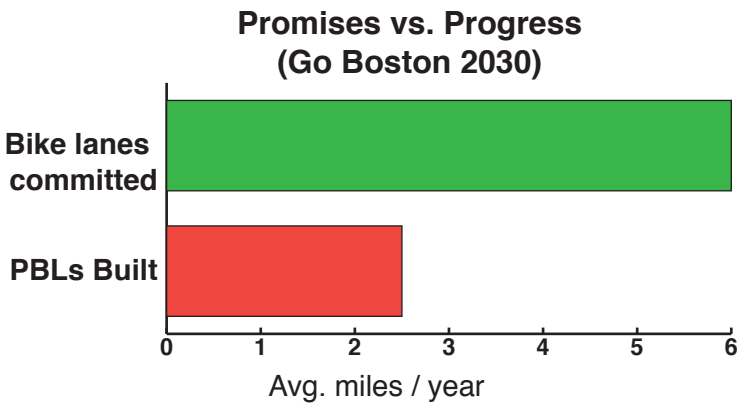
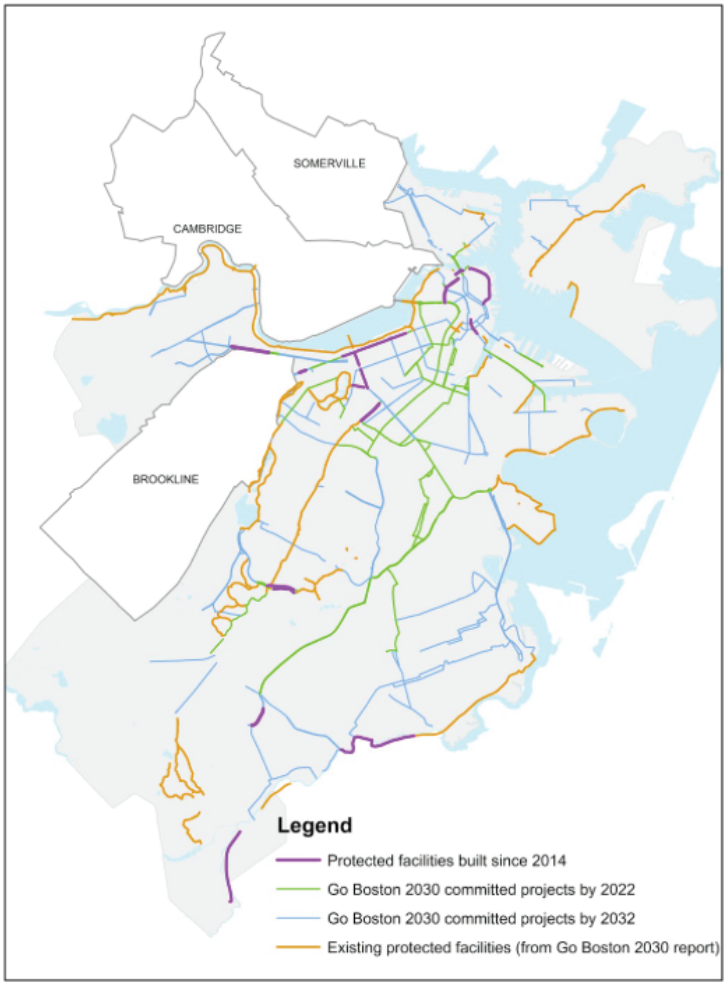
Boston Cyclists Union bostoncylistsunion.org info@bostoncyclistsunion.org

Boston Bike Budget (FY2021)

Bostonians in all neighborhoods deserve access to protected, connected bike lanes, but Boston is not meeting its commitment to that goal.

Released in 2017, Go Boston 2030 called for adding more than 30 miles to the bike network by 2023 (an avg. of 6 miles per year), and then another 60 miles within 15 years. Already, Boston has fallen behind schedule. So far, Boston has built barely 7 miles of protected bike lanes (PBLs), or less than 2.5 miles/year; in 2019, Boston added only 1.1 miles of PBLs. **For Boston to meet its own 5-year benchmark, the city must now commit to funding at least 8.15 miles of new bike lanes each year through 2022.**

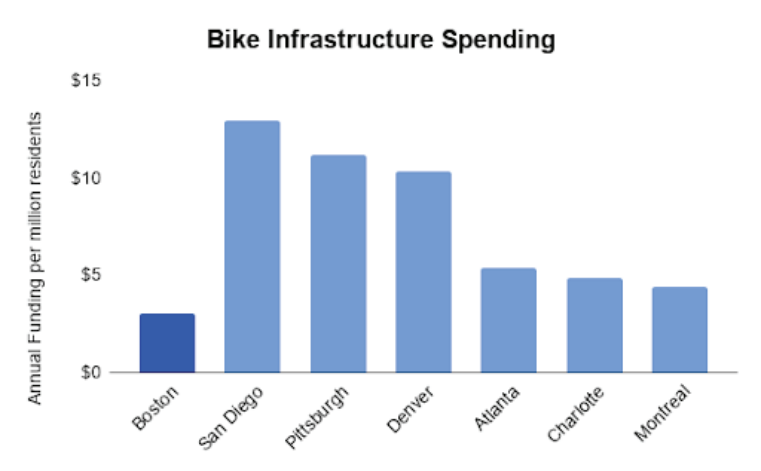




Our proposal: $8.2M to build the strategic bike network

Go Boston 2030 is an attainable vision, but only if Mayor Walsh and the City of Boston commit to funding its visionary goals. Allocating $8.2 million for the strategic bike network — **or just $1 per month for each Boston resident** — would get us there.

That sum is in line with what other cities are spending, and would enable Boston to build the bike lanes it promised to build.



Boston faces a transportation crisis.

- Transportation = 44% of all emissions in MA
- Total vehicle miles traveled (VMT)
  - Go Boston 2030 Goal: 50% decrease
  - Actual: 6.4% increase (2014-16)
- America's worst rush-hour traffic (INRIX)
- Cost to economy: $4.1 billion per year
- 1 in 7 residents considered moving away to escape Boston's traffic (WBUR)

A network of protected bike lanes is necessary to get more people biking.

Why Protected Bike Lanes?

Improve safety for everyone

— 44% drop in total fatal crashes

— 90% reduction in injury risk to bicylists

Get "interested but concerned" people biking

— 54% of U.S. adults say they want to bike, but are afraid of being hit by a car

When I'm on my bike I feel free ... I use my bike for everything; it's my transportation. My daughter and I ride to her school in the South End every day. She started bike riding when she was 3 years old — without training wheels! **I really like biking on the Southwest Corridor because I feel calm. I would like to see more paths like that.** On the street, I often feel like there isn't enough space for bicycles.

—Paola y Antonia, Jamaica Plain

For as long as I can remember, I've always had a bike. Feeling the fresh air, being active, it's almost like I feel I'm meditating when I ride. And there are endless places to go explore.

I'd really like to see dedicated spaces for buses and bikes. Buses are taking the majority of the people and biking keeps growing.

—Felix, Mission Hill

I bike daily to Dorchester where I work as a BPS teacher ... I rely on biking year-round to get around the city (I don't own a car) ... I want to see more consistent biking and pedestrian infrastructure. **I would love to see the driving mindset changed in Boston — which will mean better investment in public transportation and viable, car-free options to get in and around the city.**

— Angela, Back Bay

Learn more & get in touch

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