



Boston Bike Budget - Proposal for Boston's FY18 Budget

The City of Boston has made real progress toward changing its official policies to make riding a bike in the city easier and safer, but **changes to our physical infrastructure have been slower**. In both the GoBoston 2030 Vision Framework and the City's Vision Zero Action Plan, Boston set forth several positive goals to achieve by 2030, including increasing bicycling mode share fourfold, ensuring that all households are within a 5-minute walk of a protected bicycle facility or shared use path, and eliminating traffic deaths. Unfortunately, **for many people who bike in Boston today — or would if it were safer — there has been little visible progress on the ground**.

It is essential that there be a financial commitment to achieving the City's stated goals. The City's current employees are doing what they can, but insufficient staffing and resources are holding us back. This year, Boston allocated just \$3.1 million for its Vision Zero Action Plan. **That's less than \$5 per capita per year towards ending traffic deaths in our city**. Meanwhile, New York City has dedicated approximately \$13 per capita and San Francisco about \$75.¹ Boston is trailing behind cities that have been aggressive about building safe, protected bike infrastructure. In New York City, Mayor De Blasio recently proposed an additional \$66 million per year for Vision Zero street projects, bringing NYC's funding to over \$20 per capita.²

If Boston is going to end traffic fatalities, reduce greenhouse gas emissions, and make our city more livable, we need a drastic increase in the city's funding for safe, protected bike infrastructure.

Our proposal — the Boston Bike Budget:

- Increase the **capital budget for Vision Zero** from \$3.1 million in FY17 to **\$12 million in FY18**.
- Increase the **capital budget for the Strategic Bicycle Network Project** from \$900,000 in FY17 to **\$4 million in FY18**.
- Increase the **capital budget for Transportation Planning** from \$200,000 in FY17 to **\$800,000 in FY18**.
- Increase the **operating budget for Transportation Department Policy and Planning** from \$1,074,431 in FY17 to **\$2 million in FY18**.

1. <http://usa.streetsblog.org/2017/01/20/boston-has-yet-to-deliver-on-big-promises-to-eliminate-traffic-deaths/>

2. <http://nyc.streetsblog.org/2017/01/24/de-blasios-proposed-budget-increases-funding-for-street-redesigns/>

What Could We Do with the Boston Bike Budget?



The City's 2013 Boston Bike Network Plan promised **35 miles of protected bike lanes** by 2018 (21 miles of protected on-street lanes and 14 miles of off-road paths).³ So far, only a few miles have been completed. With our proposed Boston Bike Budget, **we could build more than a dozen miles of protected bike lanes each**

year. Today, 2% of Bostonians regularly bike to work, and with just 2% of the City's \$898 million streets budget, we could make major strides towards allowing people of all ages and abilities to bike safely in every neighborhood of Boston.

Benefits of Protected Bike Infrastructure

Not only is protected bike infrastructure crucial for the City to reach its GoBoston 2030 and Vision Zero goals, it offers many additional benefits:

Safety and Health: Protected bike lanes **make everyone safer** — they reduce injury crashes for all road users (people driving, walking, and biking) by 40 to 50 percent,⁴ and they reduce sidewalk bike riding by an average of 56 percent.⁵

And more people riding bikes means less air pollution and more physical activity, keeping Bostonians healthy.



Economic Development: Protected bike lanes **boost retail sales** by making it easier to get to local businesses.⁶ After the construction of a protected bike lane on 9th Avenue in New York City, local businesses saw a 49 percent increase in retail sales. On other streets in the borough, the average was only 3 percent.⁷

Transportation: Traffic congestion costs the average Boston driver \$1,760/year, and rush-hour commuters spend an average of 57.6 hours sitting in traffic.⁸ We can't build our way out of congestion. Protected bike lanes increase biking by an average of 75% in the first year alone, appeal to 4-7 times as many people as bike lanes that are merely painted, and make driving less stressful, all helping to **move people more efficiently** on Boston's crowded streets.⁹

3. http://www.cityofboston.gov/images_documents/Other_5%20Year%20with%20Mileage%2C%20Primary%20Routes%2C%20Jurisdiction_CORRECTED%20FINAL-1_tcm3-40546.pdf
4. http://www.nyc.gov/html/om/pdf/bike_lanes_memo.pdf
5. <http://www.citylab.com/cityfixer/2014/08/tired-of-cyclists-riding-on-the-sidewalk-build-more-bike-lanes/375984/>
6. <http://www.peopleforbikes.org/blog/entry/salt-lake-city-street-removes-parking-adds-bike-lanes-and-sales-go-up>
7. <http://www.nyc.gov/html/dot/downloads/pdf/2012-10-measuring-the-street.pdf>
8. http://www.bostonglobe.com/metro/2017/02/23/typical-boston-commuter-spent-equivalent-days-sitting-traffic-last-year/J9S_wUJibjBhiySQOfZQViN/story.html
9. <http://www.peopleforbikes.org/blog/entry/national-protected-bike-lane-week-the-infographic>