

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.

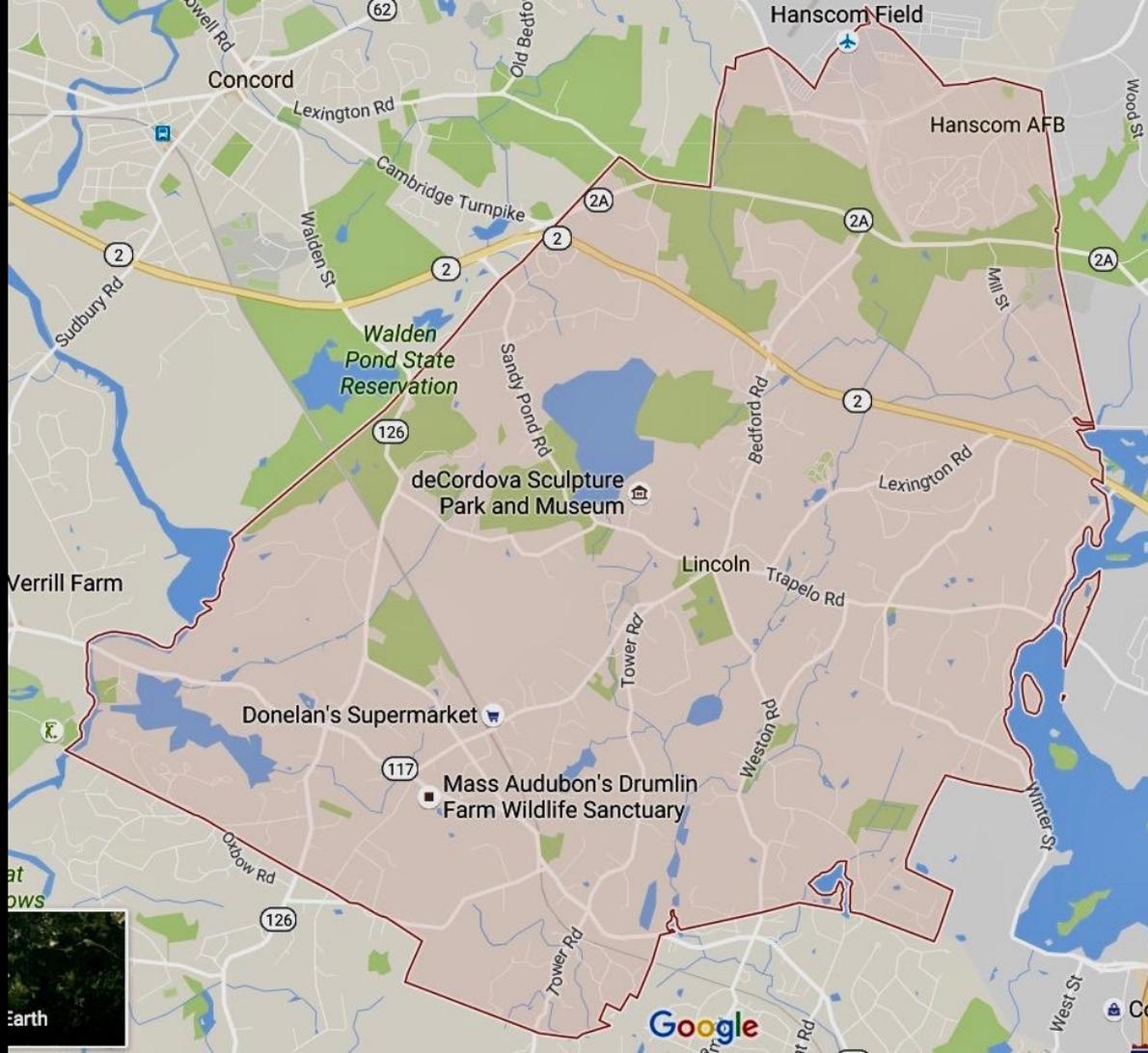
5 E's of cycling safety

“The essential elements of a bicycle friendly America

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

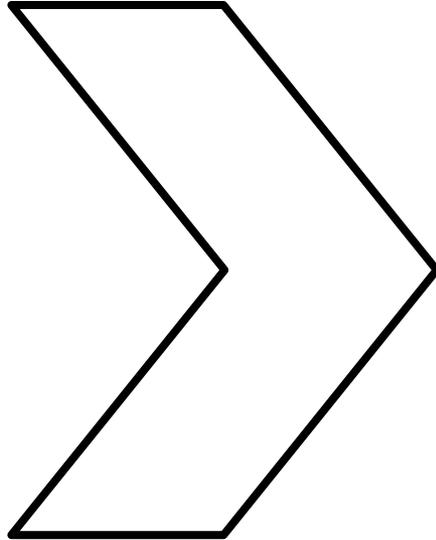
Source: League of American Bicyclists <http://www.bikeleague.org/content/5-es>

Lincoln'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

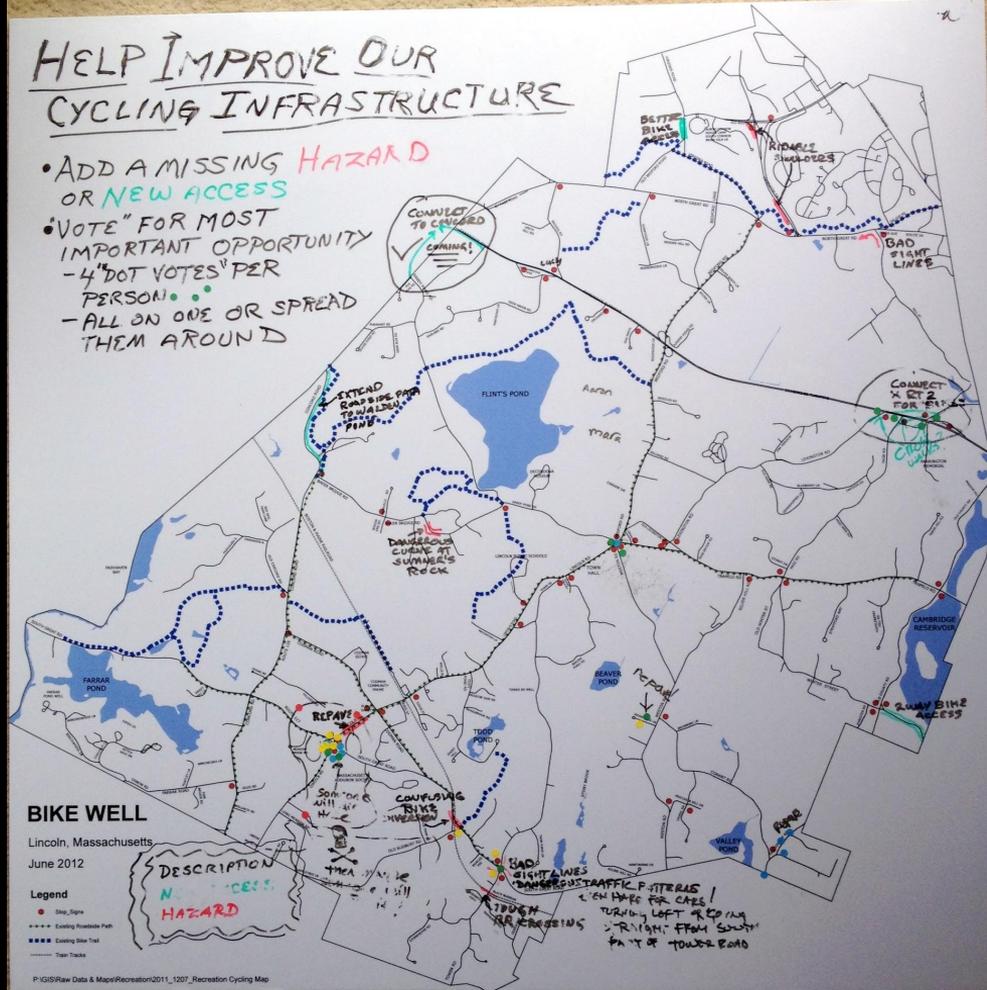


**MAY USE
FULL LANE**

Many suggestions came out of the 2012 Bike Well celebration

HELP IMPROVE OUR CYCLING INFRASTRUCTURE

- ADD A MISSING HAZARD OR NEW ACCESS
- "VOTE" FOR MOST IMPORTANT OPPORTUNITY
 - 4 "DOT VOTES" PER PERSON
 - ALL ON ONE OR SPREAD THEM AROUND



BIKE WELL

Lincoln, Massachusetts

June 2012

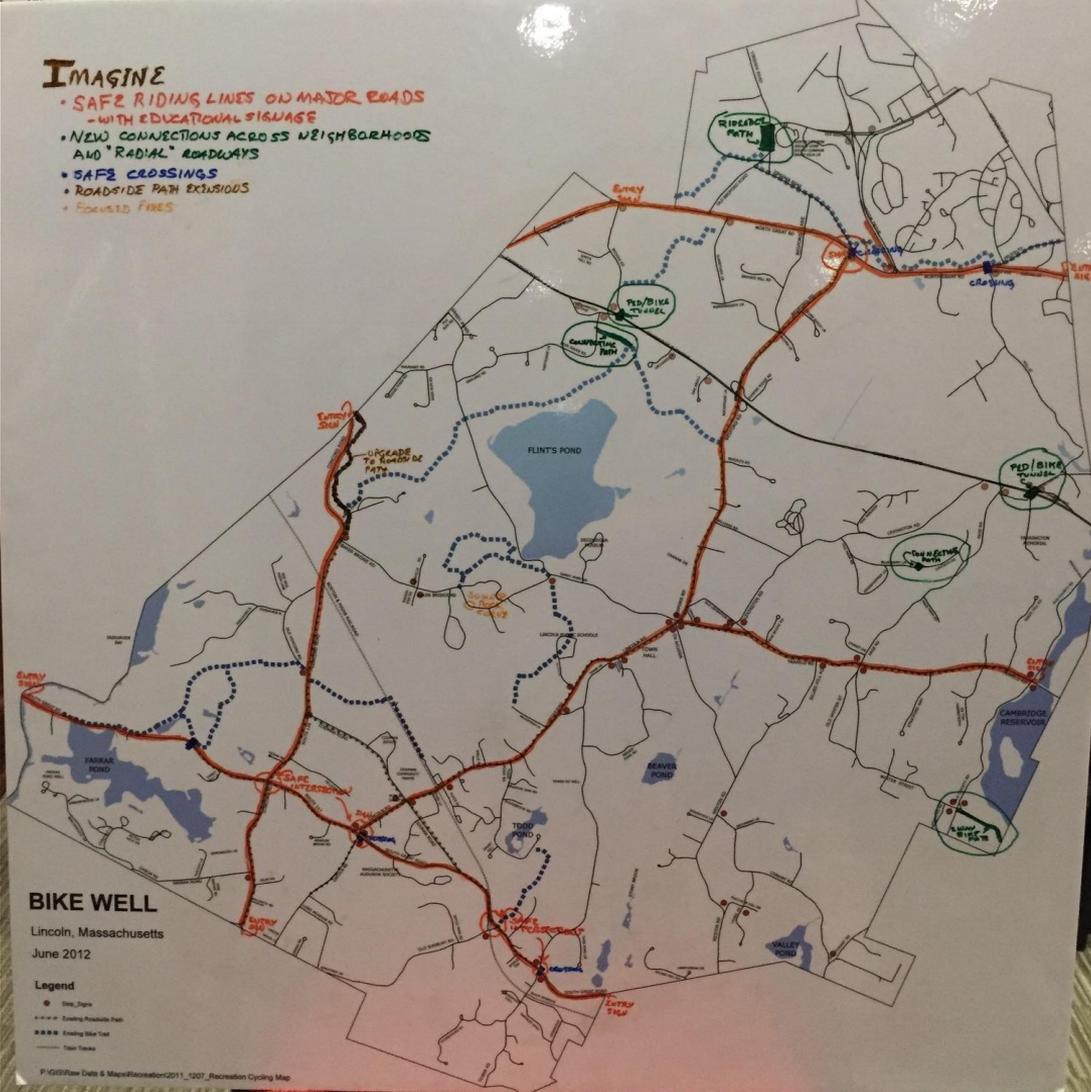
Legend

- Stop Signs
- Existing Roadside Path
- Existing Bike Trail
- Trail Tracks

Improved road safety requires thinking through what the entire network requires

IMAGINE

- SAFE RIDING LINES ON MAJOR ROADS
- WITH EDUCATIONAL SIGNAGE
- NEW CONNECTIONS ACROSS NEIGHBORHOODS AND "RADIAL" ROADWAYS
- SAFE CROSSINGS
- ROADSIDE PATH EXTENSIONS
- FOCUSED FIXES



BIKE WELL

Lincoln, Massachusetts
June 2012

Legend

- Stop Sign
- Existing Possible Path
- Existing Bike Trail
- Train Tracks

