REPORT FOR ACTION

2030 Bike Share Toronto Growth Strategy - Ride More, Connect More

Date: November 20, 2025
To: Board of Directors, Toronto Parking Authority
From: President, Toronto Parking Authority
Wards: All

SUMMARY

The purpose of this report is to seek approval from the Board of Directors for the TPA's proposed Bike Share Toronto 2030 Strategy - Ride More, Connect More.

As North America's third-largest bike share system, Bike Share Toronto (BST) has enjoyed significant growth and popularity over the past five years and has emerged as an integral component of Toronto's transportation network. By year-end, BST ridership is forecasted to reach a record 8.1 million trips powered by a fleet of 10,251 bikes including 2,319 e-bikes across all 25 wards. Customer satisfaction remains strong at 85% including an impressive net promoter score (NPS) of 40. These results exceed the objectives of our 2022 Strategy which is now complete.

Our new strategy incorporates the feedback from both our stakeholders and customer research. We have also leveraged best practices from jurisdictions across the world including Montreal, New York and London. We have been deliberate in our approach, critically assessed our operational performance over the past five years, and will continue to remain true to our core operating principles: Customer Centricity, Operational Excellence, Financial Sustainability, and Connecting with Higher Order Public Transit.

Our stakeholder engagement process- leveraging feedback from customers, BST members, City Councillors, CycleTO, TABIA, City Divisions etc. was especially informative and remarkably consistent. Specifically, it revealed a common desire that the BST system should become a catalyst for accelerating the growth of a broader "cycling culture" in the city that helps foster a better connected, inclusive, and equitable transportation option for all Torontonians.

Our proposed strategy is thus grounded in a new aspirational vision: To inspire and mobilize one million unique BST customers and establish Bike Share Toronto as a trusted, valued and indispensable transportation option for *residents and visitors alike.* Our winning objective is to build a network that will generate 14 to 16 million trips per year by 2030 representing a 70% to 100% increase versus 2025.

We will win by executing against our five key operating imperatives described below:

1. Mobilize our 40,000 members as ambassadors to inspire the next generation of cyclists.
2. Accelerate fleet and station electrification.
3. Expand network growth and densification citywide.
4. Elevate operational excellence and leverage innovation to drive productivity and user experience.
5. Create a sustainable funding model which de-risks financial exposure while continuing to provide an equitable value proposition for our customers.

The 2030 Bike Share Toronto Strategy "Ride More, Connect More", sets a bold plan to expand and modernize one of North America's largest bike share systems. BST will be materially scaled to better serve residents, support climate action, and strengthen Toronto's integrated mobility network.

RECOMMENDATIONS

The President, Toronto Parking Authority recommends that:

1. The Board of Directors, Toronto Parking Authority approve the 2030 Bike Share Toronto Growth Strategy, Ride More, Connect More, as outlined in the Bike Share Toronto 2030 Strategy report, dated November 20, 2025.

FINANCIAL IMPACT

Capital Investment Requirements

Capital investments required to deliver the 2030 Strategy are estimated at $41.7 million and have been incorporated into the 2026–2030 Capital Plan (See Table 1- 2026-2030 CAPEX Annual Investment). These investments include e-bike fleet expansion, e-charging docking points, station densification, and supporting digital infrastructure. They also provide for $3.5 million in annual in State of Good Repair (SOGR) to enhance system reliability, resiliency, and security.

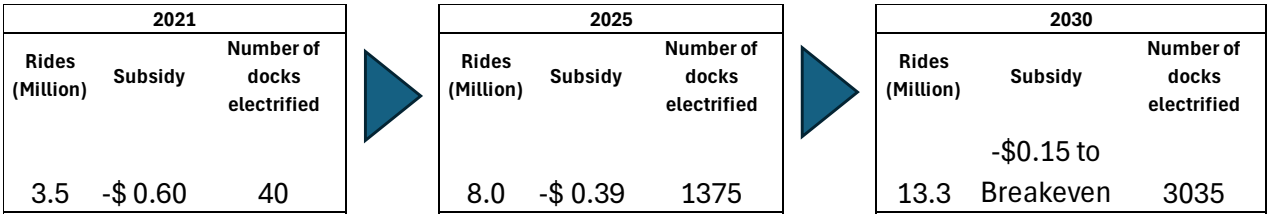
Table 1: 2026-2030 CAPEX Annual Investment

2026	2027	2028	2029	2030	Total
$10.3M	$8.2M	$8.2M	$9.5M	$5.5M	$41.7.0M

For comparative purposes, during the previous four years, the TPA invested $34.1 million in capital to support expansion to all twenty-five wards which more than doubled annual customer trips. The proposed capital costs of the next phase of our growth ambitions averages $8.3 million per year which is comparable to the average run rate between 2021- 2025. The capital costs identified above are included in the TPA's five-year budget outlook.

As illustrated in Figure 1 below, we are designing a more financially sustainable network that will achieve approximate break-even performance versus the current operating subsidy of ($0.39) per ride while preserving our strong customer value proposition.

Figure 1: 2025-2030 Planned Subsidy per Trip



Note: Figure 1 Proposed financial plan leverages a favourable mix shift to e-Bikes which are more productive than iconic pedal bikes. Annual judicious rate increases to cover CPI are not currently included but are recommended. Failure to cover operating costs elevates financial and performance risk to the programme. 2030 Plan also excludes potential financial upsides from future partnerships and/or sponsorships.

DECISION HISTORY

At its meeting of October 16, 2025, TPA's Board of Directors received for information item PA16.8 "Bike Share Engagement Plan Update" with an update on management's stakeholder engagement process in support of the development of our new multi-year strategy for Bike Share Toronto.
https://secure.toronto.ca/council/agenda-item.do?item=2025.PA16.8

At its meeting of May 15, 2025, TPA's Board of Directors approved item PA14.8, "Bike Share for Everyone: Allowing Young Torontonians to access Safe, Sustainable Commutes," expanding access to Bike Share for younger riders.
https://secure.toronto.ca/council/agenda-item.do?item=2025.PA14.8

At is meeting of November 29, 2024, TPA's Board of Directors received for information item PA12.07 "Bike Share Business Review" an overview of Bike Share 2024 performance.
https://secure.toronto.ca/council/agenda-item.do?item=2024.PA12.7

At is meeting of November 23, 2024, TPA's Board of Directors received for information item PA7.06 "Bike Share Business Update" an overview of Bike Share 2024 performance.
https://secure.toronto.ca/council/agenda-item.do?item=2023.PA7.6

At its meeting of March 3, 2023, TPA's Board of Directors approved item PA2.4, "Modernizing Bike Share Toronto Rate Structure," enabling modest adjustments to Bike Share Toronto's rates and ensuring sustainable growth of the program.
https://secure.toronto.ca/council/agenda-item.do?item=2023.PA2.4

At its meeting of September 29, 2022, TPA's Board of Directors approved item PA32.3, "Bike Share Toronto: Four Year Growth Plan," which provided an overview of the program's plans for system expansion.
https://secure.toronto.ca/council/agenda-item.do?item=2022.PA32.3

COMMENTS

Bike Share Toronto 2030 Growth Strategy

As North America's third-largest bike share system, BST has grown into a popular component of Toronto's transportation ecosystem. Our impressive growth trajectory, city-wide reach, and operational sophistication highlight the opportunity to seize this momentum and deliver a more ambitious aspiration, one that supports the City's goal of a seamless, integrated mobility network that better serves residents, supports climate action, and drives economic vibrancy.

In 2025, BST will operate a citywide network of 1,060 stations and 10,251 bikes, including 2,319 e-bikes. Ridership is on track to reach 8.1 million trips, the highest in program history. Recent customer satisfaction results show BST with an 85% satisfaction score, with nearly nine in ten users satisfied. This year, an additional 220,000 people have joined the system, underscoring BST's appeal as a fast, affordable, and joyful way to travel. With a footprint spanning all 25 wards and powered by a fleet that is 20% electrified, BST has exceeded our performance expectations. Looking forward, BST is well positioned to be scaled at an accelerated rate and become an indispensable mode of transportation for the city.

The purpose of this report is to seek approval from the Toronto Parking Authority (TPA) Board of Directors for the 2030 Bike Share Toronto Strategy – Ride More, Connect More. The strategy sets out a clear and actionable roadmap to build a Bike Share system that is bigger, faster and more sustainable. The cornerstone of this strategy has been leveraging the feedback and insights from our customers, members, stakeholders, and City Councillors. Consultations revealed a clear and consistent message: the

question is not whether BST should continue to grow, but how it can act as a catalyst for a citywide cycling movement.

To deliver on our winning aspiration and ridership objectives, we will concentrate on five key strategic operating imperatives:

1. Drive Growth Through Experience

Driving growth through experience turns ridership into community and movement into momentum. This strategic pillar builds emotional connection and customer loyalty, converting occasional users into lifelong cyclists. It aligns directly with City and TransformTO objectives of promoting active transportation, improving public health, and fostering social inclusion through accessible and shared mobility.

BST will focus on mobilizing its 40,000+ members as ambassadors to drive ridership growth, engagement, and community advocacy. By positioning BST not just as transportation but as a social movement, we will create lifelong cyclists through inclusive, purpose-driven programs including safety clinics, intergenerational rides, and ambassador-led community events. We will introduce promotions and referral-based initiatives that encourage members to inspire family, colleagues, and friends to "take that first step" and try the system for the first time by introducing guest ride passes, first-ride credits, community ride days, and seasonal campaigns.

Priority target markets include youth, seniors, and first-time riders, supported through partnerships with schools, community groups, and advocacy organizations. Targeted incentives, and partnerships with organizations such as Cycle Toronto and TCHC will drive participation and conversion. Success will be measured through growth in memberships, ride frequency, and Customer Satisfaction scores, cementing BST as Toronto's gateway to active, low-carbon mobility.

2. Charge the System, Move the City — Electrification

Electrification represents the single greatest lever for ridership growth and carbon reduction. Benchmarking against peer bike share systems indicates that approximately two-thirds of riders choose an e-bike when both options are available. E-bikes extend range, flatten Toronto's topography, and make cycling viable for a broader demographic expanding both user base and trip frequency. Integrating charging within existing infrastructure accelerates system scalability and improves performance. This strategic pillar not only supports TransformTO goals but also positions TPA as a city-building leader in sustainable transportation, maximizing public value through innovation and partnership.

BST will lead at the intersection of mobility and electrification by making e-bikes the effortless choice for longer, faster, and more accessible trips. Our focus is on connecting key corridors linking transit hubs, campuses, hospitals, and leisure destinations, replacing short car trips and extending the reach of transit.

We will expand the network with 70 new e-stations, 1660 e-docks and 2550 additional e-bikes, ensuring e-bikes are always charged, always available, and always connected. Through partnerships with City divisions, utilities, and corporate sponsors, up to 80% of recharging will be organically integrated into existing infrastructure. A next-generation e-bike platform, supported by GPS-based analytics, will optimize charging, rebalancing, and maintenance operations. By targeting corridor-based density and bundling installations with planned civil works, BST will deliver a scalable, cost-efficient electrification model that accelerates growth while reducing congestion and emissions.

3. Stations Where Torontonians Live, Work, and Connect — Densification

Densification can transform BST from a convenient mobility choice to one that is indispensable to consumers. This approach delivers the highest public return on investment while supporting City objectives for climate action, congestion reduction, and equity.

BST will place 336 new stations including 70 e-stations and 1660 e-docks along the city's main mobility corridors where people live, work, and connect. Focused densification within high-demand corridors, transit nodes, and mixed-use developments ensures the right bike supply at the origins and destinations of everyday trips. Strategic infill in Neighbourhood Improvement Areas will close first and last-mile gaps.

We will target 250–300 metre spacing in the core and 400–500 metres in inner suburbs, achieving full coverage across Toronto's high-order transit network. Co-locating stations with schools, TCHC sites, hospitals, and employment hubs will enhance convenience and equity, while partnerships with BIAs and City Divisions will extend reach into new developments and community main streets.

4. Win on Reliability and Resilience. Differentiate with Innovation.

Reliability drives retention; innovation attracts new users. Re-using proven hardware while introducing scalable digital upgrades balances cost efficiency with modern service delivery, ensuring BST remains the city's most trusted, future-ready mobility platform.

BST will compete on reliability and innovate on experience. Relentless State of Good Repair (SOGR), operational predictability, and technology-driven differentiation will define our leadership.

We will combine dependable performance with continuous innovation. New docks equipped with sensors and connected to provide real-time data, enabling diagnostics that reduce downtime and improve system reliability; new e-assist bikes, lighter hybrid batteries, and upgraded apps will enhance usability. Integration with TPA's Mobility Hub network will link parking, EV charging, and bike share into a single digital ecosystem elevating customer satisfaction, brand trust, and operational insight.

5. Fund the Mission, Not Just the Ride — Sustainable Funding Model

A sustainable funding model is essential to ensuring Bike Share Toronto's long-term resilience, independence, and contribution to the City's mobility and climate goals. By aligning BST with TPA's digital modernization and EV strategies, the system will transition to a self-sustaining model that balances mission and margin, reinforcing TPA's role as a disciplined, innovative, city-building organization delivering zero-emission mobility well beyond 2030.

BST will create a sustainable funding model which de-risks financial constraints while providing an equitable value proposition for customers across the city. This will be achieved by broadening and stabilizing the revenue base; diversifying who pays, riders, partners, sponsors, and grants, while maintaining strong operational discipline through State of Good Repair investments and efficiencies unlocked by electrification. This balanced approach reduces financial exposure and ensures system-wide equity and accessibility.

New revenue streams will be generated through loyalty programs, digital advertising networks, feature upsells, and advanced reservations, while "Bike Angels" incentives and member engagement tools deepen participation and retention. Integration with TPA's future mobility loyalty platform will strengthen customer value and lifetime contribution. Strategic partnerships, sponsorships, and the City's One Fare system will further embed bike share within Toronto's broader transit economy, unlocking recurring opportunities. Together, these measures will create a durable, diversified, and affordable funding framework that positions BST for sustained growth and long-term financial resilience.

What Capabilities Must Be in Place

To enable meaningful and sustained growth of BST, the City can play a critical role by encouraging all relevant divisions and agencies to fully integrate BST infrastructure into their planning and delivery processes across new buildings, road reconstruction projects, transit facilities, and public-realm improvements. This includes proactively identifying opportunities to reserve space for stations, incorporating e-charging capacity into capital designs, and streamlining permitting and infrastructure processes that currently slow electrification and station deployment.

There is also an opportunity to work with private-sector developers to consistently include BST stations as part of new projects, much like bicycle parking, loading zones, or public-realm elements. Encouraging station integration as a standard development expectation will help ensure the network expands alongside growth and supports new communities from the outset.

Stronger coordination and shared urgency across Transportation Services, City Planning, TTC, CreateTO, and Parks, Forestry & Recreation will be essential to meeting rising demand. Equally important is advancing connected, protected cycling infrastructure that increases safety, supports mode shift, and enhances customer experience.

Together, these enablers and management systems will help to ensure Bike Share Toronto operates with transparency, discipline, and agility, supporting a sustainable, high-performing cornerstone of Toronto's integrated mobility network.

Stakeholder Support and Analysis for the Strategy

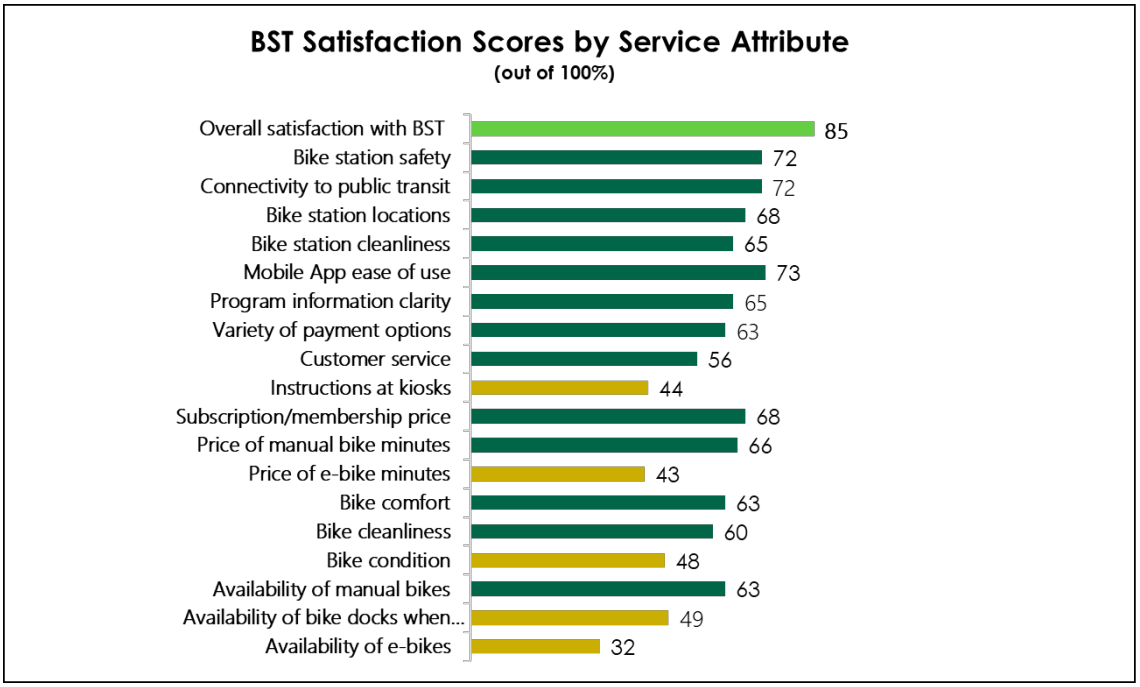
Building on the rapid growth achieved under the near complete four-year growth strategy and reinforced by clear, consistent feedback from customers, communities, and partner agencies, recent analysis confirmed that ridership demand is now outpacing system size and coverage. These insights underscore the need for a forward-looking strategy. To shape this strategy, the TPA executed a rigorous engagement process supported by systematic technical analysis, engaging City divisions, transit partners, cycling and mobility advocates, and bike share users to identify priorities and opportunities, while detailed modelling quantified future system, financial, and transportation planning requirements.

Stakeholder and Community Consultations

As outlined in the October Board Report PA16.8 – Bike Share Engagement Plan Update, the TPA undertook a comprehensive, multi-stage engagement process to inform the 2030 Bike Share Toronto Strategy. More than 900 customers, members, and stakeholders contributed insights through workshops, consultations, a public survey, and a virtual information session, while external organizations such as Cycle Toronto, the University of Toronto, TABIA, and Waterfront Toronto, along with eight City Councillors, provided strategic guidance. Engagement with Transportation Services, Parks, Forestry & Recreation, City Planning, the TTC, and Metrolinx ensured alignment with broader municipal mobility and climate objectives, and a final public consultation confirmed strong citywide support for the proposed direction

Further, our 2025 Customer Satisfaction of over 1,100 participants results shows that BST continues to perform strongly, with nearly nine in ten users satisfied and a leading Net Promoter Score that outperforms all other measured transportation services. Overall perceptions remain positive compared to 2023, though results highlight continued opportunities (See Chart 1 - Performance of BST on Attributes) to improve bike and dock availability, enhance value, strengthen customer support, clarify kiosk instructions, and further elevate bike condition.

Chart 1 - Performance of BST on Attributes



This broad engagement provided a 360-degree view and key insights into how the system is used and expected to evolve, revealing improving reliability, strengthening the customer experience, and delivering a more seamless system for all riders clear opportunities to expand and electrify the network, strengthen transit integration, enhance financial sustainability, and improve accessibility—directly shaping a strategy that reflects community needs, advances City priorities, and positions BST for long-term success. BST's November 2025 virtual public information session generating strong support for the strategy's vision and constructive feedback on station locations, neighbourhood needs, transit integration, rebalancing, and continued e-bike expansion.

Expert-Led Transportation Planning and Financial Analysis

The TPA engaged KPMG to lead the financial modelling and retained Mott MacDonald to complete the network analysis. Together, they provided the specialized expertise required to ensure the strategy is evidence-based, financially sound, and aligned with the City's mobility priorities.

Key Assumptions

- $3.5M in annual SOGR capital to maintain existing BST infrastructure.
- Membership grows 1% annually, increasing from ~42,000 to ~45,000 members.
- Day passes account for 10% of casual trips, with 90% coming from Pay-as-you-go (PAYG) riders.
- Member ride frequency rises, accelerating by greater e-bike availability.

Financial Modelling

KPMG conducted a review of BST's financial structure, operations, and revenue model. Using global best practices and system performance data, they developed a financial outlook including three growth scenarios paired with required capital investments to assess long-term sustainability and return on investment.

Financial Analysis Findings

The financial modelling explored three growth pathways, each reflecting a different level of investment, electrification, and system ambition. (See Table 2 - Scenario Comparison).

- *Scenario 1 – Sustainment Model:* This scenario maintains current operations with only limited expansion, resulting in 27% of the fleet and 11% of docks electrified by 2030. It supports approximately 11.7 million annual rides, driven primarily by modest organic growth, but it constrains system innovation, service quality, and overall network performance. Total capital investment requirements are $29 million, with approximately 50% allocated to SOGR to maintain existing assets. Even under this conservative scenario, the system still requires a subsidy of approximately $0.20 per ride by 2030, underscoring that minimal expansion does not achieve long-term financial sustainability.

- *Scenario 2 – Managed Accelerated Growth Model:* This scenario advances significant system growth through targeted expansion and increased electrification, reaching 37% of the fleet and 14% of docks electrified by 2030. It drives an estimated 13.2 million annual rides, including approximately 4 million e-bike trips, representing about one-third of all usage. The scenario results in a modest operating loss, balancing revenues and operating costs while supporting sustainable long-term growth. This balanced level of investment enhances system scalability, strengthens financial sustainability, and positions BST to meet rising demand while maintaining operational efficiency.

- *Scenario 3 – Transformational Growth Model:* This scenario represents the most ambitious and transformative pathway, scaling the system through significant expansion and electrification, reaching 50% of the fleet and 23% of docks electrified by 2030. It supports an estimated 16.1 million annual rides, including 6.69 million e-bike trips, with revenues projected to outpace operating costs. This pathway requires a $60 million capital investment, the largest of all scenarios, but it delivers the greatest long-term value, strengthens system performance, and positions BST as a leading urban mobility service.

Table 2 - Scenario Comparison

	Sustainment Model	Accelerated Growth Model	Transformational Growth Model
Rides	~11,775,460	~13,876,541	~16,133,850
Electrification - Bikes	740	2550	5509
Electrification - Docks	660	1660	3480
Capital	$29,701,779	$41,745,844	$60,217,960
Subsidy	~$(0.20)	~ $(0.15)	~ $0.26

Network Analysis

Mott MacDonald developed a comprehensive, data-driven spatial analysis to inform the 2030 Strategy, integrating financial modelling with the five strategic imperatives framework. Using spatial, demographic, and ridership data, they identified demand patterns (Densification needs), assessed electrification opportunities, and evaluated network performance (Reliability needs) to guide optimal station and e-charging deployment. This analysis establishes a clear roadmap for densifying high-demand areas, closing service gaps, and expanding into new communities from 2026 to 2030. The resulting recommendations align capital investment with customer needs, long-term financial sustainability, and major City of Toronto mobility priorities, supporting a more connected, equitable, and low-carbon transportation network.

The Electrification objective identified the stations best suited for conversion to e-charging to support passive, in-dock recharging (*See Attachment 1 - Map 2 Existing & Proposed Future E-Station Network)*. Stations with both high demand and longer idle times were prioritized, as these conditions create optimal opportunities for organic recharging through regular turnover. Downtown locations consistently demonstrated the strongest balance of these factors, making them ideal early candidates for electrification. Outside the core, longer idle times were more common but often reflected lower demand, signaling areas where future adjustments or right-sizing may be required.

The Densification Objectives were central to identifying priority zones for network growth. Using roughly 10,000 hexagonal analysis zones Mott MacDonald applied a scoring framework aligned with the strategic objectives to determine where future capital investment would generate the greatest impact on system performance, ridership, and access (*See Attachment 1 - Map 1 Proposed Future Bike Share Network)*.

The transit integration analysis examined how BST could best strengthen first- and last-mile connections to major transit hubs, especially in areas where walking is less practical or where surface transit is less efficient. Areas around Union Station and key

segments of Line 1 ranked highest due to their regional importance and transfer volumes.

The ridership growth analysis examined geographic, land-use, and mobility characteristics to pinpoint areas with the strongest potential for increased bike share use. The analysis reaffirmed the downtown core as the highest-potential zone, reflecting its density, transit access, and cycling infrastructure. Additional high-potential centres include North York Centre, Humber Bay, York University, and the University of Toronto Scarborough campus, all areas marked by rapid population growth, major institutions, and increasing demand for sustainable mobility.

The equitable access analysis identified neighbourhoods where expansion would fill transportation gaps and advance more inclusive mobility. High-scoring areas included northwest Etobicoke, Thorncliffe Park, Flemingdon Park, and several Scarborough communities such as Golfdale, Cedarbrae, Woburn, West Hill, and Scarborough Village. These neighbourhoods have higher proportions of low-income households, newcomers, and racialized residents and often face limited transportation options, positioning BST as a meaningful and accessible solution.

Reliability objectives focused on strengthening performance within the existing network. By analyzing station usage patterns, rebalancing requirements, and pressure points, the study identified opportunities for targeted station expansion and strategic densification *(See Attachment 1 - Map 3 Operations Analysis).* This is particularly critical in the downtown core, where demand is highest and increased station capacity would enhance rider experience, reduce operational strain, and position the system to accommodate future growth consistent with the 2030 Strategy.

Together, the strategic imperatives of electrification, densification and network performance form the foundation of the consolidated 2030 Network Vision. This long-term plan outlines the future station distribution across Toronto, consistent with the hexagonal planning grids in Attachment 1, that supports evidence-based decision-making and advances equitable access. The accompanying map illustrates a system designed to grow both outward, reaching new communities and inward, adding density where demand is strongest. This balanced expansion approach strengthens reliability, supports sustained ridership growth, and ensures a more equitable distribution of service citywide.

Importantly, the hexagonal grid represents a planning framework rather than final station locations. Individual sites will be refined through detailed feasibility reviews, infrastructure readiness, operational considerations, and community engagement as the network advances into implementation.

Recommendation

TPA recommends adopting the 2030 Bike Share Toronto Strategy, anchored in the Accelerated Growth Model (Scenario 2). This strategy represents a balanced and financially responsible path forward, one that scales the system to meet rising demand while ensuring operational excellence, customer satisfaction, fiscal discipline, and alignment with the City's climate, equity, and mobility objectives. Our strategy is also

designed to scale in years four and five as new electrified cycling infrastructure comes online across the city, acting as a multiplier for ridership growth.

The Strategy integrates robust data analysis with strong community and stakeholder input, producing a clear, forward-looking plan that accelerates TPA's mission of growth and service excellence.

BST will deliver:

- ~14 million annual rides,
- One million unique users, and
- A more resilient, accessible and user-friendly system supported by a fleet that is 37% electrified including 70 e-stations and 1660 e-docks providing up to 80% organic charging by 2030. These additions more than double both the e-bike fleet and the number of available e-docks.

Achieving these goals will require $41 million in capital investment over the next five years, supporting state-of-good-repair replacement of aging equipment, the deployment of approximately 336 new stations (including 70 new e-stations), 2,600 iconic bikes, and 2550 additional e-bikes, as well as continued densification in high-demand areas and strategic expansion in Neighborhood Improvement Areas.

Collectively, these investments will enhance system resilience, expand equitable access, strengthen first-/last-mile connections, and support long-term financial sustainability. The Managed Expansion Model offers a good balance of ambition, affordability, and impactt while providing management the flexibility to further scale the system as customer demand warrants.

Conclusion

Toronto Bike Share powered by Green P Mobility is ready to deliver on our promise to create one of the premiere Bike Share systems in the world. Our growth strategy will significantly expand Bike Share consumer segments and customer ridership, transform the customer experience, improve operating performance and be the catalyst for Toronto to reimagine how people move effortlessly across our city.

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SIGNATURE

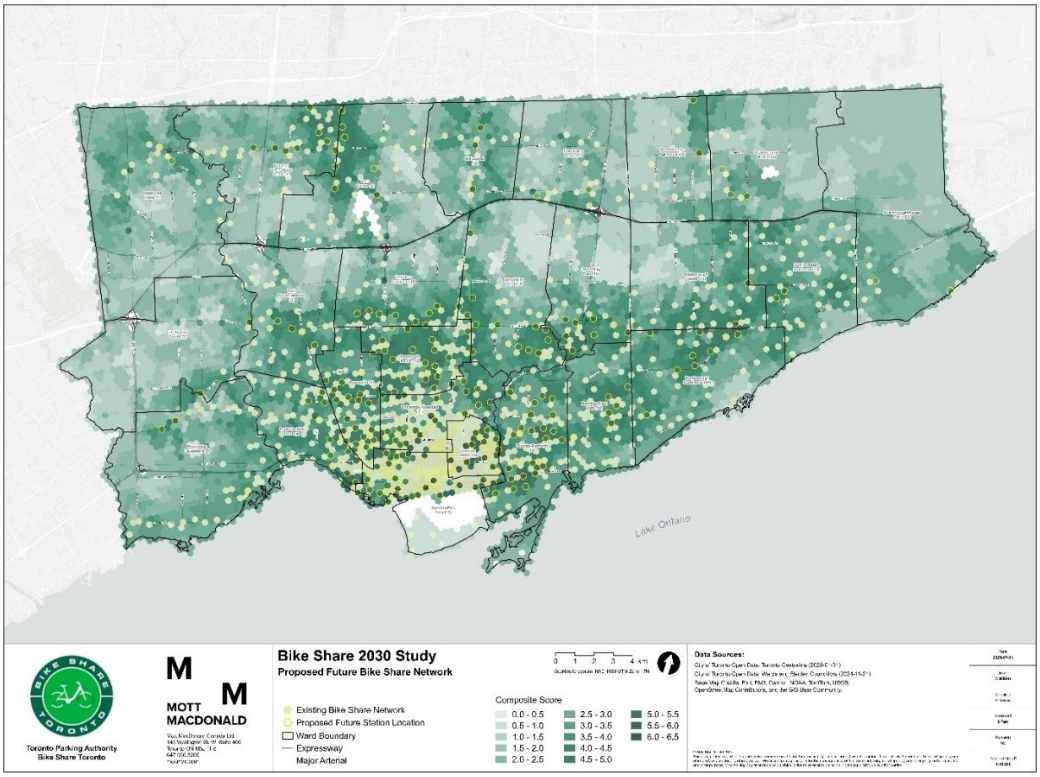
W. Scott Collier, President
Toronto Parking Authority

ATTACHMENTS

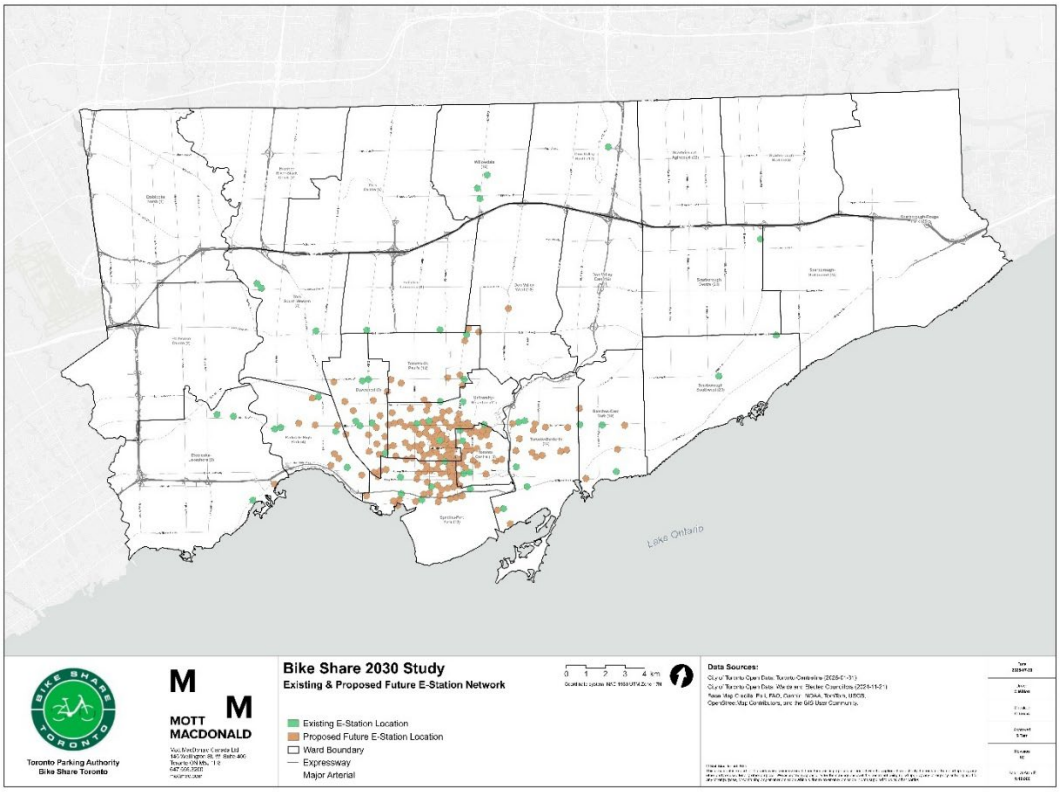
Attachment 1 - Mott MacDonald Bike Share 2030 Study:
Map 1 Proposed Future Bike Share Network
Map 2 Existing & Proposed Future E-Station Network
Map 3 Operations Analysis

Attachment 1 - Mott MacDonald Bike Share 2030 Study (Hexagonal Grids):

Map 1 Proposed Future Bike Share Network



Map 2 Existing & Proposed Future E-Station Network



Map 3 Operations Analysis