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BIKI Bikeshare in Honolulu





“Expanding Choices, Connecting Communities”

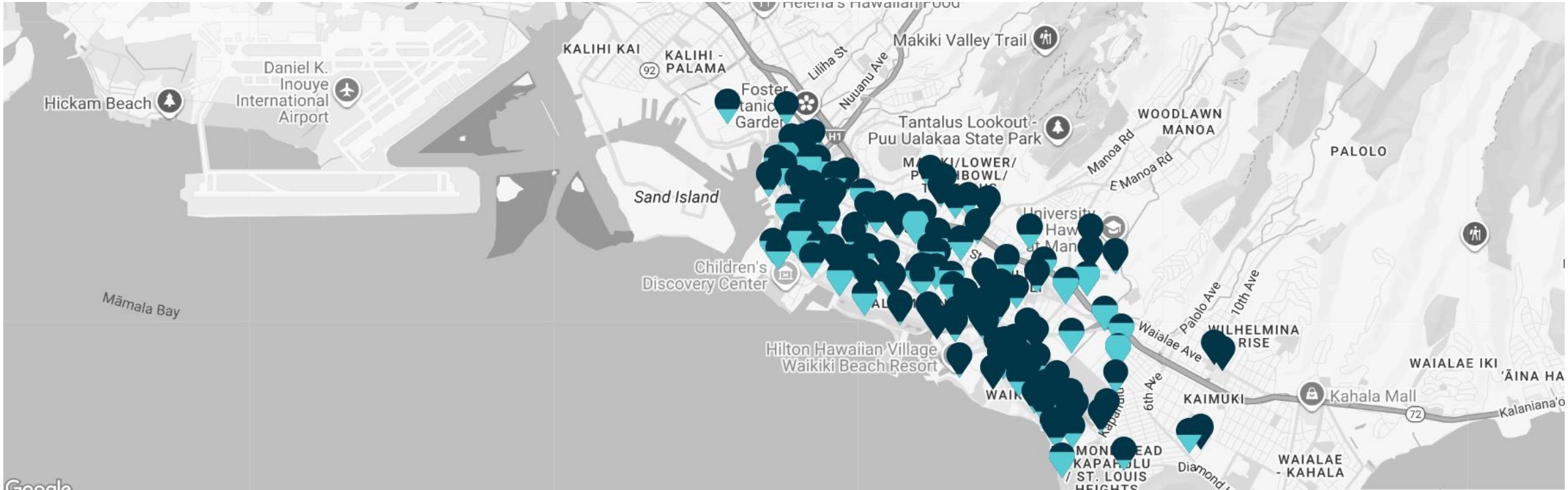
City & County of Honolulu Department of Transportation Services

Submitted by the Department of Transportation Services on Informational Briefing No. 9
Committee on Infrastructure, Transportation & Technology | September 24, 2025

DEPT. COM. 730 ITT

Current Status of BIKI

- 1,200+ bikes and 132 stations across urban Honolulu
- Over 5 million rides since its 2017 launch
- Popular with residents, commuters, students, and visitors
- Plays a key role in reducing car trips, easing congestion, and cutting emissions in urban Honolulu



THE BIKI SYSTEM

132 BIKI STOPS

1184 BIKI BIKES

2453 DOCKING POINTS

2023 RIDERSHIP

TOTAL RIDES
797,953

62%
OF RIDES TAKEN BY RESIDENTS

TOTAL RIDERS	ACTIVE MEMBERS	NEW MEMBERS	MINUTES TRAVELED
75,790	**17,079**	**10,962**	**12,564,671**

Current BIKI Pricing Plans

Kamaʻāina Pricing Plans

The Trekker - $ 240 / year. An unlimited number of rides/month. Ride may be up to 45 minutes.

The Free Spirit - $55 each. A bank of 300 minutes to use in any increment for one year.

The Voyager - $ 30 / month. An unlimited number of rides per month. Each ride may be up to 45 minutes.

The Commuter - $ 25 / month. An unlimited number of rides per month. Each ride may be up to 30 minutes.

Everybody Rides - A special pricing program for lower-income people. $10 / month unlimited rides for up to 30 minutes.

Visitor Pricing Plans

The Getaway - $ 45 / 3 days. An unlimited number of rides for 3 days. Each ride may be up to 30 minutes.

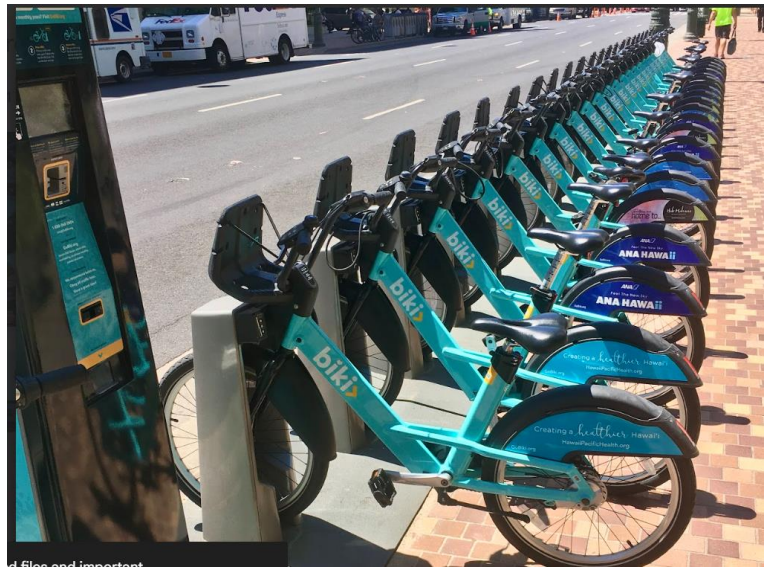
One-Way -$ 5.00 per bike. For one quick ride around town, up to 30 minutes. Pick up a Biki from one Biki Stop and return to any other. Up to four bikes.

The Jumper - $ 20 each. An unlimited number of rides for 24 hours. Each ride may be up to 30 minutes.

The Multi-Stop - $ 55 each. A bank of 300 minutes to use in any increment for one year.

Biki's Role in Our Transit Network

- Critical for **first- and last-mile connections** to Skyline and TheBus.
- Supports commuters, students (UH, HPU, KCC), visitors, and low-income residents.
- Especially effective in dense neighborhoods like Kakaʻako, Downtown, Ala Moana, Waikīkī.
- DTS exploring HOLO integration to allow **transit pass holders to use Biki**.
- Would encourage multimodal, active transportation and make bikeshare more accessible.





BIKI Financial Stability

Theme	What the numbers show	Commentary
Pandemic rebound, then steady erosion	After a COVID-suppressed 2020, revenues nearly doubled in 2021 (+94 %). Since then, they have fallen every year: -31% in 2022, –5% in 2023, –7% in 2024. Jan-Apr 2025 fare revenue averaged ~$133 K /mo., about 10% below the 2024 monthly average, indicating that the decline continues.	Visitor traffic drove the 2021 spike; subsequent years reflect slower tourism recovery, growing private e-bike ownership, rate increases, and Biki's limited station expansion.
Membership mix shifting	High-volume casual products are softening. One-Way Plan revenue fell from $1.21M (2021) to $671K (2024) and only $230K so far in 2025. Commuter and Voyager subscriptions also declined, though at a slower rate.	Suggests plateauing tourist use and challenges converting occasional riders into longer-term subscriptions. Japanese visitor levels still at only 50%.
Margin compression	Gross margin peaked at 53% in 2021, sliding to 29% by 2024 and 24% YTD in 2025.	Costs (wages, parts, software, call-center) have not fallen as quickly as revenue; parts and depreciation remain large fixed budget items.
Return to operating losses	Net operating income positive only in 2021 and 2023; a $314K operating loss in 2024 deepened to $109K in the first four months of 2025.	Without a summer surge or new revenue stream, 2025 will likely end with a full-year deficit for a second straight year.

Status of BIKI Equipment

Element	Proposed design
Bicycle Fleet	Shortage of bicycles due to normal aging and extreme vandalism. City owns about ⅓ of the fleet.
Docking Bays	Worn out but can be refurbished by Secure Bike Share. However, Secure needs some assurance of reasonable profit over the long term. The city owns some docking bays.
Federal Funding for Bikeshare Equipment	Replacement docks eligible for FTA funds. Replacement docking stations AND bicycles eligible for FHWA funds.
Inclusion in TIP and DTS Operating Budget	DTS has added a new project in the TIP to provide $500,000 per year for equipment upgrade/repair.

BIKI Integration with HOLO

Element	Proposed design
Eligibility	Any HOLO transit pass with a validity of ≥ 1 month (adult, youth, senior, or U-Pass). HOLO must be registered for validity.
Benefit	Unlimited Biki trips up to 15 minutes each at no additional fare. The rider's BIKI account would auto-debit Biki's standard per-minute overage rate after 15 minutes.
Funding flow	DTS pays Biki $200K each quarter ($800K/year). Biki treats the payment as fare revenue and absorbs the cost of the first 15 minutes of every qualifying trip.
Technical path	DTS must develop an integration between HOLO and BIKI. Minimal new hardware. Init's HOLO back-office already supports "linked" products; Biki receives a real-time entitlement ping when a HOLO card with a current monthly pass is tapped at a dock.

Transit-Bike Share Integration in Other Cities

Location	Overview
Pittsburgh, PA	Pittsburgh's Healthy Ride bike-share system is integrated with the Port Authority's ConnectCard, the region's RFID-based transit farecard. Riders with a ConnectCard can access unlimited 15-minute bikeshare trips at no additional cost. To use this service, a rider taps their ConnectCard at a bike-share kiosk, inputs their phone number, and receives a PIN via text to unlock a bike. After initial setup, the ConnectCard is linked to the bikeshare system, allowing for easy access without extra registration.
Kansas City, MO	Kansas City offers an integrated fare card that combines bus transit and the BCycle bike-share system. The $50 monthly pass, which previously covered unlimited bus rides, now includes bike-share access. This integration supports both RFID technology for bikes and magnetic stripe systems for buses, providing a cohesive payment solution for riders.
Las Vegas, NV	The Regional Transportation Commission (RTC) of Southern Nevada has fully integrated its transit and bike-share systems within the Transit app. This integration allows users to plan multimodal trips, purchase transit passes, and unlock bikes using a single account. By merging these services, Las Vegas offers a streamlined experience for riders transitioning between buses and bikes.
San Antonio, TX	San Antonio's VIA Metropolitan Transit and BCycle have partnered to integrate their services through the Transit app. Riders can purchase both transit and bike-share passes within the app, facilitating easy transitions between bus rides and bike trips. This collaboration aims to enhance mobility options and simplify the user experience.
The Netherlands	The Netherlands has a nationwide bike-sharing system linked to the OV-chipkaart, the country's public transport card. With an annual membership fee of €0.01 and a daily rental fee of €4.45, users can rent bikes at over 280 locations, primarily at train stations. This integration facilitates seamless transitions between train travel and cycling for the last mile.

Next Steps & Timeline

- Implement a Partnership Agreement Contract with BIKI
- Launch New Free City BIKI Service by 1/1/2026
- Integrate HOLO Card system with BIKI by 9/30/2027
- Expand Pilot first Mile/Last Mile BIKI for Transit Commuters by 1/1/27
- Begin federalized fleet refurbishment program fiscal 2027





Questions?



