

Harvard-Allston Public Realm Flexible Fund

For Allston-Brighton

Application for Funding, Spring 2016

Total Amount Requested \$ \$100,000

Applicant Organization Name: <u>Boston Bikes/Boston Transportation Department</u>		
Organization Address: <u>1 City Hall Plaza, Room 721</u>	City: <u>Boston</u>	Zip: <u>02201</u>
Contact Person: <u>Kim Foltz</u>		
Title: <u>Program Manager</u>		
Telephone Number: <u>617-635-1470</u>		
E-Mail Address: <u>kim.foltz@boston.gov</u>		
Is Applicant a 501(C) (3) organization? Yes _____ No <u>x</u>		
Federal Employer Identification Number: <u>04-6001381</u>		
Executive Director: <u>Gina Fiandaca (Commissioner)</u>	Phone Number: <u>617-635-4295</u>	
Email Address: <u>gina.fiandaca@boston.gov</u>		
Board President: _____	Phone Number: _____	
Email Address: _____		

Application submission(s) must be authorized and signed by an authorized signatory of the Organization.

Name and title of Authorized Signatory:

Gina Fiandaca, Commissioner

Signature of Authorized Signatory:



Applicant Information

1. Name of entity(ies) applying for funding and name of project
Boston Bikes · Hubway Expansion in North Allston
2. Primary contact person name, phone number, e-mail
Kim Foltz · 617-635-1470 · kim.foltz@boston.gov
3. Key personnel involved in the project
 - Stefanie Seskin, Boston Active Transportation Director (
 - Kim Foltz, Boston Bikes Program Manager (overseeing station siting, managing Hubway operator, coordinating neighborhood outreach)
 - Emily Gates, Hubway General Manager, Motivate Co (overseeing Hubway operations)
4. Any partner organizations/property owners to be involved in project.
Boston Bikes will work with local organizations including Allston Main Streets, Allston Brighton CDC, Allston-Brighton Bikes and CommonWheels to identify appropriate station locations that best serve the neighborhood. All stations will be sited on city-owned streets or sidewalks. Preference is given to off-street locations.
5. If applicant is a non-profit organization, provide qualifications and prior history of executing similar projects.
Boston Bikes is part of the City of Boston's Transportation Department. We have overseen all aspects of Hubway's planning, implementation, expansion and operations in Boston. Since its launch in 2011, Hubway has been an unqualified success, surpassing all goals for membership and total trips. We are poised to continue with system expansion until eventually we complete a dense network of bike share stations across the entire city. Hubway is one of just a handful of regional bike share systems nationwide, with bikes and stations available in the neighboring cities and towns of Cambridge, Somerville and Brookline. Dialogue is underway with additional municipalities including Newton and Watertown. Operating the bike share system across municipal boundaries requires significant coordination and collaboration, but it has allowed us to create a system that meets the needs of the greater Boston area.

Project Information

1. Briefly describe the proposed project. Include a description of the site with a map and identify all property owners. If the applicant is not the sole property owner, please include letters of support from property owner(s).
The Hubway bike share system is a network of bikes parked at stations in Boston, Cambridge, Somerville and Brookline. Individuals can use the bikes for a day, with the purchase of a 24-hour pass (currently priced at \$6), or can become annual members,

2. Describe public benefits of the project with reference to review criteria.

Hubway provides tremendous amenities to the community. First, it can help close transportation gaps, providing an affordable, non-motorized means to get around the city that is available 24 hours a day. In neighborhoods like Allston and Brighton, where transit is often anything but rapid, Hubway can dramatically improve travel times to other parts of the metro area. At the same time, bike share helps to reduce congestion and greenhouse gas emissions. In the Boston area, riders have taken more than four-million trips on Hubway bikes; according to survey data, close to 20% of Hubway bike trips in Boston replace trips by car. Hubway therefore is a meaningful contributor to reducing motor vehicle use in the city.

In addition, cycling has been proven to positively impact the economy. A 2008 Portland, OR study revealed that their bicycle-related industry contributes \$90 million annually to their local economy. Wisconsin calculated in 2010 the total worth of their bike industry to the economy is \$1.5 billion. Citing millennial trends towards sustainable lifestyles, Chicago Mayor Rahm Emmanuel recently commented, "You cannot be for a startup, high-tech economy and not be pro-bike." Trends in Boston match those nationally. Hubway specifically has been shown to have a positive impact on local businesses. According to Boston Bikes' annual survey of riders, Hubway users have spent more than \$38.4 million at local shops, often spending money that they otherwise wouldn't spend if taking other transportation modes.

Finally, the public-health benefits of bike share systems are well established. For many residents of Boston, Hubway is the gateway to cycling for transportation, reducing barriers of bicycle ownership, maintenance and storage that otherwise can prevent regular cycling. For others the bike share system provides a fun and low-cost alternative to going to the gym. The average first year cyclist loses 13 pounds, as physical activity is incorporated into everyday transportation patterns.

3. Explain why HAPRFF funding is required.

To be successful, the Hubway bike share system has to have a sufficient density of stations in any given area. To fully cover the neighborhoods of Allston-Brighton, Boston Bikes estimates an additional 8-10 stations should be added to the existing network. The City of Boston has limited capital to expand the Hubway system; in a typical year we are able to add 15 new stations citywide. With large areas of the city still completely unreachable by bike share, our priority is expansion into new neighborhoods. Dedicated funding from the HAPRFF, however, will ensure more rapid expansion in Allston and Brighton. The City of Boston will identify additional funding to match HAPRFF's contribution, adding a total of four bikeshare stations to the Allston-Brighton neighborhoods.

Materials.

1. Budget, including anticipated total cost and percentage to be funded by HAPRFF

Item	Details	Amount funded by HAPRFF	Amount funded by other sources	Total Cost
Hubway stations and bikes	4 stations x \$50,000/station	100,000	100,000	200,000
<i>Total</i>		<i>100,000</i>	<i>100,000</i>	<i>200,000</i>

2. Other funding sources, if applicable, and amount and status (e.g. funds granted, requested, date when status will be known).

We have received commitment from two developers in Allston for station sponsorship, through the Boston Redevelopment Authority permitting process. In addition, we are pursuing several additional private sponsors in the neighborhood.

3. Images, renderings, and other relevant information.

Boston Bikes has reached out to the Allston-Brighton CDC and CommonWheels, both of which support our application for Hubway expansion in Allston-Brighton. We will work closely with these partners and other stakeholders in the neighborhood as we hone in on specific station locations.