

HUBWAY SNAPSHOTS

Data from half a million Hubway bicycle rides can reveal a wealth of information on the nuances of system usage, with implications for future planning and understanding of the movement of people in and around Boston. The following maps and graphics highlight some of the numbers and geography of Hubway usage along several themes.

They barely scratch the surface. To explore how many factors affect usage patterns, please visit:

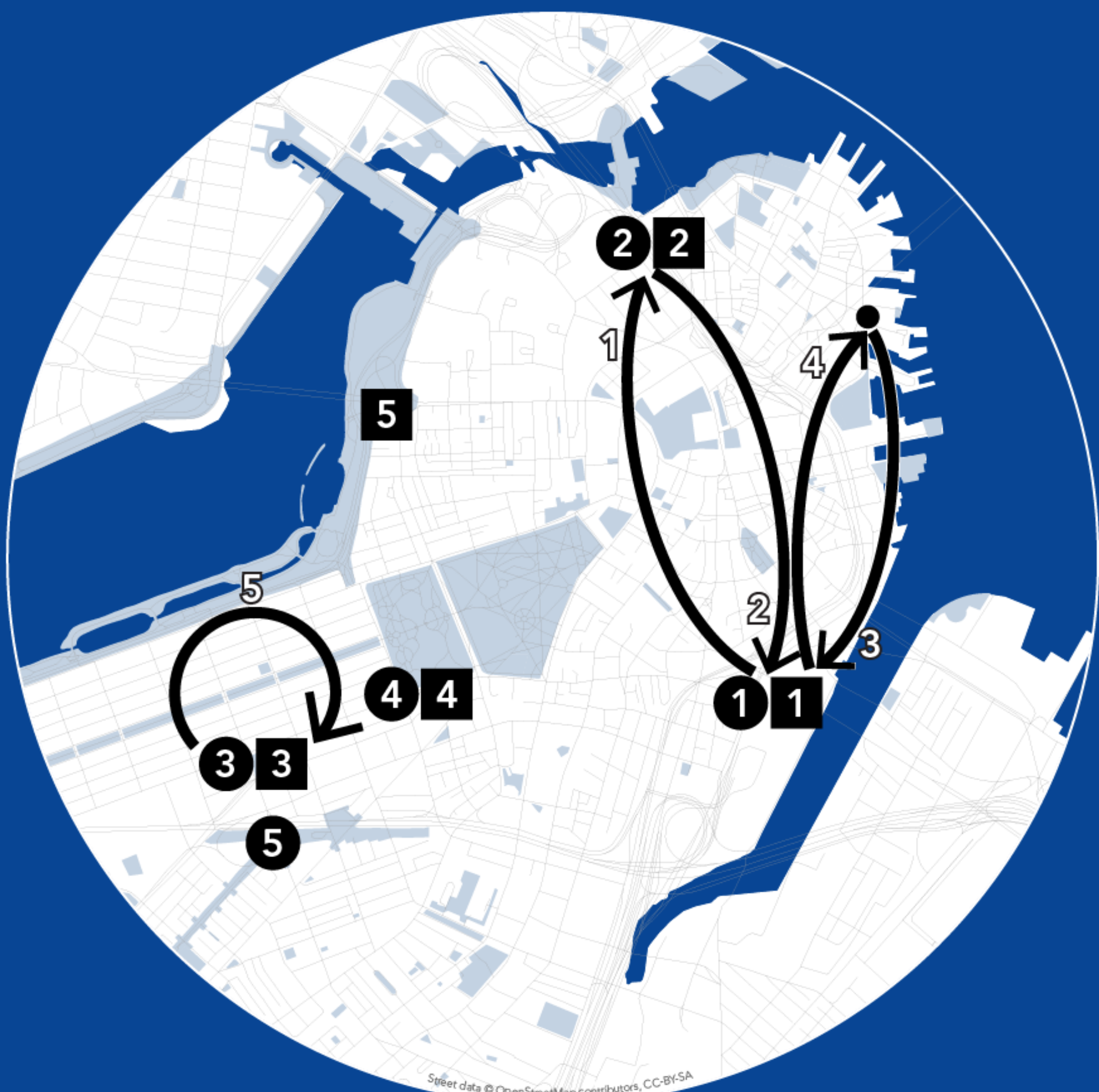
<http://bostonography.com/hubwaymap>

Happy cycling!

Hubway trips summarized from July 28, 2011 to October 1, 2012. Darker lines indicate higher trip volumes.

Street data © OpenStreetMap contributors, CC-BY-SA

ORIGINS & DESTINATIONS



Hubway provides a
NORTH-SOUTH LINK
that trains do not.

TOP ORIGINS

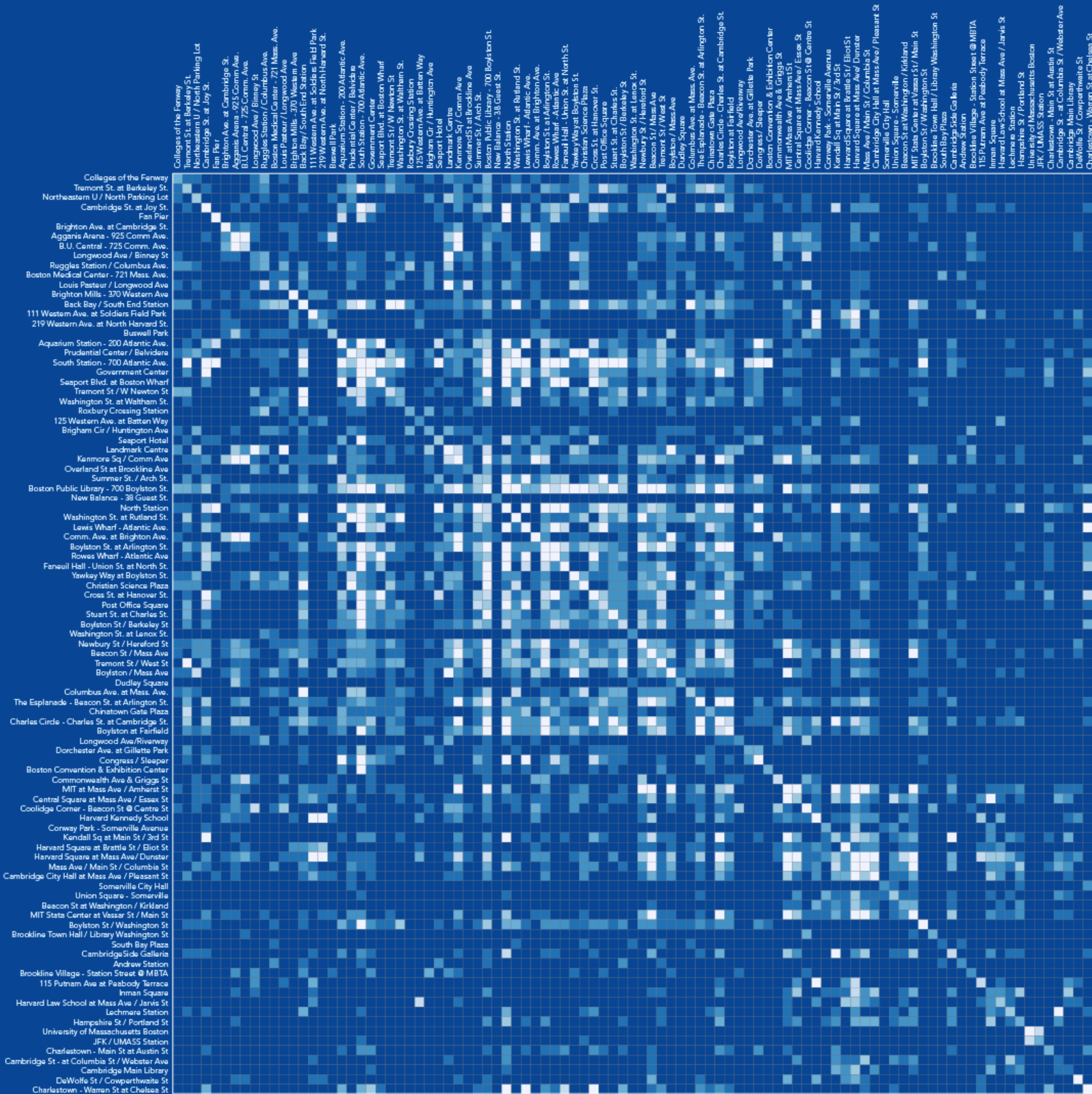
- 1 South Station (26,556)
- 2 North Station (21,343)
- 3 Boston Public Library (21,337)
- 4 Boylston / Arlington (16,368)
- 5 Back Bay Station (14,456)

TOP DESTINATIONS

- 1 South Station (26,672)
- 2 North Station (21,760)
- 3 Boston Public Library (21,327)
- 4 Boylston / Arlington (16,921)
- 5 Charles Circle (13,777)

TOP TRIPS

- 1→ South Station → North Station (2,690)
- 2→ North Station → South Station (2,474)
- 3→ Lewis Wharf → South Station (2,369)
- 4→ South Station → Lewis Wharf (2,312)
- 5→ Boston Public Library → Boston Public Library (1,937)



TRIPS PER DAY
(From station in row to station in column)

**Trips very commonly
start and end at
the SAME STATION.**

DAILY CYCLES



These maps show the stations with the highest and lowest ratios of outgoing to incoming trips during the peak morning (6-10 AM, left) and evening (3-7 PM, right) hours.



MOST INCOMING

- ① MIT Stata Center (0.120)
- ② Post Office Square (0.129)
- ③ Longwood / Louis Pasteur (0.132)
- ④ Longwood / Binney (0.160)
- ⑤ Congress / Sleeper (0.202)

MOST OUTGOING

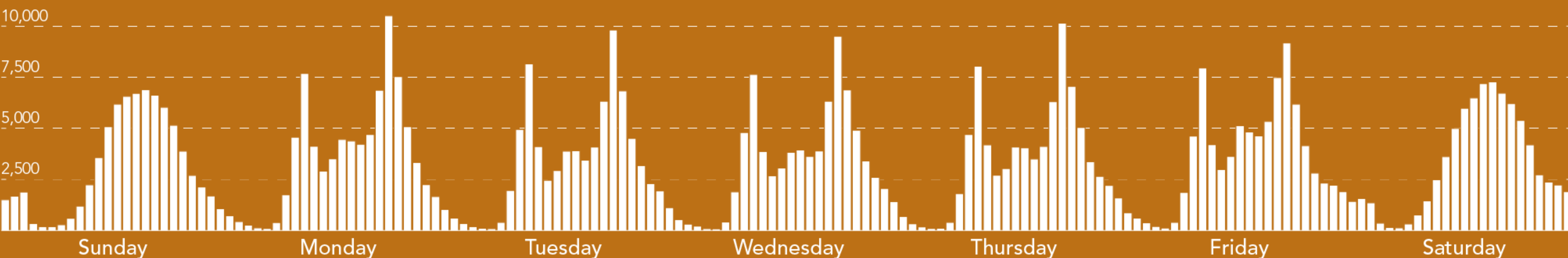
- ① Inman Square (17.0)
- ② Commonwealth / Griggs (8.55)
- ③ Harvard Peabody Terrace (8.45)
- ④ Washington / Beacon (7.95)
- ⑤ North Station (6.69)

MOST INCOMING

- ① North Station (0.252)
- ② Andrew Station (0.386)
- ③ Coolidge Corner (0.392)
- ④ Commonwealth / Griggs (0.441)
- ⑤ Washington / Beacon (0.444)

MOST OUTGOING

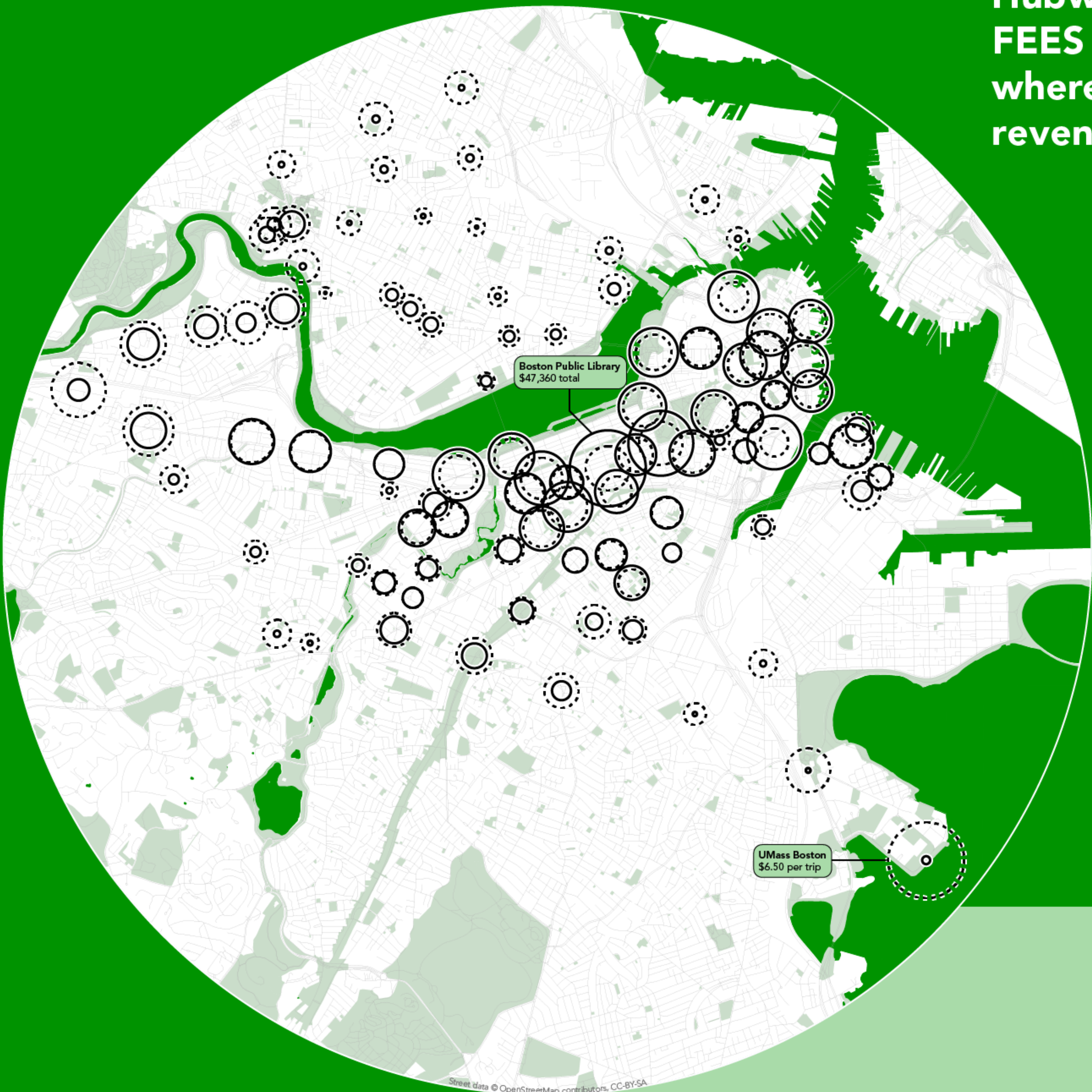
- ① Post Office Square (3.92)
- ② Longwood / Binney (3.88)
- ③ Longwood / Louis Pasteur (3.68)
- ④ Congress / Sleeper (2.97)
- ⑤ Colleges of the Fenway (2.17)



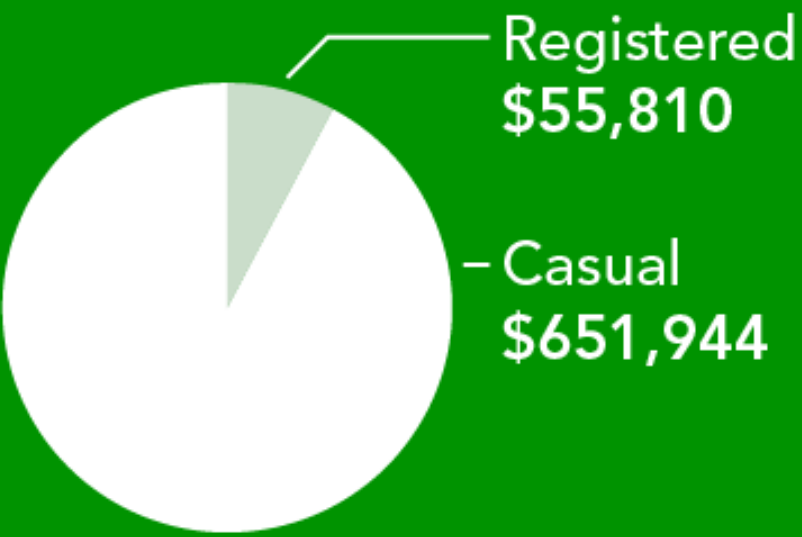
AGGREGATE NUMBER OF TRIPS BY HOUR AND DAY

GETTING GREEN

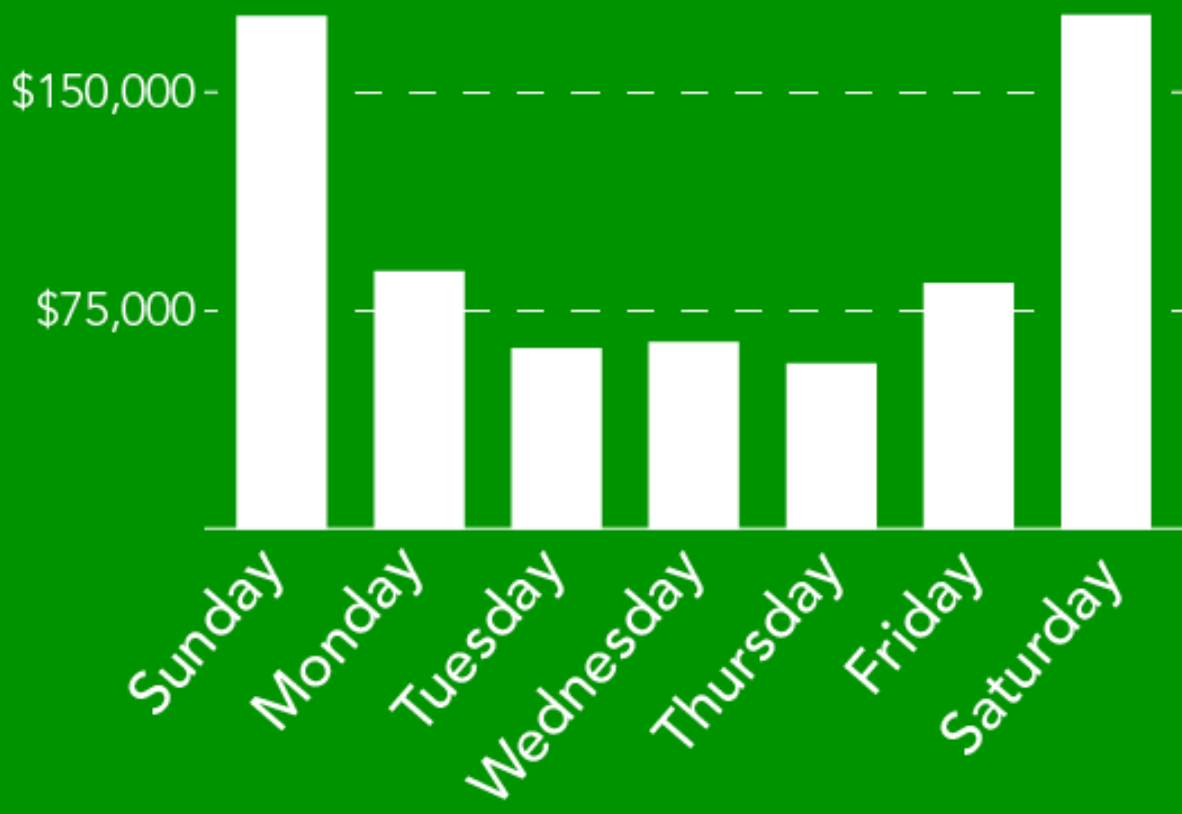
Hubway's structure of **USAGE FEES** can tell us approximately where—and when—the most revenue is generated.



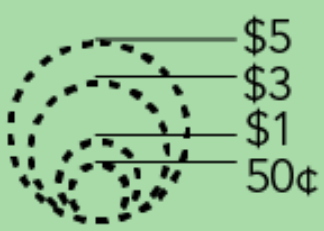
USAGE FEES BY MEMBER TYPE



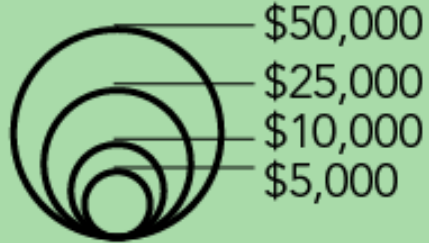
USAGE FEES BY DAY



USAGE FEES PER TRIP
(Trips originating at station)



TOTAL USAGE FEES
(Trips originating at station)



DEMOGRAPHICS

Riders who live in different areas exhibit different usage patterns.
Consider trips to and from a station in the high-employment Longwood Area:

Outgoing trips
Incoming trips
Line width indicates percent of total trips for each case.



Riders who live within the area covered by Hubway come from and go to a variety of stations.



Riders who do not live near Hubway but live within Route 128 are more tied to commuter rail stations like North Station and Ruggles.

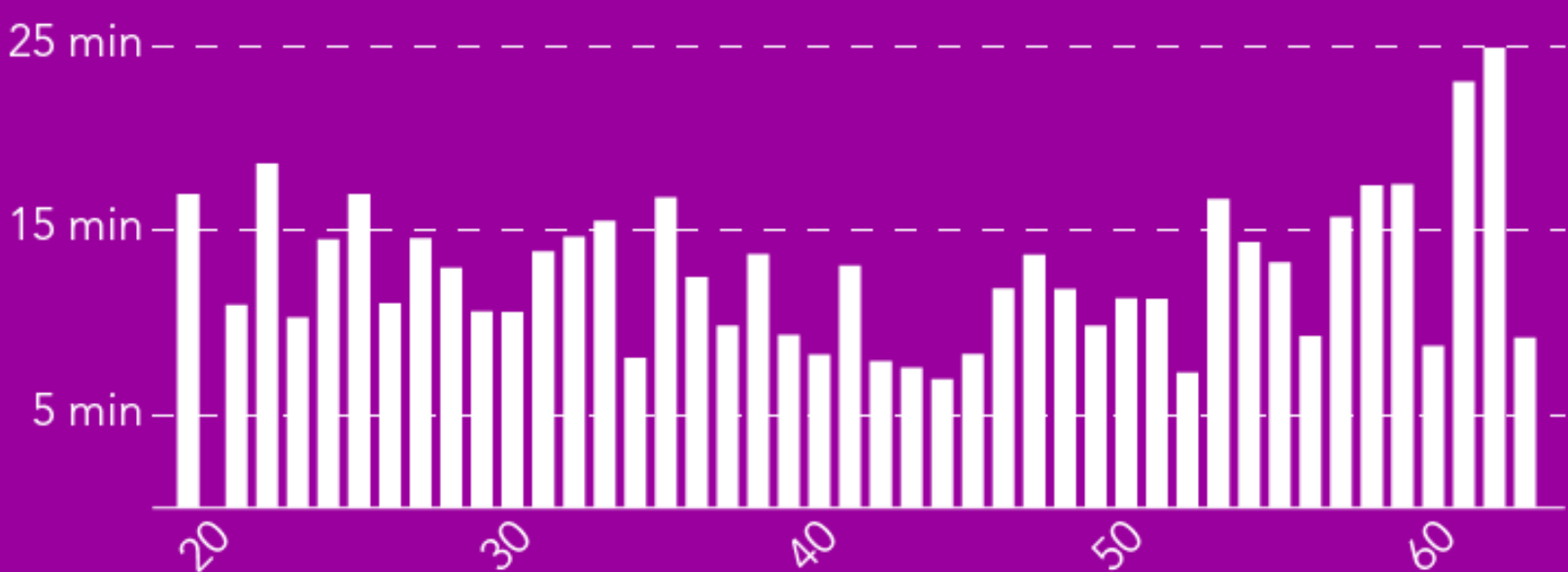


Riders who live south and west of town (near South Station commuter lines) are strongly connected to Ruggles and Yawkey stations.



Riders who live north of town (near North Station commuter lines) are very strongly connected to North Station.

MEDIAN TRIP DURATION BY AGE: SOUTH STATION TO NORTH STATION



On the most common trip of all, it doesn't look like age slows people down too much.

RANKED DIFFERENCE IN MEDIAN TRIP DURATION BY SEX



Median trip duration for females is on average 101 seconds longer than that for males (among station pairs with median duration 1–60 minutes).