

MEMORANDUM

TO: Transportation Planning and Programming Committee December 20, 2007

FROM: Jared Fijalkowski and Justin Yaitanes

RE: 2005-2006 Inventory of Bicycle Parking Spaces and Number of Parked Bicycles at MBTA Stations

INTRODUCTION

The purpose of this memo is to present the results of the 2005-2006 inventory of bicycle parking spaces and bicycles parked at Massachusetts Bay Transportation Authority (MBTA) stations.

Staff inventoried MBTA and city/town bicycle racks at all 123 rapid transit and 124 commuter rail stations, 4 of the 7 commuter boat terminals, and 3 major bus stops in the fall of 2005 and summer/fall of 2006. Overall, the number of bicycle parking spaces at MBTA facilities has increased¹ by 79% from the 1999-2000/2002 inventory.

BACKGROUND

The Mobility Management System (MMS) is an ongoing MPO work program for collecting and gathering performance data about the region's transportation systems. As part of the MMS, data are analyzed and used to provide planners and decision makers with tools to help them to prioritize transportation projects and to program funds. For example, this inventory of bicycle racks can be used in making decisions about installing additional bicycle racks or relocating underutilized racks to stations with higher demand.

The MBTA's Bikes and Transit Advisory Committee, composed of interested members of the public and representatives from the MBTA, the Executive Office of Transportation and Public Works, the Metropolitan Area Planning Council, and other interested organizations, advises the MBTA on issues related to bicyclist access to transit. Using qualitative and quantitative data, as well as personal experience, the committee recommends stations where bicycle racks should be added. Following the advice of the committee, the MBTA installs bicycle racks as resources are available. MMS staff participate in committee meetings in an advisory capacity.

The committee has advised the MBTA in its process of outfitting a portion of its bus fleet with bicycle racks, which began in 2006. Bicycle racks on buses allow customers to use their

¹ For convenience, the 2005-2006 conditions ascertained by the inventory conducted then will sometimes be referred to as present conditions.

bicycles at both ends of their transit trips (arriving at and departing from a station or stop). As of the fall of 2007, thirty-three percent of the MBTA's bus fleet, representing 55 bus routes, has been equipped with bicycle racks. The racks have the potential to encourage customers to make connections to and from transit via bicycle.

DATA COLLECTION

Inventories were conducted on a typical Tuesday, Wednesday, or Thursday dry-weather workday, between 9:00 AM and 5:00 PM, from September 2005 to March 2006 and August 2006 to December 2006. Bicycle parking and utilization data were collected during the first time period in concurrence with the inventory of vehicle parking at park-and-ride lots at MBTA stations. The remaining stations, those without vehicle parking, were inventoried separately during the second time period.

Staff inventoried park-and-ride lots at MBTA stations in the Boston Region MPO area as part of the previous MMS work scope in the fall of 2002. Bicycle parking spaces and bicycles parked were included in this inventory. Data for MBTA stations outside of the MPO area were supplemented from an MBTA 1999-2000 inventory of bicycle parking spaces and bicycles parked at MBTA stations. The MBTA data did not include the number of bicycles parked at commuter rail stations; therefore comparisons between the 1999-2000/2002 and 2005-2006 inventories on the utilization of bicycle racks at commuter rail stations could not be made. The 1999-2000/2002 information is combined and presented in the tables of Appendix A.

CTPS surveyors inventoried each station once. Data were collected using the survey form shown in Appendix B. The number, location, and condition of bicycle racks were recorded, as well as the number of bicycles parked in the racks and elsewhere at the station. Data on amenities and other characteristics of the station and its vicinity were also collected, including the presence of bicycle paths/trails and bicycle lanes in streets around the station, lighting, and security.

At many of the MBTA stations that do not have bicycle parking at the station, bicycle racks are located near the station on municipal property or along the sidewalks. These bicycle racks were included in the inventory if there was no bicycle parking at the nearby transit station and it appeared likely that the bicycle racks would be convenient for transit riders.

The observed utilization of the bicycle racks is assumed to be typical for the station. A detailed observation over a period of time—an effort beyond the scope of this project—would be necessary to gather the true bicycle rack utilization, due to the fluctuation of weather, work schedules, etc.

INVENTORY ANALYSIS RESULTS

Rapid Transit²

The total number of bicycle parking spaces on the rapid transit lines increased by 56% between the 1999-2000/2002 and the 2005-2006 inventories, during which time there was an 11% increase in the number of bicycles parked at rapid transit stations. This led to a decrease in the bicycle parking space utilization rate, from 48% in the 1999-2000/2002 inventory to 34% in the 2005-2006 inventory. Table 1 shows the number of bicycles parked, the number of bicycle parking spaces, and the percent of bicycle parking space utilization in the rapid transit system, by line, for the two inventory periods.

**Table 1
Rapid Transit Bicycle Parking Inventory and Percent of Utilization**

	1999-2000/2002			2005-2006		
	Bicycles Parked*	Bicycle Parking Spaces	Percent Utilization	Bicycles Parked*	Bicycle Parking Spaces	Percent Utilization
Red Line	462	713	65	464	1,037	45
Mattapan High-Speed Line	0	16	0	2	16	13
Blue Line	19	76	25	33	132	25
Orange Line	128	315	41	125	520	24
Green Line Central Subway	1	28	4	29	58	50
Green Line - B Branch	0	0	0	0	0	0
Green Line - C Branch	2	60	3	6	70	9
Green Line - D Branch	46	177	26	41	182	23
Green Line - E Branch	0	0	0	0	0	0
Silver Line Washington St.**	N/A	N/A	N/A	16	91	18
Silver Line Waterfront**	N/A	N/A	N/A	12	53	23
Total	658	1,385	48	728	2,159	34

*The number of bicycles parked does not include bicycles locked to objects other than bicycle racks.

**The Silver Line Washington St. and Waterfront were not in service during the 1999-2002 inventory.

A majority of the stations in the rapid transit system have bicycle racks. This includes seven stations that received racks between the two inventory periods that previously had no racks. See Appendix A for station-specific data on bicycle parking and utilization. Appendix A also indicates the number of bicycles locked to objects other than bicycle racks (poles, trees, railings, etc.) at each station.

Seventeen percent of the 123 rapid transit stations observed in the recent inventory do not have bicycle racks. Those stations are shown in Table 2.

² In this memo, “rapid transit” refers to the Red, Orange, Blue, Green, and Silver lines, as well as the Mattapan High-Speed Line.

Table 2
Rapid Transit Stations Without Bicycle Racks, 2005-2006

<p><u>Red Line</u> Broadway Andrew Savin Hill Fields Corner* Shawmut Ashmont*</p>	<p><u>Green Line - B Branch</u> All surface stops</p> <p><u>Green Line - C Branch</u> All surface stops <i>except</i> St. Mary's St., Coolidge Corner, Washington Square, and Cleveland Circle</p>
<p><u>Mattapan High-Speed Line</u> Cedar Grove Butler Central Ave Valley Rd Capen St</p>	<p><u>Green Line - D Branch</u> Newton Highlands</p> <p><u>Green Line - E Branch</u> Both subway stops (Prudential and Symphony) All surface stops</p>
<p><u>Orange Line</u> Haymarket (Green Line) State (Blue Line)</p>	<p><u>Silver Line Washington Street</u> Dudley Square</p>
<p><u>Blue Line</u> Airport Government Center (Green Line) Bowdoin</p>	<p><u>Silver Line Waterfront</u> Courthouse World Trade Center Airport Terminals (SL1) Boston Marine Industrial Park (SL2) City Point (SL3)</p>
<p><u>Green Line - Central Subway</u> Science Park Arlington* Copley* Hynes Convention Center Kenmore*</p>	

** Station under construction. Bicycle parking is expected to be installed upon completion, except at Arlington and Copley stations.*

The number of bicycle parking spaces increased on all but three of the rapid transit lines, with an overall growth of 56%. The lines on which there was no increase in spaces were the Mattapan High-Speed Line, whose number of spaces remained constant, and the Green Line's B and E branches, which remained at zero.

Aside from the Silver Line, which was not in operation at the time of the 1999-2000/2002 inventory, the Green Line Central Subway³ had the greatest percentage increase in bicycle parking spaces, 107%, with the installation of bicycle parking spaces at Lechmere, Park Street, and Boylston stations by the City of Boston and the City of Cambridge. Bicycle parking spaces on the Blue, Orange, and Red lines increased by 74%, 64%, and 44%, respectively.

The Red Line had the greatest number of bicycles parked at bicycle racks in both 1999-2000/2002 and 2005-2006. This is due in part to the high number of bicycles parked at racks at Alewife and Davis stations, which are both located on heavily traveled bicycle and pedestrian paths and have a large number of bicycle parking spaces to accommodate the demand. The Blue Line and the Green Line Central Subway saw notable increases in the number of bicycles parked in the recent inventory. All other lines, including the Red Line, saw little or no change.

Alewife, Davis, Porter, Harvard, Central, Orient Heights, and Maverick were stations observed during the 2005-2006 inventory to have more than 10 bicycles parked in areas other than the bicycle racks provided, despite there being available capacity at the racks. This may be an indication that the existing racks are not located in areas that are perceived as safe or that the racks are located in an inconvenient location. There were a significant number of abandoned or vandalized bicycles at Porter, Community College, North Station, Aquarium, and Revere Beach stations. The presence of vandalized bikes may be perceived by potential parkers as an indication that it is not safe to park one's bicycle at that station.

Commuter Rail

The total number of bicycle parking spaces in the commuter rail system increased by 130% between the 1999-2000/2002 and the 2005-2006 inventories. The bicycle parking space utilization rate was 17% in the 2005-2006 inventory.⁴ Table 3 shows the number of bicycle parking spaces in the commuter rail system, by line, for the two inventory periods, and the number of bicycles parked and the percent of bicycle parking space utilization for the 2005-2006 inventory period.

Seventy-eight percent of the stations in the commuter rail system have bicycle racks. This includes 18 stations that received racks between the two inventory periods that previously had no racks. See Appendix A for station-specific data on bicycle parking and its utilization. Appendix A also indicates the number of bicycles locked to objects other than bicycle racks (poles, trees, railings, etc.) at each station.

The number of bicycle parking spaces has increased on every commuter rail line since the 1999-2000/2002 inventory. The greatest percentage increase was on the Providence/Stoughton Line, which increased from 34 spaces in 1999-2000/2002 to 222 spaces presently. The Framingham/Worcester and Newburyport/Rockport lines also had major increases.

³ Refers to the portion of the Green Line between Kenmore and Lechmere stations.

⁴ Bicycle rack utilization was not recorded in the 1999-2000/2002 inventory, so the change in utilization between the two inventory periods could not be calculated.

**Table 3
Commuter Rail Bicycle Parking Inventory and Percent of Utilization**

	1999-2000/2002			2005-2006		
	Bicycles Parked*	Bicycle Parking Spaces	Percent Utilization	Bicycles Parked	Bicycle Parking Spaces	Percent Utilization
Newburyport/Rockport Line	N/A	80	N/A	30	212	14
Haverhill Line	N/A	37	N/A	21	89	24
Lowell Line	N/A	59	N/A	27	124	22
Fitchburg Line	N/A	96	N/A	39	180	22
Framingham/Worcester Line	N/A	44	N/A	36	189	19
Needham Line	N/A	45	N/A	7	46	15
Franklin/Forge Park Line	N/A	71	N/A	7	80	9
Fairmount Line	N/A	0	N/A	1	20	5
Providence/Stoughton Line	N/A	34	N/A	35	222	16
Middleborough/Lakeville Line	N/A	72	N/A	10	90	11
Plymouth/Kingston Line	N/A	50	N/A	13	98	13
Total	N/A	588	N/A	226	1,350	17

* *Bicycles parked at commuter rail stations were not counted in the 1999-2000/2002 inventory*

The Fitchburg Line had the most bicycles parked, with 39 parked at the racks. The Haverhill Line had the highest bicycle rack utilization, with 28%. In all, 54 commuter rail stations with racks were observed to have zero bicycles parked. The Fairmount Line had the lowest bicycle rack utilization, 5%. Twenty-seven of the 124 commuter rail stations observed do not currently have bicycle racks. These stations are listed in Table 4.

During the 2005-2006 inventory, staff observed a total of 38 bicycles parked in areas other than the bicycle racks provided at the commuter rail stations. Beverly Depot, Waltham, Westborough, Wellesley Hills, and Hersey stations each had three or more bicycles parked in areas other than the bicycle racks provided. This may be an indication that the existing racks are not located in areas that are perceived as safe or that the racks are located in an inconvenient location.

**Table 4
Commuter Rail Stations Without Bicycle Racks, 2005-2006**

<u>Newburyport/Rockport Line</u>	<u>Needham Line</u>
Prides Crossing	Roslindale Village
Chelsea	Highland
<u>Haverhill/Reading Line</u>	<u>Franklin Line</u>
Ballardvale*	Plimptonville
North Wilmington	Windsor Gardens
Melrose/Cedar Park	Norwood Depot
Wyoming Hill	Islington
<u>Lowell Line</u>	Dedham Corporate
Wedgemere	Endicott
<u>Fitchburg/South Acton Line</u>	<u>Fairmount Line</u>
North Leominster*	Morton St**
Shirley*	Uphams Corner**
Silver Hill	
Hastings	
Kendall Green	
<u>Framingham/Worcester Line</u>	
Wellesley Hills	
Auburndale	
West Newton	
Newtonville	
Yawkey	

* *Outside Boston Region MPO area.*

***Bicycle racks were installed during station renovations in 2007.*

Commuter Boat and Bus

The utilization of bicycle racks at selected major bus stops⁵ increased from 0% during the 1999-2000/2002 inventory to 43% in the 2005-2006 inventory. Commuter boat terminals were not monitored during the 1999-2000/2002 inventory, but the four that were inventoried had bicycle rack utilization of 20% in the 2005-2006 inventory. Table 5 shows the number of bicycles parked, the number of bicycle parking spaces, and the percent of bicycle parking space utilization at selected commuter boat terminals and major bus stops for the two inventory periods.

⁵ Bicycle parking data was collected at Woburn Yard and Watertown Yard as part of the data collection for the separate vehicle parking at MBTA stations task. Watertown Square was inventoried as part of the data collection for this task because of the high number of buses traversing the square.

**Table 5
Commuter Boat and Bus Bicycle Parking Inventory and Percent of Utilization**

	1999-2000/2002			2005-2006		
	Bicycles Parked	Bicycle Parking Spaces	Percent Utilization	Bicycles Parked	Bicycle Parking Spaces	Percent Utilization
Commuter boat	N/A	N/A	N/A	4	20	20
Bus	0	4	0	6	14	43

The Hingham commuter boat terminal has racks that accommodate 20 bicycles, and in the 2005-2006 inventory, four were parked there. The Hull, Quincy/Fore River, and Charlestown commuter boat terminals do not have bicycle racks. There were no bicycles parked in areas other than at the bicycle racks provided at the commuter boat terminals. Bicycles are allowed on MBTA commuter boats at all times, making it an option for bicyclists to bring bicycles on the boat and lock or ride them upon arrival at their destination. This might be the reason for these stations' lacking bicycle racks.

Watertown Yard was the only major bus stop monitored in the 1999-2000/2002 inventory. It had four spaces and zero bicycles parked, and results were the same in the recent inventory (however, one bicycle was parked in an area other than the bicycle racks provided, in the recent inventory). Watertown Square has 10 spaces, and six bicycles were observed parked there during the 2005-2006 inventory.

Inventory of Amenities and Other Characteristics of the Station and Its Vicinity

As part of the 2005-2006 inventory, staff recorded information on amenities and other characteristics of each station and its vicinity that are pertinent to bicycles. These include the types of bicycle racks, whether the racks are sheltered, if there is a bicycle path/trail nearby, and whether there are bus routes that connect to the station. These data are included in Appendix A in Tables 2, 4, and 6 and are discussed below. In addition, as also discussed below, staff noted roadways with bike lanes that connect to MBTA stations.

Types of Bicycle Racks

Some bicycle rack styles are more efficient and prevent theft better than others. The inverted-U style and post-and-loop style racks support the bicycle in two places, keeping it from falling and being damaged. Also, they make it easy for the bicyclist to lock the bicycle frame and front or rear wheel to the rack to prevent theft. Other rack styles, such as dish-rack and ribbon, support bicycles in only one place, making it easier for the bicycle to fall, and are difficult to lock both the bicycle frame and a wheel to. The ribbon and the inverted-U styles are the most common types of bicycle rack installed at the stations. The post-and-loop is also a common bicycle rack style and was observed to be installed mostly on sidewalks in the proximity of stations.

Sheltered Bicycle Racks

Bicyclists may be deterred from bicycling to a transit station when the weather is questionable, due in part to a lack of covered bicycle parking. Sheltered bicycle racks protect bicycles from the elements and provide a sense of security. Sheltered bicycle parking is not feasible at all stations. Only nine MBTA stations provide covered bicycle parking; two of them are South Station and Back Bay Station. These are major stations that have commuter rail, rapid transit, and bus connections. The South Acton commuter rail station has individual bicycle lockers for rent, in addition to unsheltered bicycle racks.⁶

Bicycle Paths/Trails

Bicycle paths located near transit stations provide safe and convenient access to transit for bicyclists. Over 25 stations are located near a bicycle path, and most of them were observed to have many bicycles parked. There are several bicycle paths in Boston as well as its surroundings, including the Paul Dudley White Charles River bicycle path, which runs along the Charles River from Boston to Watertown, and the Pierre Lallement Southwest Corridor bicycle path, which runs along the Orange Line from Forest Hills to Back Bay.

Connecting Bus Routes

The MBTA bus system covers a majority of the Boston region. Many of the stations that were inventoried have bus connections, either to MBTA bus routes or those of other regional transit authorities. As the MBTA continues to outfit its buses with bicycle racks, bus connectivity is becoming a very important criterion for bicyclists using transit.

Bike Lanes

Several MBTA stations are made more accessible by bicycle by bike lanes on roads leading to them. Porter, Harvard, Central, and Kendall stations on the Red Line are served by bike lanes on Main Street and portions of Massachusetts Avenue in Cambridge. Beacon Street in Brookline is currently undergoing reconstruction, and bike lanes are being striped in sections where the roadway is widest. These are improving bicycle access to all of the stations on the C Branch of the Green Line. Belmont Center Station on the Fitchburg/South Acton commuter rail line can be accessed by bike lanes on Concord Avenue in Belmont.

CONCLUSIONS

Bicycle racks improve access to MBTA stations by providing a safe and convenient place to lock a bicycle. There was an increase of 79% in the number of bicycle parking spaces throughout the entire MBTA system since the 1999-2000/2002 inventory. During this time, there was an 11% increase in the number of bicycles parked at racks at rapid transit stations. The large increase in spaces combined with the smaller increase in usage makes for an overall decrease in the percentage of utilization. Twenty-five MBTA stations that did not have bicycle parking during the previous inventory now have bicycle racks.

Bicycles were parked at locations other than at bicycle racks at 31 rapid transit stations, 29 commuter rail stations, and one express bus terminal (see Appendix A for station-specific data

⁶ The bicycle lockers at South Acton Station were installed and are administered by the Town of Acton.

on bicycles parked in other areas). Most of those stations have bicycle racks with utilization of 50% or less. Bicycles parked in areas other than at bicycle racks can be an indication that bicycle racks are not fully serving their intended purpose – to provide a safe and convenient place to park a bicycle.

There is no clear national or state-level standard for the number of bicycle parking spaces to be provided at transit stations. The Puget Sound Regional Council (PSRC) in Washington applies the percentage of passengers accessing a type of station (light rail, commuter rail, etc.) by bicycle to the number of boardings at an individual station to determine the potential demand for bicycle parking. San Francisco's Bay Area Regional Transit (BART) monitors stations annually to determine current utilization of bicycle racks in order to keep up with demand. These are two methods that staff could employ in a future work program.

RECOMMENDATIONS

The availability of bicycle parking at MBTA stations should continue to be increased where parking is needed. To this end, the primary recommendation of this memorandum is that the MBTA adopt a standard for providing bicycle parking spaces at transit stations, based on quantitative and qualitative data. With that information, the Bikes and Transit Advisory Committee could help the MBTA prioritize the stations that do not meet the standard. CTPS staff have provided the committee with the data in this memo, and could also be a resource in developing and applying standards. Doing so would require resources not accounted for in this work program.

In the meantime, the MBTA can address bicycle parking at stations where there were bicycles parked at locations other than at bicycle racks, which can be an indication of one or more problems with the station's existing racks:

- Being in an inconvenient location (far from the platform, for example)
- Not being sheltered from the weather
- Being in a secluded location that is difficult to find or may encourage theft
- Being damaged or difficult to safely lock bicycles to

Even if racks are free of all of these problems, bicyclists may be deterred from utilizing them if abandoned or damaged bicycles are locked to them, since that suggests that one's bicycle will not be safe there. In addition, of course, the existing rack(s) may be full, indicating that additional bicycle parking capacity could be needed.

Table 6 lists the MBTA stations that were observed to have bicycles parked in locations other than at bicycle racks. It identifies the location of those bicycles, as well as the number of bicycle parking spaces provided by the station's racks and the number of bicycles parked in them. It also presents one or more recommendations developed by staff for the station based on the locations and utilization of the bicycle racks, the locations of the bicycles parked in other areas, and station characteristics.

Table 6
MBTA Stations with Bicycles Parked at Locations Other than at Bicycle Racks (2005-2006):
Locations of Parked Bicycles; Recommended Improvements

	Bicycle Parking Spaces at Racks	Number of Bicycles Parked at Racks	Bicycles Not Parked at Racks	Total Bicycles	Locations of Bicycles Not Parked at Racks	Recommended Improvement
Rapid Transit						
<i>Red Line</i>						
Alewife	260	92	17	109	Railing	Provide shelter for existing racks
Davis	161	117	26	143	Fences, trees, poles	Install sheltered racks
Porter	62	19	13	32	Railing, poles	Provide shelter for existing racks; remove abandoned bicycles
Harvard	53	45	13	58	Trees and tree cages, posts, fence	Install additional racks; install signs directing bicyclists to racks
Central	114	47	18	65	Railing, poles, posts, trees	Provide shelter for existing racks
Kendall/MIT	74	47	4	51	Parking meters, sign posts	Install sheltered racks at station entrances
Park Street	6	3	1	4	Fence	Install sheltered racks
Downtown Crossing	22	5	3	8	Signposts	Provide shelter for existing racks
South Station	45	12	7	19	Fence, railing, posts	Install sheltered racks at station entrances
Andrew	0	N/A	1	1	Not identified	Install racks
North Quincy	52	22	3	25	Railings	Provide shelter for existing racks
Wollaston	30	30	3	33	Railings, post	Install sheltered racks
Quincy Center	34	6	8	14	Fence, signpost	Provide shelter for existing racks
<i>Blue Line</i>						
Wonderland	26	5	2	7	Fence	Provide shelter for existing racks
Revere Beach	16	4	3	7	Not identified	Provide shelter for existing racks; remove abandoned bicycles
Orient Heights	8	3	12	15	Fence	Install sheltered racks
Wood Island	10	6	5	11	Fences	Provide shelter for existing racks
Maverick	8	1	11	12	Not identified	Install sheltered racks
Aquarium	16	6	1	7	Not identified	Install signs directing bicyclists to racks
<i>Orange Line</i>						
Oak Grove	76	36	6	42	Tree, sign post	Provide shelter for existing racks
Community College	5	1	2	3	College bike rack (not at station)	No recommendation
North Station	28	17	1	18	Not identified	Install additional racks at subway entrances
Back Bay	46	10	2	12	Signpost	Relocate some of the outside bicycle racks to inside the station
Mass. Avenue	24	2	2	4	Fence	Provide shelter for existing racks; remove abandoned bicycles
Ruggles	20	1	2	3	Fence	Provide shelter for existing racks
Green Street	24	9	1	10	Tree cage	Provide shelter for existing racks

Table 6 (cont.)
MBTA Stations with Bicycles Parked at Locations Other than at Bicycle Racks (2005-2006):
Locations of Parked Bicycles; Recommended Improvements

	Bicycle Parking Spaces at Racks	Number of Bicycles Parked at Racks	Bicycles Not Parked at Racks	Total Bicycles	Locations of Bicycles Not Parked at Racks	Recommended Improvement
<i>Green Line - Central Subway</i>						
Lechmere	6	0	1	1	Railing	Install sheltered racks at station
<i>Green Line - D Branch</i>						
Woodland	14	1	1	2	Railing	Provide shelter for existing racks
Eliot	8	1	8	9	Railing, fence	Relocate existing racks closer to platform
Newton Centre	16	9	2	11	Railing, shelter support	Install sheltered racks close to platforms
Brookline Village	6	3	1	4	Railing	Install additional racks close to platforms
Commuter Rail						
<i>Newburyport/Rockport Line</i>						
Newburyport	36	6	4	10	Platform railing	Relocate existing racks closer to platform
Ipswich	16	0	2	2	Railing	Relocate existing rack to sheltered area
Hamilton/Wenham	6	3	2	5	Light pole	Install sheltered racks close to platforms
Beverly Depot	16	2	3	5	Bench, shelter supports	Relocate existing rack to sheltered area
Swampscott	16	0	2	2	Railing along sidewalk to Burrill St.	Install inverted-U racks near stairs to platforms
<i>Haverhill Line</i>						
Bradford	12	2	1	3	Not identified	Install signs directing bicyclists to racks
Andover	6	6	1	7	Signpost	Relocate existing rack to sheltered area
<i>Lowell Line</i>						
Lowell	24	13	1	14	Staircase railing	Install additional racks in sheltered areas
Winchester Center	30	3	1	4	Railing	Relocate one rack to location visible from the street
<i>Fitchburg Line</i>						
North Leominster	0	N/A	1	1	Signpost	Install racks
Concord	12	6	1	7	Utility pipe at side of building	Provide shelter for existing racks
Kendal Green	0	N/A	2	2	Parking lot fence	Install racks
Brandeis/Roberts	24	0	1	1	Platform railing	Provide shelter for existing racks
Waltham	8	4	4	8	Fence, money box post	Install sheltered racks close to platforms

Table 6 (cont.)
MBTA Stations with Bicycles Parked at Locations Other than at Bicycle Racks (2005-2006):
Locations of Parked Bicycles; Recommended Improvements

	Bicycle Parking Spaces at Racks	Number of Bicycles Parked at Racks	Bicycles Not Parked at Racks	Total Bicycles	Locations of Bicycles Not Parked at Racks	Recommended Improvement
<i>Framingham/Worcester Line</i>						
Worcester	15	2	1	3	Fence near bus station	Install signs directing bicyclists to racks
Westborough	8	1	4	5	Shelter supports	Relocate rack so that no spaces are blocked by the shelter
Natick	9	4	1	5	Fence	Install signs directing bicyclists to racks
Wellesley Square	48	7	1	8	Signpost near platform	Relocate existing rack to location visible from the street
Wellesley Hills	0	N/A	3	3	Platform railing	Install racks
Wellesley Farms	33	0	1	1	Signpost near platform	Relocate existing racks
<i>Needham Line</i>						
Needham Center	6	2	1	3	Tree	Provide shelter for existing racks
Hersey	12	4	3	7	Tree, staircase railing	Relocate racks to top of staircase
Highland	0	N/A	2	2	Signpost	Install racks
<i>Franklin Line</i>						
Norfolk	8	0	1	1	Money box post	Provide shelter for existing racks
Dedham Corp. Center	0	N/A	1	1	Money box post	Install racks
<i>Providence/Stoughton Line</i>						
Providence	10	0	1	1	Railing	Provide shelter for existing racks
South Attleboro	10	0	2	2	Platform railing	Provide shelter for existing racks
Canton Junction	48	3	2	5	Under pedestrian overpass	Relocate existing racks to areas with shelter
<i>Middleborough/Lakeville Line</i>						
Campello	8	0	1	1	Signpost	Relocate existing racks to under the shelter
Bus						
Watertown Yard	4	0	1	1	Pole near bicycle rack, fence, lobby	Install signs to direct bicyclists to racks

Appendix A – Bicycle Parking Inventory Summary Tables

Table 1 – Rapid Transit Inventory: Analysis of Bicycle Parking Spaces

Table 2 – Rapid Transit Inventory: Bicycle Amenities

Table 3 – Commuter Rail Inventory: Analysis of Bicycle Parking Spaces

Table 4 – Commuter Rail Inventory: Bicycle Amenities

Table 5 – Commuter Boat and Express Bus Inventory: Analysis of Bicycle Parking Spaces

Table 6 – Commuter Boat and Express Bus Inventory: Bicycle Amenities

**APPENDIX A
TABLE 1
RAPID TRANSIT INVENTORY ANALYSIS OF BICYCLE PARKING SPACES**

Station Name	Bicycle Parking Spaces			Bicycles Parked			% Bicycle Parking Spaces Utilized		Bicycles Parked in Other Areas 2005-2006***
	1999-2000/ 2002	2005-2006	% Change	1999-2000/ 2002	2005-2006	% Change	1999-2000/2002	2005-2006	
Red Line									
Alewife	174	260	49	105	92	-12	60	35	17
Davis	165	161	-2	140	117	-16	85	73	26
Porter	34	62	82	30	19	-37	88	31	13
Harvard	21	53	152	19	45	137	90	85	13
Central	36	114	217	30	47	57	83	41	18
Kendall/MIT	58	74	28	45	47	4	78	64	4
Charles/MGH	0	8	N/A	0	N/A	0	0	0	0
Park St**	0	6	N/A	0	3	N/A	0	50	1
Downtown Crossing**	0	22	N/A	0	5	N/A	0	23	3
South Station	8	45	463	4	12	200	50	27	7
Broadway	0	0	0	0	0	0	0	0	0
Andrew	0	0	0	0	0	0	0	0	1
JFK/Umass	18	22	22	2	2	0	11	9	0
North Quincy	43	52	21	28	22	-21	65	42	3
Wollaston	30	30	0	25	30	20	83	100	3
Quincy Center	24	34	42	16	6	-63	67	18	8
Quincy Adams	64	64	0	8	7	-13	13	11	0
Braintree	30	30	0	9	10	11	30	33	0
Savin Hill	0	0	0	0	0	0	0	0	0
Fields Corner*	0	N/A	0	0	N/A	0	0	0	0
Shawmut	0	0	0	0	0	0	0	0	0
Ashmont*	8	N/A	N/A	1	N/A	N/A	13	0	1
Total	713	1,037	45%	462	464	0%	65%	45%	118
Mattapan High Speed Line									
Cedar Grove	0	0	0	0	0	0	0	0	0
Butler	0	0	0	0	0	0	0	0	0
Milton	8	8	0	0	0	0	0	0	0
Central Ave	0	0	0	0	0	0	0	0	0
Valley Rd	0	0	0	0	0	0	0	0	0
Capen St	0	0	0	0	0	0	0	0	0
Mattapan	8	8	0	0	2	N/A	0	25	0
Total	16	16	0%	0	2	N/A	0%	13%	0
Blue Line									
Wonderland	24	26	8	6	5	-17	25	19	2
Revere Beach	12	16	33	0	4	N/A	0	25	3
Beachmont	6	36	500	1	8	700	17	22	0
Suffolk Downs	8	12	50	0	0	0	0	0	0
Orient Heights	8	8	0	0	3	N/A	0	38	12
Wood Island	10	10	0	5	6	-20	50	60	5
Airport	0	0	0	0	0	0	0	0	0
Maverick	8	8	0	7	1	-86	88	13	11
Aquarium	0	16	N/A	0	6	N/A	0	38	1
State	0	0	0	0	0	0	0	0	0
Government Center	0	0	0	0	0	0	0	0	0
Bowdoin	0	0	0	0	0	0	0	0	0
Total	76	132	74%	19	33	74%	25%	25%	34
Orange Line									
Oak Grove	42	76	81	37	36	-3	88	47	6
Malden	66	152	130	52	13	-75	79	9	0
Wellington	16	16	0	3	3	0	19	19	0
Sullivan Square	16	16	0	12	9	-25	75	56	0
Community College	5	5	0	1	1	0	20	20	2
North Station	20	28	40	N/A	17	N/A	N/A	61	1
Haymarket	0	0	0	0	0	0	0	0	0
State	0	0	0	0	0	0	0	0	0
Downtown Crossing**	0	22	N/A	0	5	N/A	0	23	3
Chinatown	0	4	N/A	0	0	0	0	0	0
N.E. Medical Center	0	15	N/A	0	2	N/A	0	13	0
Back Bay	16	46	188	0	10	N/A	0	22	2
Mass Ave	24	24	0	2	2	0	8	8	2
Ruggles	20	20	0	1	1	0	5	5	2
Roxbury Crossing	16	16	0	0	0	0	0	0	0
Jackson Sq	8	8	0	0	0	0	0	0	0
Stony Brook	12	16	33	2	3	50	17	19	0
Green St	22	24	9	5	9	80	23	38	1
Forest Hills	32	32	0	13	14	8	41	44	0
Total	315	520	65%	128	125	-8%	41%	24%	19

*Station under construction (racks may be installed upon completion)

**Non-MBTA racks

***Includes vandalized/abandoned bicycles

**APPENDIX A
TABLE 1
RAPID TRANSIT INVENTORY ANALYSIS OF BICYCLE PARKING SPACES**

Station Name	Bicycle Parking Spaces			Bicycles Parked			% Bicycle Parking Spaces Utilized		Bicycles Parked in Other Areas 2005-2006***
	1999-2000/2002	2005-2006	% Change	1999-2000/2002	2005-2006	% Change	1999-2000/2002	2005-2006	
Green Line - Central Subway									
Lechmere	0	6	N/A	0	0	0	0	0	1
Science Park	0	0	0	0	0	0	0	0	0
North Station	20	28	40	1	17	1600	5	61	1
Haymarket	0	0	0	0	0	0	0	0	0
Government Center	0	0	0	0	0	0	0	0	0
Park St**	0	6	N/A	0	3	N/A	0	50	1
Boylston	0	18	N/A	0	9	N/A	0	50	0
Arlington	0	0	0	0	0	0	0	0	0
Copley	0	0	0	0	0	0	0	0	0
Hynes	0	0	0	0	0	0	0	0	0
Kenmore*	8	0	-100	0	N/A	N/A	0	N/A	N/A
Prudential	0	0	0	0	0	0	0	0	0
Symphony	0	0	0	0	0	0	0	0	0
Total	28	58	107%	1	29	2800%	4%	50%	3
Green Line - B Branch									
Boston College	0	0	N/A	0	0	N/A	0	0	0
South St	0	0	N/A	0	0	N/A	0	0	0
Chestnut Hill Ave	0	0	N/A	0	0	N/A	0	0	0
Chiswick Rd	0	0	N/A	0	0	N/A	0	0	0
Sutherland Rd	0	0	N/A	0	0	N/A	0	0	0
Washington St	0	0	N/A	0	0	N/A	0	0	0
Warren St	0	0	N/A	0	0	N/A	0	0	0
Allston St	0	0	N/A	0	0	N/A	0	0	0
Griggs St	0	0	N/A	0	0	N/A	0	0	0
Harvard Ave	0	0	N/A	0	0	N/A	0	0	0
Packard's Corner	0	0	N/A	0	0	N/A	0	0	0
Babcock St	0	0	N/A	0	0	N/A	0	0	0
Pleasant St	0	0	N/A	0	0	N/A	0	0	0
St. Paul St	0	0	N/A	0	0	N/A	0	0	0
Boston University West	0	0	N/A	0	0	N/A	0	0	0
Boston University	0	0	N/A	0	0	N/A	0	0	0
Boston University East	0	0	N/A	0	0	N/A	0	0	0
Blandford St	0	0	N/A	0	0	N/A	0	0	0
Total	0	0	N/A	0	0	N/A	0%	0%	0
Green Line - C Branch									
Cleveland Circle	10	20	100	0	0	0	0	0	0
Englewood Ave	0	0	0	0	0	0	0	0	0
Dean Rd	0	0	0	0	0	0	0	0	0
Tappan St	0	0	0	0	0	0	0	0	0
Washington Square	20	20	0	1	2	100	5	10	0
Fairbanks St	0	0	0	0	0	0	0	0	0
Brandon Hall	0	0	0	0	0	0	0	0	0
Summit Ave	0	0	0	0	0	0	0	0	0
Coolidge Corner	20	20	0	1	4	300	5	20	0
St. Paul St	0	0	0	0	0	0	0	0	0
Kent St	0	0	0	0	0	0	0	0	0
Hawes St	0	0	0	0	0	0	0	0	0
St. Mary's St	10	10	0	0	0	0	0	0	0
Total	60	70	17%	2	6	200%	3%	9%	0
Green Line - D Branch									
Riverside	48	48	0	12	6	-50	25	13	0
Woodland	16	14	-13	8	1	-88	50	7	1
Waban	12	10	-17	0	4	N/A	0	40	0
Eliot	8	8	0	3	1	-67	38	13	8
Newton Highlands	0	0	0	0	0	0	0	0	0
Newton Centre	15	16	7	10	9	-10	67	56	2
Chestnut Hill	8	8	0	1	5	400	13	63	0
Reservoir	8	11	38	5	6	20	63	55	0
Beaconsfield	8	8	0	1	2	100	13	25	0
Brookline Hills	6	8	33	2	2	0	33	25	0
Brookline Village	15	6	-60	3	3	0	20	50	1
Longwood	15	19	27	1	1	0	7	5	0
Fenway	18	26	44	0	1	N/A	0	4	0
Total	177	182	3%	46	41	-11%	26%	23%	0

*Station under construction (racks may be installed upon completion)

**Non-MBTA racks

***Includes vandalized/abandoned bicycles

APPENDIX A
TABLE 1
RAPID TRANSIT INVENTORY: ANALYSIS OF BICYCLE PARKING SPACES

Station Name	Bicycle Parking Spaces			Bicycles Parked			% Bicycle Parking Spaces Utilized		Bicycles Parked in Other Areas 2005-2006***
	1999-2000/2002	2005-2006	% Change	1999-2000/2002	2005-2006	% Change	1999-2000/2002	2005-2006	
Green Line - E Branch									
Heath	0	0	0	0	0	0	0	0	0
Back of The Hill	0	0	0	0	0	0	0	0	0
Riverway	0	0	0	0	0	0	0	0	0
Mission Park	0	0	0	0	0	0	0	0	0
Fenwood Rd	0	0	0	0	0	0	0	0	0
Brigham Circle	0	0	0	0	0	0	0	0	0
Longwood Medical	0	0	0	0	0	0	0	0	0
Museum of Fine Arts	0	0	0	0	0	0	0	0	0
Northeastern	0	0	0	0	0	0	0	0	0
<i>Total</i>	<i>0</i>	<i>0</i>	<i>0%</i>	<i>0</i>	<i>0</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>	<i>0</i>
Silver Line - Washington St.									
Dudley Square	N/A	0	N/A	N/A	0	N/A	N/A	0	0
Melnea Cass Blvd	N/A	4	N/A	N/A	0	N/A	N/A	0	0
Lenox St	N/A	4	N/A	N/A	0	N/A	N/A	0	0
Massachusetts Ave	N/A	4	N/A	N/A	0	N/A	N/A	0	0
Worcester Square	N/A	4	N/A	N/A	0	N/A	N/A	0	0
Newton St	N/A	4	N/A	N/A	0	N/A	N/A	0	0
Union Park St	N/A	4	N/A	N/A	0	N/A	N/A	0	0
E. Berkeley St	N/A	4	N/A	N/A	0	N/A	N/A	0	0
Herald St	N/A	4	N/A	N/A	0	N/A	N/A	0	0
N.E. Medical Center	0	15	N/A	0	2	N/A	0	13	0
Chinatown	N/A	4	N/A	N/A	0	N/A	N/A	0	0
Downtown Crossing**	N/A	22	N/A	N/A	5	N/A	N/A	23	3
Boylston**	0	18	N/A	0	9	N/A	0	50	0
<i>Total</i>	<i>0</i>	<i>91</i>	<i>N/A</i>	<i>0</i>	<i>16</i>	<i>0%</i>	<i>0%</i>	<i>18%</i>	<i>3</i>
Silver Line - Waterfront									
Airport Terminals (SL1)	N/A	0	N/A	N/A	0	N/A	N/A	0	0
Boston Marine									
Industrial Park (SL2)	N/A	0	N/A	N/A	0	N/A	N/A	0	0
City Point (SL3)	N/A	0	N/A	N/A	0	N/A	N/A	0	0
Silver Line Way**	N/A	8	N/A	N/A	0	N/A	N/A	0	0
World Trade Center	N/A	0	N/A	N/A	0	N/A	N/A	0	0
Courthouse	N/A	0	N/A	N/A	0	N/A	N/A	0	0
South Station	N/A	45	N/A	N/A	12	N/A	N/A	27	7
<i>Total</i>	<i>N/A</i>	<i>53</i>	<i>N/A</i>	<i>N/A</i>	<i>12</i>	<i>N/A</i>	<i>N/A</i>	<i>23%</i>	<i>7</i>

**Non-MBTA racks

***Includes vandalized/abandoned bicycles

**APPENDIX A
TABLE 2
RAPID TRANSIT INVENTORY ANALYSIS OF BICYCLE AMENITIES**

Station Name	Type of Bike Rack***	Are Bike Racks Covered?	Bike Trails/ Paths?	Condition of Bike Trail	Connecting Bus Routes?
Red Line					
Alewife	U	Yes	Yes	Good	Yes
Davis	U,R,P		Yes	Good	Yes
Porter	U,P,T				Yes
Harvard	R,P				Yes
Central	U,P				Yes
Kendall/MIT	U				Yes
Charles/MGH	U		Yes	Good	
Park St**	A				Yes
Downtown Crossing**	U				Yes
South Station	R,D,P	Yes			Yes
Broadway					Yes
Andrew					Yes
JFK/Umass	U,S				Yes
North Quincy	R,D				Yes
Wollaston	S				Yes
Quincy Center	U,T		Yes	Good	Yes
Quincy Adams	U	Yes			Yes
Braintree	S				Yes
Savin Hill					Yes
Fields Corner*	N/A				Yes
Shawmut					
Ashmont*	N/A				Yes
<i>Total</i>					
Mattapan High Speed Line					
Cedar Grove					
Butler			Yes	Good	
Milton	R		Yes	Good	Yes
Central Ave					Yes
Valley Rd					
Capen St					
Mattapan	R				Yes
<i>Total</i>					
Blue Line					
Wonderland	U,R	Some			Yes
Revere Beach	R				Yes
Beachmont	R	Yes			Yes
Suffolk Downs	R				
Orient Heights	R				Yes
Wood Island	R				Yes
Airport					Shuttle
Maverick	R		Yes	Good	Yes
Aquarium	R				Yes
State					Yes
Government Center					
Bowdoin					
<i>Total</i>					
Orange Line					
Oak Grove	R				Yes
Malden	U				Yes
Wellington	R		Yes		Yes
Sullivan Square	R				Yes
Community College	T				
North Station	D,T				Yes
Haymarket					Yes
State					Yes
Downtown Crossing**	U				Yes
Chinatown	U				Yes
N.E. Medical Center	T,U	Some			Yes
Back Bay	R,T	Some	Yes	Good	
Mass Ave	R		Yes	Good	Yes
Ruggles	R,U		Yes	Good	Yes
Roxbury Crossing	R		Yes	Good	Yes
Jackson Sq	R	Yes	Yes	Good	Yes
Stony Brook	T		Yes	Good	Yes
Green St	T		Yes	Good	Yes
Forest Hills	R		Yes	Good	Yes
<i>Total</i>					

*Station under construction (racks may be installed upon completion)

**Non-MBTA racks

***R=Rebbon|U=Inverted U|D=Dish Rack|A=Inverted U with a horizontal bar|T=Hanging Triangles|P=Post and Loop

Unless noted, racks are not covered, there is not a bicycle trail/path, and there is not a connecting bus route. S=Single Post

APPENDIX A
TABLE 2
RAPID TRANSIT INVENTORY ANALYSIS OF BICYCLE AMENITIES

Station Name	Type of Bike Rack***	Are Bike Racks Covered?	Bike Trails/ Paths?	Condition of Bike Trail	Connecting Bus Routes?
Green Line - Central Subway					
Lechmere	P				Yes
Science Park					
North Station	D,T				Yes
Haymarket					Yes
Government Center					
Park St**	A				Yes
Boylston	A				
Arlington					Yes
Copley					Yes
Hynes					Yes
Kenmore*	N/A				Yes
Prudential					Yes
Symphony					Yes
<i>Total</i>					
Green Line - B Branch					
Boston College					
South St					
Chestnut Hill Ave					Yes
Chiswick Rd					
Sutherland Rd					
Washington St					Yes
Warren St					
Allston St					
Griggs St					
Harvard Ave					Yes
Packard's Corner					Yes
Babcock St					
Pleasant St					
St. Paul St					Yes
Boston University West					
Boston University					Yes
Boston University East					
Blandford St					
<i>Total</i>					
Green Line - C Branch					
Cleveland Circle	R				Yes
Englewood Ave					
Dean Rd					
Tappan St					
Washington Square	R				Yes
Fairbanks St					
Brandon Hall					
Summit Ave					
Coolidge Corner	R,U				Yes
St. Paul St					
Kent St					
Hawes St					
St. Mary's St	R				
<i>Total</i>					
Green Line - D Branch					
Riverside	R				Yes
Woodland	R				
Waban	R				
Eliot	R				
Newton Highlands					Yes
Newton Centre	R				Yes
Chestnut Hill	R				
Reservoir	U,S				Yes
Beaconsfield	R				
Brookline Hills	R				
Brookline Village	R				Yes
Longwood	D		Yes		
Fenway	U,T		Yes		Yes
<i>Total</i>					

*Station under construction

**City Racks(Probably not from MBTA)

***R=Rebbon|U=Inverted U|D=Dish Rack|A=Inverted U with a horizontal bar|T=Hanging Triangles|P=Post and Loop

Unless noted racks are not covered and there is not a bicycle trail/path.

S=Single Post

**APPENDIX A
TABLE 2
RAPID TRANSIT INVENTORY: BICYCLE AMENITIES**

Station Name	Type of Bike Rack***	Are Bike Racks Covered?	Bike Trails/ Paths?	Condition of Bike Trail	Connecting Bus Routes?
Green Line - E Branch					
Heath					Yes
Back of The Hill					Yes
Riverway					Yes
Mission Park					Yes
Fenwood Rd					Yes
Brigham Circle					Yes
Longwood Medical Area					Yes
Museum of Fine Arts					Yes
Northeastern					Yes
<i>Total</i>					
Silver Line - Washington St.					
Dudley Sq					Yes
Melnea Cass Blvd	R		Yes	Fair	Yes
Lenox St	R				Yes
Massachusetts Ave	R				Yes
Worcester Square	R				Yes
Newton St	R				Yes
Union Park St	R				Yes
E. Berkeley St	R				Yes
Herald St	R				Yes
N.E. Medical Center	T,U				Yes
Chinatown	U				Yes
Downtown Crossing**	U				Yes
Boylston**	A				Yes
<i>Total</i>					
Silver Line - Waterfront					
Airport Terminals (SL1)					
Boston Marine Industrial Park (SL2)					
City Point (SL3)					
Silver Line Way**	R,U				
World Trade Center					Yes
Courthouse					Yes
South Station	R,D,P	Yes			Yes
<i>Total</i>					

**City Racks (probably not from MBTA)

***R=Rebar|U=Inverted U|D=Dish Rack|A=Inverted U with a horizontal bar|T=Hanging Triangles|P=Post and Loop
Unless noted racks are not covered and there is not a bicycle trail/path. S=Single Post

APPENDIX A
TABLE 3
COMMUTER RAIL INVENTORY ANALYSIS OF BICYCLE PARKING SPACES

Station Name	Bicycle Parking Spaces			Bicycles Parked			% Bicycle Parking Spaces Utilized		Bicycles Parked in Other Areas 2005-2006***
	1999-2000/ 2002	2005-2006	% Change	1999-2000/ 2002	2005-2006	% Change	1999-2000/2002	2005-2006	
Newburyport/Rockport Line									
Rockport	7	8	14	N/A	1	N/A	N/A	13	0
Gloucester	0	12	N/A	N/A	0	N/A	N/A	0	0
W. Gloucester	7	8	14	N/A	0	N/A	N/A	0	0
Manchester	7	8	14	N/A	1	N/A	N/A	13	0
Beverly Farms	7	16	129	N/A	0	N/A	N/A	0	0
Prides Crossing	0	0	0	N/A	0	N/A	N/A	0	0
Montserrat	7	8	14	N/A	0	N/A	N/A	0	0
Newburyport	0	36	N/A	N/A	6	N/A	N/A	17	0
Rowley	0	12	N/A	N/A	1	N/A	N/A	8	0
Ipswich	8	16	100	N/A	0	N/A	N/A	0	0
Hamilton/Wenham	18	6	-67	N/A	3	N/A	N/A	50	0
N. Beverly	0	16	N/A	N/A	2	N/A	N/A	13	0
Beverly Depot	0	16	N/A	N/A	2	N/A	N/A	13	3
Salem	5	20	300	N/A	8	N/A	N/A	40	0
Swampscott	0	16	N/A	N/A	0	N/A	N/A	0	0
Lynn	14	14	0	N/A	7	N/A	N/A	50	0
Chelsea	0	0	0	N/A	0	N/A	N/A	0	0
Total	80	212	165%	N/A	31	N/A	N/A	15%	3
Haverhill Line									
Haverhill	0	16	N/A	N/A	2	N/A	N/A	13	0
Bradford	9	12	33	N/A	2	N/A	N/A	17	0
Lawrence	0	12	N/A	N/A	6	N/A	N/A	50	0
Andover	6	6	0	N/A	6	N/A	N/A	100	1
Ballardvale	0	0	N/A	N/A	0	N/A	N/A	0	0
North Wilmington	0	0	0	N/A	0	N/A	N/A	0	0
Reading	10	13	30	N/A	4	N/A	N/A	31	0
Wakefield	6	6	0	N/A	0	N/A	N/A	0	0
Greenwood	6	6	0	N/A	0	N/A	N/A	0	0
Melrose Highlands	0	18	N/A	N/A	1	N/A	N/A	6	0
Melrose/Cedar Park	0	0	0	N/A	0	N/A	N/A	0	0
Wyoming Hill	0	0	0	N/A	0	N/A	N/A	0	0
Total	37	89	141%	N/A	21	N/A	N/A	24%	1
Lowell Line									
Lowell	18	24	33	N/A	13	N/A	N/A	54	1
North Billerica	14	16	14	N/A	2	N/A	N/A	13	0
Wilmington	0	24	N/A	N/A	2	N/A	N/A	8	0
Anderson RTC	0	14	N/A	N/A	6	N/A	N/A	43	0
Mishawum	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
Winchester Center	27	30	11	N/A	4	N/A	N/A	13	1
Wedgemere	0	0	0	N/A	0	N/A	N/A	0	0
West Medford	0	16	N/A	N/A	0	N/A	N/A	0	0
Total	59	124	110%	N/A	27	N/A	N/A	22%	2
Fitchburg Line									
Fitchburg	N/A	24	N/A	N/A	1	N/A	N/A	4	0
North Leominster	0	0	N/A	N/A	0	N/A	N/A	0	0
Shirley	0	0	N/A	N/A	0	N/A	N/A	0	0
Ayer	0	12	N/A	N/A	0	N/A	N/A	0	0
Littleton/495	0	12	N/A	N/A	2	N/A	N/A	17	0
South Acton	44	44	0	N/A	18	N/A	N/A	41	0
West Concord	10	18	80	N/A	1	N/A	N/A	6	0
Concord	10	12	20	N/A	6	N/A	N/A	50	1
Lincoln	8	8	0	N/A	5	N/A	N/A	63	0
Silver Hill	0	0	0	N/A	0	N/A	N/A	0	0
Hastings	0	0	0	N/A	0	N/A	N/A	0	0
Kendall Green	0	0	0	N/A	0	N/A	N/A	0	2
Brandeis/Roberts	8	24	200	N/A	0	N/A	N/A	0	0
Waltham	8	8	0	N/A	4	N/A	N/A	50	4
Waverly	0	10	N/A	N/A	1	N/A	N/A	10	0
Belmont Center	8	8	0	N/A	1	N/A	N/A	13	0
Total	96	180	88%	N/A	39	N/A	N/A	22%	7

***Includes vandalized/abandoned bicycles

**APPENDIX A
TABLE 3
COMMUTER RAIL INVENTORY ANALYSIS OF BICYCLE PARKING SPACES**

Station Name	Bicycle Parking Spaces			Bicycles Parked			% Bicycle Parking Spaces Utilized		Bicycles Parked in Other Areas 2005-2006***
	1999-2000/ 2002	2005-2006	% Change	1999-2000/ 2002	2005-2006	% Change	1999-2000/2002	2005-2006	
Worcester Line									
Worcester	5	15	200	N/A	2	N/A	N/A	13	1
Grafton	8	8	0	N/A	0	N/A	N/A	0	0
Westborough	N/A	8	N/A	N/A	1	N/A	N/A	13	4
Southborough	N/A	8	N/A	N/A	0	N/A	N/A	0	0
Ashland	N/A	16	N/A	N/A	0	N/A	N/A	0	0
Framingham	10	28	180	N/A	14	N/A	N/A	50	0
West Natick	5	16	220	N/A	8	N/A	N/A	50	0
Natick	0	9	N/A	N/A	4	N/A	N/A	44	1
Wellesley Square	0	48	N/A	N/A	7	N/A	N/A	15	1
Wellesley Hills	0	0	0	N/A	0	N/A	N/A	0	3
Wellesley Farms	16	33	106	N/A	0	N/A	N/A	0	1
Auburndale	0	0	0	N/A	0	N/A	N/A	0	0
West Newton	0	0	0	N/A	0	N/A	N/A	0	0
Newtonville	0	0	0	N/A	0	N/A	N/A	0	0
Yawkey	0	0	0	N/A	0	N/A	N/A	0	0
<i>Total</i>	<i>44</i>	<i>189</i>	<i>330%</i>	<i>N/A</i>	<i>36</i>	<i>N/A</i>	<i>N/A</i>	<i>19%</i>	<i>11</i>
Needham Line									
Needham Heights	6	6	0	N/A	0	N/A	N/A	0	0
Needham Center	6	6	0	N/A	2	N/A	N/A	33	1
Needham Junction	6	6	0	N/A	0	N/A	N/A	0	0
Hersey	11	12	9	N/A	4	N/A	N/A	33	3
West Roxbury	8	8	0	N/A	1	N/A	N/A	13	0
Highland	0	0	0	N/A	0	N/A	N/A	0	2
Bellevue	8	8	0	N/A	0	N/A	N/A	0	0
Roslindale Village	0	0	0	N/A	0	N/A	N/A	0	0
<i>Total</i>	<i>45</i>	<i>46</i>	<i>2%</i>	<i>N/A</i>	<i>7</i>	<i>N/A</i>	<i>N/A</i>	<i>15%</i>	<i>6</i>
Franklin/Forge Park Line									
Forge Park/495	14	17	21	N/A	0	N/A	N/A	0	0
Franklin/Dean College	7	7	0	N/A	0	N/A	N/A	0	0
Norfolk	8	8	0	N/A	0	N/A	N/A	0	1
Walpole	5	6	20	N/A	3	N/A	N/A	50	0
Plimptonville	N/A	0	N/A	N/A	0	N/A	N/A	N/A	0
Windsor Gardens	0	0	0	N/A	0	N/A	N/A	0	0
Norwood Central	27	20	-26	N/A	2	N/A	N/A	10	0
Norwood Depot	0	0	0	N/A	0	N/A	N/A	0	0
Islington	0	0	0	N/A	0	N/A	N/A	0	0
Dedham Corp. Center	0	0	0	N/A	0	N/A	N/A	0	1
Endicott	0	0	0	N/A	0	N/A	N/A	0	0
Readville	N/A	12	N/A	N/A	2	N/A	N/A	17	0
Hyde Park	10	10	0	N/A	0	N/A	N/A	0	0
<i>Total</i>	<i>71</i>	<i>80</i>	<i>13%</i>	<i>N/A</i>	<i>7</i>	<i>N/A</i>	<i>N/A</i>	<i>9%</i>	<i>2</i>
Fairmount Line									
Fairmount	N/A	20	N/A	N/A	1	N/A	N/A	5	0
Morton Street*	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
Uphams Corner*	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
<i>Total</i>	<i>N/A</i>	<i>20</i>	<i>N/A</i>	<i>N/A</i>	<i>1</i>	<i>N/A</i>	<i>N/A</i>	<i>5%</i>	<i>0</i>
Providence/Stoughton Line									
Providence	N/A	10	N/A	N/A	0	N/A	N/A	0	1
South Attleboro	N/A	10	N/A	N/A	0	N/A	N/A	0	2
Attleboro	N/A	15	N/A	N/A	4	N/A	N/A	27	0
Mansfield	N/A	9	N/A	N/A	3	N/A	N/A	33	0
Sharon	8	35	338	N/A	14	N/A	N/A	40	0
Stoughton	6	16	167	N/A	3	N/A	N/A	19	0
Canton Center	10	6	-40	N/A	4	N/A	N/A	67	0
Canton Junction	0	48	N/A	N/A	3	N/A	N/A	6	2
Route 128	0	63	N/A	N/A	4	N/A	N/A	6	0
Hyde Park	10	10	0	N/A	0	N/A	N/A	0	0
<i>Total</i>	<i>34</i>	<i>222</i>	<i>553%</i>	<i>N/A</i>	<i>35</i>	<i>N/A</i>	<i>N/A</i>	<i>16%</i>	<i>5</i>

*Bike racks were installed in summer 2007

***Includes vandalized/abandoned bicycles

APPENDIX A
TABLE 3
COMMUTER RAIL INVENTORY: ANALYSIS OF BICYCLE PARKING SPACES

Station Name	Bicycle Parking Spaces			Bicycles Parked			% Bicycle Parking Spaces Utilized		Bicycles Parked in Other Areas 2005-2006***
	1999-2000/ 2002	2005-2006	% Change	1999-2000/ 2002	2005-2006	% Change	1999-2000/2002	2005-2006	
Middleborough/Lakeville Line									
Middleborough/Lakeville	8	12	50	N/A	0	N/A	N/A	0	0
Bridgewater	24	24	0	N/A	6	N/A	N/A	25	0
Campello	8	8	0	N/A	0	N/A	N/A	0	1
Brockton	8	16	100	N/A	2	N/A	N/A	13	0
Montello	16	18	13	N/A	1	N/A	N/A	6	0
Holbrook/Randolph	8	12	50	N/A	1	N/A	N/A	8	0
<i>Total</i>	<i>72</i>	<i>90</i>	<i>25%</i>	<i>N/A</i>	<i>10</i>	<i>N/A</i>	<i>N/A</i>	<i>11%</i>	<i>1</i>
Plymouth/Kingston Line									
Plymouth	8	16	100	N/A	0	N/A	N/A	0	0
Kingston	N/A	8	N/A	N/A	1	N/A	N/A	13	0
Halifax	8	20	150	N/A	3	N/A	N/A	15	0
Hanson	8	16	100	N/A	2	N/A	N/A	13	0
Whitman	8	12	50	N/A	2	N/A	N/A	17	0
Abington	8	12	50	N/A	3	N/A	N/A	25	0
South Weymouth	10	14	40	N/A	2	N/A	N/A	14	0
<i>Total</i>	<i>50</i>	<i>98</i>	<i>96%</i>	<i>N/A</i>	<i>13</i>	<i>N/A</i>	<i>N/A</i>	<i>13%</i>	<i>0</i>

***Includes vandalized/abandoned bicycles

APPENDIX A
TABLE 4
COMMUTER RAIL INVENTORY ANALYSIS OF BICYCLE AMENITIES

Station Name	Type of Bike Rack**	Are Bike Racks Covered?	Bike Trails/ Paths?	Condition of Bike Trail	Connecting Bus Routes?
Newburyport/Rockport Line					
Rockport	R				Yes
Gloucester	U				Yes
W. Gloucester	R				
Manchester	R				
Beverly Farms	D				
Prides Crossing					
Montserrat	R				
Newburyport	R				
Rowley	R				
Ipswich	R				
Hamilton/Wenham	R		Yes	Good	
N. Beverly	D				
Beverly Depot	D				Yes
Salem	U				Yes
Swampscott	D				Yes
Lynn	U				Yes
Chelsea					Yes
<i>Total</i>					
Haverhill Line					
Haverhill	R				Yes
Bradford	R				Yes
Lawrence	R				
Andover	R				Yes
Ballardvale					
North Wilmington					
Reading	R				Yes
Wakefield	R				Yes
Greenwood	R				Yes
Melrose Highlands	R,D				Yes
Melrose/Cedar Park					Yes
Wyoming Hill					Yes
<i>Total</i>					
Lowell Line					
Lowell	R,U				Yes
North Billerica	R				
Wilmington	R				
Anderson RTC	U				Yes
Mishawum					
Winchester Center	D		Yes	Good	Yes
Wedgemere			Yes	Good	
West Medford	D				Yes
<i>Total</i>					
Fitchburg Line					
Fitchburg	D				
North Leominster					
Shirley					
Ayer	D		Yes	Good	
Littleton/495	D				
South Acton	U,Bike Lockers	Some	Yes	Good	
West Concord	U,S				
Concord	U				
Lincoln	U				
Silver Hill					
Hastings					
Kendall Green					
Brandeis/Roberts	U,D				
Waltham	D				Yes
Waverly	D				Yes
Belmont Center	R				Yes
<i>Total</i>					

**R=Rebbon|U=Inverted U|D=Dish Rack|A=Inverted U with a horizontal bar|T=Hanging Triangles|P=Post and Loop
Unless noted racks are not covered and there is not a bicycle trail/path. S=Single Post

APPENDIX A
TABLE 4
COMMUTER RAIL INVENTORY ANALYSIS OF BICYCLE AMENITIES

Station Name	Type of Bike Rack**	Are Bike Racks Covered? ¹	Bike Trails/ Paths?	Condition of Bike Trail	Connecting Bus Routes?
Worcester Line					
Worcester	R				Yes
Grafton	U				
Westborough	D				
Southborough	U				
Ashland	U				
Framingham	R				
West Natick	R,D				Yes
Natick	S				Yes
Wellesley Square	D				
Wellesley Hills					
Wellesley Farms	D				
Auburndale					Yes
West Newton					Yes
Newtonville					Yes
Yawkey					
<i>Total</i>					
Needham Line					
Needham Heights	R				Yes
Needham Center	R				Yes
Needham Junction	R				Yes
Hersey	R				
West Roxbury	R				Yes
Highland					Yes
Bellevue	R				Yes
Roslindale Village					Yes
<i>Total</i>					
Franklin/Forge Park Line					
Forge Park/495	U				
Franklin/Dean College	R				
Norfolk	U				
Walpole	R				Yes
Plimptonville					
Windsor Gardens					
Norwood Central	U				Yes
Norwood Depot					Yes
Islington					
Dedham Corp. Center					
Endicott					
Readville	U				Yes
Hyde Park	U				Yes
<i>Total</i>					
Fairmount Line					
Fairmount	R				Yes
Morton Street*					Yes
Uphams Corner*					Yes
<i>Total</i>					
Providence/Stoughton Line					
Providence	D				Yes
South Attleboro	D				Yes
Attleboro	D				Yes
Mansfield	R		Yes	Good	Yes
Sharon	R,D				
Stoughton	U				Yes
Canton Center	D				Yes
Canton Junction	R,D				
Route 128	D				
Hyde Park	U				Yes
<i>Total</i>					

*Bike racks to be installed by summer 2007

**R=Rebbon|U=Inverted U|D=Dish Rack|A=Inverted U with a horizontal bar|T=Hanging Triangles|P=Post and Loop

Unless noted racks are not covered and there is not a bicycle trail/path.

S=Single Post

APPENDIX A
TABLE 4
COMMUTER RAIL INVENTORY: BICYCLE AMENITIES

Station Name	Type of Bike Rack**	Are Bike Racks Covered? ¹	Bike Trails/ Paths?	Condition of Bike Trail	Connecting Bus Routes?
Middleborough/Lakeville Line					
Middleborough/Lakeville	U				
Bridgewater	U				
Campello	U				
Brockton	U				Yes
Montello	U				Yes
Holbrook/Randolph	U				Yes
<i>Total</i>					
Plymouth/Kingston Line					
Plymouth	U				
Kingston	U				
Halifax	U				
Hanson	U				
Whitman	U				
Abington	U				
South Weymouth	U				
<i>Total</i>					

**R=Ribbon|U=Inverted U|D=Dish Rack|A=Inverted U with a horizontal bar|T=Hanging Triangles|P=Post and Loop
Unless noted, racks are not covered, there is not a bicycle trail/path, and there is not a connecting bus route. S=Single Post

APPENDIX A
TABLE 5
COMMUTER BOAT AND BUS INVENTORY: ANALYSIS OF BICYCLE PARKING SPACES

Station Name	Bicycle Parking Spaces			Bicycles Parked			% Bicycle Parking Spaces Utilized		Bicycles Parked in Other Areas 2005-2006***
	1999-2000/ 2002	2005-2006	% Change	1999-2000/ 2002	2005-2006	% Change	1999-2000/2002	2005-2006	
Commuter Boat									
Hull	N/A	0	N/A	N/A	0	N/A	N/A	0	0
Hingham	N/A	20	N/A	N/A	4	N/A	N/A	20	0
Quincy/Fore River	N/A	0	N/A	N/A	0	N/A	N/A	0	0
Charlestown Navy Yard	N/A	0	N/A	N/A	0	N/A	N/A	0	0
<i>Total</i>	<i>0</i>	<i>20</i>	<i>N/A</i>	<i>0</i>	<i>4</i>	<i>N/A</i>	<i>0.0%</i>	<i>20%</i>	<i>0</i>
Bus									
Watertown Square	N/A	10	N/A	N/A	6	N/A	0.0	60	0
Watertown Yard	4	4	0	0	0	0.0	0.0	0	1
Woburn Yard	N/A	0	N/A	N/A	0	N/A	0.0	0	0
<i>Total</i>	<i>4</i>	<i>14</i>	<i>250%</i>	<i>0</i>	<i>6</i>	<i>N/A</i>	<i>0.0%</i>	<i>43%</i>	<i>1</i>

APPENDIX A
TABLE 6
COMMUTER BOAT AND BUS INVENTORY: ANALYSIS OF BICYCLE AMENITIES

Station Name	Type of Bike Rack**	Are Bike Racks Covered?	Bike Trails/ Paths?	Condition of Bike Trail	Connecting Bus Routes?
Commuter Boat					
Hull					
Hingham	R				
Quincy/Fore River					
Charlestown Navy Yard					Yes
<i>Total</i>					
Express Bus					
Watertown Square	D				Yes
Watertown Yard	R		Yes	Good	Yes
Woburn Yard					
<i>Total</i>					

**R=Ribbon|U=Inverted U|D=Dish Rack|A=Inverted U with a horizontal bar|T=Hanging Triangles|P=Post and Loop
 Unless noted, racks are not covered, there is not a bicycle trail/path, and there is not a connecting bus route. S=Single Post

Appendix B – Survey Form

Bike Rack Inventory: Summer/ Fall 2006

Station Name: _____ Rail Line: _____
Data Collector's Name: _____ Date: _____ Day of the Week: _____
Time of Day: _____ Is station attended? _____
Address/Directions to Station _____
Weather: _____

Information to Collect:

Is there a bike rack?	<i>Yes</i>	<i>No</i>	What condition is the bike rack in?	<i>Good</i>	<i>Fair</i>	<i>Poor</i>	
What type of bike rack is it?	<i>Inverted U</i>	<i>Ribbon</i>	<i>Single Bike Post</i>	<i>Dish Rack</i>	Other: _____		
How many bicycle parking spaces are there?	_____		How many bicycles are parked there?	_____			
Are there bikes parked at locations other than the bike rack? Where? _____							
Are there any bike trails/paths leading to the station? Name of path? _____							
What condition is the bike trail in?	<i>Good</i>	<i>Fair</i>	<i>Poor</i>				
Do the streets around the station have a designated bike lane? If so, which streets? _____							
Are there what appears to be abandoned and/or vandalized bicycles at the racks or around the station? If so, how many? _____							
Does there appear to be any safety concerns (such as lack of lighting) at or around the bike racks and station? _____							
Are the bike racks in a visible and convenient place to users of the station? If not, are there signs directing users to the bike racks? _____							
Are the bike racks installed in such a way that they are difficult to use? (I.E. installed upside down or too close to a building) If so please describe why here. _____							
Are the racks covered from the rain?	<i>Yes</i>	<i>No</i>	<i>Some</i>				
Are there sidewalks leading to the station?	<i>Yes</i>	<i>No</i>	Are there crosswalks leading to the station?	<i>Yes</i>	<i>No</i>		
What condition are the sidewalks in?	<i>Good</i>	<i>Fair</i>	<i>Poor</i>	What condition are the crosswalks in?	<i>Good</i>	<i>Fair</i>	<i>Poor</i>
At what locations are sidewalks missing? _____							
At what locations are crosswalks missing? _____							
Is there any place where handicap ramps for curbs are missing? If so, where? _____							
Are there signalized intersections that pedestrians use to access the station?				<i>Yes</i>	<i>No</i>		
Do these signals have working pedestrian indications? If there is more than one signal please use the attached ortho photo or the space below to indicate which signals have working indications or not.				<i>Yes</i>	<i>No</i>		
Which number bus routes, if any, connect to this station? _____							

Additional Comments: _____

Use other side of form for additional comments:

Appendix C – “Take Your Bike for a Ride” Brochure, MBTA

Liability

Cyclists remain legally responsible for any damage to MBTA facilities or equipment and/or for any injury, loss or damage sustained by passengers or MBTA personnel that result from a cyclist's negligence. The MBTA is not responsible for damages incurred or caused by bicycles, or to bicycles on MBTA property.

Enforcement

Cyclists failing to abide by the rules and regulations or the specific directions of MBTA Police and/or personnel are subject to removal from the system.

For more information on the MBTA's bicycle program or about bicycling in Massachusetts, visit: www.mbta.com/traveling_t/usingthetbikes.asp or www.massbike.org.

Thank you for riding the T.

How to use our Bus Bike Racks:

Each bus bicycle rack holds up to two bicycles. Only conventional single-seat, two-wheeled bicycles and electric bicycles (the size of a standard bicycle) are allowed in a bus bike rack. Please follow these standard rules:

1

You are responsible for loading, securing, and removing your bicycle from a bus bicycle rack. **Always alert the driver that you are about to use the bus bicycle rack and approach the bus from the curbside.**



2

Remove all loose items from the bike. Avoid kneeling or squatting out of the driver's line of sight.

3

Squeeze the handle located in the center of the bike rack to release the latch and pull rack down.



4

Place bike on bus bike rack by inserting the front wheel in designated wheel slot. Always use inside front slot first.



5

Pull out support arm and raise it up over the front tire.



6

Confirm that bike is safe and secure prior to boarding bus. Do not lock your bike in the rack.



7

Inform bus driver of your destination upon boarding bus. Sit near the front of the bus and watch your bike. The MBTA is not responsible for stolen or damaged bikes.

8

As you approach your stop, advise the driver that you will be unloading your bicycle.

9

To unload your bike, raise the support arm off the tire and move it down and out of your way. Lift your bike out of the bus bike rack.



10

Return the bike rack to the folded position if there isn't another bike in the rack. Make eye contact with the driver to indicate that you are finished using the bus bike rack.



Remember: Never attempt to cross a street in front of a stopped bus. Passing traffic cannot see around the bus. As a safety precaution, wait until the bus moves away before crossing a street, with or without your bicycle.

TAKE YOUR BIKE FOR A RIDE.



Facts, rules and guidelines to safely bring your bike aboard the T



Massachusetts Bay Transportation Authority
Driven by Customer Service



Massachusetts Bay Transportation Authority
Driven by Customer Service

Our “Bikes on the T” Program is on the move.

The MBTA is equipping over 350 buses with new bus bike racks to transport bicycles. And while we’re proud to increase T access, the safety of our passengers is our first priority. So we ask that you please study this brochure in its entirety before bringing your bike aboard the T.



What you need to know before you go:

Entering a Station:

- Bikes ride free! There is no additional fare for bikes.
- Folding bikes are allowed on Subway, Commuter Rail and Buses any time — when folded in the most compact position and transported in a carrying case intended for that use.
- When entering an MBTA station, proceed to the nearest collector’s booth or enter through the extra-wide faregate.
- Bikes are not permitted on escalators.
- Riding a bike anywhere in an MBTA station area is strictly prohibited.

Entering a Vehicle:

- Stand far away from platform edge, behind the yellow line.
- Do not interfere with passengers.
- Seniors and persons with disabilities are afforded preference over bicycles.
- In the event of a crowded train, the cyclist must wait for a less crowded train pursuant to the discretion and instructions of MBTA personnel.
- In a train emergency, stow your bike as far away from the aisle as possible.

Bike rules, by MBTA transportation mode



Commuter Boats & Ferries

Bikes are allowed on MBTA boats at any time.



Commuter Rail

- Bikes are allowed any time except during weekday rush hours (morning inbound and evening outbound), which are shaded on the Commuter Rail schedules. Bikes are permitted all day on weekends.
- Please follow the conductor’s instructions when entering or exiting train.



Buses

- Bikes are always allowed on those buses fitted with bike racks mounted on the front. Visit mbta.com for listing of bike rack-equipped bus routes.
- At no time may a bike be placed in the interior of a bus. Folding bikes, however, are allowed.



Subway

- Bikes are allowed on the Red, Orange and Blue Lines. Maximum of two bikes per car on all Blue, Red and Orange line trains.
- Bikes are not allowed on the Green Line, the Mattapan Trolley, or the Silver Line Waterfront service, with the exception of folding bikes.
- On weekdays, bikes are allowed before 7 a.m., between 10 a.m. - 4 p.m., and after 7 p.m. They are allowed all day on weekends.
- Cyclists must board and ride on either end of the train car and shall not transport bicycles down the aisle between end doors.
- Cyclists must wait until all exiting and entering passengers have cleared the doorways before moving bicycles. Once aboard the train, cyclists must hold the bicycle firmly at all times, kickstand up, and not allow the bicycle to lean against patrons.
- A child with accompanying adult, both with bikes, should remain together at the same end of the car.
- If cyclist is unable to disembark from a train without interfering with other passengers, the cyclist must remain on the train until it becomes less crowded.

Remember:

Bicyclists will not be permitted on any shuttle buses that are substituting for Commuter Rail or Subway services.



Restrictions and Exceptions:

Holidays & Special Events

- Due to the high volume of visitors and tourists during special events, bikes are not allowed on Subway trains on St. Patrick’s Day, Patriots Day or July 4th. For Commuter Rail, bikes are not allowed on New Year’s Eve and July 4th between 10 a.m. and 6 p.m. inbound or after 4 p.m. outbound
- During evenings of TD Banknorth Garden and Fenway Park events, bikes are not allowed on Subway trains between 8:30 p.m. and 11:00 p.m.
- When special events are held at/or near individual MBTA stations, bicycles may be prohibited due to overcrowding. Station personnel will notify cyclists of such restrictions.

Prohibited MBTA Stations:

Due to safety considerations and congestion, cyclists with bikes may not enter or exit the following stations:

- Park Street (Red and Green Lines)
- Downtown Crossing (Red and Orange Lines), except to transfer lines
- Government Center (Blue and Green Lines)

Bicycle Parking at Stations

- Bike racks are located at most MBTA stations and more are being added. Please park and **lock your bike** leaving plenty of room so other cyclists may also share the rack.
- Bicycles not parked at racks can create a safety hazard and are subject to removal by the MBTA.
- Bicycles that are left for more than two weeks at a station rack are subject to removal and disposal by the MBTA.

Other Rules:

1. All passengers under 16 must be accompanied by a parent or legal guardian to be allowed to bring a bike aboard a Subway train or use a bus bike rack.
2. Cyclists are accommodated on first-come, first-serve basis. MBTA reserves the right to prohibit bicycles if trains are crowded or access is impeded, and we cannot promise that space will be available for bicycles. Cyclists must yield priority seating to seniors and persons with disabilities and may be required to leave the train at any time if the priority seating space is needed for seniors and/or customers with disabilities.
3. MBTA personnel are not permitted to assist with boarding bicycles, nor will the wheelchair lift be used to load or unload bicycles.
4. If there is an emergency evacuation of a train, cyclists must leave their bicycles on the train, in a manner that does not block aisles or doors.