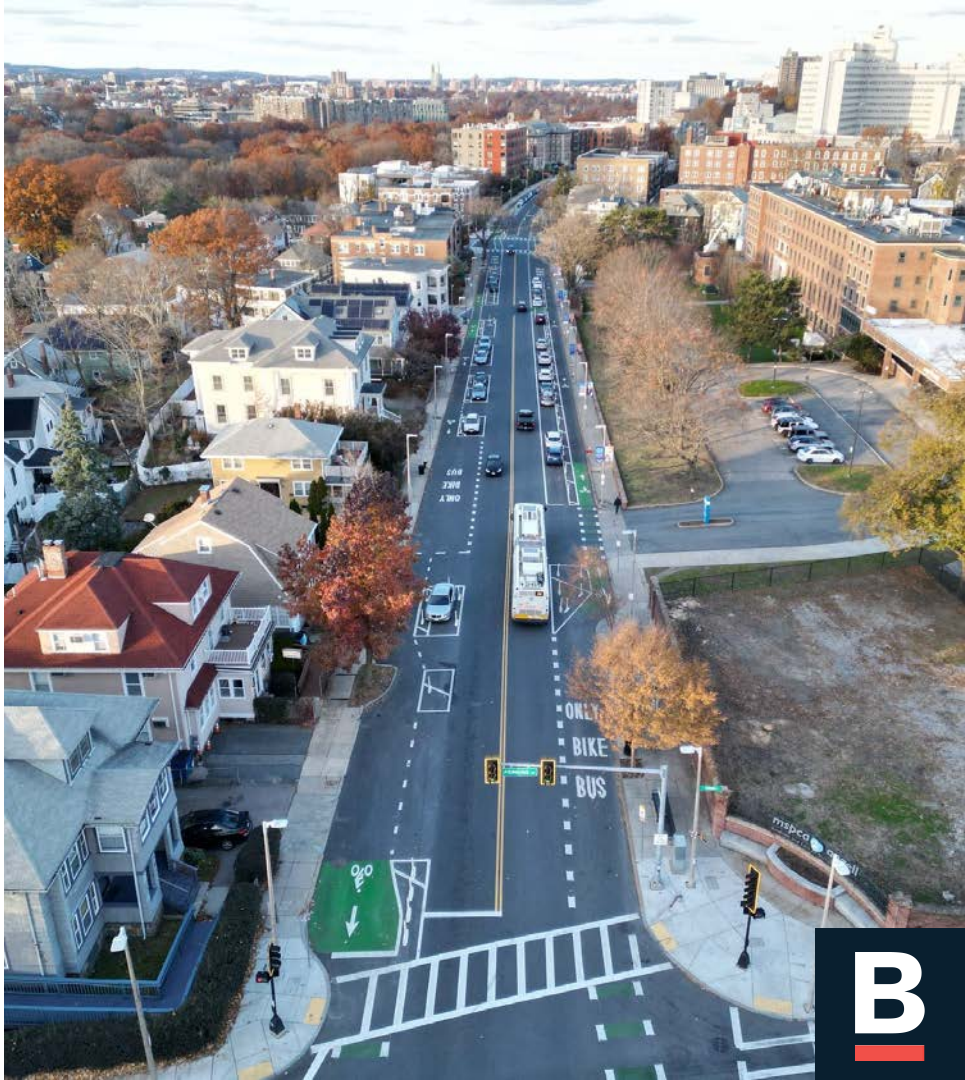
BETTER BIKE LANES

Year Two Quantitative Evaluation
Fall 2025

CITY of BOSTON

In 2022, we launched a major initiative to expand the citywide bike network, close key gaps, and increase the percentage of residents within a short walk from a safe and connected bike route.



IN 2024, WE COMPLETED:

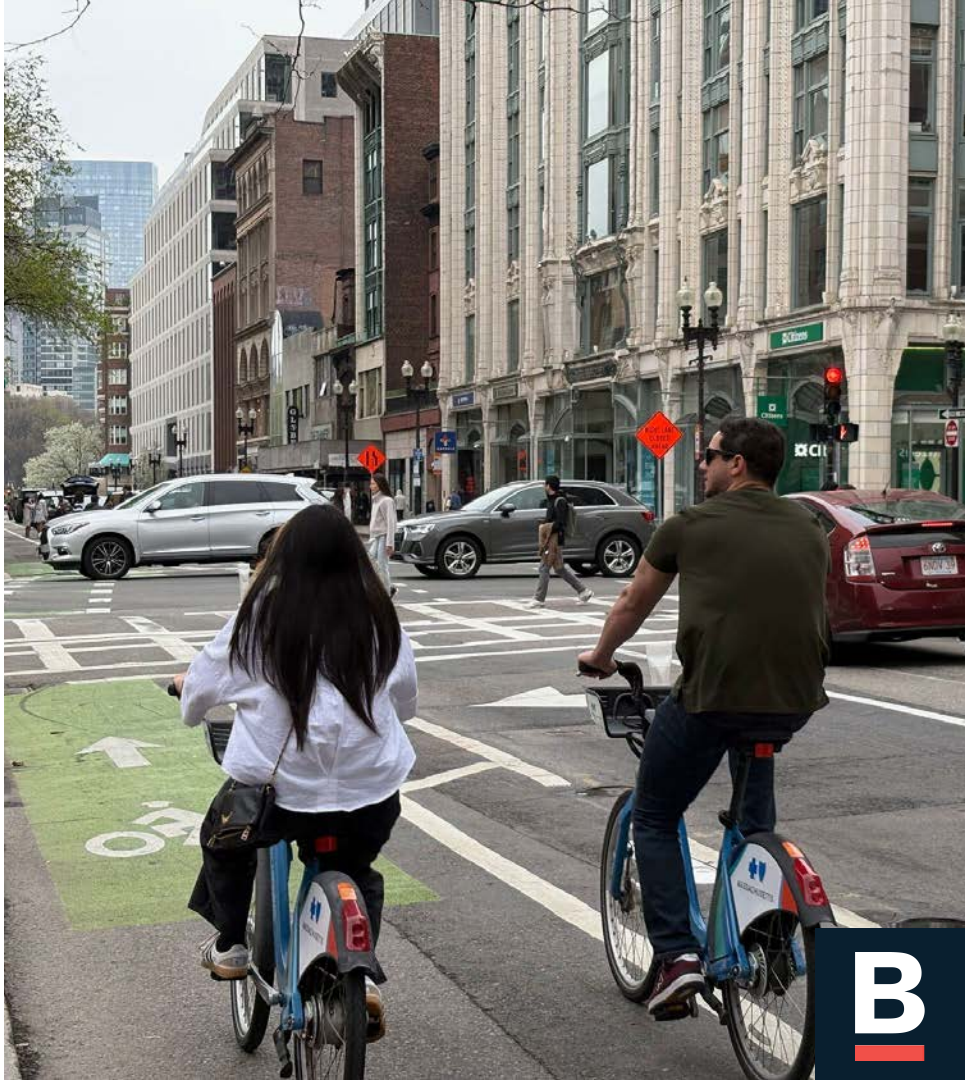
1. **BOYLSTON STREET (BACK BAY)**
   Separated bike lane
2. **BERKELEY STREET (SOUTH END, BACK BAY)**
   Separated bike lane
3. **MILK STREET (DOWNTOWN)**
   Separated bike lane
4. **NORTH BEACON STREET (ALLSTON/BRIGHTON)**
   Separated bike lane
5. **WESTERN AVENUE (ALLSTON/BRIGHTON)**
   Separated bike lane
6. **WINSHIP STREET (ALLSTON/BRIGHTON)**
   Separated bike lane
7. **SOUTH STREET (ALLSTON/BRIGHTON)**
   Contraflow street and speed humps

EVALUATION SCOPE

Performance evaluation is a key part of delivering successful projects.

In this evaluation, we looked at **user counts** as a key metric to measure project impact. Since these projects strategically expanded our bicycle network, we specifically analyzed bicycle and motor vehicle volumes.

We compared counts taken before the projects (September 2022) with counts taken one year after the projects finished (September 2025). Waiting one year lets us see how people actually change their travel habits. We also included some mid-year data from June 2025, as well as historic data from control locations, when we had it available.



DATA COLLECTION AND METHODOLOGY

FALL 2022

Baseline data collection for all Better Bike Lane projects

Tuesday, Sept. 27, 2022
Wednesday, Sept. 28, 2022

SPRING AND FALL 2025

Post-install data collection for projects completed in 2024

Wednesday, June 11, 2025
Thursday, June 12, 2025
Tuesday, September 16, 2025
Wednesday, September 17, 2025

We collected data on mid-week dates that represent typical traffic conditions. Post-install data collection were timed to allow at least six months of adjustment following project installation. Weather was typical for the data collected dates. Data collection was performed by a third party vendor using automated counting technology.

For the analysis in this presentation, we averaged consecutive data collection dates together. Note that data were not collected at every location on all of the dates listed above.

Control location data were derived from the Quarterly Bicycle Count program.

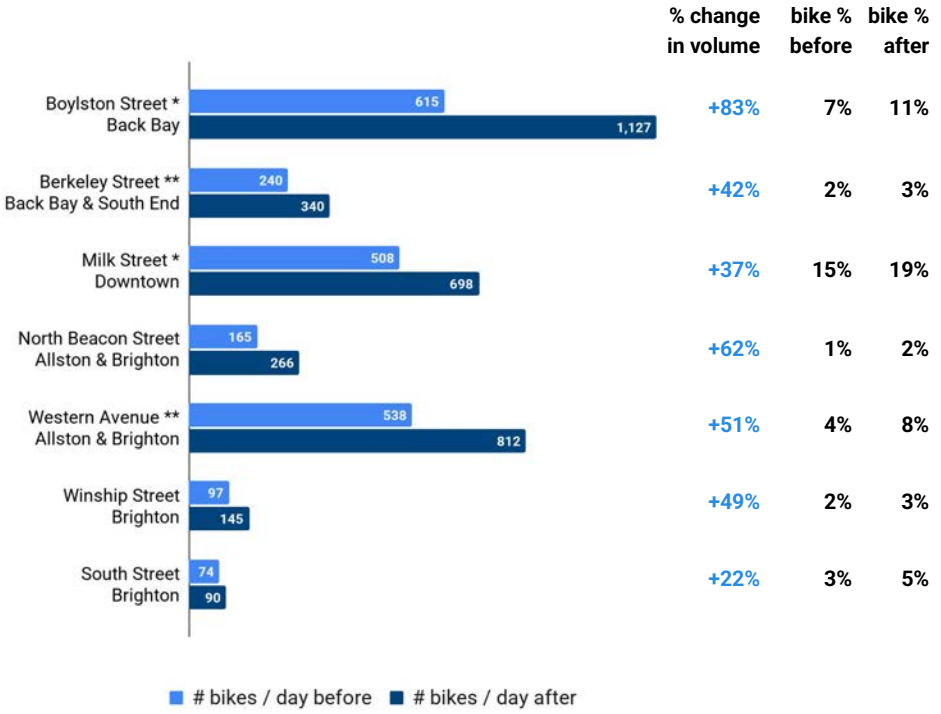
KEY TAKEAWAYS

*Bicycle counts **significantly increased** on every corridor where we completed Better Bike Lanes projects in 2024.*

The number of people biking, and the percentage of all traffic they make up, both saw substantial increases.

- We counted **over 3,000 more** daily bike trips, **a 55% increase** across all projects. In our prior report on Better Bike Lane projects completed in 2023, we recorded a 44% increase in volume. The latest projects appear to have tapped into *even more* growth potential by focusing on mostly arterial streets and closing key new network connection gaps.
- Bicycles as a share of of all traffic **increased to 7%** of daily traffic across all projects, **nearly doubling** from 4% in the baseline condition. Some projects saw bicycle mode share as high as 19%
- Boylston Street (Back Bay) topped the list with a **near doubling** (+83%) of daily bike trips, leading four other corridors that measured growth of nearly 50% or more.

Daily bicycle volumes before and after by project



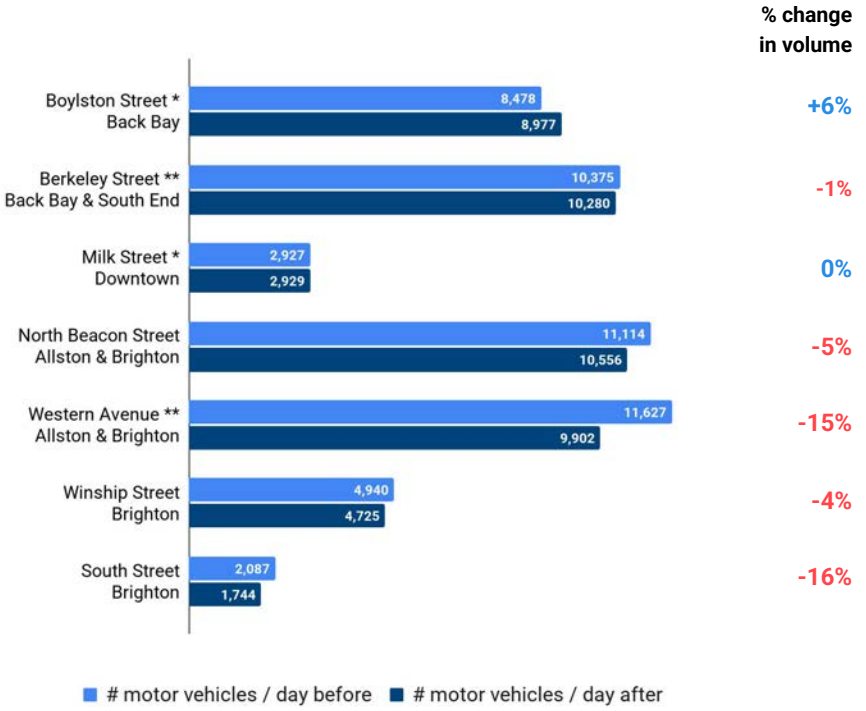
* average of three count locations within the project area.
** average of two count locations within the project area.

*Motor vehicle counts were **steady in comparison,** with changes varying significantly by project*

Motor vehicle volumes **decreased a modest -5%** across all projects while accommodating a major growth (+55% on average) in bicycling.

- The mixed results indicates that project impacts on vehicle volumes were localized.
- Volumes remained stable in most areas and decreased in others, likely due to external factors or daily variability.
- Measured increases in motor vehicle volumes, such as the +6% at Boylston Street, can be attributed to localized changes like the finishing of nearby construction projects.

Daily motor vehicle volumes before and after by project



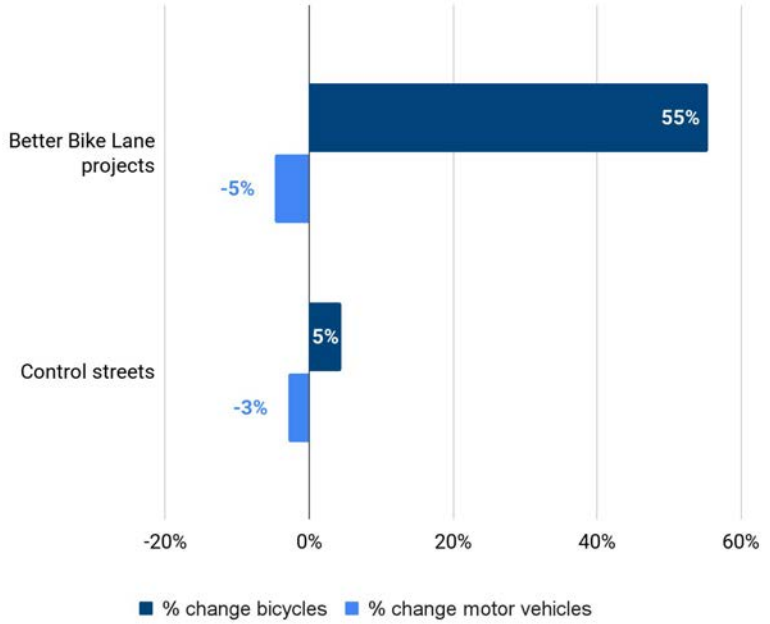
* average of three count locations within the project area.
** average of two count locations within the project area.

*Better Bike Lanes corridors **dramatically outperformed** corridors with no design changes during the same time period*

Project streets measured an average **increase of +55%** in bicycle volumes, compared to +5% at the control streets group.

- The 50+ percentage point difference confirms the projects drove a major growth in bicycle trips compared to the control group.
- Motor vehicle volumes saw a modest average decrease of -5% at project sites, only 2 percentage points lower than the -3% decrease measured at control streets.
- The projects achieved major growth in bicycle trips without clear impacts to motor vehicle volumes.

Average Percent Change in Volume
Project Streets vs. Control Streets
September 2022 - September 2025



Fifteen control streets were selected for comparison. These streets had similar characteristics to the project streets and geographic coverage, but did not receive any bicycle infrastructure improvements or new connecting bike routes between Fall 2022 and Fall 2025.

RESULTS

By project and location

BOYLSTON STREET

Back Bay

SEPARATED BIKE LANE
One-way eastbound

LANE REALLOCATION
3 thru lanes to 2 thru lanes
+ turn lanes where needed

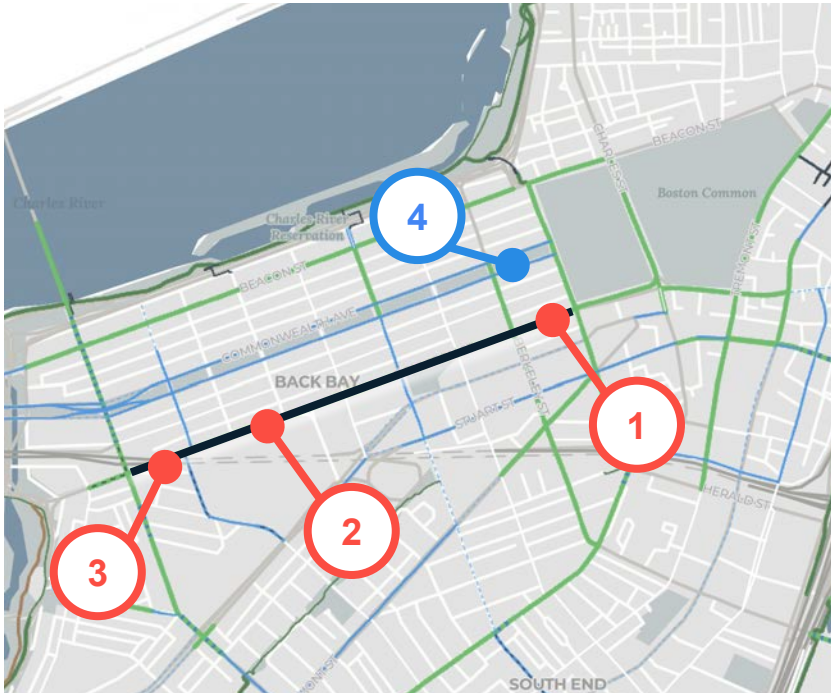
LOCATION *Boylston Street*

PROJECT EXTENTS

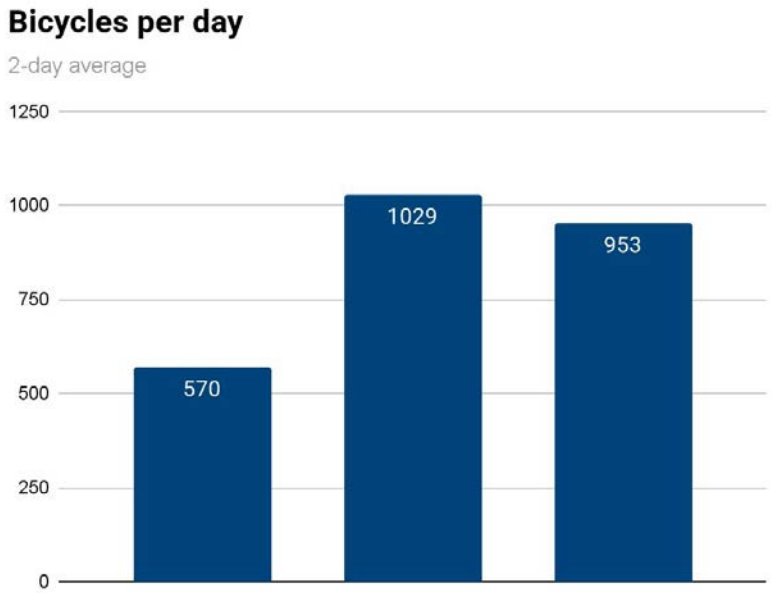
Massachusetts Avenue to Arlington Street

DATA COLLECTION LOCATIONS

1. Boylston Street west of Arlington Street
2. Boylston Street west of Fairfield Street
3. Boylston Street west of Dalton Street
4. Commonwealth Avenue east of Berkeley Street (off-site control location)



BICYCLING *Boylston Street west of Arlington Street*

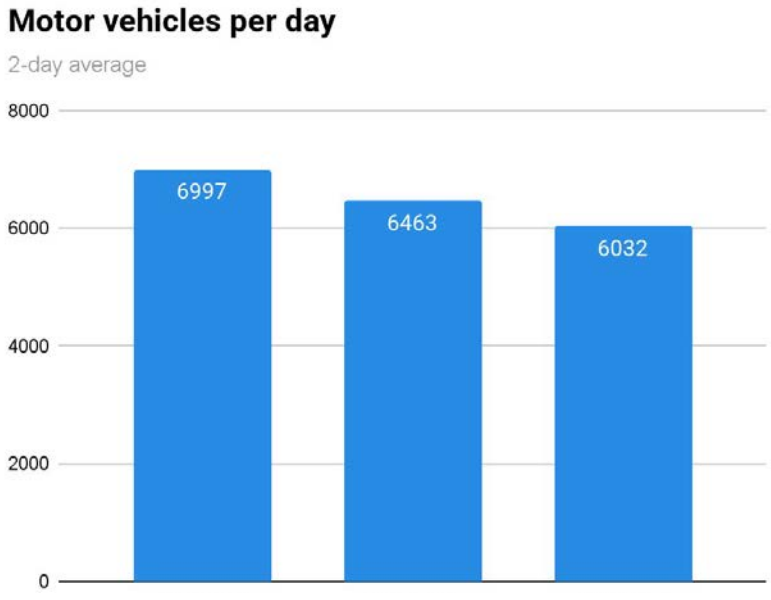


	BEFORE September 2022	AFTER June 2025	AFTER September 2025
bicycles % of all vehicles	7.5%	13.7%	13.6%
% change from baseline	-	+81%	+67%
range	567 - 572	937 - 1121	941 - 964

Bicycle trips **increased 67%** after project completion, rising to a daily average of around 1,000, **about 430 new trips**.

- Bicycles as a percentage of all vehicles **roughly doubled** from 7.5% before to about 14% after, due both to substantial growth in bicycle trips and moderately declining motor vehicle trips.
- This remarkable growth suggests the new separated bike lane on Boylston Street **attracted bicycle trips and served latent demand**.
- The range overlap between June and September 2025 suggests that difference between both dates could be due to daily variability.

MOTOR VEHICLES *Boylston Street west of Arlington Street*

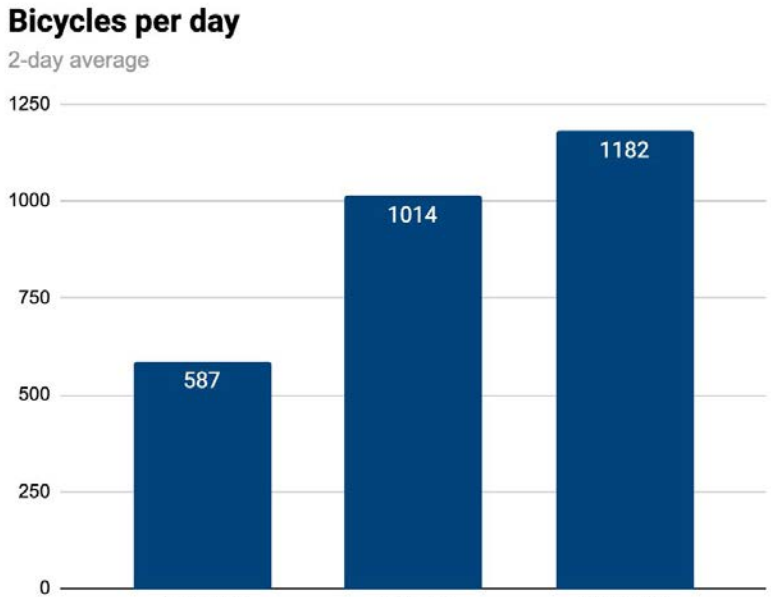


	BEFORE September 2022	AFTER June 2025	AFTER September 2025
% change from baseline	-	-8%	-14%
range	6,665 - 7,328	6,445 - 6,481	6,021 - 6,042

Motor vehicle volume **decreased by 14%** after project completion, a moderate but notable change resulting in **nearly 1,000 fewer** motor vehicle trips.

- This suggests an overall change in the user mix on Boylston Street trending towards bicycling.
- While the continuous decline, with non-overlapping ranges, suggests a trend, it may still be within the potential range for daily variation.
- Additional follow up data collection will show if this trend is sustained over time.

BICYCLING *Boylston Street west of Fairfield Street*

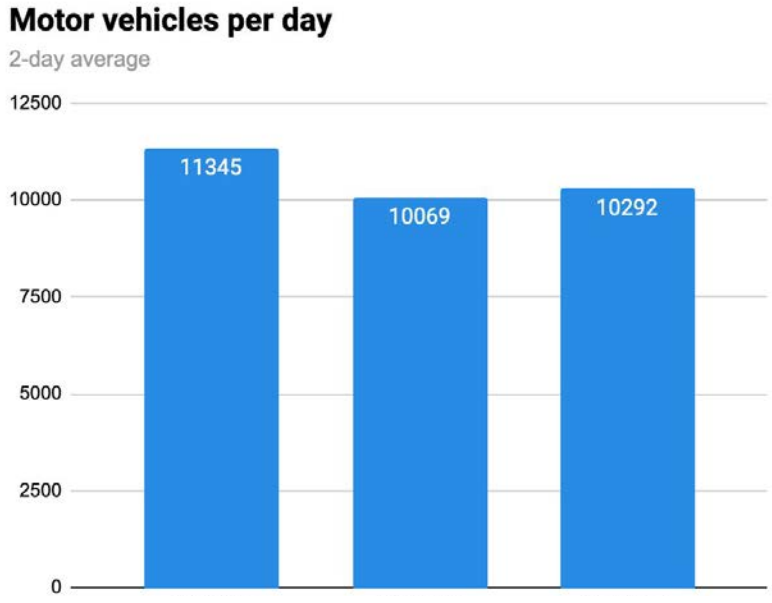


	BEFORE September 2022	AFTER June 2025	AFTER September 2025
bicycles % of all vehicles	4.9%	9.1%	10.3%
% change from baseline	-	+73%	+101%
range	583 - 590	903 - 1,124	1,174 - 1,189

Bicycle trips **doubled** after project completion, rising to a daily average of almost 1,200, **about 600 new trips**.

- Bicycles as a percentage of all vehicles **doubled** from 4.9% before to 10.3% after, due both to substantial growth in bicycle trips and moderately declining motor vehicle trips.
- This remarkable growth suggests the new separated bike lane on Boylston Street **attracted bicycle trips and served latent demand**.
- The ranges of daily volumes do not overlap between the three data collection periods, which may indicate consistent growth across the dates measured.

MOTOR VEHICLES *Boylston Street west of Fairfield Street*

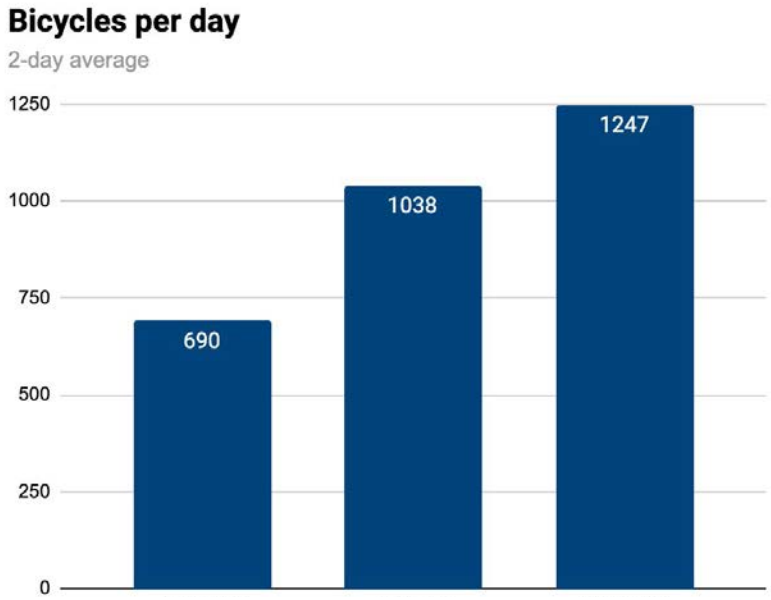


	BEFORE September 2022	AFTER June 2025	AFTER September 2025
% change from baseline	-	-11%	-9%
range	10,904 - 11,785	9,887 - 10,251	10,176 - 10,407

Motor vehicle volume **decreased by 9%** after project completion, a moderate but notable change resulting in **over 1,000 fewer** motor vehicle trips.

- This suggests an overall change in the user mix on Boylston Street trending towards bicycling.
- The data ranges for both after data collection periods (June and September 2025) overlap with each other but not with the before condition (September 2025), suggestion a sustained reduction.
- Additional follow up data collection will show if this trend is sustained over time.

BICYCLING *Boylston Street west of Dalton Street*

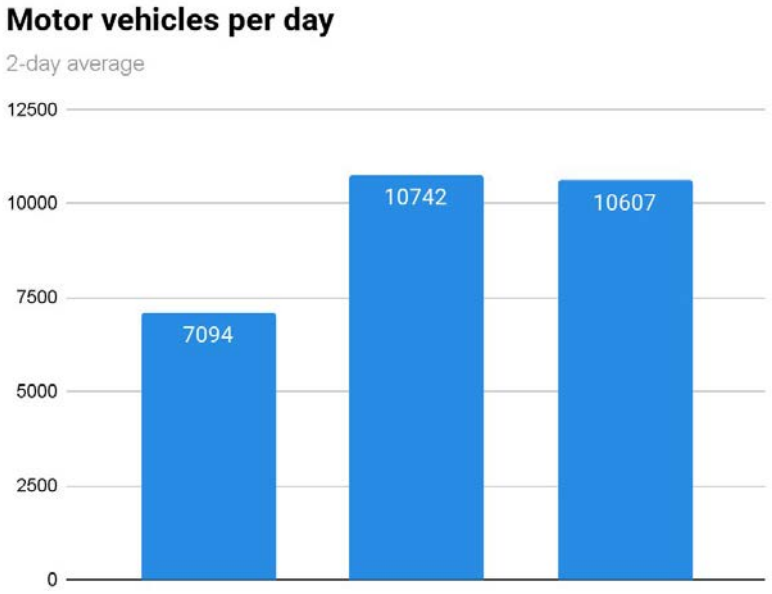


	BEFORE September 2022	AFTER June 2025	AFTER September 2025
bicycles % of all vehicles	8.9%	8.8%	10.5%
% change from baseline	-	+50%	+81%
range	616 - 764	865 - 1210	1237 - 1256

Bicycle trips **nearly doubled** after project completion, rising to a daily average of around 1,200, **about 550 new trips**.

- Bicycles as a percentage of all vehicles **gained about 2 percentage points** from 8.9% before to about 10.5% after, due to a proportional rise in motor traffic following the reopening of the Dalton Street Bridge.
- This location had the **highest numerical count** of bicycles in the before and after data, suggesting that the new separated bike lane both **served existing trips and tapped into latent demand**.
- The ranges of daily volume do not overlap across the three periods, suggesting consistent growth. The range shrank between June and September 2025, suggesting stabilization of daily volumes.

MOTOR VEHICLES *Boylston Street west of Dalton Street*

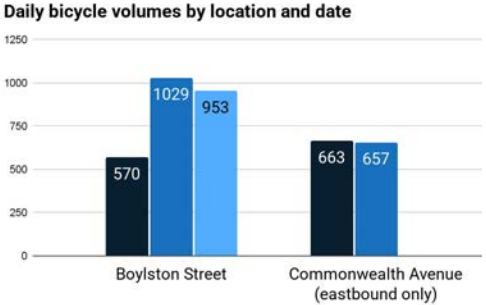


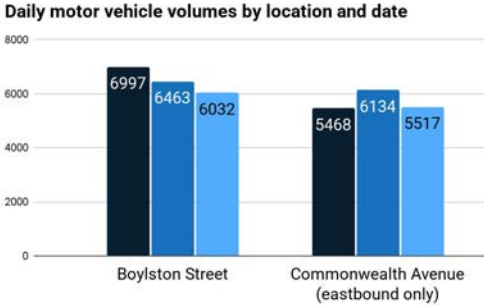
% change from baseline	-	+51%	+50%
range	7,073 - 7,115	10,708 - 10,775	10,546 - 10,668

Motor vehicle volume **increased 50%** from 2022 to 2025. This growth is likely due to the completion of a nearby construction project.

- In 2022, the Dalton Street Bridge rehabilitation project was underway, restricting Boylston Street eastbound to one lane and prohibiting right turns onto Dalton Street.
- The 2025 increase likely reflects a rebound in traffic after the bridge reopened in 2024, restoring vehicle network connections closed during construction.
- The moderate decrease in motor vehicle counts at the other two locations on Boylston Street suggests the increase was isolated to this location and due to the bridge re-opening rather than our bike network project.

A CLOSER LOOK *Boylston Street vs. Comm. Ave*





	Bicycles		Motor vehicles	
	Boylston	Comm.	Boylston	Comm.
Before Sep 2022	570	663	6,997	5,468
After Jun 2025	1,029 (+81%)	657 (-1%)	6,463 (-7.6%)	6,134 (+12%)
After Sep 2025	953 (+67%)	-	6,032 (-14%)	5,517 (+1%)

We compared Boylston Street to a nearby corridor, Comm. Ave, to assess the project's network effects. Both streets are **parallel primary eastbound arterials** in the Back Bay. Comm. Ave had an existing bike lane with **no design changes** in the study period.

- Boylston Street saw **substantial growth (+67%)** in bicycle volume, while the Comm. Ave. control site remained stable (-1%).
- This suggests the new separated bike lane on Boylston Street **encouraged new bicycle trips and served latent demand** rather than drawing users from parallel corridors.
- Boylston Street measured **a cumulative reduction of -14%** in motor vehicle volume during the study period, with lower volumes observed in each data collection period.
- The Comm. Ave control site **returned to a volume similar to baseline** by September 2025, following an initial increase measured in June 2025 (+12%).
- Neither location's volume changed enough to suggest that the vehicle capacity reduction on Boylston Street caused motor vehicle traffic to divert to Comm. Ave. The differences observed are **likely within the range of normal variation**.

Data notes: Each data collection period represents an average of data collected on two dates. Comm Ave data were collected on 9/27/2022, 10/6/2022, 6/11/2025, 6/12/2025, 9/23/2025, and 9/24/2025. Bicycle data were not available for September 2025. Boylston Street data were collected on 9/27/2022, 10/6/2022, 6/11/2025, 6/12/2025, 9/23/2025, and 9/24/2025.

BERKELEY STREET

South End, Back Bay

REPAVING

SEPARATED BIKE LANE
One-way northbound

LANE REALLOCATION
3 thru lanes to 2 thru lanes
+ turn lanes where needed

LOCATION *Berkeley Street*

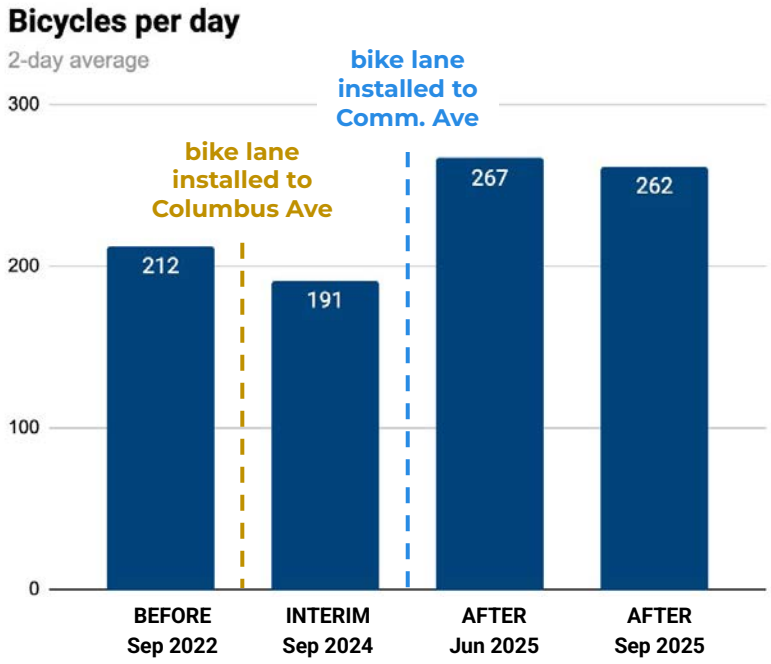
PROJECT EXTENTS

Tremont Street (South End) to
Commonwealth Avenue (Back Bay)

DATA COLLECTION LOCATIONS

1. Berkeley Street Bridge over Interstate 90
2. Berkeley Street north of Providence Street

BICYCLING *Berkeley Street over I-90*

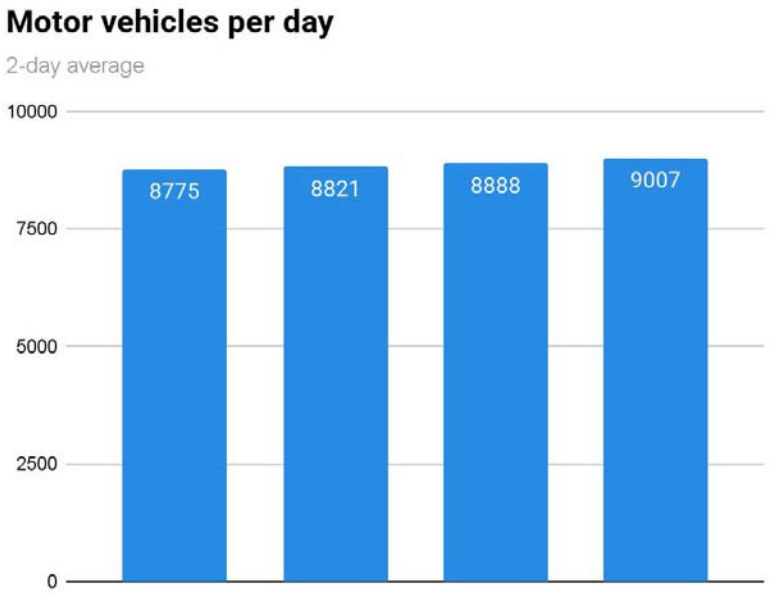


	BEFORE Sep 2022	INTERIM Sep 2024	AFTER Jun 2025	AFTER Sep 2025
bicycles % of all vehicles	2.4%	2.1%	2.9%	2.8%
% change from baseline	-	-10%	+26%	+23%
range	209 - 215	193 - 189	299 - 234	264 - 259

Bicycle volumes **increased by 23%** from 2022 to 2025, despite a temporary decrease measured in the 2024 interim period. Bicycles made up a larger share of total traffic, rising by half a percentage point.

- These results suggest **the importance of a connected bicycle network**. In the 2024 interim period, the project was partially completed, with the facility ending at Columbus Ave. The dip in volume in 2024 may be due to natural variation or trip diversion to the newly completed Tremont Street separated bike lane.
- By June 2025, the project was completed, creating network connections to the new Boylston Street separated bike lane and existing bike lanes on Comm. Ave.
- The growth observed after project completion appears to have been sustained.

MOTOR VEHICLES *Berkeley Street over I-90*

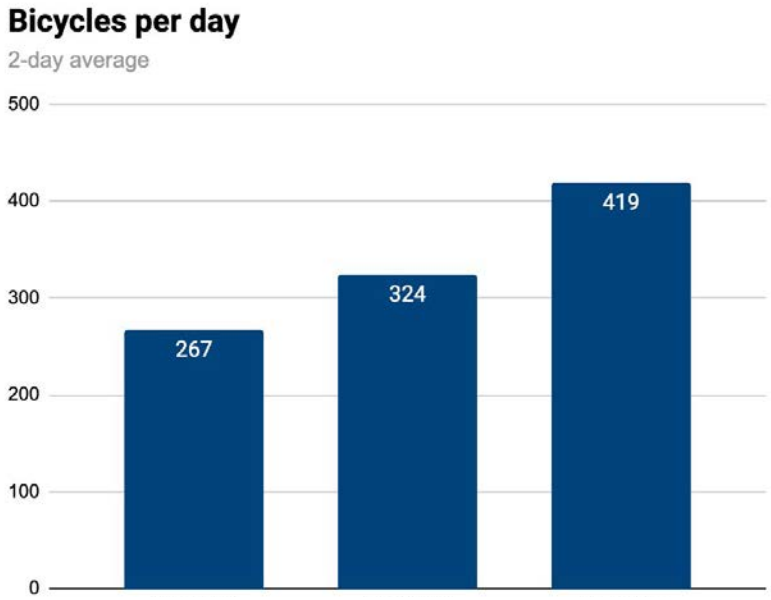


	BEFORE Sep 2022	INTERIM Sep 2024	AFTER Jun 2025	AFTER Sep 2025
% change from baseline	-	+1%	+1%	+3%
range	8548 - 9002	8668 - 8973	8752 - 9023	8865 - 9149

Motor vehicle volume **increased modestly by 3%** during the evaluation period.

- This amount of variation is likely within the range of daily variation rather than a trend, given that the ranges of daily volumes overlap between all of the dates measured.
- The results suggest that the design changes didn't have a measurable effect on vehicle volumes on Berkeley Street.

BICYCLING *Berkeley Street north of Providence Street*

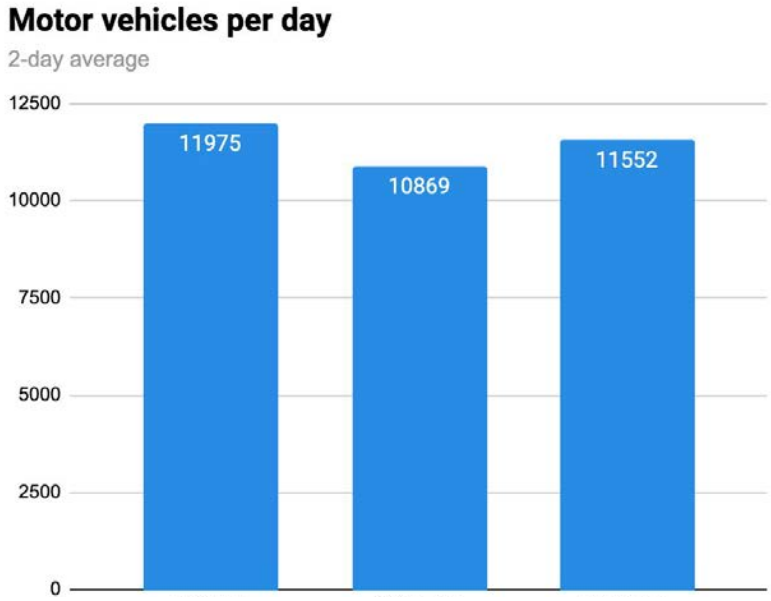


	BEFORE September 2022	AFTER June 2025	AFTER September 2025
bicycles % of all vehicles	2.2%	2.9%	3.5%
% change from baseline	-	+21%	+57%
range	254 - 280	284 - 363	394 - 443

Bicycle volumes **grew by almost 60%** during the evaluation period. Bicycles also made up **a larger share** of total traffic, rising by about 1.5 percentage points.

- This level of growth indicates that this section of Berkeley Street has a high level of bicycle network importance, especially as it connects to the separated bike lane on Boylston Street and bike lanes on Commonwealth Avenue.
- The ranges of daily counts do not overlap across the three collection periods, indicating consistent growth. The smaller range in September 2025 compared to June 2025 suggests that volumes may be stabilizing over time.

MOTOR VEHICLES *Berkeley Street north of Providence St*



	BEFORE September 2022	AFTER June 2025	AFTER September 2025
% change from baseline	-	-9%	-4%
range	11970 - 11979	10725 - 11012	11209 - 11895

Motor vehicle volumes showed **a reduction** that partially recovered between the before and after measurements.

- Motor vehicle volumes **decreased by 9%** in the initial June 2025 after period but partially recovered by September 2025, settling at a **4% decrease** from baseline.
- The gap between the before range (11,970 - 11,979) and the combined after ranges (10,725 - 11,895) shows that even the highest measured traffic day in the after period was consistently lower than the lowest measured traffic day in the before period. This suggests a sustained reduction in the after period, though future data collection would help confirm this change.

MILK STREET

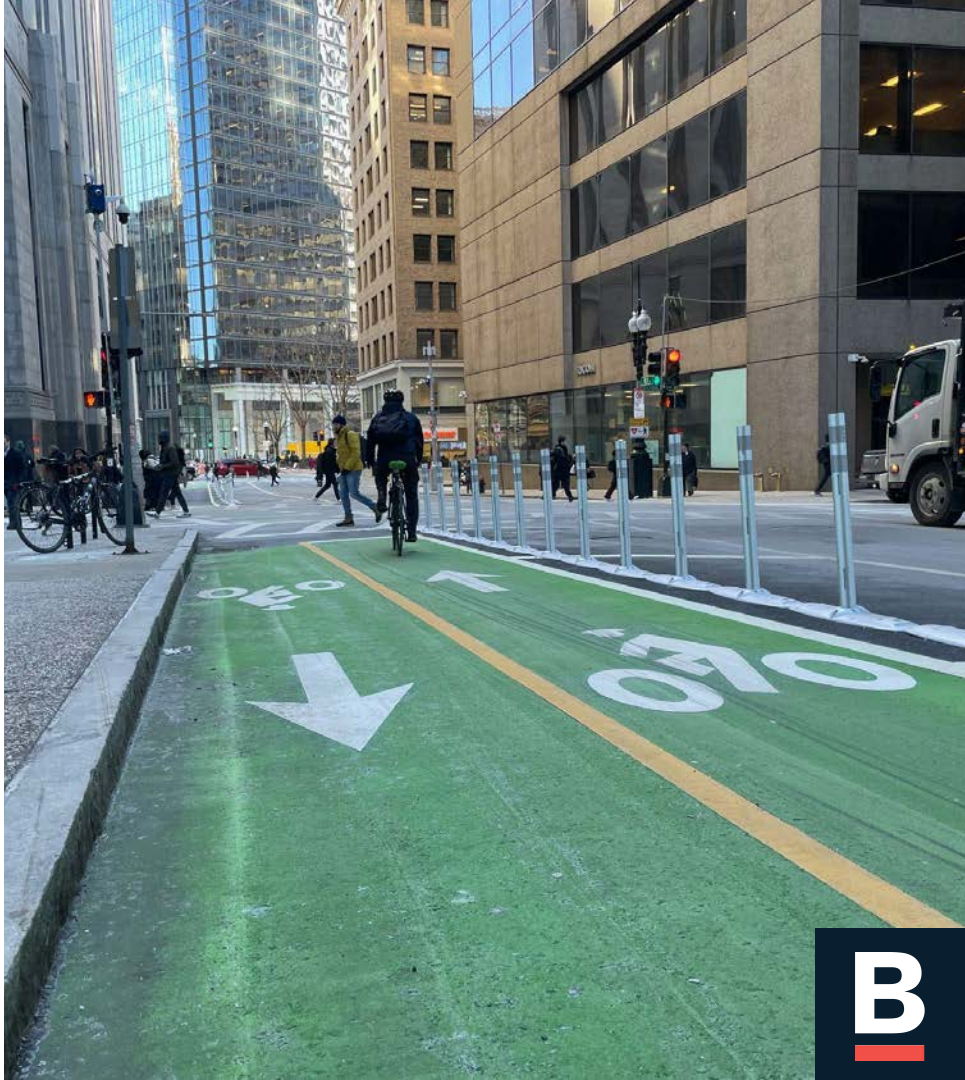
Downtown

REPAVING

SEPARATED BIKE LANE

Bi-directional from School to Devonshire Street

One-way eastbound from Devonshire Street to Atlantic Ave



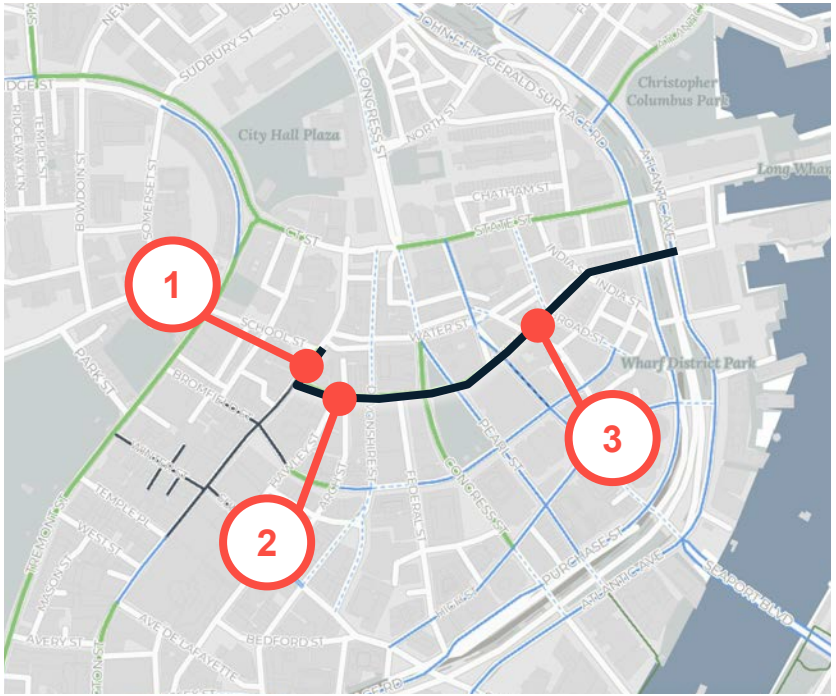
LOCATION *Milk Street*

PROJECT EXTENTS

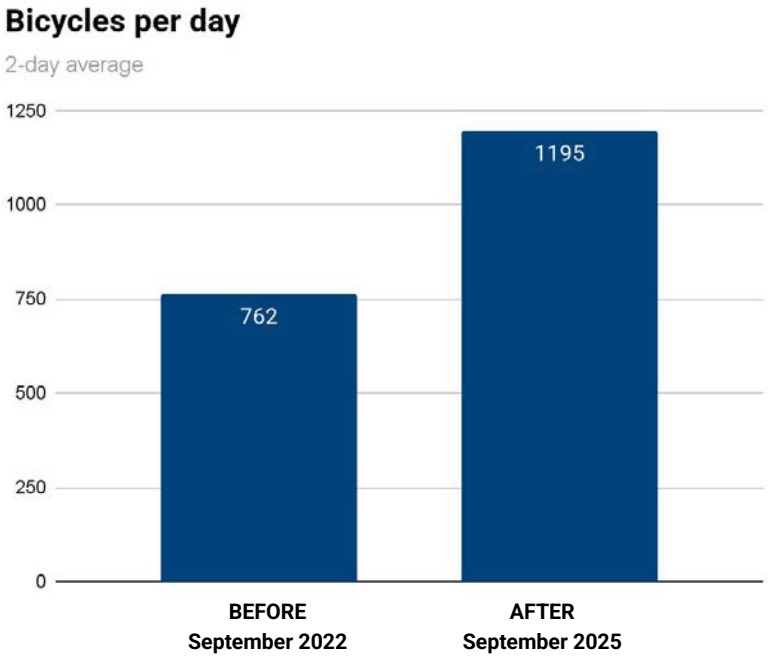
- Washington Street from School Street to Milk Street
- Milk Street from Washington Street to Atlantic Avenue

DATA COLLECTION LOCATIONS

1. Washington Street north of Milk Street
2. Milk Street west of Arch Street
3. Milk Street west of Broad Street



BICYCLING *Washington Street north of Milk Street*

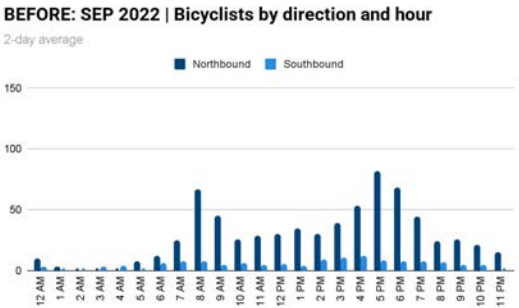


	BEFORE September 2022	AFTER September 2025
bicycles % of all vehicles	21%	30%
% change from baseline	-	+57%
range	723 - 801	1187 - 1202

Bicycle volumes **increased by 57%** following the project completion, rising from a 2-day average of 762 to 1,195 bicycles per day. This increase represents an average daily gain of **433 additional bicyclists**.

- Bicycles now represent a **30% share of all vehicles** counted at this location, a **9 percentage point gain** from 21% before implementation.
- There is no overlap in the daily count ranges between the before and after data, which suggests that the increase is not due to daily ambient variability.

A CLOSER LOOK *Washington Street north of Milk Street*

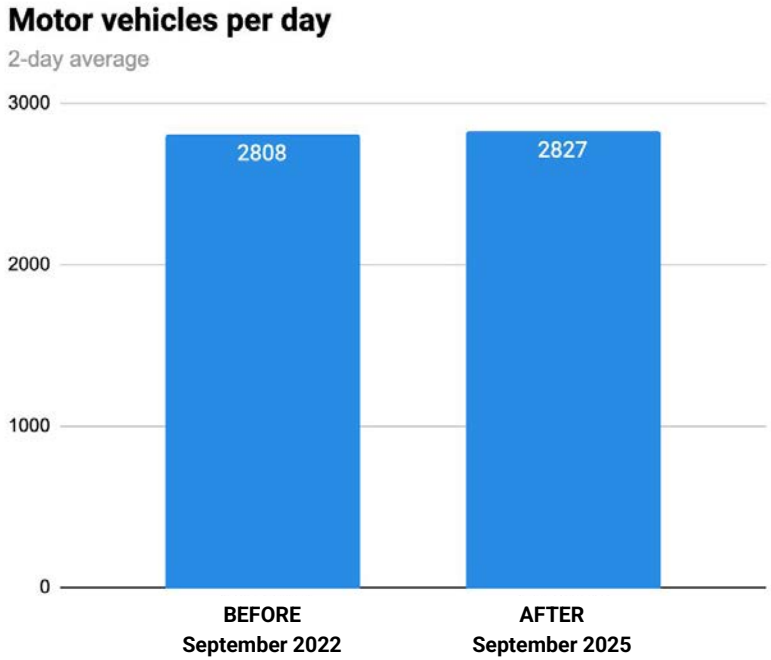


	Northbound	Southbound
Before September 2022	661	101
After September 2025	950	245
Change #	+289	+144
Change %	+44%	+143%

The new bike lane added southbound bike access on Washington Street between School and Milk Streets, which was previously one-way northbound.

- This created a new eastbound connection towards the Financial District and Seaport via School, Washington, and Milk Street.
- As a result, the southbound direction **grew by 143%**, with the highest hourly volume in the "after" period occurring at 8 AM. This suggests that we **captured demand and improved overall network connectivity**.
- Growth in volume was mainly driven by the northbound direction, which **added 289 trips**, **a 44% increase**.
- Hourly data shows clear commuting peaks for northbound trips both before and after the project. Northbound evening peak (4 - 7 pm) traffic grew significantly.
- Southbound travel grew significantly during the morning commuting peak (7 - 10 am), indicating the project's success in capturing demand.

MOTOR VEHICLES *Washington Street north of Milk Street*

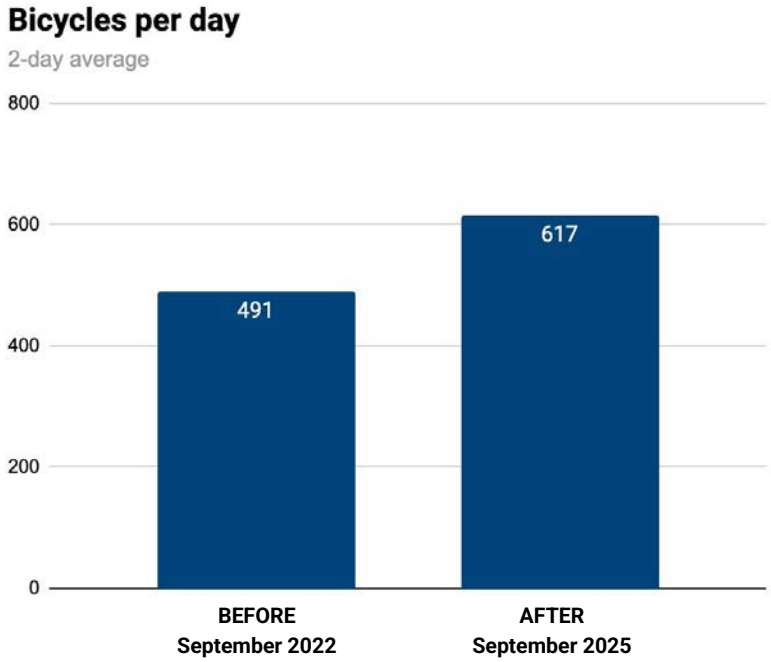


	BEFORE September 2022	AFTER September 2025
% change from baseline	-	+1%
range	2737 - 2878	2803 - 2851

Motor vehicle volumes showed **negligible change** between the before and after periods, increasing from 2,808 motor vehicles per day to 2,827 motor vehicles per day, only a 1% increase.

- The narrow daily count ranges for both periods overlap significantly, suggesting that the 1% increase is within the normal margin of daily variability.
- This stability suggests that the new bicycle facility and corresponding growth in bicycle trips did not impact motor vehicle volume and capacity.

BICYCLING *Milk Street west of Arch Street*

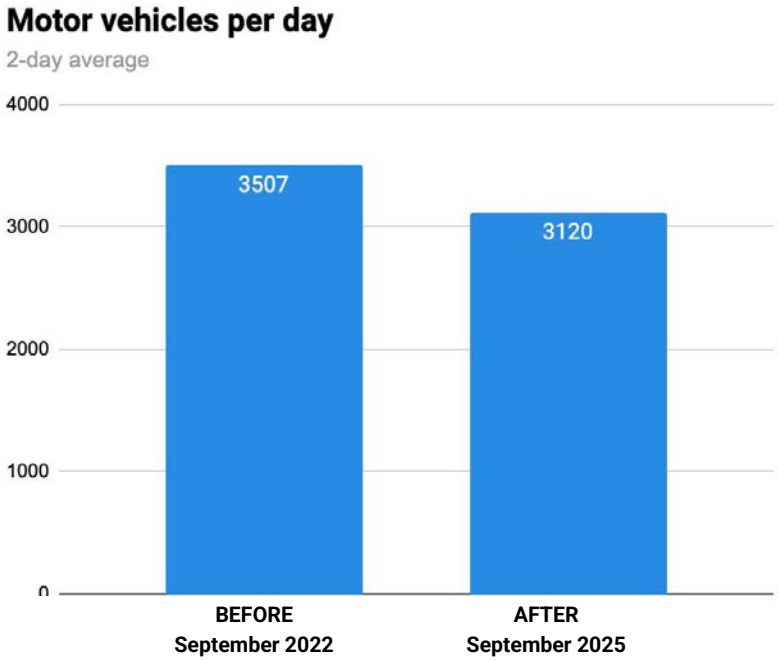


bicycles % of all vehicles	**12%**	**17%**
% change from baseline	**-**	**+26%**
range	**465 - 516**	**606 - 627**

Bicycle volumes **grew by 26%**, rising from 491 to 617 trips per day following the project's completion.

- The share of total traffic made up by bicycles increased by **5 percentage points**, rising from 12% to 17%. This was due both to a rise in bicycle trips and a reduction in motor vehicle trips.
- The daily count ranges confirm the growth is reliable: the After range (606–627) shows no overlap with the Before range (465–516).

MOTOR VEHICLES *Milk Street west of Arch Street*

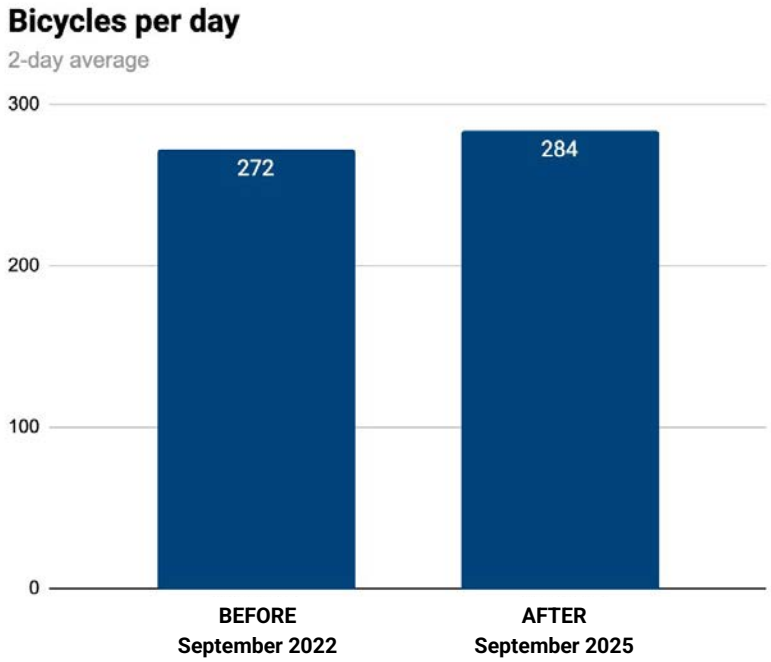


% change from baseline	-	-11%
range	3395 - 3619	3086 - 3153

Motor vehicle volumes **decreased by 11%,** falling from 3,507 to 3,120 vehicles per day.

- This reduction reflects the conversion of Milk Street from two-way operation to one-way westbound.
- The eastbound movement, which had a much lower volume than the westbound movement, was restricted to create a short-term parking and delivery zone.
- This expected reduction in volume was key to managing demand for food delivery and short-term parking while making space for the two-way separated bike lane.

BICYCLING *Milk Street west of Broad Street*

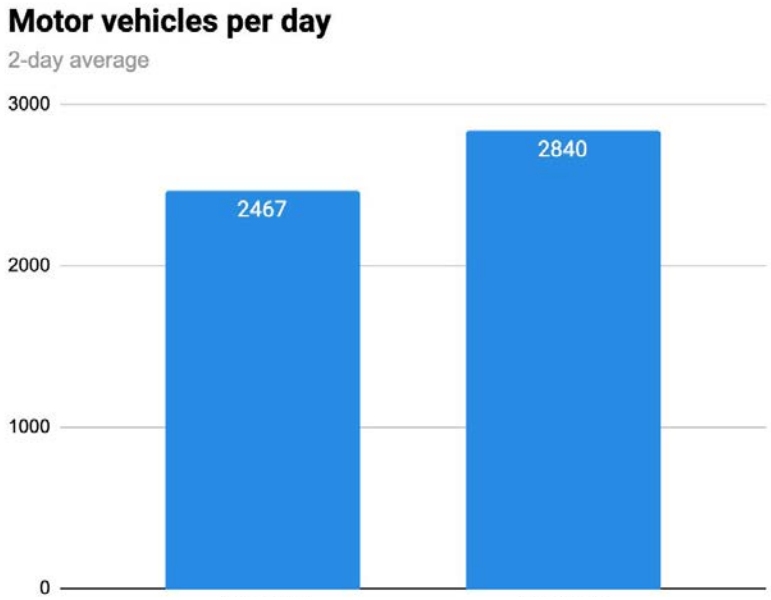


	BEFORE September 2022	AFTER September 2025
bicycles % of all vehicles	10%	9%
% change from baseline	-	+4%
range	256 - 288	283 - 285

Bicycle volumes showed a modest **4% increase**, from a 272 to 284 bicycles per day.

- The percentage of total traffic made up by bicycles remained virtually unchanged, **decreasing slightly** by 1 percentage point.
- The daily count ranges overlap (256–288 Before and 283–285 After), suggesting the small 4% increase is within the normal range of daily fluctuation.
- The consistent volumes suggest that this segment of the corridor already had a stable user base before the project.

MOTOR VEHICLES *Milk Street west of Broad Street*



% change from baseline	-	15%
range	2420 - 2514	2799 - 2881

Motor vehicle volumes **increased by 15%**, rising from 2,467 to 2,840 motor vehicles per day, an average daily gain of 373 additional motor vehicles using this segment of Milk Street.

- The After range (2,799–2,881) shows no overlap with the Before range (2,420–2,514), suggesting a genuine increase.
- This increase may be related to the completion of a major nearby development project.
- Additional data collection could help confirm if this change is sustained over time.

NORTH BEACON STREET

Allston & Brighton

REPAVING

SEPARATED BIKE LANE
Both directions with traffic

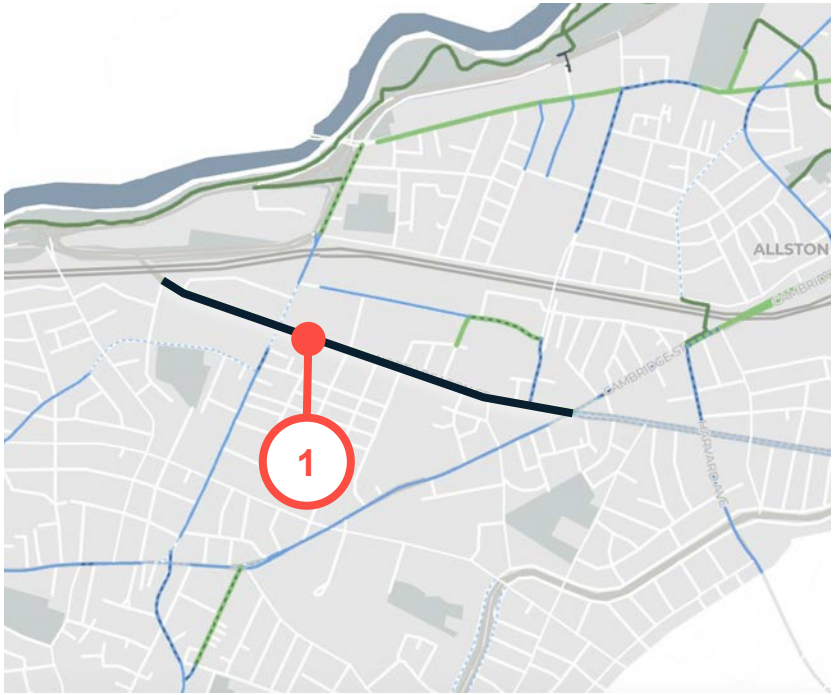
LOCATION *North Beacon Street*

PROJECT EXTENTS

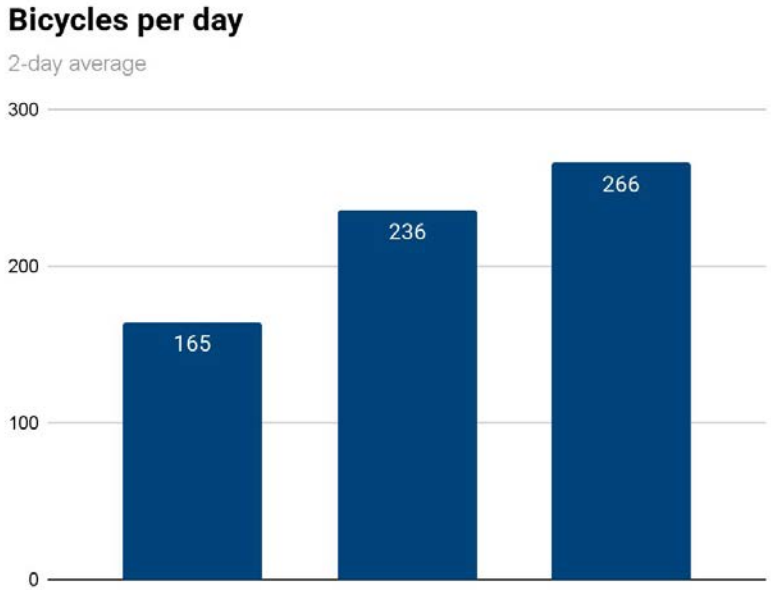
Goodenough Street to Cambridge Street

DATA COLLECTION LOCATIONS

1. North Beacon Street west of Glencoe Street



BICYCLING *North Beacon Street west of Glencoe Street*

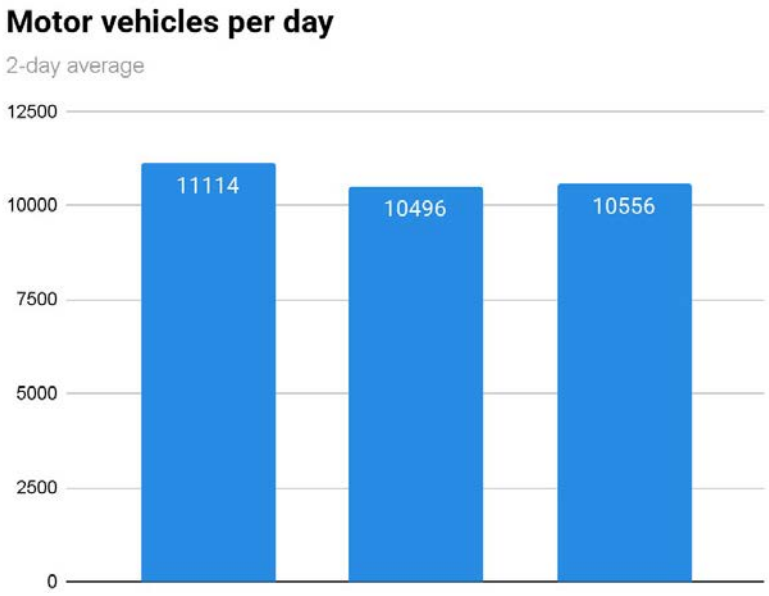


	BEFORE September 2022	AFTER June 2025	AFTER September 2025
bicycles % of all vehicles	1.5%	2.2%	2.5%
% change from baseline	-	+44%	+62%
range	164 - 165	211 - 261	241 - 291

Bicycle volumes **increased by 62%** over baseline, rising from an average of 165 to 266 bicycles per day by September 2025.

- The bicycle share of total traffic **nearly doubled**, rising from 1.5% before implementation to 2.5% by September 2025.
- The count ranges for all three periods show no overlap, indicating a reliable and continuous increase in usage following the project.
- These results indicate that there was significant unmet demand for bicycle trips that the previous conditions were not serving.

MOTOR VEHICLES *North Beacon Street west of Glencoe St*



	BEFORE September 2022	AFTER June 2025	AFTER September 2025
% change from baseline	-	-6%	-5%
range	10899 - 11329	10483 - 10508	10400 - 10711

Motor vehicle volumes **decreased by 6%** from the baseline, moving from a 2-day average of 11,114 to 10,556 motor vehicles per day by September 2025.

- The reduction is stable within the measured dates, remaining at **6% below** “before” volumes. The count ranges confirm the decrease, as the After ranges (10,483–10,508 and 10,400–10,711) show no overlap with the Before range (10,899–11,329).
- This minor, consistent decrease is notable when paired with the 62% increase in bicycle volume.

WESTERN AVENUE

Allston & Brighton

SEPARATED BIKE LANE

Both directions with traffic

LOCATION *Western Avenue*

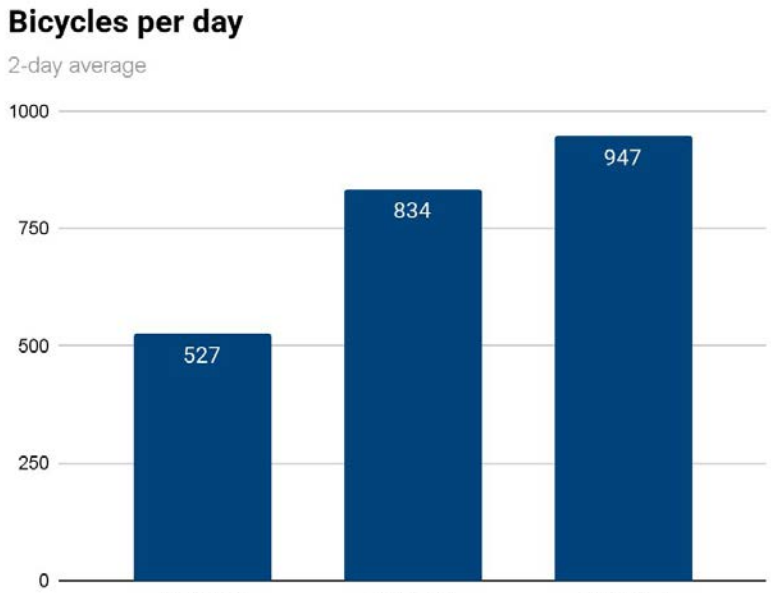
PROJECT EXTENTS

Leo Birmingham Parkway to Travis Street

DATA COLLECTION LOCATIONS

1. Western Avenue west of Speedway Avenue
2. Western Avenue west of Waverly Street
3. Western Avenue east of Hague Street (off-site control location)

BICYCLING *Western Ave west of Speedway Ave*

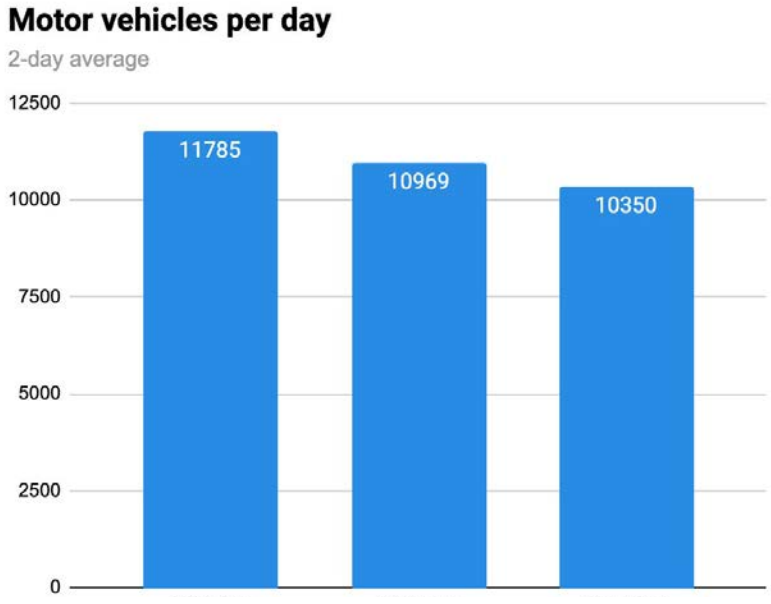


	BEFORE September 2022	AFTER June 2025	AFTER September 2025
bicycles % of all vehicles	4.3%	7.1%	8.4%
% change from baseline	-	+58%	+80%
range	504 - 550	814 - 854	913 - 981

Bicycle volumes **increased by 80%** overall from the baseline measurement, rising from an average of 527 to 947 bicycles per day by September 2025, one year after project completion.

- In June 2025, less than one year after project completion, bicycle counts had already **increased by +58%** and continued to climb to reach the +80% by September 2025.
- The **bicycle share of total traffic doubled** from 4.3% before implementation to 8.4% by September 2025.
- The count ranges for all three periods show no overlap, indicating a reliable and consistent increase in usage across the measured dates.
- These results indicate that there was significant unmet demand for bicycle trips that the previous conditions were not serving.

MOTOR VEHICLES *Western Ave west of Speedway Ave*

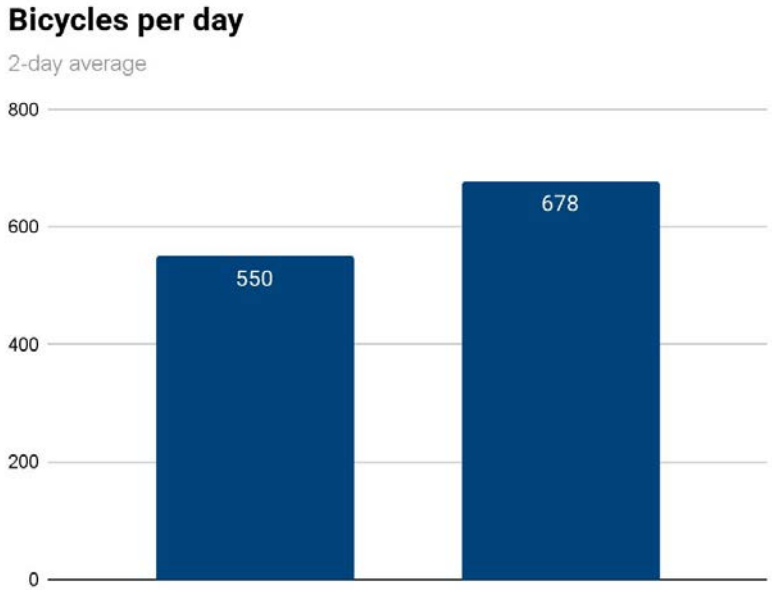


	BEFORE September 2022	AFTER June 2025	AFTER September 2025
% change from baseline	-	-7%	-12%
range	11547 - 12022	10808 - 11130	10200 - 10500

Motor vehicle volumes **decreased by 12%** overall from the before measurement, moving from a 2-day average of 11,785 to 10,350 motor vehicles per day by the September 2025 after period.

- The reduction was gradual but consistent: volumes decreased by 7% by the initial June 2025 after period (10,969 trips) and continued to decline to the final 12% total.
- The count ranges for all three periods show no overlap, indicating a reliable and consistent reduction in usage across the measured dates.
- This reduction was measured at the same location that saw an 80% increase in bicycle volume during the same period.
- The reduction is also notable considering the growth in residential and employment density along the corridor, suggesting that new trips to those locations are happening by modes other than driving.

BICYCLING *Western Avenue west of Waverly Street*

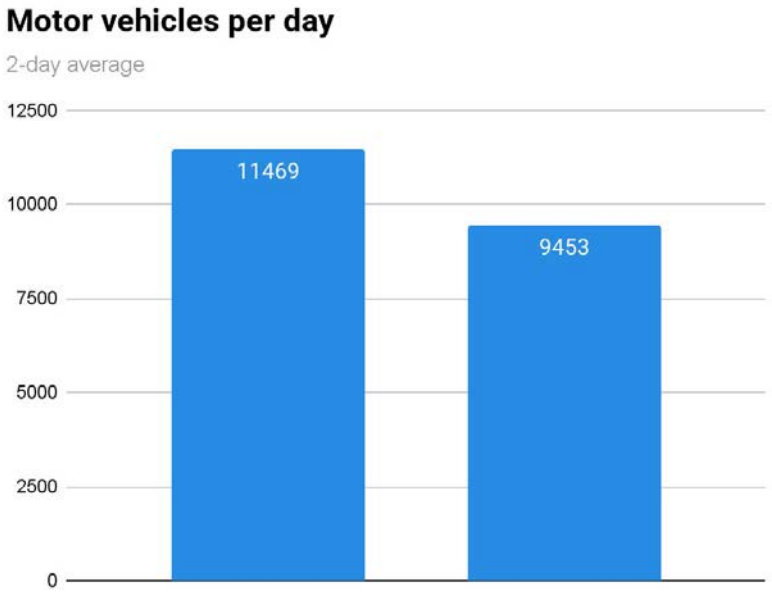


	BEFORE September 2022	AFTER September 2025
bicycles % of all vehicles	4.6%	6.7%
% change from baseline	-	+23%
range	512 - 587	639 - 716

Bicycle volumes **increased by 23%**, rising from a 2-day average of 550 to 678 bicycles per day.

- This represents an average daily gain of 128 additional bicycle trips at this location.
- The bicycle share of total traffic **increased by 2.1 percentage points**, moving from 4.6% to 6.7% between the before and after measurements.
- The daily count ranges confirm the increase is consistent: the after range (639–716) shows no overlap with the before range (512–587).
- These results indicate that there was significant unmet demand for bicycle trips that the previous conditions were not serving.

MOTOR VEHICLES *Western Avenue west of Waverly Street*

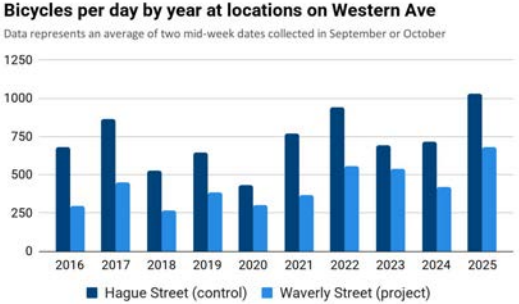


% change from baseline	-	-18%
range	11137 - 11800	9403 - 9503

Motor vehicle volumes **decreased by 18%**, moving from a 2-day average of 11,469 to 9,453 motor vehicles per day.

- This reduction amounts to an average daily decrease of 2,016 motor vehicle trips at this location.
- The count ranges indicate a distinct difference in volumes: the after range (9,403–9,503) shows no overlap with the before range (11,137–11,800).
- This reduction was measured at the same location that saw a 23% increase in bicycle volume during the same period.
- The reduction is also notable considering the growth in residential and employment density along the corridor, suggesting that new trips to those locations are happening by modes other than driving.

A CLOSER LOOK *Western Ave Bicycle Trends Over Time*

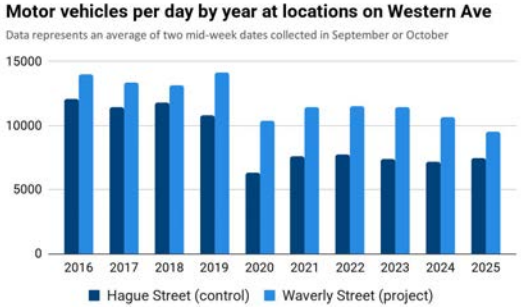


	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Western Avenue east of Hague Street	675	861	522	642	429	763	933	690	711	1,024
Western Avenue west of Waverly Street	293	446	263	380	296	363	550	532	418	678

We compared the **Waverly Street** project location to an external control site at **Hague Street** on Western Avenue, using historical data since 2016. Both locations are bidirectional with one lane per direction. Hague Street has had bike lanes since prior to 2016; Prior to 2024, Waverly had a faded westbound lane and an eastbound shared lane.

- Both locations showed a **general upward trend in bicycle volumes from 2016–2025**. Periodic dips can be attributed to weather (2018) and the COVID-19 pandemic (2020).
- While Hague Street always had higher volumes, both locations changed roughly proportional to one another, suggesting a consistency of bicycle through traffic along the corridor.
- Both sites reached their **highest volume in 2025**, following the completion of our project which created a continuous separated bike lane corridor along the length of Western Avenue.
- The general upward trend between 2016 and 2024 suggests that bicycle trips were already increasing and that the project captured unmet demand.

A CLOSER LOOK *Western Ave Vehicle Trends Over Time*



	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Western Avenue east of Hague Street	12,044	11,390	11,749	10,749	6,242	7,534	7,698	7,331	7,074	7,380
Western Avenue west of Waverly Street	13,951	13,295	13,077	14,098	10,293	11,397	11,469	11,384	10,584	9,453

Unlike bicycle volumes, **motor vehicle volumes showed a general downward trend** at both locations from 2016 to 2025.

- Motor vehicles dropped distinctly in 2020 due to the COVID-19 pandemic and have **remained below pre-pandemic levels ever since**.
- The comparative resilience of bicycle volumes, which did not fall as dramatically in 2020 and have reached new peaks since, suggests overall changing travel patterns on the Western Avenue corridor and beyond.
- Hague Street showed a **clear downward trend**, losing nearly half of its 2016 vehicle trips by 2025. **This trend is notable given the opening of several large residential and institutional developments** on the corridor during that same time period.
- Waverly Street has consistently shown higher motor vehicle volumes than Hague Street, likely reflecting its proximity to several major arterials from points west. Motor vehicle volumes at Waverly Street appear to be more resilient, having lost proportionally fewer trips compared to Hague Street.

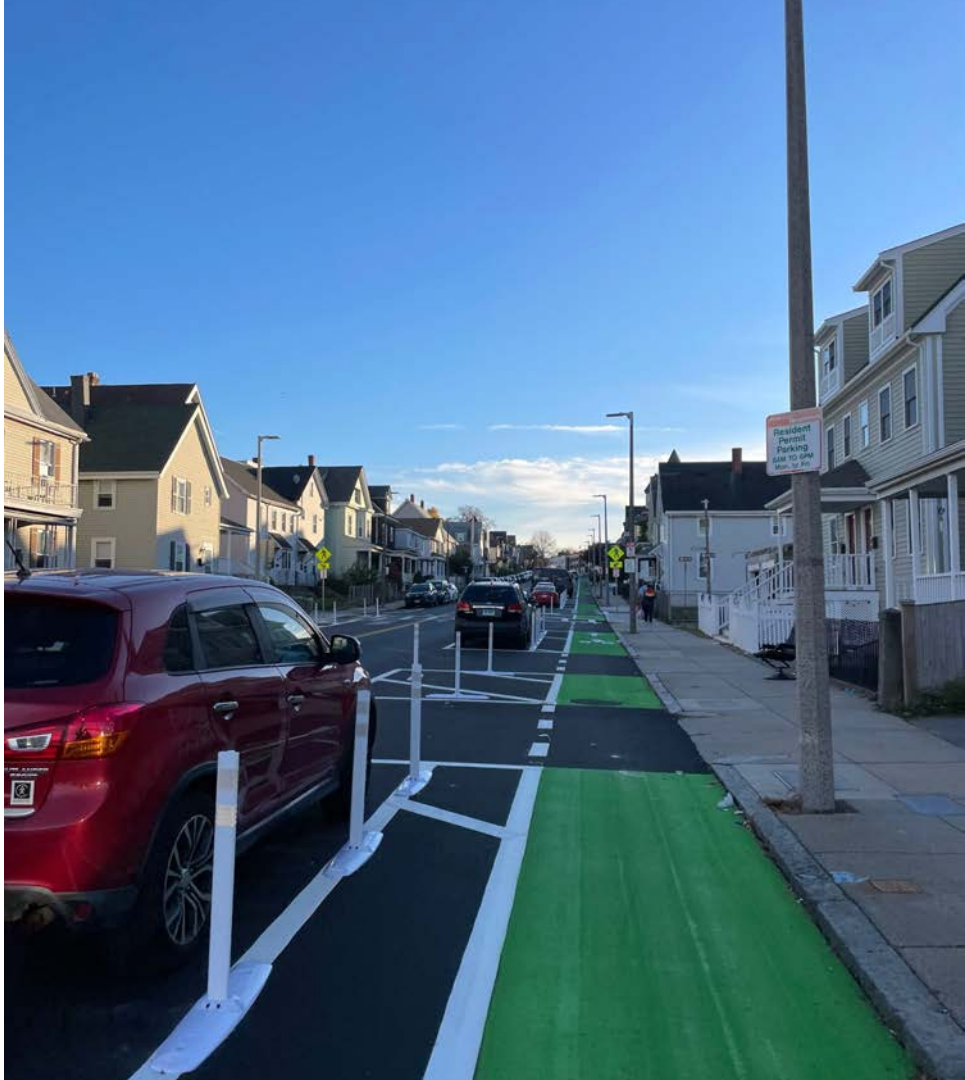
WINSHIP STREET

Brighton

REPAVING

SEPARATED BIKE LANE
Southbound / uphill

SHARED LANE
Northbound / downhill



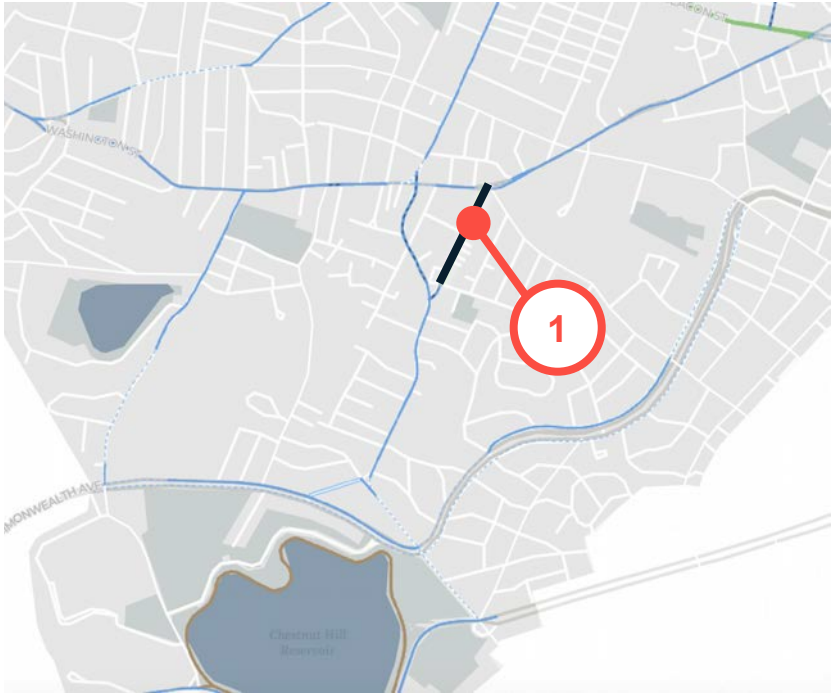
LOCATION *Winship Street*

PROJECT EXTENTS

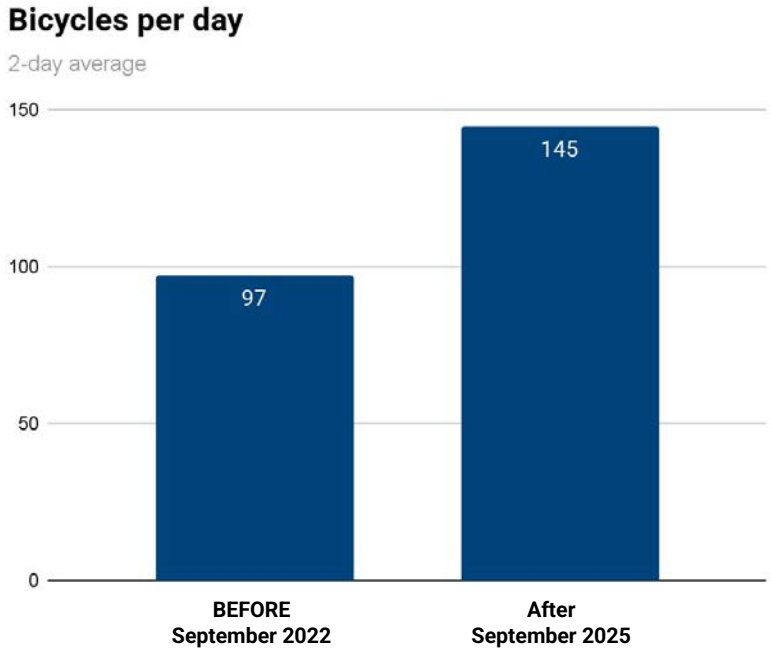
Cambridge Street to Chestnut Hill Avenue

DATA COLLECTION LOCATIONS

1. Winship Street north of Peaceable Street



BICYCLING *Winship Street north of Peaceable Street*

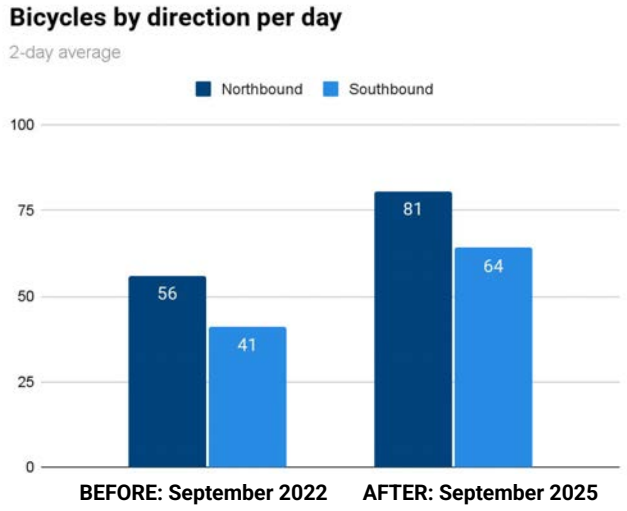


	BEFORE September 2022	After September 2025
bicycles % of all vehicles	2%	3%
% change from baseline	-	+49%
range	88 - 106	141 - 148

Bicycle volumes **increased by 49%**, rising from 97 to 145 bicycles per day in the post-implementation period, representing a gain of 48 additional people biking on the corridor.

- The bicycle share of total traffic **increased by 1 percentage point**, moving from 2% to 3% between the before and after measurements.
- The count ranges confirm **the increase is consistent**: the “after” range (141–148) shows no overlap with the “before” range (88–106).
- The results suggest that the new bike facility provided a valuable connection that served previously unmet demand.

A CLOSER LOOK *Winship Street north of Peaceable Street*

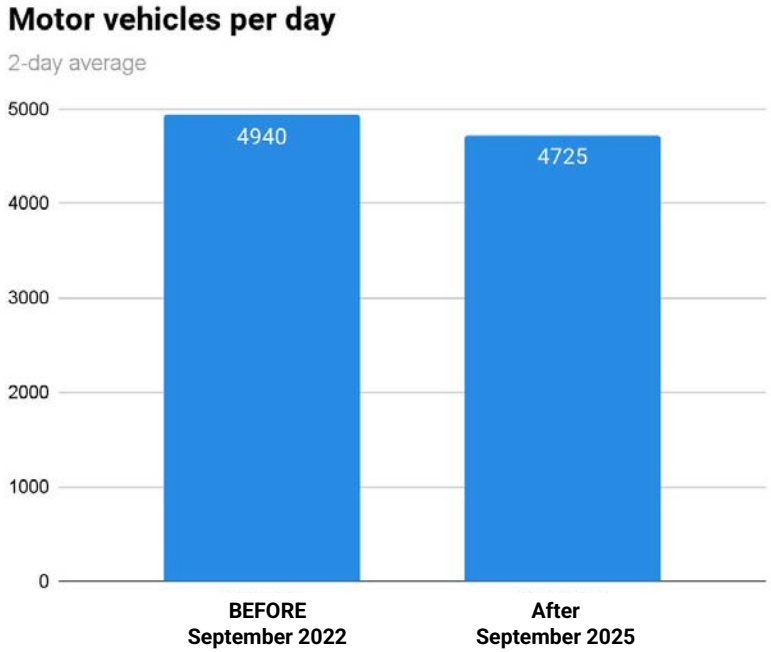


	Northbound shared lane	Southbound separated bike lane
Before Sep 2022	56 (53 - 59)	41 (35 - 47)
After Sep 2025	81 (78 - 83)	64 (63 - 65)
Change #	+25	+23
Change %	+45%	+56%

We installed a separated bike lane in the uphill, southbound direction, while northbound bicycles share a lane with vehicles.

- Southbound (bike lane) travel **increased by 56% (+23 trips)**, rising from 41 to 64 average daily trips. This suggests that **the new separated bike lane supported travel in that direction**.
- Northbound (shared lane) travel also **increased by 45% (+25 trips)**, moving from 56 to 81 average daily trips, suggesting the new separated facility contributed to **overall network improvement that benefited both directions**.
- The consistency of growth in both directions is confirmed by the lack of overlap in ranges before and after.

MOTOR VEHICLES *Winship Street north of Peaceable Street*



Motor vehicle volumes **decreased by 4%** within the measured dates, moving from a 2-day average of 4,940 to 4,725 motor vehicles per day.

- The reduction amounts to an average daily decrease of 215 motor vehicles using this segment of Winship Street.
- The count ranges indicate a difference in volumes: the “after” range (4,611–4,838) does not overlap with the “before” range (4,790–5,089).
- The 4% reduction in motor vehicle volume was measured at the same location that saw a 49% increase in bicycle volume during the same period.

SOUTH STREET

Brighton

SPEED HUMPS

CONTRAFLOW STREET

One-way for motor vehicles
Two-way for bicycles
No marked lanes

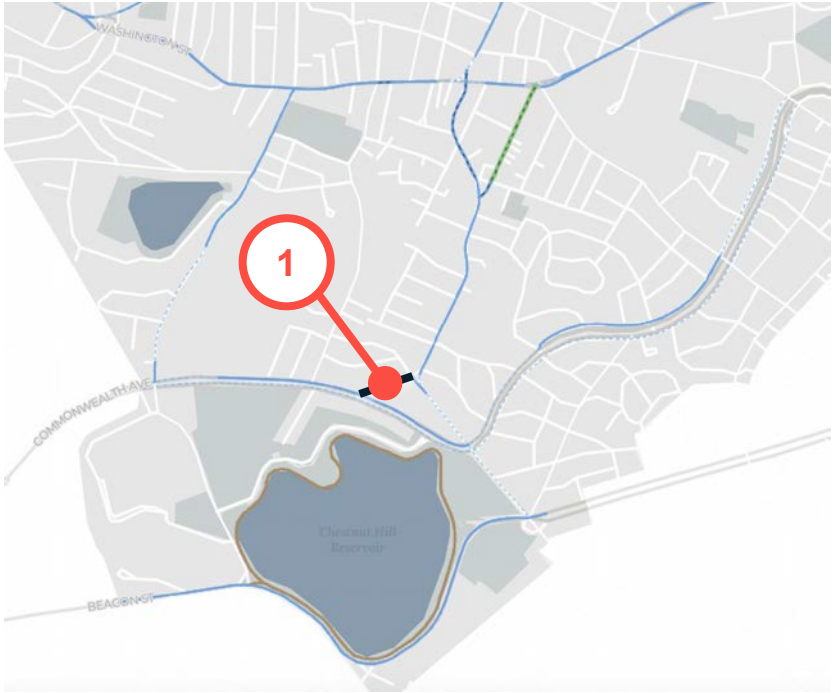
LOCATION *South Street*

PROJECT EXTENTS

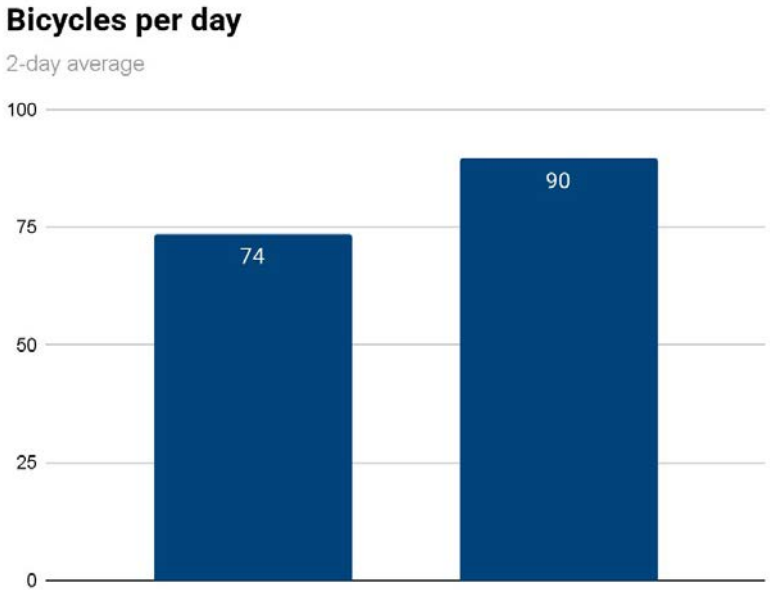
Chestnut Hill Avenue to
Commonwealth Avenue

DATA COLLECTION LOCATION

1. South Street north of
   Commonwealth Avenue



BICYCLING *South Street north of Commonwealth Avenue*

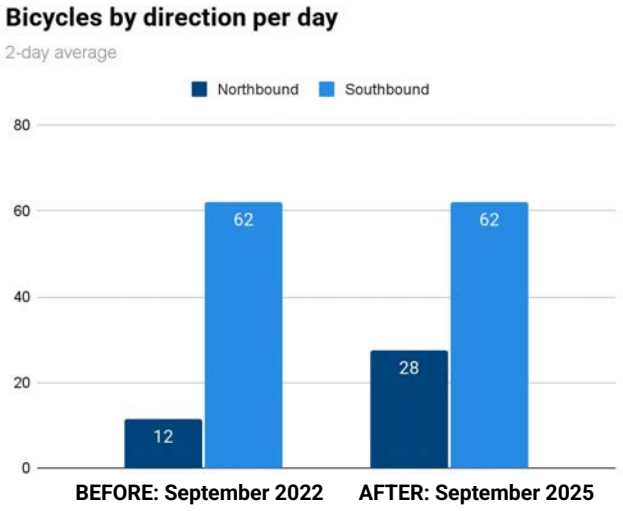


	BEFORE September 2022	AFTER September 2025
bicycles % of all vehicles	3.5%	5%
% change from baseline	-	+22%
range	65 - 82	88 - 91

Bicycle volumes **increased by 22%**, rising from 74 to 90 bicycles per day in the after measurement.

- This represents an average daily gain of 16 additional cyclists utilizing the corridor.
- The bicycle share of total traffic **increased by 1.5 percentage points**, moving from 3.5% to 5% between the before and after measurements.
- The count ranges confirm the increase is consistent: the after range (88–91) shows no overlap with the before range (65–82).

A CLOSER LOOK *South Street north of Commonwealth Ave*

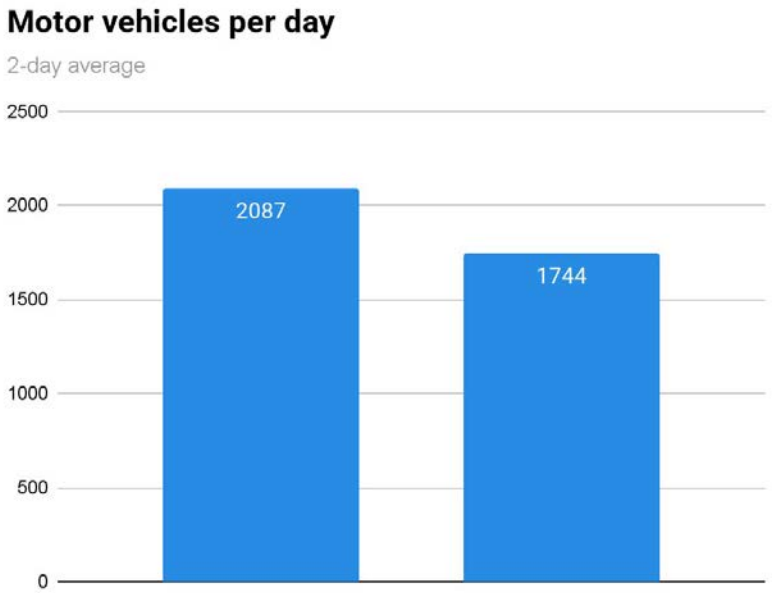


	Northbound contraflow	Southbound with flow
Before Sep 2022	12	62
After Sep 2025	28	62
Change #	+16	0
Change %	+139%	0%

We added northbound contraflow access on a street that was previously one-way southbound for motor vehicles.

- Northbound (contraflow) bicycle volume **increased by 139%** (+16 trips), rising from 12 to 28 average daily trips in the after measurement.
- This percentage increase suggests that the new contraflow access successfully met existing demand for travel in that direction while serving existing trips.
- Southbound (with flow) bicycle volume showed no change, remaining stable at 62 average daily trips between the before and after measurements.
- The overall stability of the southbound direction confirms that the installation of the contraflow access did not disrupt or discourage travel in the existing direction.

MOTOR VEHICLES *South St north of Commonwealth Ave*



	BEFORE September 2022	BEFORE September 2025
% change from baseline	-	-16%
range	1959 - 2214	1729 - 1759

Motor vehicle volumes **decreased by 16%**, an average daily decrease of 343 motor vehicles trips on South Street.

- The count ranges indicate a distinct difference in volumes: the after range (1,729–1,759) shows no overlap with the before range (1,959–2,214).
- The reduction in motor vehicle trips (-343 / day) is much greater than the increase in bicycle trips (+16 / day). This supports the conclusion that the new biking trips did not simply replace the lost driving trips.
- The reduction in driving volume may be attributable to route diversion. The addition of speed humps in the corridor could have lead some drivers to select alternative routes for travel during the measured dates.

CONCLUSIONS AND NEXT STEPS

CONCLUSIONS

We can conclude that Better Bike Lanes projects built in 2023 and 2024 resulted in **immediate and substantial increases** in bike trips.

- These projects served existing bicycle trips and tapped into unmet demand. Control data suggests that these are **actual increases** in the number of bike trips rather than existing trips diverting to the new facilities.
- We saw **no notable impact on motor vehicle trip volume on average**, though some corridors experienced greater variation. Determining whether these changes were due to local factors, regional trends, or our projects directly will require further analysis.
- There is potential for more growth in bicycle trips. Future projects that strategically expand the reach of the bicycle network can be expected to show similar impacts.

FUTURE EVALUATION

While user counts are a key metric, we can use more information to track project effectiveness and improve future designs. This list details future research ideas for bicycle network projects; other project types may need different study.

- **Volume trends**: Track long-term corridor-level trends by continuing user counts. Analyze seasonal volume patterns.
- **Safety**: Measure changes in injury- and fatality-causing crashes (requires multi-year data). Assess safety risk by analyzing motor vehicle speeds.
- **Operations**: Analyze vehicular travel times and routing to evaluate the project's impact on corridor-level operational efficiency and regional travel.
- **Qualitative**: Gather user feedback via surveys and review public comments.

THANK YOU

btd@boston.gov

CITY of BOSTON