

OFFERED BY COUNCILORS BENJAMIN J. WEBER, ENRIQUE J. PEPÈN,
LIZ BREADON, CULPEPPER, DURKAN, FITZGERALD, FLYNN,
LOUIJEUNE, MURPHY, AND WORRELL



CITY OF BOSTON

IN THE YEAR TWO THOUSAND TWENTY SIX

**ORDER FOR A HEARING TO REVIEW THE
STATUS OF BOSTON'S CITYWIDE BIKE
NETWORK PLAN**

WHEREAS, In 2010, Boston Mayor Thomas M. Menino began investing in bike infrastructure across the City, creating 65 miles of bike lanes in a three-year timespan, as a result of increased ridership; *and*

WHEREAS, In 2013, Menino announced his vision for a Boston Bike Network Plan to help more residents and visitors to get on bikes and to make it safer to ride a bike in the City of Boston. This plan prioritized “bicycle treatments” on a network of streets to help those on bikes to be able to safely reach each corner of the City; *and*

WHEREAS, In 2016, Boston Mayor Martin J. Walsh released a Vision Zero action plan for Boston with the goal of focusing City resources on proven strategies to eliminate fatal and serious traffic crashes in the City by 2030. The plan recognized that traffic deaths are preventable and that policies at all levels of government need to align with making safety the highest priority for roadways; *and*

WHEREAS, In 2022, Mayor Michelle Wu announced the expansion of Boston’s Bike Network to provide key connections within the City’s existing bike system in order to build a network of safe, connected, and comfortable bike lanes throughout the City. This announcement came with the launch of Safer Streets, a Citywide design process to install traffic calming measures and create more protected bike routes in an effort to bring safer streets to every neighborhood in the City of Boston; *and*

WHEREAS, An analysis conducted by the City on the impact of separated bike lanes on traffic safety found that there were half as many crashes annually following the installation of a separated bike lane, with a 68 percent decrease in pedestrian crashes, a 57 percent decrease in bike crashes, and a 20 percent decrease in motor vehicle crashes; *and*

WHEREAS, A two-year evaluation of the Better Bike Lanes initiative was released in 2025 which showed that ridership increased significantly where Better Bike Lane projects were completed in 2024 with no notable impacts on motor vehicle trip volume in those areas; *and*

WHEREAS, The 30-day Streets Projects Review memo from Mike Brohel to Mayor Wu issued on April 2, 2025 recommended creating a “Comprehensive Plan for Bike Lane infrastructure that builds out key corridors where bike infrastructure and connectivity is most needed and best served.” It goes on to recommend that after a

Comprehensive Plan for Bike Lane Infrastructure is in place, the City can “dedicate the appropriate amount of resources to plan, design and build the best bike network in the country serving the City of Boston for generations.”; ***NOW, THEREFORE BE IT***

ORDERED: That the appropriate committee of the Boston City Council hold a hearing to discuss the next steps to create the City of Boston’s Comprehensive Plan for Bike Lane Infrastructure. Representatives from the Streets Cabinet, Boston Transportation Department, transportation engineers and advocates, neighboring cities bike network teams, and other interested parties shall be invited to attend.

Filed on: July 22, 2026