

BIKE SHARE EXPANSION

*Pope's Hill Neighborhood Association
April 24, 2019*



City of Boston
Mayor Martin J. Walsh



BIKE SHARE TODAY

- 270+ stations
- 2500+ bikes
- Owned by
 - Boston,
 - Brookline,
 - Cambridge, and
 - Somerville
 - *And soon Everett!*
- 8+ million trips



GO BOSTON 2030: EARLY ACTION

- **2030 ASPIRATION:** Every home in Boston will be within a 10-minute walk of a rail station or key bus route, Hubway station, and car share.
- Early action commitment to increase the number of bike share stations in Boston

VISION People's Voice 1 Boston Today Goals and Targets ACTION PLAN People's Voice 11 Boston in 2030 Projects and Policies

Local

Bikeshare Network Expansion

Increase the number of bikes and stations to reach more Bostonians

Project Score

- Access 1
- Safety 1
- Sustainability/Resiliency 1
- Governance
- Access 2
- Safety 2
- Affordability
- Sustainability/Resiliency 2

Marked as the habit as an Early Action commitment

Project Description

Bikeshare is a newer type of public transportation, providing a reliable and low-cost option for getting around the city and adjacent regions. Launched in 2011, the regional bikeshare system now has more than 1,400 bikes and 180 stations across Boston, Brockline, Cambridge, and Somerville. The system has grown so that docking stations are within a 5- to 10-minute walk of other stations; this allows people to find an alternative bike or dock if a station is full or empty, which significantly adds time to their trips. By the end of 2022, Boston aims to grow its part of the system 137 new stations, for a total of 268 stations in the city. The growth includes additional stations within the business areas of the system and broader access in all densely-populated neighborhoods.



Photo credit: Suzanne Krulic/Boston Globe

Benefits and Issues Addressed

Bikesharing provides area residents, visitors, and workers with additional transportation options and increases connectivity within the existing public transportation network, serving as a key first/last-mile connection to rapid transit, commuter rail stations, and bus stops. Bikeshare helps reduce the number of single-occupant vehicle trips for work and non-work purposes in the region, supporting Boston's overall goals. Additionally, the widespread availability of low-cost, public bicycles means residents can choose an active, healthy lifestyle and reduce greenhouse gas emissions. In the future, bikeshare stations will be integrated into neighborhood mobility microhubs (e.g. that cluster bus stops, carshare, bikeshare, electric vehicle charging, and improved wayfinding across the city).

Implementation

Approximate Cost: \$1.1 million for installation
Funding Sources: Title and other grants/loans, advertising, private foundation and public agency grants, developer leasing, non-generated revenues, and CDFI capital and operating funds
What's Responsible: ETD
Time Frame: Ongoing

In 2014, 23 new bikeshare stations were installed in Backbay, northern Downtown, East Boston, Brighton, and the Airport. Continued expansion is anticipated.

Public Input

"Bikeshare should be utilized to work as transit connections between transit stations. As an example, along the Southwest Corridor, some Orange Line stations have Hubway docking stations, but there are few to no stations in the neighborhoods surrounding them. Adding more stations in these areas would allow people who live further from transit the opportunity to bike to the T!"

—10/20

More info at <http://bostonbikeshare.org/about/1411490394#local>, see [four hubways to expanding in northy and](#) and [www.thehubway.com/](#)

Go Boston 2030 184

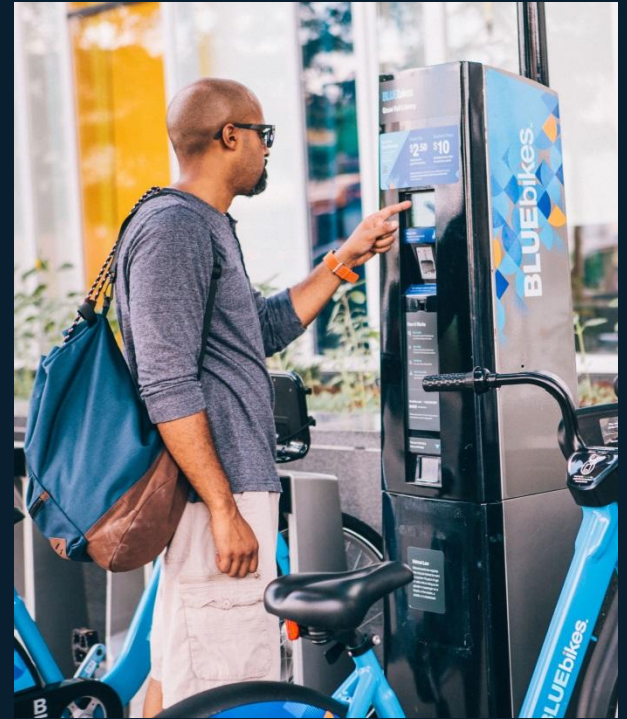
2018-19 EXPANSION

- 90+ new stations in Boston
- Largest investment in system, ever
- More reliable, easier to use, available in more neighborhoods



BEING DENSE IS A GOOD THING

- Keep stations near each other
- More nearby stations means more places to find a dock or a bike
- Bike share becomes a more reliable option



EXPANDING THE SYSTEM

- In areas with the most demand for bike share, stations should be no more than a 3- to 5-minute walk
- In neighborhoods that are further from the system's core, stations should be no more than a 10-minute walk



OFF-STREET: SIDEWALKS, PLAZAS



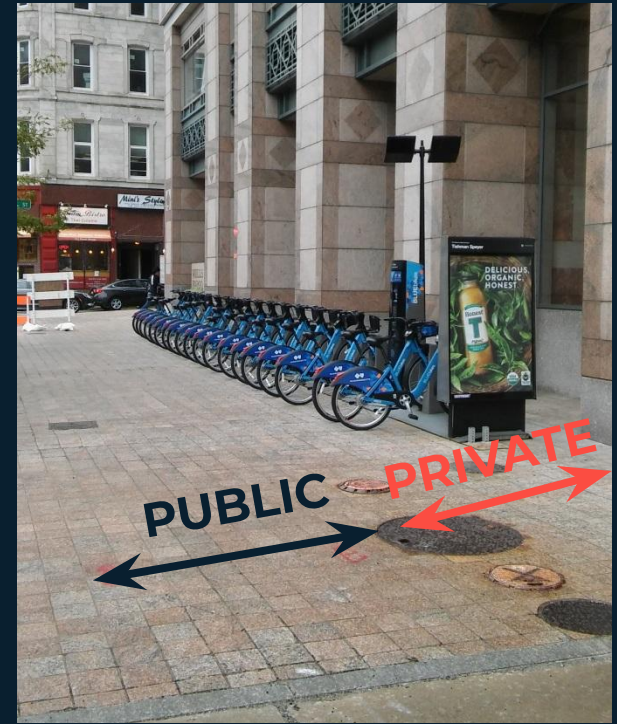
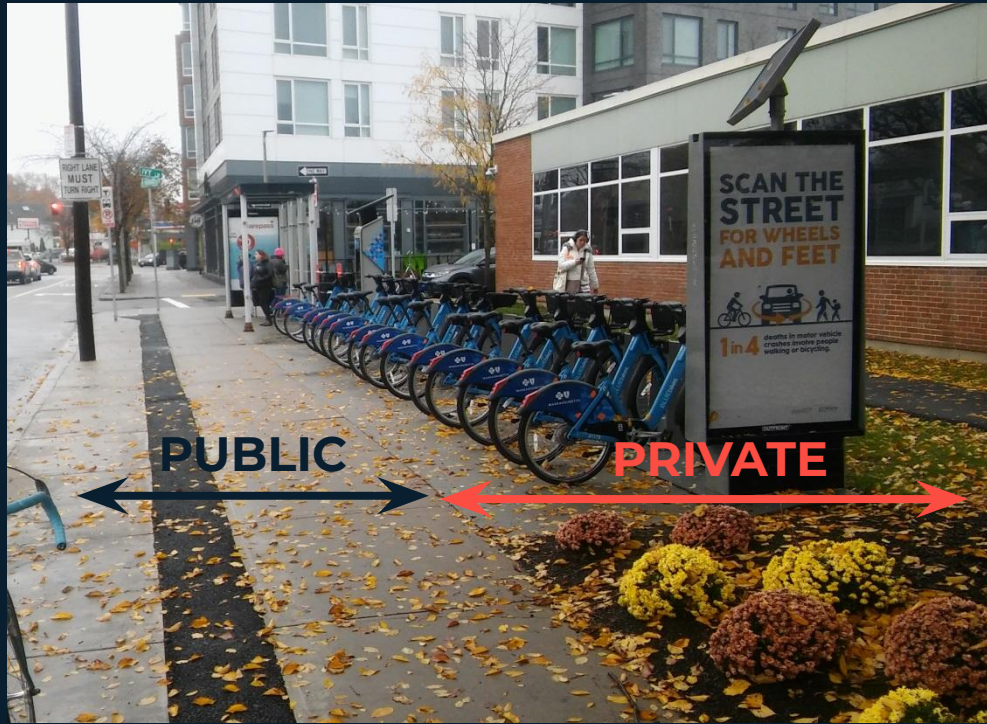
*Leave room for people walking, with strollers, in wheelchairs
Sidewalk must be at least 11' wide*

IN-STREET: PARKING LANES



*Provide parking for 19 bikes in the same space as about 3 cars
Stored December – April for snow plowing*

PRIVATE PROPERTY



*Land-owners must agree and sign legal documents
Publicly available at all times, easy for crews to service*

OTHER AGENCIES AND DEPARTMENTS



MBTA, DCR, etc.

Agencies/departments must agree and sign legal documents

GOOD LOCATIONS ARE

Visible

Sunny

Clear of utilities

Open for business



*Our system is entirely solar-powered
Without enough sun, the stations don't work*

GREAT LOCATIONS ARE

Visible

Sunny

Clear of utilities

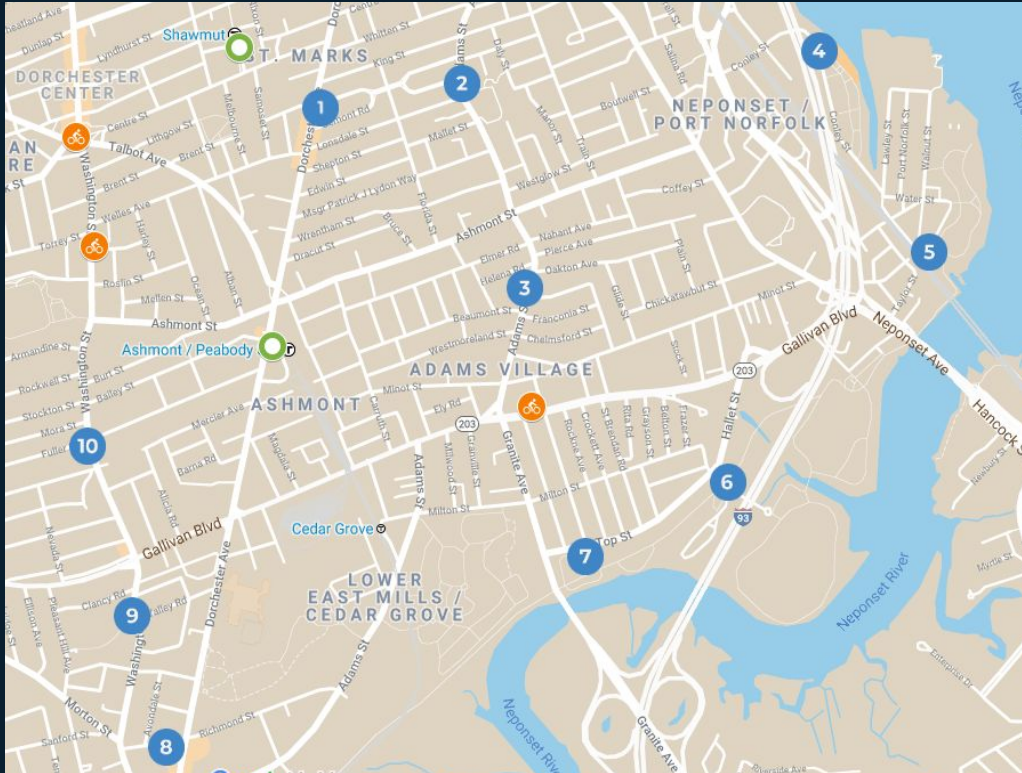
Open for business

WHERE YOU WANT TO GO!




POTENTIAL NEW SITES

5-7 new stations



POTENTIAL SITES

| | |
|----|-------------------------------------|
| 1 | Roseland St at Dorchester Ave |
| 2 | Adams ST at Lonsdale St |
| 3 | Souther Rd at Ashmont St |
| 4 | Conley St at Neponset Trail |
| 5 | Neponset Trail St at Neponset Trail |
| 6 | Hallet St at Neponset Trail |
| 7 | Hilltop St at Neponset Trail |
| 8 | Lower Mills (three locations) |
| 9 | Washington St at Walsh Playground |
| 10 | Fuller St at Washington St |

 Existing stations

 Coming soon,
pending MBTA
permits

 2019 potential sites

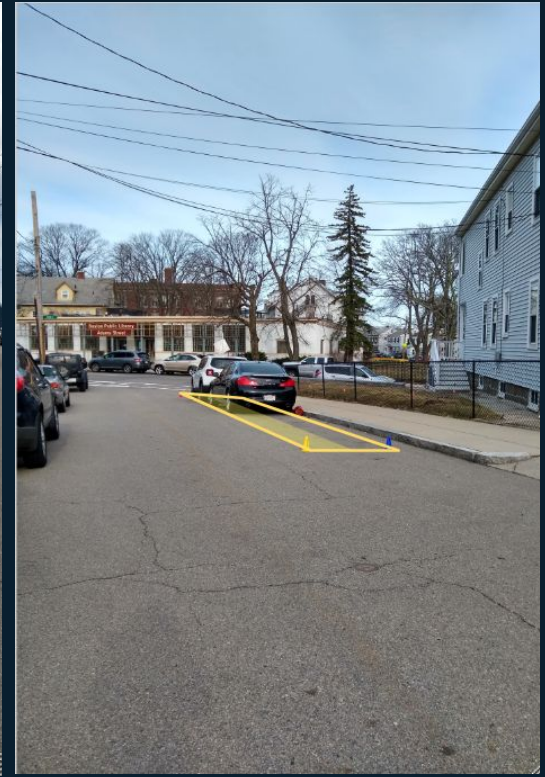
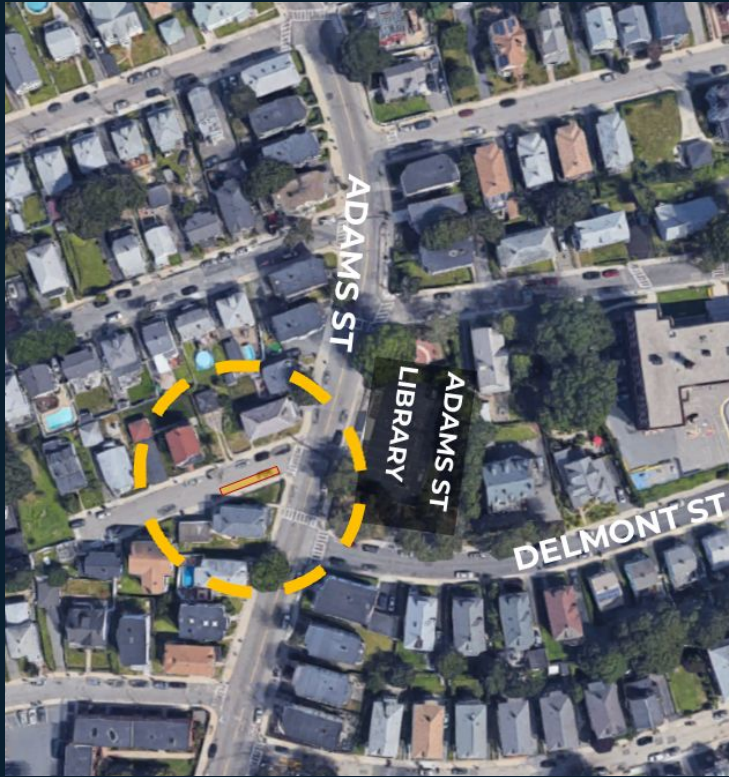
1. ROSELAND ST AT DORCHESTER AVE



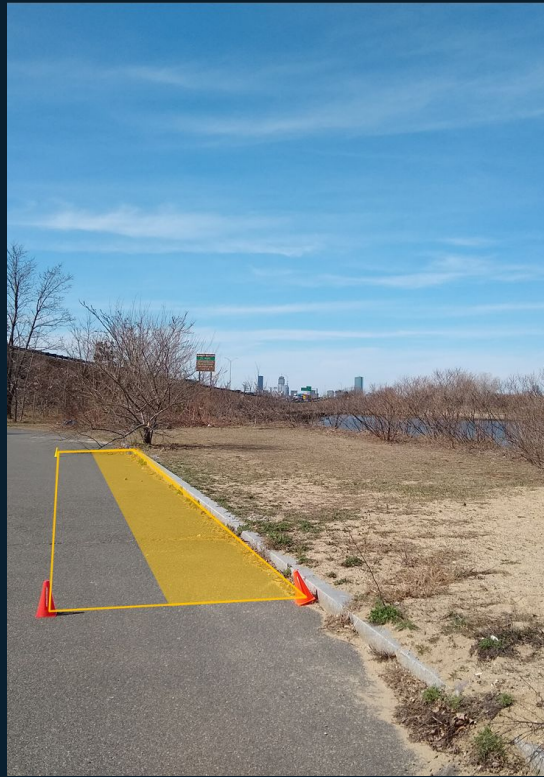
2. ADAMS ST AT LONSDALE ST



3. SOUTHER RD AT ASHMONT ST



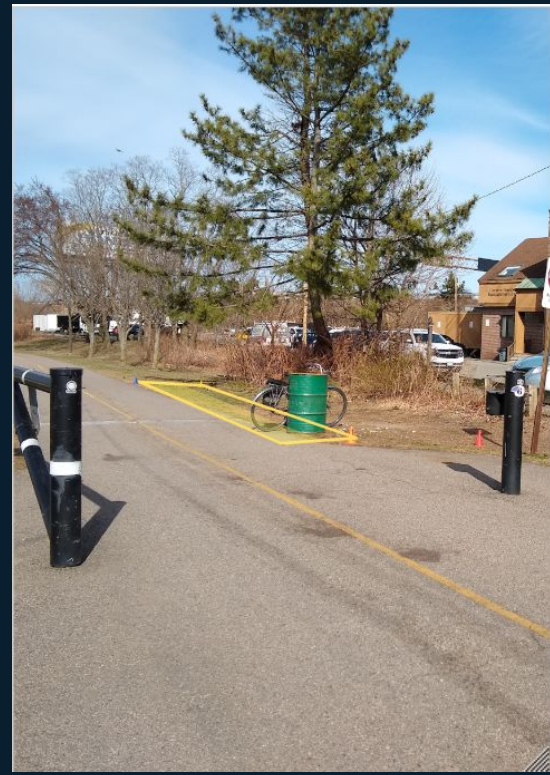
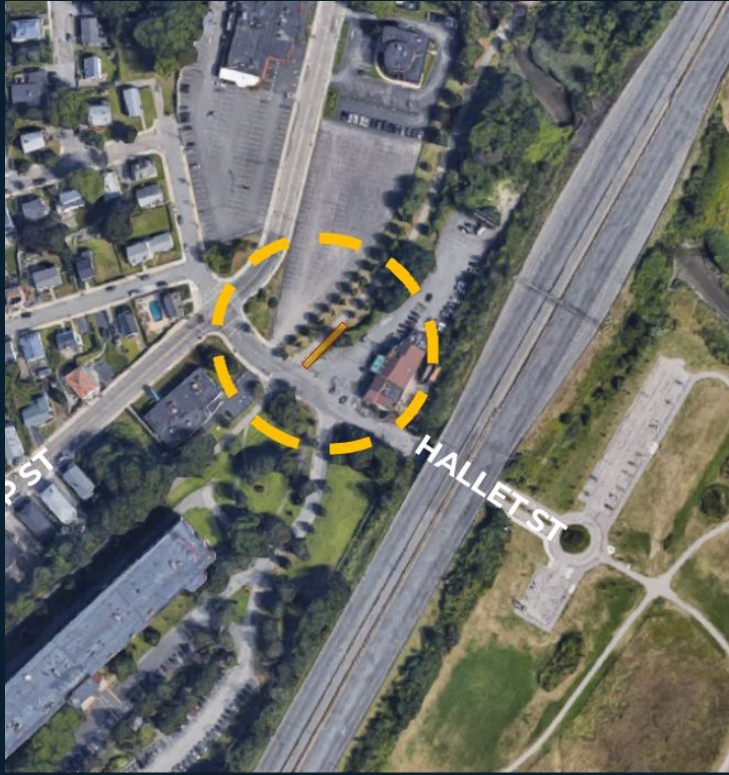
4. CONLEY ST AT NEPONSET TRAIL



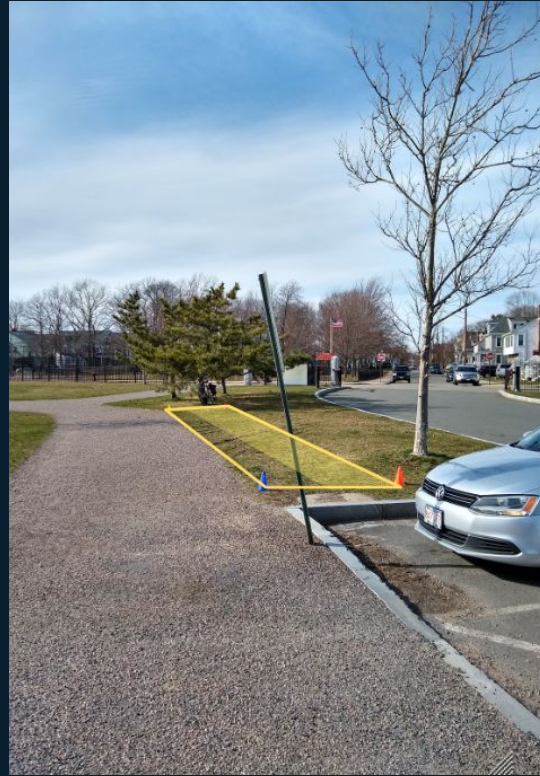
5. NEPONSET TRAIL ST AT NEPONSET TRAIL



6. HALLET ST AT NEPONSET TRAIL



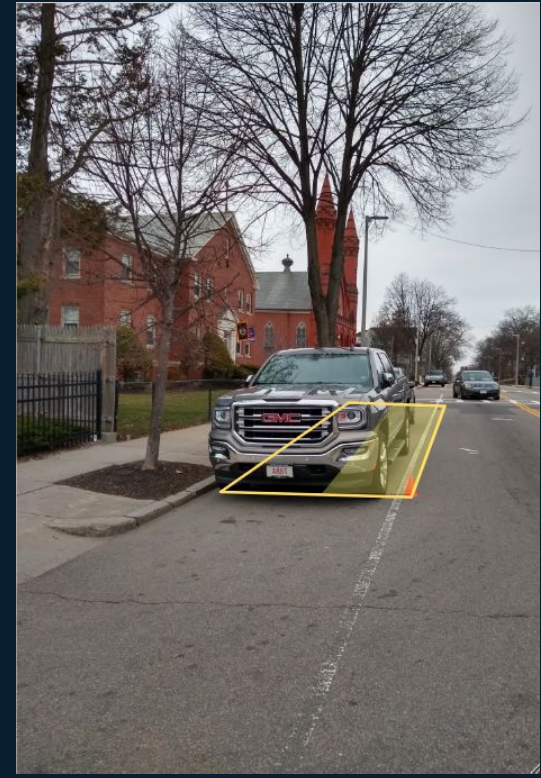
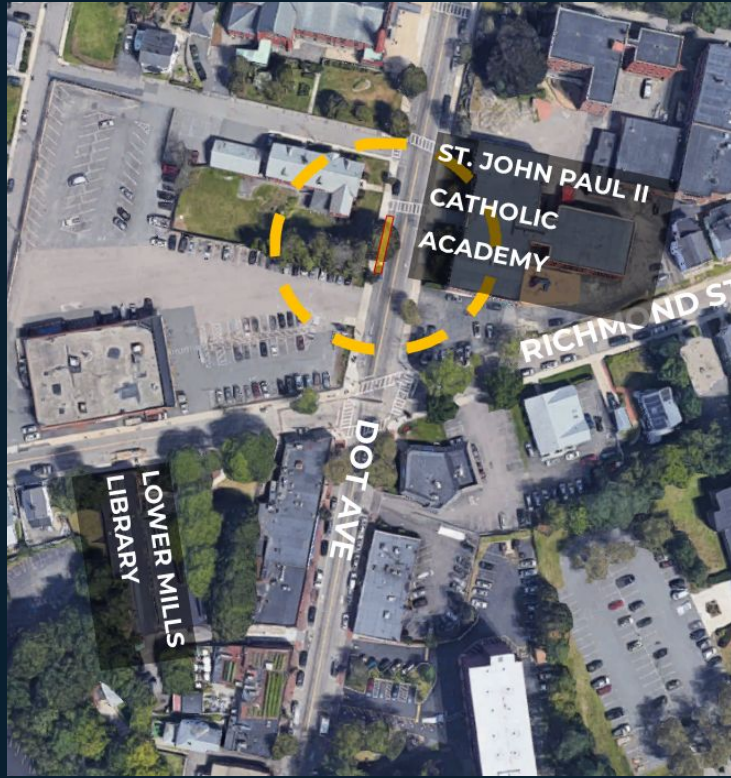
7. HILLTOP ST AT NEPONSET TRAIL



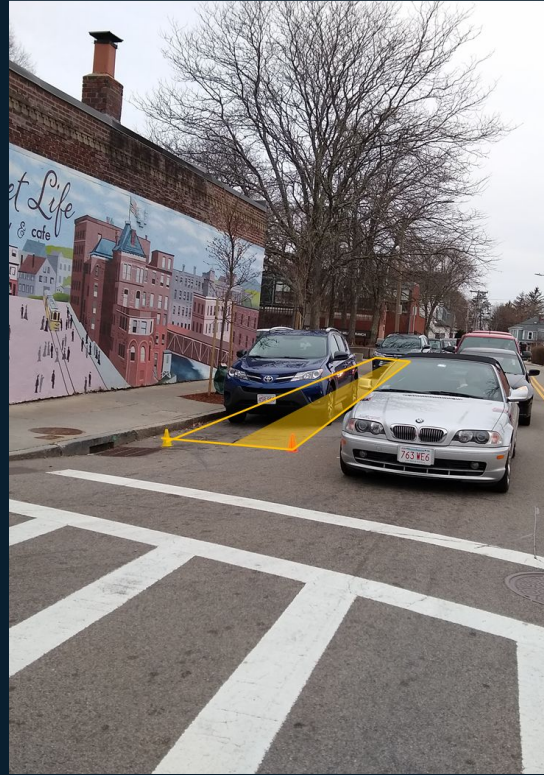
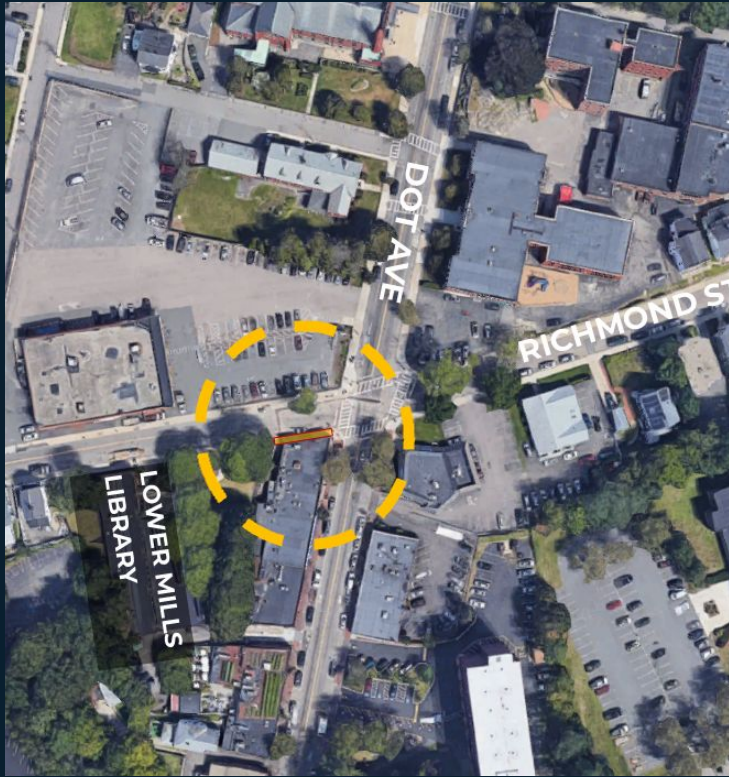
8. LOWER MILLS A



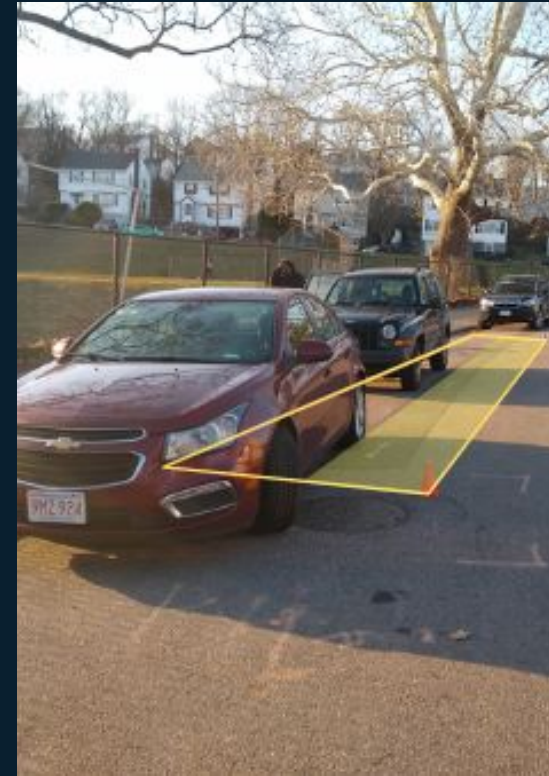
8. LOWER MILLS B



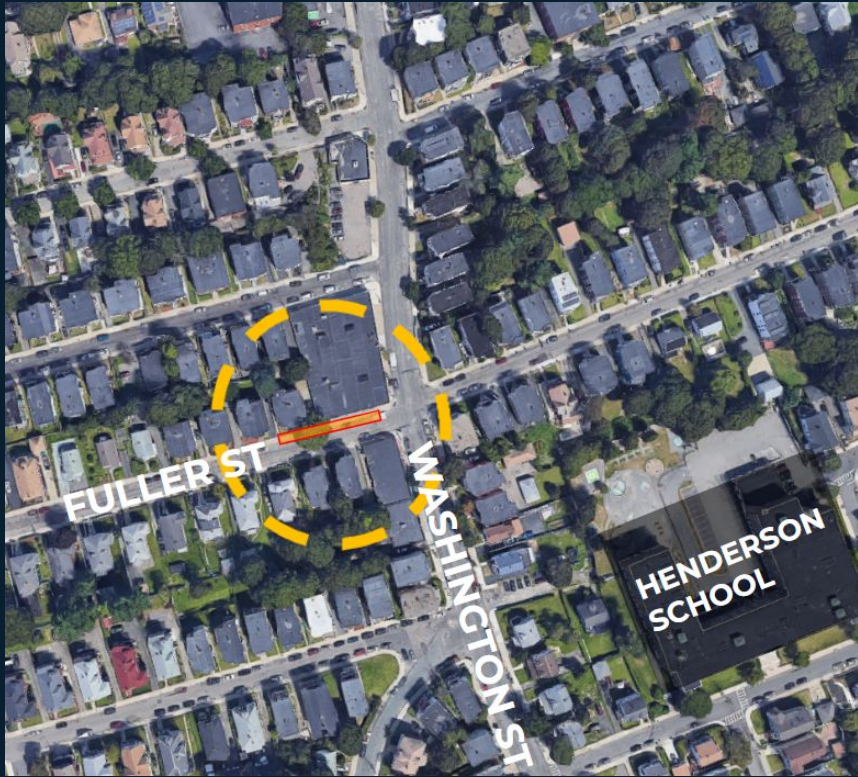
8. LOWER MILLS C



9. WASHINGTON ST AT WALSH PLAYGROUND



10. FULLER ST AT WASHINGTON ST



IDEAS? QUESTIONS? COMMENTS?

boston.gov/bike-share-expansion

bikeshare@boston.gov

