



A vision for a safer Comm. Ave.

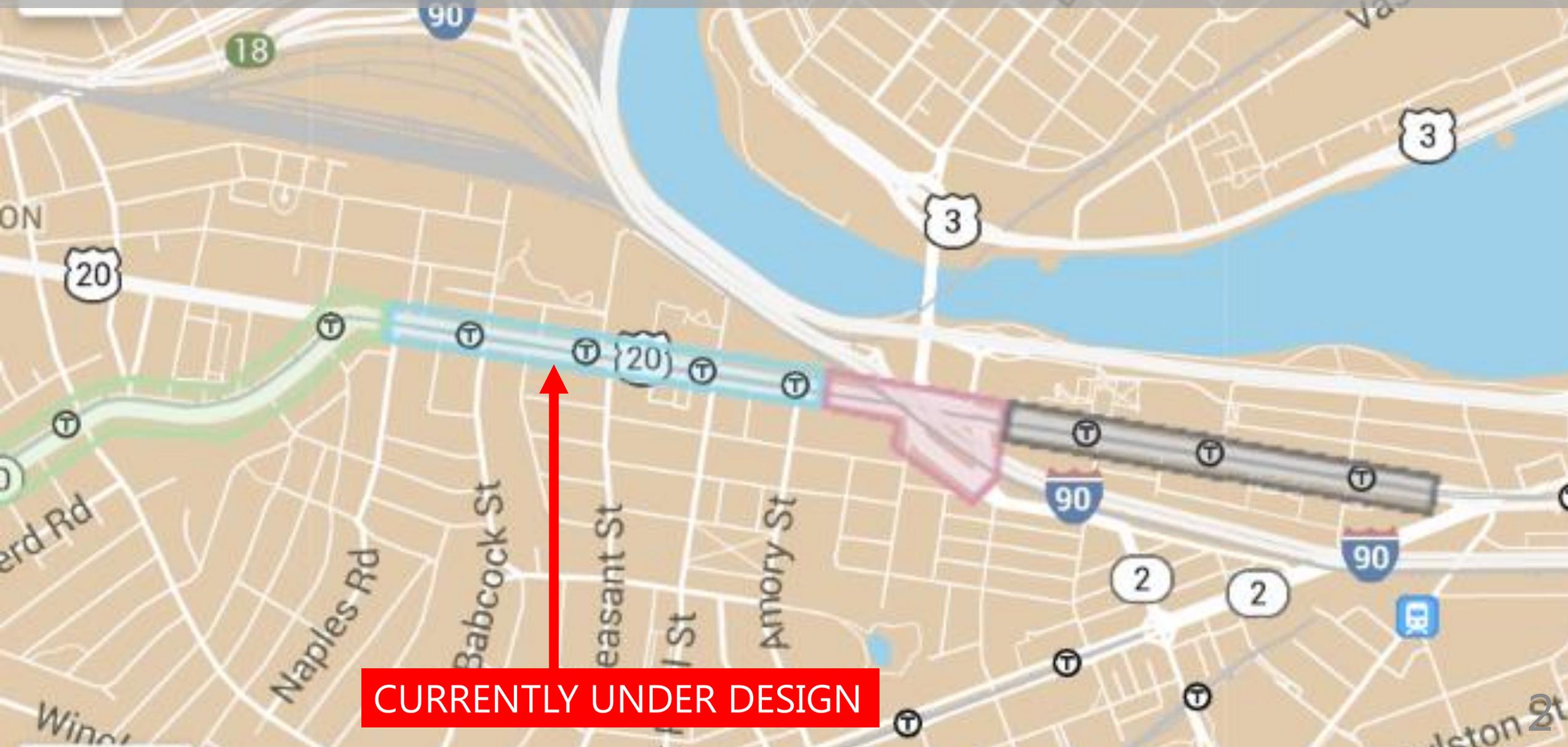
We collectively request that Boston and BU:

1. Design protected bicycle lanes
2. Address pedestrian safety
3. Prioritize Green Line and buses through intersections
4. Schedule another public meeting

Together let's team up to find the money for a redesign

- Let's not allow design money to dictate the final product

Commonwealth Avenue Phase 2A



CURRENTLY UNDER DESIGN

What will the future look like?



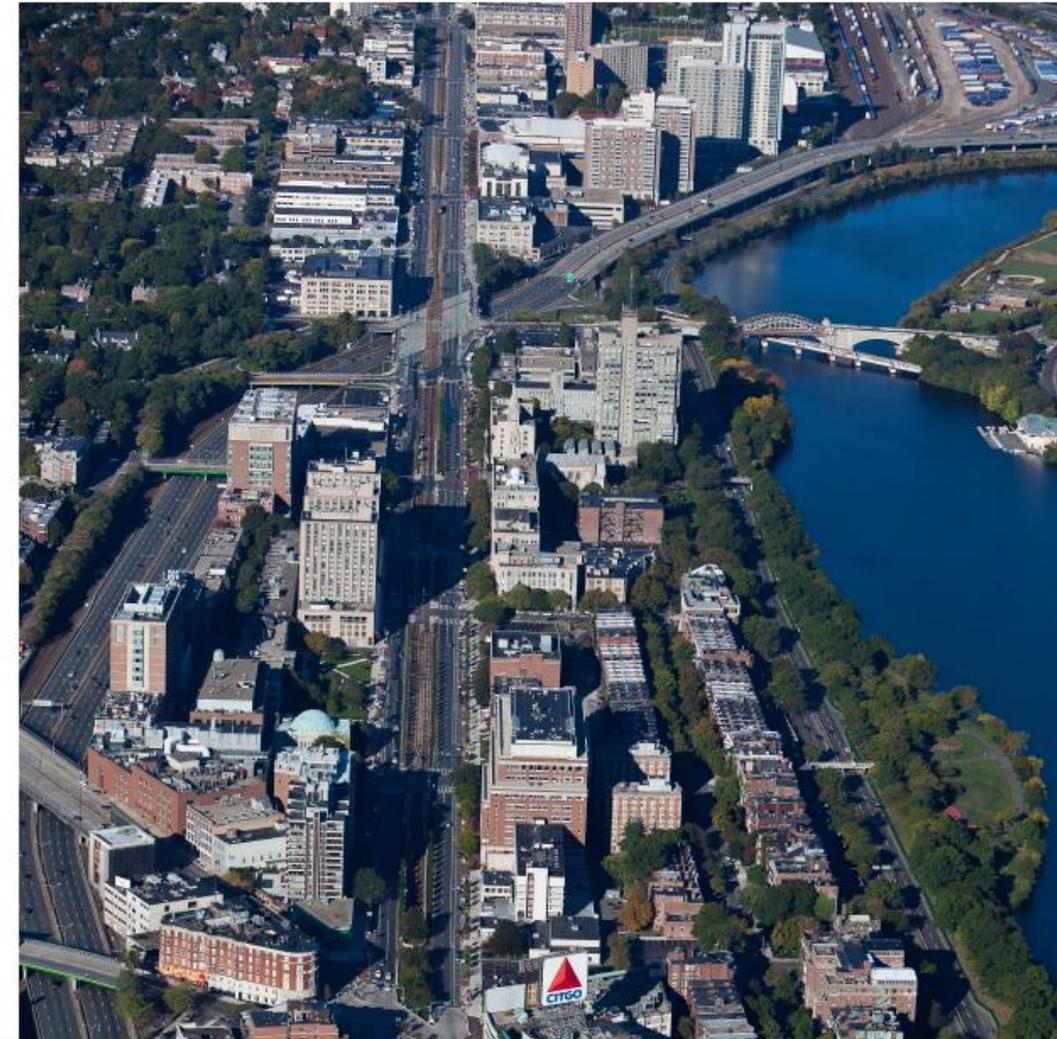
Trends

↓  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



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

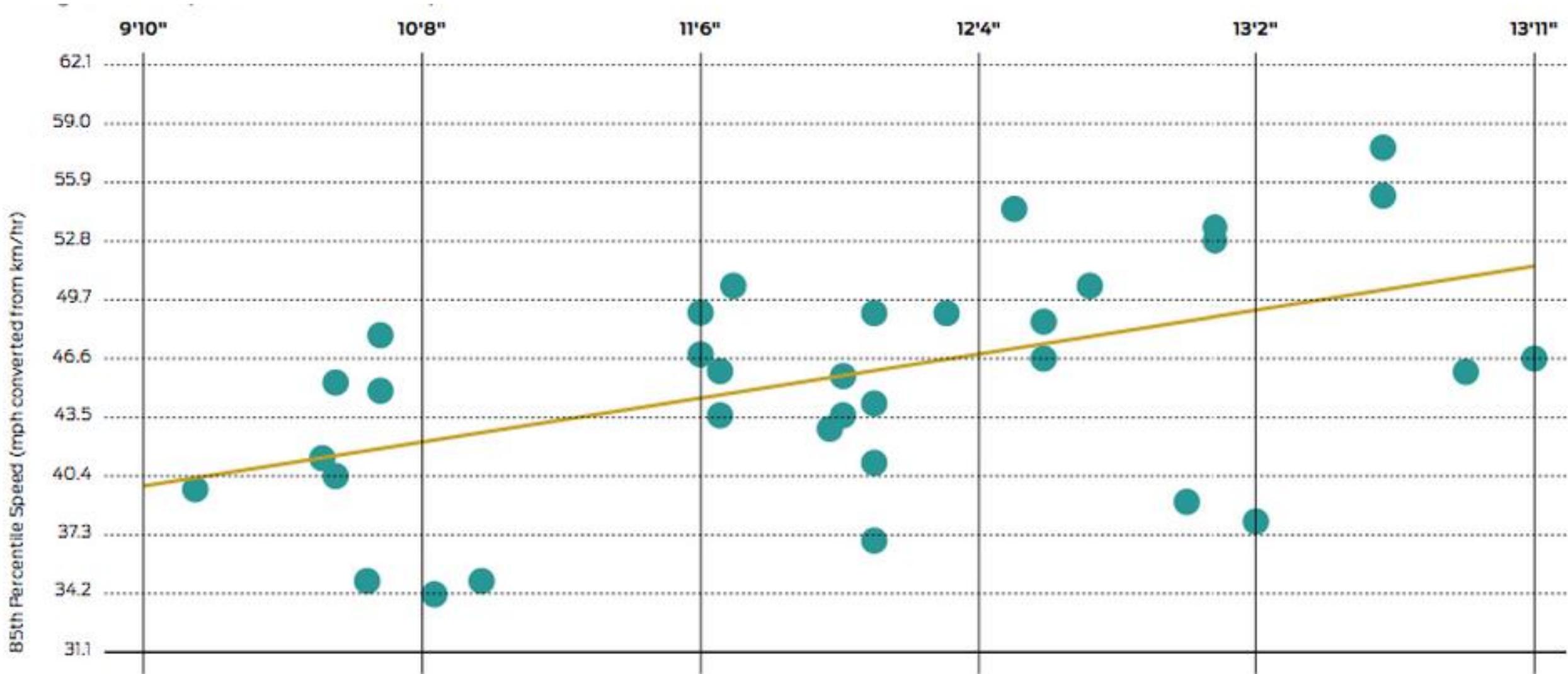
- 33% of crashes (dooring, maneuvering) are preventable with a protected bike lane
- 17% of crashes mitigated with a protected intersection design
- This is the most important roadway section in the city for bike safety. If not here, where?

“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> 7

LIVE

ONLY

How much is safety worth?

For 2009-2012:

- Estimated 4 hospital admissions (\$57,000)
 - 31 Emergency Room visits (\$3,300)
 - 1 Death (\$1.4 million)
- = \$1.7 million in costs

The “new” Comm. Ave. (status quo) 2017-2067:

= \$21 million in costs

- **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.

Who are we prioritizing in this design?



We would like to see the Functional Design Report and the proposed signal timing plans

Why no raised side-street crossings?



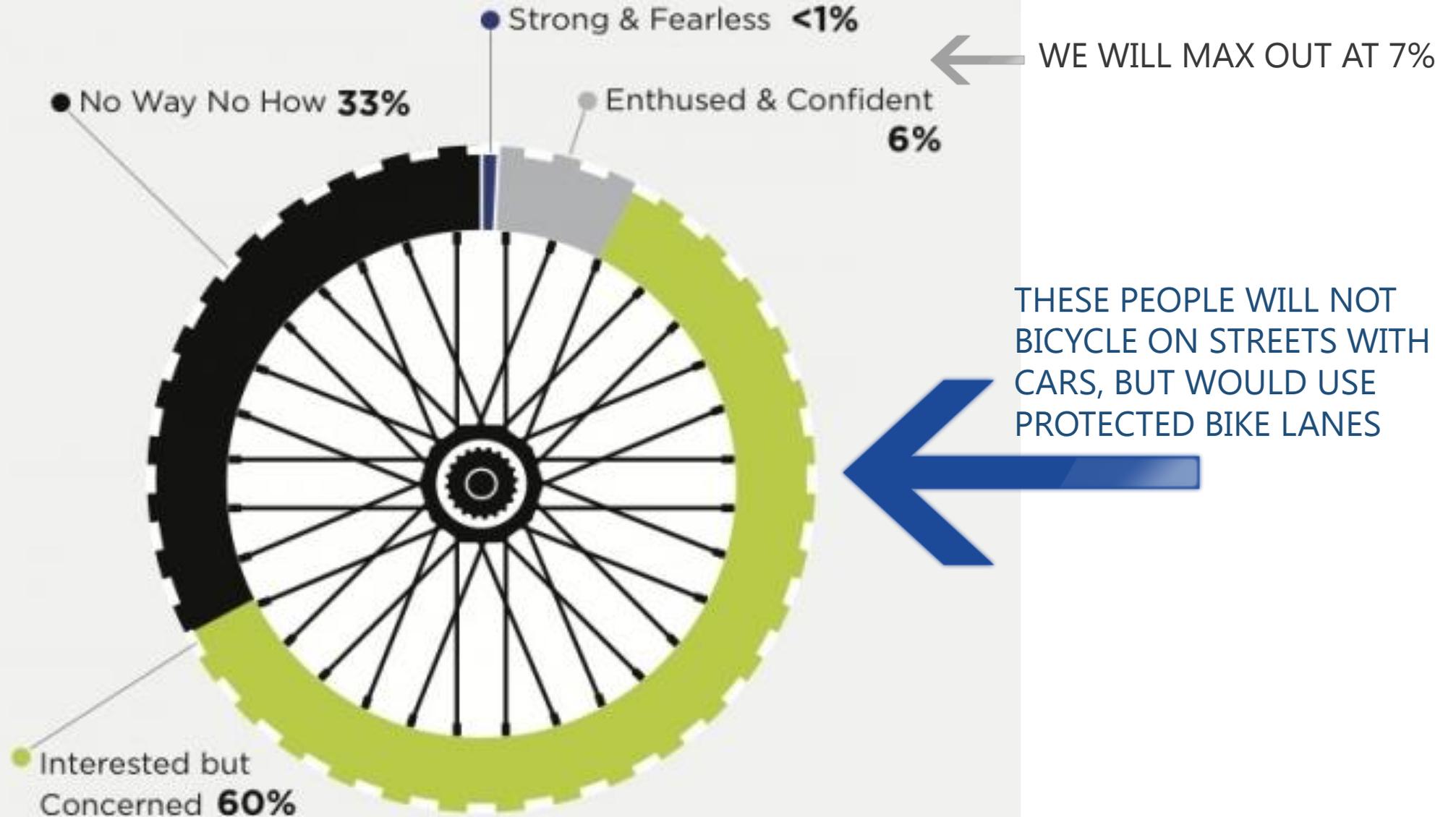
Why no priority for transit?



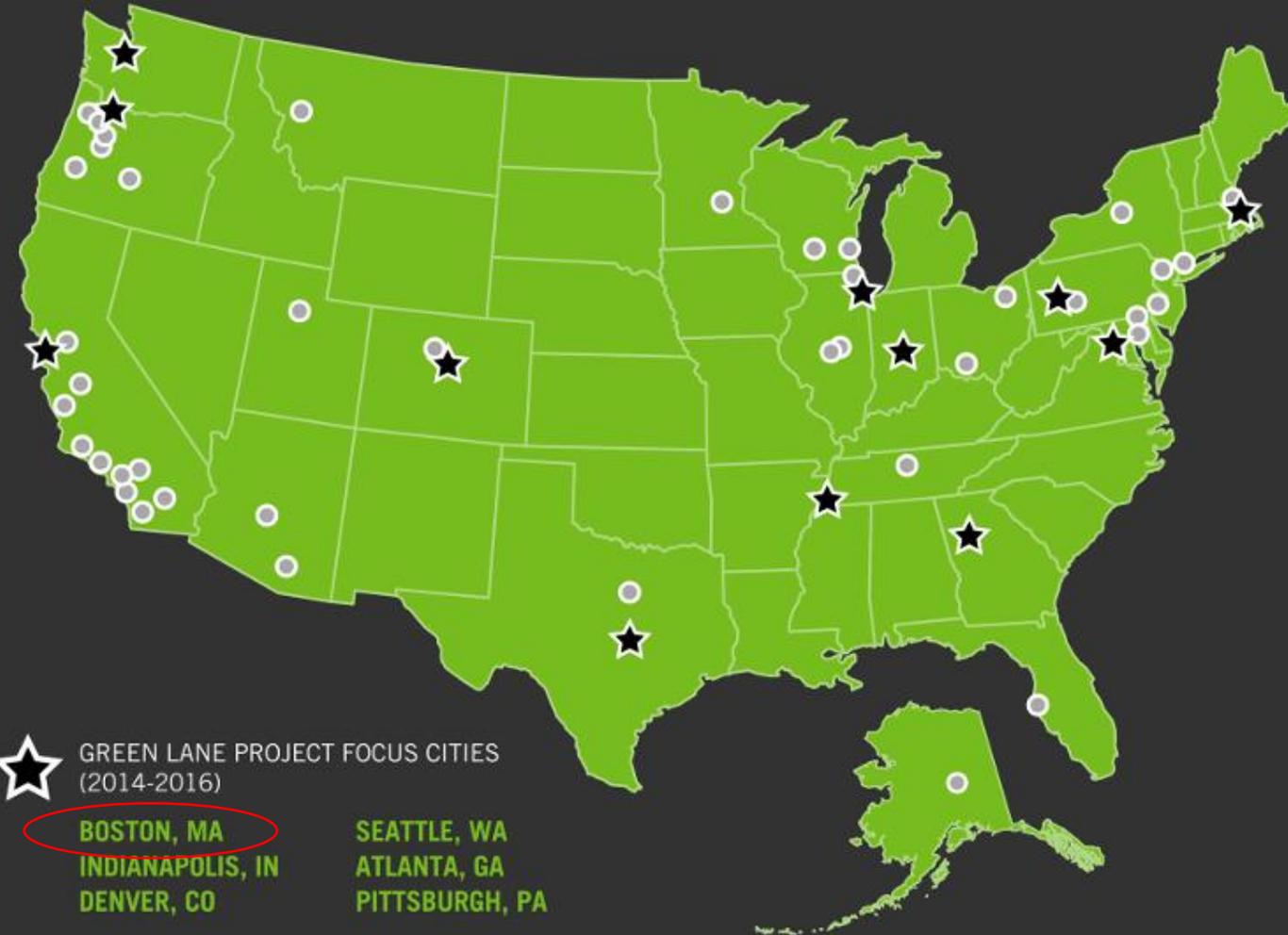
Basic bike lanes are just not good enough



Status quo will not meet policy objectives



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

STATES

53

CITIES

20

CITIES WORKING
ON THEIR FIRST
PROTECTED BIKE LANE

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.

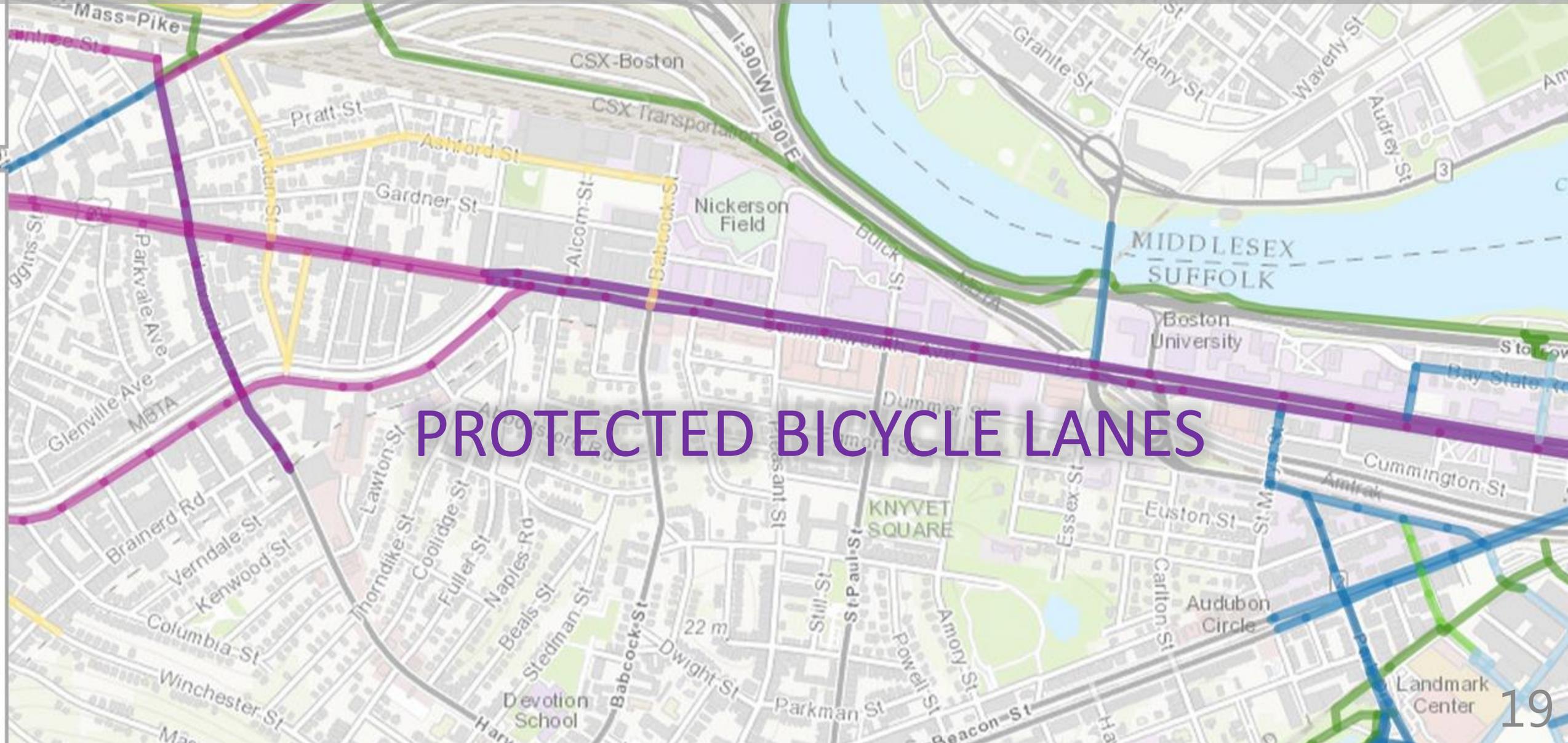
"This," howled Andrew Brunn, a burly 22-
NETHERLANDS, Page A16

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



DAVID L. RYAN/GLOBE STAFF

Boston Bicycle Network Plan



PROTECTED BICYCLE LANES

Illustrative protected bike lanes

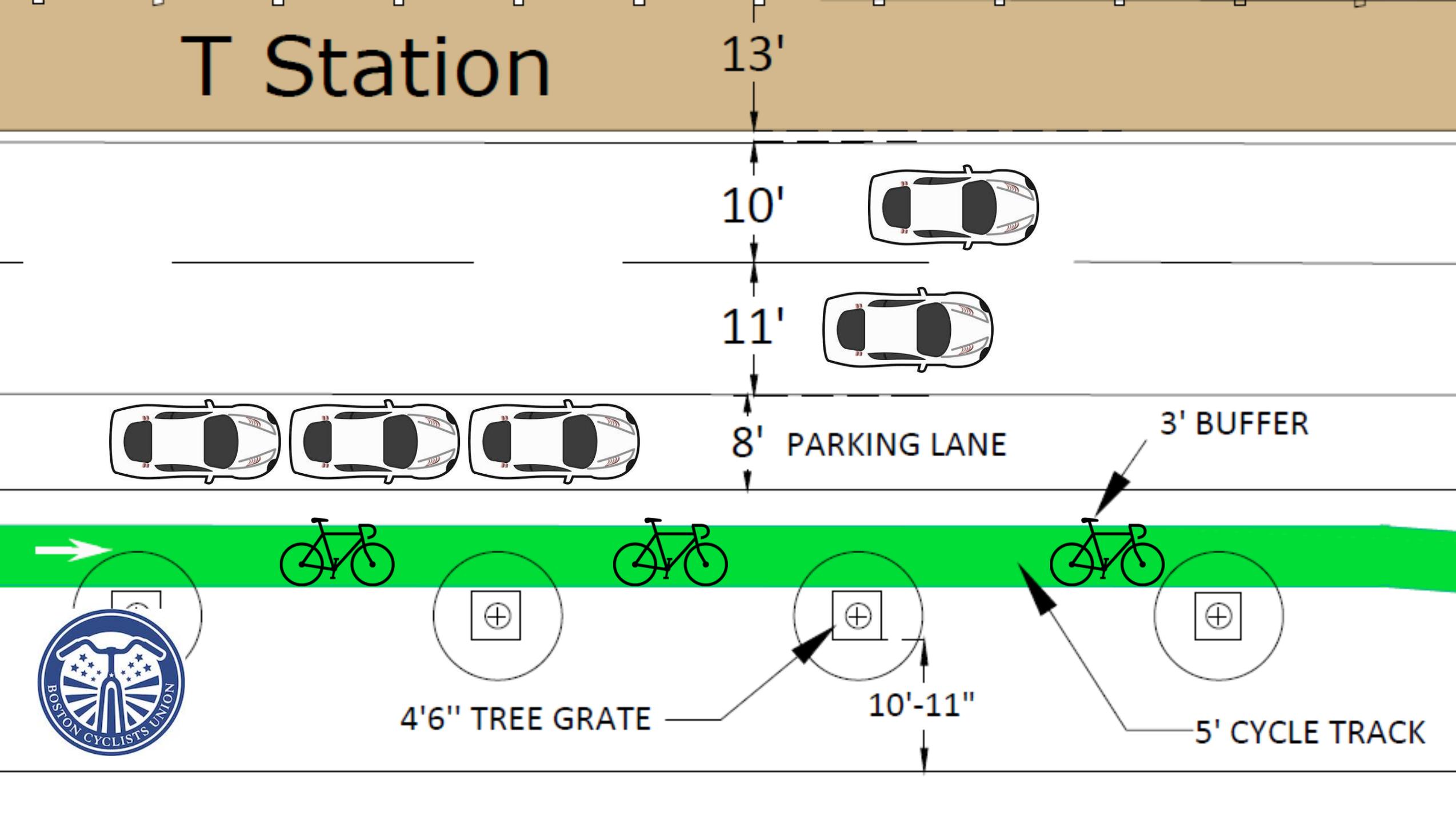


Cycle Tracks
2-Way Raised Cycle Track

Western Avenue, Cambridge



T Station



Public Process

- The 25% design hearing was held 2 ½ years ago, responses to our comments were never provided
- No progress has been made by Boston to address advocate concerns that were re-raised in March 2014
- The City has promised to hold another public meeting, we request that this be scheduled in November 2014

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) Is this the best \$17 million can get us?
 2. Buffered bike lane Not much better than bike lanes at all!
 3. Protected bike lane Why not being considered?
- MBTA delay in station consolidation is limiting the space available for the best design. How to move this forward?
- If necessary, project funding CAN move to FY16. With the promise of far better use of taxpayer dollars, this is doable.

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.



LivableStreets

Rethinking urban transportation



walkBoston™



Please let us partner with you in this process.

