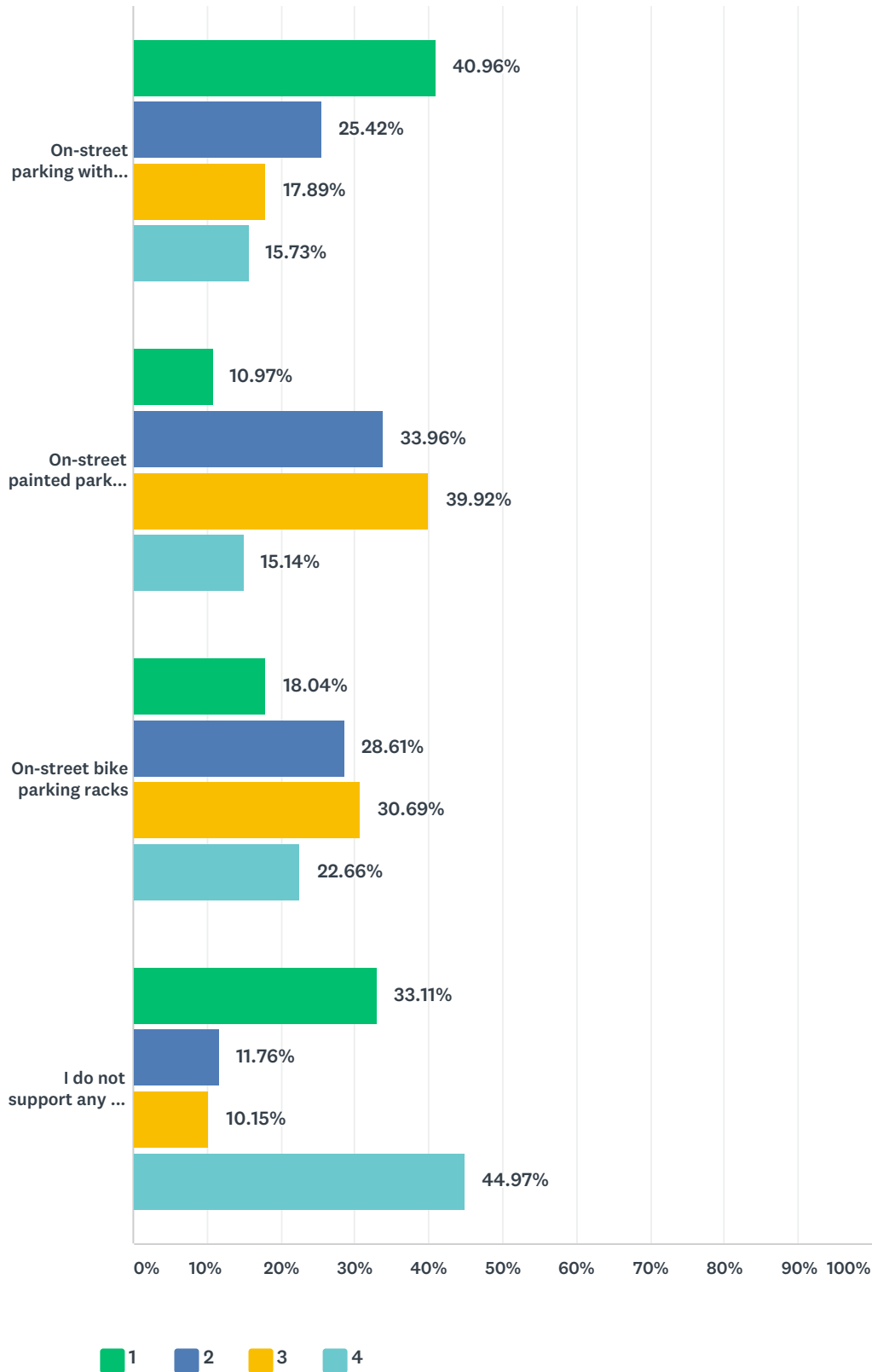
Answered: 1,116 Skipped: 65



| ANSWER CHOICES | RESPONSES | |
|--|-----------|-----|
| On-street parking with wheel perpendicular to the curb | 0.00% | 0 |
| On-Street painted parking areas | 0.00% | 0 |
| On-Street bike parking racks | 0.00% | 0 |
| I support the expansion without any parking changes | 26.79% | 299 |
| I do not support the expansion | 36.38% | 406 |
| I support the expansion with parking changes | 42.29% | 472 |
| Total Respondents: 1,116 | | |

Q23 If JUMP expands, rank the following parking policies in order from best (1) to worst (4).

Answered: 1,097 Skipped: 84

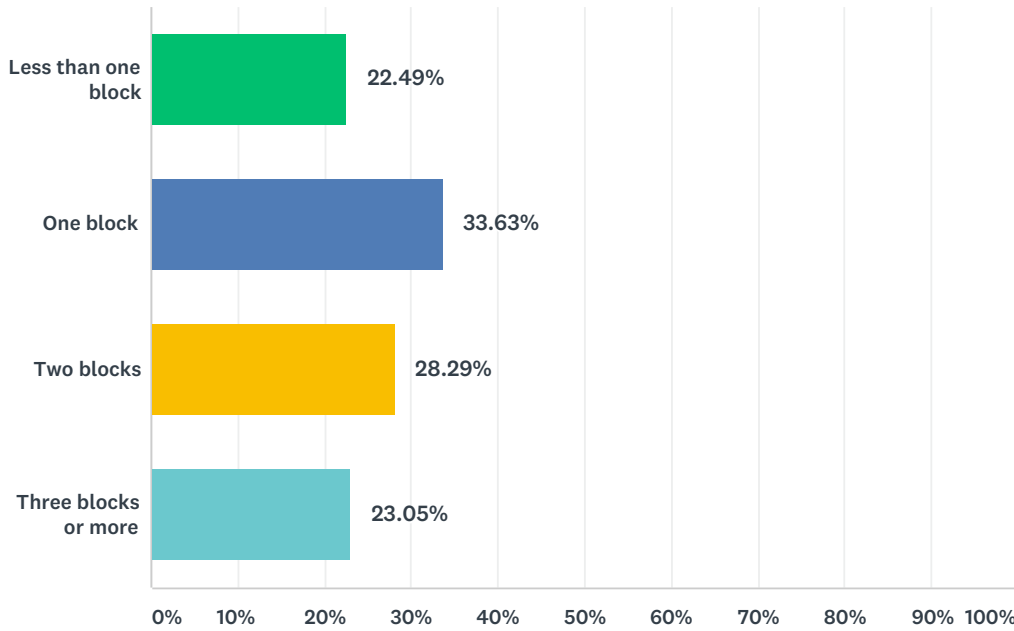


JUMP Bike Survey

| | 1 | 2 | 3 | 4 | TOTAL | SCORE |
|--|---------------|---------------|---------------|---------------|-------|-------|
| On-street parking with wheel perpendicular to the curb | 40.96% 435 | 25.42% 270 | 17.89% 190 | 15.73% 167 | 1,062 | 2.92 |
| On-street painted parking areas | 10.97% 116 | 33.96% 359 | 39.92% 422 | 15.14% 160 | 1,057 | 2.41 |
| On-street bike parking racks | 18.04% 191 | 28.61% 303 | 30.69% 325 | 22.66% 240 | 1,059 | 2.42 |
| I do not support any on street parking options | 33.11% 349 | 11.76% 124 | 10.15% 107 | 44.97% 474 | 1,054 | 2.33 |

Q24 How far are you willing to walk to park a JUMP Bike properly to avoid a parking fine?

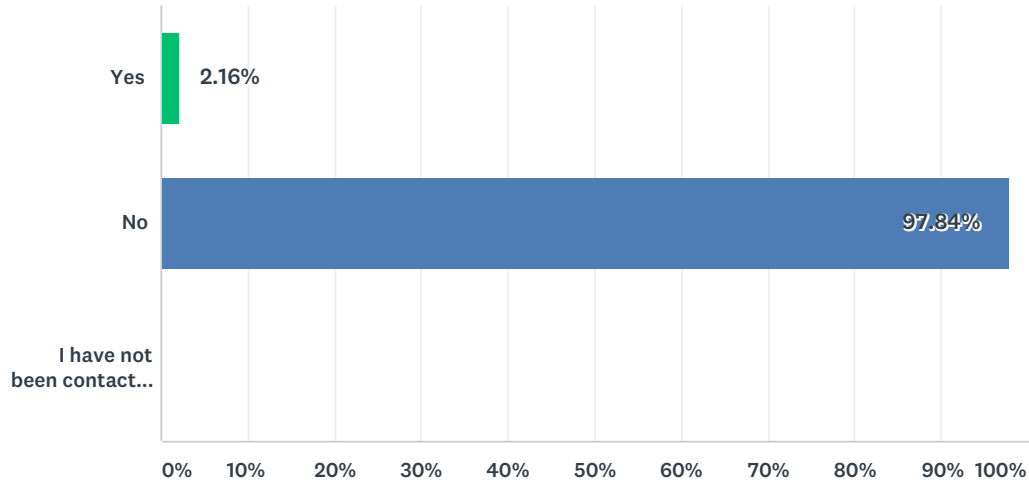
Answered: 898 Skipped: 283



| ANSWER CHOICES | RESPONSES | |
|------------------------|-----------|-----|
| Less than one block | 22.49% | 202 |
| One block | 33.63% | 302 |
| Two blocks | 28.29% | 254 |
| Three blocks or more | 23.05% | 207 |
| Total Respondents: 898 | | |

Q25 Has JUMP contacted you about a poorly parked JUMP Bike?

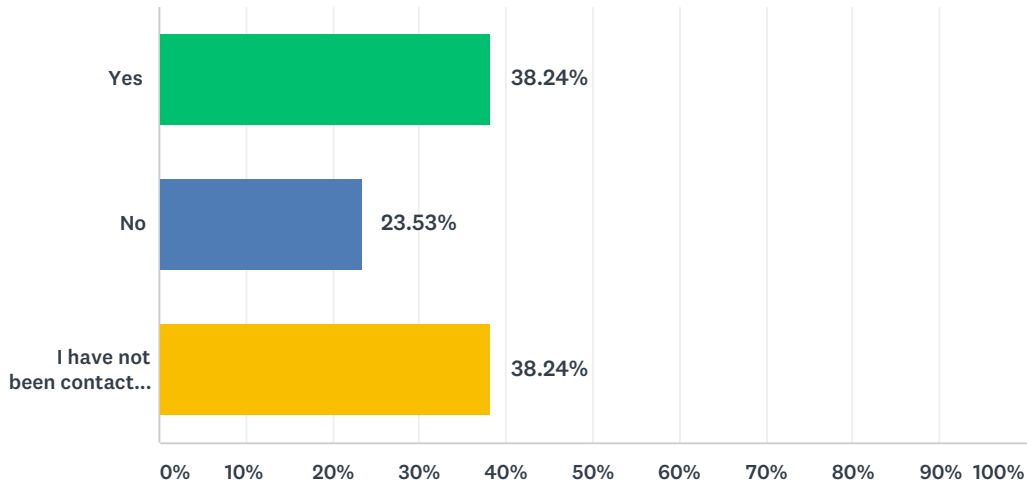
Answered: 926 Skipped: 255



| ANSWER CHOICES | RESPONSES | |
|-----------------------------------|-----------|------------|
| Yes | 2.16% | 20 |
| No | 97.84% | 906 |
| I have not been contacted by JUMP | 0.00% | 0 |
| TOTAL | | 926 |

Q26 If JUMP notified you about a poorly parked bike, did you change your behavior the next time?

Answered: 34 Skipped: 1,147



| ANSWER CHOICES | RESPONSES | |
|-----------------------------------|-----------|-----------|
| Yes | 38.24% | 13 |
| No | 23.53% | 8 |
| I have not been contacted by JUMP | 38.24% | 13 |
| TOTAL | | 34 |

JUMP Bike Survey

Q27 Please suggest any JUMP parking solutions not suggested in this survey that you think would have community support:

Answered: 526 Skipped: 655

| # | RESPONSES | DATE |
|----|---|--------------------|
| 1 | Why should special considerations be given to JUMP bike parking? Shouldn't they have to follow existing rules for bike parking? Why should the city subsidize parking for JUMP bikes? | 7/26/2019 11:54 AM |
| 2 | Improperly parked JUMP bikes should receive a parking ticket. JUMP should provide the city with the contact information of the last user of the given bike in order to issue the parking citation. JUMP should consider instituting a policy that block regular parking violators from continued use of their product. | 7/26/2019 9:27 AM |
| 3 | Anything that would not take away so much parking space from cars. Parking Jump bikes perpendicular to the curb is the best solution! | 7/26/2019 8:56 AM |
| 4 | They should use bike racks. JUMP should pay to add additional bike-racks in the City. JUMP should provide a local employee to monitor bikes left in improper locations and relocate them throughout the day. This should not be a city funded/maintained service. The City should fine JUMP when their riders do not properly park bikes in bike racks. Add Jump bike-rack parking along greenbelts or the wide sidewalks along major streets. JUMP should partner with apartment complex owners to pay them to add jump bike-rack parking, or maybe they can convince them that it's a perk for their residents, similar to a nearby bus stop. | 7/26/2019 8:42 AM |
| 5 | Expand JUMP parking area to the outer limits of town (ie riparian reserve on south campus). | 7/26/2019 7:36 AM |
| 6 | I like the designated parking spots idea. | 7/25/2019 12:10 PM |
| 7 | street placement storage that's loosely defined. dedicated JUMP parking that doesn't get used means less car parking opportunities. No JUMP bikes? Let the cars use w/o traffic citation. Too many JUMP's? Let them use more space. | 7/25/2019 11:20 AM |
| 8 | Needs designated return areas. | 7/25/2019 8:13 AM |
| 9 | Locking the bike to street signs or other places off the sidewalks, and off the streets. I hate seeing jump bikes left all over town. We have rules and laws for bike parking. Jump bikes should follow the same rules that all other bikes must follow for bike parking. | 7/24/2019 10:58 PM |
| 10 | Install bike racks at the many Unitrans bus stops. | 7/24/2019 9:15 PM |
| 11 | JUMP has stated fines on their website for improperly abandoned bikes. Those fines need to be assigned. | 7/24/2019 1:08 PM |
| 12 | Park bike in the grass or landscaping BESIDE bike paths, not on them. Can't use the perpendicular idea along F or Anderson or any other street that has no parking. | 7/23/2019 2:48 PM |
| 13 | Prohibiting users who receive warnings or penalties for improperly parking a JUMP bike from being able to rent them again for a predetermined length of time with further violations resulting in longer suspensions and larger fines. | 7/23/2019 12:50 PM |
| 14 | There was no option to select neither choice in question 15 "Which of the following two staffing options do you support? (can select both)" | 7/23/2019 12:21 PM |
| 15 | Park them in designated bike parking racks for JUMP bikes that are NOT on the street. | 7/23/2019 11:36 AM |
| 16 | Limit time that abandoned/unused Jump bikes can sit in random locations in residential areas. Enforce proper parking like auto parking is enforced. | 7/23/2019 11:27 AM |
| 17 | Parking alcoves in unused/abandoned driveways, side lots owned or leased by the city, alleys. | 7/23/2019 11:19 AM |
| 18 | More Bike Racks | 7/23/2019 10:05 AM |
| 19 | Denser parking in downtown areas. A credit for parking it in a designated area, similar to the way you get. Dollar back when you return the rented luggage carrier carts in airports. | 7/23/2019 9:49 AM |

JUMP Bike Survey

| | | |
|----|---|--------------------|
| 20 | I like the idea of parking the bikes on the street like a motorcycle, but I think people will just move them to sidewalks if they want a parking spot. I also think people will park poorly and end up blocking an excessive amount of space on busy streets. I see very little accountability with parking the jump bikes. If there was a way of fining individuals or JUMP for bad parking behavior, I would support designated painted spots for JUMP bikes like there are for zip-cars. | 7/23/2019 9:41 AM |
| 21 | I don't think any additional laws or regulations are necessary. I like the status quo. I genuinely don't mind occasionally finding a jump bike parked in an unexpected place. I don't want more rules. | 7/23/2019 8:12 AM |
| 22 | JUMP Bike should have their own specific drop off locations and if the bikes are found anywhere else the person would have a stiff fine attached to their payment method! | 7/23/2019 8:10 AM |
| 23 | Jump should be treated like regular bikes with parking. You would never abandon your own personal bike in the middle of the sidewalk. Put it in a rack or wheel it up out of the way of the street/sidewalk and lock it. | 7/23/2019 8:04 AM |
| 24 | Let bikes be parked on sidewalks | 7/23/2019 12:57 AM |
| 25 | Low-/no-cost solutions should be adopted | 7/23/2019 12:44 AM |
| 26 | Only allow parking in public areas with parking lots or open spaces | 7/22/2019 10:02 PM |
| 27 | Setting guidelines for parking appropriately I.e. At bus stops, trains, by other bike parking and assessing Penalties for not parking appropriately.. | 7/22/2019 9:57 PM |
| 28 | On-street parking on corners or other areas where cars do not/cannot park | 7/22/2019 8:39 PM |
| 29 | Jump bikes ans their parking is fine as it is. No changes needed except more bikes and a larger service range | 7/22/2019 8:18 PM |
| 30 | Enforcement of current JUMP rules please before considering adding more JUMP bikes | 7/22/2019 7:57 PM |
| 31 | Perhaps parking near bike racks at bus stops | 7/22/2019 7:17 PM |
| 32 | We need more bike infrastructure (parking space, bike lanes, etc) in general. Bike share is successful, yet we still dedicate far too much curb space and street space to cars. It makes sense economically and environmentally. Please do more to encourage this mode shift. And please implement comprehensive car parking pricing policies. | 7/22/2019 5:28 PM |
| 33 | n/a | 7/22/2019 5:25 PM |
| 34 | Instead of parking in neighborhoods, could they not make more parking spots in nearby parks and greenbelts? Almost all of Davis is nearby a public green space of some kind. | 7/22/2019 5:19 PM |
| 35 | Designated parking of some sort would be an improvement | 7/22/2019 5:11 PM |
| 36 | Move to paid car parking downtown and have more designated and Free Jump bike parking and regular bike parking. Push bike riding over cars | 7/22/2019 5:09 PM |
| 37 | I think the people riding the bike should be held liable for parking the bike in a proper space that does not block walkways or businesses. Let's not complicate the issue. | 7/22/2019 4:44 PM |
| 38 | Along the bike paths | 7/22/2019 4:23 PM |
| 39 | Extra bike parking in local parks for JUMP and other bikes. | 7/22/2019 4:17 PM |
| 40 | They should only be parked at existing bike racks in parks and other public areas. They are parked all over the place, it's ridiculous | 7/22/2019 4:12 PM |
| 41 | Please do not let surveyors convince you to paint the street! It would look absolutely terrible! I have seen jump bikes parked all over the place in my neighborhood and frankly, it is no bother to my family and kids! In fact it is lovely and encouraging to see the bikes being used. It is awesome how flexible, mobile and accessible these bikes are. The fact that they are being used so much in our small town is a good sign. | 7/22/2019 4:12 PM |
| 42 | Allow residents of Davis to volunteer space around their house for parking. | 7/22/2019 4:09 PM |
| 43 | Jump parking should be handled similar to car sharing. There are designated car sharing spots. There should be the same for Jump bikes (although obviously more of them and better distributed). | 7/22/2019 4:05 PM |
| 44 | In neighborhood I think people should be able to park a bike on their own lawn. | 7/22/2019 3:58 PM |

JUMP Bike Survey

| | | |
|----|---|--------------------|
| 45 | Car parking almost anywhere in town is challenging. Adding Jump bikes to street parking spaces confounds the problem. Would it be possible to reverse suggestions? Perhaps placing the suggested street parking ideas to the INNER side of the sidewalk, opposite the street? I realize finding such areas is tricky but I don't think impossible. I see bikes left in many places, alone or in pairs, on sidewalks and in the street. | 7/22/2019 3:33 PM |
| 46 | Have users take picture of their properly parked JUMP bike when the end their ride. A similar system is used by uHaul during after hours and I think it works great. | 7/22/2019 1:45 PM |
| 47 | JUMP should charge fee to the most recent user for misparked bike. | 7/22/2019 12:17 PM |
| 48 | More Bike racks are needed on city property. JUMP users do not follow rules. Policing should not be the job of residents who are incredibly inconvenienced with blocked sidewalks, now streets will be involved? | 7/22/2019 12:07 PM |
| 49 | In SB by the harbor, they have bike racks around trees. They park them all around the base. Text me and I'll send a photo. (831)521-7001. If jumpbikes are the same size as a bike, then park them in bike racks, wherever those are. | 7/21/2019 5:07 PM |
| 50 | I think it is ok to park anywhere as long as bike is off the sidewalk. | 7/21/2019 4:45 PM |
| 51 | Let's add the little scooters, too. All of this stuff means fewer cars on the road and less pollution. | 7/21/2019 1:14 AM |
| 52 | While I actually prefer having designated bike racks to lock the bikes up to, I am concerned they will both cost more (so we will have fewer, assuming a constant budget) and that 3 bikes per location are not enough. I'd encourage rethinking the design of the bike racks to accommodate more than 3 (perhaps a series of bar at jump bike locking height with multiple attachment points for 5-6 bikes?) | 7/20/2019 10:27 PM |
| 53 | Park at existing bike racks. | 7/20/2019 8:59 PM |
| 54 | This is a no-win for homeowners across the board. On street parking is at a premium in this city, particularly if there are apartment complexes in the neighborhood. I will not tolerate any on street parking in front of my home for the exclusive use of JUMP bicycles potentially lowering the value of our home. | 7/19/2019 10:55 PM |
| 55 | Why are we looking at special parking facilities just for JUMP bikes? They are just bikes... if you want to accommodate them, then expand bike parking for all bikes. | 7/19/2019 2:00 PM |
| 56 | I think that the company that produces and operates JUMP bikes should pay for any solutions to the problem of parking JUMP bikes, such as additional racks for JUMP bikes. The city of Davis should only pay for the parking of regular bikes by its tax-paying citizens and not for the parking of JUMP bikes whose users pay the company who produces and operates JUMP bikes. I have observed bike racks in Davis that were so predominantly used by users of JUMP bikes that the users of regular bikes had no place to park their bikes. | 7/19/2019 1:49 PM |
| 57 | No solutions are available. This is a for profit company that exploits our citizens for its own profit. | 7/19/2019 10:17 AM |
| 58 | simply enforce via JUMP or City Policy that JUMP bikes cannot be parked on sidewalks or blocking driveways | 7/18/2019 9:14 PM |
| 59 | Parking on weed strips and grass verges that are part of city easements but not blocking pedestrian right-of-way. | 7/18/2019 7:04 PM |
| 60 | Poorly parked JUMP bikes should be impounded, cited with a HEAVY fine (which could be then passed along to the previous user's JUMP account, incentivizing good behavior) | 7/18/2019 6:46 PM |
| 61 | Locked bike racks like they have in China. | 7/18/2019 5:25 PM |
| 62 | GET RID OF ALL JUMP BIKES! | 7/18/2019 1:24 PM |
| 63 | jump bikes should not be allowed to occupy vehicle parking spots in downtown Davis. Competition for vehicle parking in downtown is already fierce | 7/18/2019 10:48 AM |
| 64 | If possible, I think the best option would be to add more off-street bike racks. That way no one loses parking and the bikes can be more easily parked off the sidewalk. | 7/18/2019 9:42 AM |
| 65 | I would like to see a solution that involves more than just JUMP. Davis should contact multiple micro-mobility providers and encourage them to participate. | 7/18/2019 9:37 AM |

JUMP Bike Survey

| | | |
|----|--|--------------------|
| 66 | The parking solutions are viable, just ugly and no one wants it near their property. Could the bike be programmed to show nearby parking (via digital map) and that parking area would not be in front of someone's house (ie designated parking near a school, a park, a public area...anywhere that wasn't connected to private property). Think of it like a bus stop. People walk a few blocks after using the bus. People could walk a few blocks after using the bike. | 7/18/2019 9:34 AM |
| 67 | use existing bike racks | 7/18/2019 8:58 AM |
| 68 | Placing designated bike racks at greenbelt entrances | 7/18/2019 6:54 AM |
| 69 | additional bike racks NOT located on streets | 7/17/2019 2:54 PM |
| 70 | If Jump bikes are used the user should be willing to walk whatever distance to avoid fines or parking willy-nilly on others property | 7/17/2019 2:08 PM |
| 71 | It would be helpful to be able to park a bike at the end of someones driveway if there is space to the left or right. I understand this is private property so that probably won't work however many times I have ridden a JUMP bike home I have parked it in my driveway close to the sidewalk (but not in the sidewalk). This way doesn't take up street parking and also allows for pedestrians to use the sidewalk. | 7/17/2019 9:39 AM |
| 72 | more outreach regarding proper parking of Jump bikes | 7/17/2019 9:10 AM |
| 73 | Jump Bike should not exist in Davis. Davis was a nice small and successful town before Jump Bike. It will be fine without Jump Bike. | 7/17/2019 9:06 AM |
| 74 | Parking on street should be for cars, there is already limited space for cars. Jump should be made to pay for the expense of bike parking. | 7/17/2019 8:50 AM |
| 75 | Ban jump bikes completely. We have more than enough bikes already - and NO room for pedestrians to safely walk. | 7/16/2019 4:34 PM |
| 76 | A stronger penalty for poor JUMP bike parking would go along ways. Users park JUMP bikes in ways, they would never park their own bikes. | 7/16/2019 4:33 PM |
| 77 | Wave-style, U-style or architectural bike racks on wider sidewalks | 7/16/2019 4:20 PM |
| 78 | Jump parking has not been a successfully executed pilot program and should therefore not be expanded. Individual jump bikes are currently parked blocking residential sidewalks and paths for days with no resource available to residents. Neither bike racks, nor any organized parking plan, should be located in front of a residential home potentially causing a nuisance for homeowners and renters. When the city greenlighted this pilot program did it consider how riders would actually RETURN the bikes to proper locations? Because what I've seen, are bikes strewn around the green belt and blocking residential sidewalks for multiple days. (i.e., not being used). | 7/16/2019 3:31 PM |
| 79 | JUMP should impose fines for any illegally parked jump bike reported by either the City, the University, or a private citizen. | 7/16/2019 3:24 PM |
| 80 | Like Zipcar, create a few small hubs of 1-2 parking spaces that will not take away from current street parking that is already impacted by overcrowding within this city, and require that people dump their JUMP bikes ONLY in these hubs. If someone is able to ride a JUMP bike, they are able to walk 4 blocks to a JUMP bike hub. Also, do not consider allowing the JUMP scooters like they have in Sacramento. | 7/16/2019 2:06 PM |
| 81 | If JUMP increases the number of bikes, it should go around the city to collect parked bikes on street every few hours or so. | 7/16/2019 1:59 PM |
| 82 | There should be a designated JUMP parking hub where renters have to park their JUMP bikes. Those who do not return it should be fined. | 7/16/2019 1:54 PM |
| 83 | Jump bikes are extremely invasive to residential areas and allow for a high level of unaccountability. There should be a central hub either on-campus and/or downtown. | 7/16/2019 1:49 PM |
| 84 | JUMP designated bike racks at commercial properties such as shopping areas. | 7/16/2019 1:47 PM |
| 85 | Have a Jump Lot. Having Jump bikes in the way of pedestrians and traditional riders is a bad idea. | 7/16/2019 1:40 PM |
| 86 | JUMP has the payment information and should fine customers (to be passed through to the city) \$10 for the first parking offense and then normal City Parking Violation Rates (something like \$45) for each following infraction. INSIST on collecting for each offense. I believe the parking problem would diminish greatly. Consider that perhaps the JUMP concept isn't compatible with residential neighborhoods. We wouldn't consider creating unique Residential parking solutions for people who rent cars. Why change our neighborhoods for people who rent bicycles? | 7/16/2019 11:33 AM |

JUMP Bike Survey

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| 87 | I think the City should ensure that every bus stop has bicycle parking, specifically also for JUMP. Currently, the bus stops on main thoroughfares like Covell do have racks. But bus stops on side streets often do not. For example, there are several bus stops on J street, but none have bike or JUMP parking. Having every bus stop become a depot for JUMP makes sense. People already know where the bus stops and routes are. It's logical to couple these alternative transportation modes together as it would be the most convenient for riders availing themselves of both modes of transport. Many bus stops are by apartments (like J Street) who have vacant property via lawn near the bus stop. I suggest to look at sites like that for the bike parking and JUMP racks before taking away street parking spaces. Finally, people are already showing that racks by bus stops makes sense. On a somewhat regular basis, there will be a JUMP bike parked on the sidewalk or lawn near the bus stop, at J St and Menlo. If a rack were right by the bus stop, there would be no excuse for leaving the JUMP bike errantly on the sidewalk. So, I suggest that the city examine the locations of every bus stop first to see if off street bicycle parking can be accomplished without sacrificing street parking space. | 7/15/2019 10:55 PM |
| 88 | Have a designated place in close by parking lots. | 7/15/2019 5:08 PM |
| 89 | I think it is problematic to take away more parking spaces as street parking in Davis is already difficult to come by. Perhaps concrete areas in parks or common spaces could be set aside to park bikes instead. | 7/15/2019 4:41 PM |
| 90 | More bike rack parking on sidewalks -for JUMP bikes and/or regular bikes. | 7/15/2019 4:13 PM |
| 91 | Designated parking at nearby parks or other off-street locations (e.g. space parallel to a bike path) | 7/15/2019 2:21 PM |
| 92 | There should be better parking controls or fines for riders who do not properly park the JUMP Bikes | 7/15/2019 12:49 PM |
| 93 | Bike rack in parks and other public open space similar to traditional bike racks. | 7/15/2019 11:59 AM |
| 94 | Stop taking street parking. Make Jump build bike racks somewhere else. We already have Zipcar taking up spots as well and they are also taking public parking. Public parking should not be reserved by private companies. | 7/15/2019 9:05 AM |
| 95 | How about requiring Jump Bike to enforce current regs - duh! Also, we have had two jump bikes illegally parked on greenbelt path - one blocking travel. Jump bike vans can to the location a total of three times and didn't even both to move the one bike to the side, let alone take them away. | 7/15/2019 9:05 AM |
| 96 | There are enough parks in Davis to install more bike racks and have these bikes parked there instead of residential areas. | 7/14/2019 10:38 PM |
| 97 | More bike parking should be installed downtown, at JUMP expense. | 7/14/2019 7:17 PM |
| 98 | City should impose a charge on each JUMP bike in the City sufficient to ticket nuisance JUMP parkers and to ENFORCE with follow up with JUMP company as to payment. JUMP should impose a fee on its user for every bike left on any sidewalk or locked to any street sign, fire hydrants or private property. | 7/14/2019 4:32 PM |
| 99 | NO SPECIAL BIKE PARKING THAT TAKES UP CAR PARKING SPACES!! | 7/14/2019 2:47 PM |
| 100 | The jump bike company should be resolving all the negative issues and paying that so she can't. I do not support the city of Davis taking any time or energy regarding this matter when there are so many other more important issues at hand | 7/14/2019 2:34 PM |
| 101 | Have more bike racks for the Jump bikes at parks or at the unitran bus stops so they don't have to be placed in residential neighborhoods. | 7/14/2019 12:51 PM |
| 102 | City should not extend financial resources to assist a FOR-Profit company even if it encourages biking | 7/14/2019 12:05 PM |
| 103 | Residential neighborhoods should not lose street parking or have the blight of these spaces in front of homes. I would be very angry if the city installed bike racks or painted ugly signage on our quiet street or in front of our house. This would decrease my property value, would be ugly, and would impact negatively impact on street parking. Also, parking should never be in front of a single family residence. Maybe in apartment complexes, parking lots, or green belt areas. But not in front of a home. | 7/14/2019 10:47 AM |
| 104 | I was unclear whether what you're suggesting are public bike corrals. This is something I strongly support. I don't think the city should be using taxpayer \$ to subsidize a particular for-profit business. It should be more bike parking for everyone. | 7/14/2019 12:53 AM |

JUMP Bike Survey

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| 105 | Fines for improper parked bikes. Davis actually installing proper bicycle racks. Start at bus stops and parks, and make the shopping centers put in good racks and more of them | 7/13/2019 10:02 PM |
| 106 | No need for a solution. The situation is fine. | 7/13/2019 7:50 PM |
| 107 | More jump bikes near amtrak station | 7/13/2019 7:37 PM |
| 108 | Racks that are reloaded by Jump Bike at nexus of transport locations. For example, the Amtrak Station. I frequently commute via train to SACRAMENTO, and some times I do not have my own bicycle, so I use Jump Bike. | 7/13/2019 7:25 PM |
| 109 | This program should not be expanded until Jump can take responsibility for appropriate parking enforcement. Only after this has clearly been shown, should expansion proceed. | 7/13/2019 7:09 PM |
| 110 | The city should impose large fines on Jump corporate for any bike left on a sidewalk or otherwise blocking public thoroughfares. Ditto with bikes tossed on private property. Jump's business model is classic: all the profit for them, all the inconvenience for the public. We pay taxes for our sidewalks and green belts. Why should Jump be allowed to trash them with their bikes with impunity? | 7/13/2019 5:29 PM |
| 111 | I would prefer designated OFF STREET parking areas that are paid for and maintained by JUMP . | 7/13/2019 5:18 PM |
| 112 | JUMP bikes seem designed (and used by) folks who don't live or work in Davis. They're often used by folks who aren't exactly well-behaved, either - they don't know or use bike signals, they're blasting music from their speakers, etc. People who live and work in Davis, if they're interested, usually have bikes or have access to bikes. All of these people who use normal bicycles seem capable of parking their bikes in normal places (aka bike racks). JUMP bikes are left carelessly by people who don't seem to care - why are we catering to this demographic? Carelessness is not a Davis value. | 7/13/2019 4:33 PM |
| 113 | Add a couple of jump bike parking stands adjacent to regular bike parking stands. | 7/13/2019 3:24 PM |
| 114 | Perpendicular JUMP bike parking in every pool/park parking lot. JUMP could give "credit" for riders who lock bikes to designated racks. | 7/13/2019 3:18 PM |
| 115 | JUMP bikes should not be parked in the street. They should not take away any parking from cars. They should be parked off the street. The company needs to pay the full expense of installing suitable off street parking to accommodate their bikes. It is completely reasonable to expect a for profit company to pay for the infrastructure associated with their business. They should pay for bike racks to be installed off-street in every neighborhood where their bikes are allowed to be used. Then they should ENFORCE the use of those racks. The current situation (with bikes abandoned anyplace) is like having a business that encourages people to sit on your front lawn and smoke cigarettes at any time without your approval. It's disrespectful and obnoxious. | 7/13/2019 2:49 PM |
| 116 | City staff, the residents and visitors should not have JUMP bikes inflicted on their work lives or as residents or visitors. Added chaos plus parking problems. A huge negative visual impact to our city quality, a huge maintenance problem for City and private landscape areas. The use of these encourages negligent behavior. | 7/13/2019 2:46 PM |
| 117 | Off street bike racks, similar to how bus stops have their own designated spots on the side on the street. The parking racks could even be co-located with bus stops or out front of apartment complexes. | 7/13/2019 2:17 PM |
| 118 | Jump is a private company. I think that the majority of responsibility-in particular financially-should fall to jump as a corporation, as they aim to expand in Davis and the surrounding regions (an aim that I support). Hold jump accountable for funding the infrastructure necessary for their product. | 7/13/2019 1:26 PM |
| 119 | Tickets should be issued by the police department to jump bike riders who do not follow the rules | 7/13/2019 12:20 PM |
| 120 | I would be furious if a painted park area was placed on my street, let alone in front of my house. Are all council members willing to have a green monster placed in front of their houses??? | 7/13/2019 12:14 PM |
| 121 | My actual answer to #14 was neither option. You did not let me select this answer. | 7/13/2019 11:05 AM |
| 122 | Park them in the ditch not necessary facing the street but parallel to the curb. Or have larger bike parking stations at Parks for residential areas instead of on streets. | 7/13/2019 10:34 AM |
| 123 | Parking bikes in racks in City Greenbelts that do not face homes. Not enough street parking for cars we do not need bikes added to the limited space. Bike lanes already have 50% of our streets. Bright green spaces in front of homes for bright orange bikes is unacceptable. Put them in Greenbelts like along Moore so no one has to look at them from their home. We pay a lot of taxes of our streets. | 7/13/2019 10:07 AM |

JUMP Bike Survey

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| 124 | A great parking solution for these bikes would be to get rid of them. As a high school student, I think JUMP bikes are a parasite to this town. And frankly, the JUMP bike culture is a danger to younger people like me. Because of the lack of helmets, people riding JUMP bikes are more likely to sustain an injury than if they chose to ride their own bike to school. JUMP bikes take up a huge amount of parking space at the high school, and make it more of a pain to park a standard sized bike. These JUMP bikes can be compared to SUV's in the car world for their size and uselessness. Shouldn't the city support people choosing a safe way to ride their bike to school/work instead of encouraging a cheap and temporary solution that does more harm than good? | 7/13/2019 10:05 AM |
| 125 | Designated Parking in apt/condo complexes, shopping areas, and greenbelts. No neighborhood parking and significant fines for parking elsewhere. | 7/13/2019 9:51 AM |
| 126 | Fine or impound the bikes improperly parked. This will force JUMP to pass the fine on to the rider who left it improperly parked, which will cause instant behavior changes by the riders. | 7/13/2019 9:31 AM |
| 127 | ALL at JUMP's expense: Install bike racks at or directly adjacent to existing BUS stops throughout the city. In NO case should the city use our tax dollars to assist JUMP (Uber!). JUMP is in Davis to make money; so let them pay! | 7/13/2019 9:31 AM |
| 128 | Who in the hell doesn't already have a bike in Davis that needs one. It's ridiculous and a nuance to tax paying citizens to have this program in town. They do not take cars off the road! Anyone who rides a JUNK bike was not going to take a car anyway. All they are doing is not walking, taking their own bike or not taking the bus. | 7/13/2019 8:56 AM |
| 129 | They need to be parked in bike racks and NOT take away anymore parking spaces for cars. Jump should be responsible for the cost of racks and installation NOT the city. | 7/13/2019 8:08 AM |
| 130 | Would we give Zipcar residential street parking? Why is it okay to take parking spaces away from residents to give a corporation, jump bikes, a chance to make money at our expense? Allow residents to rent the space in front of their house to jump bike. If you want a designated space in front of a residence it takes space away from that house. Require jump bike to pay monthly rental fee for it. The rental fee is for having the space reserved, it is always in place regardless of whether or not jump bikes are parked there. | 7/13/2019 7:15 AM |
| 131 | Hold riders responsible for properly parking or if not possible to park legally riders must notify JUMP upon completion of their ride and require JUMP to pick up the bike within two hours. Do not rely on members of the public to notify JUMP re illegally parked bikes. The rider must be held accountable. | 7/13/2019 6:58 AM |
| 132 | Tickets for illegally parked bikes. System monitored by police. This is a safety issue. Until strict regulations are enforced, Jump will always want to increase numbers of bikes. It's all about the money not our community. We need (our city) to lead and establish guidelines we can enforce. | 7/13/2019 6:18 AM |
| 133 | Get rid of JUMP bikes entirely. | 7/13/2019 5:19 AM |
| 134 | Massive fines should be imposed on the JUMP company when their customers park their bikes incorrectly. Come on Davis leadership, grow a spine and hold someone accountable. | 7/12/2019 9:10 PM |
| 135 | If a jump bike replace an automobile, we are all in a better place. Less pollution, they take up less space than a car and make people more active- a win win solution | 7/12/2019 8:01 PM |
| 136 | Keep it simple. The painted or rack option will take up space that is necessary. Let's treat them similar to motorcycles | 7/12/2019 7:40 PM |
| 137 | Limit the number of Jump bikes allowed to park at bike racks near bus stops, unless the racks are provided or paid for by Jump. | 7/12/2019 7:02 PM |
| 138 | Use requires agreement to park properly on street; infractions get ticketed to Jump so it's their problem if users are careless. | 7/12/2019 6:47 PM |
| 139 | I fully support the solution of simply letting bikes park on car spaces, just like motorcycles do. That said, some parts of town certainly need more bike racks. It's often hard to find a bike parking near Central Park during Farmer's Market. Many schools only have racks that allow locking one wheel, resulting in numerous thefts. The loop at the end of Olive Drive (near Rocknasium and RockBand University) is particularly under-served, the available racks are precarious and bikes are often locked to poles and fences. Instead of adding more parking in residential areas that don't really need racks, I think the city should spend their resources adding bike racks where they are most needed first. | 7/12/2019 6:45 PM |
| 140 | Leaving it up to user to park out of the way of pedestrian and other traffic, and to park responsibly. | 7/12/2019 6:29 PM |

JUMP Bike Survey

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| 141 | I do not feel that the City of Davis should be responsible for funding these changes. I believe that JUMP should bear the financial responsibility for this situation. | 7/12/2019 6:29 PM |
| 142 | Keep off sidewalks | 7/12/2019 6:17 PM |
| 143 | Parking near existing bus shelters in residential areas. | 7/12/2019 6:02 PM |
| 144 | There is already very limited parking on my street. If anything, the city needs to stripe more handicapped spaces, not Jump Bike spaces. You are ignoring the needs of the disabled and seem to care more about the able-bodied, bike riding population | 7/12/2019 5:43 PM |
| 145 | Jump bikes should be parked wherever regular bikes can be parked. If the number of jump bikes isn't increased, there is enough bike parking as it is. I don't think there should be more jump bikes. I love them, but I think they're enough around already. I've never had to walk more than 10 min to get to one. This expansion doesn't seem to be about catering to a demand that's there, it seems to be about creating a demand that's not there - and I don't like that. | 7/12/2019 5:36 PM |
| 146 | JUMP parking should NOT be allowed in residential areas at all! | 7/12/2019 5:24 PM |
| 147 | Jump bikes are used by young people who are able to pedal a bike like I do. Get rid of them. | 7/12/2019 5:13 PM |
| 148 | I think it would have been useful to have a No Opinion option as I didn't want to answer several questions, or it would have been nice to have a place to add a comment. | 7/12/2019 4:50 PM |
| 149 | Additional bike racks near or next to street in parks, (Slide Hill near pool, zAroyo parking lot, etc) or designated areas in existing parking garages downtown maybe next to electric car chargers? | 7/12/2019 4:50 PM |
| 150 | Parking JUMP bikes in areas of regular bike racks would be a good way to clear up sidewalk and street interference by JUMP bikes. | 7/12/2019 4:22 PM |
| 151 | Where there are parkways they should be parked there. | 7/12/2019 4:10 PM |
| 152 | allow parking in yards near street/sidewalks | 7/12/2019 3:52 PM |
| 153 | Parking is already limited with spaces given to Zipcar. We do NOT need to introduce more modes of transportation.... use a bike, rent a zipcar, or call lyft! ANY CHANGES TO PARKING MUST BE FUNDED BY UBER and not Davis taxpayers!! | 7/12/2019 3:29 PM |
| 154 | JUMP should be fined if a user parks a bike in a way that threatens safety or access (especially for disabled people) to city streets. (This will force JUMP to demand better behavior from any users who do park bikes dangerously, though I think they are the minority.) Other than that JUMP bikes should be allowed to be parked anywhere, though there should be spots set up (similar to painted boxes shown in this survey) that would facilitate safe parking. | 7/12/2019 2:49 PM |
| 155 | Off the street, but also off the sidewalk parking locations. There are some not very useful spaces around downtown that could accommodate the bike parking. I think if this goes forward it should be on UBER/JUMP to fund it. | 7/12/2019 2:44 PM |
| 156 | Huge fines to jump company for improperly parked bikes | 7/12/2019 2:39 PM |
| 157 | These bikes are just dumped in the Greenbelt areas where people are running, walking dogs, etc. They are routinely parked improperly and it is very frustrating as sometimes they are just dumped on the side of the path or road. Sometimes they are even just left in the middle of the grass or fields! | 7/12/2019 2:39 PM |
| 158 | I very rarely see bikes blocking greenbelt paths, sidewalks, etc. In the single family neighborhoods when bikes are parked on the sidewalk, I move them to the curb area just like your proposed perpendicular to the curb option. I think this is by far the best option given no city expenditures on infrastructure. While the increase in jump bikes may make poor parking practices more visible, I think there is still bountiful on-street parking for a few hundred JUMP bikes. ADA based complaints about sidewalk blocking JUMP bike parking (temporary) are not likely to compare with ADA in-complaint sidewalks and overgrown bushes in Davis, both of which act as permanent barriers. | 7/12/2019 2:35 PM |
| 159 | More bike racks in general would be nice. | 7/12/2019 2:29 PM |
| 160 | Jump should fine users that leave bikes (at terminations on ride) on lawns, greenbelts, sidewalks which do not have a rack or locking structure | 7/12/2019 2:17 PM |
| 161 | Designated public/non-residential areas to park jump bikes, for example the intersection of Arthur and Russell, at Westlake Market Center, near public parks (Central, Westwood, Community, etc) but NOT in our neighborhoods. | 7/12/2019 2:03 PM |

JUMP Bike Survey

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| 162 | The current situation seems fine to me. I walk and bike around Davis a lot and have not seen many problems. I have heard some people grumbling about them, but I don't think their perspective makes sense. The bikes take up less space than cars (for which parking is free), they are much more efficient than cars, lower polluting than cars, and quieter than cars. | 7/12/2019 1:37 PM |
| 163 | The rider should be required to park legal in a bike rack. They should be charged if the bike is not in a rack- all city parks have bike racks. | 7/12/2019 1:15 PM |
| 164 | Supply Information to the community on parking the bikes in safe areas on the street. Email, Flyer, On Website | 7/12/2019 12:52 PM |
| 165 | public should be educated to call or email jump bike with the bike number when bikes are parked wrong and rider should be fined a small amount \$1.00 by Jump. Davis could spend some money to educate residents. | 7/12/2019 12:52 PM |
| 166 | Street signs directing everyone to JUMP bike parking areas | 7/12/2019 12:31 PM |
| 167 | Although it would require a City employee at times, how about a small but noticeable fine charged to the most-recent rider's JUMP account? \$10? \$20? | 7/12/2019 12:13 PM |
| 168 | Place designated painted and bike rack JUMP Bike parking areas in front of multiple housing only. It is my assumption and observation that most riders are students. Single family homes use the parking areas in front of their homes for visitor parking. To remove that parking options for single family homes would be unsightly and a burden for seniors. | 7/12/2019 12:08 PM |
| 169 | A dedicated number to TEXT a photo of an improperly parked JUMP bike. | 7/12/2019 12:07 PM |
| 170 | The City could release guidance about acceptable ways to park Jump bikes or make the public more aware of this guidance if it already exists. The City could also pass an ordinance fining individuals who don't follow this guidance. | 7/12/2019 11:52 AM |
| 171 | Since JUMP is a For Profit company, they should pay the purchase, installation and maintenance of bike racks wherever they are installed. The pictures of proposed painted bike parking areas is quite garish and should be toned down. JUMP should pay for any maintenance of paint for bike parking areas since the COD apparently cannot afford to paint curbs red in front of fire hydrants they shouldn't take on another ongoing maintenance item that benefits a profit making company or companies. | 7/12/2019 11:44 AM |
| 172 | Fine the JUMP company if bikes are left on sidewalks or in resident's driveways. | 7/12/2019 11:06 AM |
| 173 | Bike racks NOT on the street is my preferred option. Street parking is too scarce as it is. | 7/12/2019 10:28 AM |
| 174 | Need some kind of jump bike parking in Old East Davis | 7/12/2019 9:43 AM |
| 175 | Use existing bike parking | 7/11/2019 11:03 PM |
| 176 | There must be off street space available to support bike racks and parking zones, at least outside down town... | 7/11/2019 10:10 PM |
| 177 | Education of the public instead of restrictions on how we properly should park the bikes. Incentives for correct parking. | 7/11/2019 9:20 PM |
| 178 | whenever possible on campus, downtown, everywhere else in Davis, ALL bikes including jump bikes belong as close as possible to bike racks | 7/11/2019 9:00 PM |
| 179 | JUMP should be paying the city fines for illegally parked bikes (it can be up to them to collect fees from their users), and properly taxes for use of our roadways and bike racks. 700 bikes is too many, considering they are already creating problems. Just walking around campus and downtown, I see them parked on sidewalks and blocking access ramps. They are larger and heavier than normal bikes, which may be why people aren't parking them properly. | 7/11/2019 7:55 PM |
| 180 | Fine anyone caught leaving a bike in a non-designated area, and impose an escalating fine structure payable by Jump Bike for which individuals cannot be located or otherwise directly fined by the City. | 7/11/2019 7:29 PM |
| 181 | Do not mark up my street and DO NOT put a bike rack on my street. | 7/11/2019 7:02 PM |
| 182 | Ordinance for ticketing riders that park illegally. Ticket fee could be assessed against Jump and Jump could recover from rider. | 7/11/2019 6:42 PM |

JUMP Bike Survey

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| 183 | Any parking solution should be the financial responsibility of the Jump suppliers. Is Davis being compensated to allow Jump to cause problems on our streets—and allowing more of them in the future? Maybe staff homeless shelters with the money the City gets from Jump, or are we doing all this for free? | 7/11/2019 5:42 PM |
| 184 | In my (limited) experience, I haven't noticed any parking issues. It would be nice if people left them in easy-to-find areas, which isn't always the case. | 7/11/2019 5:37 PM |
| 185 | Please help educate the community on how to download the app. I tried downloading Uber app but I can't find how to use the jump bike. That's the only reason why I haven't used one. I want to use a jump bike so badly. | 7/11/2019 5:12 PM |
| 186 | JUMP is in the business to make money. To that end, JUMP should provide parking as liscenced by the city or rent parking the city provides at cost. They should also police the conduct of their clients and/or pay the city enough to adequately clear bikes improperly parked. Impounding illegally parked vehicles with fines should be an option. Concerning parking parallel to the curb, these bikes would be difficult to see in the dark, so designated spaces need fencing or barriers are needed. | 7/11/2019 5:11 PM |
| 187 | Get rid of jump bikes | 7/11/2019 5:09 PM |
| 188 | Allow the installation of more JUMP charging stations outside of downtown. The closest one to our house is on UC Davis campus (2 miles away) | 7/11/2019 4:58 PM |
| 189 | Is it possible for JUMP to provide continuous monitoring of bikes, so whenever they are parked, someone goes to pick them up and bring them to a central location? | 7/11/2019 4:27 PM |
| 190 | Expanding JUMP parking solutions in a way that increases general biking infrastructure seems like a good plan; expanding JUMP parking at the expense of resident parking in a way that only benefits JUMP users/infrastructure and/or continues to impede accessibility (ADA) on sidewalks and other areas seems problematic. | 7/11/2019 4:24 PM |
| 191 | How about this option: 1) city allows willing property owners to lease portions of their front yards to UBER and the company installs bike parking there. 2) improperly parked bikes are impounded by the city for 28 days and UBER is required to pay a cost-plus fee to recover them. Applying the forces of the market will encourage the company to solve the problem. The city and residents should not have to. | 7/11/2019 4:05 PM |
| 192 | Eliminate jump bikes. | 7/11/2019 3:52 PM |
| 193 | Ban JUMP bikes and any similar scams from the City of Davis. | 7/11/2019 3:02 PM |
| 194 | N/A | 7/11/2019 2:14 PM |
| 195 | In regard to the Cannery community (north/east Davis), there is limited residential on-street parking and it is becoming more impacted by the day, with the addition of more housing units and inadequate off-street parking, especially for the large number of renters in the single-family, townhouse, and condo residences. No on-street parking for JUMP bicycles should be allowed, as that option will remove the scarce supply of on-street parking currently available. There appears to be more than adequate bicycle racks located in or near the two public parks - Market Park and Harvest Park - which can accommodate the JUMP bicycle parking. It is apparent that the JUMP users do not avail themselves of their use, as that would require them to walk a short distance to their destination. One future parking option would be to identify JUMP bicycle parking areas in the retail/commercial area fronting Covell, once that aspect of The Cannery development is initiated. | 7/11/2019 2:13 PM |
| 196 | I support limited parking rules pertaining to blockage of ADA compliant infrastructure or similar features. | 7/11/2019 2:01 PM |
| 197 | Make JUMP pay for the bike racks and their installation. Fine JUMP for bikes that are not properly parked (i.e., bikes that obstruct the sidewalk) | 7/11/2019 1:47 PM |
| 198 | Bike racks in retail and business parking lots. | 7/11/2019 1:35 PM |
| 199 | I have seen jump service an illegally parked bike. They should be required to immediately remove any illegally parked bike. Any citizen or city employee should be able to report an illegally parked bike to parking control which would result in a fine and a requirement for jump to move the bike. This could motivate jump to better management of assets and increase city revenues. | 7/11/2019 1:34 PM |
| 200 | Lower the amount of them. There are so many that are abandoned around town I don't think we need as many. | 7/11/2019 1:28 PM |

JUMP Bike Survey

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| 201 | Suggest that more bike racks be placed near bus stops so they are available for bus riders. Parking is at such a premium in Davis that it is hard to imagine a GOOD solution. Guess I don't know why people don't buy their own bike and park it at their own residence. For the cost of renting, it wouldn't take long to have enough for your own. | 7/11/2019 1:11 PM |
| 202 | In residential areas, bicycle racks equipped to handle JUMP bikes should be placed alongside existing bus stops ... and NOWHERE ELSE. | 7/11/2019 1:09 PM |
| 203 | Bigger penalty for leaving a Jump bike on a sidewalk or other place blocking where people walk, wheelchairs go by, etc. | 7/11/2019 1:06 PM |
| 204 | In bike racks and nowhere else. As we all know, the color red does not stand out at night. If you put those bikes on the street, the potential for someone damaging their vehicle increases. Other than that...I see many of these bikes parked on my neighbors lawns. This IS wrong. | 7/11/2019 12:59 PM |
| 205 | I live on a short, quiet residential street with no young residents. A bike rack or painted area would be a "disaster". I have never seen a jump bike on the street, let alone parked on the block. Your more dramatic solutions would be very intrusive and a waste of money. | 7/11/2019 12:40 PM |
| 206 | Perpendicular to the sidewalk on the street sounds good we just have little car parking as is we don't need any more bug spots blocking car parking, maybe like a charging station at the bus stops to help promote people getting to and from the bus <input type="checkbox"/> <input type="checkbox"/> ♀ | 7/11/2019 12:34 PM |
| 207 | If JUMP needs infrastructure beyond what is currently available in Davis in order to run its business, it should pay for the infrastructure upgrades. Currently, bike parking is reasonably plentiful in Davis, except for a few areas such as the intersection of F and 1st. JUMP bikes should not be located in low-density areas, unless adjacent to bus stops. More can be done to integrate public transportation modes and JUMP. | 7/11/2019 12:34 PM |
| 208 | Designated racks, off street, in parks, greenbelts, public schools and other public facilities. For example, it would be easy to install a designated rack at Birch Lane School near where I live. | 7/11/2019 11:49 AM |
| 209 | Perpendicular parking with no required painting area seems most logical. It doesn't harm parking space and makes the bikes easily / conveniently located. | 7/11/2019 11:23 AM |
| 210 | ANY OPTION that doesn't take up street parking. If the city takes away any more street parking I'll just start setting jump bikes on fire. | 7/11/2019 11:10 AM |
| 211 | Identical to motorcycle parking options. Keep it simple. | 7/11/2019 11:09 AM |
| 212 | Jump should pay for any parking without increased fees, as part of Uber, the company can pay to paint some boxes on the street. In which case Jump should have a way on monitoring whether or not the bike was parked in a designated area or bike rack. | 7/11/2019 11:04 AM |
| 213 | Centralizing JUMP parking in downtown Davis. | 7/11/2019 11:02 AM |
| 214 | Allow bikes to part on streets, legally occupying car parking spots without fees/costs. | 7/11/2019 10:48 AM |
| 215 | Fining Jump if bikes left more than 4-8 hours in one spot. Designating no-drop of zones. Limiting hours of drop in residential areas and parks, tracking to ensure that Jump use is not supporting pattern of illegal activity or use. | 7/11/2019 10:44 AM |
| 216 | Require that ALL bikes be parked in bike racks or bike/owner will be ticketed or impounded. | 7/11/2019 10:31 AM |
| 217 | Limited parking is already a problem in Davis. I think it should be a priority to find a solution without cutting into already limited parking space. | 7/11/2019 10:14 AM |
| 218 | I actually don't support privately owned share services. I think they take city/community resources without paying their fair share, and do not take enough responsibility for problems that arise from share services. | 7/11/2019 10:13 AM |
| 219 | The public supports giving up wasteful car parking for bike parking. These JUMP bikes are blocking side walks all over town and compromising ADA accessibility. Sidewalks MUST be ADA accessible for obvious reasons. Jump needs to do something about it and stop framing the issue as just a "nimby" issue. This is an ADA issue! | 7/11/2019 10:11 AM |
| 220 | JUMP could be required to increase the collection of bikes in residential areas, so as to alleviate the amount of time they spend in people's front yards and the sidewalks. | 7/11/2019 9:59 AM |
| 221 | Add the new small bike racks near bus stops, parks, or other areas where JUMP bikes are now left at the end of a trip. Do not add bike racks in place of street parking. | 7/11/2019 9:52 AM |

JUMP Bike Survey

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| 222 | Install more bike racks for all bikes please! Especially in residential areas, where there are almost no bike racks. The City of Davis should require all landlords to install more bike racks. Especially in residential subdivisions, there definitely needs to be bike racks, because there are almost none. | 7/11/2019 9:46 AM |
| 223 | Parking docks / designated space in commercial lots as condition of city permit. Jump expansions linked to Unitrans stops. More bike parking in general downtown - replace more car parking spaces with bike racks like Woodstocks. This is key to achieving Davis transportation climate goals. | 7/11/2019 9:41 AM |
| 224 | Could also just make it okay to park on a lawn adjacent to the sidewalk, as long as it's not on the sidewalk. | 7/11/2019 9:22 AM |
| 225 | JUMP bikes should be parked in existing city bike racks. By installing new bike racks specific to JUMP bikes and taking away street parking in residential neighborhoods, this would negatively effect those who live in those neighborhoods who do not use JUMP bikes. The rest of the city and the population in Davis who do not use JUMP bikes should not lose parking and street access due to the small number of people who use JUMP bikes. | 7/11/2019 9:14 AM |
| 226 | Making sure that JUMP bikes are not parked on sidewalks or in bike paths! JUMP should be fined for the use of this public good. | 7/11/2019 9:02 AM |
| 227 | I support adding bike rack parking in residential areas because this increases parking both for JUMP bikes and others traveling through town by bike. It is often challenging to find bike parking, even without JUMP bikes present, and while I support their use, I would also like to see increased bike parking that is available regardless of what type of bike you are using. I'm happy to see vehicle parking spaces removed for parking by ALL bicycles, but I do not want to see a significant amount of parking removing for use only by JUMP bikes (i.e. the painted squares). | 7/11/2019 9:00 AM |
| 228 | Designated spots for parking JUMP bikes | 7/11/2019 8:52 AM |
| 229 | The bike racks next to the Tanglewood Apartments (and close to Octave/Sharps and Flats) on Drew Ave. is a great parking area for JUMP bikes. Racked areas like this or the one suggested in this survey would be great for areas with multiple apartments located together, as many JUMP riders are UCD students. | 7/11/2019 8:44 AM |
| 230 | Jump bike parking behind to unitrans bus stops- these are already arranged to cover most of Davis as efficiently as possible. | 7/11/2019 8:38 AM |
| 231 | STRONG measures to hold Jump (or someone) accountable for Jump bike ADA violations or improper parking taking up valuable and limited parking space (especially downtown). | 7/11/2019 8:35 AM |
| 232 | Tickets for parking on sidewalk | 7/11/2019 8:28 AM |
| 233 | Community education about safe bicycling practices for riders and drivers and include a segment on JUMP | 7/11/2019 8:22 AM |
| 234 | They need to be parked off street and sidewalks in already installed bike racks at public parks, buildings and/ or private businesses. I have yet to see a single jump bike parked appropriately and highly doubt installing new racks will improve behavior. | 7/11/2019 8:16 AM |
| 235 | Park in racks on green belt | 7/11/2019 8:13 AM |
| 236 | This is a lousy survey, especially question 15. That question for hiring additional city staff not germane to this issue and shouldn't have to be answered. Jump bike has been in Davis for over 1 year. They have DATA. They know where bikes are used, how often and where they are parked. Expanding the bikes should come with an expansion of JUMP bike funded and maintained bike racks placed according to their data. The size and location of the racks should reflect their use data and the ability of the site to manage the bikes. Jump bike and all bike parking should be limited to private property (not street) and any existing bike rack within the city limits. Some areas may require bike parking pads, but this can be kept reasonable by using Jump data and proper city planning. As a user, I would appreciate knowing where bikes are located, as I am finding increasing difficult to track down bikes using my phone. Designated bike racks would give me 2 or 3 locations to choose from, where I can make a quick decision to use the service or not, based on bike availability. | 7/11/2019 8:12 AM |
| 237 | The move thing is that you can park them anywhere, especially at night. So on Street parking like a motorcycle, would be ideal. | 7/11/2019 7:55 AM |

JUMP Bike Survey

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| 238 | I don't particularly like the idea of creating on-street parking for JUMP bikes, as it will decrease parking spaces for cars, which is already cramped in many neighborhoods. I especially dislike the option for bikes to park anywhere on-street with tires perpendicular to the curb, as they might end up being parked sporadically all over, not leaving space for any cars. If some sort of on-street parking is the best option, then I support designated spaces. However, why not simplify this all and enforce regular bike parking rules for JUMP bikes? Why not make them be put away at a bike rack (or other appropriate place) just like all other bikes in town? | 7/11/2019 7:55 AM |
| 239 | I definitely would be against designated JUMP bike parking in residential neighborhoods. Bikes should be parked in bike racks downtown and in commercial parking lots (with JUMP arranging the agreement directly with the private land owners), potentially even bike racks in apartment complex parking lots (again with JUMP arranging the contract). JUMP bike parking should not be permitted in residential areas on the streets or sidewalks, essentially turning residential neighborhoods into commercial space for JUMP. If someone wants to ride a JUMP bike to a residence, then they need to park the JUMP bike on their own driveway, not on public space and just abandon it there. I do not want the JUMP bike van driving around my residential neighborhood at night, loudly collecting and or servicing the bikes. What is the next step - Enterprise Rent-A-Car can just distribute cars in parking spots all over town and leave them there for people to rent? Tesla can just distribute cars in parking spots all over town and leave them there for people to buy? | 7/11/2019 7:53 AM |
| 240 | I would suggest that parking be located in areas with reasonable access for the greatest number of people. With the current rules, it is a bit inconvenient to have to park/pick up a bike only at locations with bike racks, since they can be a bit far from where I am coming from or going to. However, these locations tend to be at activity centers (parks, greenbelts, shopping centers, downtown, etc.), which creates some predictability and consistency with the process of parking/finding a bike. I am a bit concerned that opening up parking to all streets would create a situation where bikes end up in remote locations that are difficult to access for the general public and/or costly to pick-up and move for the JUMP crews. I often find an available bike through the app, but it is located deep in a nearby residential neighborhood, so I eventually choose to use a different travel mode instead (usually driving). I like the idea of introducing on-street parking for JUMP bikes using the concepts identified earlier in the survey, but would suggest that it be limited to arterial and collector streets instead of all streets. Arterial and collector streets generally provide good coverage of all neighborhoods in town, so concentrating parking at these locations would balance the needs to provide good access and a predictable experience for a large number of JUMP bike users. I would also suggest that the City consider similar JUMP bike parking policies for the greenbelts. Bike racks can sometimes be few and far between, so it'd be nice to see informal parking areas available for use that would improve access over existing conditions. Thanks for your consideration! | 7/11/2019 7:50 AM |
| 241 | In Texas they have actual bike racks from the bike company where bikes must be returned. These are great cus they are provided by the company and they must provide 1 per bike. Also you are charged until you properly park the bike. | 7/11/2019 7:41 AM |
| 242 | Jump bikes can park next to or in current bike racks. | 7/11/2019 7:39 AM |
| 243 | Fines for improperly parked bikes via photo submission. | 7/11/2019 7:34 AM |
| 244 | The rackless concept is a failure. It causes a public nuisance (blocked roads, paths, sidewalks), and nothing has been done about it. Jump should be required that all bikes be parked at racks. | 7/11/2019 7:00 AM |
| 245 | Do not use up the downtown bike racks!!! We're already short on bike racks downtown. | 7/11/2019 6:58 AM |
| 246 | Designated racks, even if it means walking farther to properly park a bike; prompt collection of bikes left in residential neighborhoods and near greenbelts; fines by the City and Jump for users who park the bikes improperly on greenbelts and sidewalks. | 7/11/2019 6:53 AM |
| 247 | In my opinion, the only parking problem is on SIDEWALKS. Perhaps we could levy a fine for that. | 7/11/2019 6:45 AM |
| 248 | Green painted JUMP bike parking should be installed first at the train station and major bus stops to mitigate the first mile/last mile problem of public transport. | 7/11/2019 6:21 AM |
| 249 | JUMP IS SUPPOSED TO PICK UP BIKES NOT PARKED AT A DESIGNATED RACK. IT SEEMS THAT THEY DO NOT. | 7/11/2019 3:30 AM |
| 250 | I think just asking people to park the jump bikes where we park bikes now--in a rack that we currently have all over town--these could be in apt complexes, schools, shopping centers. But don;t add racks to the streets, | 7/11/2019 2:58 AM |

JUMP Bike Survey

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| 251 | The City of Davis should require JUMP to fund and construct actual bicycle racks (on or off street) in the city that ALL bicycles can use (including JUMP bikes). My biggest complaint is that the JUMP racks can't be used by normal bicycles. Furthermore, the JUMP racks are rarely populated with the JUMP bikes. If we had bicycle parking racks on every block of the city, then we could require that all bicycles (including JUMP) be placed in a rack. Make JUMP build enough racks so the bikes aren't left in arbitrary locations. | 7/11/2019 2:26 AM |
| 252 | Parking can be located adjacent to sprinkler system so that dirty bikes can be washed | 7/11/2019 2:11 AM |
| 253 | The vast majority of parked JUMP bikes that I see are left randomly, either in pedestrian paths, blocking shops, or even in the road. If JUMP bikes are to be parked as if they were motorcycles, users of JUMP bikes parked improperly should be fined...On an unrelated note, someone should do a carbon-footprint analysis of JUMP bikes. I would guess that -- because of their batteries and electricity requirements -- the C footprint of a city-wide fleet of JUMP bikes would be higher than if everyone in the city owned and used their own personal normal bike. If that's the case, we should really work as a city to get everyone their own bike and encourage biking (by perhaps, e.g., removing car parking downtown). And given that Davis is so flat and cycle friendly, there are many good reasons for able-bodied individuals not to bike. | 7/11/2019 1:18 AM |
| 254 | I like the parking stations along the green belt idea the best. I think along roads that pass directly by the green belt areas would be a good place if street parking in residential areas is a must. | 7/11/2019 12:55 AM |
| 255 | Centralized parking lots throughout the neighborhoods with JUMP staff going around the neighborhood each night to gather them from neighborhood streets to park them in centralized lots. | 7/11/2019 12:49 AM |
| 256 | There may not be a "one-size-fits-all" solution for parking JUMP bikes. On residential streets that have mostly single-family houses, there would probably only be 1 or 2 JUMP bikes per block at most, and JUMP bikes parked like motorcycles would likely work just fine. On the other hand, streets that feature apartment complexes would likely have many more JUMP bikes needing parking. In those streets, it would probably make good sense to have on-street bike racks close to apartment complexes, or to offer apartment complexes themselves the option of having a dedicated JUMP bike rack on their property. | 7/10/2019 11:55 PM |
| 257 | Smaller parking zones < size of a car on residential streets where there aren't permit lines; usually no more than 1-3 jump bikes would need to be parked and it would be frustrating to lose that much curbside parking | 7/10/2019 11:47 PM |
| 258 | Just more bike parking, whether or not it's for jump bikes | 7/10/2019 11:41 PM |
| 259 | Montreal has a really great Bixi system where bixi stations are every couple blocks around the entire city. You just pick one up close to you and park it at the next station nearby. JUMP is better than Bixi for sure, but it was nice to have designated areas to park bikes rather than have them all over the place. The parking spaces were about 20bikes (ish?) per bixi station. | 7/10/2019 11:30 PM |
| 260 | Just get them off the middle of sidewalks. | 7/10/2019 11:28 PM |
| 261 | Bike should be allowed to park anywhere that does not obstruct public right of way or emergency access. Right now it is seemingly impossible to use the bikes in a practical manner AND park them legally. They don't work in our city racks, yet must be in a rack?? In the neighborhoods, nobody knows what to do with them, so they logically leave them on the sidewalk. Teach people that they can be parked in the street just like a motorcycle or car. Don't make people park them in some random, designated painted spot that will not be maintained. They should be allowed to park anywhere. | 7/10/2019 11:14 PM |
| 262 | JUMP should pay for any and all costs associated with parking. The City should not subsidize this company's operations. | 7/10/2019 11:04 PM |
| 263 | Bike racks near bus stops and bus shelters Subsidize adding designated jump bike parking at apartments or other high density housing areas Additional bike racks at shopping centers Signs or stickers added to existing street signs with number to call for JUMP bikes blocking sidewalks/driveways/etc | 7/10/2019 10:43 PM |
| 264 | Limit JUMP bike access to the community until the sponsoring company becomes a more responsible business in the community. | 7/10/2019 10:29 PM |
| 265 | No parking in residential neighborhoods | 7/10/2019 9:56 PM |
| 266 | Clearly define a policy and make jump enforce through fines to users. Town fines jump if not enforced. | 7/10/2019 9:49 PM |

JUMP Bike Survey

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| 267 | Jump should automatically fine anyone who parks improperly. Something around \$20 is about right. Call the fine a "fee to improve the ease of sharing." | 7/10/2019 9:48 PM |
| 268 | Place parking for JUMP bikes at train station, parks, near schools, at UC Davis, parking garages, community areas, strip malls, libraries or places like ZipCar uses in Washington DC, for example. NOT in front of residences on the street! | 7/10/2019 9:45 PM |
| 269 | The sidewalk? | 7/10/2019 9:39 PM |
| 270 | Remove jump bikes | 7/10/2019 9:33 PM |
| 271 | Make campus designated JUMP bikes and increase parking options on campus. | 7/10/2019 9:27 PM |
| 272 | Especially in east Davis, next to Slide Hill Park, there is plenty of space that doesn't require the bikes be parked on sidewalks or on the street. For downtown with a current parking crunch, you seriously want to take away more parking spaces for these bikes? How about parking spaces at city hall? Or on UCD campus. Both of these areas have ample space for bike parking | 7/10/2019 9:26 PM |
| 273 | Davis doesn't need them | 7/10/2019 9:24 PM |
| 274 | More bike racks in general throughout the city, not just for JUMP bikes, would be awesome | 7/10/2019 9:04 PM |
| 275 | N/A | 7/10/2019 8:52 PM |
| 276 | Racks or parking areas OFF the street on the easement (grass) side | 7/10/2019 8:45 PM |
| 277 | Park in bike racks that are currently available. Do not spend city resources to support Jump. | 7/10/2019 8:39 PM |
| 278 | The community will strongly oppose removing car parking to make way for these nuisance bikes. Do not take parking away from cars, there is already a shortage. Find a way to create designated bike racks out of the way where parking won't be taken away from vehicles and these ugly bikes won't be left on lawns and sidewalks. No more jump bikes. No expansion. | 7/10/2019 8:34 PM |
| 279 | There are enough parks in Davis with bike racks that are near to everyone (outside of downtown) that I think requiring JUMP bikes to be parked in a bike rack would work. At least in East Davis, spots along Alhambra (at an intersection perhaps) or 5th would not impact residential parking and would not look as awful. | 7/10/2019 8:31 PM |
| 280 | At off road bike racks only. JUMP bikes mean students and others don't have to buy their own bike. They aren't actually removing cars from the road in Davis. We all have our own bikes anyway. Removing car parking in residential areas is absolutely not OK. | 7/10/2019 8:21 PM |
| 281 | Bike racks not in the street. | 7/10/2019 8:18 PM |
| 282 | Bikes on our sidewalks in residential areas is so prevalent that I can't even think of any solution. Due to the fact that we are in a residential area now occupied by students, the bikes are everywhere, including our driveway! I just hate them since I am a senior citizen and unable to "kick them to the curb". | 7/10/2019 8:17 PM |
| 283 | I much prefer centralized hub-like parking for these bikes rather than spreading them around everywhere. | 7/10/2019 7:53 PM |
| 284 | Parking at off-street bike racks clearly designated for Jump bikes. They could be in parks, parking lots, near schools and other public facilities. We already lack adequate car parking in the Cannery, with owner parking blocks away from home, and all the housing is not yet complete. Jump bikes across the bike paths, side walks, and in car spots are not acceptable. They would be acceptable if parked in proper racks in the Cannery Park, by the amphitheater, in the Marketplace (once built), or by the bus spot. | 7/10/2019 7:51 PM |
| 285 | Jump bikes should park in existing bicycle parking spaces. | 7/10/2019 7:39 PM |
| 286 | Perhaps encouraging people to park bikes in existing greenbelt and park bike racks. Currently they seem under-utilized. | 7/10/2019 7:32 PM |
| 287 | I do not understand why jump bikes have to be parked on the street taking precious parking away from neighborhoods. It makes sense to put jump parking near bus stops. One idea: put bike racks right next to the bus stops throughout town. | 7/10/2019 7:31 PM |
| 288 | In Honolulu, they have a bikeshare program called Biki, which requires all bikes to start and end their rental period at a Biki station. This looks most like the on-street "parking lot" option you've shown, except I think that in some locations in Hawaii, the bike racks are actually off-street/on the sidewalk | 7/10/2019 7:14 PM |

JUMP Bike Survey

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| 289 | I personally like bikes parked in any non obstructive place. One of the best things about jump is you can leave them almost anywhere. Requiring jump to be placed at specific parking spots downtown would be a deterrent for me. I do want jumps to be parked on bike racks... but I can't imagine any residential house opting to host a jump parking hub in front of their house. | 7/10/2019 6:27 PM |
| 290 | As long as parked bike does not completely block pedestrian use of sidewalks, it should not be a problem. | 7/10/2019 6:25 PM |
| 291 | Better education for people using jump and perhaps a fine/ ticket for parking in a way that blocks the sidewalk | 7/10/2019 6:23 PM |
| 292 | Think they should be on more public type lands like parks - take up small parts of grassy areas, next to walkways on greenbelts, with designated JUMP racks. | 7/10/2019 5:52 PM |
| 293 | Underused areas off-street controlled by the city -- such as community or neighborhood park parking areas. Also, bike parking in existing parks with bike parking already there could be "free" or incentivized. For example, Arroyo Park west of the soccer fields has a few bike racks now that are often used for Jump bikes. That would be a good central place to encourage Jump parking. And parks are already spread around the city nicely due to our years of good planning. Basically any off-path areas of parks or greenbelts would seem good. I get it that we don't want the bikes on streets, and when they are on private driveways it feels odd to get them while trespassing. Also, it would be nice for apartment complexes to have one set area for the JUMP bikes. It can be hard to find a bike I have reserved in the interior of an apartment complex. A simple incentive for apartment folks to use one area of their complex would also help make getting a bike simpler for residents of the complex -- and might even advertise Jump when people see there is a cluster of bikes available. | 7/10/2019 5:39 PM |
| 294 | Jump bikes can park in the existing bike parking infrastructure. (We can expand the existing bike infrastructure if necessary. Including bike racks in the street - but they should not be specific to jump. I'd support more bike parking in the street, but it shouldn't be related to whether this specific company expands in Davis.) | 7/10/2019 5:24 PM |
| 295 | Jump bikes should include a phone number clearly visible on the bike that may be called when a bike is illegally parked | 7/10/2019 5:20 PM |
| 296 | Parking should not limit car parking. Our new neighborhood as limited street parking as it is, and with more construction plan will severely limit residents that commute or have small children. Jump parking should be put in a public area (off the streets) where parking is already difficult in many parts of Davis. Perhaps JUMP parking could be limited to areas that have large student resident populations (I.e. apartment complexes and public parks). | 7/10/2019 5:20 PM |
| 297 | See number 20 | 7/10/2019 4:54 PM |
| 298 | JUMP (and other dockless bike companies) have community outreach divisions who are responsible for educating riders on proper parking etiquette. Taking up car parking / otherwise regulating how dockless bikes are parked is an unnecessary step and completely ruins the advantages/purpose of dockless bike share programs. There are all sorts of ways/locations that dockless bike share bikes can be parked in a manner that makes bikes both safe and accessible for riders/pedestrians/drivers -- as evidenced by dozens of major European cities where hundreds/thousands of motorcycles/mopeds are safely parked without designated parking areas... When viewing how cities can easily accommodate such motorcycle parking, it should not be difficult to park bicycles in a safe /conscientious manner. Some education/outreach on the part of JUMP (such as via warnings and/or photos with best practices, etc. implemented in their app) are all that should be necessary so safely regulate dockless bike parking. Perhaps I am overly optimistic in this regard, but I don't think it should be so hard for people to park a bike in a decent manner such that the city has to invest time/resources in creating bike park zones for Davisites... | 7/10/2019 4:32 PM |
| 299 | Allow parking on a private driveway adjacent to the sidewalk. | 7/10/2019 4:23 PM |
| 300 | Do not take car parking away in residential neighborhoods. This is a very bad idea. Park in greenbelt areas instead. | 7/10/2019 4:13 PM |
| 301 | Designated methods/areas of parking on the bike path instead of being randomly strewn around. | 7/10/2019 4:05 PM |
| 302 | Designate a JUMP bike parking area in city parking lots. More signage around town (including residential areas) directing users to JUMP bike approved parking | 7/10/2019 4:05 PM |
| 303 | Haven't observed any major problems... JUMP already has an incentive (ie \$1 account credits) for parking in designated areas, usually when batteries are low. So, possibly there could be an incentive (in the app) for parking at special "\$" locations? | 7/10/2019 3:59 PM |

JUMP Bike Survey

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| 304 | 1. Parking has to be convenient and easy. 2. Fines for improper parking. | 7/10/2019 3:57 PM |
| 305 | In parks. It's very inconvenient to use street space that residents and neighbors usually use to park their cars or guests parks. | 7/10/2019 3:50 PM |
| 306 | There need to be racks. | 7/10/2019 3:48 PM |
| 307 | Follow the system used by Sacramento. Improperly parked bikes result in a fine to the rental company, which would be responsible for collecting from the rider. | 7/10/2019 3:46 PM |
| 308 | JUMP bikes parked in existing bike racks in downtown and around the city, such as on greenbelts and in parks. | 7/10/2019 3:43 PM |
| 309 | never on the sidewalk. always attached to a secure metal pole already present | 7/10/2019 3:28 PM |
| 310 | If JUMP bike expansion happens why not a smaller number - say 500 not 700. Jump bikes on sidewalks and greenbelts are already a significant problem. I dread there being more of them. | 7/10/2019 3:23 PM |
| 311 | I would be curious if there are any city-owned spaces (e.g. parks) throughout the neighborhoods where bike racks could be installed off the street, to reduce the number of on-street bike parking spaces that would need to be installed. (For example, I live on 11th St. between H and F, and there's a city-owned lot as well as space around the H Street walking path next to the railroad tracks; I would be interested in having bike racks installed in areas like that around town wherever possible.) Or is that essentially the current system? | 7/10/2019 3:15 PM |
| 312 | No Jump bikes should be allowed to be parked outside of areas zoned for business. | 7/10/2019 2:58 PM |
| 313 | I think it would be better to have more bike racks in general throughout town. The locations that make the most sense to me are in parks and next to bike paths. More in shopping centers too. The Marketplace comes to mind as not having nearly enough bike racks in general. Why no Jump bikes there? | 7/10/2019 2:56 PM |
| 314 | Several Jump Bike parking racks in different popular commercial centers around town, including UCD, Davis Co-op, The Marketplace, Trader Joes and Westlake Village, close to downtown shops and restaurants, the UCD pool and ARC, West Village, and at bus stops around town, etc. | 7/10/2019 2:54 PM |
| 315 | I see bikes parked on side walks and green belts that are within 1/2 mile of designated Jump bike parking racks. The city would need significantly more parking areas to prevent this. That would significantly impact neighborhood parking and who wants one in front of their house? | 7/10/2019 2:53 PM |
| 316 | Sacramento has been able to figure it out. Defer to them. | 7/10/2019 2:50 PM |
| 317 | I don't have any problem with the Jump bikes. People seem happy to be riding them and leave them mostly in racks and out of the way when I've seen them. | 7/10/2019 2:33 PM |
| 318 | I think concerns about JUMP parking are overblown. It's important that they not clog up the sidewalk, but other than that, they should be able to park anywhere they want in the street. | 7/10/2019 2:24 PM |
| 319 | Maybe driveways could be used for a small fee? | 7/10/2019 2:24 PM |
| 320 | Allow parking in certain green spaces adjacent to bikepaths/sidewalks as long as they are parked safely and out of the way of the path | 7/10/2019 2:23 PM |
| 321 | Voluntary addition of a bike rack or multiple bike racks on private property near the sidewalk, by the property owner, especially where there are apartments. These racks could be financed by the City as an incentive to the landlord/property owner. | 7/10/2019 2:21 PM |
| 322 | Locate or create off street parking spaces for jump bikes. | 7/10/2019 1:57 PM |
| 323 | People will be mad with any solution! Taking away street parking doesn't seem fair. What about replacing a couple of parking spots in each downtown lot with Jump parking? That and allowing perpendicular parking seems like it would be enough? | 7/10/2019 1:52 PM |
| 324 | Whatever jump parking solutions are implemented, the entire cost(s) should be borne by jump. The City should not, repeat NOT subsidize or pay anything. Jump is a for profit enterprise. They should pay for the services they receive. | 7/10/2019 1:49 PM |
| 325 | My main issue is with the bikes blocking the sidewalk so I can't get through with my baby in a stroller. I don't mind when the bikes are parked on people's front yards. | 7/10/2019 1:36 PM |
| 326 | Off street racks | 7/10/2019 1:34 PM |
| 327 | They should park the same as any other bike. If more parking for them is needed JUMP should provide them. | 7/10/2019 1:30 PM |

JUMP Bike Survey

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| 328 | Put bike racks in park and greenbelt where most problems occur. Have Jump pay for them. | 7/10/2019 1:22 PM |
| 329 | Most parking options will have support if JUMP can commit to moving a parked JUMP bike quickly. | 7/10/2019 1:06 PM |
| 330 | I think they are great and this is a non issue. | 7/10/2019 12:58 PM |
| 331 | Work with apartment complexes to have dedicated jump bike parking in their parking lots | 7/10/2019 12:55 PM |
| 332 | need more bikes. generally happy with the service. have had a lot of issues with the bikes, mainly not working properly, but i get a refund. | 7/10/2019 12:51 PM |
| 333 | Designated street parking that is NOT in a residential area, such as in front of the library, next to tennis courts, by a mini-park, etc, would be fine. NO ONE wants a bike parking area in front of their home. This is not just about bike parking but strangers coming and going at any hour of the day. Also, many of us only have one parking space in front of their home for guests and their own vehicles. | 7/10/2019 12:47 PM |
| 334 | Work with Jump to determine improper locations most frequently left, and if possible, build lock racks there. IN particular, Vet center, HS, parks. | 7/10/2019 12:36 PM |
| 335 | Racks closer to major streets or roadways instead of in residential areas. Higher fines for people reported to have parked incorrectly. | 7/10/2019 12:35 PM |
| 336 | A designated area of neighborhood parks or greenbelts. Next to bus stops. | 7/10/2019 12:30 PM |
| 337 | JUMP riders could be fined if they improperly park a JUMP bike. Or pay a deposit that could be returned after x number of months. | 7/10/2019 12:26 PM |
| 338 | I'm so frustrated with users of JUMP leaving bikes blocking sidewalks. We have a blind gentleman in the neighborhood and it causes problems for him. | 7/10/2019 12:05 PM |
| 339 | Have JUMP fine people who park incorrectly/poorly. Use the fines to add more bike racks. | 7/10/2019 12:03 PM |
| 340 | People leaving bikes on the sidewalk should be fine | 7/10/2019 11:58 AM |
| 341 | the ZipCar system, for example in Washington, DC has been required to either rent or purchase parking lots for their vehicles, usually in unobtrusive places behind buildings. Jump, as a for profit company should be required, by City of Davis ordinance, to have their bicycle parking stations in public areas but not interfering with the public's right of way. We in the Cannery are sick and tired of seeing Jump bikes parked in the sidewalks blocking our paths. The City must do something about this and the Jump Company responsible to this public nuisance. Also, the for profit company making money for these bikes should pay for the parking areas, NOT the citizens of the City of Davis. I absolutely oppose any provision for city to pay for these bike parking areas for a private company's bicycles. | 7/10/2019 11:43 AM |
| 342 | Charge jump a lot more for having bicycles in Davis if they are not willing to charge their riders for parking in the wrong places | 7/10/2019 11:19 AM |
| 343 | Add requirement that JUMP notify you of all complaints they receive. | 7/10/2019 11:17 AM |
| 344 | only in designated location at existing auto parking lots | 7/10/2019 11:13 AM |
| 345 | I think this JUMP bike idea is terrible and should be eliminated. They are everywhere in the streets in my neighborhood. People are very irresponsible today, and especially in Davis with the college students, there is very little respect for property or anything!! I'm not from Davis!! | 7/10/2019 11:04 AM |
| 346 | Park in available bike racks with possibly adding more racks. | 7/10/2019 11:02 AM |
| 347 | 1. Increase governor on the electric assist. 2. Allow only parking in designated areas. Period. Automatically fine those that lock the bike up elsewhere. 3. Increase education on bike etiquette. | 7/10/2019 10:37 AM |
| 348 | Jump bike should be able to park anywhere a car can park. | 7/10/2019 10:36 AM |
| 349 | JUMP bikes are difficult to park at traditional bike stands due to their weight and the location of the lock. That being said, having additional racks in residential areas is a benefit to both traditional and JUMP riders. I think racks should be provided AND bikes should be able to park perpendicularly. | 7/10/2019 10:30 AM |
| 350 | Require use of existing bike racks where available | 7/10/2019 10:28 AM |
| 351 | JUMP needs to commit to picking up bikes in residential areas within 18-24 hours | 7/10/2019 10:25 AM |
| 352 | We have lots of driveway and front yard space close to the sidewalk. As a homeowner I should be able to park jump bikes in these areas and allow others to do so too. Maybe add a sign "jump bikes welcome here." | 7/10/2019 10:17 AM |

JUMP Bike Survey

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| 353 | For the love of god, stop socializing the costs of these private "disruptive" capitalists. Grow a couple and make them pay for the privilege and provide rack based parking on public property in residential neighborhoods. In a city that won't let you sell your house without a duly obtained permit for gd ceiling fan, why on earth would you kowtow to subsidizing one of the most toxic companies on the planet? Oh, that's right, its Davis. New home to opportunistic spot zoning to the highest bidder with the cost of defending the lawsuits borne by the residents yet again. If Jump/Uber wants to access the Davis market, make them build the infrastructure to operate in a way that doesn't create safety hazards, nuisances, eye sores and otherwise require us to subsidize these assholes. Their business model is built on extorting municipalities to provide them with infrastructure that their "disruptive" model can't afford and municipalities are chumps enough to buy it. Go look at the piles of discarded rotting bike share bikes piled high in cities across the world where the municipalities didn't have the intestinal fortitude to take action to serve the public interest. You work for us. For now. | 7/10/2019 10:10 AM |
| 354 | Bike parking makes sense to me at or near bus stops. I just think they shouldn't be allowed block paths or sidewalks. | 7/10/2019 9:37 AM |
| 355 | more bike racks painted in red to match the jump bikes | 7/10/2019 9:33 AM |
| 356 | JUMP as a company should be required to install more bike racks throughout Davis. These bike racks should be publicly available to any type of bike, including JUMP bikes. They should be put in places wher bike racks are normally placed, if possible not competing with our town's already limited parking options. This is a private company that is making money from use and misuse of our publicly funded infrastructure—including bike racks, sidewalks, streets and parks—and outsourcing management of their abandoned bikes to the public as a nuisance. We love biking, but need to protect our Davis way of life, and companies need to pay their fair share as partners. | 7/10/2019 9:28 AM |
| 357 | I think the painted onstreet option is best of the options presented. Please let neighborhoods/engaged residents decide where these spots should be to best accommodate users and avoid problems related to city/jump officials not understanding the street by street concerns and opportunities. | 7/10/2019 9:19 AM |
| 358 | I think the city should require JUMP to map all the existing bike racks in Davis, and then they should be required to ensure their bikes are parked at one of these racks. If a bike is not parked at one of these racks, they should be given some amount of time, say an hour, to drive out to the location and relocate the bike to an an existing bike rack. If JUMP does not move the bike in that amount of time, the city would fine JUMP. I really do not support the creation of new bike racks for JUMP. I really hope you can find a solution that has JUMP use existing bike racks in both the downtown district and in residential areas. | 7/10/2019 9:15 AM |
| 359 | I would support perpendicular parking IF it didn't stay in front of my house for more than 24 hours. Uber should be required to lease spaces in public area (parks, shopping center) where there bike can park. At night, Uber should be responsible for collecting any bikes and moving it to the designated public parking area. | 7/10/2019 9:14 AM |
| 360 | Maybe utilize local parks instead of residential streets | 7/10/2019 9:02 AM |
| 361 | Parking on wide sidewalks parallel to the sidewalk, with plenty of space for wheelchairs and trolleys to go through. | 7/10/2019 8:53 AM |
| 362 | If the street is next to a greenbelt, put the parking in a greenbelt area instead of on the street. | 7/10/2019 8:47 AM |
| 363 | It is VERY important that JUMP bikes be able to park in residential neighborhoods. | 7/10/2019 8:45 AM |
| 364 | The Davis campus needs to do a study as well. Students park these bikes in front of classroom and office entrances. I have had a to move several bikes from our walkway at work. | 7/10/2019 8:42 AM |
| 365 | Park at bus stops, parks in designated areas, any parking lot designated for cars | 7/10/2019 8:42 AM |
| 366 | Could the JUMP pickup and re-balancing occur more frequently in Davis? Could riders pay more in Davis in order to make this happen so bikes are not as much of a nuisance in neighborhoods? What are the anticipated impacts to parking if you take away street parking for JUMP bike parking? | 7/10/2019 8:40 AM |
| 367 | Parking in the vicinity of bus stops. | 7/10/2019 8:37 AM |
| 368 | I don't see Jump bike parking problems in my neighborhood. Downtown might be a different situation, but I don't see a need to regulate parking in West Davis. | 7/10/2019 8:33 AM |
| 369 | Jump needs to comply with the law like the rest of us and should not receive special treatment. They should be required to acquire, install, and maintain adequate offstreet parking for these vehicles in exchange for the privilege of operating here. | 7/10/2019 8:33 AM |

JUMP Bike Survey

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| 370 | More parking options along the greenbelts in Davis to avoid street parking. There are already pullout bike parking spaces throughout Davis. Work with Jump to enhance those areas. Fine Jump when bikes are discarded without care in residential areas, then they will enforce their user agreement. I have a feeling moving parking to residential streets will become a nuisance to many. | 7/10/2019 8:28 AM |
| 371 | In business zones, bikes need to be parked in racks. In residential areas, I think there need to be designated areas, preferably near intersections or corners where bikes are easy to find/park. | 7/10/2019 8:15 AM |
| 372 | I think the best solutions have been provided. | 7/10/2019 8:13 AM |
| 373 | Please do not expand jump bikes in Davis. They cause a problem on the sidewalks and since they are motorized, they should be treated like a motorcycle. | 7/10/2019 8:11 AM |
| 374 | parking should be primarily in commercial areas as this is a commercial activity. | 7/10/2019 8:11 AM |
| 375 | More bicycle parking racks on the sidewalk in areas with available space | 7/10/2019 7:50 AM |
| 376 | PLEASE DO NOT EXPAND JUMP BIKES IN DAVIS. THEY ARE AN EYESORE AND PEOPLE JUST PARK THEM ANYWHERE | 7/10/2019 7:46 AM |
| 377 | Advertised City number for residents to call about improperly parked bikes. City impounds bike, and JUMP must pay a fine to recover the bike. This fine should be passed to JUMP rider to encourage following parking rules. | 7/10/2019 7:26 AM |
| 378 | There are enough bike racks across town and should be utilized for Jump bike parking. No expansion! | 7/10/2019 7:25 AM |
| 379 | designate a parking space / rack next to city bus stops | 7/10/2019 7:10 AM |
| 380 | Positive incentives to park JUMP bikes appropriately, not just punishments for improper parking. | 7/10/2019 7:08 AM |
| 381 | The jump bikes I've seen parked in the street have been hazardous. Some of the options presented here only raise the cost and inconvenience more. Street parking in residential neighborhoods and other areas is already at a premium and insufficient. The jump bike options presented here increase the problem. Jump bikes are small enough that they could be parked like a regular bike would be in a public area like the bike racks at the Arroyo pool or other public area not on the street. Maybe designated areas on the greenbelts would work too. | 7/10/2019 6:55 AM |
| 382 | Jump bikes should not be parked in residential areas period. | 7/10/2019 6:40 AM |
| 383 | Large fines for rider leaving behind key in unsafe manner (I have witnessed bike blocking sidewalks, on grassy areas, and literally hanging in a tree). JUMP should pay 100% for any money needed to support additional parking remedies. We should not be paying to remedy problems caused by a For-profit company. | 7/10/2019 6:03 AM |
| 384 | 1. Do not block the road where people are riding their personal bikes. What you are proposing is dangerous for a cyclist to navigate around especially at night. 2. There are many bus stops in neighborhoods that would benefit from a bench, shelter and bike rack to be used by all cyclists. This would allow Jump to be used in harmony with other modes of transportation throughout town and give everyone a specific target (bus stop) to look for parking. There are two racks at bus stops within a mile nearby and initially were used regularly. Now Jump bikes are left like Target shopping carts. Wherever. | 7/10/2019 6:03 AM |
| 385 | Jump bikes are often blocking sidewalks and restricting pedestrian/ADA access. It would be nice to find a way to minimize these occurrences. | 7/10/2019 5:59 AM |
| 386 | I think Jump bike should supply more bike parking not the city. | 7/10/2019 12:55 AM |
| 387 | I would be okay with making more designated parking areas adjacent to bike paths in greenways. This would not help all neighborhoods though. | 7/10/2019 12:24 AM |
| 388 | More parking spaces along green belts intersecting with nearby streets. Parking next to more transit stops like those found on Covell (next to Carl's Jr. for example). | 7/10/2019 12:12 AM |
| 389 | Park the JUMP bike OUTSIDE of Davis. | 7/10/2019 12:06 AM |
| 390 | Jump should charge riders who leave bikes on sidewalks, bike paths, and street medians. | 7/9/2019 11:41 PM |
| 391 | Many areas exist off streets and off sidewalks for parking bikes. There is no single solution requiring bikes to be locked to a stationary object. Anywhere is fine as long as the bicycle is not obstructing pedestrians, or disabled persons. | 7/9/2019 11:12 PM |
| 392 | Bike racks only, or GET OUT. | 7/9/2019 10:59 PM |
| 393 | Park under Street signs off the street! End of blocks. Where bus stops are! | 7/9/2019 10:52 PM |

JUMP Bike Survey

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| 394 | I think the main value of bike sharing is to provide the first and last mile connection. The designated parking areas can be near bus stops and train station. The residential designated bike parking areas can be near bus stops. | 7/9/2019 10:48 PM |
| 395 | Love the parallel to the curb solution | 7/9/2019 10:37 PM |
| 396 | Discontinue JUMP bikes in Davis. | 7/9/2019 10:25 PM |
| 397 | I don't mind JUMP bikes in our community but I hate seeing them dumped in residential neighborhoods. It is an eye sore. I don't want someone leaving a random bike in front of my house. I think a solution could be bike racks in shopping centers, the bike paths and parks. Not on neighborhood streets and bikes should not be allowed to be left of neighborhood streets. | 7/9/2019 10:24 PM |
| 398 | Progressive structure of fines for incorrectly parked bikes. Fines would increase with each successive offense. | 7/9/2019 10:23 PM |
| 399 | Paint designated parking spaces in non-vehicle parking areas or areas that do not currently allow vehicle parking. Any areas with a shortage of parking should be looked at differently. Other options such as on large sidewalks etc... would be more beneficial as a larger student population is coming. Parking should not be eliminated for bikes in high density areas. | 7/9/2019 10:20 PM |
| 400 | The haphazardly abandoned JUMP bikes are becoming a blight and a nuisance, as well as a safety hazard. They need to be parked and contained in very-well designated areas, off of streets, bike paths, and sidewalks. If JUMP customers/users leave the bike in non-designated areas, the meter should keep running until it is in a designated area. | 7/9/2019 10:17 PM |
| 401 | Add more general bike parking to residential areas, that all bikes, not just jump could use | 7/9/2019 10:13 PM |
| 402 | JUMP should simply continue to toll the charge until a bicycle is properly parked. GPS, JUMP racks, designated stalls, this is easy. | 7/9/2019 9:51 PM |
| 403 | educate riders about best parking practices | 7/9/2019 9:42 PM |
| 404 | Maybe scooters would be less annoying. Then people can pick them up at night for cash (from JUmP) as in other cities to charge them. | 7/9/2019 9:42 PM |
| 405 | Bike racks near bus stops. People are willing to walk to a bus stop to ride the bus they similarly people should be willing to walk that distance to use a jump bike. | 7/9/2019 9:41 PM |
| 406 | If feasible, consider doing parking studies if you were going to take out car spots To determine which blocks have the greatest demand for parking. Many students have to commute Davis because housing is so unaffordable, So for many it is not an option to not drive. Yes, cars are bad for greenhouse gases, and jump bikes are preferable for clean transportation, but be mindful as possible that jump parking is not put in willy-nilly. That being said, I strongly support the idea of designated painted the zones for jump bikes. | 7/9/2019 9:40 PM |
| 407 | Make Uber pay for bike racks on sidewalks in areas where there are lots of apt buildings with lots of students. Make Uber pay for same in parks. Make Uber set up consequences for Jump users who abandon bikes, rather than parking them lawfully, like discontinuing that user's ability to unlock/use the bikes. | 7/9/2019 9:28 PM |
| 408 | JUMP-funded bike relocation and removal within 24-48 hours of it being stationary. | 7/9/2019 9:23 PM |
| 409 | Please prohibit Jump bikes. The City does not and will not commit resources to monitor their proper use. | 7/9/2019 9:18 PM |
| 410 | Parking lots inside Parks | 7/9/2019 9:18 PM |
| 411 | JUMP needs to provide their own parking/docking stations that are NOT on sidewalks or city streets. They cannot just dump hundreds of bikes in our city and expect us to come up with solutions. They need to pay and lease land and areas that are REQUIRED docking/parking spots, with fines for all who don't abide by the rules. The riders need to pay more if they violate rules of parking, riding without helmet, breaking the cycling rules in town, and basically running over the pedestrians that are trying to walk on sidewalks and greenbelts. Don't allow them to park on sidewalks and streets any more. Dangerous for ALL. | 7/9/2019 9:06 PM |
| 412 | 1) Resident JUMP riders park their JUMP bike on their driveway. 2) Fine for illegal parking levied against JUMP that JUMP applies to registered user (like a rental car ticket). | 7/9/2019 8:57 PM |

JUMP Bike Survey

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| 413 | Do not take parking spots from cars downtown or in residential spaces! Parking is already and issue and the city has taken plenty of space for restaurant seating and bike racks as well as delivery spots. Also the residential areas are meant for cars and it would be unfair for residents who need parking spots, but a total eye sore as well. You could install bike racks at city hall on grounds (not parking lots). | 7/9/2019 8:52 PM |
| 414 | Increase fees for users who do not park properly. Only allow bikes to be parked in designated areas.. | 7/9/2019 8:50 PM |
| 415 | Just more regular bike racks along green belts, in parks. | 7/9/2019 8:49 PM |
| 416 | There needs to be a way to immediately contact JUMP to have bikes improperly parked removed. Clients should be responsible for where the bikes end up and fined as needed. | 7/9/2019 8:37 PM |
| 417 | Additional fee if bike is not returned to the designated parking spot for bikes. The bigger concern is bikes left on sidewalks in residential neighborhoods | 7/9/2019 8:37 PM |
| 418 | Identification of areas in residential areas and green belts that would be amenable to adding additional bike parking, including the obvious bike label, such as larger path sections or small areas of grass that can be removed/altered. Altering a small section at parks where some bike parking already exists makes sense. | 7/9/2019 8:34 PM |
| 419 | Prefer bike parking in commercial areas and main streets to residential streets far from the main road. | 7/9/2019 8:28 PM |
| 420 | Apart from street parking, make available additional parking places for bikes in public areas such as parks, public buildings. Also, analyze data to find the locations of the highest traffic/demand of bikes and suggest a parking area/rack custom fitted for said location. | 7/9/2019 8:24 PM |
| 421 | They should not be permitted to park on residential streets. | 7/9/2019 8:22 PM |
| 422 | More bike parking, including for Jump, on greenbelts, parks, and by bus stations. | 7/9/2019 8:20 PM |
| 423 | Drop offs should not interfere w/ street parking as there is not enuf to conduct business in Davis now. Not should it impact residential areas. If you must allow more UBER bad behavior akin to Door Dash illegal PKG issues like in handicap zones, then place in central areas--police station, Central Park, F st Park, area in front of Bistro 33, boy scout lot --all parks should have the bike rack installed at Uber expense, next to City Hall, bicycle museum, etc. Do NOT interfere with business, streets already poorly designed flow and parking problem esp during school year. Get UC to pay for some of it for student use on campus and at all student housing. Many of us are elderly and disabled and can only do business by car. Cannot ride a bicycle. | 7/9/2019 8:11 PM |
| 424 | My experience with poorly parked bikes has been rapid response by JUMP. Davis is a place where retirees with nothing better to do complain about everything they can, and clearly some have complained to the city because they had to walk around a bike or two on occasion (oh the humanity!). The bikes are great, should be expanded, and don't need special parking zones. | 7/9/2019 8:05 PM |
| 425 | Sidewalk diagonal bike racks for jump bikes for small quantities of jump bikes on alternating blocks. | 7/9/2019 8:03 PM |
| 426 | Bike racks near bus stops | 7/9/2019 7:56 PM |
| 427 | 1. Implement dedicated link on city of Davis website for people to easily and efficiently report improperly parked Jump bikes (identifying bike by its number). Number of the nearest streetlight could be used to identify location. 2. City of Davis should impose appreciable fines on Uber for improperly parked bikes. Jump could, at its discretion, recharge offending users. 3. Jump bikes operating permit should require suspension of rental privileges for repeat parking offenders (on 3rd offense) who apparently are undeterred by fines. | 7/9/2019 7:48 PM |
| 428 | Any new bike parking should benefit all bike riders not solely JUMP. Seems odd to dedicate public space and resources to benefit a single for profit business. | 7/9/2019 7:46 PM |
| 429 | Off sidewalk, off street. Near my house are multiple options not requiring any infrastructure or bothering pedestrians or drivers. | 7/9/2019 7:45 PM |
| 430 | Parking them with other bikes and not using street parking. | 7/9/2019 7:35 PM |
| 431 | Additional parking near green belts and public spaces | 7/9/2019 7:35 PM |
| 432 | Place to park behind or beside any public bench that doesn't obstruct the bench. | 7/9/2019 7:34 PM |

JUMP Bike Survey

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| 433 | Make parking lots for the jump bikes near bus stops. Many of the bus stops in town have space near them that could be repurposed. Either on the sidewalk, or on the street, I'm not sure about every individual bus stop in town. | 7/9/2019 7:28 PM |
| 434 | Larger bike rack depots like that by some apartments in north davis. Convenient for high density areas and not too much of an eyesore and not disruptive to too much car parking. Jump enforced parking fines for improperly parked bikes could help. And/or jump rewards for properly parked bikes. Jump campaign to encourage safe biking and parking. Can city parking enforcement ticket improperly parked jump bikes? That would require working with jump to identify the 'renter' so I recognize it would require a specific business model with jump to enact. | 7/9/2019 7:20 PM |
| 435 | More bike racks in shopping centers, and downtown area. | 7/9/2019 7:13 PM |
| 436 | I do not support ANY parking solution or Uber owned Jump bike program. I believe most homeowners in Davis support this position. | 7/9/2019 7:12 PM |
| 437 | Park them on median strips, not sidewalks. Do not remove car parking spaces anywhere. Nobody wants the parking spot in front of their house taken over by these bikes. They are a hazard when ridden on the sidewalk on 5 th st. Why can't they be parked at bus stops? Put more bike racks at bus stops. | 7/9/2019 7:04 PM |
| 438 | REMOVE ALL JUMP BIKES | 7/9/2019 7:02 PM |
| 439 | In the driveway of the Student Accommodation or householder who is using the bike. | 7/9/2019 7:01 PM |
| 440 | Having designated sidewalk Jump Bike parking in bus stops, on street corners, near apartment complexes, and public spaces (i.e. dmv). Just don't do it in areas where there's impacted parking, PLEASE. | 7/9/2019 6:58 PM |
| 441 | Pilot all parking options and send out another survey. | 7/9/2019 6:56 PM |
| 442 | I am a property owner and do not want Jump in my community or in front of my home. | 7/9/2019 6:56 PM |
| 443 | JUMP bikes need to have their own docks and parking areas OFF the sidewalks, roads, greenbelts, and general public walking areas. They could install designated areas near veterans building, UC Davis campus, apartment complexes, and downtown near 1st street where the Whole Foods used to be located. They must NOT be allowed to just park willy nilly around on the sidewalks, in the BIKE lanes, and everywhere like this. | 7/9/2019 6:53 PM |
| 444 | I do not support any kind of street parking or Jump expansion. | 7/9/2019 6:41 PM |
| 445 | Should not be allowed to park a bike on the sidewalk; should not be allowed to park bikes anywhere other than bike racks (like private bike owners do); should prohibit the annoying alarm that goes off when a bike is moved; make Jump pay "rent" associated with leaving their commercial property around town | 7/9/2019 6:38 PM |
| 446 | Fine the most recent rider for any bike parked on public sidewalks or other inappropriate places. | 7/9/2019 6:36 PM |
| 447 | I think a combination of the Ideas presented would probably work best. People seem to want to leave them dispersed all over, so the racks would only make sense in very high use areas such as campus, apartment buildings, shopping areas. On my street, which is low traffic, people should be able to park them perpendicular to the curb. On busier streets with more abandoned bikes. , the painted blocks would make sense to gather them together. | 7/9/2019 6:36 PM |
| 448 | Remove all of the on street jump parking especially in the city core. There is not enough car parking in the city core. Seeing the empty on street parking ranks just means one less customer for downtown merchants. | 7/9/2019 6:29 PM |
| 449 | More bike parking where cul-de-sacs meet the greenbelts. | 7/9/2019 6:27 PM |
| 450 | Park at your own residence- apartment complex, house, or whatever. Designated parking at larger parking lots where cars rarely park. Jump bike could offer discounts when consumers park the bikes in these farther away places. | 7/9/2019 6:25 PM |
| 451 | Jump bikes are a nuisance and hazard. They are left across the sidewalk in our neighborhood, in the street, in the park on the bike paths, and just about anywhere they happen to fall. I HATE them and think they are an eyesore. | 7/9/2019 6:20 PM |
| 452 | There is not currently a problem with jump Parking that requires significant expenditure of city resources. | 7/9/2019 6:15 PM |
| 453 | JUMP bike parking in local parks, larger curb strips near corners, or adjacent to the Davis bike loop. | 7/9/2019 6:12 PM |

JUMP Bike Survey

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| 454 | Don't allow more bikes to the City gets the first 100 right. Right now people park them everywhere and Jump doesn't move them for days. If you want to expand, new parking should be in front of Council Members and City staff's houses not the mess you have now. | 7/9/2019 6:09 PM |
| 455 | Throwing the god forsaken things into the Crack of Doom | 7/9/2019 6:08 PM |
| 456 | Utilize green belt areas or any public non-street areas for parking as first option rather than on residential streets. Use street corners at intersections with painted designated areas. All with bike rack. | 7/9/2019 6:08 PM |
| 457 | These electric motorcycles should be policed as any other motorcycle. They should never be allowed on bike paths. Every rider should ALWAYS be required to wear a helmet. They should be limited to less than ten mph. | 7/9/2019 6:03 PM |
| 458 | Leaving bikes in the middle of the sidewalk should not be tolerated. This happens in our area regularly at night which is dangerous IMO | 7/9/2019 6:02 PM |
| 459 | Jump should provide bike racks equal to the number of bikes present in Davis. There is also potential "rent" payment for the space taken up on city streets to further improve cycling infrastructure. | 7/9/2019 5:55 PM |
| 460 | I believe the city needs more bike parking on the street for ALL bikes, not just jump bikes. Many sidewalk bike parking is challenging to get to for people with bike trailers and cargo bikes. I would fully support removing parking spaces (especially downtown and in busy areas like parking lots and schools) for designated bike parking areas. | 7/9/2019 5:45 PM |
| 461 | Allowing bike share bikes to park next to (very close to) racks Downtown. This saves existing or expanded space for owned bikes and saves lots of money. This works fairly well now and will work better with clear guidance that differentiates it from parking outside of Downtown. People park in Davis next to racks because that is the rule in Sacramento. The same rule should apply in Downtown Davis, because it is practical and unrealistic to have two or more different rules throughout the system. The perpendicular, rackless and paint-less solution for outside of Downtown is the cheapest and adds the most value to the freedom created by a bike share bike, and the other City partners and UC Davis should have the same rule so that one communication process covers all communities where bike share is used. There's a problem, however, with defining Downtown's boundaries. So an alternative to the Downtown locked next to rack / neighborhoods perpendicular which should generally have the same effect is basing it on seeing a rack or not, with the additional advantage in that it will steer some users to use racks at commercial and similar locations, many of which are on streets with no street parking. Fines for choosing to ride a bike should only occur in the most extreme situations, but in the best solution overall which has no bikes locked to racks, there is no way to tell if a bike is moved and the last user is at fault. Clearly there is some risk in this BUT its benefits far outweigh the negatives. Please stop penalizing cyclists. We already have to deal with potholes, risk of theft, fast cars, big cars, hot days and strong winds. | 7/9/2019 5:38 PM |
| 462 | More regular bike parking (for all kinds of bikes!) and heftier fines for JUMP when their users fail to use the bike parking | 7/9/2019 5:36 PM |
| 463 | Large fines for any one who parks on the sidewalk or in someone's yard. Jumpbikes should collect this fine, not the city, but they should pay it to the city everytime they have a problem. Public hangings would be another option. Big fines for Jumpbike for every problem called in. | 7/9/2019 5:36 PM |
| 464 | Too many Jump Bikes are left in random locations. They are all over the City. We need to find a better solution for their required parking locations. Thanks for doing the survey. | 7/9/2019 5:32 PM |
| 465 | Lock them to light poles or street signs | 7/9/2019 5:30 PM |
| 466 | I think the idea of parking in car parking spaces is perfect. If people oppose that idea, then I don't understand why it's OK for cars to park there. | 7/9/2019 5:30 PM |
| 467 | Parking in public areas not blocking sidewalks, paths, or parking spots, which may be in high demand, such as in courtyards, parking lots, extra wide sidewalks, parks, etc. | 7/9/2019 5:29 PM |
| 468 | No parking option in a residential area is acceptable. | 7/9/2019 5:25 PM |
| 469 | I will sue JUMP and the city of Davis if JUMP bike parking is put on my street. | 7/9/2019 5:21 PM |
| 470 | More frequent jump bike attendee pickups | 7/9/2019 5:17 PM |
| 471 | Jump should be contractually required to implement a system that makes riders park appropriately and have financial penalties for violations. | 7/9/2019 5:17 PM |

JUMP Bike Survey

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| 472 | Park these BIKES off the street with Jump supplied rack! | 7/9/2019 5:17 PM |
| 473 | Don't paint the streets bright green (ugh!!!). You needn't overthink this the way you do everything else. Make it easy to use. People will cope. | 7/9/2019 5:16 PM |
| 474 | I do not see a problem with it at all, people need to find something else to complain about as long as it's not zip lines at parks for children | 7/9/2019 5:15 PM |
| 475 | Only in designated lots off street | 7/9/2019 5:14 PM |
| 476 | I like the jump bikes | 7/9/2019 5:11 PM |
| 477 | Basic bike racks near shopping and businesses | 7/9/2019 5:09 PM |
| 478 | I can't bike anymore; I will not be a user of this service. | 7/9/2019 5:07 PM |
| 479 | Jump should provide bike parking along side the bike parking that already exists. | 7/9/2019 5:07 PM |
| 480 | Traditional, permanent, protected bike parking such as is seen in downtown bike parking at street level. | 7/9/2019 5:06 PM |
| 481 | Using the bikes should require signing a parking courtesy statement and suggestions for doing so. | 7/9/2019 5:06 PM |
| 482 | I would love to see them park properly at the parks! | 7/9/2019 5:06 PM |
| 483 | With a high student population availability of bikes can be hard to come by. Deployment of racks and increased bikes can be fairly self managing if placed frequently enough in high traffic areas. | 7/9/2019 5:05 PM |
| 484 | Fines and fees to last user of bike improperly parked blocking sidewalks. | 7/9/2019 5:04 PM |
| 485 | Have JUMP rides park the bikes to an existing city bike rack. I see plenty around town that are available. Do not take away any existing parking spots or add spots to neighborhoods, or ugly painted bike spaces. How about URBER or apartment owners add more racks for all bikes at university student on and off campus housing complexes? The City of Davis should have thought this out before accepting this program. It's about common sense, not a limited survey about "community support", ugh. What's right, keep sidewalks and public and private areas clear of JUMP bikes. No additional city money should be allocated to manage this program. If money is needed, seek from URBER. | 7/9/2019 5:02 PM |
| 486 | More bike racks in green belts and parks. Street parking is VERY limited in ALL of town and should NOT be taken away! | 7/9/2019 5:00 PM |
| 487 | They should just be required to leave them at bicycle racks that aren't taking up street parking because it's hard enough finding parking near downtown without adding a bunch of parking for a service I'm not even using. | 7/9/2019 5:00 PM |
| 488 | Lock to public racks. Fines for poor parking | 7/9/2019 4:57 PM |
| 489 | The city should require JUMP to do more regular parking enforcement via fines to users that do not park them in designated spots. | 7/9/2019 4:56 PM |
| 490 | Make designated parking areas in public spaces that wouldn't affect street parking...such as in parks, at bus stops, shopping centers, etc. | 7/9/2019 4:56 PM |
| 491 | Rack parking in public spaces only, not residential. | 7/9/2019 4:54 PM |
| 492 | I think there should be more JUMP bike hubs near bus stops throughout the city. | 7/9/2019 4:53 PM |
| 493 | Enforcement of clear sidewalk paths needed for ease of movement for people in wheelchairs and with strollers | 7/9/2019 4:51 PM |
| 494 | Get rid of Jump. Enough bike clutter in Davis | 7/9/2019 4:50 PM |
| 495 | Jump bikes provide transportation flexibility and this needs to be maintained so that bikes can be readily accessible to many in residential neighborhoods. I support changes downtown where more restrictions may be helpful to reduce congestion. | 7/9/2019 4:50 PM |
| 496 | Parking near residential on main cross street | 7/9/2019 4:49 PM |
| 497 | Increase bike parking spots at park areas. There are many parks around Davis and parking there would be easy. | 7/9/2019 4:48 PM |
| 498 | More bikes racks in numerous city parks located throughout the city. Prohibition of parking bikes on sidewalks. | 7/9/2019 4:43 PM |

JUMP Bike Survey

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| 499 | Jump pays for more Bike racks — NO CITY COST OR FUNDS | 7/9/2019 4:42 PM |
| 500 | I live along a greenbelt, where JUMP bikes frequently block the paths. We have been moving them to the dirt or grass. There are racks at two nearby parks. They should be parked in racks, not on the street. It's disappointing that that is not an option in this survey. There are plenty of racks already at parks and on some greenbelts. JUMP (Uber) should pay for additional racks if needed, but not in the streets. They should not take our residential parking spaces or be left randomly everywhere. It would be more efficient for JUMP to pick up or service if they were grouped at racks. Some are left for days in one spot. My son has a subscription to a Biki bike in Honolulu, which is a similar company. They are not allowed to leave Bikis anywhere, even on the UH Manoa campus. They have to park them at designated racks. Sometimes he has to walk a few blocks but it's fine. They are still popular, and help ease parking problems in Waikiki. He works part-time at a cafe in Waikiki and his work pays for the \$30 subscription. It's a great idea. | 7/9/2019 4:40 PM |
| 501 | Please don't make big changes. Davis already has rules about everything, and we don't need more. JUMP bikes are not a problem. People who complain are just too easily upset over occasional minor inconveniences. | 7/9/2019 4:35 PM |
| 502 | Take away their access to using a JUMP bike. | 7/9/2019 4:35 PM |
| 503 | Free jump bike parking and vouchers in the f street ditch to cut down on bike thefts throughout the rest of the city | 7/9/2019 4:34 PM |
| 504 | I DO NOT WANT JUMP BIKES IN MY NEIGHBORHOOD. PERIOD. | 7/9/2019 4:33 PM |
| 505 | Request property owners to volunteer/ offer an area of property for jump bike parking provide free racks, waived liability for injury or theft and a small incentive from the city or jump. | 7/9/2019 4:26 PM |
| 506 | designated parking spots at apartment complexes that have 5+ units | 7/9/2019 4:25 PM |
| 507 | Jump bikes should be treated like any other bike in town. They should be parked in a rack, out of the way of pedestrians and street traffic. I'm not sure why we are treating them any differently. A regular bike parked the way some of these jump bikes are "parked" would get a ticket in Davis for sure. | 7/9/2019 4:23 PM |
| 508 | I don't like jump bikes at all. I use a walker and sometimes a wheelchair. The bikes usually are parked so they impede pedestrian walking. I hate them. | 7/9/2019 4:22 PM |
| 509 | Possibly bike rack designated areas in public parks not residential streets. Maybe designated bike rack parking along the greenbelt bikepaths. Not in front of the homes. | 7/9/2019 4:21 PM |
| 510 | You're over thinking the parking. Why does the bike need to be perpendicular to the curb? In my neighborhood, there's lots of curb space. I often see Jump bikes parallel to the curb. There's no problem. Don't create conflicts. | 7/9/2019 4:20 PM |
| 511 | Jump contract should pay for additional bike racks IN CURRENT RACK LOCATIONS. The City/residents should not bear the costs of additional parking for Jump bikes. As a transportation cyclist, I don't expect to be able to leave my bicycle wherever I choose - it's unsafe for my bicycle & rude to others in the community. I park in bike racks and walk to my destination, just like drivers must park in lots and walk to businesses or residences. Jump bike users should also be expected to follow society's norms, not get special parking accommodations. | 7/9/2019 4:18 PM |
| 512 | Park jump bikes in bike racks in parks and greenbelts throughout town. Every park and greenbelt already has bike racks, and people who use Jump bikes should park these bikes like current residents of these neighborhoods are asked to do. | 7/9/2019 4:10 PM |
| 513 | education about how to park like a motorcycle DO NOT RIDE ON SIDEWALKS - printed large on the bike basket (this would reduce parking on sidewalks too) | 7/9/2019 4:06 PM |
| 514 | JUMP and other bike shares should only be available for parking in designated bike racks | 7/9/2019 4:01 PM |
| 515 | In residential areas, parking should be on the destination property, not on the street or sidewalk. There should be no parking at all on greenbelts | 7/9/2019 3:59 PM |
| 516 | Public funds should NOT be used to support private companies. Period. Why are we even having a discussion about using city money to further this private company? Most of us that live here already have bikes we can use. | 7/9/2019 3:57 PM |

JUMP Bike Survey

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| 517 | Penalties or fees for improperly parked bicycles should ideally be paid by the user who parked the bike improperly, but something would need to be done to counteract abuse of this system -- bikes that are not locked to a fixed object can be picked up and moved by anyone, who could then file a false report of a bike improperly parked (or if someone moves a bike to a different location, then another well-meaning person may see it and report it). | 7/9/2019 3:57 PM |
| 518 | JUMP bikes in the street would further limit street parking and effectiveness if street sweeping. They are not necessary in a town as flat as ours with a large supply of bikes available. | 7/9/2019 3:57 PM |
| 519 | In neighborhoods, park in the driveway of the residence. | 7/9/2019 3:55 PM |
| 520 | Jump need to provide better parking racks for their bikes, with this they also need to not allow a user to end their session unless it is parked in a designated jump parking or approved spot. | 7/9/2019 3:55 PM |
| 521 | Add a charge of \$5 to anyone who parks the bike illegally. We have many bike racks on North Davis green belt and bikes are left within easy walk to them. Never see them in bike racks. | 7/9/2019 3:54 PM |
| 522 | Have them put in usual designated bike racks. Why make up new spots? | 7/9/2019 3:52 PM |
| 523 | jUMP could provide an incentive for re-parking bikes like the do with re-locating bikes. I have sometimes moved bikes off sidewalks or paths, and would be willing to unlock them and move them to an acceptable location within a few blocks when they are inconveniently parked. | 7/9/2019 3:52 PM |
| 524 | Downtown and other commercial locations-- we simply need more bicycle parking spots. The city could work with community groups to get funding to implement good bicycle parking options within private sector locations. Cool Davis, Bike Davis, Downtown Davis and Chamber together could bring in resources to get this done if the City would work with them in a focused and strategic way. Jump Bike instructions on their web tools don't relate to reality in Davis and should be corrected. There are no "hubs" to return bikes to. Can't the City work with Jump Bike to embed actual public bike rack locations around the city in the map so people can identify where there are racks are available to park. With all the smart tools. Couldn't the JUMP Ap gently remind us of those locations when we are parking? | 7/9/2019 3:20 PM |
| 525 | I would make the painted parking designated areas more subtle. I imagine that people will not appreciate bold green street poainting in their neighborhood, and it is also the same color as the green lanes, so if it needs to be painted, then perhaps going with something less bold and just having the racks. Perhaps the racks themselves could be a color, but the street just as is. | 7/9/2019 3:11 PM |
| 526 | Add general bike parking at more bus stops (not exclusive to Jump). | 7/9/2019 2:03 PM |

JUMP Bike Survey

Q28 Please share any other observations about JUMP:

Answered: 650 Skipped: 531

| # | RESPONSES | DATE |
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| 1 | I think this is a poorly designed survey. Several questions don't have the option to respond "N/A", the survey seems to assume that respondents have used JUMP bikes, I have not. There are other poorly worded questions. | 7/26/2019 11:54 AM |
| 2 | I like JUMP better than other rental bike products I have used in other cities precisely because they do not need to be parked in specific spaces. They should, however, still follow regular bike laws and regulations that privately owned bikes are required to follow. I don't like the idea of added infrastructure that is exclusively used by JUMP. We already went down this path with Zip cars and that didn't last very long. What a waste. | 7/26/2019 9:27 AM |
| 3 | They get parked wherever they run out of funds on bike paths. When parked in the street parking spots it's awkward and causes problems with motor-vehicles attempting to park. | 7/26/2019 8:42 AM |
| 4 | Incentivize JUMP users with credits for locking JUMP bikes in ideal spaces. | 7/26/2019 7:36 AM |
| 5 | Great asset for the students, staff, and community of Davis. | 7/25/2019 12:10 PM |
| 6 | excellent alternative that's gotten more people on 2 wheels. some look as if they wouldn't use a traditional bike | 7/25/2019 11:20 AM |
| 7 | I see Jump bikes just left anywhere, even just on the sidewalk. | 7/25/2019 8:13 AM |
| 8 | Any bike blocking a sidewalk should be ticketed and fined. I feel for wheelchair users who face jump bikes blocking sidewalks. | 7/24/2019 10:58 PM |
| 9 | Jump bikes have been left in the middle of the sidewalk outside our house on numerous occasions for extended periods of time. I have contacted Jump several times about the bikes on our street and I feel that jump bike users should incur a fee for incorrectly parking bikes. | 7/24/2019 9:15 PM |
| 10 | Jump bikes have been left in the middle of the sidewalk in the front of our house on several occasions for days on end. Even after contacting JUMP, the bikes remained for a couple of days. This is a big source of disappointment and disapproval of the adoption of JUMP bikes. | 7/24/2019 9:14 PM |
| 11 | Dear god please don't give up any of the already sparse street parking in Davis for jump bikes | 7/23/2019 10:26 PM |
| 12 | I continue to see JUMP bikes parked in such a way that the bike is blocking both pathways and wheelchair ramps both on city streets and on campus. Also, bikes are being left for long periods of time in our shared community as there are not many residents using them in our area. | 7/23/2019 10:14 PM |
| 13 | I think they're wonderful--a great alternative. | 7/23/2019 10:07 PM |
| 14 | Easier way to report poor parking. Just give the street location. When people are on their way to appointments, they aren't going to stop to get the bike number. In any event I drive down F and Anderson a lot, and there IS no place to park in order to investigate the bike. | 7/23/2019 2:48 PM |
| 15 | Pain in the butt! | 7/23/2019 2:34 PM |
| 16 | The bikes are frequently left all over town, in the middle of sidewalks, standing or laid down, creating impediments for disabled pedestrians. | 7/23/2019 12:50 PM |
| 17 | Make them police their own vehicles and where they are parked or charge them if the City has to do it. | 7/23/2019 11:36 AM |
| 18 | DO NOT allow perpendicular parking of these bikes in the street. I can easily see myself needing a parking place, and seeing a bike in the MIDDLE of a perfectly good space. I will block the street as I exit my car, move the damn bike, get back in my car, and park. I also foresee running over one of these bikes parked so close behind my vehicle that I don't see it when I back up to exit. Jump Bike doesn't give a hoot about problems getting access to downtown stores. If I find hundreds of these bikes blocking already scarce parking places, it will be another nail in the coffin of downtown shopping. | 7/23/2019 11:19 AM |
| 19 | More Jump Bikes | 7/23/2019 10:05 AM |

JUMP Bike Survey

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| 20 | JUMP users largely do not follow rules of the road - not observe stop signs, ride wrong direction in one way traffic, ride on sidewalks. | 7/23/2019 9:57 AM |
| 21 | I don't like seeing abandoned JUMP bikes around town. Sometimes I pass a bike that doesn't move over a couple of days, that isn't in a spot that someone else would jump on and ride it. This means it isn't available to someone who would use it. | 7/23/2019 9:49 AM |
| 22 | I like the idea and have had no problems with them in Davis. | 7/23/2019 9:41 AM |
| 23 | JUMP is a good thing for the community. They should absolutely be charged to support a staff person since I'm sure the staff person is currently not getting to things they'd like to since much of their time is consumed with JUMP issues. Please don't let the NIMBYs kill a good thing. Managing parking in the downtown is needed. Council missed an opportunity to do so when they chose not to charge for parking. When parking is free, people feel entitled to it, and will think bikes, especially JUMP bikes, don't have a right. Bike racks, especially in the downtown, are already in high demand. It is frustrating when a for-profit company is taking up parking spots that could be used by private bikes. JUMP needs to pay for their impacts on our bike rack inventory. | 7/23/2019 8:49 AM |
| 24 | I like seeing more people biking and having access to these bikes. More laws and regulations will only restrict the use of these bikes. The status quo is fine and preferable to new ruled. | 7/23/2019 8:12 AM |
| 25 | Be kind and responsible adults! After you use the bike place it in an appropriate place. | 7/23/2019 8:10 AM |
| 26 | Increasing from 200 to 700 is too much too fast. At 200 they are already too visible. I can't imagine 700. It will feel like we're being taken over by bright red bikes. Why not increase more slowly and see how that goes? | 7/23/2019 8:04 AM |
| 27 | If they weren't JUMP bikes, they'd be other bikes, right? It's not like people who hate bikes are cool with JUMP bikes, this isn't a net increase in potential bikes. Where and how did we imagine all the regular bikes people bought to ride in the world before JUMP bikes were going to be parked? This town has got to stop painting shit on the road, and the Davis Dinosaurs (for this is surely the result of their bleating) need to calm down and let the world change as it does. | 7/23/2019 6:45 AM |
| 28 | The fact that this survey exists makes me believe the Davis Dinosaurs who hate everything new have been complaining about JUMP bikes. If so, they happen to be wrong about JUMP, like they are wrong about just about everything. | 7/23/2019 6:34 AM |
| 29 | I saw a JUMP bike with a problem on the wheel. Some bikes should be repaired. | 7/23/2019 2:15 AM |
| 30 | As a user myself, I am least motivated to turn the bike around and lock it to a bike rack. Investing in bike racks will be a waste. | 7/23/2019 12:44 AM |
| 31 | For what it's worth, I don't mind it when a jump bike is parked in grass...my primary concern is when they are blocking sidewalks or greenbelt. That opinion may change if there are 700 (!! - does it really need to be that high??). Also, I ranked painted areas low because I'm concerned they will be placed poorly. I would be more open to the idea if I knew more about where on a residential street they would be - or how you would determine where those spots would be. I don't mind it but many cars park on the street in our neighborhood (vs an occasional 1-2 Jump bikes), so I am against them being put there and then cars can't be there but the jump designated spots get seldom used. | 7/22/2019 11:28 PM |
| 32 | There should be a way to fine riders who park and drive them carelessly | 7/22/2019 10:02 PM |
| 33 | Jump bikes teach people to be irresponsible. Leaving bikes wherever is dangerous and not ok. | 7/22/2019 9:57 PM |
| 34 | I am glad that Davis has some JUMP bikes as an option for commuting. However, I am concerned about tax dollars being used to benefit a private company, and I worry about the streetscape and walkability impacts of adding so many bikes. As both a biker and a pedestrian, I also worry about the safety to a) JUMP bikers, who rarely wear helmets while using assist bikes and b) pedestrians. | 7/22/2019 9:56 PM |
| 35 | Has the JUMP bike program coincided with a reduction in automobile traffic in town? I assume JUMP bikes take the place of cars for some people some of the time, but I wonder if this is true. I would view such a trade off as positive, and a good rationale for increasing the number of available bikes | 7/22/2019 8:39 PM |
| 36 | Scoters/bikes on the sidewalk are a problem. | 7/22/2019 8:33 PM |
| 37 | There needs to be a strict enforcement of current JUMP rules (age, parking, single rider per bike, weight limit) before adding I any more JUMP bikes in Davis | 7/22/2019 7:57 PM |
| 38 | My family loves Jump bikes! We hope the city will find a reasonable solution that keeps these bikes in town! | 7/22/2019 6:29 PM |

JUMP Bike Survey

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| 39 | I have never used them because I rarely see them in East Davis. I would love to have more available near me so I could use them to bike downtown. | 7/22/2019 5:55 PM |
| 40 | I am annoyed at the bikes left on sidewalks and in yards on the street. I support alternative transportation but it must be implemented wisely and users need to respect neighborhoods and communities where they leave these bikes to sit. | 7/22/2019 5:34 PM |
| 41 | We need more bikes, and bring scooters to Davis. | 7/22/2019 5:28 PM |
| 42 | NO MORE JUMP BIKES! 200 is creating a problem,.. 700 will be 10x worse. NO MORE BIKES! PLEASE. | 7/22/2019 5:25 PM |
| 43 | The bikes go too fast!! They should not go faster than an average person could bike. It is very dangerous to pedestrians and promotes carelessness. | 7/22/2019 5:19 PM |
| 44 | People ride too fast without paying much attention to other cyclist and pedestrians. Can they be made to go slower. | 7/22/2019 5:11 PM |
| 45 | I love it. We need more pressure to do the right thing and save this planet for our children. | 7/22/2019 5:09 PM |
| 46 | I think they're great! I love seeing people riding them. Yes, they probably should not be parked smack in the middle of a sidewalk, but I don't think the city should have to solve people's lack of common sense. Perhaps just have JUMP be very clear that bikes should not block pedestrians once parked. I think the street parking with wheel turned towards curb is the right solution. | 7/22/2019 5:03 PM |
| 47 | As far as increasing the number of Jump bikes from 200 to 700. I think if the demand is there that's a good thing. | 7/22/2019 4:44 PM |
| 48 | Not ok to park the bikes in the middle Of the sidewalk or dump on apartment lawns. | 7/22/2019 4:23 PM |
| 49 | I think it's important that bike parking not block sidewalks or bike lanes. | 7/22/2019 4:17 PM |
| 50 | JUMP should pay all costs associated with their bikes, it already costs too much to live in this town | 7/22/2019 4:12 PM |
| 51 | It is so great to see them all over town. Enforce better parking etiquette (parking perpendicular on streets) but otherwise, let's keep it the way it is! | 7/22/2019 4:12 PM |
| 52 | Bicycles are the way to go. More funds must be allocated to increase parking facilities in Davis especially outside the Downtown area. | 7/22/2019 4:09 PM |
| 53 | We had several Jump bikes parked in the neighborhood for several days across the side walk. It was blocking the side walk for everyone, which is not just annoying, but a big problem for people who use wheel chairs and strollers. I am often worried about people using Jump bikes who go faster, but do not wear helmets and are not following street rules well. They often show up next to me while biking, but I do not hear them approaching, which is a problem especially when they pass on the wrong side. I like that it gets more people out on bikes and would love it if it would make more cars obsolete. I think the important thing is to make biking (with normal or Jump bikes) easier than going by car. In regard to parking, there are currently not enough parking spots downtown, period. Also, there are places where it could be easier to get to parking; for example if you want to park your bike at the G-St movie theater you need to go up a big curb because the side walk is not lowered anywhere close by. | 7/22/2019 4:05 PM |
| 54 | Personally, I think Jump Bikes Are Fine the way they are | 7/22/2019 3:57 PM |
| 55 | I think you should keep in mind that this survey will not yield responses from a truly random sample. | 7/22/2019 3:45 PM |
| 56 | I currently have physical limitations that don't permit me to ride even my own bike, but am an avid biker when I am able. I support Jump bikes, and tried one for a few minutes for fun. Nice. My primary complaint is that they are not equipped with helmets! Can they be provided if someone does not have their own and would wish to use one? Granted, many Davis bicyclist do not use helmets, other than most children. Good luck - thanks for seeking community input. | 7/22/2019 3:33 PM |
| 57 | I have seen JUMP bikes parked in dangerous locations on the bike path on Russell between Lake Blvd and Rd 98. | 7/22/2019 1:45 PM |
| 58 | JUMP needs a system (GPS?) to locate and timely pick up misparked bikes. | 7/22/2019 12:17 PM |

JUMP Bike Survey

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| 59 | The number of badly parked JUMP bikes are a present nuisance. Most badly parked JUMP bikes are not complained about. JUMP bikes should be parked in bike racks, not anywhere riders want to. There will always be users that don't comply. This should be implemented before JUMP increases the number of bikes. And why not increase to a reasonable amount (400) instead of 700 which is more than triple the amount now? Having JUMP users pick where they want to park in the street will be causing a parking problem for residents all over. | 7/22/2019 12:07 PM |
| 60 | They seem like a good idea; but 700 is a lot more than 200! how about 400? | 7/21/2019 5:07 PM |
| 61 | This survey assumed all people are working. There are stay at home caregivers, retirees, students that don't work, etc. | 7/21/2019 4:45 PM |
| 62 | I think that Jump bikes are great for us. They have been parked in the street where I live and they are not a problem. They're great for the environment! | 7/21/2019 4:11 PM |
| 63 | I love ebikes! More please. They need bike racks. | 7/21/2019 1:56 PM |
| 64 | I've used them a few times. I'm very happy they are in Davis. | 7/21/2019 1:14 AM |
| 65 | The designated parking places go back to the idea of having hubs -- which I think was hugely useful for riders to have a reliable place to park at and find bikes at, and disappeared when JUMP became managed by Uber. I do anticipate that balancing bikes at different locations may be challenging, so considering re-introducing incentives for individuals to re-balance bikes could be very useful. I also very much am in favor of having JUMP on campus , and I'd consider having some incentive to have a few bikes on campus after 6pm (many of them move to the outer reaches of the town and totally disappear from campus. This is harder on people who need to bike later in the day/have later office hours). | 7/20/2019 10:27 PM |
| 66 | Fine the users for parking their bikes on sidewalks and greenbelts. | 7/20/2019 8:59 PM |
| 67 | The use of JUMP bicycles has worsened safety issues for pedestrians and automobile drivers in Davis. I have observed riders riding against traffic and ignoring traffic signals and pedestrians in crosswalks. I am vehemently opposed to an increase in these motorized bicycles. | 7/19/2019 10:55 PM |
| 68 | The JUMP bike program may seem like a "green" solution that's ideal for bike-oriented Davis. Actually it isn't. I have yet to see more than a few adults riding the JUMP bikes. The vast majority of JUMP riders out here in east Davis are kids zooming around having fun. That's all fine. Yet, are the JUMP bikes really a serious transportation alternative? Not really. The City could instead have a fleet of durable one-speed bicycles that fit in regular bike racks and cost nothing to use, similar to what once was common on the UC Davis campus. (Such a program may still exist there, yet I would not know, as I don't go on campus anymore.) JUMP bikes are an eyesore, quite frankly and they frequently are left blocking sidewalks and even driveways. Let's fact it: JUMP is an idea by UBER to help promote their main business: automotive ride-sharing. It may also be aimed at helping to keep people dependent on their cell phones. Better for everyone simply to plan ahead by planning each trip, using their own feet and existing public transit--and a map or transit schedule, or both--than to have these bikes hanging around town, requiring yet more City resources to plan for them and manage them. Even if such oversight is paid for by user fees (via JUMP and Uber), the fact remains that valuable City minds already are being diverted from more important tasks to try and accommodate this very marginal transportation option. | 7/19/2019 2:00 PM |
| 69 | The city of Davis needs to address the concerns of the majority of its residents--most who don't use JUMP bikes-- and not the problems created by one private company whose services are used by a few. | 7/19/2019 1:49 PM |
| 70 | Ugly, and bright red color is a blight on our town. | 7/19/2019 10:17 AM |
| 71 | simply enforce via JUMP or City Policy that JUMP bikes cannot be parked on sidewalks or blocking driveways | 7/18/2019 9:14 PM |
| 72 | I am an avid cyclist and do not support JUMP because 1) specially reserved parking amounts to a corporate gift of public resources; and 2) JUMP users ride recklessly, on sidewalks, against traffic, etc. Granted, these things can all be done on a bicycle, but they are far more hazardous (to other cyclists and pedestrians) when done on a motorized bike. | 7/18/2019 7:04 PM |
| 73 | MANY JUMP users are very lazy and inconsiderate as far as parking their bikes -- they should pay -- and so should their company -- it is making \$\$ after all. Just apply capitalism -- and the same principles of any other parking system -- meters, handicapped, etc -- if the penalty price is high, good behavior will follow. In cases where it doesn't, the City will make \$\$. | 7/18/2019 6:46 PM |
| 74 | Renters fined if not parked properly and/or not able to rent unless fine paid. | 7/18/2019 5:25 PM |

JUMP Bike Survey

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| 75 | I believe that no one has mentioned the fact that many of the JUMP bike users are university students. In the past, in-coming students have found it helpful to purchase bicycles from one of the locally-owned bike shops (Freewheeler, B&L, etc.). Now, it seems, UBER has insinuated its nastiness into Davis and siphoned local dollars into its own bank account. I can't imagine why the City Council or the Chamber of Commerce have not considered the need to support local merchants rather than rushing out to support yet another predatory corporation in what really is a method of driving out local business owners. I strongly urge the city leadership (staff and Council members) to look at their motives for welcoming these outside interests to do business in our community. They could begin by banning JUMP bikes from our community and reaffirming their support of local merchants. (I am not a local merchant. Rather, I was a teacher at Davis Senior High School for 40 years and a resident for just shy of 50 years.) | 7/18/2019 1:24 PM |
| 76 | I am very against JUMP because I think it causes problems and traffic issues. It's already hard enough to find parking downtown without JUMP-specific parking spaces. I would have a lot more respect for the city if it invested in its own bike rental program, and spent money on increased infrastructure for public transportation. My favorite thing about JUMP is that it helps to reduce our carbon footprint | 7/18/2019 12:43 PM |
| 77 | Emails were sent to some Jump customers in davis indicating that Jump was going to cancel subscription pricing and raise overall per minute costs. I have strong concerns that Jump is planning such a move in this area, and given their ownership by uber have concerns about their ethical business practices. | 7/18/2019 9:34 AM |
| 78 | The concept is good, but the color of the bike is jarring. Hoping the city doesn't also allow the scooters. I actually like the scooters more (less visually jarring and a smaller, leaner item to use), but I don't want to see more of them parked around town. I am impressed with the usage, however. I didn't think anyone would use the bikes, but I see people on them daily. They are zippy and fun, but please we don't need 700 in town. | 7/18/2019 9:34 AM |
| 79 | I think it is great to cut down number of bikes in and around town and campus. Not everyone needs a full-time bike so perhaps they will not purchase a bike, but instead use JUMP and not leave their bikes at a bike rack for days on end, opening more bike rack spaces, which would alleviate the parking issue. | 7/18/2019 9:06 AM |
| 80 | Love the JUMP bikes, they are a fun way to travel and help reduce car pollution. | 7/18/2019 7:55 AM |
| 81 | Ease of use is the great advantage to Jump Bikes, which in turn encourages a lower carbon foot print, less traffic, and a happier community. Severe parking restrictions will either not be followed or will discourage use of Jump bikes, and I and my community will lose the ease of use and opportunity to take advantage of this wonderful system. The very loud complaints of just some people seem to be endangering the opportunity for all of us (please obtain usage data from Jump Bikes) to simplify our lives and contribute to a better environment. Please do not have an exaggerated response to these complaints that are made repeatedly by the same limited number of people. | 7/18/2019 7:32 AM |
| 82 | Sometimes they get dumped in the middle of the sidewalk | 7/18/2019 6:54 AM |
| 83 | my only concern is having them parked on the sidewalk in such a way as they block some or all the sidewalk | 7/17/2019 11:23 AM |
| 84 | They are GREAT! I am grateful that I can use a bike to get around, it is so much easier than walking while running errands. The basket is helpful however it would be nice to have a larger area to place things. I find JUMP bikes have helped me reduce my use of vehicles. Thank you. | 7/17/2019 9:39 AM |
| 85 | should be limited to the downtown area and campus to downtown use only | 7/17/2019 9:10 AM |
| 86 | I see Jump Bike competing for the scarce resource of "Space". If we did not have Jump Bike, there would be more space for regular bicycles, scooters and other modes of transportation. | 7/17/2019 9:06 AM |
| 87 | Find a city space like a near bike rack to add to. | 7/17/2019 8:50 AM |
| 88 | One issue I have with Jump is bicycle etiquette. Often I see Jump bicyclist riding in the sidewalk when there is an available bike lane, or going the wrong way down the bike lane. A bicycle riding outreach campaign would be useful! | 7/16/2019 9:28 PM |
| 89 | Ban jump bikes completely. We have more than enough bikes already - and NO room for pedestrians to safely walk. | 7/16/2019 4:34 PM |

JUMP Bike Survey

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| 90 | As a temporarily handicapped person, I'm tired of working my way around poorly parked JUMP bikes. Additionally, I've noticed a fair number of very bad bike riders going pretty fast on JUMP bikes, usually with cell phone in hand. If JUMP isn't going to penalize poor bike parking and poor bike riding, JUMP should be penalized for poor parking and accidents involving JUMP bikes. | 7/16/2019 4:33 PM |
| 91 | Please extend coverage area to the Primate Center and/or the Putah Creek Riparian Reserve. Add bike racks/charging stations near bus stops in Davis. | 7/16/2019 4:20 PM |
| 92 | would like to see more bike racks in the downtown area | 7/16/2019 4:09 PM |
| 93 | I think the JUMP bikes are a great idea and I believe as a bike friendly town, they make a lot of sense. I had seen these bikes parked inappropriately and so I believe a designated area should be made to park the bikes that aren't located in the downtown core. If a user neglects these rules than they should have their privileges revoked and/or fined. Overall, I believe we should support more bikes in the city. It would be nice to know if the use of JUMP bikes cuts down on personal bike theft within the area as well. | 7/16/2019 3:58 PM |
| 94 | JUMP bikes are often left in inappropriate locations, blocking bike paths, sidewalks and park paths. Until a workable solution to this problem is devised, I do not support the expansion of the program. Moreover, given the city's rather limited resources, and the rather poor state of infrastructure in Davis, I am strongly opposed to city resources being used in this program. Repaving bike lanes and roads (some of which are in such shocking condition that they should embarrass the city) should take priority. | 7/16/2019 3:49 PM |
| 95 | Ugly. They change appearance of Davis and create an obstacle to get around for walking. Please do not increase number of bikes. | 7/16/2019 3:49 PM |
| 96 | I already completed the survey (so please do not double count this one) but I had an additional comment and saw no other mechanism to provide it: are JUMP bikes even ALLOWED on the greenbelt? Are they considered motorized vehicles or not? This pilot program has not been succesful and I do not support the expansion of this JUMP bike program. | 7/16/2019 3:40 PM |
| 97 | Jump bike rides seem to have a sense of entitlement not shared by normal bike riders and believe they can park where ever they like, even if a bike rake is less than 20 meter away. | 7/16/2019 3:24 PM |
| 98 | Unless JUMP is creating actual revenue for the City, I consider these bikes a public nuisance. If we had private bikes blocking sidewalk access, killing grass/invading our green spaces, etc., they would be instantly put in a dumpster. | 7/16/2019 2:06 PM |
| 99 | They are haphazardly parked around Davis, especially on the sidewalk and bike paths. | 7/16/2019 1:54 PM |
| 100 | People are constantly dumping jump bikes on residential properties. Leaving it to the residents to deal with. You might seem that it is not a big deal to call and have it picked up, but why should someone's irresponsible use of the jump bikes be a residents responsibility. Plus they are an eyesore to look at. | 7/16/2019 1:49 PM |
| 101 | Jump needs to advocate to the community how important of an alternative transportation method they are. There are many parking complaints, but if people knew that the number of cars on the road were offset, then maybe there would be more people to look past the parking issue in some cases (not all, of course). Can they share statistics that show how many cars on the road that they've replaced? I know that it has created a new commuting option for me that would otherwise be by car. It would also be great to have a "free jump" day to promote to those that have never tried it - I don't know many people at my work that have tried them - market to the staff at UC Davis. | 7/16/2019 1:45 PM |
| 102 | Jump bikes are heavy and do not fit in traditional bike racks. (I've moved a few out of the street and off sidewalks.) The Jump bikes tend to make areas unsafe (less walking space, crowded bike parking, Jump bikes abandoned in parking lots). | 7/16/2019 1:40 PM |
| 103 | I like the idea of installing more public bike racks in residential neighborhoods, but I don't think that these should be reserved exclusively for one company's bikes. As long as they were available for anyone to use (similar to downtown), I would be in support. | 7/16/2019 12:56 PM |
| 104 | While this transportation option is another good environmental alternative, these JUMP bikes are strewn all over town, including on the sidewalks in front and to the side of our house, and left there for days! Not acceptable. | 7/16/2019 12:49 PM |

JUMP Bike Survey

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| 105 | Overall, JUMP seems to have the effect of encouraging 'novice' cyclists that they can handle a bicycle well and don't need to know the rules of the road - all while going fast... One of the main problems is that JUMP bikes can reach a substantial speed with rider assistance. I've noticed many JUMP users 'blow' through stop signs at full speed, rather than come to a stop and then have to work to regain momentum. Over the last year I've encountered more JUMP users going the wrong way in Bike Lanes or on Downtown streets, than I've observed in the last decade in Davis. As a company, I'm not convinced JUMP considers residential parking a serious problem because (with their names emblazoned on bright red bikes) it actually places their 'billboards' all over town and advertises their availability. | 7/16/2019 11:33 AM |
| 106 | need to get them off of lawns, sidewalks, etc and out of bushes and even trees they are a hazard to those of us with balance issues - and like me often a walker user. | 7/16/2019 10:13 AM |
| 107 | None. | 7/15/2019 10:55 PM |
| 108 | They are currently left wherever. | 7/15/2019 8:19 PM |
| 109 | Bad behavior or some users impacts everyone, especially residents trying to navigate blocked sidewalks. I hope JUMP fines the users when problems are reported. | 7/15/2019 5:49 PM |
| 110 | Bikers should be required to wear helmets and obey city traffic rules. | 7/15/2019 5:08 PM |
| 111 | I've never ridden a Jump bike. They look like fun. But they tend to just get dropped anywhere in the city. In residential areas they just look like bright clutter. I've only seen a couple of times where the bikes were on the sidewalk and blocking traffic. Usually they are off to the side. If in residential areas, a bike lockup area should be at a park or greenbelt, and not in front of someone's home. | 7/15/2019 4:50 PM |
| 112 | JUMP bikes are often in the way and are an eyesore. I disagree with the expansion and think there are already enough. The City should not have to pay for accommodations for JUMP bikes. JUMP should have to pay more permit fees to make up for the cost and inconvenience. | 7/15/2019 4:41 PM |
| 113 | Parking is the main issue I've encountered. JUMP bikes seem to be left in the most random locations, perhaps so users can dibs the bike at any time. As someone who cycles to work on a more traditional bike, it's also annoying when a JUMP bike is parked in a bike parking rack/frame even though the frame is not required for locking the bike. They end up occupying limited frame/rack space and making it quite difficult to lock up your normal bike with a U- or cable lock. | 7/15/2019 2:21 PM |
| 114 | The bikes are very difficult to lock to many normal bike rack styles, or take up multiple bike parking spaces. This may contribute to why many are left on sidewalks and paths, creating ADA accessibility issues. I don't know everything that JUMP is doing to mitigate parking issues (fines for not locking up properly, revoking service for riders that leave bikes on sidewalks, etc) but unless JUMP is willing to work with the city to allow enforcement of any parking changes, I do not support any city funding to make it easier for JUMP to profit from Davis riders. Other cities have ride-share bikes that are provided and maintained by the city/public transportation agencies. This seems like a better solution. | 7/15/2019 12:33 PM |
| 115 | I would like the City Council to seriously evaluate including scooters in the permit. They take less parking space per unit and provide a more inclusive micro transportation option. | 7/15/2019 12:05 PM |
| 116 | For years people parked their bikes at bike racks and NOT on the street. Why can't jump bike users do the same? | 7/15/2019 11:59 AM |
| 117 | They are left haphazardly on city sidewalks. Safety issue. | 7/15/2019 11:19 AM |
| 118 | The JUMP bikes are left all over our neighborhood sidewalks and greenbelts and I think that there are too many JUMP bikes as it is. I do not think we need more. | 7/15/2019 9:09 AM |
| 119 | Users or JUMP must be fined for dumping bikes in the middle of private property. This is coming from an apartment manager in North Davis. | 7/15/2019 9:05 AM |
| 120 | All of the parking options are absurd. Do you really think the people who are now leaving bikes sprawled across the sidewalk where convenient to them will walk more than a few feet to park? The theoretical financial penalties are clearly not sufficient. | 7/15/2019 9:05 AM |
| 121 | I don't support these electric bikes at all! Davis is the bike capital and it's a shame that we allowed these bikes. People need to exercise and the last thing we need is for more bikes to go faster. People are already reckless and irresponsible, going faster is not going to help! Please do not expand!!! I have seen so many young kids 2-3 on a bike with no helmets, where is the enforcement? | 7/14/2019 10:38 PM |

JUMP Bike Survey

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| 122 | Not about JUMP but in the survey; it is good to have an NA option in the agree/disagree or a neutral option. There were also questions that were irrelevant to me; those for JUMP users. You should be able to program the survey so people don't see those if they don't apply. | 7/14/2019 10:21 PM |
| 123 | I loved having JUMP available. However, I have stopped using JUMP since they took the keypads off the bikes, as I protect my privacy by eschewing apps. I think the external costs of JUMP bikes (parking issues, parking solutions) should be borne by JUMP and its users, not by the City or its citizens. I think bike share is great, and does not have to be accomplished by JUMP. It could be another vendor if one was better for the City or a more responsible citizen, including by better protecting privacy. | 7/14/2019 7:17 PM |
| 124 | I don't know the solution, but I have seen jump bikes parked in the middle of spaces in parking lots in Davis Commons and elsewhere. I think this needs to be prevented somehow. | 7/14/2019 6:26 PM |
| 125 | JUMP users usually ride them at top speed, run stop signs, don't wear any helmet or other protection; ignore lane markings, and ride on sidewalks and pedestrian paths as if they had right of way over everyone in their way. Too few of them use them safely and respectfully. I have seen JUMP riders going full speed while texting. Pedestrians and bike riders are at risk because of the way many JUMP bikes are used. | 7/14/2019 4:32 PM |
| 126 | JUMP's business model is appropriating public property for private use. They expect special privileges that ordinary cyclists do not have. | 7/14/2019 3:55 PM |
| 127 | JUMP needs to have full responsibility for its bikes. The City of Davis needs to fine JUMP for bikes parked illegally and JUMP then needs to fine the last user for the illegally parked bikes. Seems like a simple solution to me. The onus needs to be on the 1) bike user and 2) JUMP and not on the City or those not using the bikes. | 7/14/2019 2:47 PM |
| 128 | I don't appreciate seeing the jump bikes abandon all over town on sidewalks and landscaping. It looks sloppy and disorganized and inconsiderate | 7/14/2019 2:34 PM |
| 129 | I love having it. | 7/14/2019 2:22 PM |
| 130 | I think some JUMP bike riders are just irresponsible and don't seek a bike rack to return it. The JUMP bike rider should be charged a fine if they don't return the bike to a bike rack. We live at the end of a cul de sac and our house bumps up to village homes and we frequently find JUMP bikes abandoned next to our house. There are bike racks that are in walking distance located at the bus stop or at West Pond but riders don't use them and abandon the bike where it is convenient for them. | 7/14/2019 12:51 PM |
| 131 | There does not seem to be a shortage of bikes. And since the bikes lock, they cannot be easily moved when left on a sidewalk or other inappropriate location. | 7/14/2019 10:47 AM |
| 132 | I'm strongly in favor of bikeshare. I have problems w/ JUMP because they're owned by Uber, a company that has done egregious things. That said, most problems people have with JUMP or any bikeshare are due to (1) these companies not thinking out their plan & coughing up \$ to provide (legal, permitted) infrastructure and (2) self-centeredness & ableism of some bikeshare users. The latter could be lessened by good hip PSAs on why parking badly is a hazard to disabled ppl as well as designing the system in a way that encourages/rewards good behavior. | 7/14/2019 12:53 AM |
| 133 | More charging hubs needed; more bikes needed | 7/13/2019 10:02 PM |
| 134 | Had Jump parked on sidewalk in my driveway. Wasn't aware that I could make a complaint or how to do so. I live in a neighborhood adjacent to several apartment complexes that have insufficient off-street parking. Already had apartment dwellers parking in front of my house and not moving car for weeks at a time. Jump expansion would reduce already limited residential on-street parking. I do not support expansion of Jump. | 7/13/2019 9:20 PM |
| 135 | It's time for scooters and competing brands. The more options the more public transit will be used. | 7/13/2019 7:50 PM |
| 136 | I love Jump Bike. They increase my mobility without having to use my car. | 7/13/2019 7:25 PM |
| 137 | I think it's potentially a great program | 7/13/2019 7:09 PM |
| 138 | Jump users need to know how to ride a bike and how to follow the rules of the road. | 7/13/2019 6:53 PM |
| 139 | I am for the concept of more bike use in Davis, rather than car traffic. However, the current method of parking them anywhere and everywhere is frustrating and somewhat dangerous. | 7/13/2019 5:18 PM |
| 140 | 200 is enough. Please don't expand it to 700. It's quite expensive to live here, and many of us saved for YEARS to put a down-payment on our houses. Don't ruin that by putting unsightly red bikes in front of our homes. | 7/13/2019 4:33 PM |

JUMP Bike Survey

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| 141 | Jump bike should have to pay for any changes | 7/13/2019 3:40 PM |
| 142 | JUMP is a for profit company. They absolutely should pay every penny of expense associated with their bikes. The city should not pay a single cent supporting this for profit business. On the contrary, they should be paying the City of Davis. | 7/13/2019 2:49 PM |
| 143 | The City needs to REDUCE chaos, parking and traffic problems within the City as well as burdens to staff. Not a good idea to ADD problems concerning traffic in our town. | 7/13/2019 2:46 PM |
| 144 | Bike share programs should be expanded to more apartment locations on the outskirts of the town, not just in the city center. | 7/13/2019 2:17 PM |
| 145 | The new bikes are not as good as the original model. Smaller basket, locks problematic at times. Software felt awkward, especially as users had not been informed of the change. I have heard of others encountering bikes that do not work - something I had rarely heard with the original style. | 7/13/2019 1:56 PM |
| 146 | There need to be designated, well-signed parking areas for JUMP bikes, especially if the number is scaled up to 700. Too many bikes get left haphazardly around town in places that obstruct other activities but also just look messy. | 7/13/2019 1:01 PM |
| 147 | JUMP is a poorly designed program with little oversight and poor customer service. It does not belong in residential areas of our town | 7/13/2019 12:20 PM |
| 148 | They are a nuisance. | 7/13/2019 12:14 PM |
| 149 | The only way to ensure that JUMP bikes are parked in a reasonable way to not impede pedestrians or road users is to start fining JUMP for inappropriately parked bikes. JUMP can pass these fines on to the offending riders. I live next to Slide Hill Park and I find JUMP bikes parked all over the place, mainly on side walks. Families with strollers, people using walking aids and wheelchairs and people with walking difficulties have to navigate around bikes left in the middle of walking paths. I have shoulder problems so cannot move these bikes out of the way, not that I think the public should have to do this anyway. If the City wants this type of public transportation to be available, and I think it is a great idea, it has to be managed properly. If a car is parked on a sidewalk or walking path, code enforcement would be all over it. The same should be done with JUMP bikes. Hit Uber in the pocket book and maybe they will enforce their own rules. By the way, there are several bike racks in Slide Hill Park and people still leave their bikes wherever they run out. I doubt the City spending money on more bike racks and special parking spaces will make any change at all to the behavior of errant JUMP bike users. The only thing people understand is money. Uber has the bike users financial details, let them fine the users who ignore their rules. | 7/13/2019 12:11 PM |
| 150 | I think that JUMP does not do enough self policing of their bikes. Responsibility (especially financially) for proper JUMP bike parking should fall on JUMP and no funds should come from the city. If a solution brings parking for regular bikes than the city should pay | 7/13/2019 11:24 AM |
| 151 | The drivers of the Jump van drop off bikes on the sidewalk and on the driveway of Private property. If the bikes are left there by riders they should be moved onto the street once located by the van drivers. Parking on sidewalks cause issues for strollers, elderly and disabled people. | 7/13/2019 10:34 AM |
| 152 | People currently leave the bikes wherever they want. Sometimes in the middle of the sidewalk so if you want to use the sidewalk you have to walk around them. Definitely needs to be rules as to where these can be parked. | 7/13/2019 10:07 AM |
| 153 | JUMP bikes are very dangerous as I have stated in my previous comment above. I have witnessed many teens riding a JUMP bike and having their friends sit in a basket to save money. Also, the bikes are incredibly heavy, and would be more likely to hurt someone compared to a normal bike falling on an individual. The parking is another issue. With the bikes littered across the sidewalks and streets, it makes it impossible to bike around normally or walk around without moving a heavy obstruction in the road. By increasing the amount of JUMP bikes in the city, biking and walking becomes more of an inconvenience for the rest of us. While I support this new technology that may be innovative, I don't think that it makes people more likely to ride a bike. The solutions that the city has put forth are akin to the JUMP bikes themselves: lousy. | 7/13/2019 10:05 AM |
| 154 | Shows disrespect by uber and users to the Davis community. | 7/13/2019 9:51 AM |
| 155 | I see 1 to 5 bikes improperly parked pretty much every day. They block handicap access ramps, walkways, and streets. The thoughtlessness of the JUMP bike riders astounds me pretty much daily. If a personal bike was left in many of the location JUMP bikes are, they would be confiscated, JUMP bikes should be no different. | 7/13/2019 9:31 AM |

JUMP Bike Survey

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| 156 | JUMP is a private company. If they want to do business in Davis, let THEM pay for bike racks at bus stops for the 200 existing bikes. IF that is successful, then, AND ONLY THEN, should JUMP be allowed to expand. | 7/13/2019 9:31 AM |
| 157 | Look, I'm not an old man, telling kids to get off my lawn. I work in technology and embrace new, positive ideas. Jump bikes and their business model are a blight. Jump encourages its users to be inconsiderate members of our community. They encourage lazy behavior and dependence on immediate gratification. Politeness and consideration for others is the social lubricant that makes communities work; leaving Jump bikes littered around town is like sand in that oil. I do not support any status for Jump in Davis other than "gone." | 7/13/2019 9:22 AM |
| 158 | They are trash and make the city look like trash. We revel in kicking them over because they are junk. | 7/13/2019 8:56 AM |
| 159 | Bikes thrown all over the neighborhood and if u call jump they pick them up otherwise bikes sit there for a week. No consequence to rider who dumps bike so no reason for them to follow rules | 7/13/2019 8:23 AM |
| 160 | Fine riders who do not properly return bikes to designated parking areas. This should fall on Jump again not city. | 7/13/2019 8:08 AM |
| 161 | It is inappropriate that the jump bike company is being allowed to take resources away from the community to then charge the community for bike rental. Any place that jump bike is located subtracts from the overall community. And the profit goes to jump bike. I personally do not see the value of a jump bike, they actually do not make economical sense with how inexpensive bikes are and how expensive a Year's worth of jump bike is. | 7/13/2019 7:15 AM |
| 162 | Riders must be held accountable for properly parking their bikes or notifying JUMP they were unable to do so. And JUMP must pick up within two hours of notification. | 7/13/2019 6:58 AM |
| 163 | Stop subsidizing Uber with public time, money, and attention. | 7/13/2019 5:19 AM |
| 164 | Why do we need those things? It is just a money-making scheme. Ride your bike. | 7/12/2019 10:13 PM |
| 165 | I hate JUMP with the fire of a thousand suns. | 7/12/2019 9:10 PM |
| 166 | It's ridiculous how haphazardly they are parked. | 7/12/2019 8:53 PM |
| 167 | We just need to get used to them. More education on proper usage and parking would be helpful. | 7/12/2019 8:19 PM |
| 168 | Happy to see more people using active transportation. As a city we have to do more to keep up the Bike capital reputation... a lot more infrastructure and teaching/modeling of active transportation than we are doing | 7/12/2019 8:01 PM |
| 169 | We love them! | 7/12/2019 7:40 PM |
| 170 | Should not expand at all. The number have now is fine. | 7/12/2019 7:30 PM |
| 171 | I really love JUMP bikes. They have improved my commute and saved me from being stranded on multiple occasions. | 7/12/2019 7:10 PM |
| 172 | Although i love the fact that this bikeshare option exists, the parking issues are a glaring oversight, and the business should be held accountable for the issue of parking and safety by the City of Davis. | 7/12/2019 7:02 PM |
| 173 | For profit company pays for privilege of doing business here. | 7/12/2019 6:47 PM |
| 174 | In my opinion the benefits of having JUMP bikes in town greatly outweigh the minor parking issues. Yes, I've seen bikes parked on the sidewalk, but I've yet to see one that blocked my way. Yes, I've seen the complains on the various social networks, but that seems anecdotal evidence to me. I've seen cars blocking a bike lane much more often than a bike blocking a pedestrian way. With bike theft being such a huge problem in Davis, JUMP bikes seem the perfect fit for this town. (Every expensive bike that I've purchased has been stolen within the first year). Electrical bikes make biking a lot more accesible to the general population, but I would not dare buying one just to have it stolen in a few months. | 7/12/2019 6:45 PM |
| 175 | I have found jump bikes scattered all around our neighborhood of Walnut Park and surrounding green belts, often blocking foot traffic and sidewalks. Providing more bikes will only make the problem worse! | 7/12/2019 6:33 PM |
| 176 | JUMP is great. I would also like to see a shared scooter system in Davis! | 7/12/2019 6:29 PM |

JUMP Bike Survey

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| 177 | If JUMP wants to bring their bikes into our community, it is their job to ensure that they are not essentially littering our community. Furthermore, JUMP bikes parked on sidewalks are an ADA concern and are currently making our community less accessible. JUMP should bear the financial burden to make their bikes work within the city as they are the beneficiaries of our city using their bikes. | 7/12/2019 6:29 PM |
| 178 | I see your kids without helmets riding these bikes really fast | 7/12/2019 6:21 PM |
| 179 | Make helmets mandatory | 7/12/2019 6:17 PM |
| 180 | The solution of perpendicular parking in the street can be implemented immediately. It seems it's more of a problem of JUMP bike users not following instructions. | 7/12/2019 6:02 PM |
| 181 | I noticed that they have been parking on sidewalks more and more. This should be illegal because people in wheelchairs need access to the sidewalk and can't exactly move the bike out of the way. it is wrong for something designed for active, able-bodied people to make life harder for the disabled population. The city needs to rethink this policy before they get sued over this. Think about it. If YOU were in a wheelchair, would you really appreciate it if there were un-necessary bikes blocking your only access to the sidewalk? Bikes placed there by able-bodied people? | 7/12/2019 5:43 PM |
| 182 | Sometimes they're parked inside housing complexes that everyone can't get in to and that's annoying. | 7/12/2019 5:36 PM |
| 183 | I've commuted by conventional bike for 17 years, and I'm a senior citizen; I don't see the need for JUMP bikes at all. For awhile, I was disabled and found navigating residential streets and sidewalks in a wheelchair or walker a nightmare. I'm a voter and a property tax payer, and I absolutely OPPOSE JUMP PARKING on residential streets! | 7/12/2019 5:24 PM |
| 184 | No sidewalk parking. | 7/12/2019 5:15 PM |
| 185 | Every time I see someone using one, they are capable of using a bicycle that does not have electric assist. So it is wasting energy. How about regular bikes to rent. They do it in many countries. | 7/12/2019 5:13 PM |
| 186 | 200 is too many let alone 700 | 7/12/2019 5:07 PM |
| 187 | Not related to parking, but I hope they keep the speeds down below 12 to 15 miles per hour to keep it safe for those of us in the bike lanes and kids that bike in Davis. It's scary getting passed on the wrong side by a beginner Jump bike rider. | 7/12/2019 4:50 PM |
| 188 | They get scattered everywhere. I don't think they really fill a void in a town as bike friendly as Davis. People are using them not to replace a car but to replace buying a bike. | 7/12/2019 4:42 PM |
| 189 | In typical Über style, they started with reasonable prices then jacked the prices up when people have gotten used to depending on them. Davis doesn't need that. | 7/12/2019 4:34 PM |
| 190 | JUMP is a privately owned company that profits from misuse of public spaces. There should be strong financial or permitting incentive for JUMP to increase funding and/or staffing to ensure proper bike parking. The financial and quality of life burden for bike "clutter" should not fall on Davis residents. JUMP bikes should be required to be locked to a bicycle rack at the end of each ride, and JUMP should finance and provide bike racks throughout the city to accommodate every bike that is added. | 7/12/2019 4:31 PM |
| 191 | Question 15 implied that I support some funding for parking enforcement. There was no answer for no funding, which I would have chosen. | 7/12/2019 4:30 PM |
| 192 | How long can a JUMP bike be parked on private property, can they have a restriction to local areas only? | 7/12/2019 4:22 PM |
| 193 | people are parking them in their personal driveways which is awkward; I would support a solution that makes bike parking in general easier...to accomodate ALL bikes, not just JUMP bikes | 7/12/2019 4:20 PM |
| 194 | People are parking the bikes in the middle of the sidewalks. Unacceptable. | 7/12/2019 4:10 PM |
| 195 | It is bad that they advertise incentives to take bikes to a drop-off, e.g., to charge, but don't have any drop off points in Davis, so far as I can find. | 7/12/2019 3:52 PM |
| 196 | Theyre awesome. | 7/12/2019 3:51 PM |

JUMP Bike Survey

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| 197 | Davis is doing an exceptionally poor job at preventing JUMP bikes from clogging public sidewalks and bike parking areas, displaying a degree of leniency that would simply not occur with an individually owned bike. JUMP bikes weigh 70 pounds and take up significantly more space than a regular bicycle, which makes them incredibly easy to leave in the middle of a sidewalk, bike path, or bike parking area, to the detriment of all other users. If somebody leaves a garishly colored 70 pound object in the middle of the sidewalk, it should be impounded, if a conscientious citizen hasn't already thrown it in a ditch. Furthermore, JUMP bikes allow novice cyclists to achieve speeds far beyond their abilities, and a 70 pound bike going 19mph has a lot more damaging potential than a typical bike. | 7/12/2019 3:40 PM |
| 198 | I strongly do NOT support an increase of JUMP bikes that will only worsen an already contentious issue. | 7/12/2019 3:29 PM |
| 199 | JUMP should be forced to publicly release historical data of bike usage as a condition of operating in Davis. It is ludicrous that we have no way of knowing where the bikes have been used and who they are serving. Providing data on when and where bikes are used would help us understand this. | 7/12/2019 2:49 PM |
| 200 | The reduced staff price is a big selling point. If that vanishes I think 700 jump bikes in Davis may go unused. They're great in Sac because midtown is so much larger, but Davis is tiny, and many people own their own bikes. JUMP seems like more of a "oops don't have my bike today" alternative rather than primary mode of biking in Davis. | 7/12/2019 2:44 PM |
| 201 | I've tripped and injured myself on bikes parked/left on sidewalks when it was dark out. They are a huge nuisance and should be BANNED! | 7/12/2019 2:39 PM |
| 202 | JUMP is a great new transportation option in Davis! Help make it thrive! | 7/12/2019 2:35 PM |
| 203 | I ride Amtrak into town and work at UC Davis. JUMP makes that connection easier, and I support the service (I also take pictures of illegal parking and send them to JUMP). JUMP today notified users of the service that they were cancelling subscriptions and raising the per-minute rate people would pay. Discussion within UC Davis online communities suggest demand for JUMP could drop significantly (I'll personally stop using it at the new rate). I urge the City of Davis to consider the new rate's impact on demand before entering any expanded agreement with JUMP. Thanks for your work on this! | 7/12/2019 2:30 PM |
| 204 | While I have used JUMP in the past, their new pricing structure has me strongly questioning whether I will ever use one again. | 7/12/2019 2:29 PM |
| 205 | Jumps bikes mean fewer cars. I want Jump bikes to work. People are critical about the parking of the Jump bike, it is a bit annoying but not horrific. | 7/12/2019 2:29 PM |
| 206 | Casual JUMP riders do NOT know the rules of the road regarding cycling. It would be a good idea to provide a few educational pieces before their first ride (maybe an informational :30 video or check list of things to be aware of) and over time send a few reminders. | 7/12/2019 2:28 PM |
| 207 | JUMP bikes are already an eyesore left strewn about my neighborhood. I would not want to risk having an area designated in front of my house and I'm fairly certain my neighbors would feel the same. That would just be a semi-organized eyesore. In Europe and other major cities, I have noticed that bike parking locations are mainly in public squares or on the outskirts of residential areas. I notice that mainly students by a large majority ride JUMP bikes. These are the same students that live in our residential neighborhoods that take almost no care for the properties they live in (many student occupied residential rentals are a blight), and are already irresponsibly leaving bikes wherever they happen to stop. I think we should approach the University about providing the lions share of creating funding, and maintaining any City staff position to monitor the bikes. I am not sure what economic benefit the City is receiving for hosting JUMP bikes, but I hope it is something. I do not imagine there is even a significant environmental benefit either, if most of the riders are students who would otherwise have bought a bike or ride the bus. We are just providing convenient bike rental for them. Most residents I see who desire to ride already own and ride their own bikes and park and put them away responsibly. | 7/12/2019 2:03 PM |
| 208 | I don't use JUMP bike, but I think they will have a positive impact on moving people out of cars. We need more options for people to get around Davis, particularly in and out of downtown. JUMP bikes seems like a much better option than cars. | 7/12/2019 1:37 PM |
| 209 | The bikes are parked in crazy place, in bushes, on sidewalks. They have caused issues and just look bad abandoned through out the city. | 7/12/2019 1:15 PM |

JUMP Bike Survey

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| 210 | I have not had any issues with the bikes. There may be some valid complaints but this is such a minor issue. These are good to have and should be supported as an alternative to driving any vehicle (electric included). In my opinion issues such as helping the homeless should be addressed. Very little time should be spent on this subject. | 7/12/2019 12:52 PM |
| 211 | We have only 1 car and use jump bike as a second car. I am older and ride a regular bike but the jump bike allows me to go a longer distance. I think 700 is too many. 400 is enough. I can usually find a bike with in a 10 min walk. | 7/12/2019 12:52 PM |
| 212 | I think the installation of bike racks on neighborhood streets for use by all bicyclists - not just JUMP bikes - would be great. Visiting friends by bike is sometimes not a safe option if bikes can not be locked to a public bike rack. Thanks | 7/12/2019 12:31 PM |
| 213 | They are an unused expensive eye sore. | 7/12/2019 12:09 PM |
| 214 | I am a strong supporter of public transportation and bike transportation, so would like to see more JUMP bikes with a good and observed parking solution that makes sense. | 7/12/2019 12:08 PM |
| 215 | Find a way to encourage riders to wear bike helmets. E.g. earn 1 ride for every 5 rides using bike helmets. Could be a simple yes/no question the app to start to remind users. | 7/12/2019 12:07 PM |
| 216 | It would be nice to have JUMP bikes sized for kids. With helmets. | 7/12/2019 11:52 AM |
| 217 | Most of the riders are young adults and teenagers. I think some education about parking on street like a motorcycle is the easiest and best solution. I strongly disagree with taking up more parking in the residential neighborhood for reserved parking areas. It is already difficult finding parking in residential neighborhoods with the number of students/renters in our residential neighborhoods. | 7/12/2019 11:43 AM |
| 218 | As a senior, I hate them, never use them and often have to stumble around them when students leave them on the sidewalk on Villanova Dr. | 7/12/2019 11:06 AM |
| 219 | Love these things...please find a way to allow increased bikes in Davis. | 7/12/2019 10:28 AM |
| 220 | I have seen JUMP Bikes blocking greenbelt bikepaths and parked one people's lawns/property. Education for JUMP riders and more penalties for people who use the bikes and park them improperly need to be implemented. | 7/12/2019 10:12 AM |
| 221 | People park in random places, it's really annoying. | 7/12/2019 10:09 AM |
| 222 | I find these bikes dumped all over Davis. People using them don't even use The kickstand. They just throw them in the ground. We have enough of them in Davis as it is. We don't need to add more to litter our city. | 7/12/2019 9:56 AM |
| 223 | I find this discussion a little moot as Jump has changed their pricing schema in an extremely unfriendly fashion since being purchased by Uber, a company known to be extremely unethical in every way. Chances are very good that I will stop using Jump bikes altogether and not support their use in any way in the future. Electric bike sharing programs are great - it's Jump and Uber that I am starting to have serious concerns about. I would strongly suggest the city look at alternative vendors, perhaps https://www.motivateco.com/ or https://www.zagster.com/ or similar. | 7/12/2019 9:33 AM |
| 224 | I understand the concerns, but I think that this is an important move toward more sustainable public transport and we need to solve the issues so we can keep jump bikes in davis | 7/12/2019 8:02 AM |
| 225 | While anecdotal, I have only on rare occasions found a jump bike parked in a way that is annoying, mainly, those left in the sidewalk, which should be discouraged as it is an impediment to residents and visitors who need mobility assistance (e.g. walkers, canes, wheelchairs). Allowing bikes to be parked legally on the street may help in mitigating such parking problems while acknowledging the mix of pedestrian users in the city, particularly one that already flagrantly violates ADA accessibility (see curbs in Old North Davis such as 7th/C) | 7/12/2019 6:23 AM |
| 226 | E-scooters | 7/12/2019 12:03 AM |
| 227 | It's a wonderful resource and some grumpy people just need to get over themselves. | 7/11/2019 11:12 PM |
| 228 | Too often in the way Parked In dangerous places | 7/11/2019 11:03 PM |
| 229 | Good resource | 7/11/2019 10:10 PM |
| 230 | I highly value the service provided by JUMP as an alternative to short distance vehicle trips. The "problem" of JUMP bike parking is not substantiated by evidence. Most JUMP users are responsible people. I support promoting creative alternative transportation opportunities in the City of Davis. | 7/11/2019 9:20 PM |

JUMP Bike Survey

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| 231 | The company seems slow to pick up bikes located in random spots. This is likely to get much worse if they expand. THE COMPANY should be fined although it is unclear how this would be enforced. | 7/11/2019 9:00 PM |
| 232 | They are quite a nuisance blocking accessibility on the sidewalks. But taking away car parking in front of someone's home does not seem fair either. Perhaps racks for parking on streets with no residential homes (such as by a park, or a bus stop or on Arlington etc.) would work. Downtown parking is such a valuable commodity that taking up car spaces for these will also be frustrating. I've seen what a huge problem these and the scooters are in Tempe AZ surrounding the ASU campus. I truly hope Davis thinks very carefully about letting these companies set up in town and I'm glad to see that the city is finally looking at some regulations. 700 Jump bikes seems ridiculous. We already have issues with the 200 bikes, and how many students come to town without a bike anyhow? They are fun to ride but are far from a necessary service for Davis. | 7/11/2019 8:14 PM |
| 233 | For several days a JUMP bike was parked in the scrubs by the swimming pool in West Davis. It appears these bikes are abandoned all over town at whim. Strange. | 7/11/2019 7:38 PM |
| 234 | It is a great idea, but this City's inexplicable passivity in the face of a clearly rising problem, similar to many others nationally, has created a monster. | 7/11/2019 7:29 PM |
| 235 | City must control jump and e-scooter parking before the programs are permitted to operate within City boundaries. | 7/11/2019 6:42 PM |
| 236 | If they are motorized, aren't they illegal on bike paths and sidewalks? They are using both now. Please make this clear and give pedestrians a chance! | 7/11/2019 5:42 PM |
| 237 | More JUMP bikes in Davis would be great. I have driven my car as opposed to taken a JUMP bike because there weren't any within walking distance. | 7/11/2019 5:37 PM |
| 238 | If a JUMP bike is parked inappropriately, the last person to ride it could be blocked from riding for a set period...1 week for first infraction, 1 month for second, etc. | 7/11/2019 5:16 PM |
| 239 | I love seeing the bikes all over time. The parking is a nine issue for me. Rose I lost when I see them parked conveniently near schools, neighborhood home stores etc. | 7/11/2019 5:12 PM |
| 240 | I have talked to people who have called the company about improperly parked bikes. JUMP does not seem very responsive. I am all for alternative transportation even though I personally can no longer ride a bike, but to have to stop and park my car to see a number on the back of a bike seems counterproductive to the concept. Jump requires that information to process a claim. They should know by gps exactly where each bike is located. As of yesterday, three at least three bikes were illegally parked on my street, one had been there several days and had fallen over. My sense is that there is a lot of one-way ridership, and that it is an inconvenience to park a bike in a designated space if it means walking another two blocks to your destination. | 7/11/2019 5:11 PM |
| 241 | They're a complete eye sore to the city. Maybe it'd be better if they changed the color. | 7/11/2019 5:09 PM |
| 242 | We have found them far west of Davis in our horse pasture. This is an extreme danger to our animals as well as trespassing. | 7/11/2019 4:35 PM |
| 243 | The parked JUMP bikes blocking the sidewalk really scare my dog. | 7/11/2019 4:27 PM |
| 244 | JUMP parking infrastructure expansions and monitoring costs should be funded by the company | 7/11/2019 4:24 PM |
| 245 | Jump bikes are a menace to the city. | 7/11/2019 3:52 PM |
| 246 | I think if JUMP users were consistently fined or use was suspended, parking compliance would improve. A hit to the wallet is the only thing that seems to work. People just can't seem to do the right thing on their own. | 7/11/2019 3:43 PM |
| 247 | I don't want any businesses to leave their crap littering the City of Davis no matter how much they bribed city staffers. | 7/11/2019 3:02 PM |
| 248 | I think a slightly smaller expansion might be preferred, 500 bikes instead of 700. | 7/11/2019 3:00 PM |
| 249 | I think expecting the bike to be locked to a rack is very inconvenient especially because of the bike structure. I've often had problems with the bike lock and since it's a heavy and thick bike it's hard to position it in a way that will lock to the usual bike rack. In addition, other people and I usually only use jump bikes in emergencies and time sensitive occasions so having to find a designated parking space and lock it as well will only take up more of our time that we were trying to save by using jump bikes | 7/11/2019 2:52 PM |

JUMP Bike Survey

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| 250 | I often feel JUMP riders are not riding safely. They go too fast and don't follow the rules of the road. I don't think some of them are used to bikes. I suggest the the online app have copious warnings about following bike laws if they aren't there already. | 7/11/2019 2:42 PM |
| 251 | They seem pretty well respectfully parked, generally. only a few problems here & there. | 7/11/2019 2:37 PM |
| 252 | Add to more Northern California towns so the population gets used to them. New folks to Davis are clueless as to their etiquette. | 7/11/2019 2:14 PM |
| 253 | JUMP bicycling parking is a mixed bag, throughout the city of Davis. We live in The Cannery community, and a small number of users park the bicycles at the plentiful bicycle parking racks. The vast majority of the users park them wherever it is convenient for the user - On public sidewalks, on pedestrian pathways, in the street, and at times blocking accessible ramps at the corners of residential blocks. I have even seen JUMP bicycles blocking the entrance to the "streets" (alleyways) of the Heirloom Townhomes. | 7/11/2019 2:13 PM |
| 254 | Block access to ramps and sidewalks, huge ADA issue as well as elderly and families with children. Unsightly splayed all over town. Restricting parking concerns with fines would be helpful, such as with scooters in Washington DC (some areas off limits to park in and can get majorly fined). | 7/11/2019 2:12 PM |
| 255 | Love JUMP, and the simple transportation alternative it provides. My wife and I use it all the time to solve the spontaneous transportation hurdles that are typical of a working family with kids. I believe this parking "problem" is not borne out in any data, or comprehensive analysis, but rather originates with a small number of naysayers. Hardly a sound foundation for policy making. I would like to see more evidence of the harm being caused by current parking practices. | 7/11/2019 2:01 PM |
| 256 | My concern with JUMP is that people who do not own a bike in Davis might be less experienced biking around the city than people who do own a bike; and people who do not own a bike in Davis are probably the ones getting the JUMP bikes. The JUMP bikes can go kind of fast and do not provide a helmet. This all seems like the right combination for an accident. | 7/11/2019 1:47 PM |
| 257 | I think they're a great addition to Davis. | 7/11/2019 1:35 PM |
| 258 | Please do not remove already scarce street parking (which belongs to the community) with parking for this for-profit company. Davis already has more bikes than people, why make special accommodations for a subsidiary of Uber, who is known to have shady business practices? | 7/11/2019 1:34 PM |
| 259 | It's obviously very popular. But jump needs to do better at motivating customers to properly park. | 7/11/2019 1:34 PM |
| 260 | First and foremost, riders who park bikes inappropriately SHOULD BE FINED! If riders do not follow the rules they should lose the privilege of renting. | 7/11/2019 1:11 PM |
| 261 | The concept is excellent; the execution is deeply, deeply flawed. JUMP bikes are left everywhere, and clearly there are insufficient penalties in place, both for the individual users being so sloppy and lazy, and for JUMP itself. Until the company cleans up its act, and becomes a LOT more responsible to inappropriate behavior on the part of individual users, I will never support an increase in bikes ... nor should the city of Davis. | 7/11/2019 1:09 PM |
| 262 | The best solution is to add Jump bike racks next to all bus stops. | 7/11/2019 1:06 PM |
| 263 | Any jump up from 200 should be less than 700 until we see what happens. | 7/11/2019 12:40 PM |
| 264 | It would be nice to have a feature to see where jump bikes are even when you are on one in cause it needs repairs so you can hop on a different one, but the app hides everything once you are on one. Also it would be nice to know not specify but maybe regionally where the active ones are being used so you know if any are going to be in your area later that day. Like if it said 8 within 1 mile of me and being used I would wait around for 10 more minutes to see if any pop up instead of just being like oh map is empty I will call a lyft...or uber since I have no idea where they are. | 7/11/2019 12:34 PM |

JUMP Bike Survey

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| 265 | <p>There is signage on the Bike Loop that says motorized bicycles are not allowed. This makes sense to me. JUMP bikes have motors. Therefore, they should be limited to surface roads, because they go too fast for multi-use paths. Most riders of e-bikes go the wrong way around the traffic circle at the end of DaVinci Ct, for example, because they are going too fast to make the curve. Governors should be placed on motorized bicycles, including JUMP bikes, that limit their speed to 12 mph. Enforcement excluding motorized bicycles from multi-use paths should be 24 hours. JUMP bikes are motor vehicles and they should always yield to vehicles (such as bicycles) under their own power. In general, with an RFID chip and a reader at intersections, you can automate Stop sign violations and other moving violations; this should be a priority. JUMP bikes are wonderful for people with mobility limitations and other health issues. I support their operation in Davis. However, their business should not degrade the experience of cyclists and pedestrians. I would prefer that enforcement of e-bike violations be revenue neutral; fines can be used to install and maintain RFID readers at Stop signs and on the bike path. The city should levy the fines directly on the users' JUMP accounts, with maximum 24 hour fines set at somewhere around \$50 (or whatever amount is necessary to fund automated enforcement).</p> | 7/11/2019 12:34 PM |
| 266 | Jump parking on bike paths should be monitored. | 7/11/2019 12:33 PM |
| 267 | I approve of these bikes in general. | 7/11/2019 12:32 PM |
| 268 | I'm curious why possible off-street/off sidewalk racks weren't a part of this survey. Note: I'm not opposed to taking vehicle parking spaces to use for bike parking in downtown or other commercial/business areas. But NOT on residential streets. | 7/11/2019 11:49 AM |
| 269 | As someone who commutes to Davis for work, having an easily accessible way to get around town and campus is a benefit. | 7/11/2019 11:45 AM |
| 270 | Will there be competition to Jump allowed? | 7/11/2019 11:23 AM |
| 271 | There needs to be penalties associated with incorrect parking, due to people willfully blocking ADA compliant sidewalks. I have seen JUMP bikes blocking the sidewalks when there are large bike areas right next to the sidewalk. It appears that there is a mentality that the users have that they don't think it matters where they park. Hopefully more parking spaces will help them think more critically about their actions. | 7/11/2019 11:19 AM |
| 272 | Lack of competitive options | 7/11/2019 11:10 AM |
| 273 | The problem is not Jump or ebikes, the problem is people acting poorly. Do NOT punish the Jump bike program or those who choose to use ebikes. Educate users. Penalize those individuals who misuse the program. Continue to encourage ebikes and scooters. One less car! | 7/11/2019 11:09 AM |
| 274 | It would be nice to see where other Jump bikes are while you're riding on a bike. Sometimes the bike you choose needs servicing but you have to go find one to switch it and without knowing where they are on the app makes this very difficult. | 7/11/2019 11:04 AM |
| 275 | There should be free bikes throughout Davis rather than bikes provided by UBER. | 7/11/2019 11:02 AM |
| 276 | Expanding parking should be Jump's responsibility since they are the ones profiting here. Jump is not some grass roots start-up/movement. They're owned by Uber... shouldn't be solely the responsibility of the city. Jump needs to step up and take care of this problem, before expanding. | 7/11/2019 11:00 AM |
| 277 | I love riding JUMP bikes, partly because my normal bike broke. | 7/11/2019 11:00 AM |
| 278 | They are effective at displacing first-mile/last-mile issues, that would otherwise deter people from taking buses. The more accessible bikes are, the better we can reduce reliance on automobiles. | 7/11/2019 10:48 AM |
| 279 | riders are generally considerate about leaving bikes but I live off a bike path on dead end street and too many people use it as informal drop off and pick-up site in area that is a red zone. It is also a blind corner and bikes are left on bike path and sidewalks with no regard to the hazard this may cause. | 7/11/2019 10:44 AM |
| 280 | the biggest problem since Uber took over is that there are no charging stations anymore, so bikes are harder to find or come across. | 7/11/2019 10:34 AM |
| 281 | It should not be the responsibility of the general public to have to enforce Jump bike parking rules by contacting Jump bike. The city is already unwilling and unable to enforce its own laws and code violations, so it seems unlikely that the city will enforce rules for Jump bikes. The city must strike a deal that makes Uber/Jump responsible or the company will be fined. | 7/11/2019 10:31 AM |
| 282 | I've rented one and had them not work so maintenance needs to be improved. | 7/11/2019 10:16 AM |

JUMP Bike Survey

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| 283 | The bikes are a lot less of an issue than the scooters in other cities at least. Good luck dealing with the scooters when they come, ha. | 7/11/2019 10:14 AM |
| 284 | I'm all for biking, but think companies like UBER/JUMP exploit public space for private profit. The trade off just isn't there. I would be more supportive of adding extra bike parking and banning JUMP altogether | 7/11/2019 10:13 AM |
| 285 | I like that the city is trying to address Jump parking. However, I feel this is Jump's responsibility since they are the ones profiting here. Jump is not some grass roots start-up/movement. They're owned by Uber... and it feels shady that they're trying to put this responsibility on the city. Jump needs to step up and take care of this problem, before expanding. | 7/11/2019 10:11 AM |
| 286 | I have sent photos of bikes in the sidewalk to Jennifer about 40 times. I could have sent 200. The residential areas are the problem. Students ride them home and leave them in the sidewalk. I saw bikes sit in the sidewalk for two days. Downtown is not a big deal because they usually are in a rack. The core of the problem is Jump has no incentive to fix the parking issue. Punishing customers hurts their business so they don't want to do it. The people that have to live with red bikes in the sidewalk are not their customers so they don't care what they think. Hire someone to pick up improperly parked bikes and if jump wants them back they can pay a \$100 impound fee and back charge the user. That would fix the problem in about a week. Have the parking attendants cite them. The City is ridiculously vigilant about ticketing cars in residential areas but does not seem to care about Uber's bikes. If there is a bike rack nearby it should be used. Otherwise they should park in the street like a motorcycle. If they don't have the proper local parking sticker they should get a ticket like everyone else. The last thing I want is a special spot reserved for a \$79B rental bike company in front of my house when I can't even park there without paying the City for the right to do so. Uber went public this year for \$79B. Stop coddling them and treat them like the for profit business they are. If they don't perform kick them out of town and bring in a competing company or drop the whole thing and people can buy a bike. DO NOT go to 700 bikes unless you have this problem fixed. John Hodgson 542 Antioch Drive 530-902-0426 | 7/11/2019 10:05 AM |
| 287 | I support the expansion of JUMP bikes (it's great to see more options for greener travel) but the parking is obviously a problem. I see bikes left blocking sidewalks and greenbelts all the time. However, this is somewhat understandable because in residential areas, there is no designated place to park them! This could be a great opportunity to improve bike infrastructure in Davis generally, with financial support from JUMP. | 7/11/2019 10:04 AM |
| 288 | As a bike commuter in town that owns my own bike, I am concerned about the lack of bike parking as a result of JUMP bikes. There is already an impact to space on existing bike racks with the JUMP users that park the bikes correctly, so I am very concerned with an increase in the number of JUMP bikes in town. I think that the city should install more bike racks and parking violations should be enforced without an expansion of the JUMP fleet for the time being. Then, the city can re-evaluate and survey the community to determine how many more JUMP bikes is appropriate and add more bike racks with the expansion. | 7/11/2019 9:59 AM |
| 289 | It is unethical to provide an electric assisted vehicle for use without also providing a helmet for the rider's protection. Those who only occasionally use JUMP bikes very likely do not carry helmets with them, and JUMP should work out how to provide their riders with the option of a helmet. The speeds that JUMP riders achieve are generally higher than non-motorized bike commuters, yet I personally have never seen anyone on a JUMP bike wearing a helmet. | 7/11/2019 9:53 AM |
| 290 | They're very convenient and a good way for people from out of town to use the amazing Davis bike infrastructure and not drive while visiting. | 7/11/2019 9:49 AM |
| 291 | I love JUMP bikes, they are great. | 7/11/2019 9:46 AM |
| 292 | Great service which has done more than any other recent service / program to reduce VMT. One important change would be to exclude parking bikes within apartment complexes. This leads to long walks to bikes that may or may not be available (sometimes even parked inside a unit by bad actors). This really impacts the customer experience outside of downtown. | 7/11/2019 9:41 AM |
| 293 | The city should require Jump to impose a fine for the person who left the bike parked improperly. This could easily happen, but I am guessing the city has not been tough with Jump because they want the money. The city must be tough with Jump. | 7/11/2019 9:25 AM |
| 294 | People are not wearing helmets. It's terrible that we're further encouraging this practice. Riders should protect their brains. | 7/11/2019 9:17 AM |

JUMP Bike Survey

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| 295 | Many JUMP bike users who leave bikes in neighborhoods do not seem to care about leaving the bikes in safe areas or positions (many are left laying in the street, on the side walk, etc), in part due to the fact that the bikes are not there property, and therefore it seems unlikely that these users would even use designated parking areas or bike racks. | 7/11/2019 9:14 AM |
| 296 | Because JUMP bikes are electric, people riding them can easily go faster than those on regular bikes. How will this affect safety concerns in a city with a ton of bikes? | 7/11/2019 9:02 AM |
| 297 | I see more JUMP bikes where there are apartments/UCD students/close proximity to the UCD campus. Making large racked areas on streets in a few mile radius of the UCD campus in all directions (including Downtown) would help keep the JUMP bikes organized and easier for UCD students to utilize. | 7/11/2019 8:44 AM |
| 298 | Jump is a privatized civic good, like PG&E or any other city contractor. With healthy oversight, Davis can make bike sharing a model that's scalable all over the world. | 7/11/2019 8:38 AM |
| 299 | I haven't come across ANY mis-parked bikes in Davis or Sacramento. | 7/11/2019 8:35 AM |
| 300 | I'd like to see the city take a more pro-active role in managing the relationship it has with Jump/Uber. Permit fees should reflect our needs with further expansion of program. Thank you for conducting this survey. | 7/11/2019 8:25 AM |
| 301 | JUMP increases the convenience of alternative methods to driving. For a city with limited parking and a vested interest in improving it's overall carbon footprint, it is imperative that Davis continues to embrace measures which make alternative transportation available and affordable. Complaints about students and their inappropriate parking habits are valid, but they should not prevent the expansion of JUMP bikes in Davis. | 7/11/2019 8:22 AM |
| 302 | They go to fast to be using the bike lanes with regular bikes. It's dangerous. | 7/11/2019 8:13 AM |
| 303 | Jump is a business that is useful in our community. Since each bike is connected to GPS and the renter's credit card, they have enormous data on use, especially after one year in our city. Through proper education of their customers and sufficient bike rack parking, they should have no more impact than a private bicycle on the streets of Davis. This is entirely reasonable and requires Jump bike to pay for access by creating the proper infrastructure and the City to guide them, not actively manage the bikes. Somebody's business plan is not a reason to hire additional city staff or wipe out on-street parking for vehicles. To sum it up, the company and the customers should be responsible for the proper use and parking of the bikes. The city should use their guidance and enforcement powers only, not doing what is described in this survey. | 7/11/2019 8:12 AM |
| 304 | I truly believe jump bikes encourage people to get out of their cars in a way normal bikes don't. They make mobility much easier. To complain about the jump bike parking when we still have so many cars driving around and taking up MUCH MORE parking space doesn't make sense to me. However, if the number grew from 200-700 I think some sort of designated area would be a good idea. | 7/11/2019 8:07 AM |
| 305 | I'm not happy to see that all the weight on solving this issue is with our city government. Jump is a private company profiting, they should play to solve this issue. | 7/11/2019 8:07 AM |
| 306 | Why should my home value and ability to park be compromised for JUMP to profit? Why should my tax dollars be used so a private business can make more money? Either jump should pay for and deal with the problem they created (without impacting my hone) or they should be asked to leave. | 7/11/2019 7:59 AM |
| 307 | I noticed some people park them appropriately but in places that are difficult to find. I've also heard that some people park them inside a private residence space which makes it impossible to get to. | 7/11/2019 7:55 AM |
| 308 | 700 bikes is just too many. It's littering the city with bikes. I support an expansion to no more than 400 bikes. | 7/11/2019 7:55 AM |
| 309 | I am also concerned about JUMP bikes being left in the middle of sidewalks. This can make sidewalks inaccessible to those with mobility issues and is an inconvenience for all pedestrians. Rather than the City spending time and resources addressing this issue, I would like to see JUMP take responsibility for figuring out how to address these problems. | 7/11/2019 7:55 AM |
| 310 | It appears to be a foregone conclusion that the JUMP bike count is going to be increased from 200 to 700, but I don't agree with this at all. Safety and other concerns about JUMP bikes need to be addressed as these bikes travel extremely fast, making an unsafe situation for other pedestrians. These bikes are a nuisance. | 7/11/2019 7:53 AM |
| 311 | Jump bikes are horrible! What happened to buying your bike like a normal Davis resident? | 7/11/2019 7:41 AM |

JUMP Bike Survey

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| 312 | Jump bikes should not park on corners or blocking wheelchair accessibility ramps on sidewalks. Perhaps the bikes in town should be parked properly before tripling the number of bikes. And jump should encourage rule following as a membership/usage requirement also the app could feature citizen reporting of poorly parked bikes. | 7/11/2019 7:39 AM |
| 313 | I don't use them because I own my own bike. I like that JUMP gives people access to bikes, but I don't like that it puts inexperienced bikers onto powerful bikes with no helmets. I don't think they should be allowed to park just anywhere, especially sidewalks and greenbelts. Keep them out of my way and I don't mind them. | 7/11/2019 7:34 AM |
| 314 | It is clearly a valuable service and is well used but I agree that there needs to be a parking solution for several reasons ranging from safety to reducing eye sores | 7/11/2019 7:10 AM |
| 315 | I like the concept of a bike share program, but JUMP's model is a disaster because it is unwilling to keep its users accountable. If a JUMP van picks up a bike that is improperly parked, the last user should be fined. Instead, everyone else has to bear the burden of their rackless model. | 7/11/2019 7:00 AM |
| 316 | I like them, they're easy to use and make things safer for everyone because the all have lights and reflectors. | 7/11/2019 6:59 AM |
| 317 | I have regularly seen Jump Bikes parked perpendicular on the bike paths and greenbelts, making some of the paths virtually unusable for other bikes and pedestrians. The City and/or Jump should impose fines on users who obstruct pedestrian walkways. Jump also needs to be more proactive in collecting bikes. I have seen bikes parked on sidewalks in residential neighborhoods for days at a time without being collected. Jump should not be allowed to expand unless and until it can keep control of the bikes it currently has in Davis, which it has clearly has not. | 7/11/2019 6:53 AM |
| 318 | Change the color of the bike from the garish red to a nice muted blue or green. Other such bikes around (in San Francisco and Copenhagen) the bikes are pleasant to look at and does not stick out like a bad eye sore. | 7/11/2019 6:47 AM |
| 319 | People really love them, and ultimately parking them is better than parking cars! But residential parking is limited, and already the stupid zip car spaces (which are always empty) are annoying. I support minimalist solutions, just not on sidewalks. | 7/11/2019 6:45 AM |
| 320 | Sacramento has JUMP scooters! Is that an option for Davis? | 7/11/2019 6:21 AM |
| 321 | Do not expand unless you know the parking method is working. | 7/11/2019 5:59 AM |
| 322 | I SEE TOO MANY BROKEN RULES. | 7/11/2019 3:30 AM |
| 323 | First, it's hard to find a number to call to complain about bad parking; 2) when I did complain to customer service about parking blocking a walkway (the only place I could find) I did not hear back for a week--much too late to do anything and the bikes were gone. And so a quicker response in neighborhoods to bad parking is important. I like the idea of the bikes, but a large monetary penalty for bad parking should be used to reduce bad behavior. | 7/11/2019 2:58 AM |
| 324 | The City of Davis should be firm with this company and make sure the city's needs are addressed first. Make JUMP install bike racks for all on all blocks of the city if they want to operate here. | 7/11/2019 2:26 AM |
| 325 | Sometimes there are bikes not working(lock is not unlocking, flat tire, no battery) Bike charging station needed because there are so many discharged bikes. | 7/11/2019 2:11 AM |
| 326 | I have seen plenty of oddly parked JUMP bikes around Davis, including partially obstructing a driving lane in a parking lot and fully obstructing sidewalks. | 7/11/2019 12:55 AM |
| 327 | It definitely encourages bike usage over driving if parking can be properly managed. | 7/11/2019 12:49 AM |
| 328 | Using JUMP in areas of town with few to no public bike racks, I love the idea of perpendicular street parking. Currently people ride home and park in random places by their homes, including (in my experience) on the grass of a green belt where the sprinklers disabled the bike and in some sticker bushes. Finding the bikes in neighborhoods like mine (NE Davis) can be tricky because they can be on a bike path or driveway... difficult to see from the app. The street parking will help with these as well as with clearing walkways. Users may have to be fined or temporarily banned to enforce this but I believe this is already JUMP policy, if enforced. JUMP has a low-income program which has allowed me to avoid using my car more often, but more bikes should make it more realistic (sometimes they're too far to walk). | 7/11/2019 12:18 AM |

JUMP Bike Survey

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| 329 | The city of Davis has 162 miles or roadways, according to the Public Works website. Even with 700 JUMP bikes, we would still only have one JUMP bike every ~1,200 feet / every 3 blocks, on average. That is hardly a noticeable impact on our streets and shouldn't need much new infrastructure, except on streets that can be expected to have higher demand for JUMP bike parking (eg streets with apartment complexes, as suggested above, as well as shopping malls - which will likely see an increase in bike traffic - and bus stops that serve apartment complexes with longer walking distances). | 7/10/2019 11:55 PM |
| 330 | JUMP needs to better enforce bad parking; I know GPS locators are hard- but the cars thAt relocate the bikes to charging could check whether or not the bike was last parked properly. It's really frustrating to go in search of bikes hidden away and as a pedestrian I'm concerned about mobility issues for wheelchair uses when JUMPS are on sidewalks. There are a lot of lazy students, financial penalties could curb bad parking behaviors. And with designated parking space on street there's no more excuses. | 7/10/2019 11:47 PM |
| 331 | Doesn't make sense for the city to fund a private company... | 7/10/2019 11:41 PM |
| 332 | Bikes are really left everywhere and I think parking is the biggest issue. it really feels just like people being sloppy and leaving their belongings all over the city in random places -- like a messy roommate! hopefully this clears it up. | 7/10/2019 11:30 PM |
| 333 | I do not support the expansion of Jump bikes ! There is already extremely limited parking in my neighborhood and every neighborhood that I've lived in Davis (I've also lived in both south Davis and old east Davis). Adding any form of parking to the streets would take away from already limited parking. People who use jump bikes should buy their own personal bike like people have been doing for decades in Davis. It is not fair to all of the other residents in Davis to leave Jump bikes sprawled across the city and in neighborhoods (even in designated spots). | 7/10/2019 11:30 PM |
| 334 | Annoying. | 7/10/2019 11:28 PM |
| 335 | Don't penalize cyclists. We should do everything we can to have people choose to use a share bike instead of driving. | 7/10/2019 11:14 PM |
| 336 | Providing marked street parking zones will be a huge nuisance to the unfortunate homeowners near this area. They will have their own street parking and curb area usage disrupted along with an eyesore, noise, etc. The vans that service these bikes often come late at night which will compound the problem. The City should also consider whether tripling the number of bikes will create safety issues (i.e., a large volume of heavy, electric-assisted bikes traveling at high rates of speed all over the City). This is especially true as most JUMP bike users do not wear helmets. | 7/10/2019 11:04 PM |
| 337 | JUMP seems completely insensitive to the demands of being a good neighbor in the community. A good idea run with little or no consideration of the inconvenience caused to other. If they cannot come up with a better parking/left bike solution and fund it themselves, their bikes should be confiscated to be redeemed for a fine. The end-of-use disposition of their bikes should be the company's responsibility and, if there is cost, they should appropriately pass the cost along to the last user. | 7/10/2019 10:29 PM |
| 338 | Jump Bikes have been left in my yard. | 7/10/2019 9:56 PM |
| 339 | They are visual pollution | 7/10/2019 9:56 PM |
| 340 | A lot of people park them in reasonable spots. But yes, there are jerks who think nothing of blocking sidewalks and making it difficult for people in wheelchairs or who have impediments that make them less agile and able to wander in and out of the street, to avoid hazards. It's not like JUMP bikes are the only hazard, just the most common and brightest colored ones. | 7/10/2019 9:56 PM |
| 341 | I love the bike sharing option in town!! We shouldn't overly restrict resulting in reduced access. | 7/10/2019 9:49 PM |
| 342 | 1 Enforce the rules for NOT riding on sidewalks downtown. We were nearly hit by a jump bike going 15 mph on a G St sidewalk. 2. I observe riders that are not 18 years old 3. Do we have to wait for someone to have serious head trauma before we require helmets? Most who ride jump bikes have little or no bike handling skill. 4. In view of the experience of Jump bike renters, how about limiting the speed to 12 mph instead of 15 mph? | 7/10/2019 9:48 PM |
| 343 | We live in The Cannery and several times we have encountered JUMP bikes just left in the middle of our paths and or blocking sidewalks!!!! How are you going to enforce parking compliance if there has been no penalty for the user that just leaves the bike anywhere they please. | 7/10/2019 9:45 PM |
| 344 | JUMP bikes are great! I don't know why people complain about a randomly parked JUMP bike in their neighborhood. Does it bother or inconvenience them that much? | 7/10/2019 9:35 PM |

JUMP Bike Survey

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| 345 | I use JUMP bikes all the time. They are easy to use, fun, and very convenient. They also reduce car traffic, as sometimes I take a JUMP bike instead of driving. I would support any measure to make JUMP bikes more accessible in Davis. | 7/10/2019 9:29 PM |
| 346 | Fine the users that do not park the bikes properly. I DO NOT support increasing the bikes from 200 to 700 bikes that is a substantial increase. How about from 200 to 300? I also do not support permanently removing parking in residential areas by painting designated Jump bike parking. | 7/10/2019 9:27 PM |
| 347 | The people using these things need to be aware of how they should ride with traffic, not down the middle of residential streets | 7/10/2019 9:26 PM |
| 348 | It's a company for profit without a vote | 7/10/2019 9:24 PM |
| 349 | JUMP Bikes are a plague to our community. Users don't have the common courtesy or common sense to take care of their bikes and park them in a mindful way that lessens their impact within the community! | 7/10/2019 9:09 PM |
| 350 | Way too many of them already. They are everywhere, they are ugly, they are an eyesore to our community, our greenbelts, and neighborhoods. | 7/10/2019 9:03 PM |
| 351 | Is difficult when supporting someone in a wheelchair when jump bikes are in the middle of the sidewalk or even road. It's frustrating when people park their jump bikes and handicap areas. | 7/10/2019 8:52 PM |
| 352 | Stop selling residential spaces for City commercial benefit. We pay taxes! | 7/10/2019 8:45 PM |
| 353 | My main concern is bikes being left on sidewalks/greenbelts which block/inhibit pedestrian/wheelchair access | 7/10/2019 8:45 PM |
| 354 | Great service, Love it. Still some minor issues with the service but overall it's great. I've never found parking a problem. | 7/10/2019 8:40 PM |
| 355 | Riders are rude and park wherever they choose. I doubt that painted spaces will solve this problem in the neighborhoods. | 7/10/2019 8:39 PM |
| 356 | Jump Bikes should not be left to block sidewalks, driveways, and paths. Ever. That is the dominant place I see jump bikes in the areas I walk, bike, or drive. Why Then would I support more? | 7/10/2019 8:35 PM |
| 357 | Hate it. | 7/10/2019 8:34 PM |
| 358 | I do see people using JUMP bikes on occasion in East Davis, but I see far more randomly parked bikes, which are an eyesore. | 7/10/2019 8:31 PM |
| 359 | I like the idea of Jump. My only frustration has been the bikes on the sidewalks preventing me from pushing a stroller (and for whatever reason frequently at corners with high curbs where it's difficult to navigate around). | 7/10/2019 8:28 PM |
| 360 | They're scattered all over and really annoying. It seems most people just leave them wherever. I think improper parking fines should be MUCH higher. | 7/10/2019 8:21 PM |
| 361 | They cause issues for folks with disabilities. | 7/10/2019 8:18 PM |
| 362 | Can we have a designated number to call to have Jump bikes removed from the sidewalk in front of our house? They are too heavy for me to move so that I can back out my car. | 7/10/2019 8:17 PM |
| 363 | Allowing JUMP means letting a private business have access to any and all shared public spaces for their commerce and advertising. They have no rent on a storefront here yet they are ubiquitous. I don't understand why this is needed in Davis, where so many people already have access to bikes. The convenience for some people I can understand. A small number of rental bikes I can understand. A need for a many-times increase in the number of these things all over town I really can not understand. Is the city charging them appropriately for all the storage space they are using? How much valuable real estate and parks and open space are they allowed to use? What other business is allowed this kind of access to community owned resources? I would much prefer they were limited to specific hubs like other common city bike rentals. I understand that tech company "disruption" is all the rage, but that doesn't make this use of public space a good idea. It's a misuse of the public commons. I'm not sure you could charge them enough for the deal they are getting. | 7/10/2019 7:53 PM |
| 364 | There are plenty of jump bikes in town. More than tripling the amount is INSANE. | 7/10/2019 7:52 PM |
| 365 | It's not acceptable to expect non-users to spend time calling and on hold to get jump bikes moved every time they're across parking spots, sidewalks, pathways, bike lanes, etc. There should be a number we can text the bike ID to and the work should be on JUMP to figure out the rest. | 7/10/2019 7:51 PM |

JUMP Bike Survey

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| 366 | Jump is owned by Uber. They have horrid data protection and no real person call center reps. They should be charged a million dollars to operate in Davis | 7/10/2019 7:50 PM |
| 367 | Obviously, the fines for being irresponsible are too low. Any monitoring/ticketing city costs should be fully funded by the permits and large fines for violations. | 7/10/2019 7:39 PM |
| 368 | It's a great convenience when I'm caught without my own bike. Mostly use it to get home from the Amtrak station. | 7/10/2019 7:32 PM |
| 369 | We need to find a solution for parking the bikes. I've seen so many jump bikes left everywhere... In the middle of the street... In the middle of a sidewalk. It is not acceptable and must be changed. I would put more pressure on Uber to pay for maintenance and parking and reinforcement. It is not the city's job to enforce what Uber should be managing themselves. It is their company and they should be responsible for their bikes. Uber should have more of a presence here on the streets in Davis monitoring and taking care of their bikes. | 7/10/2019 7:31 PM |
| 370 | I do like how clean the city works without bikes laying on sidewalks or people's front lawns. I never used one, because it was too inconvenient to find a bike, or to park one after using it, when taking the bus would have been the same price. I'd like to see Jump spreading the bikes around more, so it's easy to find one wherever you are (even in the residential areas) | 7/10/2019 7:17 PM |
| 371 | Good idea, but seeing "abandoned" orange bikes lying on the greenbelt, or left on any random sidewalk is annoying. There's enough random garbage on the street left by the homeless and other litterers, we don't need a business model that promotes "drop it wherever." | 7/10/2019 7:14 PM |
| 372 | current disregard for safe parking is very hazardous for walkers, other cyclists, handicapped, children in strollers. the bikes are very heavy. I attempted to move one from the middle of a narrow walkway, and it was very difficult to maneuver. | 7/10/2019 6:58 PM |
| 373 | I frequently have issues accessing jump bikes... one night I approached seven jump bikes (in Sacramento) and couldn't find one that would work (wouldn't let me unlock for some reason). I do not like the new bikes because they require a cell phone to be used. What about if I don't have my phone on me? If my phone is dead and jump is my only way to get home? What if people don't have a smart phone? Thanks for taking the time to hear my input! | 7/10/2019 6:27 PM |
| 374 | It is a great idea, and I am glad the city has been open to bike share. More availability increases the likelihood that I will commute without a car. | 7/10/2019 6:25 PM |
| 375 | A street and closest address should be sufficient to have jump come and collect their bikes. It's not our job to get a number off the bike so that they can pick up their bikes littering our community. | 7/10/2019 6:19 PM |
| 376 | Where are the drop off points? | 7/10/2019 6:12 PM |
| 377 | I don't really understand why people can't just ride regular bicycles throughout town. I understand Jump bikes get people places more quickly, but it doesn't take long to ride a regular bike to just about anywhere in town | 7/10/2019 5:56 PM |
| 378 | Love the idea, but JUMP should be directly responsible for policing their parking, monitoring their parking, blocking those who cannot park appropriately. | 7/10/2019 5:52 PM |
| 379 | Jump has noticeably reduced our family driving. I use the Capital Corridor and Jump bikes avoid someone having to do a round trip from West Davis to drop me off or pick me up. My daughter can often get a ride to work, and then she gets a Jump bike home. I didn't think Jump would take off in Davis since everyone has a bike. But I was happily wrong. I love the electric assist, and there are lots of needs for one-way trips. It's now part of our family's collection of transportation modes. | 7/10/2019 5:39 PM |
| 380 | Jump bikes should not have any rights beyond a normal bicycle. If it is inappropriate for a normal bicycle to be parked there, then it should be inappropriate for a jump bike to be parked there. (For example, parking perpendicular in the street.) The jump bicycles I have seen have often been parked inappropriately for bikes - blocking walkways, blocking parts of the road, or parked in bushes (which I'm assuming isn't allowed for normal bikes...) I grew up in Davis and I bike and walk and take public transit as much as I can, even though I don't work on Davis. Please don't make my bike parking a second priority or with worse options just because I don't pay money to jump. | 7/10/2019 5:24 PM |
| 381 | I'm a little more concerned about the scooters (don't know if they're Jump-related or not); I've seen them laying directly across sidewalks more than once | 7/10/2019 5:06 PM |
| 382 | In my area of South Davis, there is a greenbelt area & bike rack parking. It would help to get more bike racks installed in more areas of the greenbelt to accommodate Jump Bike parking accessible to more homes in our residential area. | 7/10/2019 5:00 PM |

JUMP Bike Survey

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| 383 | It is good to see more people on bikes. | 7/10/2019 4:54 PM |
| 384 | Overall, a great addition to the community. I strongly support increasing the availability of JUMP bikes available for use within Davis. I don't think having space in residential areas exclusively dedicated to JUMP bikes is appropriate, as this would tie up street space that could be used by cars when JUMP bikes are not being parked. | 7/10/2019 4:34 PM |
| 385 | The JUMP bikeshare is a great addition to Davis and we need them | 7/10/2019 4:23 PM |
| 386 | Although I have never used the service as I ride my own bike I am glad they are available for residents. | 7/10/2019 4:13 PM |
| 387 | I would like to see more electric scooter options instead of necessarily an increase in jump bikes. | 7/10/2019 4:05 PM |
| 388 | While I support JB's, several have parked illegally at my house -- twice on my property and twice blocking the bike path adjacent to my property. I emailed JUMP bike and they responded quickly. Better user education about where to park is JB company's responsibility. Increased penalties for repeat offenders. | 7/10/2019 4:05 PM |
| 389 | I think they are a convenient, fun and more earth friendly, quick transportation solution. i love the communal nature of them. However, i worry about folks with disabilities (physical in particular), strollers and pedestrians being put in unsafe situations in order to bypass an abandoned jump bike. More clarity about where to park them and definetly getting them off sidewalks and green belts would be important | 7/10/2019 4:05 PM |
| 390 | JUMP bikes are a fantastic transport option, attractive, and well-built and maintained. GO JUMP!!! | 7/10/2019 3:59 PM |
| 391 | It should help transportation for people that need it, without creating an inconvenient in neighborhoods by, for example, using parking spots where people have been parking cars for years. | 7/10/2019 3:50 PM |
| 392 | People just leave the bikes everywhere. | 7/10/2019 3:48 PM |
| 393 | The only issue I've had with Jump bikes is the bikes left on sidewalks. I think if there are parking racks in the neighborhood, (preferably not in front of houses) that would be perfect. | 7/10/2019 3:44 PM |
| 394 | More people using bikes is good and benefits the environment. Preventing inappropriate parking of JUMP bikes that causes blocking of sidewalks, street corners, building entrances and walkways will help make the community safer and more accepting of the bikes. | 7/10/2019 3:43 PM |
| 395 | again, never on the sidewalk | 7/10/2019 3:28 PM |
| 396 | I wonder if the company could be asked to do more public outreach about parking regulations, how to report an improperly parked bike, and what consequences users face for improper parking. Perhaps I missed that information when the program launched, but I think that the steps for reporting should be prominently displayed on the bikes themselves (and on any signage that goes up for the eventual parking solution) -- otherwise my instinct is to call the city to report a problem. Thanks for the opportunity to give input! | 7/10/2019 3:15 PM |
| 397 | Why is the city supporting a single for-profit business. Jump should be paying for any solution to the ridiculous way the bikes are parked outside of downtown | 7/10/2019 2:58 PM |
| 398 | The uproar over Jump bikes is ridiculous. The idea that a bike on the sidewalk is a major problem is hilarious. We need to take these complaints with a grain of salt. The usage of Jump bikes is a good thing! We should support people riding bikes in any way we can, not impeding their ability to use them. People need to get over it. | 7/10/2019 2:56 PM |
| 399 | We're teaching Jump users that someone else will clean-up after them . Bad habits die hard. | 7/10/2019 2:54 PM |
| 400 | They need helmets! | 7/10/2019 2:53 PM |
| 401 | Assume JUMP pays parking fees/ Should these spots be dedicated to JUMP bikes? Why - what if other companies come up? How many such dedicated spots can we afford (with low utilization)? | 7/10/2019 2:52 PM |
| 402 | I have not really noticed any bikes completely blocking anything and yet we have quite a few in our neighborhood | 7/10/2019 2:33 PM |
| 403 | Go too fast on greenbelt where people are walking. | 7/10/2019 2:31 PM |
| 404 | Implement a fine for improper parking, and actually fine those out of compliance. If not done, no one will park in the designated areas. | 7/10/2019 2:26 PM |

JUMP Bike Survey

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| 405 | JUMP is a fantastic service that obviates the need to bring one's car downtown for commute and recreation trips. I especially like that I can pair it with transit - ie take the bus in one direction but then still have the option to bike back home after bus service ceases. The City should be doing everything it can to promote JUMP bike use because the social benefits of the program greatly outweigh potential parking issues. It would be better for users to park in the street instead of parking on sidewalks, but I don't think the city needs to hire a specific person for this oversight. If they do, I hope the city pays for it, and doesn't make the company finance the position and then pass the cost down to the users. | 7/10/2019 2:24 PM |
| 406 | I think it is good for us as a city to promote biking culture in town and make it accessible to many, even if it isn't free. Having said that, I see JUMP bikes parked all over the place, or even fallen down on the sidewalks or in the bushes. I've never ridden one myself, but I wouldn't be opposed to it; however, I do hate it when they block sidewalks. While I am able to walk around them, some disabled folks in wheelchairs, or walkers, or strollers, are not as fortunate. | 7/10/2019 2:24 PM |
| 407 | Jump bikes are not cutting back on car usage in Davis. They are being used as 1. novelties, 2. for those who feel it's safer to ride a jump bike than drive a car while intoxicated, 3. Use a Jump because it's faster or less physical exertion than driving their regular bicycle. Out streets are completely overburden for parking as it is today. We do not have any street space to give up to Jump bikes so Uber can make more \$millions in profits. They are like clutter...a menace to our city. Who is doing an objective, cost / benefit analysis 3 month and one year out? Thinking that Davis voted these in because they are greener than cars, I challenge the City to have a non biased assessment performed on the actual benefit summary. Including the clutter and space these items are taking up to date. They are really not bicycles, since they require about 1/5th of the energy to travel than a real bicycle. So people are not even getting the exercise they used to riding a bike. | 7/10/2019 1:57 PM |
| 408 | I see a lot of students and people using them and I think they are a great option. I like the program. Adding 500 more bikes seems like a lot - does the current usage data support this huge increase? Maybe add 100-200 more instead? | 7/10/2019 1:52 PM |
| 409 | It's a nice concept. In this case, however, people and corporations (sometimes) do things without consideration of impact to others. Thus, it becomes necessary to regulate them. Jump seems to be a good example. That being said, it appears that most of the problems are caused by inconsiderate Jump users. | 7/10/2019 1:49 PM |
| 410 | They could make the 'do not park on sidewalks' more clear on the app. At the moment it just says not to block a sidewalk but some users might not realize that partially blocking a sidewalk makes it impossible for strollers to safely get past. | 7/10/2019 1:36 PM |
| 411 | I like the bikes and use them occasionally, but the company should aggressively fine if people don't park well. That cost should be on JUMP to fix, not the town. | 7/10/2019 1:34 PM |
| 412 | JUMP should not enjoy special parking or be exempt from current code enforcement. | 7/10/2019 1:30 PM |
| 413 | My teenage son will now and then use a JUMP bike. It has been very convenient in a pinch and a good option for those not able to drive. I support the use and expansion of JUMP bikes. The only issue I see with them is if they are left in the middle of the sidewalk. Having to walk too far to either retrieve a bike or park one negates the accessibility and purpose especially if it's later hours. | 7/10/2019 1:27 PM |
| 414 | Strongly support rental bike options so long as licensed with fees covering all costs - including parking expansion impact fees. | 7/10/2019 1:21 PM |
| 415 | JUMP bikes don't only cause problems when they are parked willy nilly and blocking sidewalks and handicapped accesses. As powered bikes, they often go too fast and whizz around regular cyclists dangerously. At which point do they get classified as motor-powered vehicles? | 7/10/2019 1:06 PM |
| 416 | Jump bikes rule. | 7/10/2019 12:58 PM |
| 417 | I love seeing people who would otherwise not be riding AT ALL using this great mode of transportation. I would MUCH rather see downtown Davis overrun with JUMP bikes than cars. | 7/10/2019 12:56 PM |
| 418 | We are doing much better than Lime in Sydney, almost all their bikes did not work properly. I think asset management is a key thing we need to be careful about. | 7/10/2019 12:51 PM |
| 419 | I like having a limited number of Jump bikes in Davis but do not think we need more. However Jump needs to do a better job of enforcing parking rules by fines imposed by them. When I have called twice about an improperly parked bike in the middle of the sidewalk they have responded promptly to remove the bike. More education needs to be done with clear expectations for the bike user as to parking. Thanks for reaching out to the community. | 7/10/2019 12:47 PM |

JUMP Bike Survey

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| 420 | There are almost no incentives for people to follow local bike riding and traffic laws. It should be mandatory to take a bike safety and traffic safety course before they can use the app. | 7/10/2019 12:35 PM |
| 421 | Users are already irresponsibly parking. JUMP should not be allowed to expand until this problem is solved | 7/10/2019 12:30 PM |
| 422 | Parking on residential streets is already at a premium. Placing bikes in parking spaces will agitate community members more, and reduce the support for JUMP. | 7/10/2019 12:30 PM |
| 423 | It has been great to see so many people taking advantage of JUMP bikes--all genders, ages, races. I ride my bike almost everywhere, so I really support this mode of transportation as it allows people who might bike a short distance to bike a longer one. | 7/10/2019 12:26 PM |
| 424 | The idea that JUMP bikes are improperly parked because of a lack of bike racks outside of downtown is completely misconceived. In EVERY case I have seen an improperly parked JUMP bike, usually laying on it's side in the sidewalk, or on the grass or in a park, a bike rack was within site. | 7/10/2019 12:25 PM |
| 425 | I've been frustrated enough about user's thoughtlessness that I wished I could lock the bikes up in the nearest tree to encourage consideration. Otherwise, it's a nice program. | 7/10/2019 12:05 PM |
| 426 | I think JUMP bikes are great! I haven't tried one, but my kids use them a lot. | 7/10/2019 12:03 PM |
| 427 | It will be nice if they can make the bad parking reporting easier. | 7/10/2019 12:03 PM |
| 428 | JUMP should hold its users more accountable with a fee or use penalty. | 7/10/2019 11:56 AM |
| 429 | really important last mile transit, particularly since it allows one-way trips. I've used it conjunction with Amtrak and YoloBus, to finish or end a trip. My major use it to reach downtown Davis or campus, rather than bringing a car and parking there. The "dockless" bikes are far more useful. If they become substantially constrained to limited parking areas, they wouldn't be very useful (for longer trips, I bring my own bike or car, for shorter trips it won't be worth using one if I have to travel 3+ blocks to pick it up and to park it). It's not clear to me if the new bike racks/areas being considered would be only for JUMP bikes, or for any bike? Thanks so much for soliciting input! | 7/10/2019 11:55 AM |
| 430 | Do not entertain any notion of the city of Davis paying for Jump bikes parking areas or zones. These bikes are becoming a public menace interfering with our transit along public streets. A city of Davis ordinance must be enacted to hold the company responsible through fines or other sanctions so as to put a stop to an increasing problem. | 7/10/2019 11:43 AM |
| 431 | I have a friend who runs an Instagram account called @jumpdumps. The account's bio is "A graphic chronicle of JUMP bikes parked poorly..." | 7/10/2019 11:42 AM |
| 432 | I would not want a painted parking spot on my street but maybe instead at local parks or spots along the bike paths seem more appropriate. | 7/10/2019 11:21 AM |
| 433 | Not helpful, sound as if speaking from a script, and they do not respond to bikes parked across sidewalks, across bike paths, etc when they say they will, if they even respond at all. I followed up my complaints to JUMP with a call to the PD all but one time. | 7/10/2019 11:17 AM |
| 434 | fines should be large enough to be a significant disincentive to inappropriate parking of JUMP vehicles | 7/10/2019 11:13 AM |
| 435 | Someone needs to enforce JUMPs "rules" regarding ridership: (1) riders must be 18 - I constantly see jr high students riding a JUMP bike, (2) one rider per bike - living near Emerson Jr High I see students doubled up on JUMP bikes all the time which also violates the weigh limit on JUMP bikes. I believe if the rules were enforced regarding the age of JUMP riders the parking issue would not be eliminated but could be diminished. But who will enforce? Not a good use of local police and JUMP doesn't appear to care as long as they are making \$\$\$\$. Unfortunately I don't have the answer and since I'm not a JUMP rider I don't know their rental process | 7/10/2019 11:13 AM |
| 436 | Even when bike racks are available people will park jump bikes in the middle of path and on the grass on campus. | 7/10/2019 11:11 AM |
| 437 | Parking is impossible in parts of Davis (downtown). To remove any car parking spaces is not a good idea. We have cars park across our driveway so parents can walk children to school. What would happen if even fewer places to park on a residential street? Jump bikers should be responsible to return bikes to a central location and not leave them parked in front of residential houses for what ever time it takes to remove them. | 7/10/2019 11:04 AM |
| 438 | People park them randomly wherever they want. | 7/10/2019 11:02 AM |

JUMP Bike Survey

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| 439 | Folks that use these normally wouldn't ride a traditional bike. Suppose this a healthy alternative to a car. However, the Jump bike program has had an unexpected consequences to our community. The bikes are too fast on the urban trails. Even bike lane are no longer a safe zone as speeding Jump bikes barrel pass traditional riders. Users park them with disregard other bikes and sidewalks. There is no ownership if they ding or knock down another bike. | 7/10/2019 10:37 AM |
| 440 | I'm not in love with the color. | 7/10/2019 10:36 AM |
| 441 | As a JUMP bike rider, I have trouble finding bikes. I often end up driving because I don't know if I will be able to find a bike after my outing. More bikes means more availability, which means less cars on the road. | 7/10/2019 10:30 AM |
| 442 | Parking issues should be solved prior to expansion | 7/10/2019 10:28 AM |
| 443 | Riders should be charged more for parking in a residential area vs. a designated JUMP charging stand/non-residential parking rack. | 7/10/2019 10:25 AM |
| 444 | I walk around my neighborhood daily and occasionally see jump bikes parked on street, sidewalk, and driveways. It is never a hindrance or nuisance. I like having jump bikes as a shared, healthy, bike-centric transportation option in Davis. Let's work to ensue jump succeeds in Davis! | 7/10/2019 10:17 AM |
| 445 | fantastic service - please expand it | 7/10/2019 10:15 AM |
| 446 | Scooters? Oh HELL no. | 7/10/2019 10:10 AM |
| 447 | If nothing else, a simple increase in user awareness may alleviate the problem. For example, when parking a jump bike, do not leave it in the middle of the sidewalk. Instead, move it off the sidewalk to an adjacent area. I suspect this is less a symptom of JUMP bikes and more a product of lacking general awareness and consideration. Maybe Davis should administer a test for a Jump bike operators permit? Better yet, a minimum situational awareness/basic rules test for the masses of bicycle riders in Davis who seem to think that they get to operate outside the rules that govern both pedestrians and vehicles. | 7/10/2019 9:59 AM |
| 448 | Anything that keeps cars out of downtown is great, so JUMP bikes are great! | 7/10/2019 9:45 AM |
| 449 | I liked jump before they were bought by Uber. I don't like Uber for their treatment of women. I haven't use the jump bikes since they became part of Uber. I would like to see other bike shares in town to give me options. Also the last time I wanted to use one there wasn't a bike near until half way to my destination. | 7/10/2019 9:37 AM |
| 450 | I would like to understand the consequences of vandalizing JUMP bikes, for example throwing ones that are blocking sidewalks into the street. I like the concept of having rentable bikes available throughout town but hate the mismanagement of these bikes in our town. I think a social campaign supporting JUMP vandalism would be successful in this town, if they continue to grow as a problem. JUMP needs to pay its fair share and contribute to our town's infrastructure if this is going to work. Thanks for asking. | 7/10/2019 9:28 AM |
| 451 | I would like to propose other ideas. Give individual property owners the option to welcome jump bike parking on their property. Prioritize corner lots, ones by bus stops, etc. Give them some sort of kickback (free membership, stipend, etc.). Work with Unitrans to install racks near bus stops. Use Jump data of where bikes are being miss-parked to target for racks, on street parking or alternate option. Increase racks and jump specific parking at multi-family residential properties. | 7/10/2019 9:19 AM |
| 452 | Jump parking has improved over the last year. There are still bad parkers, but less. It's hard to find where to report bad parking. | 7/10/2019 9:18 AM |
| 453 | I do not think Jump is has been fair to the city or its residents. This issue of parking has been brought up in other cities (e.g., Huntington Beach) prior to Jump coming to Davis. I personally think Jump should have resolved the parking issue a long time ago. It is their problem, not the city's. And the fact that they haven't resolved it I think says a lot about the company. They don't care about the impact that parking has on the community. | 7/10/2019 9:15 AM |
| 454 | Uber should be fining people who are illegally parking their bikes. I can see Jump bike becoming a major nuisance in this city. | 7/10/2019 9:14 AM |
| 455 | replace cars whenever possible, Davis is ideal for bike-share programs with a flat landscape, mostly sunny weather, and strong neighborhood communities. Biking makes more sense than driving for many local trips. | 7/10/2019 9:14 AM |
| 456 | What happens with Jump expands with Scooters? | 7/10/2019 8:47 AM |
| 457 | I am frustrated that JUMP tried to require locking to an object - this is simply not always possible. | 7/10/2019 8:45 AM |

JUMP Bike Survey

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| 458 | Need more regulation on parking. They are left all over town and on the campus in inconvenience areas. I would not add more bikes unless the parking situation is resolved. Users should be fines for leaving them like that. | 7/10/2019 8:42 AM |
| 459 | Do not like in neighborhoods on side walks or in green belt walking paths | 7/10/2019 8:42 AM |
| 460 | Need more bikes. | 7/10/2019 8:40 AM |
| 461 | Too many inconsiderate users. The bright red bikes are an eyesore and don't fit in with the community. | 7/10/2019 8:37 AM |
| 462 | Jump bikes are a great addition to my life. I would use them every day if more were available near me. Otherwise, I drive my polluting, gas-guzzling vehicle. I often need to walk too far to get a bike. We need more Jump bikes in my neighborhood. | 7/10/2019 8:33 AM |
| 463 | Again, this company should not be allowed to operate here if their business model relies on breaking laws the rest of us are required to follow. It's mind boggling to me that this even needs to be pointed out. Additionally, the bright red bikes literally littered all over town are an eyesore, as well as creating daily hazards for pedestrians and disabled people using our publicly funded sidewalks. Reducing the limited amount of parking we have on city streets to accommodate them is not a reasonable solution. | 7/10/2019 8:33 AM |
| 464 | I am happy to have as many jump bikes in Davis as Jump wants to provide. They just should not be parked on sidewalks blocking pedestrians. The students across the street regularly do so, and block the sidewalk that my elderly, disabled neighbors use. The city should require Jump to fine riders that have received parking complaints. Perhaps fines starting after 3x complaints in a 3 mo period? If enacted, the city should publish this policy change to encourage city residents to submit jump bike parking complaints. | 7/10/2019 8:31 AM |
| 465 | Overall, I think it's great idea in its infancy and there will be/are some growing pains. | 7/10/2019 8:28 AM |
| 466 | Most people that ride the bike are careless where they park them. | 7/10/2019 8:15 AM |
| 467 | People love using them. They keep people riding and help reduce hesitation to ride that would come from theft risk and maintenance requirements. I just wish it were easier to report a poorly parked bike. | 7/10/2019 8:13 AM |
| 468 | I believe that municipal bike-sharing is the way to go. In other words, the city should develop a bike sharing program that operates like JUMP (which copied previous public bike sharing). There is no reason to commercialize every good idea when a similar approach could be adopted by municipalities. | 7/10/2019 8:11 AM |
| 469 | Need to enforce fines against users of JUMP bikes who park blocking sidewalks, and make it easier to report and track complaints--I suggest having an app that allows sending pictures and reports, along with requiring a response through the app from JUMP. | 7/10/2019 7:50 AM |
| 470 | I have called jump repeatedly about a neighbor who park a jump bike in the middle of the sidewalk. Nothing is ever done. The user does not get banned. Jump is nothing but lip service. | 7/10/2019 7:46 AM |
| 471 | Please expand the JUMP bike use area to the UC Davis South Campus! I would love to use them, I just can't use them to or from my workplace :(| 7/10/2019 7:42 AM |
| 472 | I don't necessarily have an issue with 'parking', it is when the bikes are left or abandoned in residential neighborhoods. We have had the bikes left in front of our house or at the entrance to the bike path numerous times. When we call it takes anywhere from 4 hours to 2 days for them to pick them up. 2 weeks ago we saw the truck 2 blocks from our house and the bike still was not retrieved. | 7/10/2019 7:31 AM |
| 473 | although I support any kind of increased bike use and access, I have concerns about the parent company, Uber, which has not shown sensitivity to many consumer and other rights issues. If there were another company/way to provide bike access, I'd prefer that. | 7/10/2019 7:30 AM |
| 474 | I strongly support having JUMP in town so that people can reduce single occupancy vehicle miles. However, increasing from 200 to 700 bikes is too much too fast. Show that the new bike parking options work first, get people to start following the rules. Only then allow JUMP to expand. | 7/10/2019 7:26 AM |
| 475 | Although Davis is bike friendly, it is not metropolitan. We don't need a large bike share program. What we have now is more than enough. Jump bike users need to be fined for not parking at designated bike racks already existing in Davis. They should not be allowed to be parked in residential areas at all. The cost of having the bikes available does not equal the benefit. My tax dollars should not go to any expansion to benefit a company! Jump is a subsidy of Uber! | 7/10/2019 7:25 AM |

JUMP Bike Survey

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| 476 | I look forward to the expansion of more jump bikes in our community. Park bukes perpendicular on the sidewalk, especially in residential areas where the whole sidewalk is then blocked, is my only problem. I would be happier if I could move the bike myself when it is blocking the sidewalks without having to pay to unlock it. | 7/10/2019 7:11 AM |
| 477 | the abandoned bikes are not only an eyesore but leave the possibility for property damage (knocked over into other people's cars, etc) and personal injury (when pedestrians with strollers have to go around them at crosswalks, etc) | 7/10/2019 7:10 AM |
| 478 | JUMP is a great service that gets more people on bikes and out of cars. The city should be encouraging people to use bikes as their primary mode of transportation, JUMP bikes included. | 7/10/2019 7:08 AM |
| 479 | Jump bikes are a great addition to Davis | 7/10/2019 7:06 AM |
| 480 | Some of the jump bike riders don't know how to control their speed and are dangerous to pedestrians, other cyclists, cars, and themselves. I've observed them taking risks like going too fast, too close, and other bad driving choices in some circumstances that make the jump bikes unsafe for everyone. There are already too many! Why does the City of Davis want to increase the problem by more than double!? | 7/10/2019 6:55 AM |
| 481 | Jump bicycles are not bicycles, they are electric motorcycles. They should not be allowed in bike lanes unless limited to 12 miles per hour. They are supposedly limited to 20 mph but I have seen them faster. Bike sharing, yes. Motorcycle sharing, NO. Come on, we can do better. Let's get rid of jump and get bicycles. Better for everyone, including riders and USC real bicycles that are endangered by jump motorcyclists. And they are a blight in our residential areas. You want more angst than f and covelli, expand jump. If you have to, rats, then should be hefty hefty fines for parking in residential areas. Glad to learn of complaint number. Can call it every day now. | 7/10/2019 6:40 AM |
| 482 | JUMP bikes are almost exclusively ridden by lazy students. If JUMP bike were self driving more students would ride because then they could be even more lazy. | 7/10/2019 6:14 AM |
| 483 | I enjoyed riding a Jump bike when I was without a bike one day. But there are already problems and to expand over 3x the current inventory seems premature without testing solutions first and increasing inventory if the solutions are in fact solving problems. As a town that supports cycling and as an avid cyclist myself there are serious issues I never expected when Jump arrived. The issue with parking speaks to a lack of respect by renters of Jump. Patterns of behavior that happen less when people own and have pride. | 7/10/2019 6:03 AM |
| 484 | We need more police enforcement of bicycles. Increased jump bikes=increased stop sign violations. Perhaps Jump can fund this? | 7/10/2019 5:59 AM |
| 485 | I've seen the JUMP trucks servicing the bikes in Davis. I'm glad that they are involved. I see a real advantage for transportation. | 7/10/2019 5:57 AM |
| 486 | Twice I reserved s bike and couldn't locate it. It was obvious that someone was keeping it in their apartment to keep it available for their use. | 7/10/2019 5:25 AM |
| 487 | I wish they were cleaner and had sanitizing wipes with a garbage can next to the pick up location. | 7/10/2019 1:42 AM |
| 488 | It's a tough problem. They do get in folks' way & could be a safety hazard. Seems like parking on the street perpendicularly could cause damage to bikes from unobservant drivers running into them, but there'd have to be a designated parking area on every corner or you'd be defeating the convenience of taking them anywhere & that's not practical or attractive. | 7/10/2019 1:39 AM |
| 489 | I think JUMP bikes are a great option for people and I want to encourage them. I don't use them because I have my own bike. Requiring designated bike parking areas is a mistake, people will still not want to walk to them and will park in the street where they are not supposed to. | 7/10/2019 12:24 AM |
| 490 | I think overall JUMP bikes are actually better than normal bikes. Normal bikes get abandoned all around town, at least someone picks up the JUMP bikes. | 7/10/2019 12:22 AM |
| 491 | I really like JUMP bikes as a service. They have enabled me to incorporate bike travel when I have one way trips linked with transit. I was happy when they opened their territory to include Wildhorse. I wish there were more bikes spread across town to enable more edge to edge biking opportunities. I agree that leaving bikes on the sidewalk is unacceptable, especially because of the accessibility challenges it creates. Personally, I park my JUMP bike out on Covell and walk the remaining distance to my home in Wildhorse so that it's locked to a bike rack and also so that it's not inappropriately parked. | 7/10/2019 12:12 AM |
| 492 | Total invasion of public space without consent. It's like dropping off Target shopping carts throughout the city. Get rid of JUMP bikes. | 7/10/2019 12:06 AM |

JUMP Bike Survey

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| 493 | They are problematic in residential complexes, too! Even those with bike racks have problems with people parking them in racks and not on the sidewalk. Designated racks for Jump bikes only would help. | 7/9/2019 11:32 PM |
| 494 | I feel JUMP (Uber) should take a stronger stance in enforcing proper parking of its bikes. | 7/9/2019 11:12 PM |
| 495 | Not happy with Jump bike, or their users. Neither of them give a crap. Fine them. Money talks. Charge fines, then maybe they'll listen. | 7/9/2019 10:59 PM |
| 496 | Bikes left in places where they stand for days and days | 7/9/2019 10:48 PM |
| 497 | The app does not have feature to report illegally parked bikes. | 7/9/2019 10:39 PM |
| 498 | Love them! Has cut down my driving to campus events and downtown | 7/9/2019 10:37 PM |
| 499 | JUMP bikes are frequently parked in the middle of the sidewalk blocking access on Spring St in the Cannery. | 7/9/2019 10:25 PM |
| 500 | Can't say it enough ...don't want them to be parked in neighborhoods. They look abandoned. People move them and lean against fences. Etc. | 7/9/2019 10:24 PM |
| 501 | I think JUMP needs to do a better job of educating their users about the impact improperly parked bikes can have on others, particularly the elderly and disabled. | 7/9/2019 10:23 PM |
| 502 | I like the idea of bike share, but the parking issue is a big problem. | 7/9/2019 10:17 PM |
| 503 | Fine for blocking sidewalks | 7/9/2019 10:13 PM |
| 504 | This survey is poorly designed and cannot possibly provide useful information. Bicycles may be parked on the street now. The problem is users leaving them in driveways, on sidewalks, in front of doorways, etc. By charging the user until a bike is properly parked... the user bares the cost not the city. Besides, why on earth is the city spending money to encourage the use of paid bicycling???? Shouldn't the city be encouraging people to use their own bicycles???? | 7/9/2019 9:51 PM |
| 505 | I think they are great for the students in Davis | 7/9/2019 9:43 PM |
| 506 | I'm shocked to find out that they currently only have 200 bikes. I have had to call jump at least 5 times for bikes incorrect parked at my work and near my home. This does not include the number of issues I've seen and heard of jump "littering" around Davis. Until jump and it's customers have shown over time they can handle 200 bikes it would be irresponsible of Davis to allow them to more than triple their numbers. | 7/9/2019 9:41 PM |
| 507 | Since JUMP was bought by Uber, The app works less well and it is less accessible to those without a smart phone. This is primarily because of the new scanning system, and the fact that the bikes no longer allow you to and put your pin code. This is an equity concern. | 7/9/2019 9:40 PM |
| 508 | I love Jumping | 7/9/2019 9:40 PM |
| 509 | It is outrageous that we have to deal with the blight of inconsiderate/disrespectful Jump bike users so that Uber can make profit. Shift the responsibility to enforce compliance to Uber. They should be the ones "disciplining" people who don't comply with the rules and paying for more bike racks. Why should Davis pay salaries and suffer inconvenience and annoyance so that Uber can make profit? | 7/9/2019 9:28 PM |
| 510 | There are too many JUMP bikes in the Cannery neighborhood. They are a danger to children riding bikes as they are not limited to vehicle travel and are a nuisance to motor vehicles as they are not ridden in a fashion that follows other motor vehicle rules and regulations. That said, I am open to scooters. The bikes are too heavy and take up too much space. | 7/9/2019 9:23 PM |
| 511 | I see Jump bikes used by minors (under 18 years of age). In addition, some minors clearly weigh more than 200#. This use is prohibited by Jump's own policies. Leaving Jump bikes has created blight in residential neighborhoods and obstruct access to disabled residents. | 7/9/2019 9:18 PM |
| 512 | Bike and racks maintenance has to be improved | 7/9/2019 9:18 PM |
| 513 | This is getting WAY out of control and they need strict restrictions. NO MORE JUMP bikes in town. Very rigid requirements or make JUMP/Uber leave down. Davis is known as a friendly pedestrian and cycling town, and everyone bikes everywhere. JUMP riders are not part of this mix because they are taking advantage of the wonderful community and becoming a nuisance. | 7/9/2019 9:06 PM |
| 514 | It is a great "last mile" option. | 7/9/2019 8:59 PM |

JUMP Bike Survey

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| 515 | Current calls to JUMP about illegal parking only results in a JUMP bike pick-up request. This can take 24 hours. JUMP appears to have no interest in communicating illegal parking to registered user. Bad behavior continues. What about Bird and Lime scooters? | 7/9/2019 8:57 PM |
| 516 | In my view an important part of the success and appeal of the JUMP network is its absence of "docking station" requirements and therefore its great flexibility. I've used docking-bike-share in other cities and find them far less appealing and useable. I think JUMP is a great addition to our city and region and although greater parking discipline would be helpful, I am not in favor of methods that would decrease the network's flexibility and usability. | 7/9/2019 8:53 PM |
| 517 | There are too many as it is. | 7/9/2019 8:52 PM |
| 518 | There are bikes left on sidewalks blocking wheelchair pathways. Parking a bike perpendicular to a curb may increase collisions with cars and decrease parking spots!! | 7/9/2019 8:50 PM |
| 519 | I think they should have helmets, but otherwise they are a delightful addition to our town. | 7/9/2019 8:44 PM |
| 520 | Jump is a pest in residential neighborhoods | 7/9/2019 8:40 PM |
| 521 | Overall this is a good program. But we need a city entity in place to administer the problems just as we have parking enforcement. The cost should be a part of the fee JUMP pays. | 7/9/2019 8:37 PM |
| 522 | Bikes being left at parks and residential neighborhoods blocking sidewalks and bike paths | 7/9/2019 8:37 PM |
| 523 | Users really leave them wherever-blocking bike paths, locked to trees, on sidewalks...I have seen all of these and with a wheelchair user in the family it's very frustrating. There are bike racks within a block of where I am seeing this. From what I've seen on FB discussion groups locally, Jump users think they can leave them wherever they want. They need to be parked upright at a bike rack, to make sure walkways and paths aren't blocked. | 7/9/2019 8:28 PM |
| 524 | I love having the jump bikes and hope they lead to fewer cars and car-parking issues. There would need to be jump bikes available near me to pick up to take downtown though. | 7/9/2019 8:26 PM |
| 525 | Jump does help in that it reduces traffic, increases the appeal of a city where lots of people are using bikes. Davis lends itself to bikes because of its weather and outdoor culture. | 7/9/2019 8:24 PM |
| 526 | Expansion of the bikes is a bad idea. | 7/9/2019 8:22 PM |
| 527 | People park them on sidewalks which then block pedestrians and more importantly wheelchair users. | 7/9/2019 8:19 PM |
| 528 | Traffic is significantly reduced by jump bikes. | 7/9/2019 8:18 PM |
| 529 | Jump does not care about issues with their product u will not solve when so many are students who do not live here but to go to school and could care less about anyone else who lives here and pays taxes to all levels of govt including City--lots of taxes in many forms! Enough--start caring about the long term Davis folks and stop with the special interest bicycle Utopia which does not work for everyone. Rampant disregard of traffic laws, stop sign nightmare, blatant disregard of others safety and no courteous behavior by the bicyclers. Any police enforcement? Ah no staff right? Again we pay taxes lots of taxes. | 7/9/2019 8:11 PM |
| 530 | Great for the environment | 7/9/2019 8:07 PM |
| 531 | Question 15 isn't acceptable. It presumes that I have to support one of two provided options. I don't support either and wish I could have indicated so, or had the option to leave that question blank. | 7/9/2019 8:05 PM |
| 532 | I think it's a great idea. | 7/9/2019 8:03 PM |
| 533 | Tired of having to push my daughter's stroller in the street to have to go around bikes. | 7/9/2019 7:56 PM |
| 534 | My main concern is with bikes improperly parked - blocking wheelchair ramps, left in the middle of driveways and parking lots, etc. | 7/9/2019 7:55 PM |
| 535 | Given the number of idle Jump bikes I see around town at any given time, more than tripling the number of Jump bikes to 700 appears unwarranted and would result in excessive numbers of Jump bikes stowed all over town. | 7/9/2019 7:48 PM |
| 536 | Too many JUMP riders use the sidewalk for riding. When will the JUMP contract be open for competitive process with other vendors competing? Any consideration of allowing multiple vendors to operate in Davis? | 7/9/2019 7:46 PM |
| 537 | I like having them in Davis. I hope we get scooters, too. The problem is with inconsiderate riders. | 7/9/2019 7:45 PM |

JUMP Bike Survey

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| 538 | I love the jump bikes. Out of town guests use them when they come to visit and I used it when I was downtown without a ride home. Keeps less vehicles off the roads. | 7/9/2019 7:44 PM |
| 539 | The harder you make it the fewer people will comply. Are you really prepared to enforce bike parking zones? Who will pay for enforcement? Make it easy for bike users and spend my tax dollars on things that matter please. | 7/9/2019 7:43 PM |
| 540 | Great resource for those without bikes. Awful hazard for those with walkers, canes, limited sight, and wheel chairs. | 7/9/2019 7:35 PM |
| 541 | Riders are currently disrespectful of the effects of leaving bikes blocking streets, sidewalks, paths, or on private property. | 7/9/2019 7:34 PM |
| 542 | Right now with the wild west style parking that jump allows riders to do, I have often encountered sidewalks blocked, and I walk with my stroller and my very young children on the sidewalk, and do not like to have to either dip into the street, or into somebody's yard where possible. The proposed increase in number of bikes seems really alarming. I would hope we don't go straight to 700 bikes, since appropriately managing the 200 in town really hasn't happened yet. | 7/9/2019 7:28 PM |
| 543 | I'm concerned about the perpendicular parking only because it could limit parking availability due to inadequate spacing for cars. I like how this has been solved by some apartments in north davis where there is a centralized series of bike racks. For non rack perpendicular parking, I have seen jump bikes tipover. If not in a designated area, a falling bike could cause harm to nearby vehicles or other objects. The painted parking option without a rack gives a buffer and is less of an eyesore than the painted with a rack and barrier. (Even when racks are available many jump users don't seem to use them.) I like having bikeshares in town, but having the bikes improperly parked on the sidewalks, middle of the greenbelt, on front yards isn't good for the jump business model or our town! Aside, if jump bikes are required to be parked in bike racks downtown, will additional racks be added downtown for all cyclists? That seems especially relevant if the number of jump bikes increases to 700. | 7/9/2019 7:20 PM |
| 544 | I don't support increasing city staffing by having Jump pay more for the program. This looks like kickbacks to the department that's screwing up this program | 7/9/2019 7:12 PM |
| 545 | I've seen jump bikes parked/stopped in places that just don't make sense. It's like the bike ran out of battery and the user had to abandon it. | 7/9/2019 7:05 PM |
| 546 | Riders go too fast. A hazard to pedestrians. I have seen bikes blocking the fire lane behind Burch Lane School. | 7/9/2019 7:04 PM |
| 547 | They already clutter our streets, more JUMP bikes are awful! | 7/9/2019 7:02 PM |
| 548 | There is already a problem with multiple cars parked outside houses in every street in Central Davis. 700 red bikes in Davis is insane. | 7/9/2019 7:01 PM |
| 549 | Jump bikes should not be left on apartment complex property. They should be left out on the street or bike racks or on green belts out of the way of other foot and bike traffic. | 7/9/2019 6:58 PM |
| 550 | They seem to be in random spots around the neighborhood areas. Sometimes they're in very inconvenient areas. It would be nice if there would be some structure and organization. | 7/9/2019 6:58 PM |
| 551 | JUMP is awesome. Start allowing more bikes before parking is resolved. We need mobility options now. | 7/9/2019 6:56 PM |
| 552 | If JUMP is allowed to alter the parking in front of my home, I will have to sue the City of Davis for materially changing the value of my property. This entire proposal is an affront to Davis Property owners. The City Council needs a new slate of people who care about the people that pay their salary. You can't even manage projects like the F and Covell bike ramp to nowhere — Davis City Council is so incompetent that it is visible to everyone. | 7/9/2019 6:56 PM |

JUMP Bike Survey

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| 553 | I live and work in Central Davis. There are JUMP bikes parked on my sidewalk every week, and they are dangerous to ALL people, but especially the young and the old. For such a pedestrian-friendly city, these JUMP bikes are a detriment and a black eye in the face. The people who use them do NOT wear helmets (I have been watching), do NOT obey stop signs generally, do NOT obey the general rules of common courtesy, and it is wrong to let a company like JUMP/Uber just dump them in this area with a student discount and make us put up with them. PLEASE don't allow more, and please charge JUMP for the ones that are already here, giving fines for the ones parked on sidewalks and greenbelts. Fine the numerous students who are texting while driving them, and give fines for the people who do not wear helmets. Fine them for not docking the bikes, and let's just get rid of them. I have almost gotten hit by them in the Arboretum trails, on the greenbelt, and on the city bike lanes. What a nuisance they have been in this city. I am a caregiver and they are bad for elderly and young children, who should NOT have to walk in the street. Think about the visually impaired in town too. Come on Davis. Get rid of them. | 7/9/2019 6:53 PM |
| 554 | I think I'm missing something here. Jump bikes will make parking easier downtown. They need to be easy to use and cheap. I've never had a problem with a jump bike being parked improperly downtown and especially in my neighborhood where the streets are wide and there is plenty of parking. People hate new things. I hope they can see the big picture; that jump bikes are great—they make it easier to park and are better for the environment. | 7/9/2019 6:43 PM |
| 555 | I would the existing Jump program to be terminated. Along with the idiots that are running the department that put this program in place. This department is also responsible for the screwed up project on F street Covell. Why do they still have jobs?! | 7/9/2019 6:41 PM |
| 556 | Wish they weren't in Davis | 7/9/2019 6:38 PM |
| 557 | It sure seems there is a lot of demand, so I think supply should increase. | 7/9/2019 6:36 PM |
| 558 | Currently the bikes are left on sidewalks all over town even in the city core and even within a half block of empty bike parking. These bikes should receive nothing more than current private bikes. On the sidewalks they block handicap and stroller traffic and cause the latter groups to enter the street to make progress. If the JUMP company cannot control the illegal behavior of its customers they should loose their business license and leave town. | 7/9/2019 6:29 PM |
| 559 | Bikes improperly parked should be fined by Jump Bike, if someone parks improperly 5 times they should be blocked from renting them. | 7/9/2019 6:27 PM |
| 560 | I wish there were more in west davis. I often cant get one, so i drive | 7/9/2019 6:26 PM |
| 561 | I rarely see people riding Jump bikes. I see them left all over town in random places. | 7/9/2019 6:25 PM |
| 562 | Let people buy their own bike and take care of it. Get JUMP bikes out of our community and off the streets, sidewalks, parks, etc. | 7/9/2019 6:20 PM |
| 563 | Question 15 is flawed. I don't support either of the options. | 7/9/2019 6:15 PM |
| 564 | These bikes have been left on the lawn of my pool area for my HOA. There are no curb strips on our side of the street, but adjacent to our community is the Davis bike loop with a large area at the dead end street that would be appropriate vs. our lawn. The obscenely large concrete islands at Mace and Cowell might also be good for parking racks. It might even encourage biking. | 7/9/2019 6:12 PM |
| 565 | I am not sure they save energy as Jump has to drive their van around the City to pick them up where ever they are left. Same amount of driving, but by a van rather than a car. | 7/9/2019 6:09 PM |
| 566 | Davis has enough regular bikes. JUMP provides no service except to relieve assholes of concern for property, since they are merely renting the bikes. If people own the bikes they ride, they will park them properly. The past year has shown us that people will not park JUMP bikes properly. They are a cancer. Heed this as if I were Ms. Krovoza and give them the boot. | 7/9/2019 6:08 PM |
| 567 | Should require bikes to be parked at a bike rack. Make sure Jump picks up or move bikes left on sidewalks or not parked at designated location within 2 days. I've seen too many bikes "abandoned". | 7/9/2019 6:08 PM |
| 568 | the irresponsibility of user while parking JUMP bikes is the main issue with them. Also, the bright red color is rather distracting for car drivers when they are parked randomly all over residential sidewalks and lawns. | 7/9/2019 6:07 PM |
| 569 | This intrusive for-profit company is littering our town with their junk. Uber is NOT A DAVIS company, and Davis has no business underwriting it. Put the Claw to work collecting this junk every day, and force UBER to bail each one out. | 7/9/2019 6:03 PM |

JUMP Bike Survey

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| 570 | I honestly do not care where they park, but sidewalk parking is done so poorly by the rider that I almost always blocks the sidewalk. This is unsafe and is not handicap accessible. | 7/9/2019 5:45 PM |
| 571 | I think jump bikes are great, if we can figure out the parking issues. I do believe it's ridiculous that these bikes seem to just be parked wherever they want. Maybe designated areas next to bus stops? I would also like to see the boundary expanded to include all of UC Davis, including the primate center. | 7/9/2019 5:45 PM |
| 572 | I live next to the food coop, which means there are many JUMP bikes in my neighborhood. Almost every day, I find one blocking the street, which is annoying when i'm alone but a major inconvenience (and potentially dangerous!) when I am pushing my child in a stroller. In the past i have had to push my child down the street, with traffic, to get around a JUMP bike parked in the crosswalk ramp. As dangerous as it is for me to push my toddler down the street until we get past the JUMP bike, I have no idea what someone would do if they were in a wheelchair. Just wheel down the road for a block until the next crosswalk??? If JUMP can't figure out a way to make their users use regular bike parking like every other bicyclist in Davis does then they shouldn't be allowed to do business here. | 7/9/2019 5:36 PM |
| 573 | I walk around Davis frequently and I am tired of encountering bikes left on sidewalks. I think the bikes are littering our city and are left where ever by clueless self centered students want to drop them. There is no cost to them to abandon the bikes; I also oppose Jumpbike dropping off bikes in residential areas, even if parked correctly. Parking is an issue already w/rental dorms taking over residents in east Davis and I for one have trouble w/ neighbors blocking my driveway. We don't need bikes taking up car parking place. It will just exacerbate tensions between neighbors. Parking is an issue in East Davis and we already have second or third cars from houses on L street parked on our street (Tulane), as well as drivers for a Taxi Co on L street. so ANYTHING that takes up parking is a problem. I now carry the Jumpbike tel# and my cell phone on my walks so I can report blocked sidewalks. | 7/9/2019 5:36 PM |
| 574 | People care way to much about this | 7/9/2019 5:30 PM |
| 575 | Very poor communication from JUMP regarding what the rules are. I agree that they should impose penalties on riders who don't park correctly, but they have an obligation to inform the users of what is expected. | 7/9/2019 5:30 PM |
| 576 | JUMP bikes are a nuisance that forces Davis residents to put up with the sloppy practices of the bike users. More has to be done to ensure that residents who pay taxes and call Davis their home are not inconvenienced by a poorly planned rental program. I disagree with increasing the number of bikes in town when there are many issues with the number currently in use. | 7/9/2019 5:30 PM |
| 577 | Provide jump bikes on residential areas to begin with. Often I need to bike but there's no bikes around. They're all near downtown or in really far parts of town. | 7/9/2019 5:29 PM |
| 578 | I often see Jump bikes parked lazily on walking paths that require maneuvering around, or on their sides in bushes, in my neighborhood including Mace Ranch Park and along 5th Street. | 7/9/2019 5:29 PM |
| 579 | For Jump To enjoy continued community support it must apply penalties to users that park the bikes incorrectly. It is a huge problem. | 7/9/2019 5:28 PM |
| 580 | Looks like the department overseeing this program has been bribed by Jump. There should be an investigation | 7/9/2019 5:25 PM |
| 581 | JUMP should be banned and everyone in this department should be FIRED | 7/9/2019 5:21 PM |
| 582 | Please outlaw scooters before they arrive here and cause a bigger problem | 7/9/2019 5:17 PM |
| 583 | Current oversight is insufficient to keep riders form illegally parking bikes. Change needs to be implemented to fix the problem. | 7/9/2019 5:17 PM |
| 584 | I do not believe this was well thought out and residence are burdened by haveing to sacrifice parking,city resources and effort disproportionately to the benefit . | 7/9/2019 5:17 PM |
| 585 | It seems like a great thing. Support it as much as possible. Don't make this difficult. | 7/9/2019 5:16 PM |
| 586 | They are fabulous for those who can not afford to buy a bike. | 7/9/2019 5:15 PM |
| 587 | Too many They need helmets Fines for parking on sidewalks!!! | 7/9/2019 5:14 PM |
| 588 | There needs to be an obvious way to report jump bikes. I literally had someone leave one in my driveway, but I had no idea how to report it. | 7/9/2019 5:13 PM |

JUMP Bike Survey

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| 589 | I have seen a jump bike left in the middle of the bike lane, common sense should prevent this, no amount of special parking, etc. is going to stop a careless person unfortunately | 7/9/2019 5:11 PM |
| 590 | Mostly UCD students use them. They need to wear helmets! | 7/9/2019 5:09 PM |
| 591 | I strongly oppose expanding JUMP. The bikes are left all over the community on streets and on the greenbelts. I also don't like that JUMP parking is installed where additional public bike parking could be instead. | 7/9/2019 5:09 PM |
| 592 | My family has seen an increased amount of bikes being left on the street. These bikes appear to be litter instead of a mode of transportation. | 7/9/2019 5:07 PM |
| 593 | N/a. | 7/9/2019 5:06 PM |
| 594 | They are useful, but need regulations | 7/9/2019 5:06 PM |
| 595 | Jump bikes are ok, easy access to explore the town, but people rent this bikes tend to leave them everywhere! And potentially block pathways walkways etc! Or dump it around perimeter of your property ! House etc! | 7/9/2019 5:06 PM |
| 596 | Jump has been a great addition to the city and I'm looking forward to seeing it take hold in the city (along with reinstating escooters). | 7/9/2019 5:05 PM |
| 597 | Currently Jump bikes are parked on sidewalks blocking the way from pedestrians and walkers. It makes it hard for handicapped or strollers or anyone to walk on the path of the sidewalk when the bike is parked in the way. They are left out in the street, in greenways, and look like they are abandoned. It makes the city look trashier. | 7/9/2019 5:04 PM |
| 598 | I have seen in Davis and in other cities the problems with JUMP bikes being discarded inappropriately, blocking sidewalks, on city & private property. I am definitely against on-demand electric scooters, they are a huge problem in other cities, riding on sidewalks, accidents, discarding them at will. can URBER be held accountable for JUMP problems? | 7/9/2019 5:02 PM |
| 599 | Please get rid of the JUMP bikes altogether, they are a safety hazard due to the speeds that inexperienced riders can go and a complete menace to the neighborhoods where thoughtless riders dump/park them. | 7/9/2019 4:56 PM |
| 600 | I've only seen 3 bikes left in my neighborhood and they were all parked off the street and sidewalks. It seems people are trying to be somewhat polite about it. | 7/9/2019 4:56 PM |
| 601 | Right now they look like graffiti littering our city. Parking has to have some order to it. The bright red doesn't help with the eye sore factor. Other cities have bike programs with muted colors that are not as obvious. | 7/9/2019 4:54 PM |
| 602 | Too many bikes are parked improperly in ways that impose in ability to navigate sidewalks. I support adding bike parking, but think there should be more central parking hubs with incentives to return them to a specific hub. I am concerned that with more de-centralized parking spaces, there will be more traffic and associated polluted from JUMP vehicles rounding up the bikes, and going through neighborhoods where there are kids, etc. JUMP adds wear and tear to roadways without paying into infrastructure repair-- even though bikes are reducing cars on the road. I think neighborhoods could have more central hubs, but I do not support more random parking in front of houses/on streets. JUMP bike riders have a responsibility to proper park bikes. | 7/9/2019 4:53 PM |
| 603 | I often see bikes lying on their sides or in private residential parking spaces | 7/9/2019 4:51 PM |
| 604 | I like having Jump bikes around! | 7/9/2019 4:50 PM |
| 605 | Really think they are taking spots for regular riders. Also are an issue when they appear at local schools (elementary and junior high), staff try and get them off campus ASAP because the students will try things with the bikes | 7/9/2019 4:49 PM |
| 606 | Most of the time the riders obey no laws. Riding anywhere in any direction. I see them knocked over all around town. What a mess. They make money. We get the mess. I'm not surprised | 7/9/2019 4:49 PM |
| 607 | I wish you could fine people who park JUMP bikes anywhere. I've noticed some JUMP bikes next to the side of a bike path, in a pretty random location. They look messy. | 7/9/2019 4:48 PM |
| 608 | JUMP bikes are great for our community and allow a flexible transportation option for many. The problem I see (especially from complaints on Nextdoor) is the lack of education surrounding proper bike parking. Regardless of the solution decided from this survey, the city will need to communicate any parking policies through multiple means (Nextdoor, news, paper, fliers, etc), as well as what to do for improperly parked bikes (call JUMP and not the police, for instance). | 7/9/2019 4:48 PM |

JUMP Bike Survey

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| 609 | I think jump just needs to be very clear about not parking on sidewalks. | 7/9/2019 4:44 PM |
| 610 | Some jump users intentionally block sidewalks by blocking entire sidewalk. Biggest problem are numerous discourteous users of jump bikes. The company needs to step up their control of their users. | 7/9/2019 4:43 PM |
| 611 | Parked everywhere — on sidewalks, green belts, etc. nuisance | 7/9/2019 4:42 PM |
| 612 | Thank you for addressing this. They are a hazard when parked on the sidewalks and paths. I have seen people with limited mobility, parents with strollers and little kids on bikes have difficulty maneuvering around the bikes. They are very heavy to move. My family uses our own bikes in Davis, so we don't need them. I can see their value but they need to be parked in racks, off the street. | 7/9/2019 4:40 PM |
| 613 | I think JUMP bikes are a wonderful addition to a college town. People who are upset over the parking issues are completely overreacting. | 7/9/2019 4:35 PM |
| 614 | The users don't seem to care about parking them legally. Many just leave them where they get off. On the sidewalk or in the street. | 7/9/2019 4:35 PM |
| 615 | finer for people who block sidewalks or streets | 7/9/2019 4:34 PM |
| 616 | A few months ago Jump removed the option in Davis to return bikes with a low battery to a hub/charging spot for a free ride and a dollar credit to your account. If this was reinstated my assumption is the number of bikes parked randomly would decrease, especially among student usage as they'd get a free ride and credit. I would ask Jump to reinstate this option in Davis. | 7/9/2019 4:34 PM |
| 617 | THEY REPRESENT A NUISANCE IN OUR TOWN | 7/9/2019 4:33 PM |
| 618 | Jump bikes are a welcome alternative to driving. An eco friendly alternative and in many cases safer mode of transportation. Please do not try and over regulate this wonderful program. We can go exist on the the street. Half the fun of riding one is going to find it, they should be allowed to park on all the neighborhood streets. | 7/9/2019 4:26 PM |
| 619 | Happy to see more people riding bikes! | 7/9/2019 4:25 PM |
| 620 | They just seem like everything else Millennial...just use it until it's no longer of use, and then just leave it. | 7/9/2019 4:23 PM |
| 621 | This survey was bad. It just assumed the reader uses jump bikes. Many of us seniors are afraid to walk around our streets any more because of the jump bikes and in other cities the scooters. Our needs are not being considered. Try traveling around Davis walking with a walker or worse, blind with a white cane. I have seen a jump bike across the sidewalk where a blind man walks to the shopping center every day. He would have had to walk into traffic once he encountered it. You asked if I had reported bikes parked on sidewalks to the city. I don't know how to do this or I would have done with frequency. | 7/9/2019 4:22 PM |
| 622 | It is a REAL concern that at bus-stop bike parking racks, I have seen Jump employees (agents) use up ALL or most all of the available racks. They should HAVE to provide and fund their own racks esp within a set distance of such a spot and not be allowed to STACK on any bike racks in the city. Leaves none for others in a city with SIGNIFICANT bike theft | 7/9/2019 4:20 PM |
| 623 | I would use Jump more if there were more in my neighborhood. I used one instead of two (!) car trips. My alternative was to ask for a car ride, once to my destination, and a second for the driver would to return. Having the Jump option was a God send. | 7/9/2019 4:20 PM |
| 624 | Jump should provide a # to text or a way to use their app to report an improperly parked bicycle. Only current option is a phone call, which is not practical or possible for everyone. I actually like this program & want to see it succeed but I think Jump should be resolving these problems, not the City! Bikes parked on the sidewalk are a daily issue in my East Davis neighborhood & the locking mechanism which allows street parking means that we can't simply move the bike off the sidewalk when a rider is inconsiderate. Bikes parked "properly" in the street end up knocked over as often as upright so all the non-rack street parking options seem unlikely to resolve problems. Fines for improper parking should increase, users should lose riding privileges after multiple infractions (if not permanently at least for a time), reporting improperly parked bikes should be streamlined. | 7/9/2019 4:18 PM |
| 625 | Fantastic program. Just need to keep the bikes off the sidewalk. Parking them in the is a simple and smart solution. Thank you! | 7/9/2019 4:15 PM |

JUMP Bike Survey

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| 626 | Jump must follow through with fines for Jump users who leave bikes in walkways. They must find an existing bike rack area to park in. | 7/9/2019 4:10 PM |
| 627 | Not doing much to educate people about bike riding | 7/9/2019 4:06 PM |
| 628 | I do not think JUMP bikes have been a problem, Davis is full of complainers, go visit other cities where these bikes have been thrown down freeways and canyons, in the middle of streets- this does not happen here, I don't see a problem with JUMP bikes being parked in parks and near sidewalks- it's quite easy to walk around them! | 7/9/2019 4:02 PM |
| 629 | Not parking in a designated space should result in a fine to JUMP, chargeable to the rider, per violation per day | 7/9/2019 4:01 PM |
| 630 | They are receiving all of the income and doing very little oversight. It shouldn't be up to the residents to tell them that their product is being misused. This should be dealt with by them. When their bikes are being improperly used or parked, the user should be penalized to a degree that they wouldn't want it to happen again. | 7/9/2019 3:59 PM |
| 631 | Should not be subsidized at all by the city, county, or state. | 7/9/2019 3:59 PM |
| 632 | JUMP bikes are such a nuisance in my neighborhood. I have seen them parked on sidewalks, greenbelts, even in the middle of Nugget Field!! I would say that JUMP bike users improperly park their bikes at least 1/3 of the time. I would not support any expansion of JUMP bikes without HEAVY fines for users that do not park properly. In fact, I would be more inclined to BAN the bikes, as I think it is unfair that users feel they can park wherever they want without any consequence. | 7/9/2019 3:57 PM |
| 633 | It's an eyesore and trashes up areas where bikes are randomly left in the middle of sidewalks or parks. It's also disrespectful to those with limited mobility to have to navigate around them. | 7/9/2019 3:57 PM |
| 634 | Increasing from 200 to 700 bicycles seems like an insane and unnecessary saturation. Why not start with a smaller increase? | 7/9/2019 3:57 PM |
| 635 | They are ugly. They clutter otherwise clean and neat areas. We are one block in either direction from arroyo and Westwood parks, both of which have bike racks. Jump bikes have been left unlocked on our street, blocking sidewalks or on front yards. | 7/9/2019 3:57 PM |
| 636 | question 15 should have been optional. | 7/9/2019 3:56 PM |
| 637 | I haven't used them, but I think they're a great idea. | 7/9/2019 3:55 PM |
| 638 | Jump bikes are all over the city. On the sidewalks, on lawns, in parking spots I have even moved at least 10 out of the street as I drive lyft early mornings. It's an absolute problem. They will not cooperate either. I guarantee this. | 7/9/2019 3:55 PM |
| 639 | I think the JUMP situation in Davis is fine the way it is. It's been wonderful to see so many people using the JUMP bikes. I don't care where people park them. I'm just glad they are being used. | 7/9/2019 3:54 PM |
| 640 | I have noticed that in some places jump bikes are using all of the slots in bike racks, leaving no space for private bikes. Since Jump is a for profit company they should bear the cost of parking. The city should not have to pick up any of the tab. | 7/9/2019 3:54 PM |
| 641 | People have been doubling up on them on the green belt. | 7/9/2019 3:54 PM |
| 642 | A great asset for our community | 7/9/2019 3:52 PM |
| 643 | My teenage son uses them often. There aren't enough to use in south Davis area. I have regularly reminded him to park in bike rack and pointed out how annoying it is to see them parked improperly on sidewalks, etc. They are really useful and helpful. Especially when a household cant afford \$400 bikes. These jump bikes are very very reasonable to use. Makes sense to increase them for this college town. | 7/9/2019 3:52 PM |
| 644 | I love the flexibility of this transportation option and strongly support finding a way to expand the program! | 7/9/2019 3:52 PM |
| 645 | Jump should fine or cut off people who repeatedly block sidewalks and bike paths with jump bikes | 7/9/2019 3:24 PM |
| 646 | Bike safety/ and basic ridership rules should be embedded on the jump bike itself. Couldn't JUMP require all its riders to take a bike safety and rules tutorial before they can ride when they first sign up for membership. Can the City place -- bike "fairy" info on the JUMP bikes on a regular basis. | 7/9/2019 3:20 PM |
| 647 | Jennifer, this is a test response (Brian Abbanat) | 7/9/2019 3:14 PM |

JUMP Bike Survey

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| 648 | Very useful community resource. | 7/9/2019 3:13 PM |
| 649 | The city should NOT be subsidizing the operation of a private for profit corporation in any way, shape, or form, including designating portions of the public right of ways for exclusive use of Jump. Jump should be paying for the FULL COSTS its operations impose on the city. | 7/9/2019 2:03 PM |
| 650 | I would like to know if JUMP is fining riders who park illegally now. | 7/9/2019 1:05 PM |