



Bostonians in all neighborhoods deserve transportation choice and Boston is not living up to its commitment to make biking a viable, safe option. Go Boston 2030, lays out an exciting goal of adding 33 miles to the bike network by 2022, but two years in, the City has not increased infrastructure funding to even complete Mayor Walsh’s five-year priority projects list, let alone the ambitious plans for 2030. The budget that was passed last year for the bike network said it would built 15 miles over 4 years, or just 3.75 miles/year. In order to meet the City’s goals and keep our roads safe for everyone, we want to see the following increases in the FY20 Transportation Budget.

	FY 17	FY 18	FY19	FY20
Vision Zero Capital Budget	3.1 million	4.1 million	3.9 million	12 million
Bike Network Capital Budget	900K	900K	1.25 mill	4 mill

Boston is falling behind other cities when it comes to bike safety and accessibility

- In 2018, Boston allocated about \$5.60 per capita per toward Vision Zero. New York City dedicated approximately \$37 per person and San Francisco about \$75
- Boston’s bike fatality rate is “significantly higher than any other city” ranked in [Bicycling Magazine’s list](#) of the 20 best cities for bikes
- People for Bikes [ranked](#) Boston as only the 36th best city for bikes in 2018
- Since 2014, Boston has built 8 miles of protected bike lanes. Minneapolis, a city two-thirds the size of Boston, built more than 6 miles in 2017 alone. Portland, OR is committed to building nearly 25 miles of protected bike lanes between 2018-2020

Protected bike lanes increase ridership while providing the highest level of safety.

- [Ridership rises](#) by an average of 75% on roads with new protected lanes
- Protected bike lanes [reduce the injury risk](#) to cyclists by 90%
- Adding physically protected bike lanes is often coupled with a reduction in vehicle lanes which makes it safer for pedestrians as well as cyclists to have shorter crossing distances and slower cars.

Building a better bike network promotes transportation equity. People’s physical mobility — their transportation mobility — is directly related to our economic mobility as a City and as individuals.

- 49% of the people who bike to work earn less than \$25,000 per year, according to a [report](#) by the National Association of City Transportation Officials (NACTO)
- Fatal crashes (all modes) are happening disproportionately in Boston's neighborhoods of color (see map). Traffic calming interventions will make it safer for all
- Black Bostonians spend 64 more hours per year on busses, and 31 more hours on subways, than their white counterparts, according to the Metropolitan Area Planning Council's recent State of Equity Report.
- While access to jobs via a low-stress network is still challenging from most parts of Boston, residents of Mattapan, West Roxbury, Hyde Park, East Boston and much of Dorchester cannot safely reach jobs by bike.

Bike ridership is on the rise, but Boston's infrastructure isn't keeping up with that growth. At 62 key locations, ridership increased roughly 30% from 2016-2017, [according to the city's annual bike count](#).

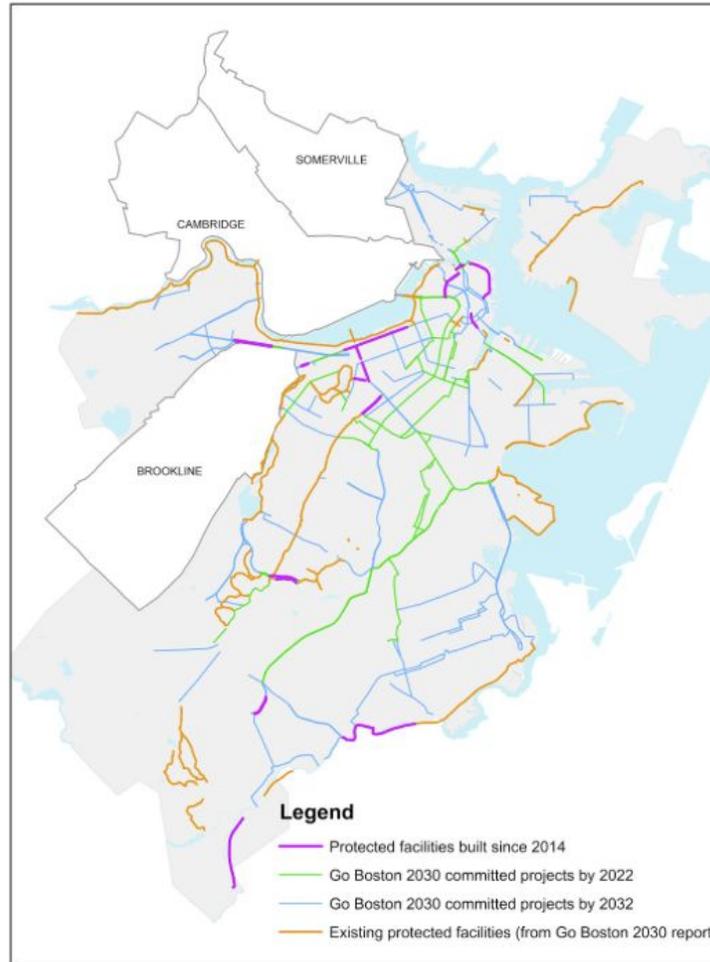
Investing in bike infrastructure is good for business and for a city's economy as a whole. Bike projects create 46% more jobs than car-centric projects (11.4 jobs/\$1M of investment vs. 7.8 jobs/\$1M) according to a [study](#) from UMass' Political Economy Research Institute.

By reducing conflicts between modes of travel, and encouraging more people to opt for a space-efficient method of travel (biking), protected bike lanes actually reduce congestion and can help fix the congestion crisis

- When New York City installed protected bike lanes on one main arterial, [vehicle travel times fell by 35%](#)
- Boston has the [worst rush-hour gridlock](#) of any city in America, according to a report from transportation analytics firm INRIX
 - The average Boston driver traveling during rush hour lost 164 hours to congestion in 2018
 - The [costs](#) associated with that congestion: \$2,291/person, or \$4.1 billion for the city as a whole
- Longer commutes contribute to a "[triple whammy](#)" of health problems — more stress, less exercise, and increased air pollution. 1 in 7 Boston-area residents have considered leaving the region because traffic is so bad, [according to a WBUR survey](#)

There is enormous latent demand for biking that can be tapped by protected bike lanes

- 78% of people in Massachusetts' urban centers say they want to commute via bike, [according to the recent MassDOT Bike Plan](#)
- More than [half of all trips](#) in Massachusetts are under three miles — a comfortable distance for biking
- More than one-third of people who drive to work in the Longwood area [would prefer to take transit or bike](#) — but only if those options were safe and accessible



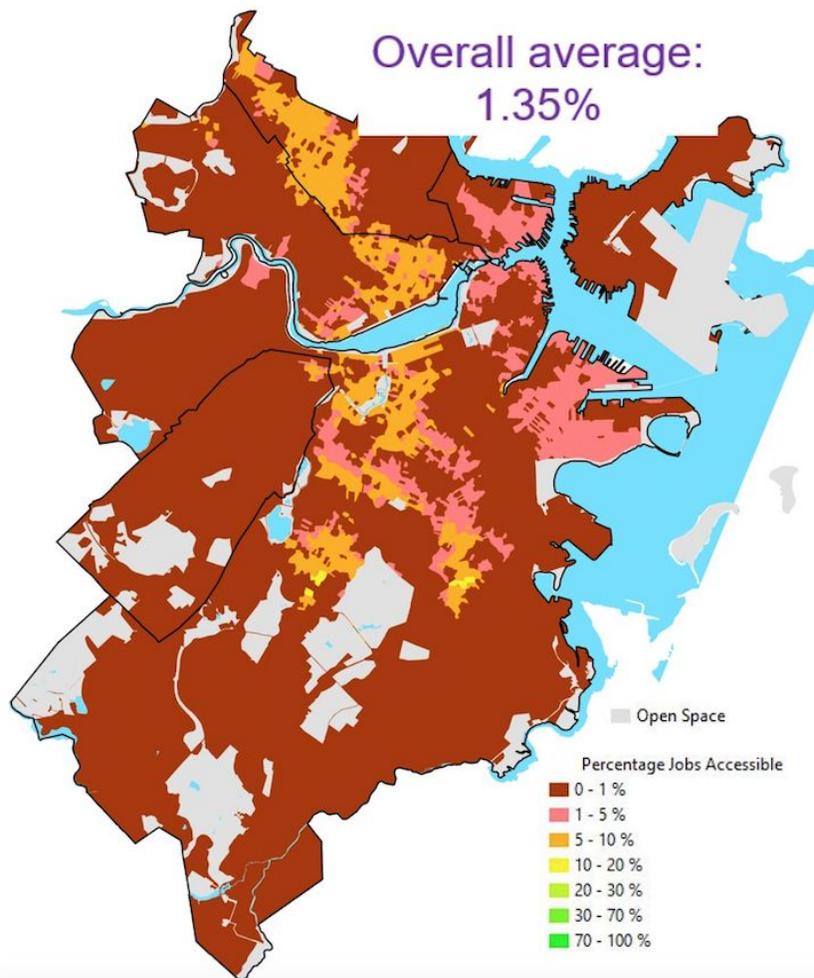
What this funding would support

With \$4million/year at least the following projects could be completed.

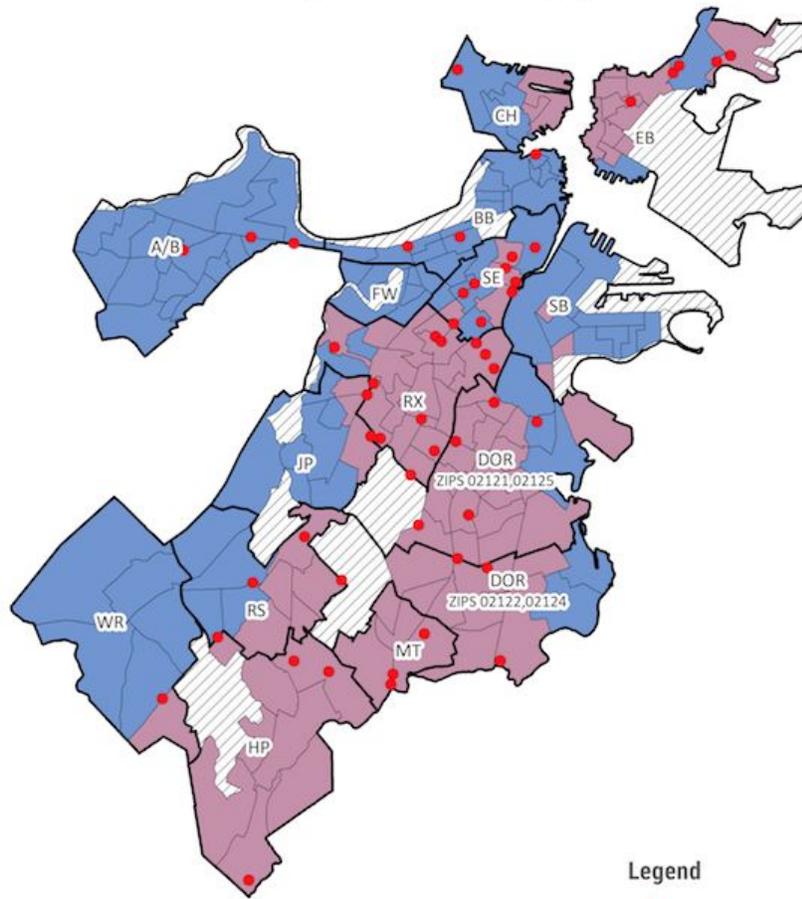
- Mass Ave from Melnea Cass Blvd to Columbia Road in Dorchester (Go Boston 2030 priority project, Vision Zero high crash priority corridor)
- Cambridge St from MGH station to Park Street station (Go Boston 2030 priority project, North Station Area Mobility Action Plan priority project)
- Tremont St - Melnea Cass to Herald (Go Boston 2030 priority project, Vision Zero high crash priority corridor)
- Columbus bus/bike lane from Egleston Sq (Go Boston 2030 priority project)
- Malcolm X Blvd from Columbus to Dudley St (connect to the Dudley St project happening spring 2019)
- Summer St Purchase St to E 1st St (Go Boston 2030 priority project)
- Finish American Legion Highway and fix the flex posts that are in disrepair (Go Boston 2030 priority project)

Additional projects where low-stress, separated bike lanes should also be prioritized because provide critical connections and are currently experiencing high crash rates include:

- Allston/Brighton: Harvard Ave from Comm Ave to Cambridge St
- Beacon Hill: All streets surrounding the Public Garden and the Boston Common (Charles St connector is a Go Boston 2030 priority project)
- Chinatown/Downtown: Cambridge St to Tremont St (Go Boston 2030 Priority), Washington St between Kneeland and Av de Lafayette, Stuart St from Washington St to Charles St
- East Boston: Bennington St in East Boston
- Fenway/Kenmore/Longwood: Boylston St from Park Drive and Park Drive (it loops) and Brookline Ave from Boylston St and Park Drive to the Riverway
- Jamaica Plain: Columbus Ave bus/bike lane from Egleston Square, improve SW corridor crossings, Green St/Seavern Ave connections to SW Corridor, Atherton St connection from SW corridor to Egleston Sq (Plan JP/Rox short-term goal)
- Mattapan: Cummins Highway (slated for Complete Streets improvements)
- South Boston: Parking protected bike lanes on Preble St and Farragut Rd
- West Roxbury: Centre St



Fatal Crash Locations and Neighborhood Demographics



NOTE: Neighborhood definitions are based on census tracts. "BB" includes the Back Bay, Beacon Hill, Downtown, the North End, and the West End. "SE" includes the South End and Chinatown. Special land-use census tracts are census tracts with special characteristics, such as large parks or employment areas, that encompass a large area and have little or no residential population. Fatal crashes are limited to those on City-owned streets and roads.

DATA SOURCES

Demographics: U.S. Census Bureau, 2012-2016
 American Community Survey 5-Year Estimates;
 BPDA Research Analysis.

Fatality data: Boston Police Department, 2015-2017 via Analyze Boston

Legend

- Fatal Crash Location
- Neighborhood boundary
- Communities of Color
- Majority White
- ▨ Special land use

