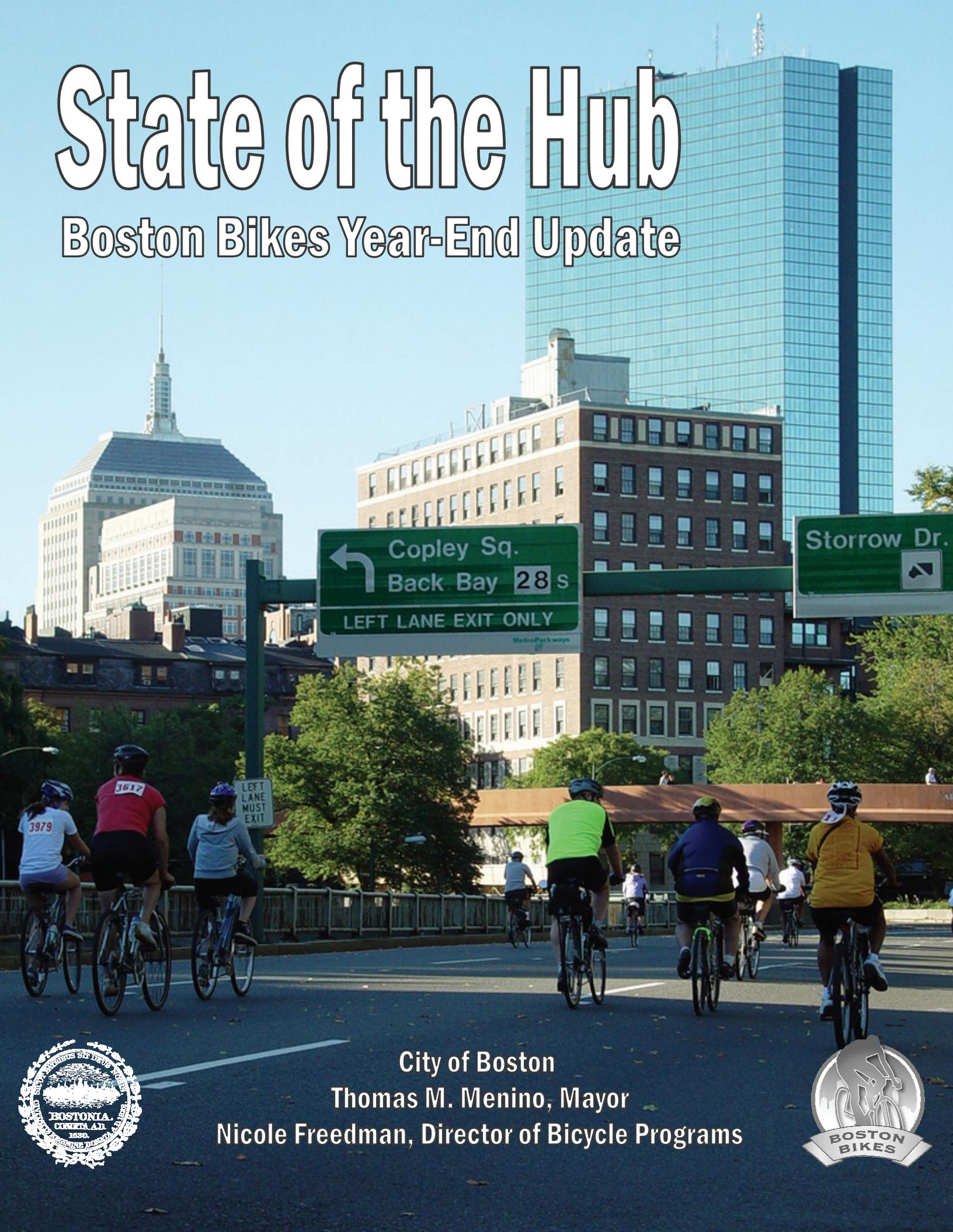


# State of the Hub

## Boston Bikes Year-End Update



City of Boston  
Thomas M. Menino, Mayor  
Nicole Freedman, Director of Bicycle Programs





December 10, 2009

Dear Friends,

I am proud to present this report detailing the accomplishments of the first two years of the Boston Bikes initiative. Promoting cycling is an integral part of my vision for making Boston a vibrant and healthy city that benefits all its citizens. With this vision in mind, I launched Boston Bikes two years ago with the goal of transforming Boston into a world-class bicycling city.

We have made great strides towards reaching this goal. Since 2007, Boston has added 15 new miles of bike facilities and 500 new bike racks. We have created the first official bike map of Boston, and distributed more than 40,000 copies throughout the region. We have engaged thousands of people through our education programs and community events. Boston Bikes has met or exceeded every goal I laid out—and this is just the beginning.

Today, as you ride in Boston – through our diverse neighborhoods, in our great parks, and past our historic buildings – you experience the texture of the city’s sights and sounds. Riding a bike puts you in touch with your community and deepens your relationship with this great city.

While we are proud of all we have done, we know there is much yet to do. With your help, we will build on the foundation of our first two years and continue our efforts to transform Boston into a world-class bicycling city.



Sincerely,

Thomas M. Menino  
*Mayor of Boston*

## **Executive Summary**

**Boston's allure as a bicycling city is undeniable. Flat, compact, and with a large student population, Boston has the raw materials to be one of the nation's best biking cities.**

**Boston Bikes has been working to make that vision a reality, and our work is paying off. Bicycling Magazine recently rated Boston as "A Future Best City" for cycling, Mayor Menino was selected to chair the Conference of Mayors Bicycle Task Force, and Boston is among the 13 leading cities chosen to be a part of Cities for Cycling, a project of the National Association of City Transportation Officials. Overall, Boston saw an 43% increase in bicycling from 2007 to 2009, nearly three times the national increase over the same period.**

**This report details the City's accomplishments since the launch of Boston Bikes two years ago. It is structured around the five "E's" of bicycle planning:**

- 1. Engineering**
  - **Bike Infrastructure**
  - **Bike Parking**
- 2. Encouragement**
  - **Hub On Wheels Citywide Ride**
  - **TD Bank Mayor's Cup Pro Race**
  - **Bay State Bike Week**
  - **Bike Friday**
  - **Bike Friendly Business Awards**
  - **City of Boston Bike Pool**
- 3. Education**
  - **Youth Cycling Program**
  - **R.O.C.K. Roll and Ride**
  - **Cooler In A Helmet**
  - **Boston Bike Map**
- 4. Enforcement**
  - **Stolen Bikes Community Alert**
  - **Bike Lane Parking Ordinance**
- 5. Evaluation**
  - **Annual Traffic Counts**
  - **Cyclist Surveys**

**Since Mayor Menino launched Boston Bikes two years ago, bicycling has become a key component of the City's innovative initiatives to make Boston a more livable and sustainable city. As Boston continues to grow, bicycling will play an ever more important role in the City's efforts to create a more equitable, accessible transportation system, while at the same time reducing our carbon footprint, improving air quality, alleviating traffic congestion, and promoting public health.**

**We invite you to read about how far we've come, and join us in imagining where we go from here.**

## Bicycle Infrastructure

When it comes to making Boston a better city for cycling, one point is raised over and over again: everyone – those who don't bike at all and those who bike every day – would bike more if there were more bike lanes.



When Boston Bikes was launched in 2007, the City had no on-street bike facilities. In the first year Boston Bikes, the Boston Transportation Department, and the Public Works Department worked together to pilot three types of bike facilities. Boston saw five miles of bike facilities installed in 2008, including a bike lane on Commonwealth Avenue, a shared bus/bike lane on Washington Street and shared road accommodations on Bennington Street.

In 2009 the City picked up the pace, installing 10 additional miles of bike accommodations. The new bike lanes and shared lanes are popping up all over the city: Allston, Brighton, Dorchester, East Boston, Jamaica Plain, Roslindale, and the South End all have new on-street bike facilities. Many more are in the design phase, including a new bike lane on Commonwealth Avenue through the Back Bay.

# Engineering

With 15 miles of new on-street bike facilities and 14 miles of existing off-street multi-use path, the network is beginning to take shape. In 2010 Boston Bikes will be working on a complete network plan for Boston. This plan will guide infrastructure improvements for the next decade, and is anticipated to include a vision for nearly 100 miles of bikeway. New types of bike facilities will be incorporated, such as bike boxes, which enable cyclists to safely make left turns. Boston Bikes also hopes to pilot separated bike lanes, which provide a buffer between cyclists and motor vehicles.



Photo: Richard Drdul



Road	Miles	Type
<i>Installed in 2008:</i>		
Bennington St	0.83	Lane
Commonwealth Ave	0.7	Lane
Perkins St	0.6	Lane
Enneking Parkway	1.5	Lane
Washington St	1.3	Lane
<i>Installed in 2009:</i>		
American Legion Hwy	2.7	Shared
Beacon Street	1.1	Lane
Belgrade Ave	0.93	Lane
Circuit Drive	1.5	Bus/Bike
Columbus Ave	0.9	Lane/ Shared
Corinth Street	0.13	Lane
Harvard Ave*	0.52	Lane
Kenmore Square	0.1	Lane
North Harvard Street	0.5	Lane
Old Road	0.1	Lane
South Street	0.13	Lane
Washington St	1.29	Lane

\*to be installed 12/09, weather permitting

## Bicycle Parking

Installing 250 bike racks each year was one of the first goals Mayor Menino laid out for Boston Bikes. After the first two years Boston Bikes is on track, having installed 500 racks in Boston neighborhoods from Charlestown to Roslindale. Each point on this map is a rack or cluster of racks installed in 2009.

To ensure racks are installed where demand is highest, locations are determined based on public requests. Anyone can submit a request on the Boston Bikes website at [www.cityofboston.gov/bikes](http://www.cityofboston.gov/bikes) or by phone or email. More than three quarters of the racks installed in 2008 and 2009 were requested by Boston residents and business owners. Boston Bikes plans to install 250 more in 2010 with an emphasis on placing racks at Boston's public schools.



# Engineering

The City is also testing out more progressive options for bike parking. In 2009 Boston Bikes worked with the Other Side Café on the corner of Newbury St and Mass Ave to remove a metered parking space and add an on-street bike rack. We are one of only a handful of cities nationwide to have removed car parking to make room for bike parking.

Additionally, in response to enthusiastic public demand, Boston Bikes plans to hold a design contest for artistic racks. The winners will have their designs fabricated and installed in Boston.

The City of Boston is developing guidelines that require developers to provide secure, indoor bike parking in new developments. The MBTA installed a 300-bike secure cage at the Forest Hills T station, and has plans for much more covered bike parking to come.





Encouragement:

TD Bank Cycling Celebration



## TD Bank Mayor's Cup Professional Criterium

The 2009 TD Bank Mayor's Cup Professional Criterium marked the first professional cycling competition in Boston since 1990. More than 200 top professional racers, including Olympians and national champions, descended on the heart of downtown Boston to compete for \$40,000 in prize money. The day of festivities included the Boloco Block Party, a kids' race, and a mascot race.

"I had a blast racing. What a great city!"

Nearly 10,000 spectators took in the action as professional male and female cyclists zoomed around the 0.7 mile loop circling City Hall Plaza at speeds of more than 30 miles per hour. Tina Pic took home first prize in the last race of her professional career, and Kyle Wamsley bested the group of seven racers who pulled away from the field and dominated the second half of the men's race. After Mayor Menino presented trophies and official TD Bank Mayor's Cup/Hub On Wheels jerseys to the winners, the celebration wrapped up with a free concert on City Hall Plaza.

"This race truly was world class caliber."



"We were amazed by the parts of Boston we had never seen before... Thank you for a wonderful day."

## Hub On Wheels

The annual Hub On Wheels citywide bike ride and festival celebrated its fifth birthday in 2009 with 4,000 riders taking to the streets.

Hub On Wheels gives participants a unique opportunity to explore Boston's neighborhoods, parks and waterfront. One of the highlights of the ride is biking Storrow Drive, which is closed to cars for the event. Bostonians from all walks of life come out to ride, and with 10-, 30- and 50-mile routes looping through Downtown, the Back Bay, Jamaica Plain, Roslindale, Hyde Park, Dorchester, and South Boston, it presents a truly unique way to see our great city.

In the past five years Hub On Wheels has supported such organizations as Technology Goes Home, an innovative program to ensure Boston students get the technology and the skills they need to succeed in today's world. Thousands of families have participated in the program, which includes 40 hours of parent-child computer training and the option to purchase a refurbished computer for \$100.

Hub On Wheels has come a long way since its founding in 2005, when 700 riders participated. In 2007 the ride had grown to 3,000 participants, the Department of Conservation and Recreation turned Storrow Drive into a bike-only road for the morning, and Senator Kerry joined Mayor Menino at the start line. In 2009 Boston hosted the TD Bank Boston Cycling Celebration, the largest weekend cycling festival on the East Coast. More than 15,000 people participated in the two days of festivities, including the TD Bank Mayor's Cup professional race on Saturday, followed by the largest yet Hub On Wheels citywide bike ride Sunday morning.



"One of the best rides I have ever done. The route could not have been better for getting the total Boston experience by bike."



## Bay State Bike Week

Bay State Bike Week, series of events geared toward encouraging people all over Massachusetts to commute by bicycle, celebrated its second year in May 2009. Bay State Bike Week is a collective effort of city, state and non-profit organizations, including Boston Bikes, MassCommute, MassBike, the City of Cambridge, Harvard University, and many more.



Photo: Galen Mook

Bay State Bike Week featured an array of activities across the state. Highlights included the Mass Commuter Challenge, a competition among Massachusetts businesses to see which company could bike the most, Mayor Menino's Bike Week Festival on City Hall Plaza in Boston, and the annual Bike Bash at Flat Top Johnny's. The stakes were raised in 2009 with the "250,000 Mile Pledge," which challenged Bay Staters to collectively ride 250,000 miles during Bike Week – further than the distance from here to the moon! More than 3,000 cyclists took the challenge.

# Encouragement

## Bike Friday

The City of Boston hosted six Bike Friday events in 2008 and 2009. Bike Fridays are monthly events that encourage residents of the greater Boston area to commute by bike, by making it easy for new riders to try bike commuting, and fostering a community of cyclists.

Convoys of cyclists led by experienced riders depart from surrounding suburbs and bike together to City Hall Plaza. Upon arriving, commuters are greeted with free breakfast by Boloco, an expo, and giveaways. The mini festival wraps up in time for everyone to get to work.

More than 1,000 riders participated, many of them new to bicycle commuting. For many inexperienced bike commuters, the opportunity to learn routes from more seasoned cyclists is an important step in encouraging them to ride on their own. One Bike Friday alum told Boston Bikes that "I had never commuted on my bike to work but Bike Friday showed me a reasonable route so I did it again and will do it more. I am very excited about biking more to work!" Another participant said that Bike Friday "showed me I can do this confidently!"

Many Bike Friday participants say that their favorite part of the event is getting to know other bike commuters. Catching up with neighbors, meeting new people, and the sense of camaraderie among fellow cyclists are what brings people back to Bike Friday all summer long. This is truly an experience one could never have commuting by car.

"Were it not for Bike Friday I never would have started commuting by bicycle."

"Bike Friday made me realize how little effort it takes to ride my bicycle, and how I feel great when I do!"

UNTRAG

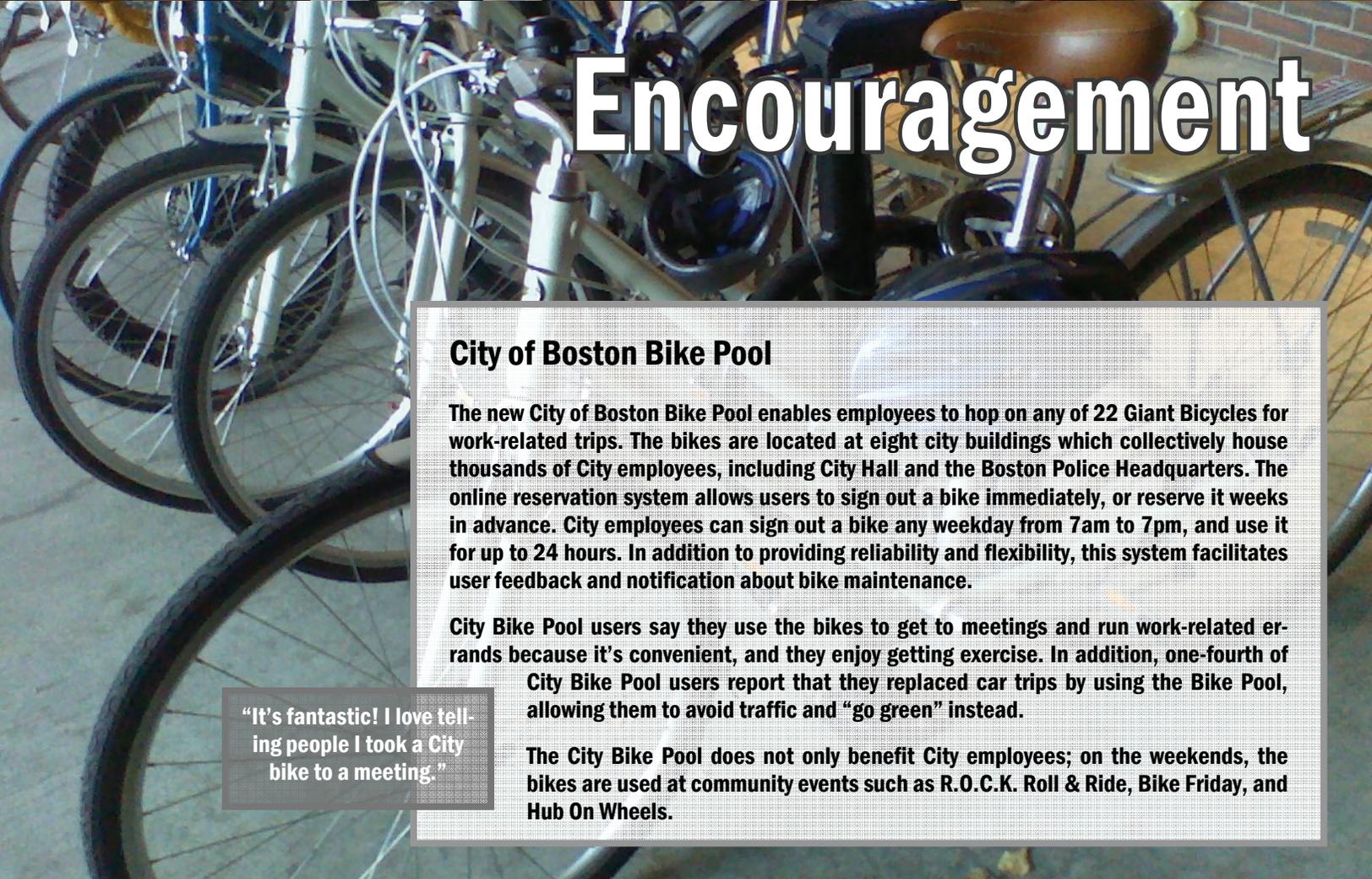


## Bike Friendly Business Awards

Mayor Menino's Bike Friendly Business awards recognize companies that demonstrate bike-friendly practices. The awards are part of Mayor Menino's Green Awards, which, according to the Mayor, seek to "encourage Boston businesses and residents to engage in environmentally sustainable practices...and initiate their own sustainability efforts and programs."

Mayor Menino recognized more than 60 Bike Friendly Businesses in 2008 and 2009. Each year the Mayor presides at a ceremony where winners receive a certificate and an official "Mayor Menino's Bike Friendly Business" sticker to display in their window. Special awards are also given to the most bike-friendly business, and the business most improved over the previous year.

Basic bike-friendly practices that qualify include installation of outdoor bike racks, financial incentives for bike commuters, a Guaranteed Ride Home program (to provide bike commuters with free alternative transportation in the event of an emergency), and creating a company team for Bay State Bike Week, Bike Friday or Hub On Wheels. More intensive efforts to promote cycling include providing showers for bike commuters, employee bike training sessions, company-owned bikes for work trips, and secure, covered bike parking.



# Encouragement

## City of Boston Bike Pool

The new City of Boston Bike Pool enables employees to hop on any of 22 Giant Bicycles for work-related trips. The bikes are located at eight city buildings which collectively house thousands of City employees, including City Hall and the Boston Police Headquarters. The online reservation system allows users to sign out a bike immediately, or reserve it weeks in advance. City employees can sign out a bike any weekday from 7am to 7pm, and use it for up to 24 hours. In addition to providing reliability and flexibility, this system facilitates user feedback and notification about bike maintenance.

City Bike Pool users say they use the bikes to get to meetings and run work-related errands because it's convenient, and they enjoy getting exercise. In addition, one-fourth of City Bike Pool users report that they replaced car trips by using the Bike Pool, allowing them to avoid traffic and "go green" instead.

The City Bike Pool does not only benefit City employees; on the weekends, the bikes are used at community events such as R.O.C.K. Roll & Ride, Bike Friday, and Hub On Wheels.

"It's fantastic! I love telling people I took a City bike to a meeting."

"Thanks for teaching me to ride a bike, my mom and my dad are proud of me."  
— Henry Nguyen (pictured),  
3rd grade



## Youth Cycling Program

Boston Bikes has partnered with the Boston Center for Youth and Families, Bikes Not Bombs, Camp Harborview, and the Boston Public Schools to provide the Boston Bikes Youth Cycling Program. The program encourages bicycling among young people by teaching them the skills that provide a foundation for safe riding and foster a love of cycling. Boston Bikes staff and volunteer instructors bring a fleet of bicycles and helmets to schools and community centers throughout Boston, offering classes for kids from kindergarten all the way through 12<sup>th</sup> grade.

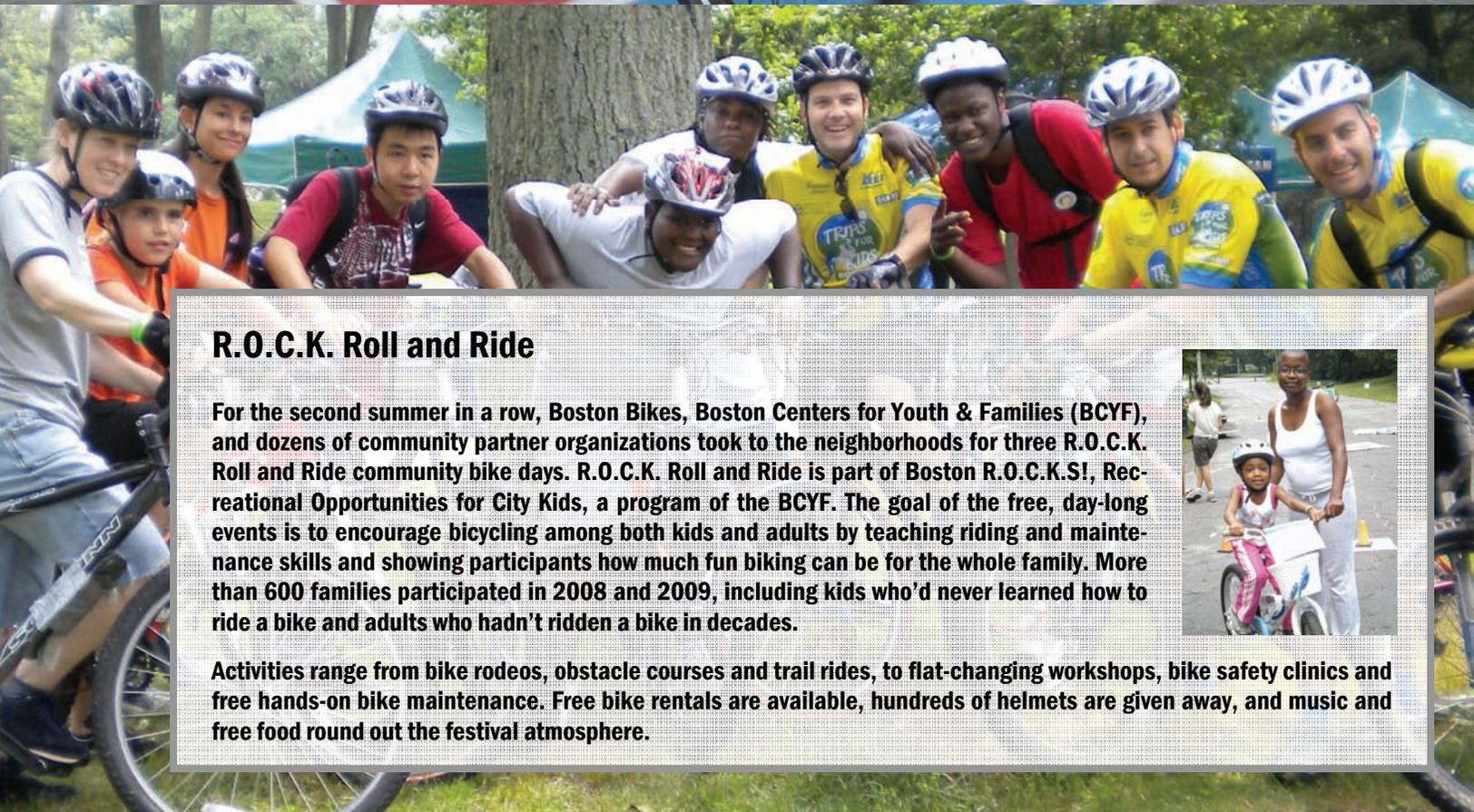
Since the Youth Cycling Program's inception in 2008, more than 1300 youth have completed the program, many with no prior riding abilities. Through their participation in the program, these young people become confident cyclists who see the bicycle as a viable means of transportation — and a fun activity.

After successful completion of the program, students are invited to participate in follow-up events and programs including R.O.C.K. Roll and Ride, mountain bike trips with Trips for Kids, and Bikes Not Bombs.

The spring 2010 schedule is already packed with programs at schools and community centers, and more are signing up daily.

# Education

Photo: Galen Mook



## R.O.C.K. Roll and Ride

For the second summer in a row, Boston Bikes, Boston Centers for Youth & Families (BCYF), and dozens of community partner organizations took to the neighborhoods for three R.O.C.K. Roll and Ride community bike days. R.O.C.K. Roll and Ride is part of Boston R.O.C.K.S!, Recreational Opportunities for City Kids, a program of the BCYF. The goal of the free, day-long events is to encourage bicycling among both kids and adults by teaching riding and maintenance skills and showing participants how much fun biking can be for the whole family. More than 600 families participated in 2008 and 2009, including kids who'd never learned how to ride a bike and adults who hadn't ridden a bike in decades.

Activities range from bike rodeos, obstacle courses and trail rides, to flat-changing workshops, bike safety clinics and free hands-on bike maintenance. Free bike rentals are available, hundreds of helmets are given away, and music and free food round out the festival atmosphere.



## Cooler In A Helmet

In the summer of 2009, the Boston Public Health Commission teamed up with Bikes Not Bombs on a campaign to encourage young people in Boston to wear bike helmets. After a focus group confirmed that the main reason youth don't wear helmets is that they think it's "uncool," Bikes Not Bombs created a series of short, funny online videos to spread the message that "You're Cooler in a Helmet."



Photo: Galen Mook

In addition, the Boston Public Health Commission sponsored a Facebook contest to encourage helmet use. Boston youth (age 11-25) were invited to post a picture of themselves wearing a helmet, with a caption giving their take on why you're cooler in a helmet. One girl and one boy were chosen from the Facebook favorites to win a bike of their choice from the Bikes Not Bombs bike shop, along with a free lock and helmet.



## MAP METHODOLOGY

Over 200 cyclists provided input for this map. Cyclists assigned suitability ratings to segments based on how appropriate they felt each road was for a given level rider. Their subjective opinions take into account information such as vehicle speed, pavement quality, road width, hills, trees, intersection safety, bike accommodations, parking, services and more. To objectify this data, we took a weighted average of their recommendations, collected and added feedback from local riding groups, and visited all the roadways ourselves before assigning a final suitability rating for each segment. The suitability level of this map, therefore, represents a consensus opinion. We understand that individuals may often disagree with the ratings.

# Education

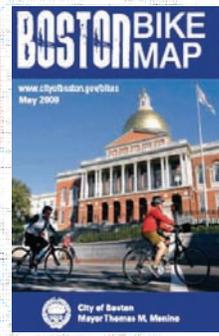
## Boston Bike Map

In 2009 Boston Bikes produced the first complete bicycle map of Boston, with the goal of encouraging new riders and helping existing riders better navigate the city.

Cyclists and community members from all over Boston were involved in the uniquely collaborative process of creating the map. Boston Bikes asked groups from each neighborhood to identify the most important routes and the best neighborhood shortcuts. Boston Bikes staff then spent several weeks cycling around Boston, filling in the gaps to create a well-connected network. A draft map was posted on the Boston Bikes website, and cyclists were asked to rate the roads as suitable for beginner, intermediate, or advanced riders, depending on the traffic speed and volume, complexity of intersections, and presence of bike accommodations. Three hundred cyclists and residents responded with their feedback, which determined the difficulty ratings on the final map.

The Boston Bike Map shows existing bike paths and on-street bike facilities. Bike routes throughout Boston and the region are color-coded to indicate which are suitable for all cyclists versus more confident and experienced cyclists. In addition, the map includes other important information, such as the location of area bike shops, basic facts about cyclists' rights and responsibilities under Massachusetts law, and tips for commuting and riding in traffic.

Forty thousand maps have been distributed to date through bike shops, community centers, cafes, businesses, and cycling events. In addition, the map is available online in pdf form, and Boston Bikes receives emails and phone calls daily from individuals all over the country requesting a Boston Bike Map in the mail.



### ROUTES OF BOSTON

Legend:

- Blue line: All-City Bicycle Route
- Green line: All-City Bicycle Route
- Orange line: All-City Bicycle Route
- Yellow line: All-City Bicycle Route
- Red line: All-City Bicycle Route
- Green circle: Bike Shop
- Green square: Bike-Crossing
- Green triangle: Overway Station
- Green diamond: Time Station
- Green star: Park, Playground, Open Space
- Green circle with dot: Cemetery

**GIVE US YOUR FEEDBACK**  
 Nicole Freedman, Boston Bike Director  
 Email: Nicole.Freedman@CityofBoston.gov  
 www.CityofBoston.gov/BIKES

1. Bicycle use may vary in the same lanes of traffic if needed for safety.
2. Bicycle use may vary in the same lanes of traffic if needed for safety.
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- Bicycle Shop
- Federation Bike Shop
- Bike Plus
- Boston Bike Shop
- Freedom Bike Shop
- Bike Works
- Freedom Bike Shop
- Boston Bike Shop



# Enforcement

## Stolen Bikes Boston Community Alert

In 2009 the Boston Police Department and Boston Bikes teamed up to create the Stolen Bikes Boston Community Alert program. The website, [www.StolenBikesBoston.com](http://www.StolenBikesBoston.com), makes it easy to report a stolen bike, and by immediately spreading the word through a large online network, the site increases the chances of recovering a stolen bike. The first bicycle was reunited with its owner within a month of launch.

When a stolen bike is reported, an alert is sent out to several area police departments, local bike shops, hospital and university security, and hundreds of individuals who follow Stolen Bikes Boston's blog or on Twitter or Facebook. An alert is also sent out about any bikes that are recovered, enabling anyone in the network to respond if they've lost a bike that matches the description.



## Parking in Bike Lanes Prohibited

Mayor Menino signed an ordinance in 2009 prohibiting vehicles from parking in marked bike lanes or marked shared lanes. The new regulation is a major step toward welcoming bicycles into Boston's established transportation structure.

"As we encourage bicycling in Boston it is important that we provide safe passage. For bicyclists, safe passage is a clear passage. Vehicles parked in bike lanes and other marked shared lanes force cyclists to merge into traffic, presenting serious public safety hazards. I am committed to ensuring the safety of those who travel around Boston by bike," said Mayor Menino.

Drivers who park vehicles in marked bike lanes or marked shared lanes are subject to a \$100 fine. The Boston Transportation Department and the Boston Police Department have the authority to enforce the regulation, and to tow any motor vehicle parked in violation.

## Traffic Counts

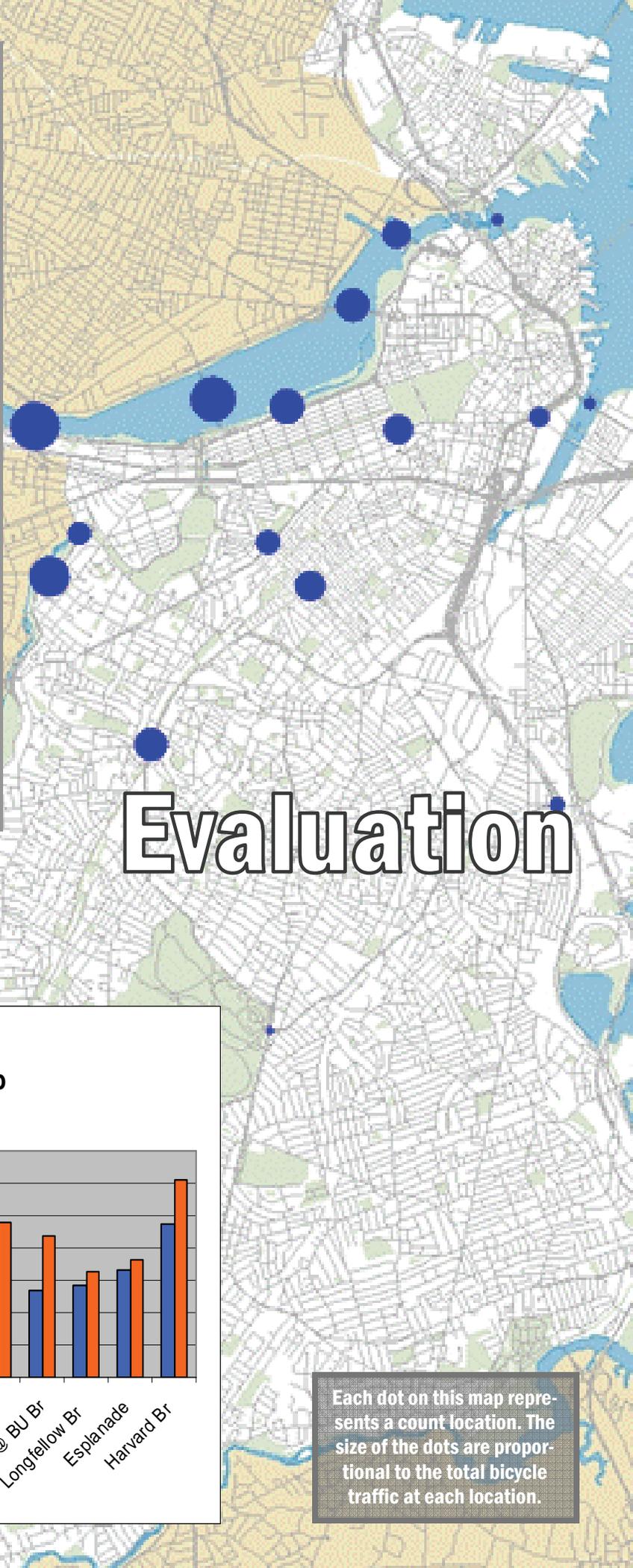
The ultimate measure of success of any bike program is ridership. Traffic counts are an objective way to measure ridership, and therefore to evaluate whether Boston Bikes is achieving its goal of increasing the level of cycling in the City.

Prior to launching Boston Bikes in 2007, Mayor Menino ordered benchmark counts of bicycle traffic taken at more than 25 locations in Boston. Since then, Boston Bikes has repeated traffic counts at the same locations, with the help of Northeastern University civil engineering students and dozens of volunteers. The data provide a valuable snapshot of the level of cycling in Boston.

Locations were chosen in an effort to capture all of the major corridors into the downtown core of Boston. Counts were conducted at all major bridges, off-street bike paths, and important on-street routes both with and without bike lane or shared lane markings.

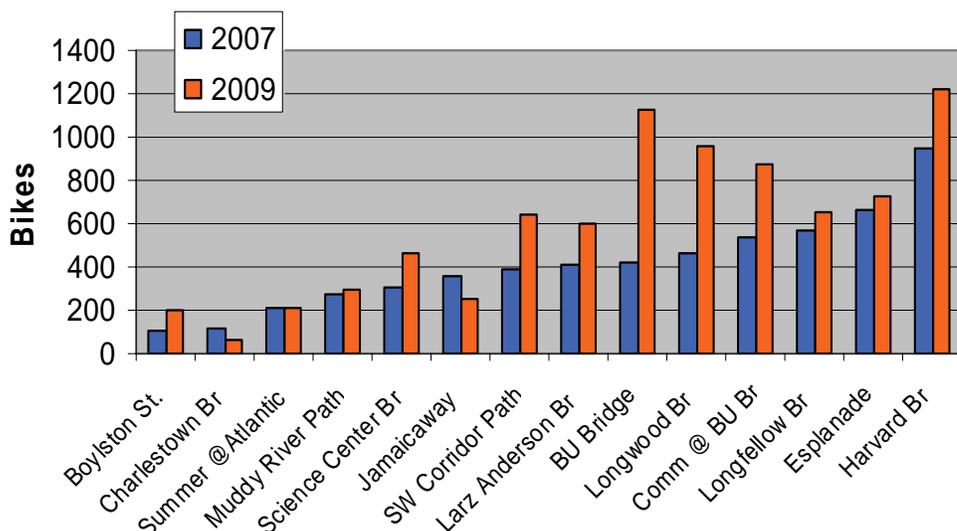
In the future, Boston Bikes will continue to conduct traffic counts, which will allow the City to evaluate the impact of its initiatives to increase cycling in Boston.

While it takes years to draw a robust conclusion about the impact of Boston Bikes programs, the initial trends after two years are encouraging. Overall there has been a 43% increase in ridership between 2007 and 2009, nearly three times the national increase during that time.



# Evaluation

**Peak Hour Bike Counts**  
43% increase in ridership



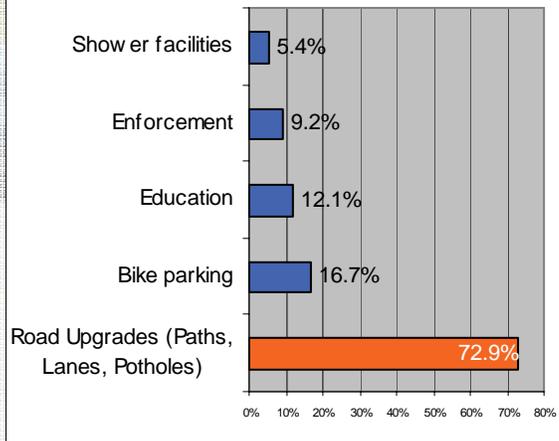
Each dot on this map represents a count location. The size of the dots are proportional to the total bicycle traffic at each location.

## Cyclist Surveys

Community surveys are a crucial part of Boston Bikes' efforts to evaluate the effectiveness of its programs and set future goals.

Boston Bikes has surveyed more than 3,000 cyclists in the last two years. One thing has become clear: there is an overwhelming desire for more bike facilities. In one open-ended survey question, 73% of respondents said that improving bike facilities was the key to encouraging more cycling.

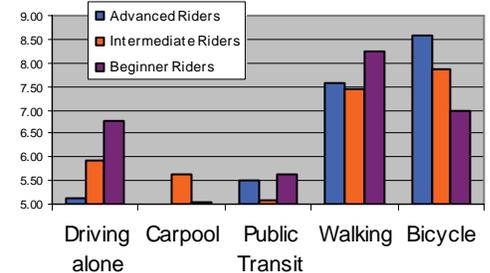
Principal changes that would increase your frequency of riding



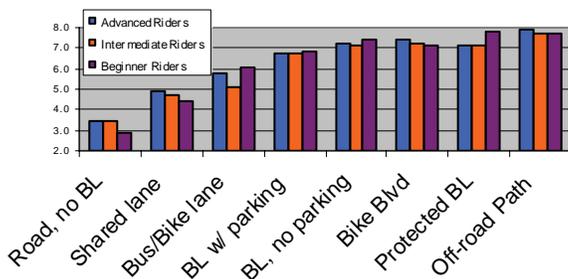
Cyclists and non-cyclists alike show a very strong preference for biking and walking over all other modes of transportation. The mission of Boston Bikes is to improve the infrastructure in Boston and help more people translate that preference into action.

# Evaluation

Please rate your enjoyment level of each mode of transportation.

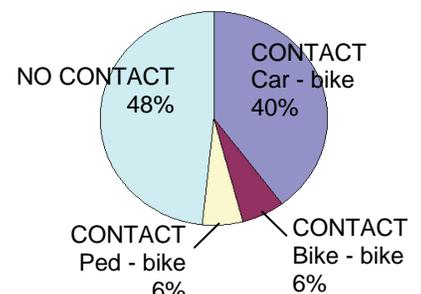


How do you feel about riding in each of the conditions pictured?



In a survey of nearly 500 cyclists, respondents showed a strong preference for facilities that are most protected or separated from vehicles. The survey included pictures of various riding situations, which respondents were asked to rate from "I love it/seek it out" to "I hate it/avoid it." Nearly three-quarters of respondents gave a two-lane bike path top ratings, with a bike boulevard and protected bike lane also scoring highly. Roads without bike facilities received very low scores.

Please check all that apply to describe each of your accidents.



A recent Boston Bikes survey addressing safety and accidents shed light on this preference for more protected facilities. Among the nearly 2,000 respondents, 40% of all bike accidents and falls involved physical contact with a motor vehicle.

## Bike Share

Mayor Menino has been working together with the Metropolitan Area Planning Council (MAPC) and neighboring communities and universities to bring a bike sharing system to Boston in summer 2010. The MAPC released a Request for Proposals and selected Public Bike Systems of Montreal (a.k.a. Bixi) as the vendor. Sponsors are already starting to sign

on to the program, and other funding, including a title sponsor, is being sought.



Bike Share has already proven transformative in more than 50 cities on five continents.

The program has achieved unparalleled success in changing transportation habits, with significant, measurable effects on greenhouse gas emissions and health concerns such as obesity and diabetes.

Boston's Bike Share is projected to produce 635,000 bike trips in its first year and create up to 25 new green jobs.

# Plan Big...

Boston's Bike Share program will launch with 1,000 bicycles and 85 stations and will grow to 290 stations and 3,000 bicycles in Boston and 2,000 bikes at 150 stations in neighboring communities including Cambridge, Somerville and Brookline. Stations will be located at MBTA stops, universities, hospitals, commercial districts and tourist attractions. The initial launch will place stations in downtown, the South End, Roxbury, South Boston, Fenway, the Longwood Medical Area, and along Massachusetts Ave and Boylston Street.

Bike Share brings cycling into the mainstream by making it convenient, inexpensive, and even hip. Most users are residents, workers, tourists and students, not people who consider themselves cyclists. The design of the bikes favors everyday trips in any clothing, even skirts and suits. Participants access a bike with a swipe of a card and can return it to any station. Users will be able to purchase yearly, monthly, or daily passes, and the first 30 minutes of any ride are free to encourage short trips with frequent turnover of the bicycles.





**Boston  
Redevelopment  
Authority**

*John F. Palmieri, Director*

**Boston Bikes is an initiative of the Boston Redevelopment Authority,  
Boston's Planning and Economic Development Agency.**

**[www.BostonRedevelopmentAuthority.org](http://www.BostonRedevelopmentAuthority.org) [www.CityofBoston.gov/bikes](http://www.CityofBoston.gov/bikes)**