Perspectives on Cycling Safety in Lincoln

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Please note:

This document is an evolving work in progress until this slide is removed.
5 E’s of cycling safety

“The essential elements of a bicycle friendly America

● Engineering
● Education
● Encouragement
● Enforcement
● Evaluation & Planning”

Source: League of American Bicyclists http://www.bikeleague.org/content/5-es
Lincoln is a gateway to a rich cycling network.
Lincoln's radial roads are connected by high traffic state numbered roads (117, 126, 2A)
Safety on multi-user roads requires all users be

Courteous

Each user type follows “rules” that together minimize chance of tragedy. Requires knowing the other’s rules

Aware

Roadways without unneeded distractions (e.g., holes, debris, abrupt changes in safe riding space)

Predictable

Roadways engineered and maintained to afford a consistent rideable or walkable line
Dangerous squeeze at Lee’s Bridge when entering town on Rt 117
Broken asphalt at the road edge of 117-1
Broken asphalt at the road edge of 117-2
Broken asphalt at the road edge of 117-3
Uncapped broken stand pipes are a hazard on 117
Poorly crowned road edge collects debris
Shoulder shrinks as approach 126 intersection eastbound on 117
Driveway installation intrudes on shoulder
Uncleaned catch basin obstructs shoulder with debris
Wide shoulder interrupted by sign and tree on 117
Poor paving forces dangerous “left or right” decision eastbound on 117 near Tower Road
Shoulder on
126 southbound
near 117
Small shoulder area sacrificed to utility pole on Rt 126
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What sorts of things can we do?

Educational signage

Education and enforcement by Public Safety

- Active enforcement for all parties (warnings) with educational hand-out explaining rights and responsibilities of all road users

Safe edges to the major roads for cyclists and pedestrians

- A consistent Lincoln policy on where cyclists can and should ride safely

Safe major intersections for turns and crossings

Connections between neighborhoods and the “radial” roads

Focused fixes for the connecting roads with less traffic
3 things most drivers don't know

1. Cyclists may use the full traffic lane

2. Cyclists may ride 2 abreast if not impeding traffic

3. Drivers must pass cyclists at a safe distance, interpreted as 3’ by MA state police

Really anything in the current MA bike laws
Educational signage can make cyclists’ actions more predictable to motor vehicles.
Many suggestions came out of the 2012 Bike Well celebration.
Improved road safety requires thinking through what the entire network requires.