

Tartu Smart Bike Share as an Organic Part of Mobility

Oskar Vevers
Tartu City Transport
Public Transport Quality Manager

TARTU

Today's agenda

1. Brief overview of the bike sharing system
2. Integration with public transport
3. Impact with spatial planning
4. Shortcomings

TARTU



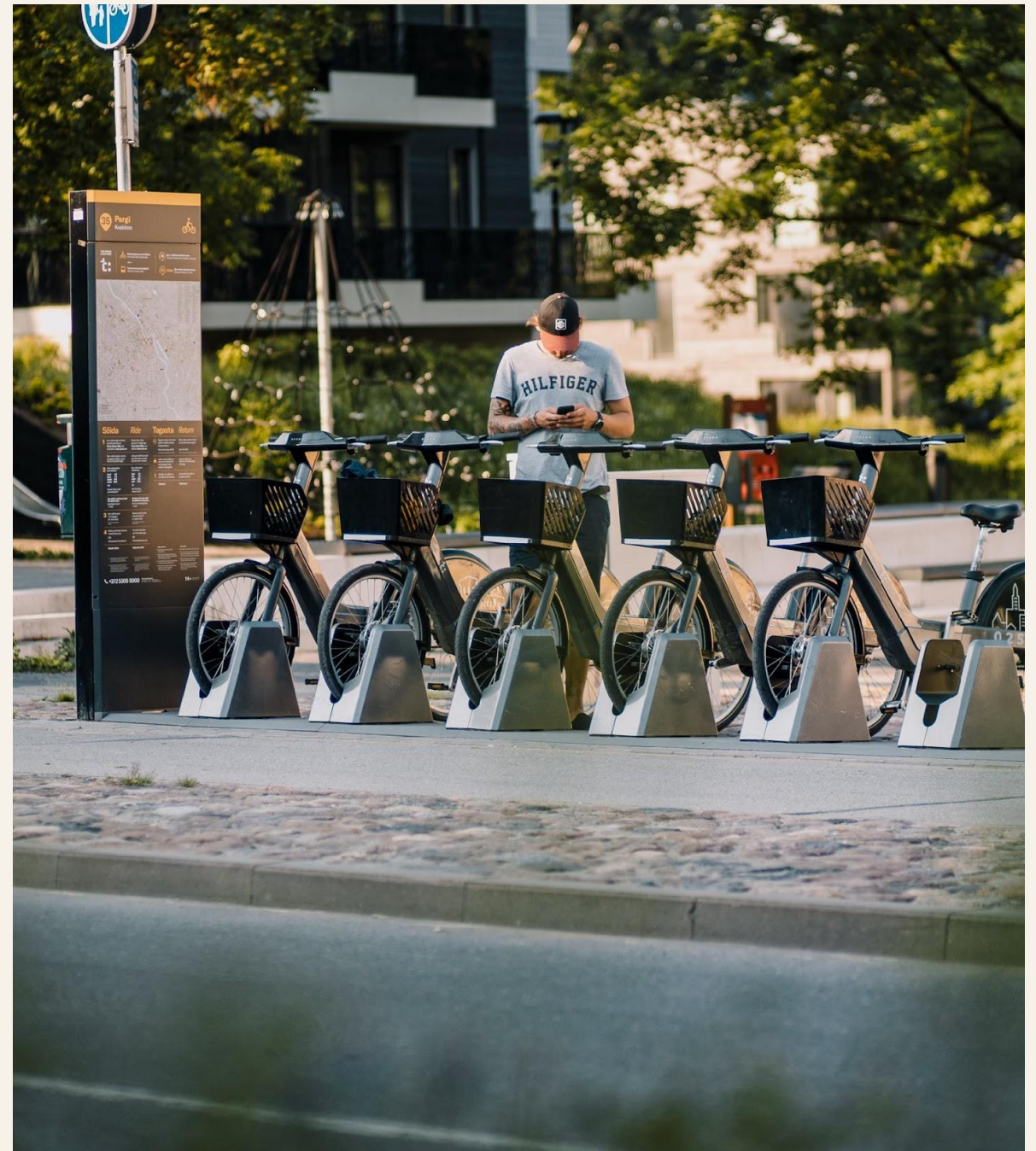
Tartu Smart Bike Share

Tartu Smart Bike Share was launched in June 2019

- Station to station principle

Started with:

- 69 docking stations
- 750 bikes:
 - 500 electric-assist bikes
 - 250 8-speed bikes



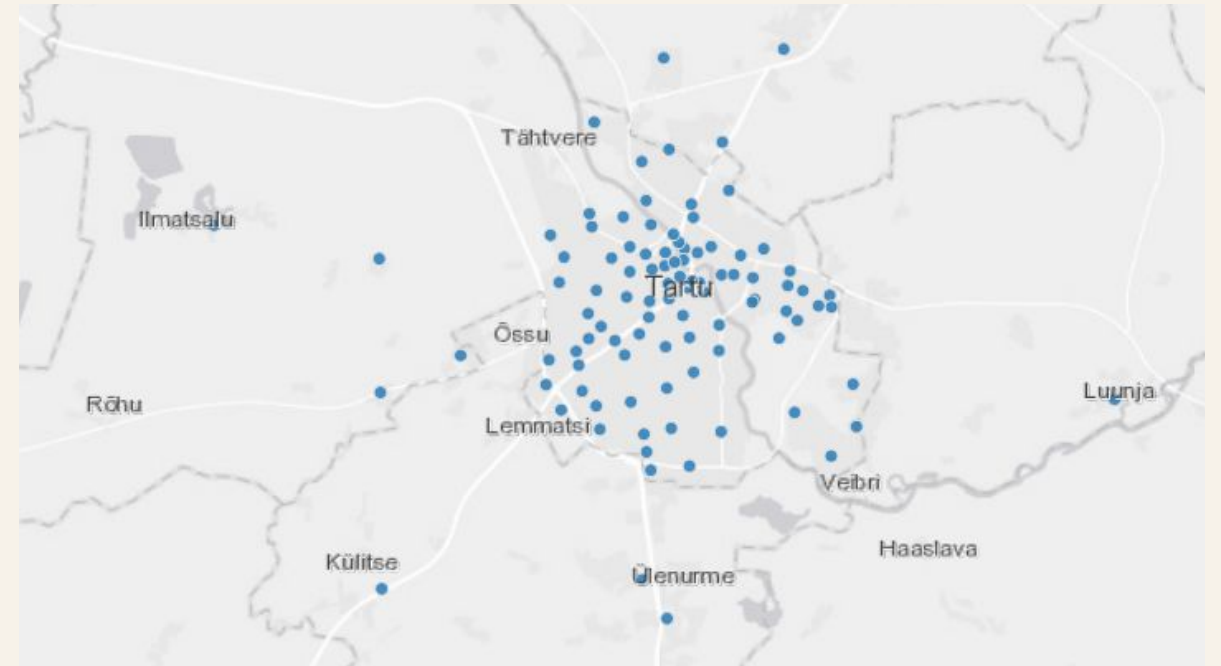
Docking stations

Today we have exactly 100 stations in total.

We have:

- expanded within the City
- expanded to nearby municipalities.

Stations are modular, expandable by the number of docks.



Statistics

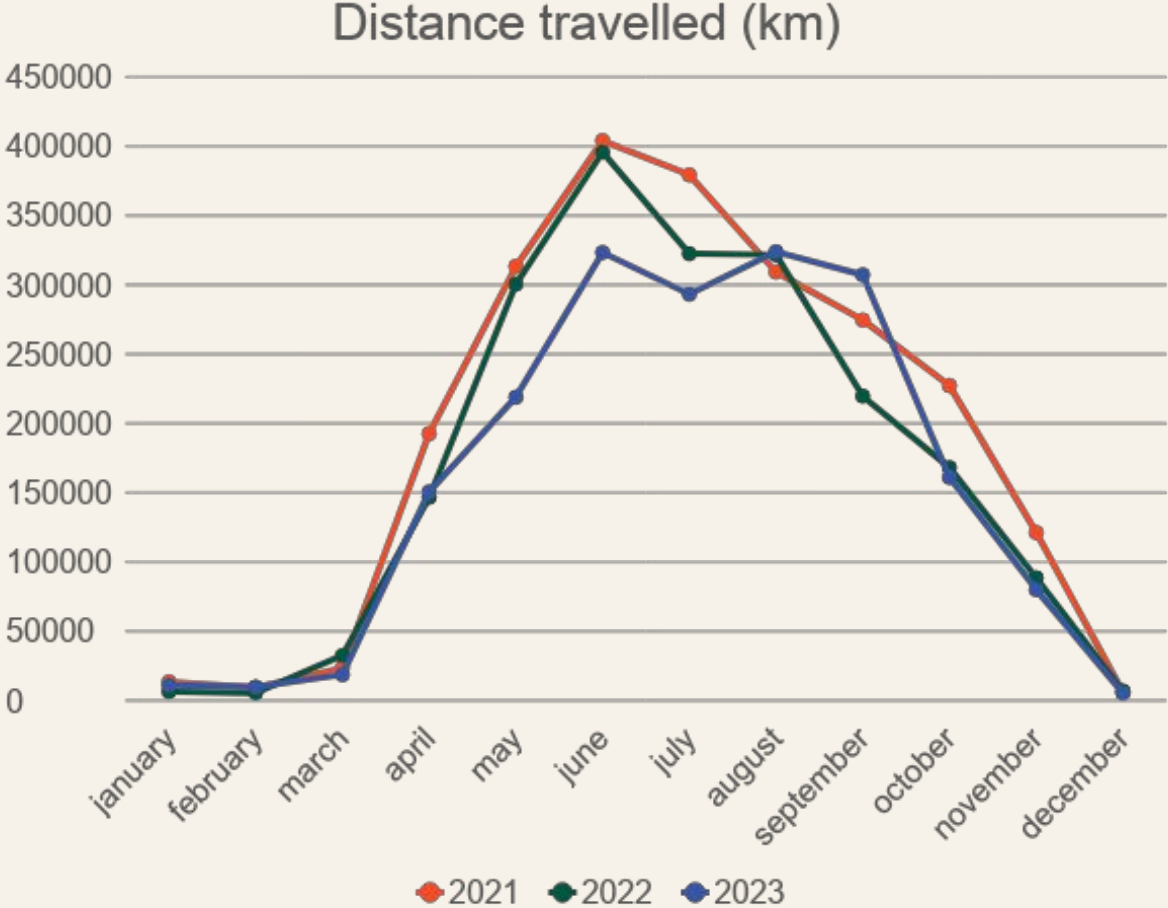
Active users at the moment: **2 428 users**

All time distance travelled: **10 501 352 km**

Average distance travelled per bike: **8 703 km**

Most distance travelled

- by electric-assist bike **28 121 km**
- by 8-speed bike **8 231 km**

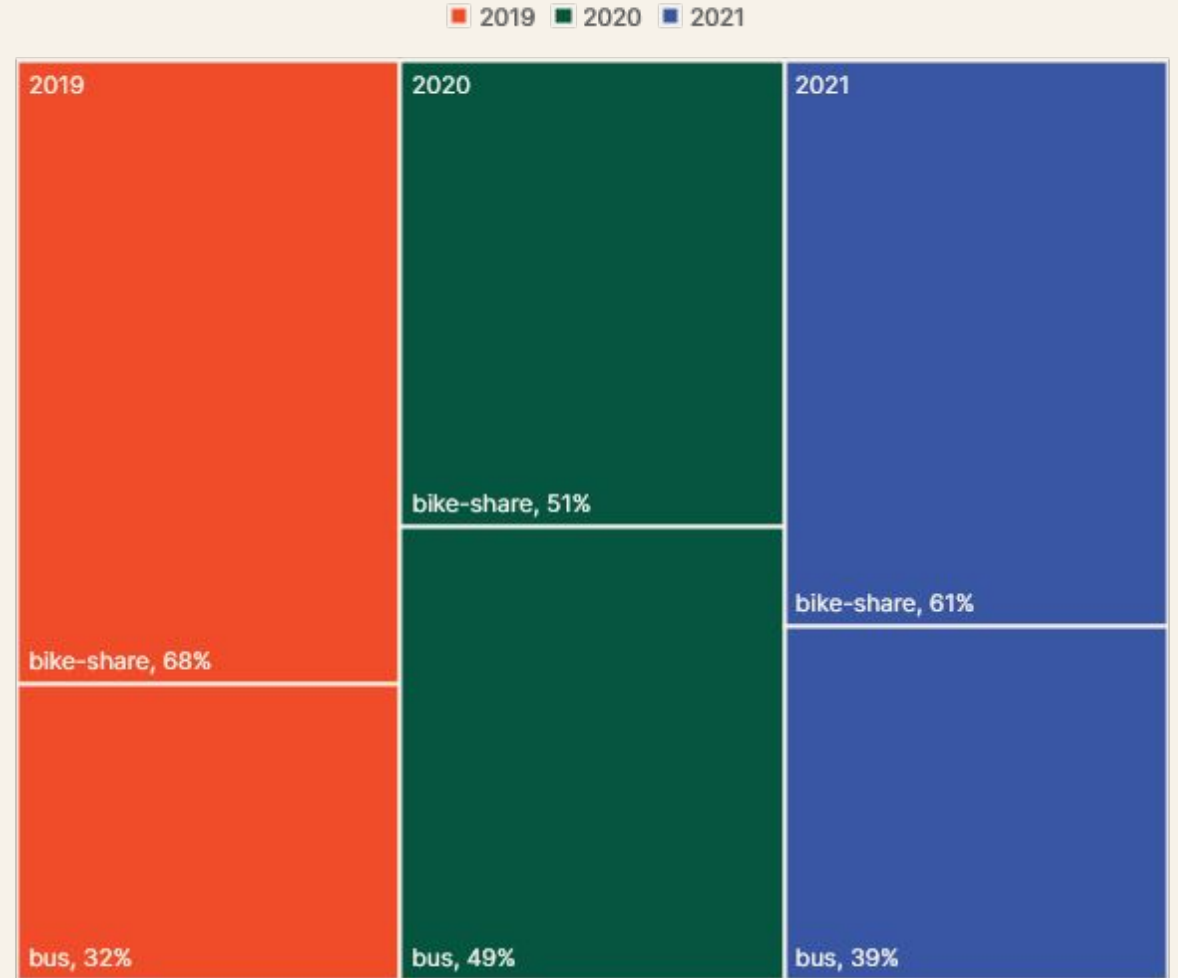


Integration with the public transport

At launch we provided free ride with bus period tickets.

Using the bus card to rent and release bike.

In July 2022 we launched a joint ticket which provided access to bus service and bike sharing network.

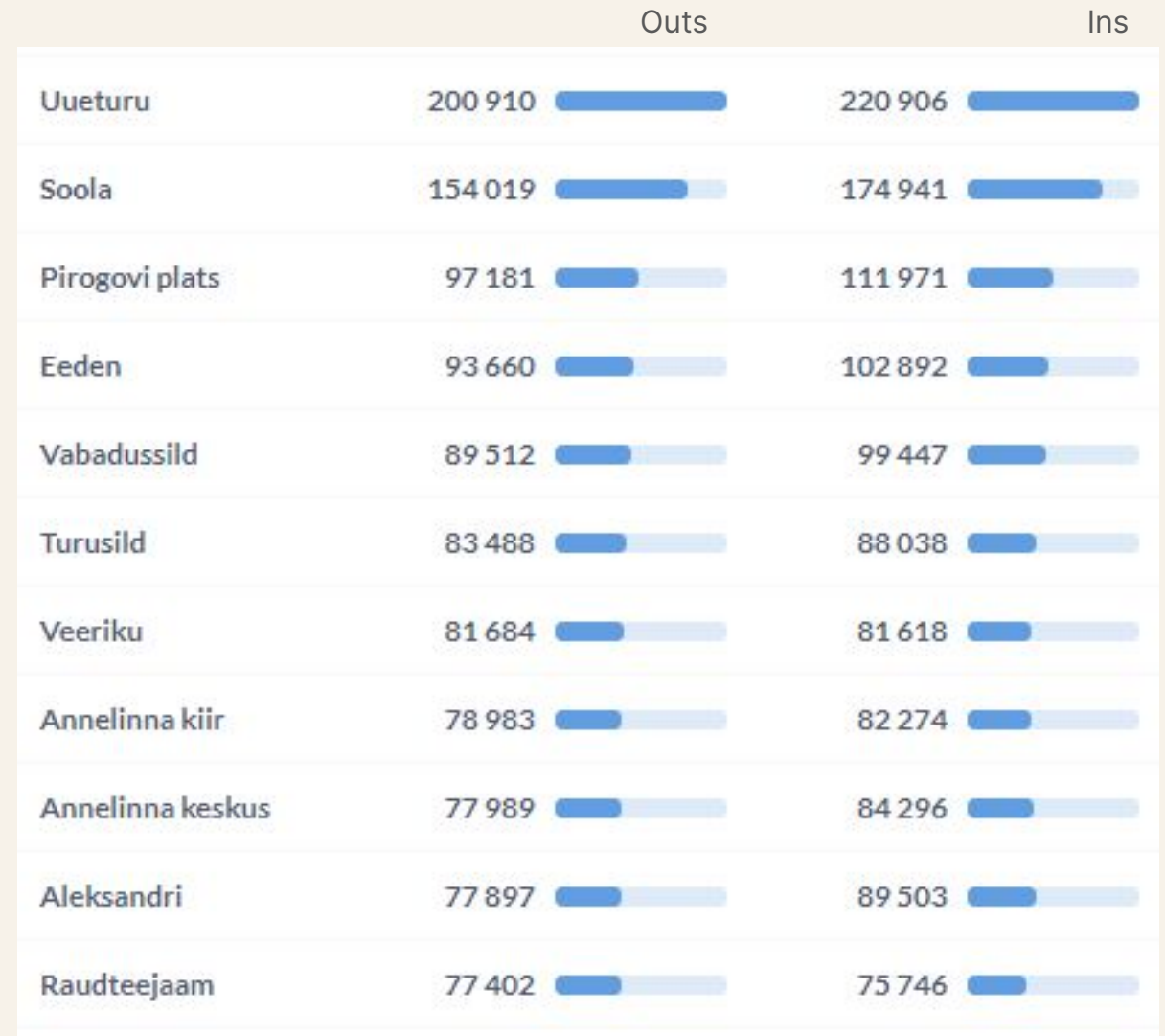


Distribution of bike-share users based on the use of bus tickets and bike-share tickets

Bike Share Stations in major hubs

Building bike share stations near major transport hubs encourages transfers between different types of transportation:

- Transportation hubs:
 - Bus station (Soola)
 - Railway station (Raudteejaam)
- Commercial hubs:
 - Eeden
 - Veeriku
 - Annelinna keskus

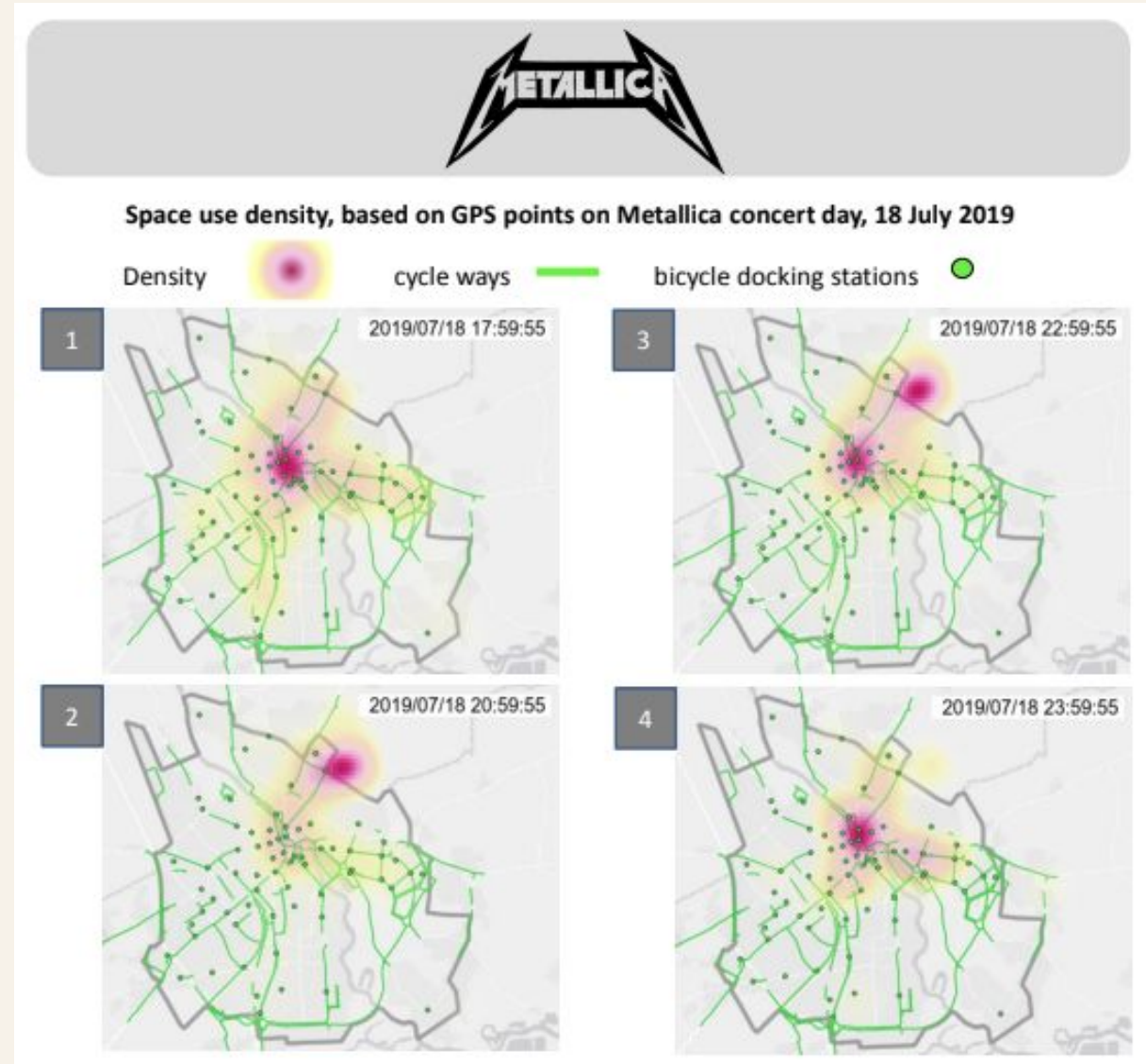


Most popular stations by outbound and inbound rides

Servicing major events

Ability to open temporary virtual docking stations.

- Metallica concert in ENM, 2019
- City district community days
- Seasonal hotspots (beach, etc.)

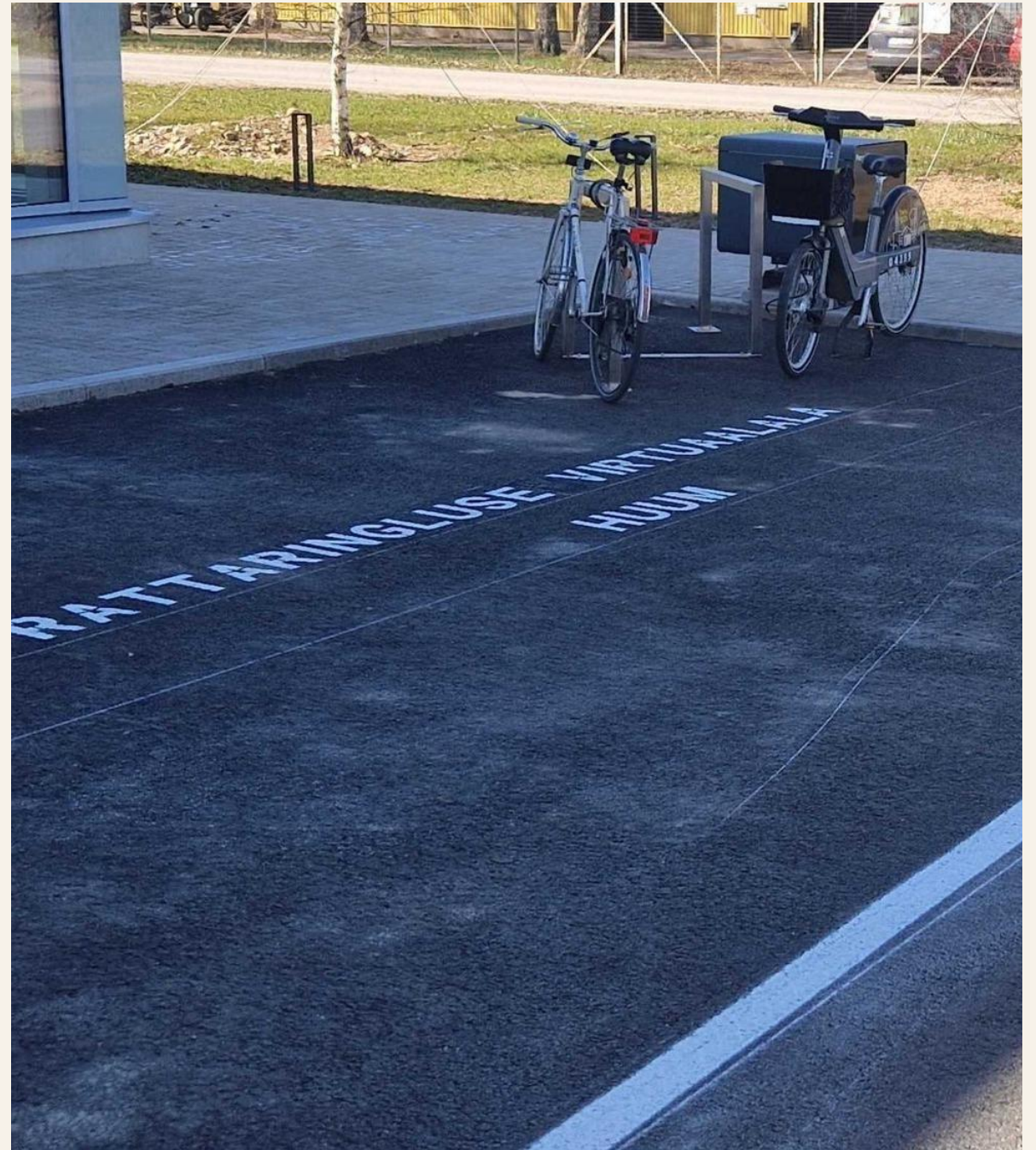


Space use density, based on GPS points on Metallica concert day (Dörlova, Paršova, Seeba, 2019.)

Cooperation with large-scale employers

Physical and virtual stations at industrial parks

- Hanza
- HUUM
- Kaubajaam



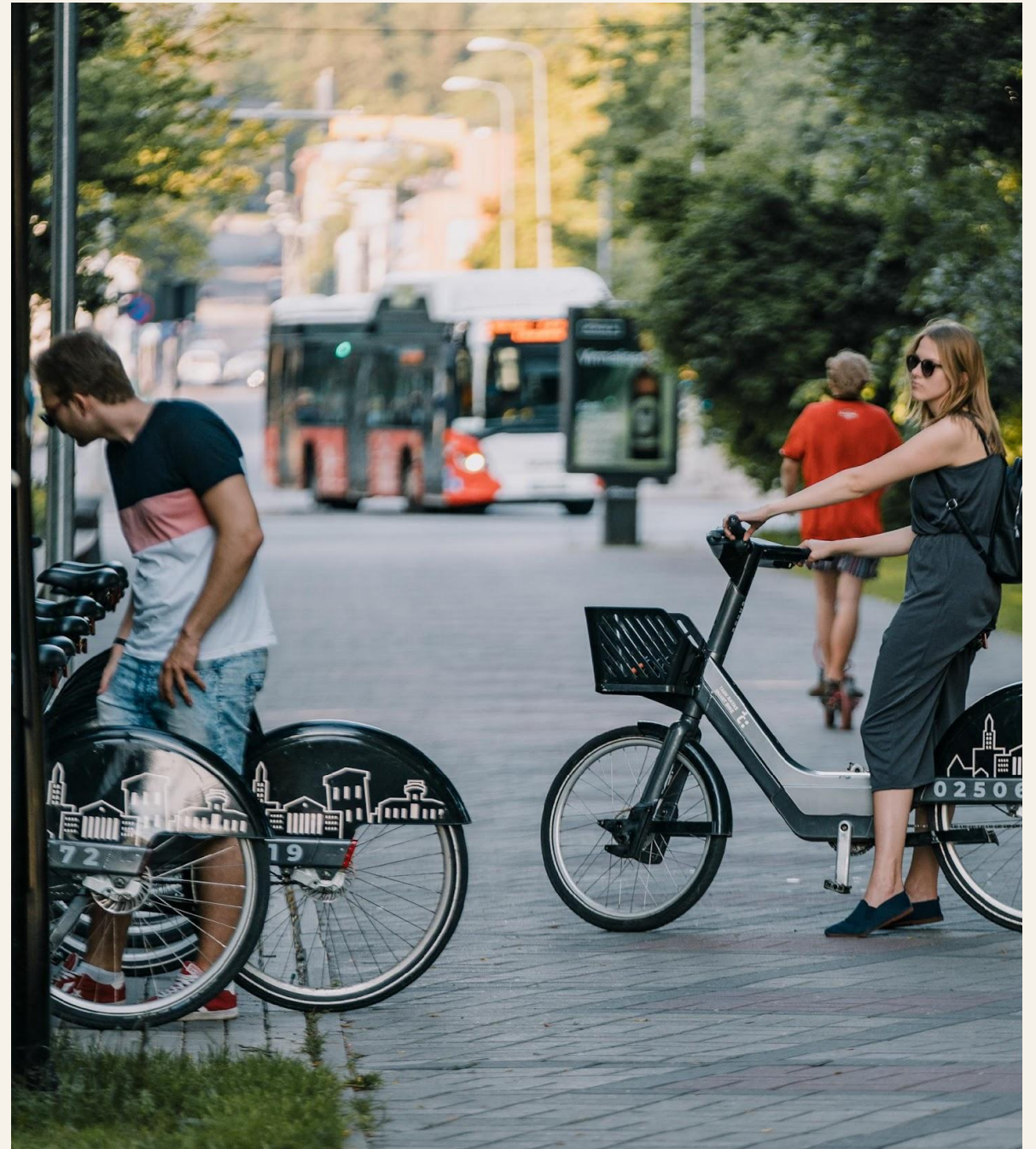
Alternative way of transport for suburban areas

Suburban areas:

- Ihaste
- Kvissentali
- Variku

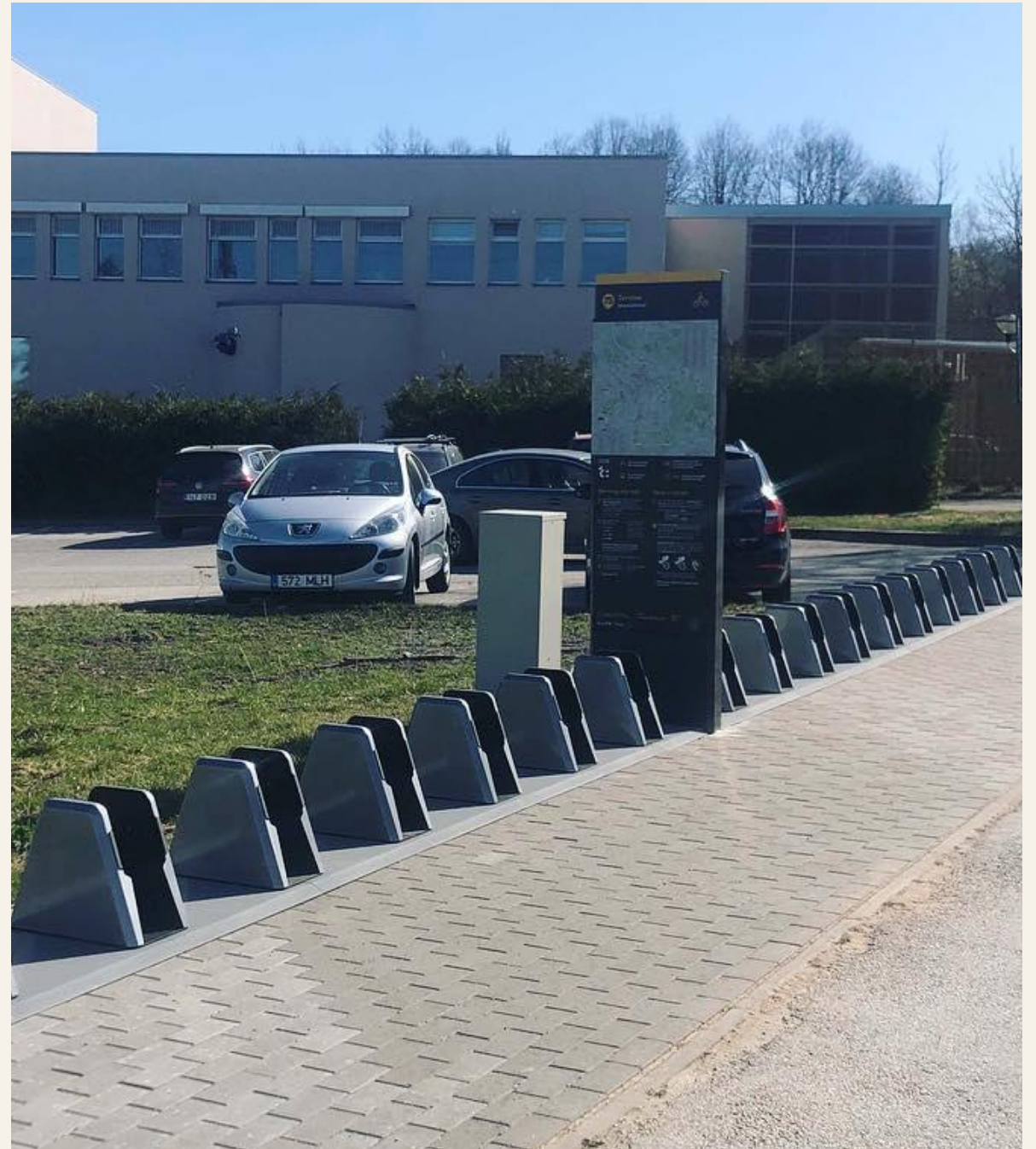
Neighbouring municipalities:

- Kambja municipality – 3 stations
- Luunja municipality – 2 station
- Tartu municipality – 5 stations



Circumstances that hinder being part of mobility

- The availability of bikes is not guaranteed
 - Real-time overview
 - Recreational vs purposeful activity
- Balancing with 100 stations
 - 2-3 balancing teams
- Seasonal availability
 - No electric-assist bikes in minus temperatures



A man in a dark t-shirt and shorts is riding a bicycle towards the camera on a city street. In the background, there is a cafe with people sitting at tables. The scene is set during the day with soft lighting.

In conclusion, bike-sharing system is a great supportive mean for the transport network.

Thank you for listening!

TARTU

Oskar Vevers

Tartu City Transport

Public Transport
Quality Manager

Oskar.Vevers@tartu.ee