

Hosted by:



Dec. 9, 2014

[#SaferCommAve](#)



A vision for a safer Comm. Ave.

We collectively request that Boston and BU:

1. Design protected bicycle lanes
2. Address pedestrian safety
3. Prioritize Green Line and buses through intersections

#SaferCommAve

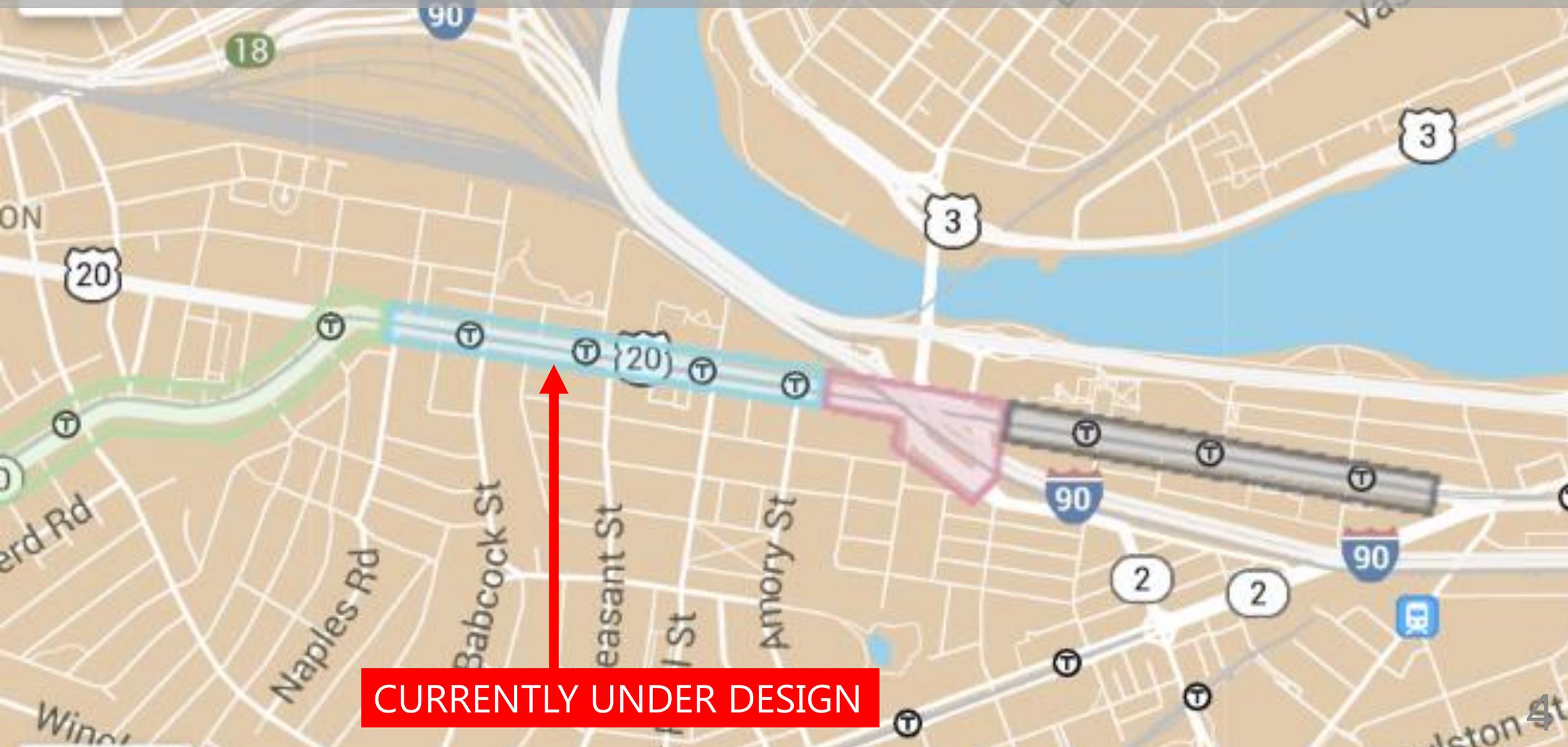


LivableStreets



#SaferCommAve

Commonwealth Avenue Phase 2A



CURRENTLY UNDER DESIGN

What will the future look like?



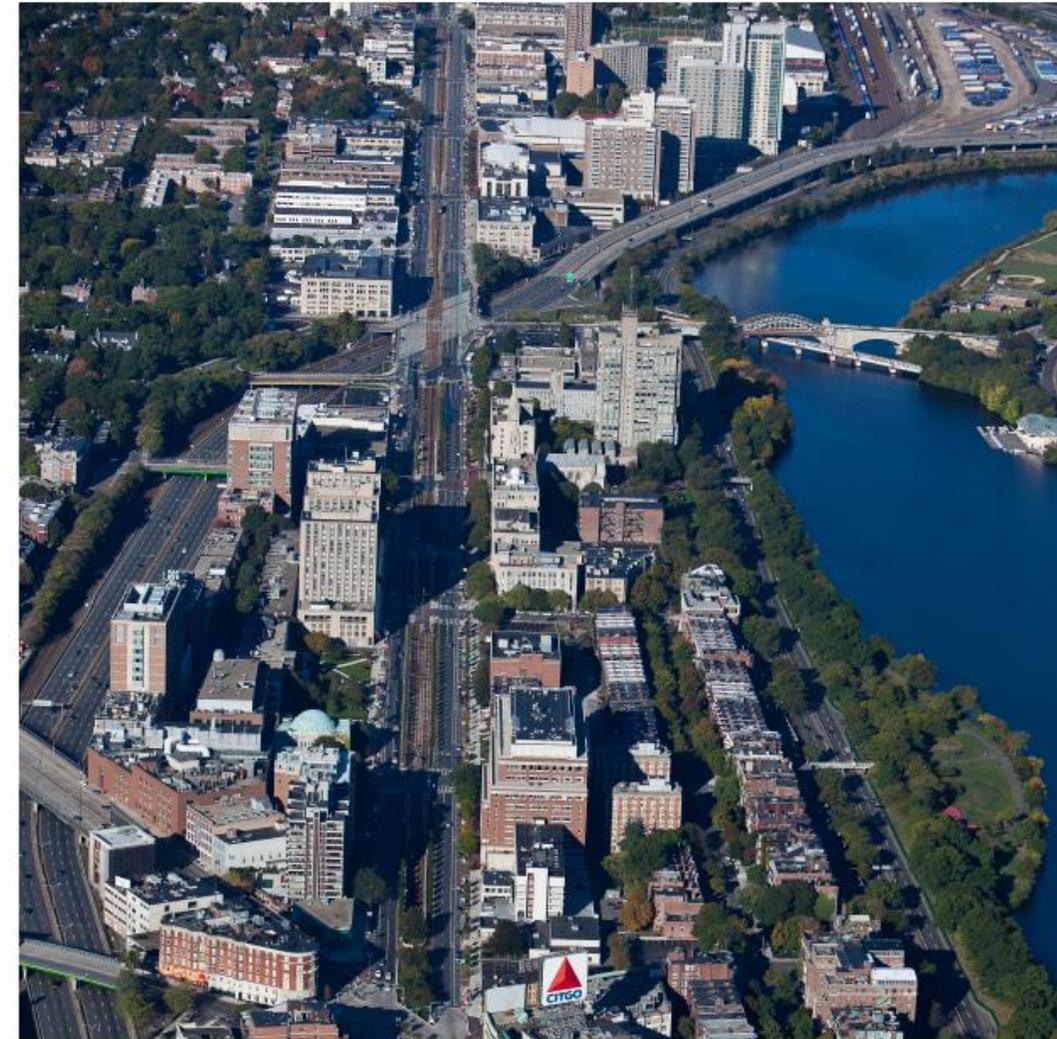
Trends

↓  Since 1987: car volumes fallen 31%

↑  Since 2001: pedestrian flow increased 80%

↑  Since 2007: bicycling more than doubled

↑  Since 1964: MBTA ridership at highest levels



Who are we prioritizing in this design?



- **GreenDOT Policy Directive:** Promote the healthy transportation options of walking, bicycling, and public transit
- **Healthy Transportation Policy Directive:** ensure all MassDOT projects are designed and implemented in a way that all our customers have access to safe and comfortable healthy transportation options
- **Mode-shift Goal:** tripling the share of travel in Massachusetts by bicycling, transit and walking.

THE Green DOT REPORT

2014 STATUS UPDATE

Massachusetts

Department of
Transportation

December 2014

“puts pedestrians, bicyclists and transit users on equal footing with motor-vehicle drivers.”

Boston Complete Streets



Why no raised side-street crossings?



Why no priority for transit?



Basic bike lanes are just not good enough

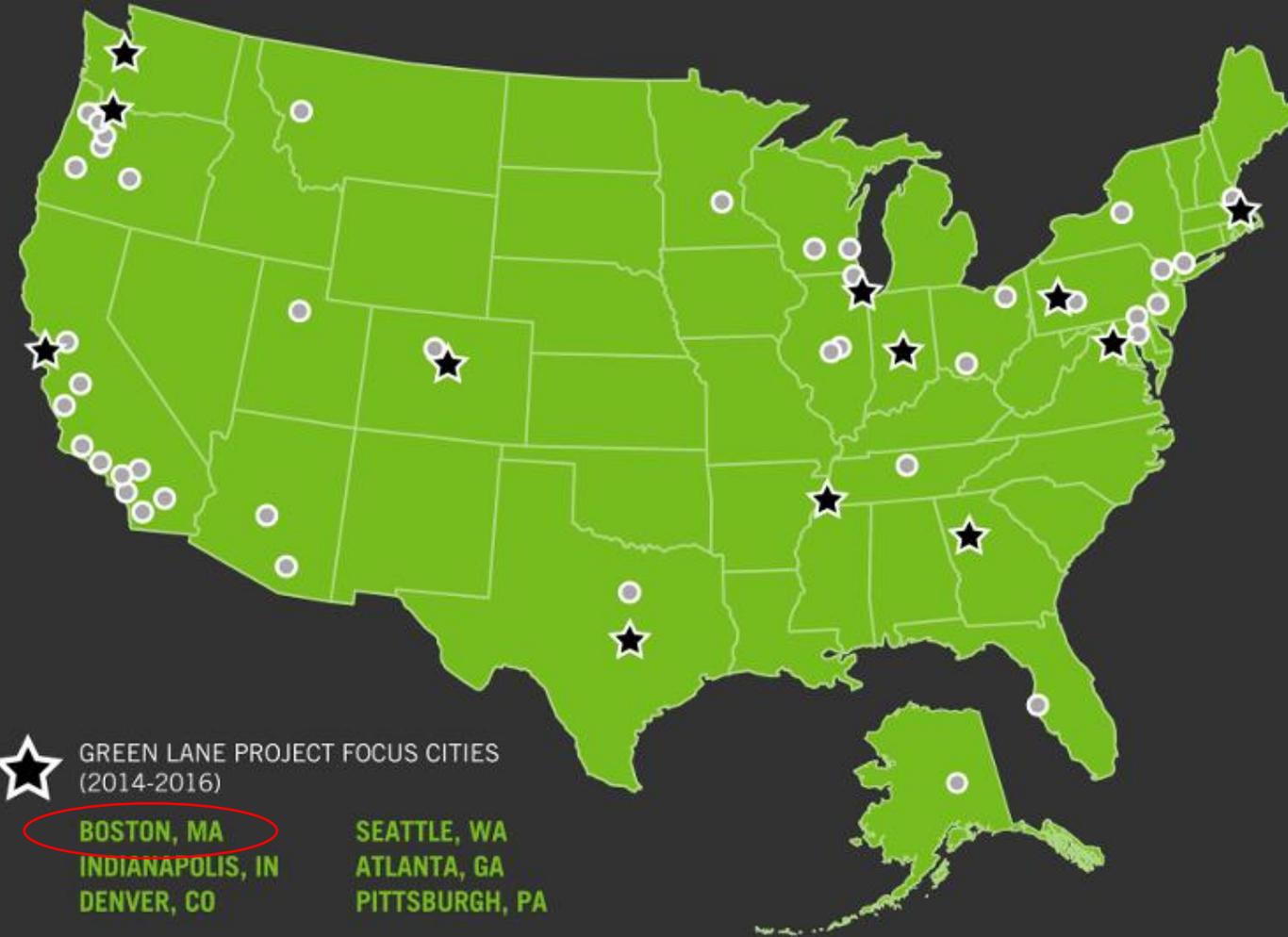


Illustrative protected bike lanes



Protected Bike Tracks
Two-Way Raised Cycle Track

Where are protected bike lanes?



GREEN LANE PROJECT FOCUS CITIES
(2014-2016)

- BOSTON, MA**
- INDIANAPOLIS, IN**
- DENVER, CO**
- SEATTLE, WA**
- ATLANTA, GA**
- PITTSBURGH, PA**

FOUNDING FOCUS CITIES
(2012-2014)

- PORTLAND, OR**
- SAN FRANCISCO, CA**
- AUSTIN, TX**
- MEMPHIS, TN**
- CHICAGO, IL**
- WASHINGTON, DC**



OTHER CITIES WITH PROTECTED BIKE LANES

WHO HAS PROTECTED BIKE LANES?

24 **53** **20**

STATES

CITIES

CITIES WORKING
ON THEIR FIRST
PROTECTED BIKE LANE



Western Avenue, Cambridge









GREEN LANE PROJECT

FOLLOW US



GET WEEKLY NEWS

ABOUT THE PROJECT

GREEN LANE BLOG

FOCUS CITIES

RESOURCES

EVENTS

Boston, MA, has more potential for bike improvements than any other large city in the United States. Flat, dense and rich with young people, Boston has already achieved one of the nation's most impressive bike improvements over the last decade. In 2014, the [Connect Historic Boston program](#) will greatly improve the city's protected bike lane network, and city leaders want it to be the start of more improvements to come.

Current protected bike lanes

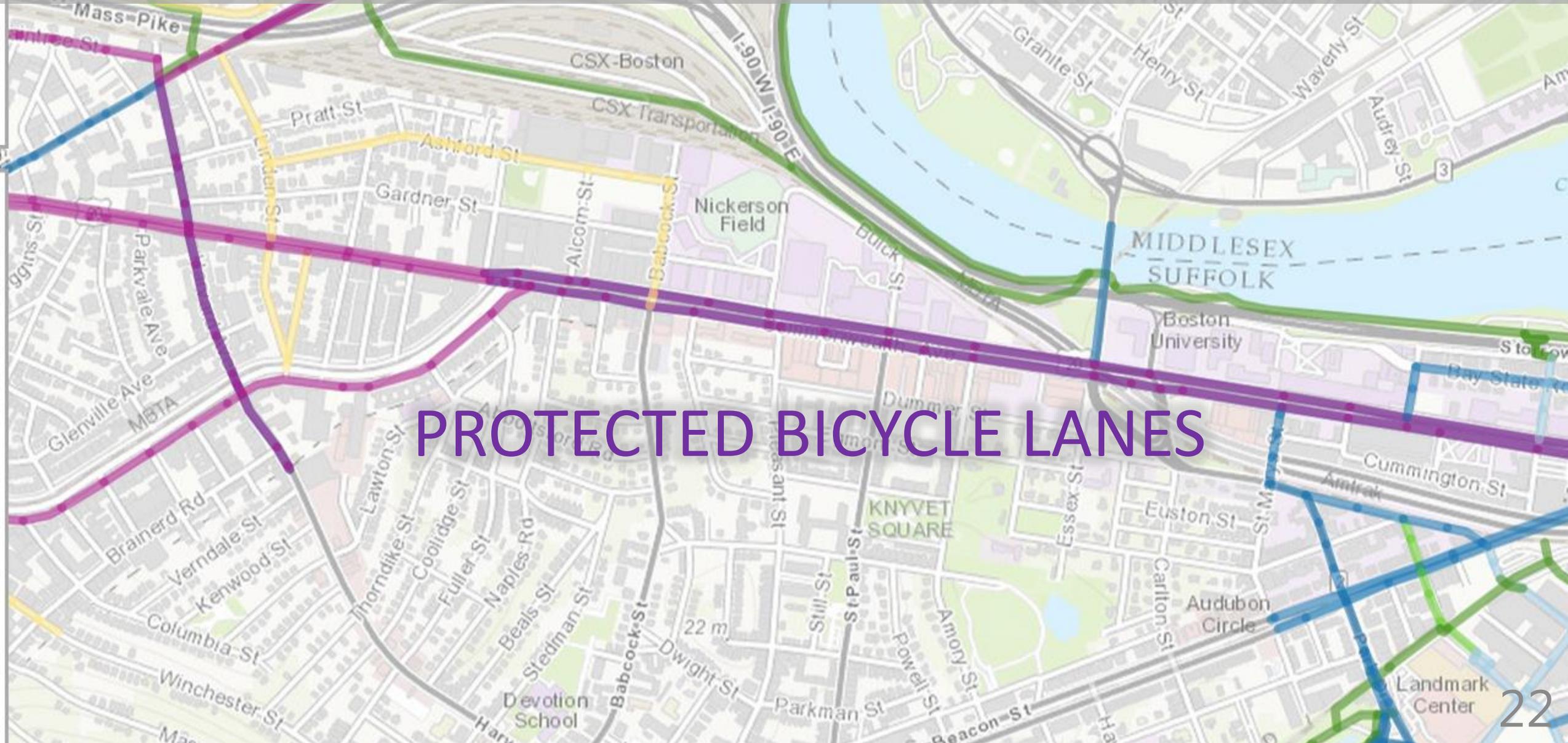
[Western Avenue](#)

In 2011, the city of Boston built a 0.67 mile protected bike lane on Western Ave. The bike lane is one-way on one side of the road and is separated from traffic by parked cars.

Mt. Vernon Street

In 2014, the city of Boston built a 0.67 mile protected bike lane on Mt. Vernon St. The one-way lane is protected from traffic by flexible bollards.

Boston Bicycle Network Plan



PROTECTED BICYCLE LANES

Boston Sunday Globe

SEPTEMBER 22, 2013

'This is totally crazy!'

ANDREW BRUNN, 22, *Northeastern University engineering student*

A cyclist's mecca, with lessons for our town

By innovating ways for cars and bikes to share the road, the Dutch have set the safety standard.

By **Martine Powers**
GLOBE STAFF

HOUTEN, the Netherlands — The intersection at De Koppeling Street is the kind of sight that might render a Bostonian speechless.

It's a double-decker roundabout.

The top level functions like a normal rotary, cars entering and leaving from four directions. That bit of controlled chaos New Englanders know well.

But on a level just below the cars, there's another rotary, this one is just for bikes. As cars flow through the circle overhead, a steady stream of businessmen and moms and 12-year-olds wend their way through the intersection on their bicycles, safe, separated from cars, and undisturbed.

It was enough to draw stares from four visiting Northeastern University civil engineering students who gawked from a grassy shoulder, taking photos on their iPads of this gleaming vision from a bicyclist's Oz.

"This," howled Andrew Brunn, a burly 22-
NETHERLANDS, Page A16

In the Netherlands, almost no one rides with a helmet, and families pedal along without worry about cars.



DAVID L. RYAN/GLOBE STAFF

Safety is priority number 1

Bicycle crashes

- 68 cyclists hit by a car between 2009-2012
- (Many more bicyclist injuries are not reported)
- BU graduate student Christopher Weigl was killed in 2012

Pedestrian crashes

- 13 pedestrians were killed in Boston in 2013
- What do you know about Comm. Ave. statistics?

The Boston Globe

Most Boston pedestrian accidents go unreported

Lack of information puts crimp in safety efforts

By Nestor Ramos | GLOBE STAFF | AUGUST 19, 2014

Boston's biggest safety opportunity

Comm. Ave Phase 2A

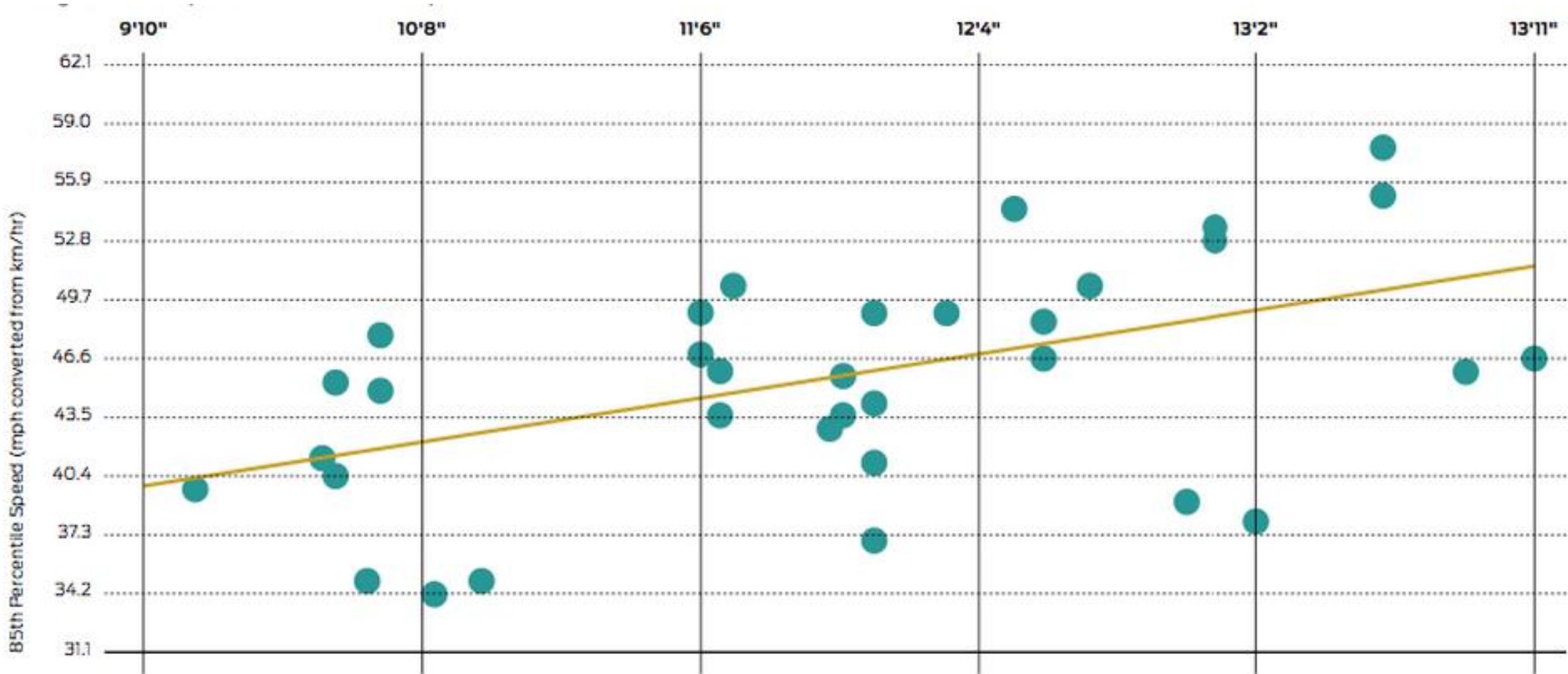
- 33% of crashes (dooring, maneuvering) are preventable with a protected bike lane
- 17% of crashes mitigated with a protected intersection design
- This is the most important roadway section in the city for bike safety. If not here, where?

“When protected green lanes are installed in New York City, injury crashes ... typically drop by 40%”

—Office of the Mayor of New York, 2011



Wider travel lanes means more speeding

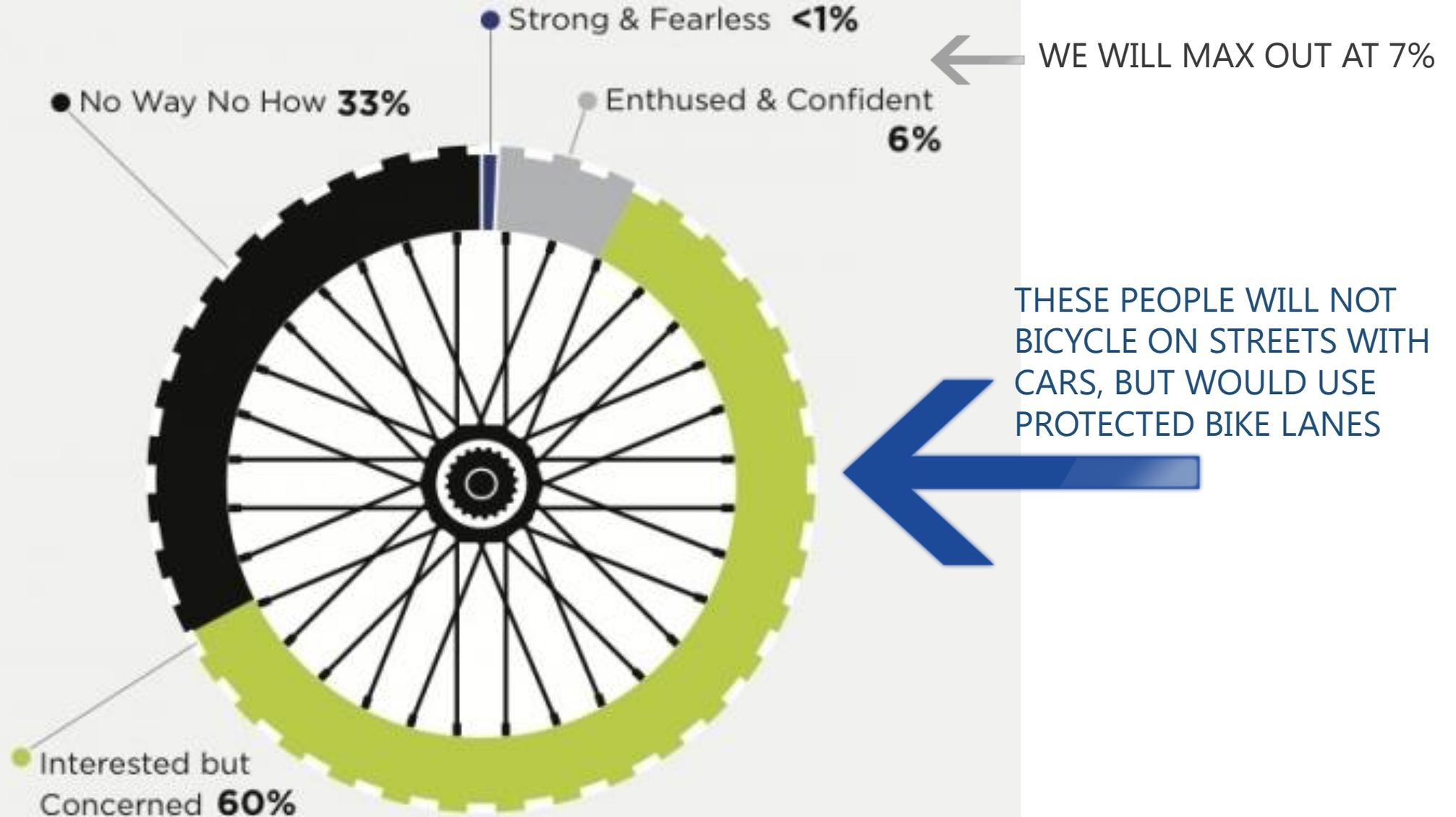


SOURCE: NACTO <http://nacto.org/usdg/lane-width>

LIVE

ONLY

Status quo will not meet policy objectives



Project funding

Year	Funding Program	Total Funds
2015	Congestion Mitigation and Air Quality Program	\$5,000,000
2015	Discretionary Programs Surface Transportation Policy Project (2010)	\$599,897
2015	Discretionary Programs Transportation, Community and System Preservation	\$1,250,000
2015	Earmark High Priority Project (2005)	\$1,114,501
2015	Earmark Section 125 (2009)	\$475,000
2015	Earmark Section 129 (2008)	\$980,000
2015	Surface Transportation Program	\$7,446,852
Total Funding Programmed		\$16,866,250

The issues out on the table

Boston, MassDOT, and BU are considering these options. Each has pros and cons. We, and the public, must be brought in as partners in the conversation about tradeoffs.

1. Current Status quo (bike lanes)
2. Buffered bike lane (not much better than bike lanes)
3. Protected bike lane (best practice)

Next steps

1. Boston and BU need to advance a thorough design of the protected bike lane option, advocates are ready to collaborate.
2. More attention on vehicle speed control and pedestrian safety design elements.
3. Green line signal priority a must. Fund bus signal priority project. Progress MBTA station consolidation.
4. Engage advocates and the public in the tradeoff decision making process.
5. Work together to find the money for a redesign.