



## 2025 Annual Report



[www.bikesharekc.com](http://www.bikesharekc.com)

# Regional Analysis

## Summary

In 2025, Bike Share KC proudly celebrated its 13th year in service to the Greater Kansas City community. Big challenges were met with outstanding results. Overall utilization rates remained strong and revenue recovery per trip saw the best growth in program history.

Bike Share KC implemented rate updates to the program for the very first time. Parking convenience fees brought the program up to date with peer program best practices. The new parking structure resulted in **43%** more bike availability at hubs as well as **25%** less driving miles for operation vehicles related to rebalancing and maintenance of the system. The per minute rates for bike use also increased to 25 cents per minute, bringing Bike Share KC in line with average peer program rates from around the US. These new rates mainly affect non-member users who tend to be visitors to the community. Both of these updates produced positive results in helping to make the program more efficient in daily operations and cost efficiencies.

In 2025 the Kansas City Area Transportation Authority chose to not continue our long-standing partnership and position as Title Sponsor. This change created challenges maintaining the service without their financial support, making the parking and rate updates to improve efficiencies all the more important and timely. The end of this partnership with KCATA meant that the bike share program could no longer utilize the RideKC brand and triggered a rebrand of the bike share program. Known formerly as RideKC Bike to align with local transit branding, the program was renamed Bike Share KC on January 1, 2026. Although the partnership with KCATA ended, the majority of bike share riders use multiple public transit modes in conjunction with one another and Bike Share KC remains committed to serving a vital role in the local transportation network.

Theft and vandalism was at the highest level ever in program history, with rates affecting service levels more than twice the amount from any previous year. Most of these problems were the result of just a few repeat offenders who made a large impact nonetheless. In response, we continue to further cooperation with police enforcement and to implement security updates to help mitigate further issues. Theft and vandalism had its largest impact on bike fleets in Kansas City, Missouri and North Kansas City. Other areas such as Kansas City, Kansas, Lenexa, and Aspiria saw lower impacts by these issues. The Bike Share KC team replaced damaged and stolen bikes at record rates for service, but despite those efforts deployment levels dipped during peak riding season to the lowest levels in the post- pandemic era.

Construction in the region also had a heavy impact on ridership, which was most prevalent in Kansas City, Missouri. Many bike share hubs that are historically top performing locations in the region had service closed for extended periods of time due to construction. Although some of these locations remain closed, there are plans to reopen several of them by summer 2026. Regularly changing statuses of bike routes also meant riders that were less comfortable on City streets had additional barriers to making trips by bike. **30%** of rider survey respondents said that bike facilities on the street were poor or very poor and **42%** said they were uncomfortable or very uncomfortable riding in the street with car traffic.



#### **Data and trends**

- 27,604 trips
- Over 4,700 unique users
- 400 bikes in service
- 64,000 miles ridden
- 4.5 million calories burned
- 66,000 pounds of carbon offsets saved
- Average trip duration was 16 minutes
- Average trip distance was 2.1 miles
- 89% of riders rated their trip 4+ stars in the Bike Share KC app
- 92% of surveyed riders say they're likely or very likely to recommend Bike Share KC

#### **Equity**

The Bike Share for All program provides low- to no-cost bike share services to social service agencies for their clients.

- 7 participating social service agencies
- 20% of the service fleet is located in low income neighborhoods
- Spatial analysis completed by PorchLight Insights to better understand and support access to bike share services for all

#### **About**

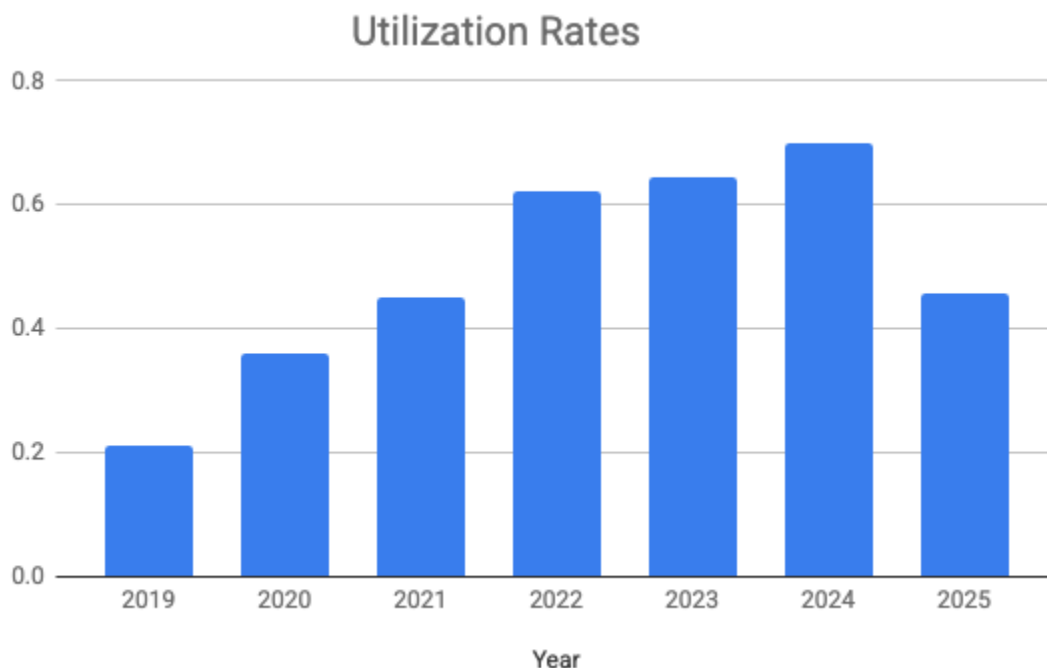
Bike Share KC is a public/private/nonprofit partnership between BikeWalkKC; the Aspiria campus in Overland Park; the Cities of Kansas City, MO; North Kansas City, MO; Lenexa, KS; and Kansas City, KS.

## Ridership

Total trips were down this year due in part to ongoing deployment issues during the height of peak riding season in Kansas City, Missouri and North Kansas City. These two communities have had historically high ridership levels in past years. However, the increase in theft and vandalism meant total trips were down significantly. Utilization rates per bike in those communities were also down from 2024's record breaking year, although utilization rates still remained on par with previous years and over 60% higher than pre-pandemic levels. The introduction of the new Convenience Parking Fee also had an impact on ridership with community feedback that it disincentivized some trips where service hubs were not located. As a result, Bike Share KC is taking steps to address theft and vandalism as well as improved flexibility for riders in 2026.

Funding delays in Kansas City, Missouri also led to delays in planned fleet upgrades. However, demand continued to increase throughout the year. The strongest increases in utilization occurred in the third quarter when action was finally taken toward enforcement to abate theft and vandalism. One example of this is from North Kansas City, where they saw the effects of enforcement when their ridership more than doubled in October less than a month after action was taken and deployment levels were restored. The areas of the metro that saw less impacts to deployments from theft and vandalism kept utilization rates consistent with 2024 such as Lenexa, Kansas City, KS, and the private corporate campus at Aspiria.

### Utilization rates by year:

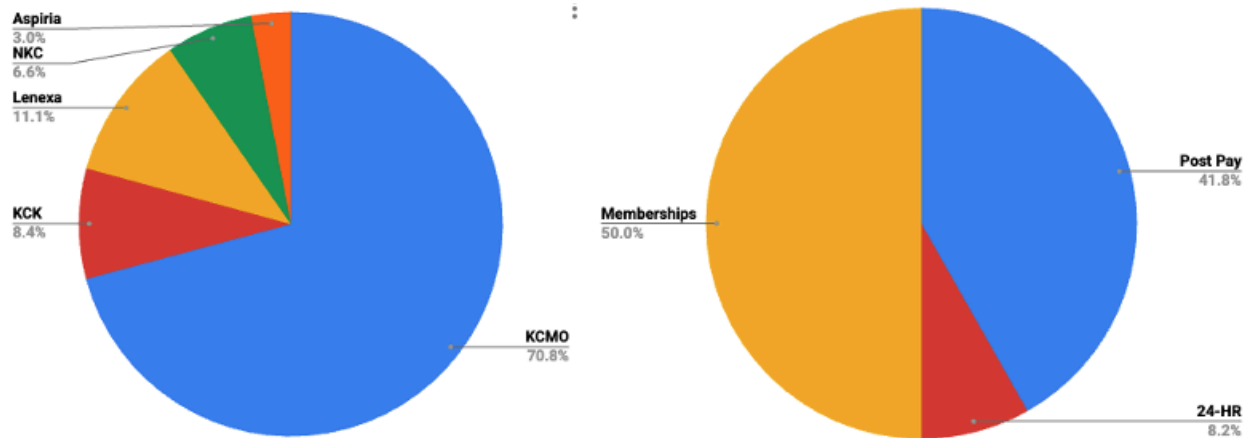




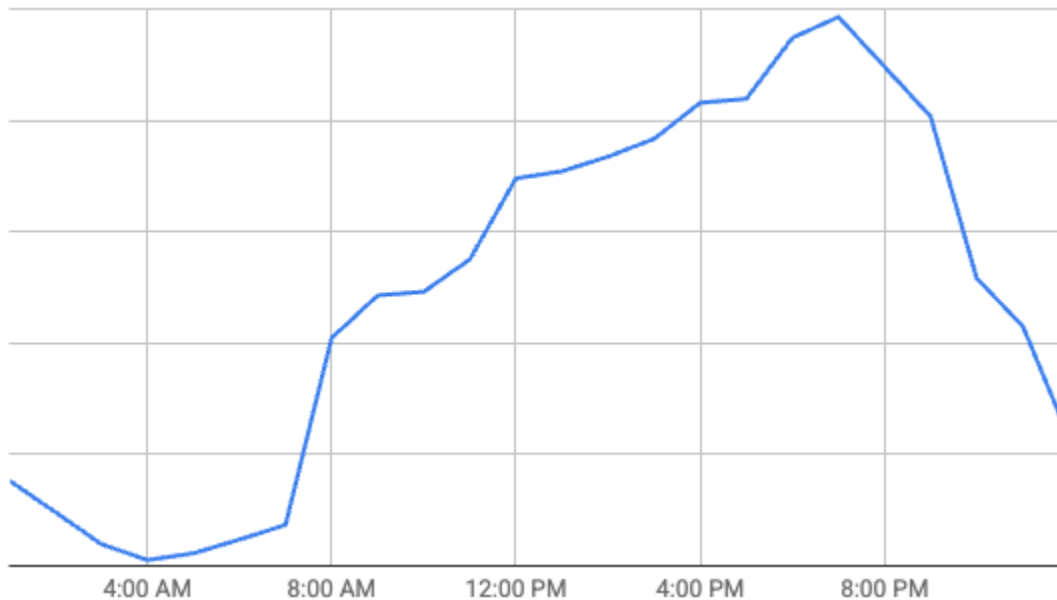
# Ridership Trends

Strong ridership during regular commuter hours and weekdays remained consistent for the past four years, showing that the electric bikes are an essential tool for local transportation. Post pay or walk-up ridership rates increased by 13% in 2025, which was an unexpected development with the per minute rate increases that mostly impacts this group of riders. Average trip duration and distance has remained consistent at around 16 minutes and just over 2 miles for the past several years.

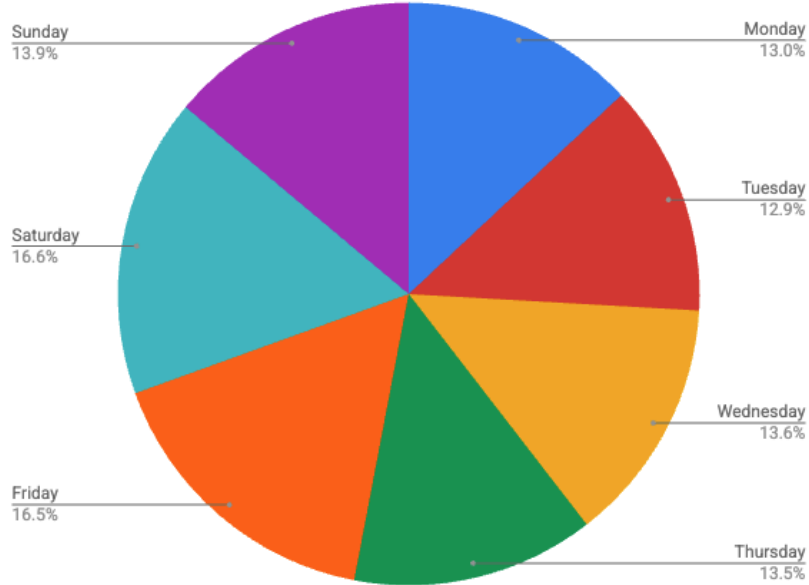
**Trips by Region and Pass Type:**



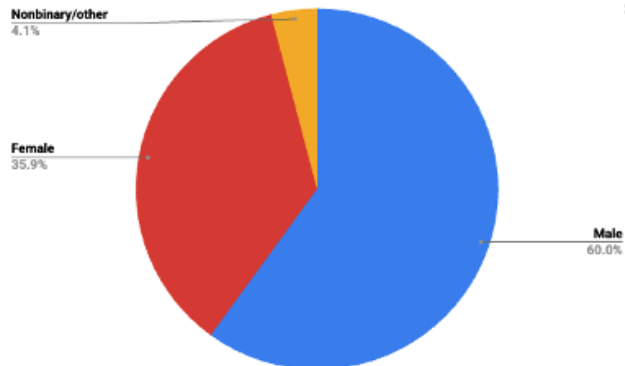
**Bike Trips by Hour:**



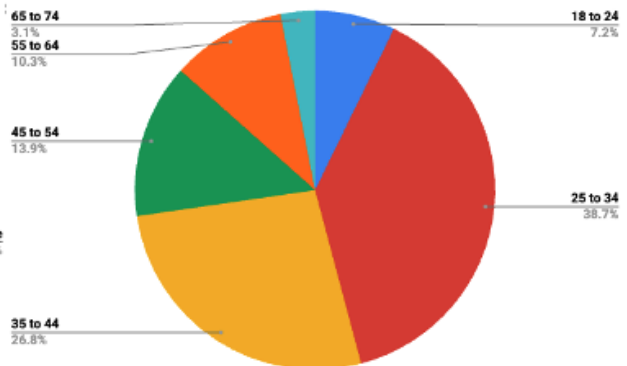
**Trips by Day of the Week:**



**Gender:**



**Age:**



**Top 20 Most Popular Start Locations (out of 98 total hubs):**

- |                                 |                           |
|---------------------------------|---------------------------|
| 1. 4th & Delaware               | 11. Nelson Atkins Museum  |
| 2. 51st & Brookside Blvd        | 12. Union Station         |
| 3. Armour and Main              | 13. Freighthouse District |
| 4. 47th & Mill                  | 14. Brookside Shops       |
| 5. 40th & Broadway              | 15. Plaza 209             |
| 6. Little Mill Creek North Park | 16. 13th & Grand          |
| 7. Blackhoof Park (South)       | 17. Berkley Riverfront    |
| 8. 18th and Oak                 | 18. Sar Ko Par            |
| 9. Woodside                     | 19. 12th and Oak          |
| 10. Martini Corner              | 20. Ward and Broadway     |

## Transit Integration

Bike Share KC has closely collaborated with KCATA on bike share integration with other public transit services. Although KCATA decided to not continue our partnership in 2025, bike share remains an important piece of the transportation network by giving healthy, green, and fun alternative options to those who need it most. More than ever, Bike Share KC remains committed to coordinating service with bus and streetcar service, which helps bridge the gap of first- and last-mile transportation. Of the Bike Share KC hubs, **40%** are co-located with other public transit stops, and more than **60%** of trips end near a RideKC transit stop. **54%** of surveyed riders say they use Bike Share KC in conjunction with other RideKC services, which is an increase of **14%** from previous years. This successful integration of transportation options has made our region a national model, with several other U.S. cities adopting Kansas City's approach.

Bike Share KC is fully integrated into the Transit app. The app offers all local transit services in one convenient location, making it easier than ever to find the mode that is best for your trip. Clicking on a bike in the Transit app automatically opens the Bike Share KC app, and it seamlessly preloads a screen so the user can scan the QR code on the bike.



Union Station Multimodal Hub

# Bike Share for All

Bike Share KC's Bike Share for All Program connects social service agencies and community organizations with free and reduced-fee bike share services to their clients. Our staff frequently receive requests for bike share locations and services in underserved neighborhoods. **20%** of the current fleet was dedicated to serving LifeX zip codes and other low income neighborhoods in 2025. Bike Share KC also commissioned a new spatial analysis with PorchLight Insights to better understand where we are performing well and where we can make improvements toward serving at-risk populations. This new analysis revealed that the bike share program is performing as expected or better than expected with 15 of 19 total target demographics.

There continues to be more and more demand to serve areas that have low rates of auto ownership and high correlations of public transit use. However, many of our underserved communities are lacking the bike and pedestrian infrastructure that is the number one indicator of bike share use. Having quality bike and pedestrian infrastructure would lead to direct improvements in bike share utilization as well as increased public transit use.

Low income individuals who receive services from one of our Community Partner Organizations, are eligible for an Annual Membership for just \$10 (regularly \$149) to help with daily transportation, or free individual ride credits to help with short term transportation needs. More than 100 people utilized free or reduced cost bike share access this year.

Bike Share KC staff understand that more people need access to low cost transportation services. On January 1, 2025, anyone can now earn free membership access through the addition of Bike Share KC's new Bike Wrangler Program. This innovative program allows any monthly member in the community who returns at least 20 bikes from Out-Of-Hub back to an official Hub location to automatically receive free membership access the following calendar month. Monthly Members receive the same 80-minutes of daily free ride time as Annual Members, allowing yet another opportunity for zero- cost access to transportation within the community. Need more than 80 minutes per day? Additional daily ride time can be earned when more than the minimum 20 bikes are returned to Hubs, with the possibility of earning up to 140 free daily minutes of ride time each month.

We are committed to bringing low cost transportation services to underserved communities, but we cannot do it without the support and investment of community partners and philanthropic leaders. Thank you to our partners for joining us in this work.

## **Bike Share KC Share for All Community Partner Organizations:**

- ❖ Hope Faith Ministries
- ❖ Healing House Kansas City
- ❖ Ivanhoe Neighborhood Council
- ❖ Westside Housing Authority
- ❖ Metro Lutheran Ministry
- ❖ Rosedale Development Association
- ❖ Jerusalem Farm



## Spanish language now available with Bike Share KC!

¡Telemundo KC presentó nuestra nueva aplicación para compartir bicicletas en español! Gracias al miembro del Consejo de KCMO, Crispin Rea Jr., por invitarnos a eventos locales para mostrar la aplicación a los miembros de la comunidad, y gracias a Better Bike Share Partnership que financió este proyecto para crear la versión de la aplicación en español. Simplemente descarga la aplicación Bike Share KC y configura el idioma principal de tu teléfono a español para empezar hoy mismo.

Telemundo KC introduced our new bike-sharing app in Spanish! Thanks to KCMO Council Member Crispin Rea Jr. for inviting us to local events to showcase the app to community members, and thanks to Better Bike Share Partnership for funding this project to create the Spanish version of the app. Just download the Bike Share KC app and set your phone's primary language to Spanish to get started today.



**Vamos KC and Night Out Against Crime community events to promote the new Spanish app version**



# Annual Rider Survey

There were 225 responses from riders during the 2025 survey. Below are some of the results, as well as comments from respondents:

- ☐ **92%** of respondents said they were likely or very likely to recommend Bike Share KC.
- ☐ **73%** of respondents reported health benefits such as improved fitness, improved energy levels, reduced stress, and better mood.
- ☐ **53%** of respondents said they would have driven alone for their trips if they had not used Bike Share KC.
- ☐ **63%** of respondents said Bike Share KC saved them money on things such as car ownership expenses, less expensive food options, and gym memberships.
- ☐ **68%** of respondents said they walk 10 minutes or less to find a bike.
- ☐ **49%** of respondents said they choose a business based on how close the business is to a hub.

## Rider stories and feedback from survey:

*"I've enjoyed hanging out with my little brother through the Big Brothers Big Sisters program by riding bikes. Some of our favorite memories are on your bikes."*

*"Man, it has helped me lose weight and save money all year. I've got to go on adventures with my gf and sight see places I've never seen growing up in kc. It has made surrounding areas more accessible for me where the bus doesn't go. It's been phenomenal!"*

*"I love bike share. I grew up in St. Louis, and live in Columbia, and neither place has bike share. However, biking is one of my favorite ways to explore a city, so I've enjoyed using it in KC and other places (like Sao Paulo, Mexico City, Beijing, Barcelona, etc) where it is accessible and popular."*

*"Between the streetcar and Bike Share KC, my need for a car for nearly all downtown activities has decreased to zero."*

*"Thank you for this service!"*

*"The bikes have been lifesavers in the past when I had no other means of transportation."*

*"Between the streetcar and Bike Share KC, I have almost completely replaced car trips with bike/transit trips. I ride the bikes on almost every weekday and most weekends. It's great to just leave my car alone for weeks and not worry about driving."*

*"Bike Share KC service provides me an affordable local bikeshare system where otherwise I would be left with the expensive out-of-state micromobility option like Bird."*

*"With the new streetcar extension, Bike Share KC has become even more useful to me. Having a bike available at a stop allows me to extend my range to many more businesses that aren't as close to the line."*

**Rider stories continued:**

*"I use Bike Share KC to go vote downtown because there is a highway, park, and no bus line between where I live and my polling place."*

*"I love the bike share system! Even though I have my own bike and I don't have an annual membership at the moment, I'll almost always opt to take a Bike Share KC bike."*

*"This year we went from a 2 car household to a 1 car household in part because of the ability to use Bike Share KC for many of my regular trips."*

*"Bike share was a tremendous way to introduce me to alternate ways of getting around the city without committing to a car-free lifestyle. I recommend it to everyone who will listen!"*

*"RideKC bikes have helped me while my car was in the shop for months and allowed me an affordable option to get around and get to work!"*

*"I love using Bike Share KC, it is my preferred mode of transportation for social activities downtown. They're fast, convenient, and fun. I used to use the bird scooters, which are dangerous and never well taken care off. I feel a lot safer on the Bike Share bikes. I also prefer them over and uber ride because they save me money and it is a better experience than an uber ride."*

*"Bike Share KC changed my mind about e-bikes! I also recommend it as an option to whoever is interested in starting their cycling journey as a low barrier to entry option."*

*"Bike Share KC has become my go-to for trips that are 30 minutes or less and can be completed mostly via protected bike lanes, shared use paths, and/or residential streets with low traffic. I previously would have driven in these situations since KC's bus system is unfortunately not frequent enough. It's great to have Bike Share KC as a reliable transportation alternative that is also fun to use."*

*"I had a personal bike but couldn't ride it much in KC due to knee problems. Having access to bike share bikes helped me build my confidence as a rider and realize that I could still bike a lot thanks to ebikes. Now I still use bike share bikes when my bike is in the shop or sometimes the bike share bike is just more convenient. I also love that I can ride together with my nieces and nephews who come to visit from out of town by renting bike share bikes for them!"*

*"It was on my bucket list to ride an e-bike before my 50th birthday. I went with my daughter and we were hooked!!"*

*"The e-bike is a great way to see the city!"*

*"I ride the bike home almost every day from my job at the Kansas City public library. It is my absolute favorite part of my day!!"*

*"Bike share has made being downtown even more fun than I could have thought. It expands my footprint and ability to enjoy the city."*

*"More hubs and bikes please!"*

# Summary by Location

## Kansas City, Missouri

Ridership in Kansas City, Missouri (KCMO) continues to represent the majority of ridership in the Greater Kansas City Metro with just over 70% of total ridership. Despite challenges throughout 2025 with record levels of theft and vandalism, demand utilization for electric bikes continues to be very strong. High demand for the service also continues to be illustrated with regular requests from the public to stock more bikes at existing hubs as well as for new hubs. This includes requests for greater density of service in existing areas in addition to expansion of service in new neighborhoods. Several of the top performing hubs have an average empty rate of two hours or less, which indicates demand is considerably higher than the currently available service level.

KCMO's ridership trends closely reflect the regional average, with an average trip duration of 16 minutes and an average trip length of two miles. KCMO remains the top final destination for users of Bike Share KC who cross a municipal boundary from surrounding communities.

Two new hubs were added to the KCMO network including Maple Park at Cliff Drive and Ivanhoe at 37th and Woodland. Both of these locations were added in the fourth quarter of the year and represent new neighborhoods with their first service hub for bike share. The Ivanhoe Neighborhood Council also became a Bike Share for All partner organization, allowing them to distribute subsidized membership access for residents that have a need for low-cost transportation. KCMO also funded additional service hubs that are currently being planned and will be available in 2026.

### Top 15 Most Popular Start Locations:

- |                           |                        |
|---------------------------|------------------------|
| 1. 4th & Delaware         | 11. Brookside Shops    |
| 2. 51st & Brookside Blvd  | 12. Plaza 209          |
| 3. Armour and Main        | 13. 13th & Grand       |
| 4. 47th & Mill            | 14. Berkley Riverfront |
| 5. 40th & Broadway        | 15. 12th and Oak       |
| 6. 18th and Oak           |                        |
| 7. Martini Corner         |                        |
| 8. Nelson Atkins Museum   |                        |
| 9. Union Station          |                        |
| 10. Freighthouse District |                        |



Newly installed hubs in the Ivanhoe neighborhood and Maple Park

## North Kansas City, Missouri

North Kansas City had a down year for ridership after consistently growing ridership by triple digits over the past two years. No fleet was hit harder proportionally by theft and vandalism than North Kansas City. Theft and vandalism were rare in the City of North Kansas City; rather, it occurred in KCMO because North Kansas City fleet bikes are a popular way to cross the river for both commuting and recreation. Decreased deployment rates due to the theft and vandalism directly led to a drop in ridership. However, demand for electric bikes in North Kansas City remains strong. Utilization rates for bikes remained consistent throughout the year and ridership came back strong once the issue was mitigated through enforcement action. After the issue was mitigated, ridership more than doubled in October which was the first month the fleet was back to full deployment.

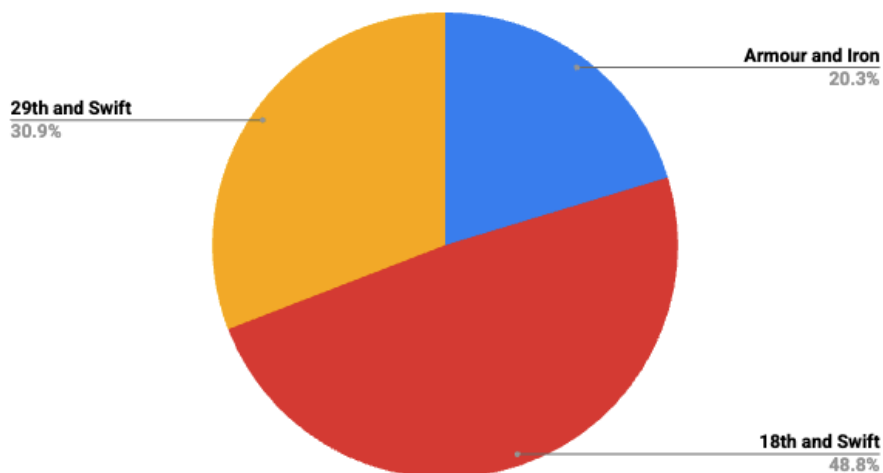
North Kansas City's ridership trends are close to that of the regional average, having an average trip duration of 15 minutes and average trip length of 1.9 miles.

New parking hub locations have also been added to increase convenience for riders in 2025, with new geofenced hubs being added at 31st and Howell Street as well as at Big Rip Brewing. These new convenient parking locations were also well utilized throughout the year, giving additional free parking options for riders at the far north and end of the City.

### North Kansas City Performance Rank:

1. 18th and Swift
2. 29th and Swift
3. Armour and Iron

### Trip Breakdown by Hub:



## City of Lenexa

Leading the region in utilization rates and farebox recovery rates, Lenexa continues to show that demand for bikes is strong and growing. Locations such as Little Mill Creek North Park and Blackhoof Park had particularly high usage rates, and rank among the busiest bike share locations in the Greater Kansas City Metro. Little Mill Creek North Park moved up the list this year, going from the third ranked hub in Lenexa to first.

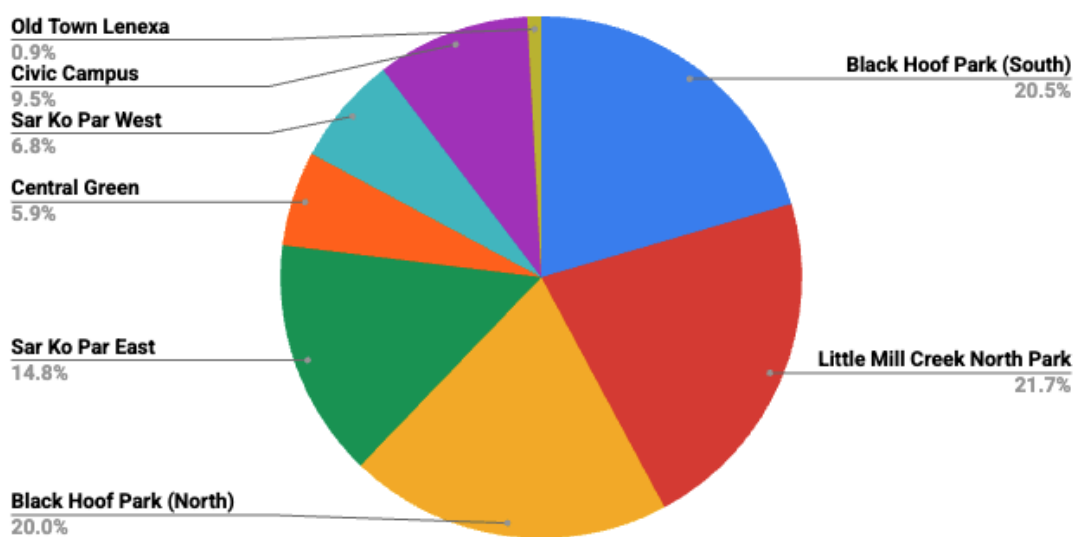
Lenexa's electric bikes continue to have the highest average trip duration at 35 minutes per trip, which matches the past several years of data. This is due in part to the proximity to high quality protected infrastructure at the local parks and trails. Again in 2025, riders rated their trips among the highest approval ratings in the region with 94% at 4+ stars.

Farebox recovery continues to be amongst the highest in the nation, setting yet another Kansas City region record in 2025. This year Lenexa had a farebox recovery rate of **91%**, which is unprecedented in most bike share markets. This is a truly remarkable feat for a small bike share program and illustrates the strong demand for outdoor active lifestyles in the area.

### Lenexa Hub Performance Rank:

1. Little Mill Creek North Park
2. Black Hoof Park South
3. Black Hoof Park North
4. Sar Ko Par
5. Civic Campus
6. Sar Ko Par West
7. Central Green
8. Old Town Lenexa

**Trip Breakdown by Hub:**





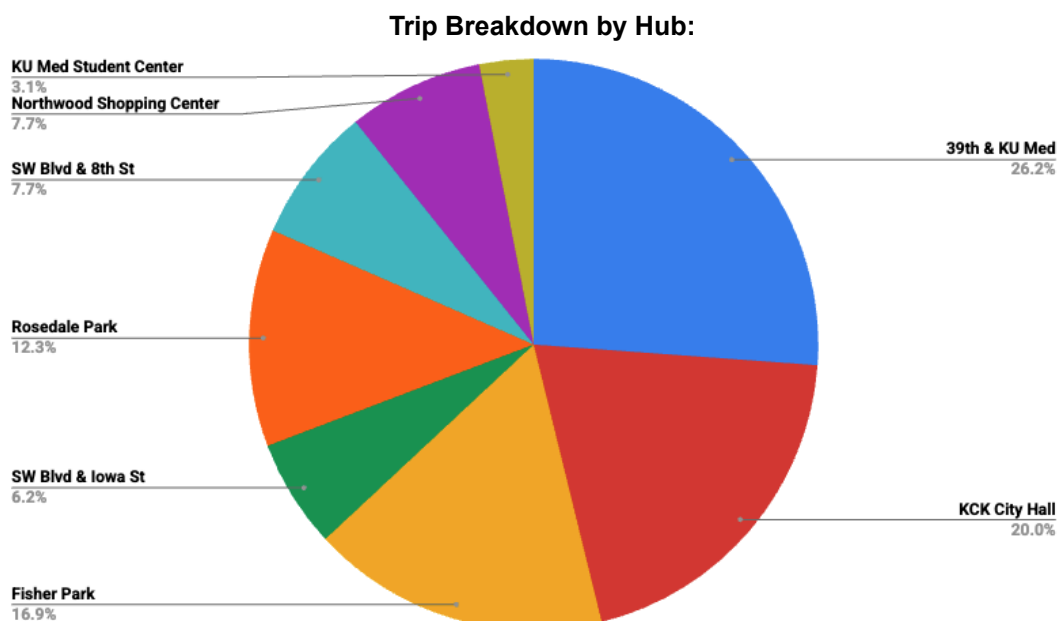
# Kansas City, Kansas

Kansas City, KS (KCK) experienced its first decrease in ridership after annual double digit growth since the program began. While KCK was not impacted as heavily by theft and vandalism as KCMO and NKC this year, they did see service deployment decrease by 28% over the year. This is reflected in the decreased ridership, although utilization per bike remained at levels more than double the 2021 inaugural year. There was also a significant rate of cross traffic, with KCK bikes traveling to other local municipalities, such as Westwood, as well as neighborhoods throughout Kansas City, Missouri. KCK bikes have one of the highest trips per bike rates in the region, second only to Kansas City, Missouri.

KCK had comparable ridership by day and time compared to the rest of the region. Peak usage time often occurs during commuting hours from 7-9 a.m. and 4-6 p.m. Average trip duration was 15 minutes, which is slightly shorter than the regional average by approximately one minute. Membership trips remain proportionally strong in KCK, with about 4% higher member trip rates than other areas of the metro.

## KCK Hub Performance Rank:

1. 39th & KU Med
2. KCK City Hall
3. Fisher Park
4. Rosedale Park
5. Northwood Shopping Center
6. SW Blvd & 8th St
7. SW Blvd & Iowa St
8. KU Student Med Center



# The Aspiria Campus

As Bike Share KC's largest corporate campus bike share program, Aspiria is a leading example of green and sustainable transportation options for the workplace. With a mixed fleet of electric and classic bikes, tenants of the former Sprint campus can move around the large campus and visit more offsite locations than ever before. In addition to the seven bike share hubs that are located in easily accessible locations for tenants and visitors, each building on campus was also equipped with bike racks at the entrance to ensure easy and convenient parking that is unmatched in the region.

There were 122 memberships redeemed in 2025, a 20% increase from 2024 and ridership levels remained comparable. The 6160 Aspiria Hub was the top performing location, just outside of the T-Mobile offices. That was followed by the 11500 and 6480 Aspiria Hubs as the next most utilized. Average trip duration was 14 minutes, which is just two minutes shorter than the regional average and 92% of riders on campus rated their trip 4+ stars.



**KC Wolf enjoying a ride during the Red Wednesday event at the Aspiria Campus**

# What's Coming Up in 2026

## **Added Flexibility for Riders**

We have heard loud and clear that riders need more flexibility to meet bike share trip demand. In 2026, we will be rolling out two new measures to give riders the ability to ride whenever they need.

First, we will be changing our parking-only hub policy to significantly increase the number of free parking locations. This new policy will allow for a parking-only hub to be created for each service hub. That will result in an 80% increase of free parking locations for riders. Staff have been collecting community feedback and working on a plan that will include high demand locations as the first priority of new parking-only hubs.

Secondly, a brand new **Annual Membership + Parking** option will be added in the spring. This exciting new membership will be a first of its kind in the United States, exempting members from the \$2 Convenience Parking Fees and giving them the freedom to park wherever they need in the public right of way. Starting at \$249, Annual Membership + Parking riders will have the ultimate amount of flexibility available in the bike share industry. As always, bikes will still be required to be properly locked up and parked in the public right of way in accordance with best practices. Follow us on social media or through the newsletter for the announcement of the official roll out of the new Annual Membership+ this spring.

## **World Cup**

The FIFA World Cup in 2026 is an electrifying opportunity for the community. As the event approaches, Bike Share KC staff are working on a plan with our local partners to have bike share positioned to assist residents and visitors with their travel. As one of the most efficient modes of transportation, bike share will play a crucial role in moving people during this exciting period. This includes tentative plans for special bike parking at main event sites as well as increased bike share service levels throughout the event. Communities such as Kansas City, Missouri and North Kansas City have already committed resources to increasing their number of electric bikes ahead of the event, and we are having ongoing discussions with other partners for expansion of services in other areas. Be sure to check the Bike Share KC app throughout the World Cup to conveniently find and access electric bikes!

## **Bike Share is Expanding**

More bikes and hubs are coming in 2026. The City of Kansas City, Missouri has funded 100 new electric bikes with up to six new hub locations. These new bikes are slated for a spring launch. The additional hubs will connect new neighborhoods to bike share access, as well as greater hub density within the existing areas. New metro municipalities are also being planned for their first ever access to bike share, with announcements on those coming by summer 2026. Any community members who want to give input on possible future locations can submit feedback by messaging us through the Bike Share KC app or by emailing us at [info@bikesharekc.com](mailto:info@bikesharekc.com).

## **The New Bike Share KC Look**

Our brand changed to Bike Share KC from the former RideKC Bike on January 1, 2026. The new brand keeps the same familiar aesthetic and color scheme with a refreshed name. Anyone searching for the old brand through either the app stores or website will automatically be taken to the updated platforms, making it a seamless experience for all riders. Find more information at [www.bikesharekc.com](http://www.bikesharekc.com).

## *Thank You, Partners!*

