An aerial photograph of a residential neighborhood, likely Jamaica Pond in Boston, with a blue color overlay. The image shows a dense grid of streets and houses, with a large body of water visible in the upper left corner. The text is centered over the image.

ELIOT STREET

Better Bike Lane

February 6, 2023
Jamaica Pond Association

Hi!



Stefanie Seskin (she/hers)

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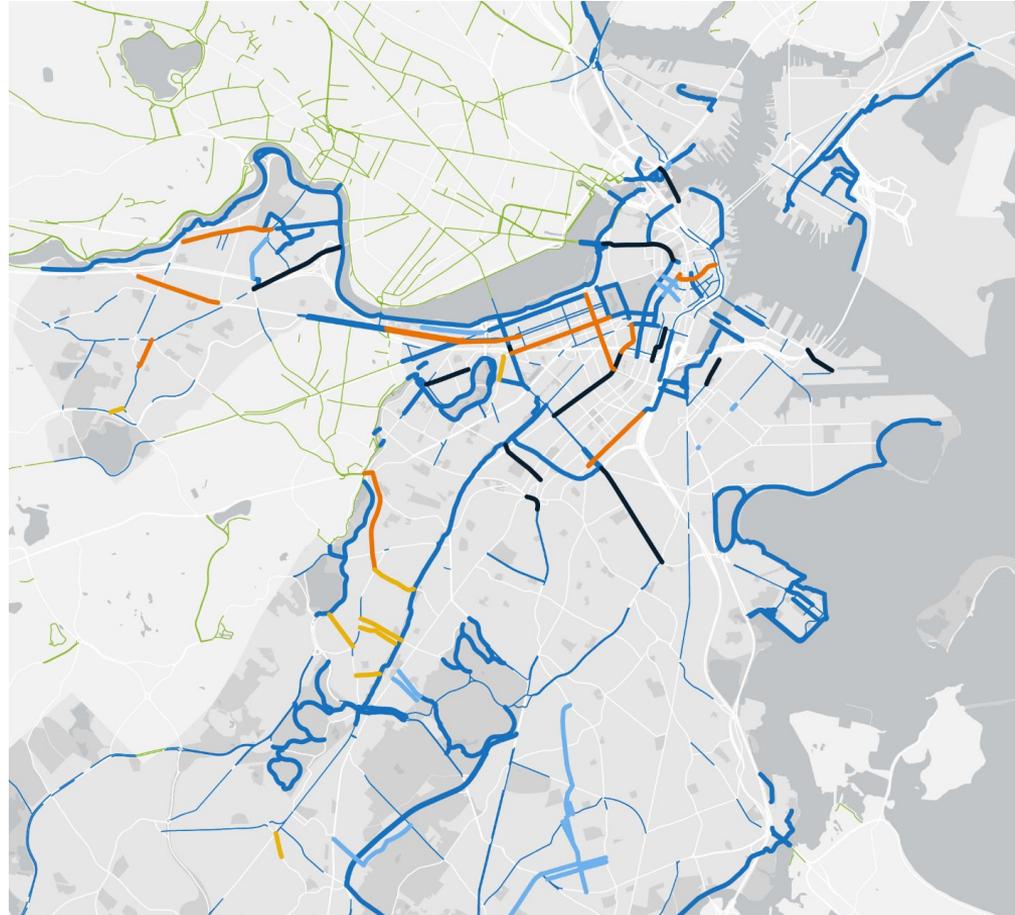


Nathaniel Fink (he/him)

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We're connecting our bike network

- ▶ While we have made progress in building a bike network, too many segments are not connected.
- ▶ This limits the potential for safe, comfortable biking.



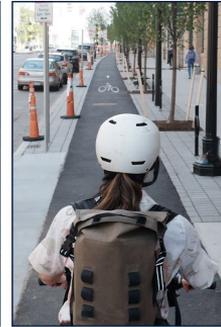
We'll focus on safe, comfortable streets

- ▶ These are types of bike facilities that make the most people feel comfortable.
- ▶ They also provide safety benefits for people walking, driving, and rolling.



**QUICK
BUILD**

SEPARATED BIKE LANES



FULL-BUILD



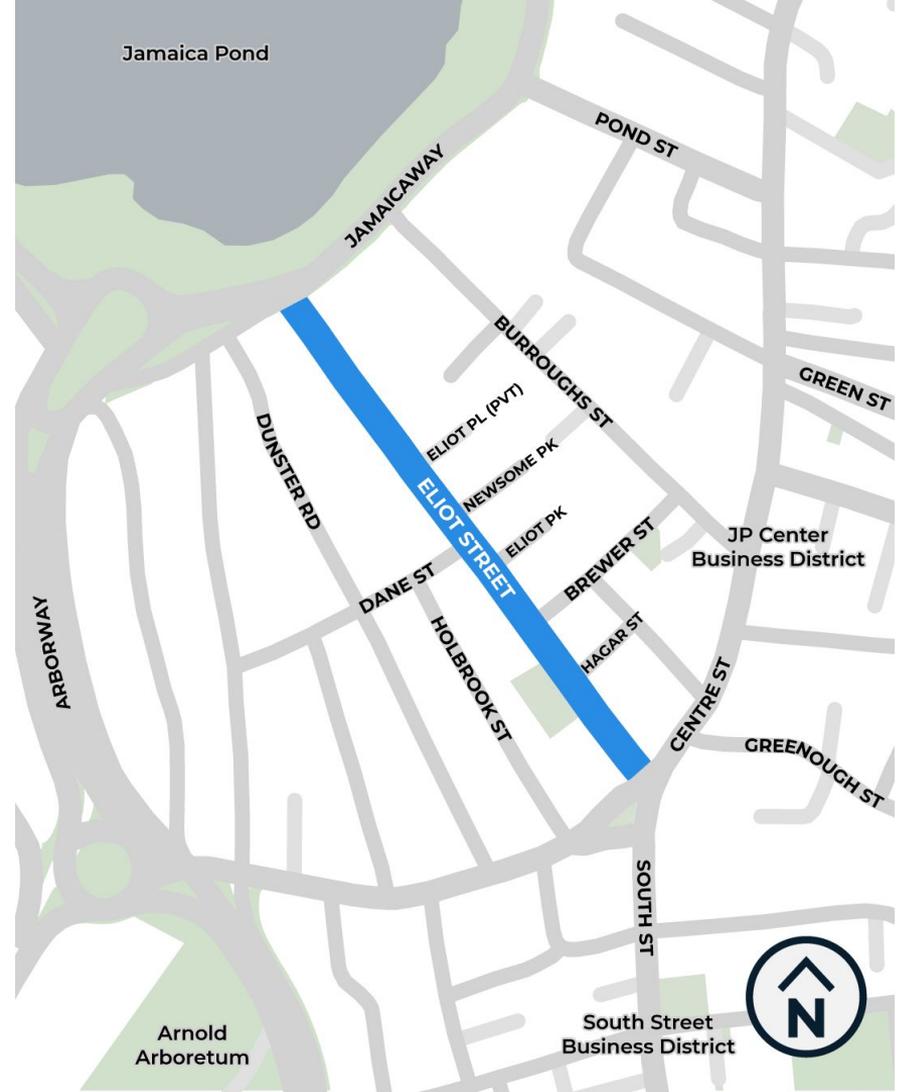
**CONTRAFLOW
BIKE LANES**



**TRAFFIC-
CALMED
LOCAL
STREETS**

Why Eliot Street?

- ▶ Over the years, we have heard:
 - Eliot Street is already a popular bicycling route between Jamaica Pond and the Centre Street business district.
 - It's the most direct route to the crosswalk across the Jamaicaway at Eliot Street.
 - Many parents use this route when traveling with their kids by bike. But, many people bike on the sidewalk because the street is one-way.





“Starter” idea. Actual design may differ.



Scope

- ▶ One-way for vehicles and two-way biking
- ▶ Improved visibility at crosswalks and corners
- ▶ One or more new speed humps
- ▶ Changes to on-street parking



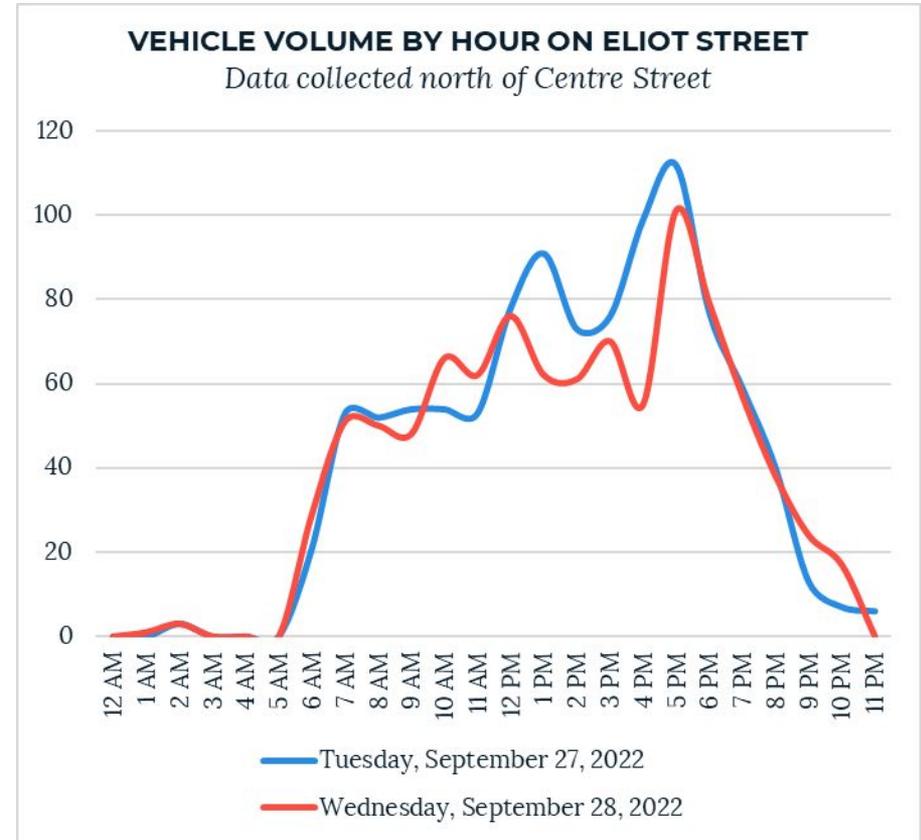
Speed humps in Boston:

- ▶ Built every 150' to 250'
 - *The speed humps on Eliot Street are 340' to 475' apart*
- ▶ Not in front of driveways
- ▶ No impact on parking or drainage



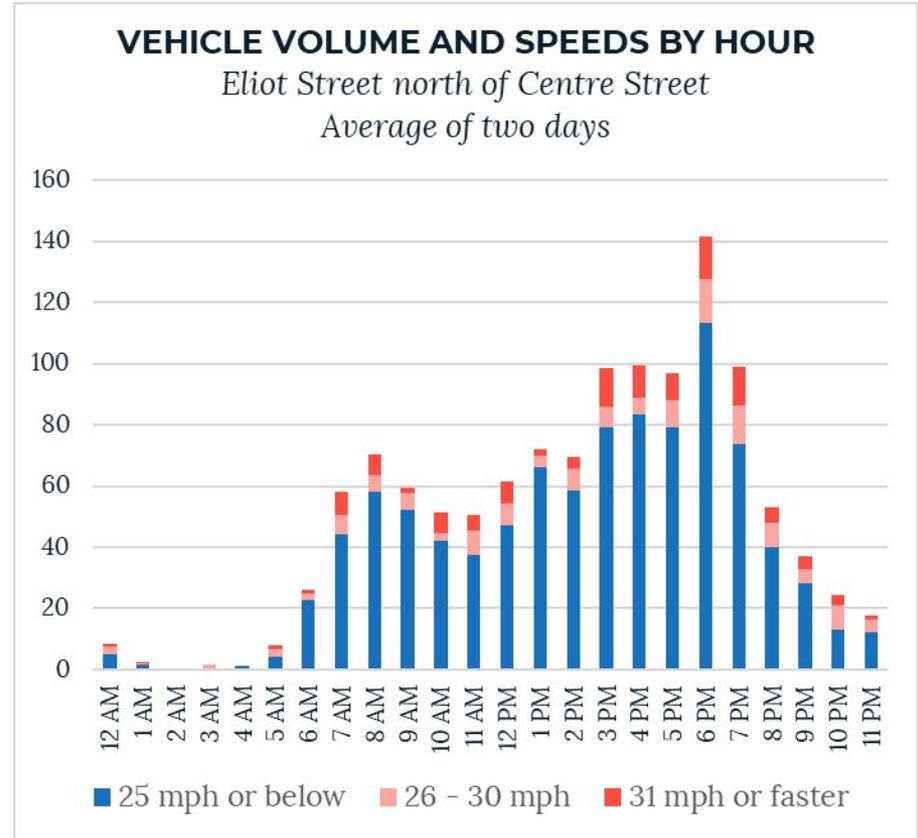
Vehicle volumes on Eliot Street

- ▶ Daily vehicle volumes were around ~1,000
- ▶ That was relatively low compared to a sample of other nearby streets:
 - Centre Street (at JP center): ~13,000
 - Green Street: ~4,000
 - McBride Street: ~3,000
- ▶ Eliot Street saw more vehicle traffic in the afternoon



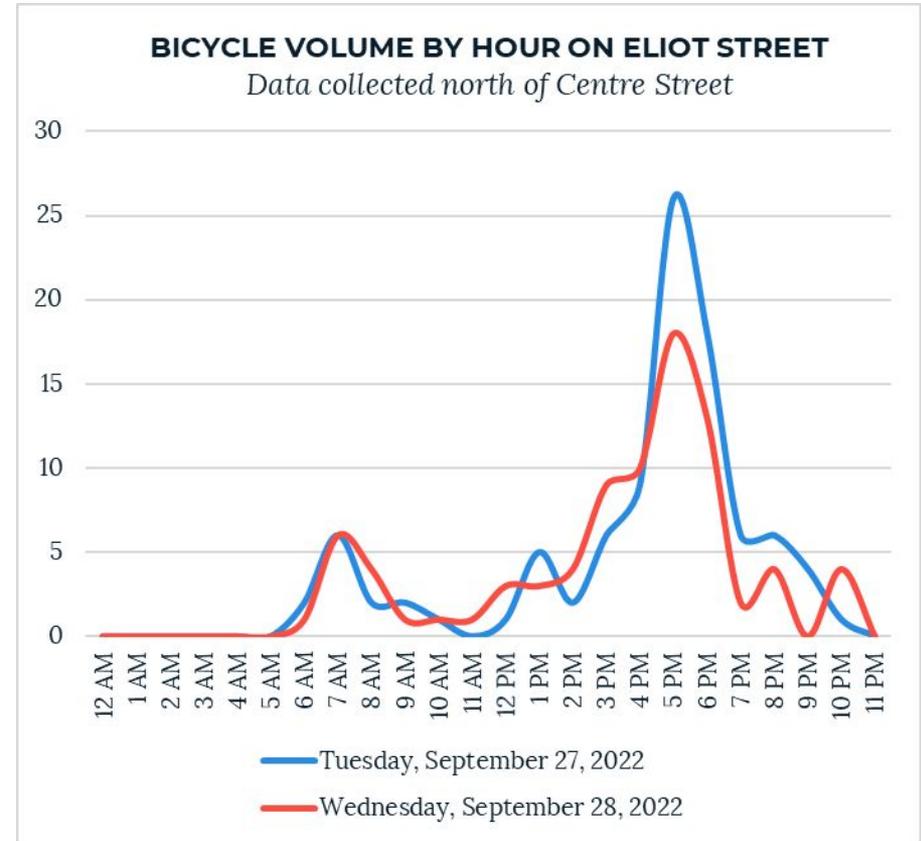
Vehicle speeds on Eliot Street

- ▶ The 85th percentile speed was 28 mph
- ▶ About 25% of drivers were exceeding the speed limit of 25 mph



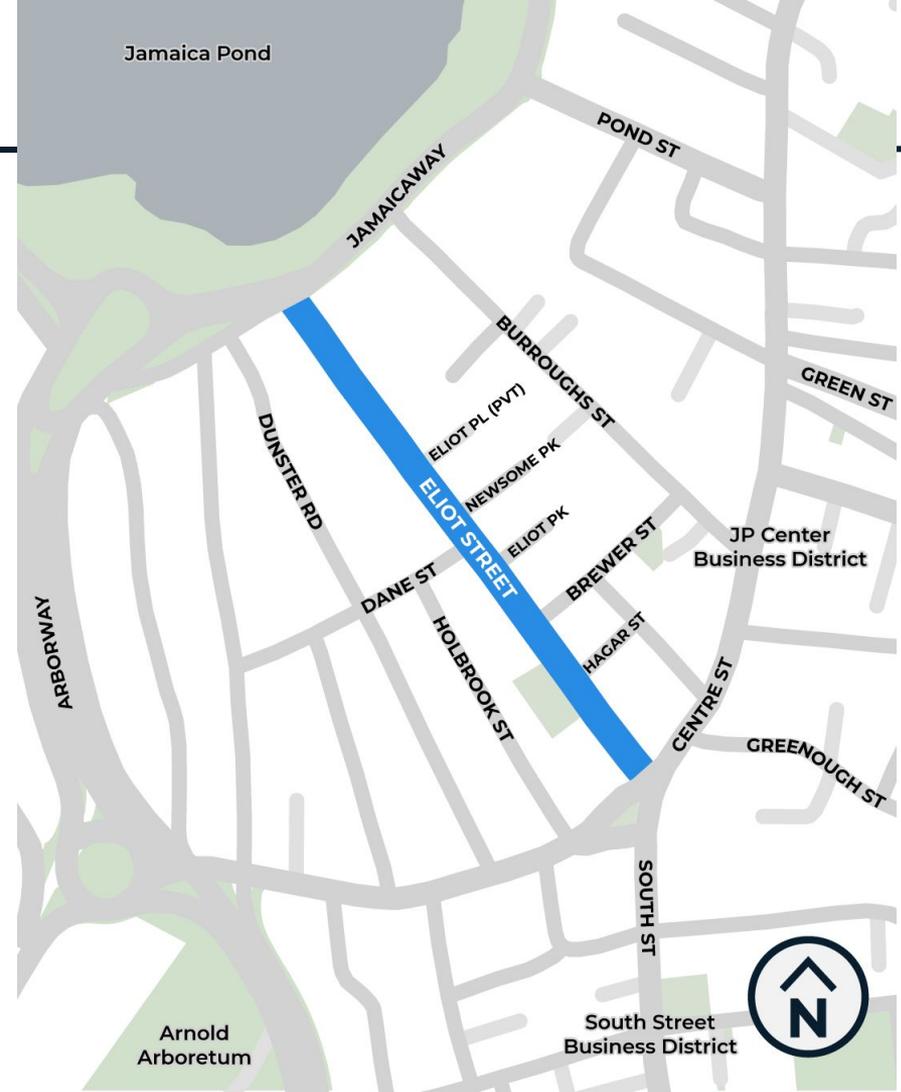
Bicycling on Eliot Street

- ▶ About ~100 bicycle trips per day occurred on Eliot Street
- ▶ That includes people biking in either direction in the road, but not on the sidewalk.
- ▶ People biking were about 9% of daily traffic, and 15% of traffic during the PM peak (5-7 pm)



Next steps

- ▶ Notify residents via postcards and flyers
- ▶ Begin engineering review to identify locations for new speed humps and lay out the bike lane
- ▶ Host community events to share information about the project, including specific locations
- ▶ Adjust plans to reflect feedback



We aim to begin construction in 2023.

For more information:
boston.gov/eliot-street
better-bike-lanes@boston.gov

