

# BIKE SHARE EXPANSION

*Planning Workshops*  
*Fall 2017*



City of Boston  
Mayor Martin J. Walsh



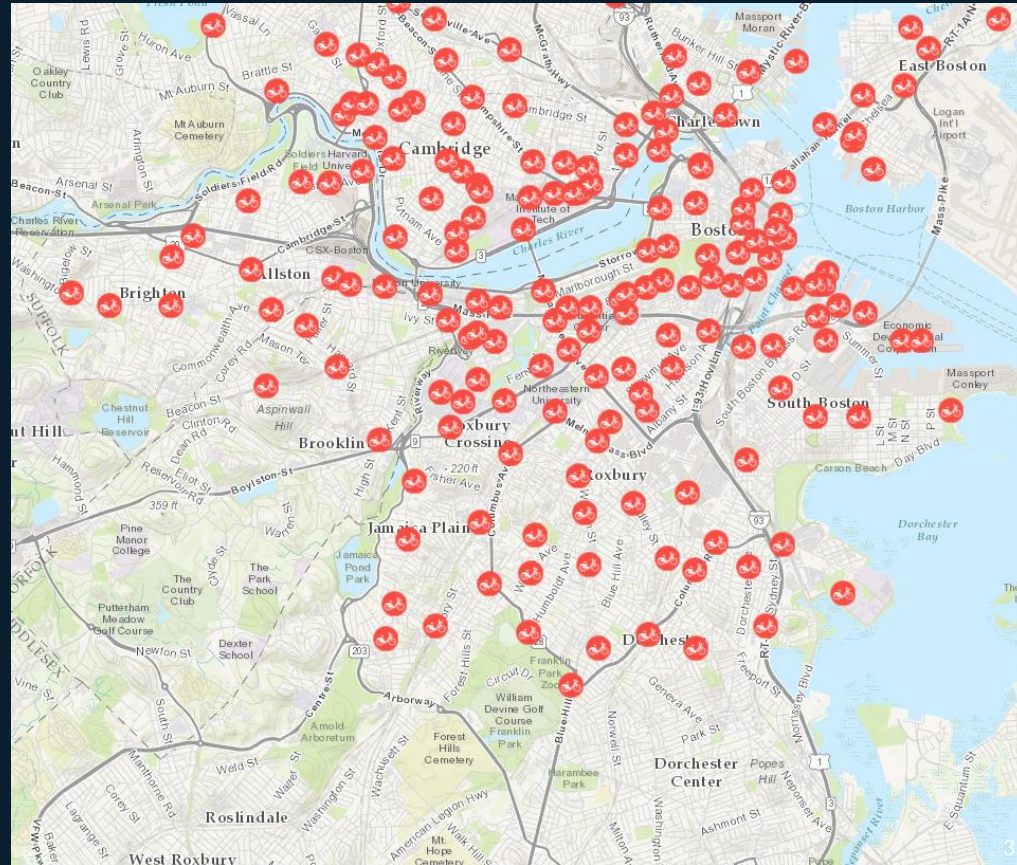
# TODAY'S WORKSHOP

---

- About our expansion
- What makes a good location?
- Groups identify good locations together
- Share your ideas

# BIKE SHARE TODAY

- 185+ stations
- 1800+ bikes
- Owned by
  - Boston,
  - Brookline,
  - Cambridge, and
  - Somerville
- 6 million trips





# GO BOSTON 2030: VISION AND ACTION PLAN

VISION People's Voice I Boston Today Goals and Targets

## The Process from Vision



Go Boston 2030

16

ACTION PLAN People's Voice II Boston in 2030 Projects and Policies

## to Action Plan



17

Boston Transportation Department

March 7, 2017

# 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 Status 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
- Sustainability/Resiliency 1
- Sustainability/Resiliency 2
- Governance

- Access 2
- Safety 2
- Affordability

Marked on 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, Brockton, 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, without significantly adding 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 264 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 Kruger/States 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 vital "last-mile" connection to rapid transit, commuter rail stations, and bus stops. Bikeshare helps reduce the number of single-occupant vehicles trips for work and non-work purposes in the region, supporting Boston's overall shift goals. Additionally, the widespread availability of low-cost, public bicycle share stations can decrease air quality, thereby mitigating and reducing greenhouse gas emissions. In the future, bikeshare stations will be integrated into neighborhood Mobility Hubs (e.g., at street-level transit bus stops, carshare, bike racks, electric vehicle charging, and improved wayfinding across the city).

**Implementation**

Agreements Cost: \$1.1 million for installation  
Funding Sources: TxDOT and other sponsors, advertising, private foundation and public agency grants, developer funding, non-generated revenues, and CBB capital and operating funds  
Who's Responsible: ETD  
Time Frame: Ongoing

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

**Public Input**

"Bikeshare should be utilized to work as a bridge connection 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 neighborhood surrounding them. Adding more stations in these areas would allow people who live further from transit the opportunity to bike to the T!"

—10/18/16

More info at <http://bostonbikeshare.org> (toll-free) 1-877-838-6600 #Hubway. You don't have to stop to get on a bike. You just have to get on a bike. [www.thehubway.com/](http://www.thehubway.com/)

Go Boston 2030 184

# 2018-19 EXPANSION

- 70+ 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





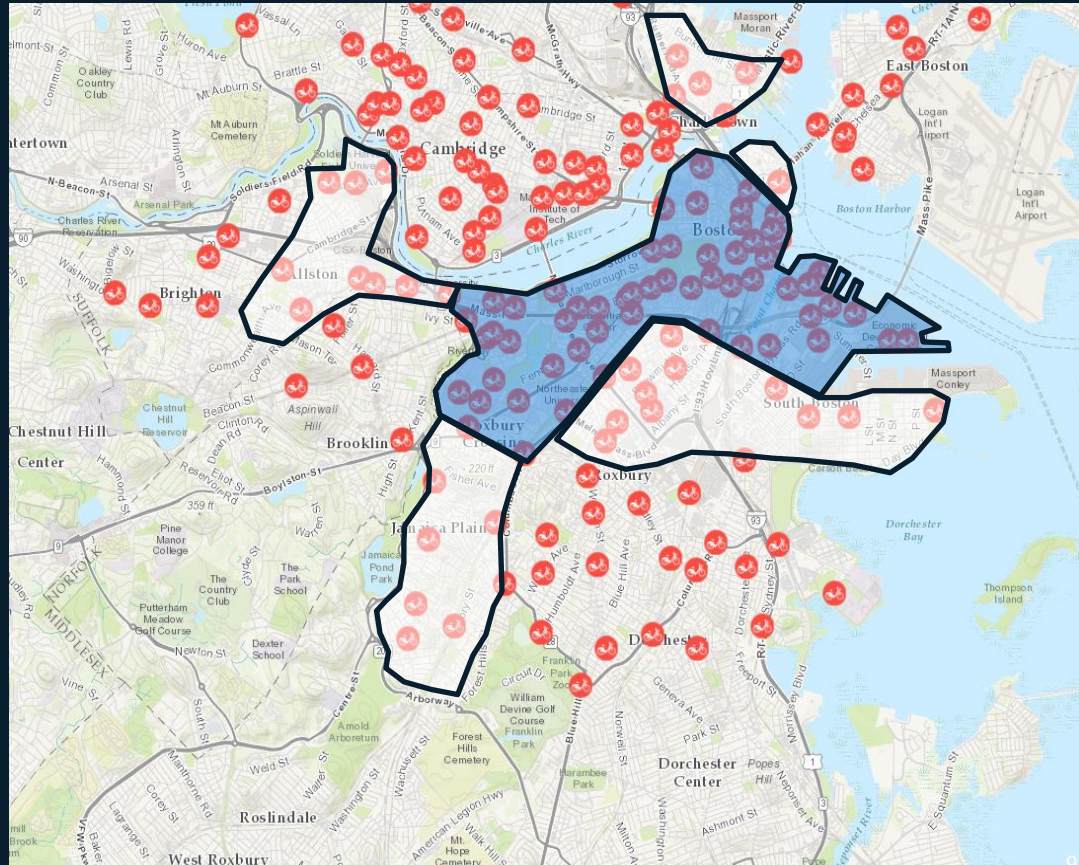
# RESPONDING TO DEMAND

Heavy travel between neighborhoods and “commuter core”

- Add capacity in the core to support trips from new and existing stations outside the core

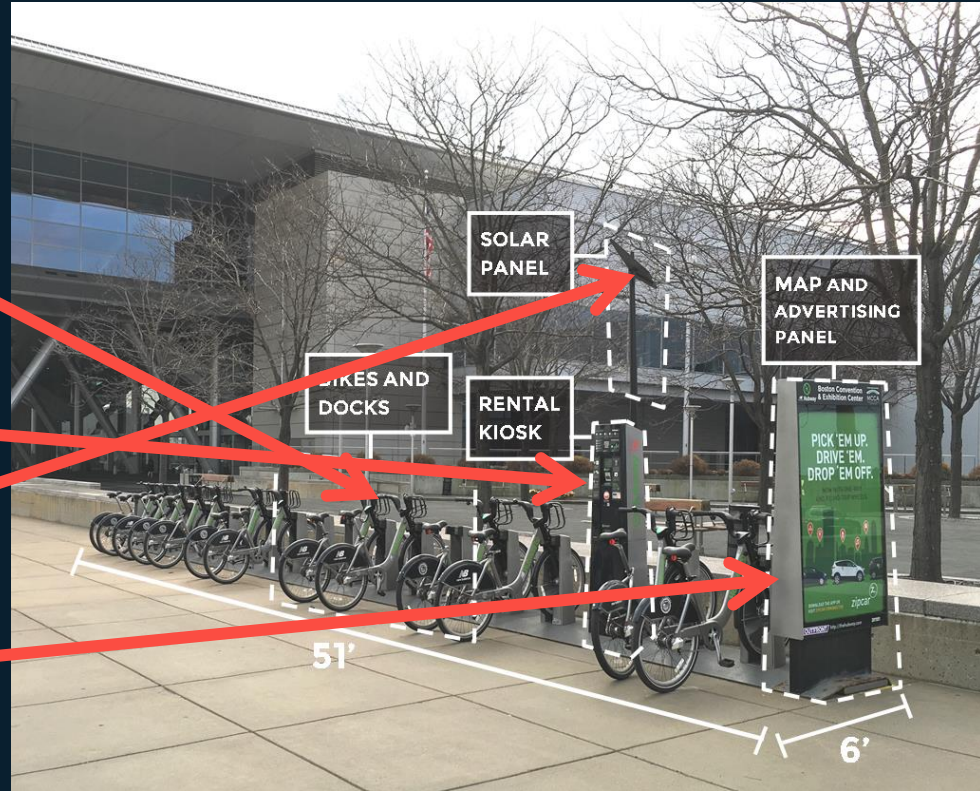
High ridership areas with “missed trips”

- Lack of available bikes or docks means people don't choose bike share



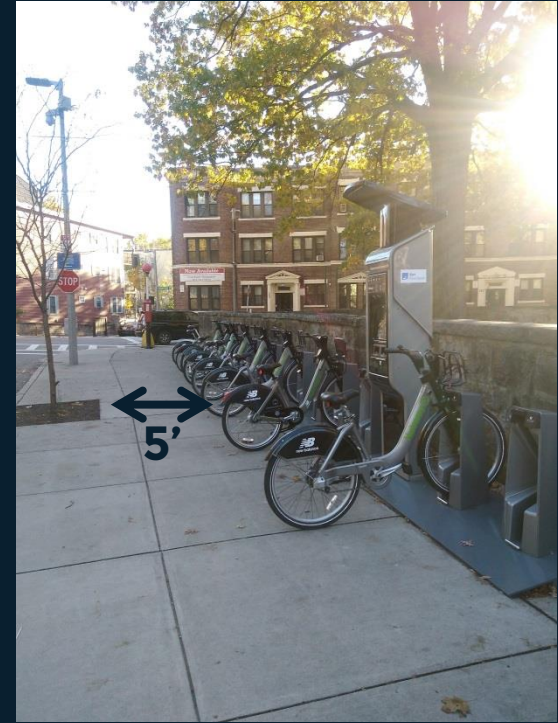
# TYPICAL BIKE SHARE STATIONS

- 51' long, 6' wide
- 19 bike docks
- A kiosk for rental transactions
- A solar panel
- A map panel





# 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, Boston Parks, etc.

*Agencies/departments must agree and sign legal documents*



# GOOD LOCATIONS ARE

## VISIBLE

*Sunny*

*Clear of utilities*

*Open for business*



*Help people feel safe using the bike share station*

*Good night-time lighting, near destinations, visible from the street*

# 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*

# GOOD LOCATIONS ARE

*Visible*

*Sunny*

**CLEAR OF UTILITIES**

*Open for business*



*Don't block fire hydrants, sewer grates, and manholes  
Workers need quick access to maintain essential services*



# GOOD LOCATIONS ARE

*Visible*

*Sunny*

*Clear of utilities*

**OPEN FOR BUSINESS**



*Crews regularly move bikes, sweep or shovel area, and perform maintenance*  
*Van needs to stop nearby*

# GREAT LOCATIONS ARE

*Visible*

*Sunny*

*Clear of utilities*

*Open for business*

**WHERE YOU WANT TO GO!**





# BRAINSTORM

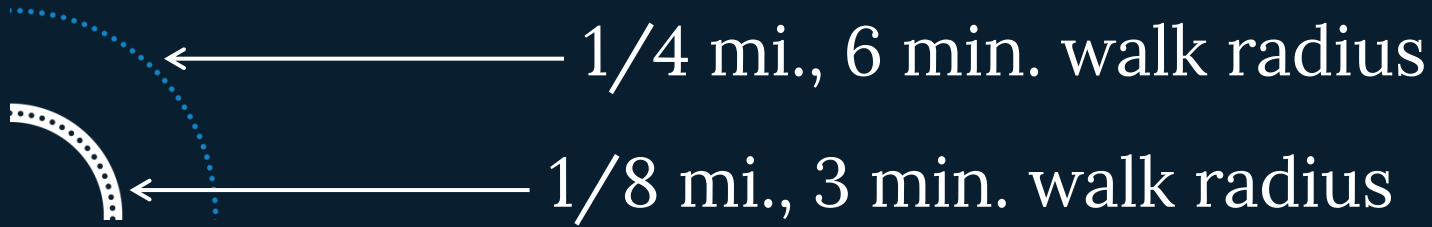
*Where do you go in this neighborhood?*



# GROUPS: MAP POTENTIAL LOCATIONS

*Use the circles and markers to plan locations for bike share stations. Add specific information to the worksheets.*

# GROUPS: MAP POTENTIAL LOCATIONS



Bike share station



School



Planned bike share station



BCYF



Library



Rapid transit stop

# SHARE

*Which locations did you choose?*



# WHAT'S NEXT FOR US?

---

## **SEPTEMBER – NOVEMBER**

Consider all suggestions from workshops, online map

## **NOVEMBER – FEBRUARY**

Narrow down to feasible locations

## **FEBRUARY – MARCH**

Share proposed locations for feedback

Open houses

Post online

## **APRIL →**

Finalize locations and get permits

# IDEAS? QUESTIONS? COMMENTS?

[boston.gov/bike-share-expansion](https://boston.gov/bike-share-expansion)

[bikeshare@boston.gov](mailto:bikeshare@boston.gov)

