

# Tartu Smart Bike Share as an Organic Part of Mobility

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# Today's agenda

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

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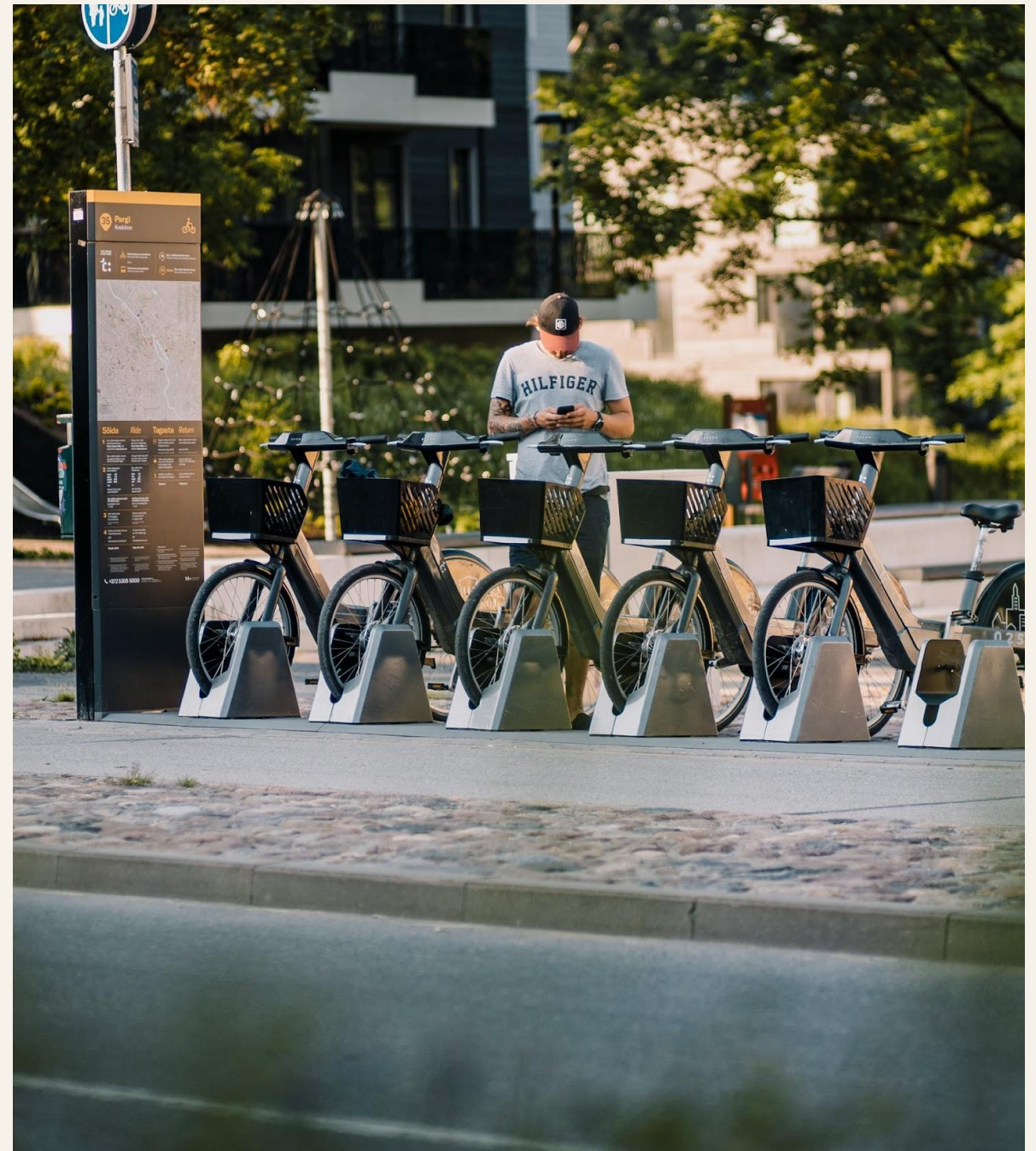
# Tartu Smart Bike Share

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



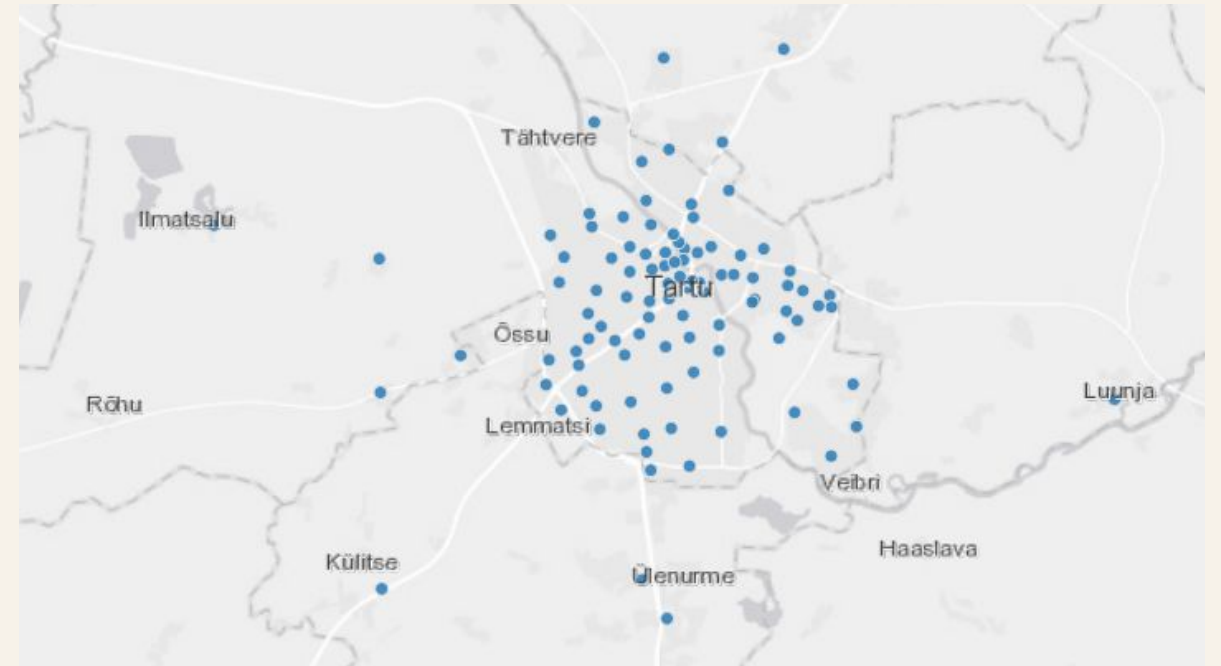
# Docking stations

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

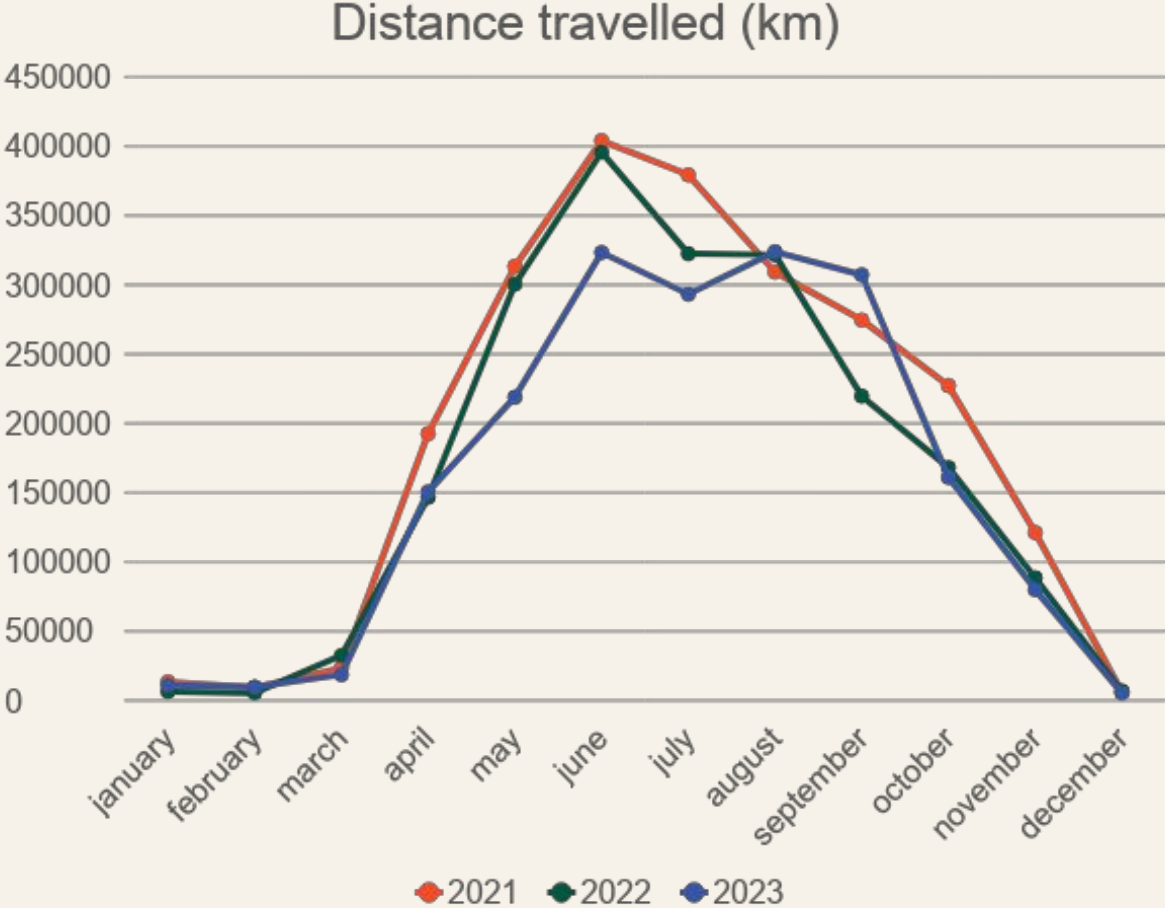
Active users at the moment: **2 428 users**

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**

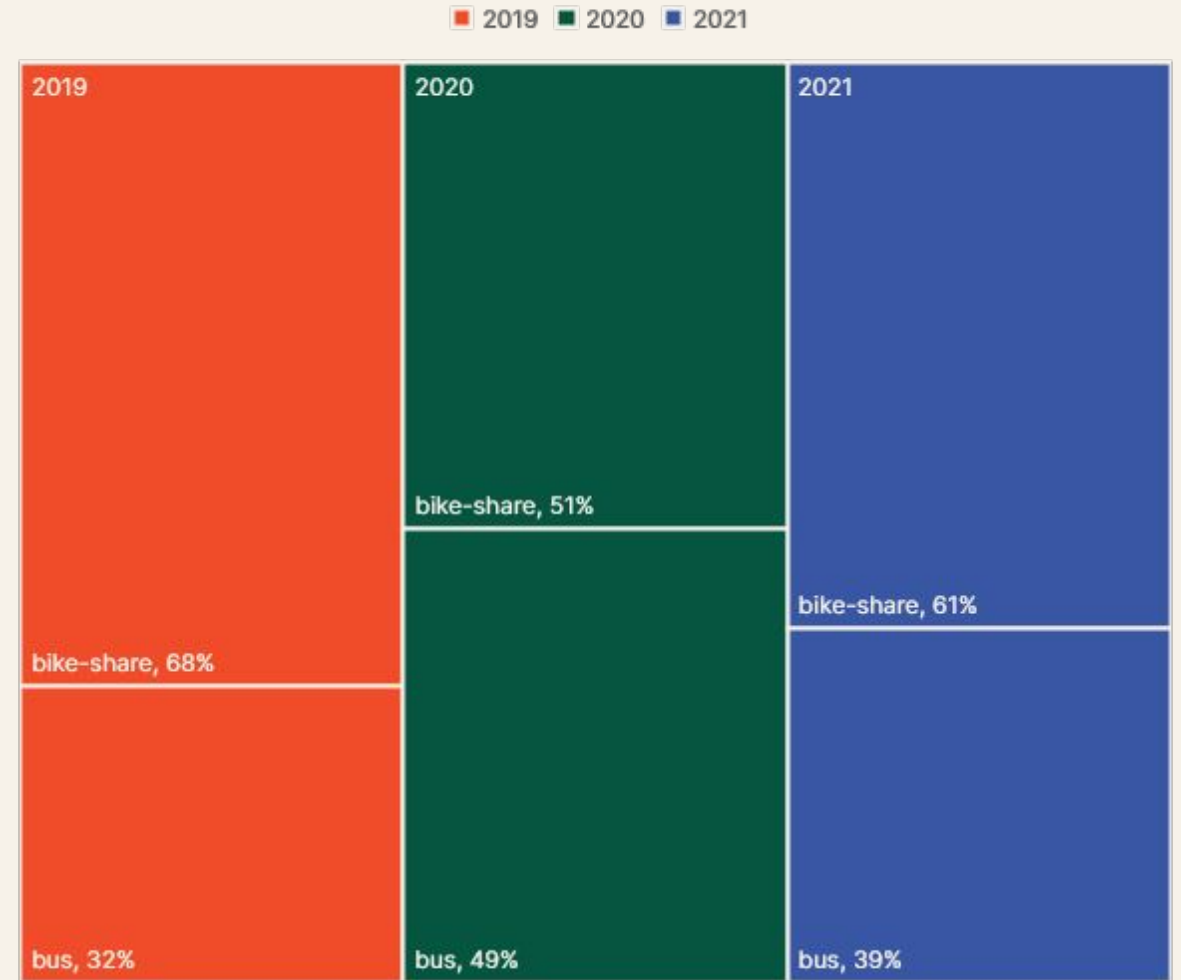


# Integration with the public transport

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.

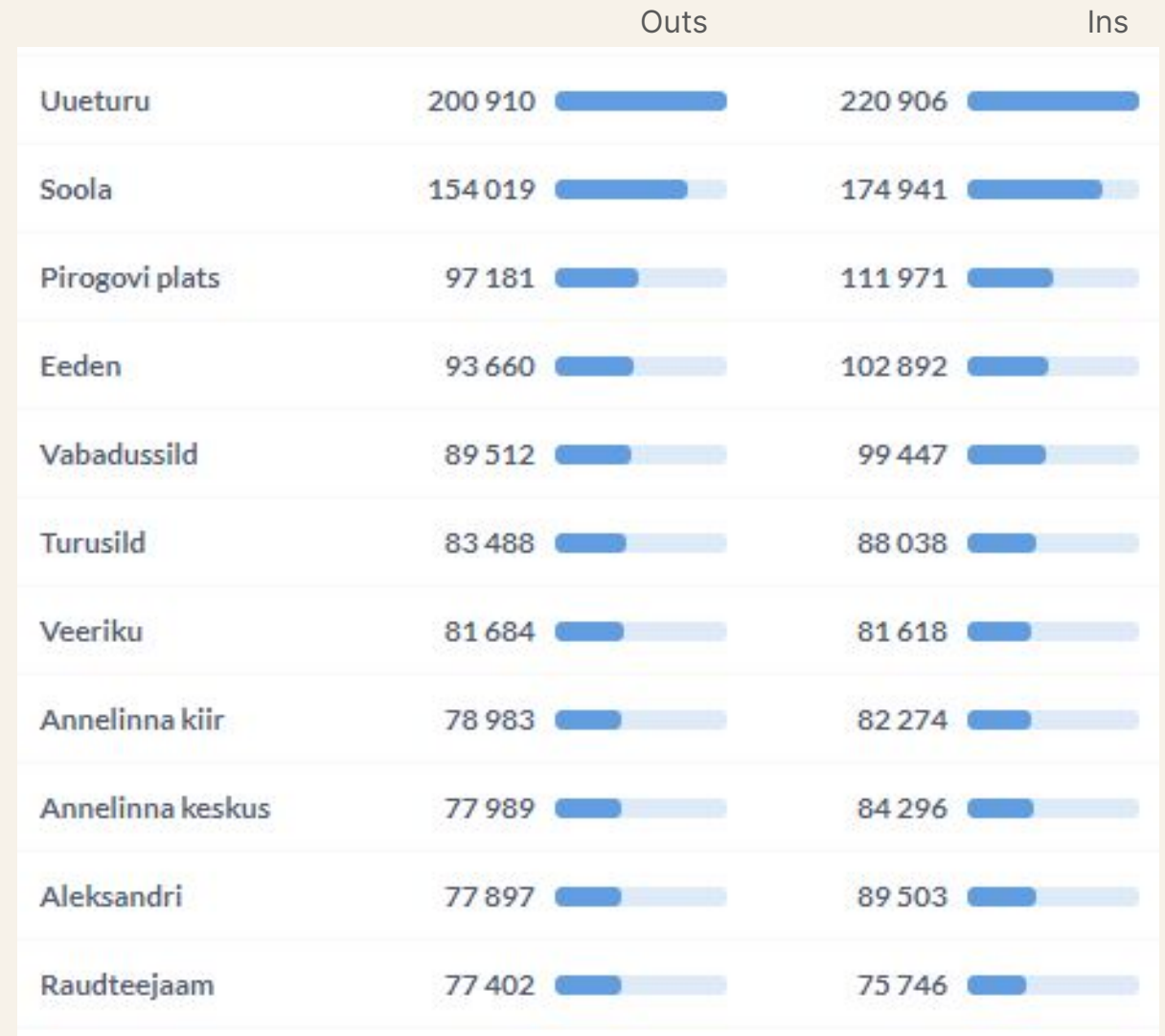


*Distribution of bike-share users based on the use of bus tickets and bike-share tickets*

# 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

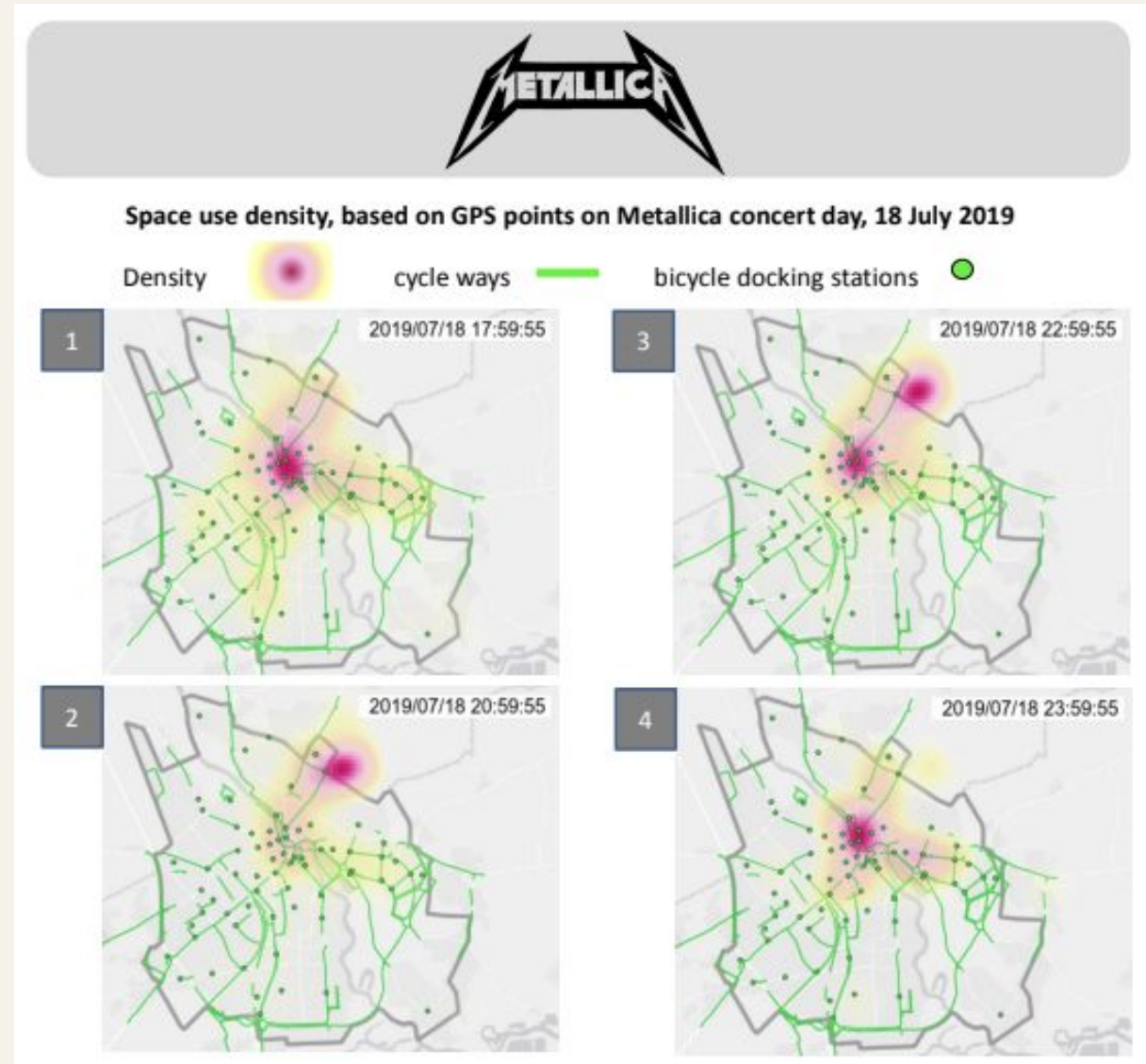


Most popular stations by outbound and inbound rides

# Servicing major events

Ability to open temporary virtual docking stations.

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



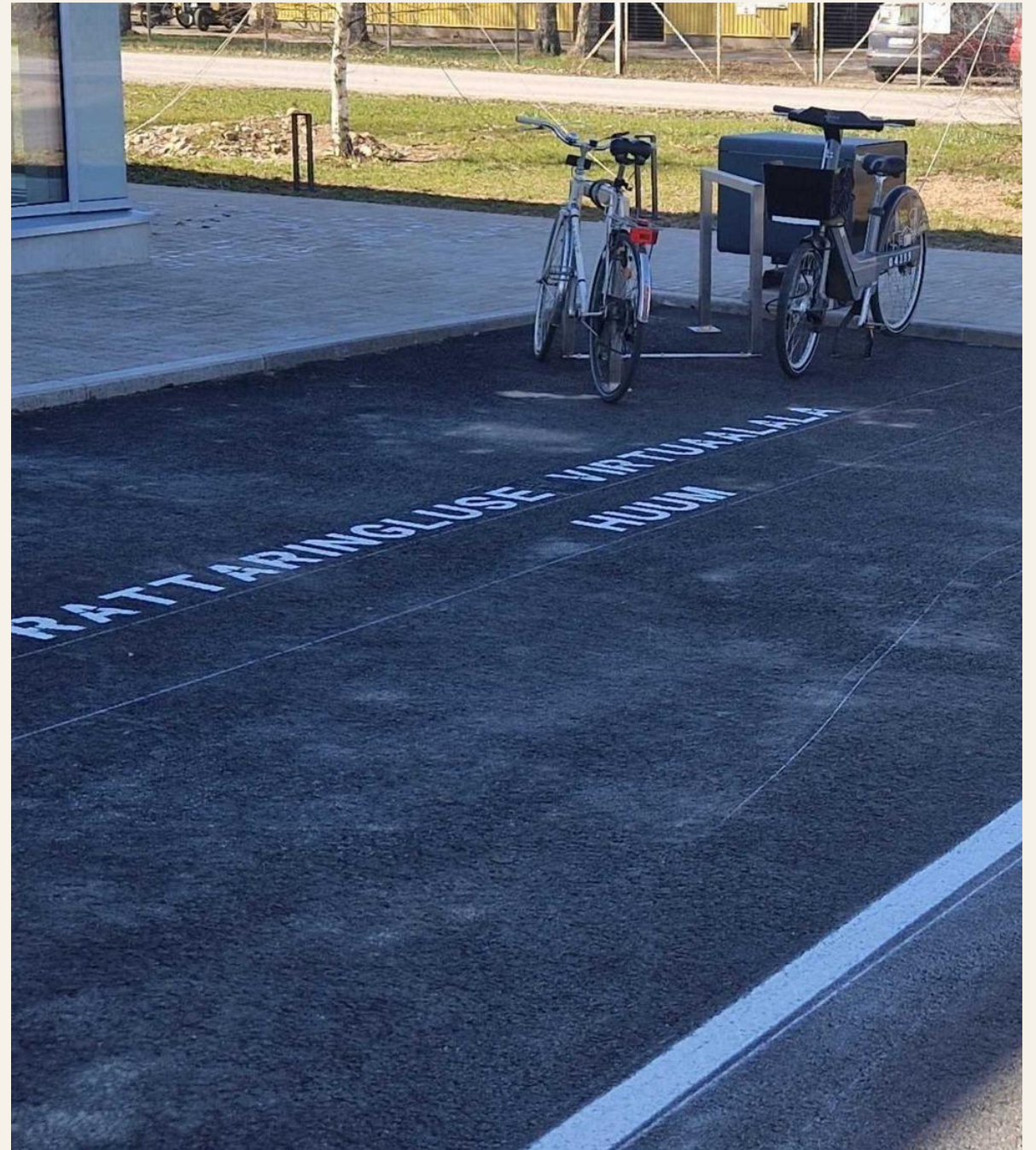
Space use density, based on GPS points on Metallica concert day (Dörlova, Paršova, Seeba, 2019.)



# Cooperation with large-scale employers

Physical and virtual stations at industrial parks

- Hanza
- HUUM
- Kaubajaam



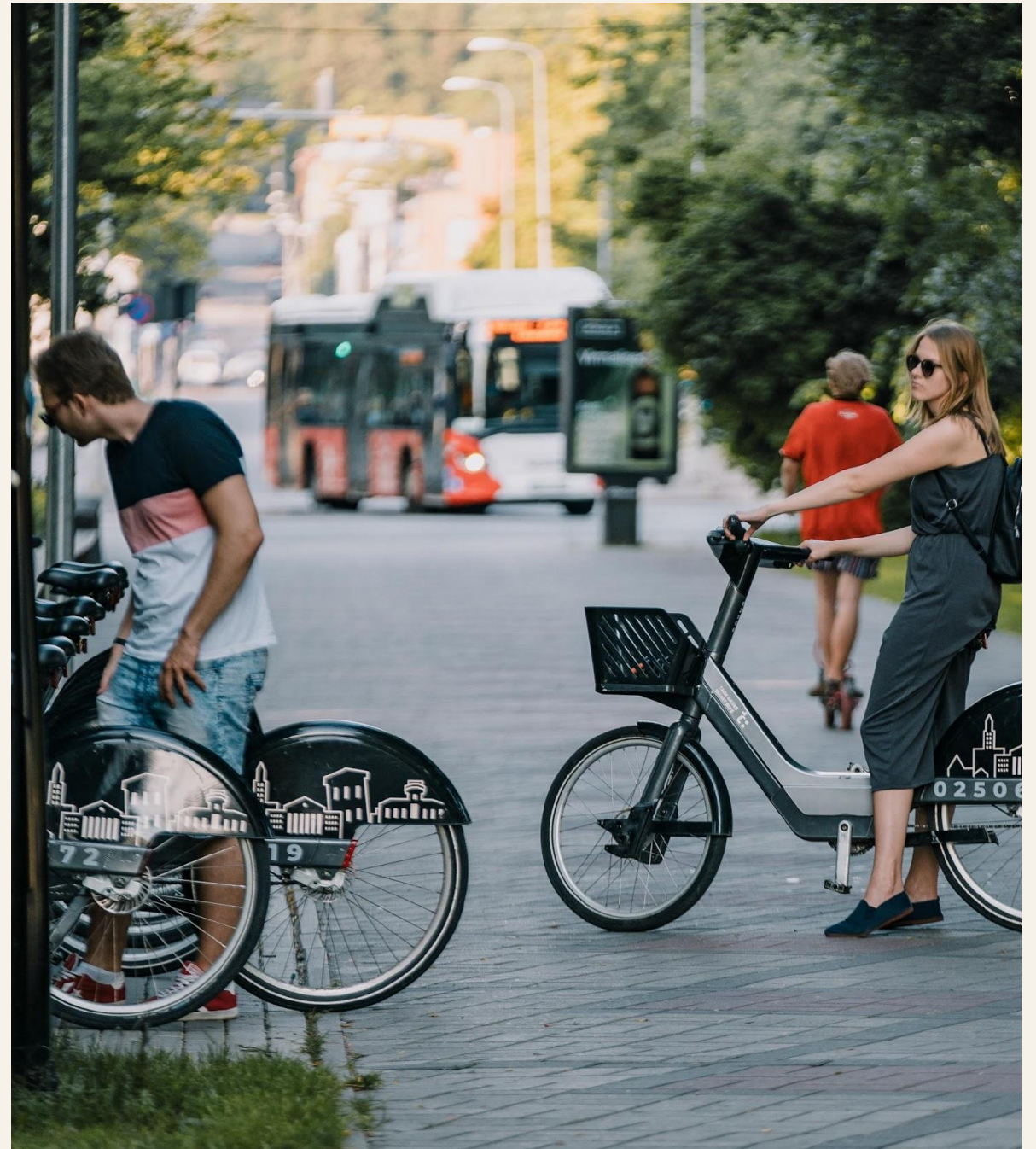
# Alternative way of transport for suburban areas

Suburban areas:

- Ihaste
- Kvissentali
- Variku

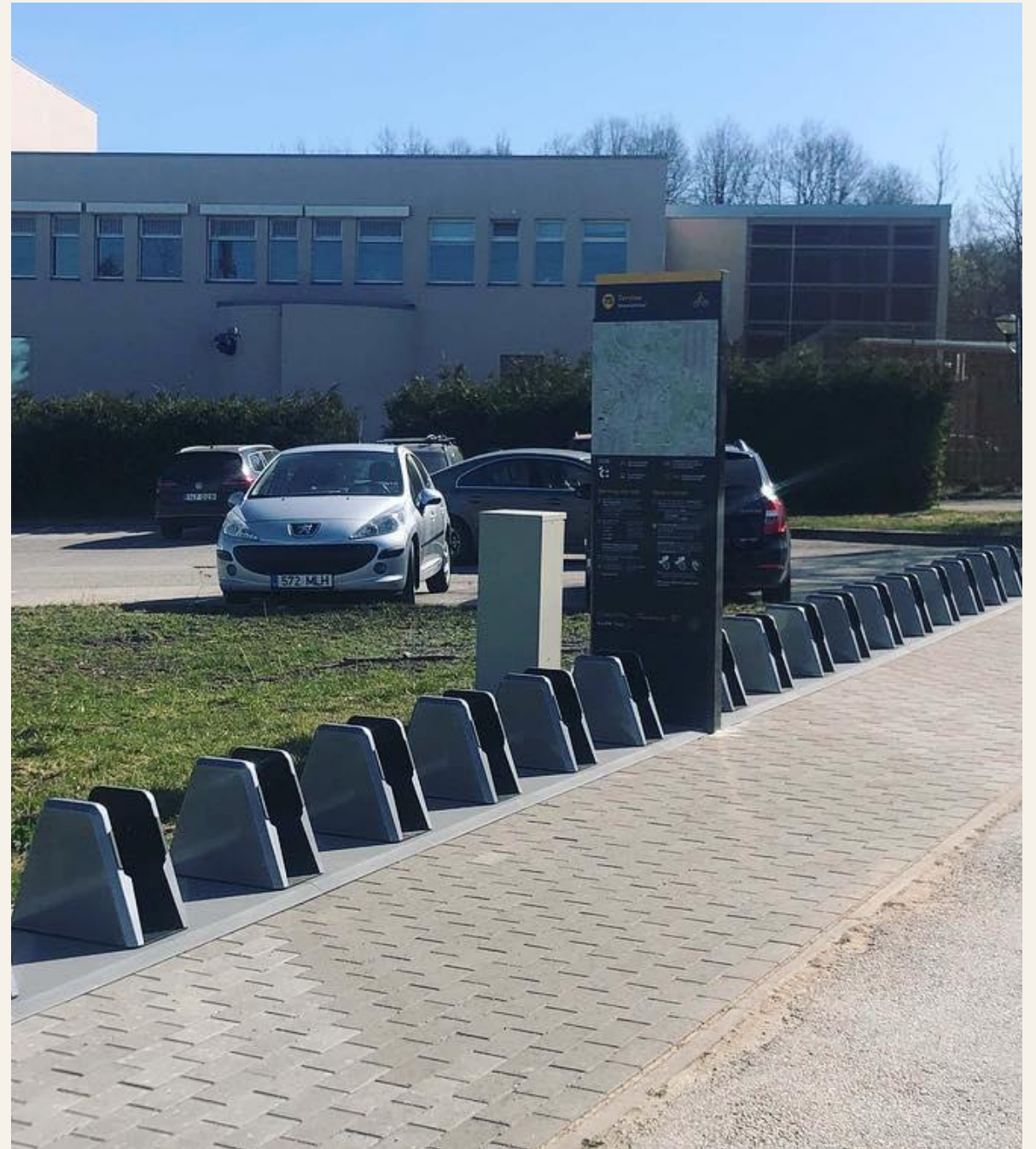
Neighbouring municipalities:

- 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



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

Thank you for listening!

TARTU

Sven Tobreluts