BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

Phillip Eng, MPO Chair | Interim Secretary and CEO, Massachusetts Department of Transportation
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TECHNICAL MEMORANDUM

DATE: **February 10, 2026**
TO: **Allison Luff, PE, City of Quincy**
FROM: **Kyle Casiglio, AICP, Boston Region MPO**
Tanner Bonner, Boston Region MPO
RE: **Community Transportation Technical Assistance (CTTA) Program: Quincy Bluebikes Station Location and Prioritization**

1 STUDY BACKGROUND

This memorandum describes the results of a transportation study of potential locations to site Bluebikes bikeshare stations in the City of Quincy, Massachusetts. The study was conducted through the Boston Region Metropolitan Planning Organization's (MPO) Community Transportation Technical Assistance (CTTA) Program, through which MPO staff provide technical analysis and support to municipalities in the Boston metropolitan area about local multimodal transportation issues.

The City of Quincy contacted staff at the MPO regarding the potential of Quincy joining the consortium of municipalities that comprise the Bluebikes bikeshare system. One of the vital steps to joining the system is to develop a prioritized list of station locations, which City of Quincy staff requested the MPO's assistance in developing.

MPO staff reviewed public outreach conducted by City of Quincy and Massachusetts Department of Transportation (MassDOT) staff for other transportation projects and consulted a variety of data sources to develop a scoring methodology to be applied at the census block level. Once the census blocks were scored and prioritized, MPO staff worked with City of Quincy officials and other local stakeholders to identify specific locations within these block groups that have a high potential for supporting a bikeshare station.

This memorandum describes the development of that methodology, the process of selecting site locations, the next steps the City of Quincy can take to advance bikeshare within the municipality, and potential funding sources for bikeshare stations.

Civil Rights, nondiscrimination, and accessibility information is on the last page.

2 EXISTING CONDITIONS AND MUNICIPAL CONTEXT

The City of Quincy is an urban municipality and the largest by population, 101,636 as of the 2020 decennial census, in Norfolk County. It shares a border with Boston to its north, Milton to its west, Randolph and Braintree to its south, and Weymouth to its southeast. Its location within the MPO region is illustrated in Figure 1 on the next page.

Quincy has seen steady population growth since 2000, growing by approximately 13,500 people between then and 2020. Its demographic characteristics have become increasingly diverse over that time period, and the city is home to a large Asian-American-Pacific-Islander (AAPI) population, growing from approximately 15 percent of the population in 2000 to more than 30 percent in 2020. According to American Community Survey estimates, more than 90 percent of households in Quincy have access to a motor vehicle. However, a plurality of households only have one vehicle. Renters make up a small majority of residents, approximately 55 percent of all households. Household median income, at $95,711, is slightly below the state's median household income of $101,341.

Quincy's built environment is shaped by its diverse geographic features that range from the Blue Hills to its long coastline and peninsular neighborhoods, its history as a hub for granite mining and coastal industry, and its proximity to Boston that positions it as a modern commuter hub. The city has a "spine" running northwest-southeast that follows Hancock Street and the railroad tracks that provide both regional rail service north to Boston and south to the MBTA's old colony branch lines, and rapid transit service on the MBTA's Red Line between Braintree and Alewife Station in Cambridge. Along this spine are the primary commercial and multifamily housing clusters of Quincy. Outside of this corridor is a mix of single-family and multifamily neighborhoods based around former industrial hubs such as Quincy Point, Marina Bay, and West Quincy, peninsula neighborhoods, such as Squantum, Hough's Neck, and Germantown, and Qunicy's office parks at Crown Colony and North Quincy.

The city does not currently have extensive facilities for people using bicycles. The existing infrastructure includes conventional bike lanes, many of which are adjacent to on-street parking in a position that leaves people biking vulnerable to car doors. Scattered segments contain lanes that are buffered with paint. No protected facilities currently exist or are planned within the city. Concurrent with the process of the study, the City of Quincy engaged in a Multimodal Master Plan planning effort that may result in changes in the planned bike network. MassDOT was engaged in a planning process regarding a large segment of MA-3A within the city, which encompassed the segment between the Quincy-Boston border and Merrymount Road, concurrent with the study period.

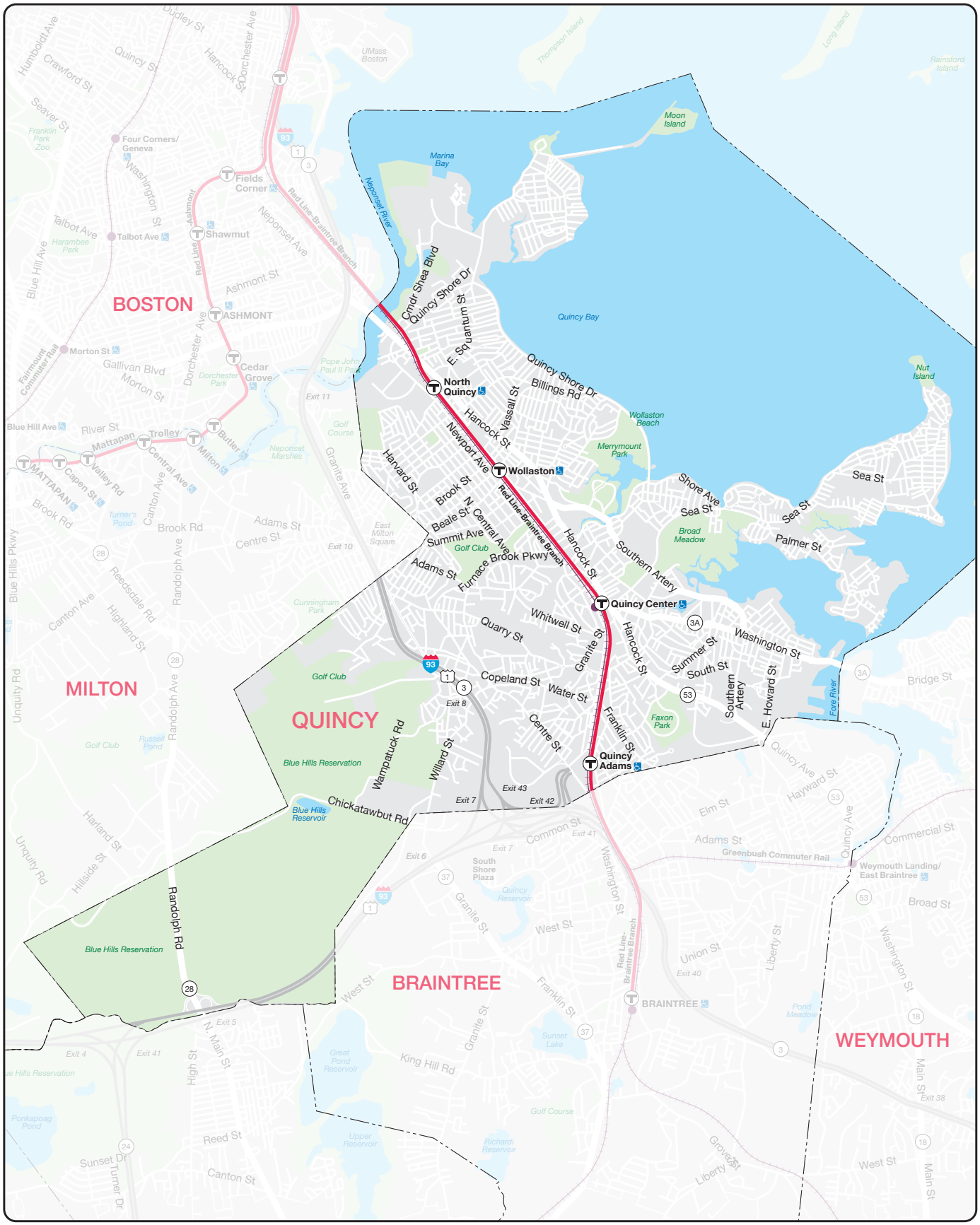

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Figure 1
Quincy
Study Area

Community Transportation Technical Assistance Program

Bikeshare has existed in Quincy in the past, operated through private companies such as Lime and Ofo. Both of these systems, unlike Bluebikes, operated in a dockless model that did not require users to check-out/in bikes at particular locations. While municipalities are able to exercise a degree of regulatory control over such systems, participating in the regional network allows for a greater range of accessible locations for users and would give the City of Quincy more direct control over where and how bikes are deployed.

3 METHODOLOGY DEVELOPMENT

MPO staff devised a model to identify a group of census blocks that have desirable characteristics for bikeshare placement and meet particular requirements as a whole. Census blocks were chosen as the spatial unit in the analysis scoping phase to enable a balance of both specificity and flexibility in siting. The model incorporated a set of inputs from readily available datasets that were informed by previous MPO research on station siting best practices[1] and were chosen collaboratively with Quincy staff. As a first step, census blocks were individually assigned a suitability score from a weighted sum of input metrics, listed in Table 1 below.

Table 1

Census Block Suitability Input Metrics

Input	Total Possible Score	Metric	Method	Data Source(s)
Population density	20 (highest tier)	Total people per square mile	Calculated at census block group level considering inland area, min-max normalized between 0 and 1.	2020 Decennial Census, MassGIS
Proximity to locations identified by public engagement	15 (high tier)	Whether or not the block is within 250 meters of an identified location	Block deemed within proximity if at least 25 percent of its roadway	City of Quincy Multimodal Master Plan

[1] Bonner, Tanner, “Bluebikes and MBTA Connections,” Boston Region Metropolitan Planning Organization (2025). https://www.ctps.org/study/bluebikes-mbta-connections

Input	Total Possible Score	Metric	Method	Data Source(s)
			network[2] was within a 250 meter walkshed of a location; 0 or 1.	
Proximity to existing and planned bicycle infrastructure	15 (high tier)	Whether or not the block is within 750 meters of bicycle infrastructure	Block deemed within proximity if at least 25 percent of its roadway network was within a 750 meter bikeshed of bicycle infrastructure sampled every 200 meters; 0 or 1.	City of Quincy Multimodal Master Plan
Existing biking demand	10 (medium tier)	Roadway-length weighted average existing biking demand	Estimated link-level roadway biking volumes as of 2023, min-max normalized between 0 and 1; renormalized at block level.	Boston Region MPO, Replica (2023)
Potential biking demand	10 (medium tier)	Roadway-length weighted average potential biking demand	Link-level metric that aggregates destination access to jobs, amenities, parks, schools, colleges, and transit weighted by estimated trip purpose shares, min-max	Boston Region MPO, Replica, Conveyal (2023)

[2] The roadway network was obtained via OpenStreetMap. For more information on OpenStreetMap, see https://www.openstreetmap.org/.

Input	Total Possible Score	Metric	Method	Data Source(s)
			normalized between 0 and 1; renormalized at block level.	
Mixed-use land	10 (medium tier)	Jain's fairness index[3] of percent residential, commercial, and civic building area	Calculated at a census block group level; min-max normalized between 0 and 1.	Replica (2024)
Zero-vehicle household density	10 (medium tier)	Total zero-vehicle households per square mile	Calculated at a census tract level; min-max normalized between 0 and 1.	2019-2023 American Community Survey (ACS)
Publicly owned land	5 (low tier)	Whether or not the block has 936 square feet or more of city-owned land	936 square feet chosen to reflect approximately 3 times the amount of area needed for a standard Bluebikes station; 0 or 1.	City of Quincy
Proximity to commuter rail	5 (low tier)	Whether or not the block is within 250 meters of a commuter rail station	Block deemed within proximity if at least 25 percent of its roadway network was within a 250 meter walkshed of a station access point; 0 or 1.	MBTA GTFS (2023)

[3] See https://reimbar.org/posts/jain-fairness/ for more detail on Jain's fairness index.

Input	Total Possible Score	Metric	Method	Data Source(s)
Proximity to multiple bus routes	5 (low tier)	Whether or not the block is within 250 meters of a bus stop for multiple routes	Block deemed within proximity if at least 25 percent of its roadway network was within a 250 meter walkshed of a bus stop, and block must have proximity to more than one bus route; 0 or 1.	MBTA GTFS (2023)
Total Possible Suitability Score	105	–	–	–

Alongside individual census block suitability scores, requirements were established to ensure that the model would identify a group of locations that enables transit connectivity, maintains a balance of spread and density, connects to the existing Bluebikes network, and is equitably distributed. These requirements are further detailed in Table 2 below.

Table 2
Census Block Suitability Input Metrics

Characteristic	Requirement	Data Source
Proximity to rapid transit	Approximately half of the proposed census blocks should be near rapid transit stations.	MBTA GTFS (2023)
Proximity to existing Bluebikes network	At least one proposed census block should be within ½ mile of an existing Bluebikes station.	Bluebikes System Data (2025)
Network density (maximum distance)	Proposed census blocks should be at least within ½ mile of another proposed census block.	Not applicable
Network spread (minimum distance)	Proposed census blocks should be at least ¼ mile away from another proposed census block.	Not applicable
Equitable distribution	The percent minority and low-income populations of proposed census blocks as a whole should be at least as much as the Quincy population overall.	2020 Decennial Census, 2019-2023 American Community Survey (ACS) 5-Year Estimates

GTFS = General Transit Feed Specification.

A series of processing steps were incorporated to ensure the model output a set of census blocks that both scored relatively high and met requirements as a group. To promote transit connectivity, census blocks were evaluated as part of two distinct groups: census blocks near rapid transit stations, and census blocks outside of a half-mile buffer of rapid transit stations. MPO staff chose to identify two blocks per rapid transit station in Quincy, each from a distinct census block group which scored the highest within that census block group. This approach was taken to ensure connectivity along all MBTA Red Line stations while allowing for some spread. While the emphasis of this study was to develop a bikeshare network that would support connections to and from rapid transit, the methodology was designed to be replicated across the region while remaining flexible to local community context.

Census blocks outside of a half-mile mile buffer of rapid transit stations were chosen primarily via a greedy optimization algorithm[4] that iteratively selected top scoring census blocks that were within ideal distance of each other. Upon investigation of initial outputs, some requirements were relaxed to enable a balanced high-scoring output, including the following:

- The proximity to the existing Bluebikes network was revised from a half mile to 1 kilometer (about 200 meters more).
- The maximum distance between proposed census blocks was revised from a half mile to slightly more than 1 kilometer (about 300 meters more).
- The demographic composition of minority and low-income populations was allowed to be within the census margin of error at the municipal level.

4 CENSUS BLOCK ANALYSIS AND PRIORITIZATION

MPO staff identified 20 priority census blocks for Bluebikes station locations. The 20 priority blocks received a relatively high suitability score and generally met the requirements detailed in the Methodology Development. Of the 20 priority blocks, 8 are near a rapid transit station while 12 are at least a half mile away from a rapid transit station. The blocks are shown in Figure 2 on the following page. These blocks cover many but not all neighborhoods in Quincy and can serve as a starting point for a more comprehensive network in the future.

[4] A greedy optimization algorithm builds a solution step by step by repeatedly choosing the locally best option at each stage, without reconsidering earlier choices, in the hope that these local optima lead to a globally optimal result.

Figure 2
Priority Census Blocks

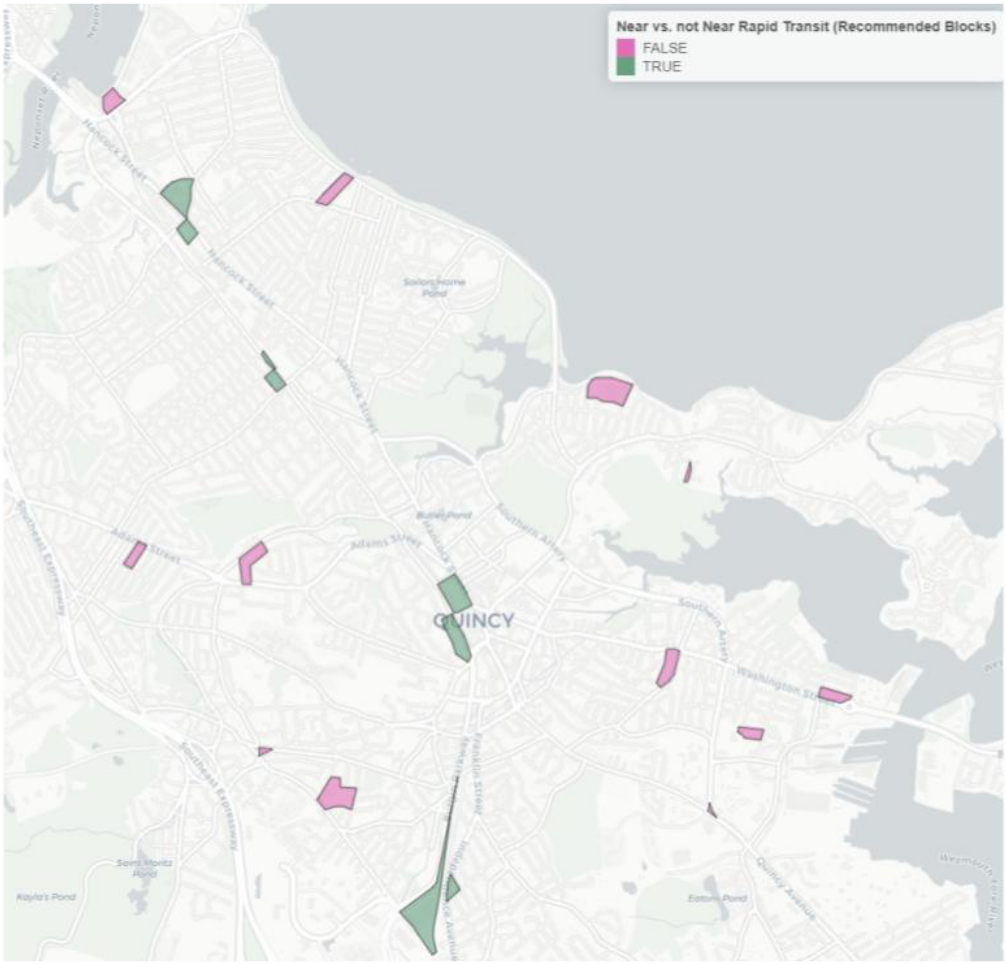
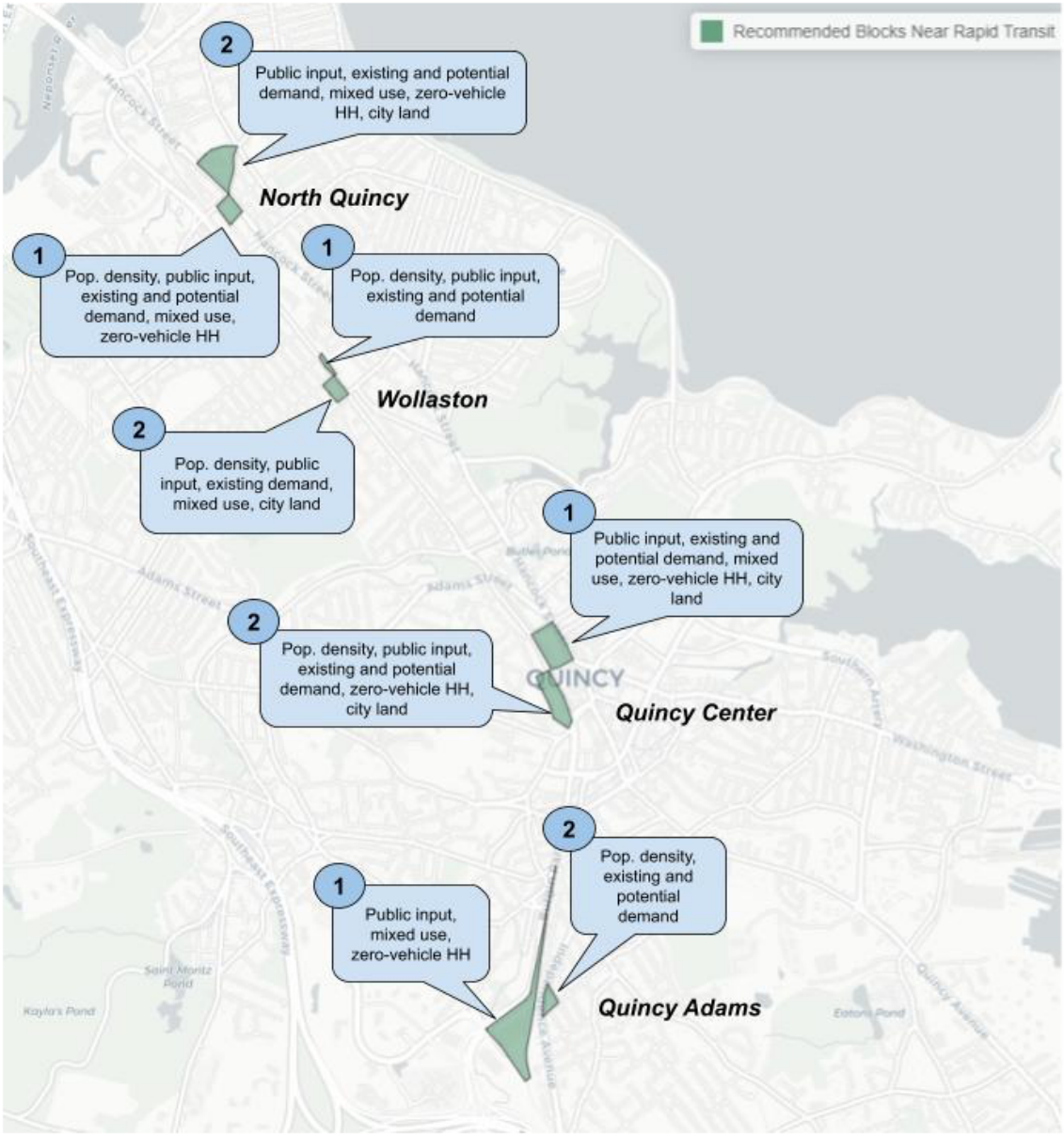


Figure 3 shows the 8 priority blocks near rapid transit, with two priority blocks per rapid transit station. The relative suitability score ranks for blocks near each rapid transit station are shown. Staff additionally identified the input metrics that were above average within Quincy for each block and thus influenced its selection. These driving factors are shown in Figure 4. All of the priority blocks near rapid transit scored above average for population density or proximity to a public input location, or both. These blocks also had at least 2 of the 4 medium tier metrics above average.

Figure 3
Priority Census Blocks Near Rapid Transit

Figure 4
Driving Factors for Priority Census Blocks Near Rapid Transit



HH = household. Pop. = Population.

Table 3 on the following page summarizes the driving factors per priority block near rapid transit. Some input metrics were determined not to be driving factors for these blocks and are omitted, specifically proximity to existing or planned bike infrastructure, proximity to multiple bus routes, and proximity to commuter rail. Proximity to bike infrastructure and multiple bus routes are widespread, while

commuter rail access is limited to only Quincy Center where it coincides with rapid transit access.

Table 3

Summary of Driving Factors for Priority Census Blocks Near Rapid Transit

RT	Rank	Pop	PI	ED	PD	Mixed	0Veh	CityL	Bus
NQ	1	X	X	X	X	X	X		X
NQ	2		X	X	X	X	X	X	X
QA	1		X			X	X		X
QA	2	X		X	X				X
QC	1		X	X	X	X	X	X	X
QC	2	X	X	X	X		X	X	X
W	1	X	X	X	X				X
W	2	X	X	X		X		X	X

NQ = North Quincy. QA = Quincy Adams. QC = Quincy Center. RT = Rapid Transit Station. W = Wollaston.
Rank = ranking score among blocks near that rapid transit station; maximum 1 block per block group
Pop = population density (block group level); out of 20
PI = public input location proximity; out of 15
ED = existing bike demand; out of 10
PD = potential bike demand; out of 10
Mixed = mixed-use land metric; out of 10
0Veh = zero-vehicle household density (tract level); out of 10
CityL = presence of city-owned land; out of 5
Bus = proximity to multiple bus routes; out of 5

Figure 5 shows the 12 priority blocks that are at least a half mile away from rapid transit with relative ranks in suitability scores within the group. Staff found that these priority blocks had a mix of driving factors influencing their scores. Some blocks scored near average across many input metrics while others scored especially high for a handful of input metrics. Figure 6 details the driving factors for each of the 12 priority blocks. Almost all of these blocks scored above average for population density or proximity to a public input location, or both. Additionally, most blocks scored above average on at least 2 of 4 medium-tier metrics.

Figure 5
Priority Census Blocks Not Near Rapid Transit

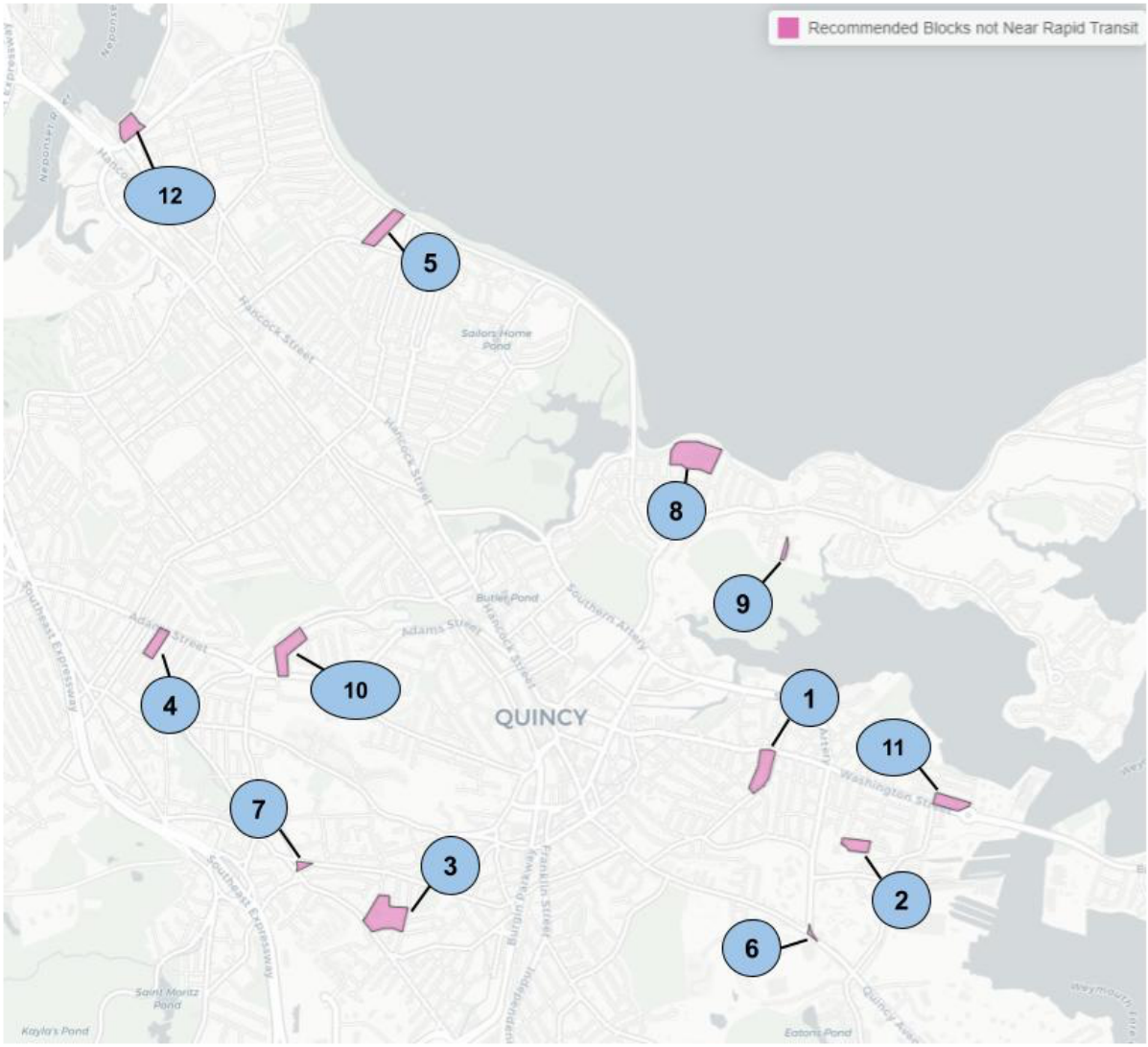


Figure 6

Driving Factors for Priority Census Blocks Not Near Rapid Transit

HH = household. Pop. = Population.

Table 4 summarizes the driving factors per priority block not near rapid transit. Similarly for priority blocks near rapid transit, some input metrics were not driving factors for any of these blocks and are omitted, namely proximity to bicycle infrastructure and proximity to commuter rail.

Table 4

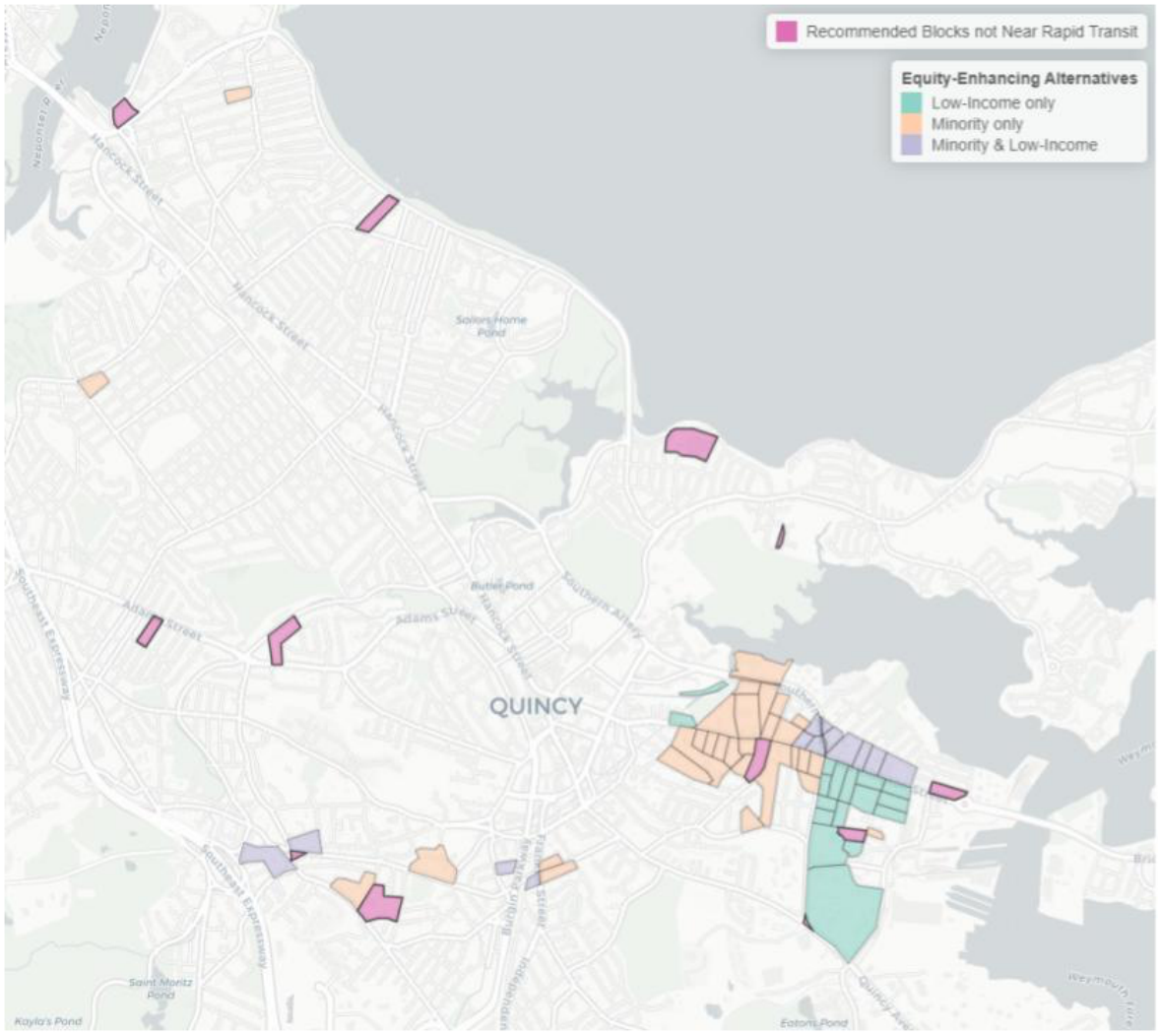
Summary of Driving Factors for Priority Census Blocks Not Near Rapid Transit

Rank	Pop	PI	ED	PD	Mixed	0Veh	CityL	Bus
1	X	X	X	X		X		X
2	X	X			X	X	X	
3	X	X		X	X	X	X	
4		X	X	X	X			X
5	X	X	X			X		
6	X		X		X	X		
7	X		X	X	X	X	X	X
8		X					X	
9		X			X		X	
10		X	X	X	X	X		
11	X		X		X	X	X	X
12			X	X	X		X	

Rank = ranking score among selected blocks that are not near rapid transit
Pop = population density (block group level); out of 20
PI = public input location proximity; out of 15
ED = existing bike demand; out of 10
PD = potential bike demand; out of 10
Mixed = mixed use land metric; out of 10
0Veh = zero-vehicle household density (tract level); out of 10
CityL = presence of city-owned land; out of 5
Bus = proximity to multiple bus routes; out of 5

While the 20 priority blocks identified generally met the methodological requirements, some requirements were relaxed to maintain a balanced output. Notably, the minority and low-income composition of the population that would be served by these blocks is not above the margin of error compared to Quincy's population as a whole. To aid in decision-making and demonstrate opportunity to enhance equitable distribution, MPO staff identified other high scoring blocks with an above average percentage of at least one of these two equity populations. These blocks are shown in Figure 7.

Figure 7
Equity-Enhancing Alternative Priority Census Blocks



5 POTENTIAL STATION SITING LOCATIONS WITHIN PRIORITY BLOCKS

After identifying the census blocks which had the highest potential for strong bikeshare utilization, City of Quincy and MPO staff identified specific locations within the census blocks that could support a bikeshare station.

After the initial identification of priority census blocks but before the conclusion of the study, the City of Quincy submitted an application for a MasDOT Microtransit and Last Mile Transit Grant to fund ten bikeshare stations. Of these stations, nine were in or adjacent to identified priority census blocks. MPO staff utilized city parcel maps, Google satellite imagery, and Bluebike station siting guidelines from the City of Boston to identify suitable locations within or adjacent to the remaining 11 census blocks. Figure 8 identifies these locations on the following page.

The locations shown in Figure 8 are discussed below. The entries with italicized text have descriptions taken directly from the City of Quincy's grant application and are lightly edited within this memorandum for clarity. They are identified as blue and purple within Figure 8. Entries with unitalicized text are provided by MPO staff and are indicated as brown in Figure 8.

Location 1: Quincy Riverwalk – The addition of the Bluebikes station at Pope John Paul Park in Dorchester was a key domino that needed to fall to make the City of Quincy close enough to the existing network to expand Bluebikes into the City. The Quincy Riverwalk, located on the opposing side of the Neponset Bridge is a pivotal connection due to its proximity to the nearest station in the network and also its tie to recreational bicycling infrastructure. The location would need a concrete pad to house the proposed 10-bike station next to the Riverwalk pathway.

Location 2: North Quincy High School/North Quincy MBTA Station – Serving a critical area adjacent to one of Quincy's two high schools and at a rapid transit station, the proposed location would be on the easterly side of Hancock Street adjacent to the North Quincy High School and would reallocate space in the public right-of-way by adding a concrete pad and repositioning some fencing to create a 15-bike station.

Location 3: North Quincy (West) – As mentioned earlier in this memorandum, Quincy is effectively bisected east and west by the rail line. In order to best facilitate connections to and from transit, it is important that there are bikeshare docks serving connections from both approaches. Station location #2 effectively serves connections to points east of the tracks. Another bike station located on the Squantum Street side of the station would provide better connections to points west of the tracks.

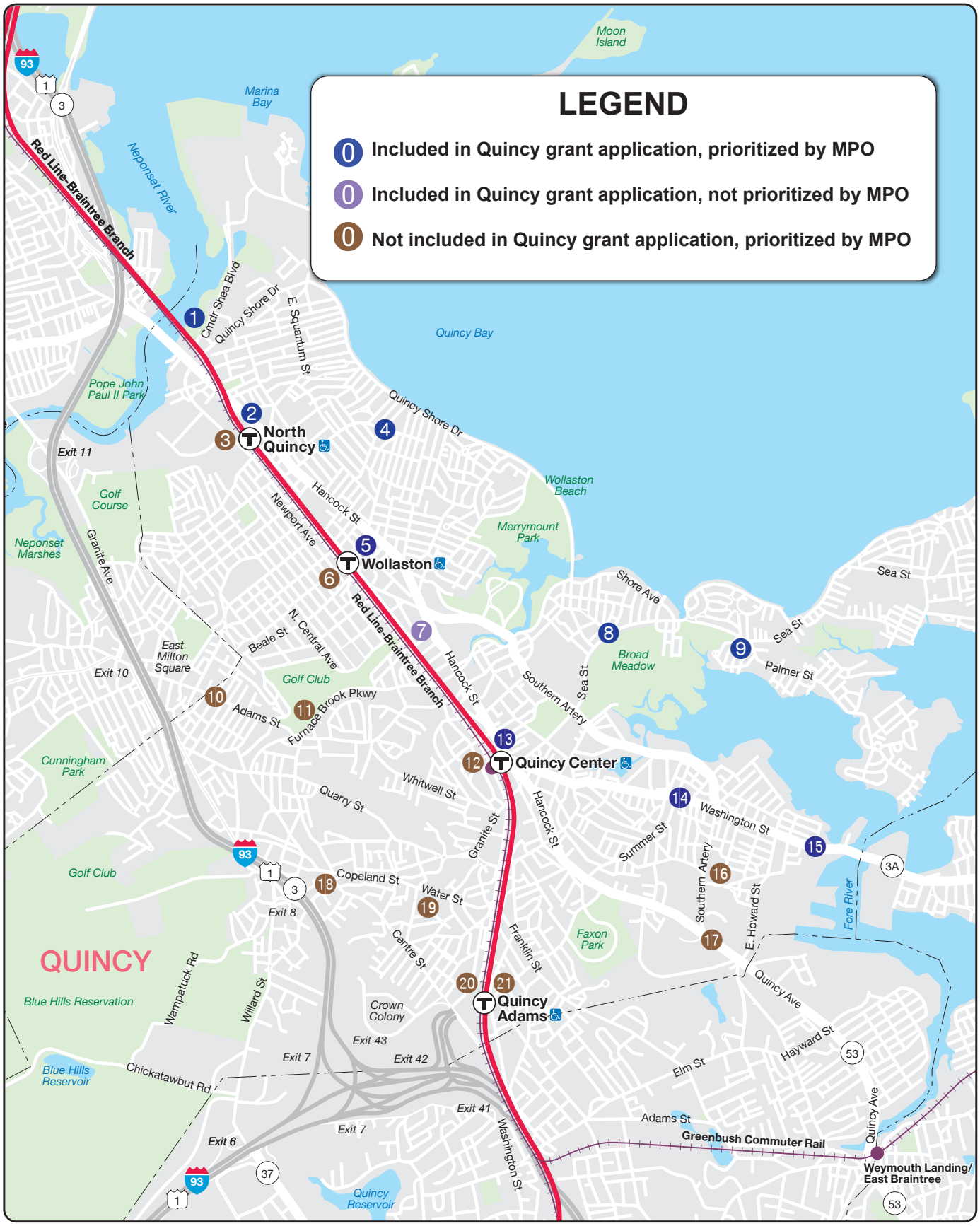


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Figure 8
Quincy
Potential Station Locations

Community Transportation Technical Assistance Program

Location 4: Billings Street at Vassall Street – The bike lanes on Billings Street provide a key connection between the recreational DCR facilities along Wollaston Beach and the North Quincy Business District. Positioned on Billings Road a block from the beach, this station would be positioned in an optimal place near recreation, mixed-use developments, and existing bicycle infrastructure. The location is planned specifically for the southeastern corner of Billings Street and Vassall Street and would add a curb extension into the parking lane to house a 10-bike station. This is also a critical area for pedestrians crossing Billings Road and would shorten the crossing distance at this crossing, slow traffic on Billings Road, and provide space for an accessible curb ramp.

Location 5: Wollaston MBTA Station at Greenwood Avenue – This station is proposed on Greenwood Avenue at the entrance to the Wollaston MBTA station. The existing curb extension on the southwesterly corner of the intersection would need to be extended to house the proposed 15-bike station.

Location 6: Wollaston (West) – Leveraging space within the 20-foot sidewalk on the west side of Wollaston Station will allow for better connections to points west of Wollaston.

Location 7: Old Colony Avenue at St Anns Road – This station is located adjacent to a Quincy middle school and Pre-K through 8 school in the same block. This location also provides connectivity for pedestrians and bicyclists under the MBTA tracks via a small tunnel to access points west and is a key location for children walking and riding to school. The location also bridges the gap in distance between the Wollaston and Quincy Center business districts to meet the Bluebikes special requirements between stations and it is located next to Merrymount park, Veteran's Memorial Stadium, and other heavily used recreational land uses. The sidewalk width would be expanded to house the proposed station.

Location 8: Sea Street at Narragansett Road – This location would be on a concrete pad in a curb extension that was created as part of the Reconstruction of Sea Street project, a project that also added bike lanes along Sea Street from Palmer Street to Quincy Shore Drive. The proposed 10-bike station ties into an environmental justice community in Germantown.

Location 9: Sea Street at the Adam's Shore Library – The Adam's Shore Library is positioned in a location that ties into several commuter and recreational bicycle facilities, including the bike lanes on Sea Street that will

be completed in spring 2026 as well as the MWRA pathway. The station also serves an environmental justice population with a Title 1 elementary school (Snug Harbor) and the tier Bluebikes expansion plan extends stations up to the elementary school, though that level of expansion is not included in this application. The station would require a concrete pad on City property at the library to house the station.

Location 10: Adams Street at Beale Street – This intersection is adjacent to the identified census block, and is prioritized over that block due to the ideal location at the northwest corner of the intersection within the right-of-way. This location would require the removal of landscaping elements but would serve a significant commercial and population-dense area at the interaction of two major intracity corridors.

Location 11: Adams Street at Furnace Brook – This location is adjacent to the prioritized census block due to the presence of municipal land within the right-of-way facilitating an easier station siting. This station serves a high population density area, a commercial plaza including a pharmacy, and a local elementary school that was identified through public engagement processes. While not factored into the scoring, it also serves a multimodal connection to car rental services.

Location 12: Quincy Center (West) – Leveraging space within the 30-foot sidewalk on the west side of Quincy Center Station will allow for better connections to points west of Quincy Center.

Location 13: Quincy Center Station – Quincy Center is a hub for multimodal transportation and the station serves 3 commuter rail lines, a rapid transit line and 12 bus routes. Quincy Center is the main economic center for the City and the amount of mixed-use development supporting residential and retail units is ever expanding. There are bike facilities provided on nearby roadways to connect people into Quincy Center. Adjacent to the station, there is City land identified to house a 15-bike station on an existing wide walkway.

Location 14: Washington Street at Sumner Street – Located in the Quincy Point neighborhood, this station location continues the network down the spine of Quincy where there are existing buffered bike lanes. The City is currently redesigning the intersection of Washington Street at Sumner Street to provide curb extensions and open up more sidewalk space. One of the curb extensions is planned to house a 10-bike station, so the curb extension work is not included in this application.

Location 15: Fore River Rotary – Located at the gateway to the City at the tip of the City spine, the Fore River Rotary is across the Fore River Bridge from Weymouth. The City has a wide right-of-way of land, so the station would require a concrete pad to house the station adjacent to the multiuse path that traverses the perimeter of the rotary and connects to Washington Street. Washington Street is a key commuter corridor supported by the 220 and 222 MBTA buses that are planned for more frequent service in the MBTA's [Bus Network Redesign] project.

Location 16: Victory Park – This station is located within the Quincy Point neighborhood and was within the highest scoring census block not already identified within the City of Quincy's grant application. This proposed location would be located on city land, in a high population density neighborhood, and in an area that was highlighted by public input.

Location 17: Quincy Avenue at Southern Artery – This area has high population density and existing/potential demand for bicycle trips. It serves significant commercial development and major apartment complexes while sitting at the intersection of two arterial corridors. Recent upgrades to bicycle infrastructure on Quincy Avenue and planning facilities on Southern Artery further support the location of a bikeshare station within the northwest corner of the right-of-way that is currently landscaped.

Location 18: Shea Park – This city-owned park sits at the junction between several intracity and intercity corridors. There is high population density, mixed-use development, and zero-vehicle households in the area.

Location 19: Kincaide Park – The highest scoring block west of the "Quincy Spine" would provide bikeshare access to multiple schools, a large park facility, and a dense residential neighborhood. This location was also identified as a priority in the multimodal master plan's public input process.

Location 20: Quincy Adams (West) – Quincy Adams scored lower than other rapid transit stations due to the low density surrounding the station, low levels of bicycle infrastructure, existing/potential demand, and lack of no-vehicle households. However, connecting this rapid transit station to the bikeshare network prior to bikeshare stations that scored higher in South and West Quincy is critical since Quincy Adams is a transportation hub for these neighborhoods.

Location 21: Quincy Adams (East) – With constrained right-of-way and a lack of municipal land in the area, the City of Quincy should work with the MBTA to identify an appropriate station location at the eastern entrance to Quincy

Adams Station. Because of significant grade changes between the west and east sides of the station, the east side is not served by a dock on the west side.

6 CONCLUSION AND NEXT STEPS

Through the Community Transportation Technical Assistance (CTTA) Program, MPO staff worked with the City of Quincy to develop a data-driven and context-sensitive framework for identifying and prioritizing potential Bluebikes station locations citywide. This effort combined local knowledge, public input, and regional best practices with a transparent scoring methodology applied at the census block level. The resulting analysis identified 20 priority census blocks that, as a group, balance ridership potential, transit connectivity, geographic coverage, and equity considerations.

Building on this analysis, MPO and City staff identified 21 potential station locations within or adjacent to the priority census blocks, including locations already advanced in the City's application for a MassDOT Microtransit and Last Mile Transit Grant. These sites represent a strong initial network that would connect Quincy's rapid transit stations, commercial centers, schools, parks, and residential neighborhoods, while also positioning the City for future expansion of the Bluebikes system.

At the time of publishing this memorandum, Lyft, the company which has been selected to continue operating the Bluebikes system, is in the process of negotiating a new contract with the municipalities that own the system. As such, considerations such as the operating costs and potential requirements for charging-capable stations remain unknown. The City of Quincy should continue to coordinate with the Metropolitan Area Planning Council (MAPC) and other municipalities already part of the Bluebikes network on what to expect when the current contract expires in April of 2026.

While these details remain unknown, capital costs to fund the implementation of new stations and bikes are better understood. Costs for a new station vary based on the number of bikes, location context, and whether specialized equipment such as wayfinding signage or ad-space is installed. Costs for a standard 19-bike station generally run between $50,000 and $80,000.[5]

Municipalities have developed many ways to fund these stations aside from general-fund line item appropriations. Many federal and state grants will fund

[5] City of Cambridge, https://www.cambridgema.gov/CDD/Transportation/gettingaroundcambridge/bikesincambridge/bikeshare, accessed December 24, 2025.

bikeshare stations. At the state level, these include the First and Last Mile Connections grant for which the City has already applied, as well as Shared Streets and Spaces. At the federal level, many programs exist that can be used to fund bikeshare stations, such as Transportation Alternatives, the Active Transportation Infrastructure Investment Program, and the Congestion Relief Program. A full list of federal grants for funding bicycle and pedestrian related projects, including 16 federal grants to fund bikeshare, can be found on the Federal Highway Administration's website.

Bikeshare stations are also eligible for funding through the MPO's Community Connections program within the Transportation Improvement Program (TIP). The City is encouraged to coordinate with MPO staff to discuss potential funding through the TIP. While this is a reliable funding source, the City should be mindful of the timetable of TIP funding.

Many municipalities have also collaborated with private sector actors, including developers and institutions, to fund stations using private funds. These partnerships can be mutually beneficial as they allow for greater mobility for residents or customers of the private party. The City should consider opportunities to include bikeshare facilities in upcoming developments, particularly mixed-use or high-density developments that are most likely to support an active and successful station.

Prior studies by the MPO have found that one of the most critical factors that influence bikeshare success is the quality of the bicycle facilities in the area. Quincy undertook a Multimodal Master Planning effort concurrent with this study, which included a newly adopted bicycle network vision. The implementation of this vision is another step that the City should undertake while it builds out its bikeshare system in order to allow residents to make the most use of bikeshare for their mobility needs.

Appendices:

Appendix A: Data Dictionary
Appendix B: For access to the full census block scoring dataset, please reach out to bikeped@ctps.org

CIVIL RIGHTS NOTICE TO THE PUBLIC

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For additional information or to file a civil rights complaint, visit www.bostonmpo.org/mpo_non_discrimination.

To request this information in a different language or format, please contact:

Boston Region MPO Title VI Specialist
10 Park Plaza, Suite 2150
Boston, MA 02116
Phone: 857.702.3700
Email: civilrights@ctps.org

For people with hearing or speaking difficulties, connect through the state MassRelay service, www.mass.gov/massrelay. Please allow at least five business days for your request to be fulfilled.