

Arborway Bicycle Facilities



DCR Public Meeting #1

**Tuesday, February 3, 2015 – 6:30 p.m. - 8:00 p.m.
Arnold Arboretum Visitor Center/Hunnewell Building
125 Arborway, Boston**



Commonwealth of Massachusetts

Governor

Charles D. Baker

Lieutenant Governor

Karyn E. Polito

Energy and Environmental Secretary

Matthew A. Beaton

Department of Conservation and Recreation Commissioner

John P. Murray

DCR Mission Statement



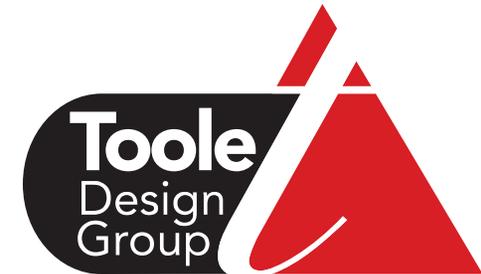
“To protect, promote and enhance our common wealth of natural, cultural and recreational resources for the well-being of all.”

Tonight's Meeting - Purpose

To seek community input of potential addition of bicycle facilities along the Arborway between Eliot Street and South Street



Toole Design Group's Mission Statement

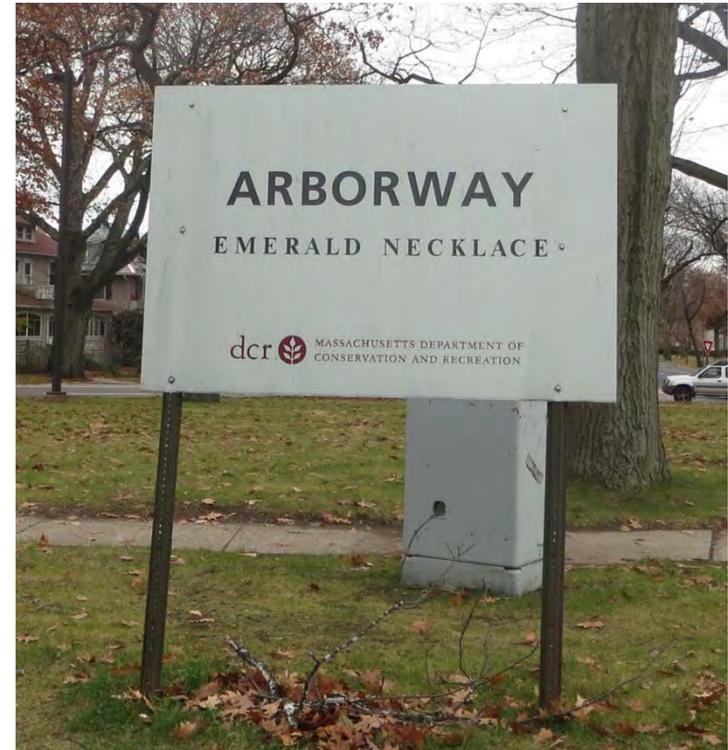


*“Making walking and biking possible
for every trip”*



Agenda

- Project Overview
- Traffic Conditions
- Breakout Groups
- Next Steps



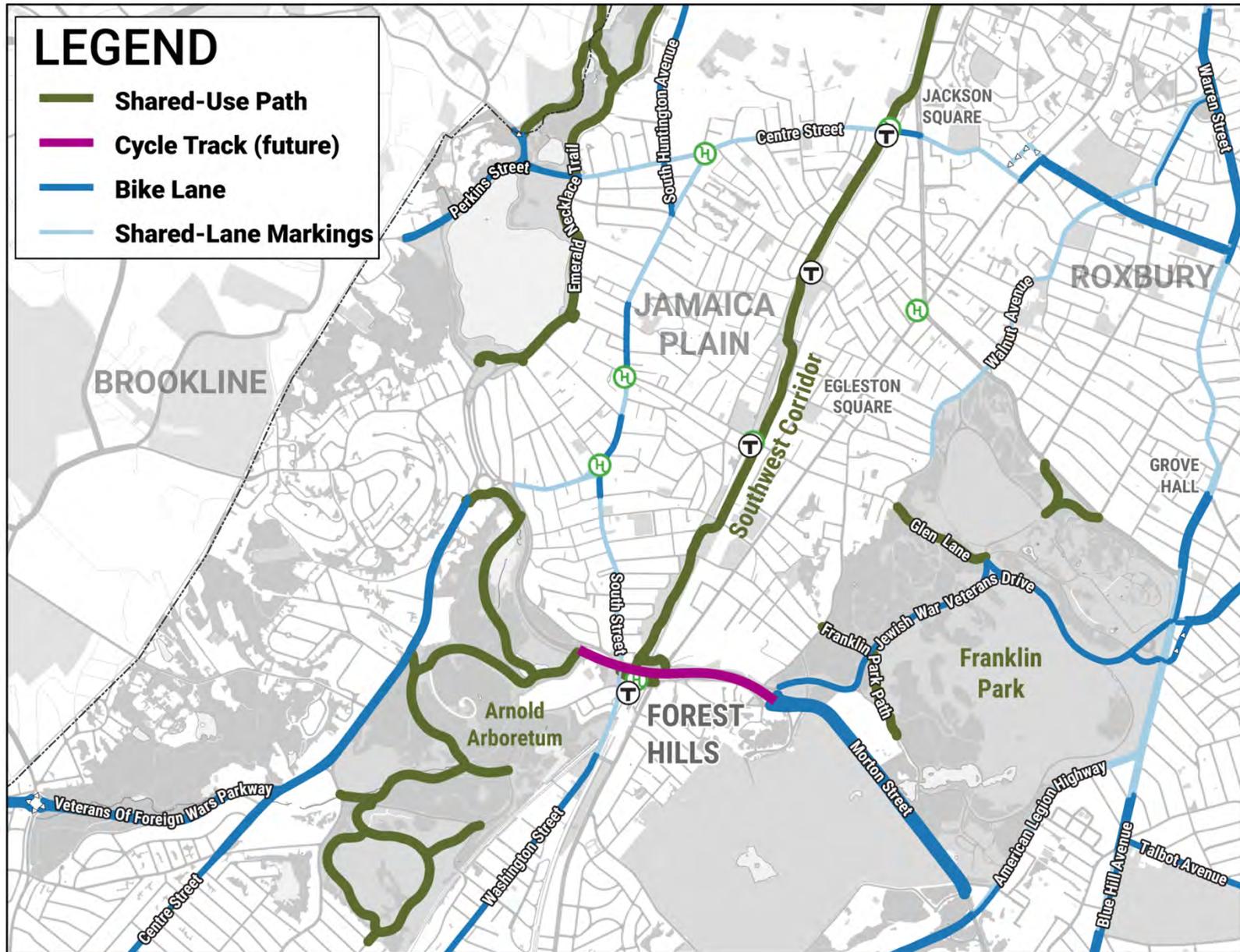
Project Goals

- Incorporate bicycle facilities
- Increase connectivity
- Improve comfort and safety for all users
- Reduce conflicts between all modes
- Increase predictability of each mode
- Maintain existing historic landscape

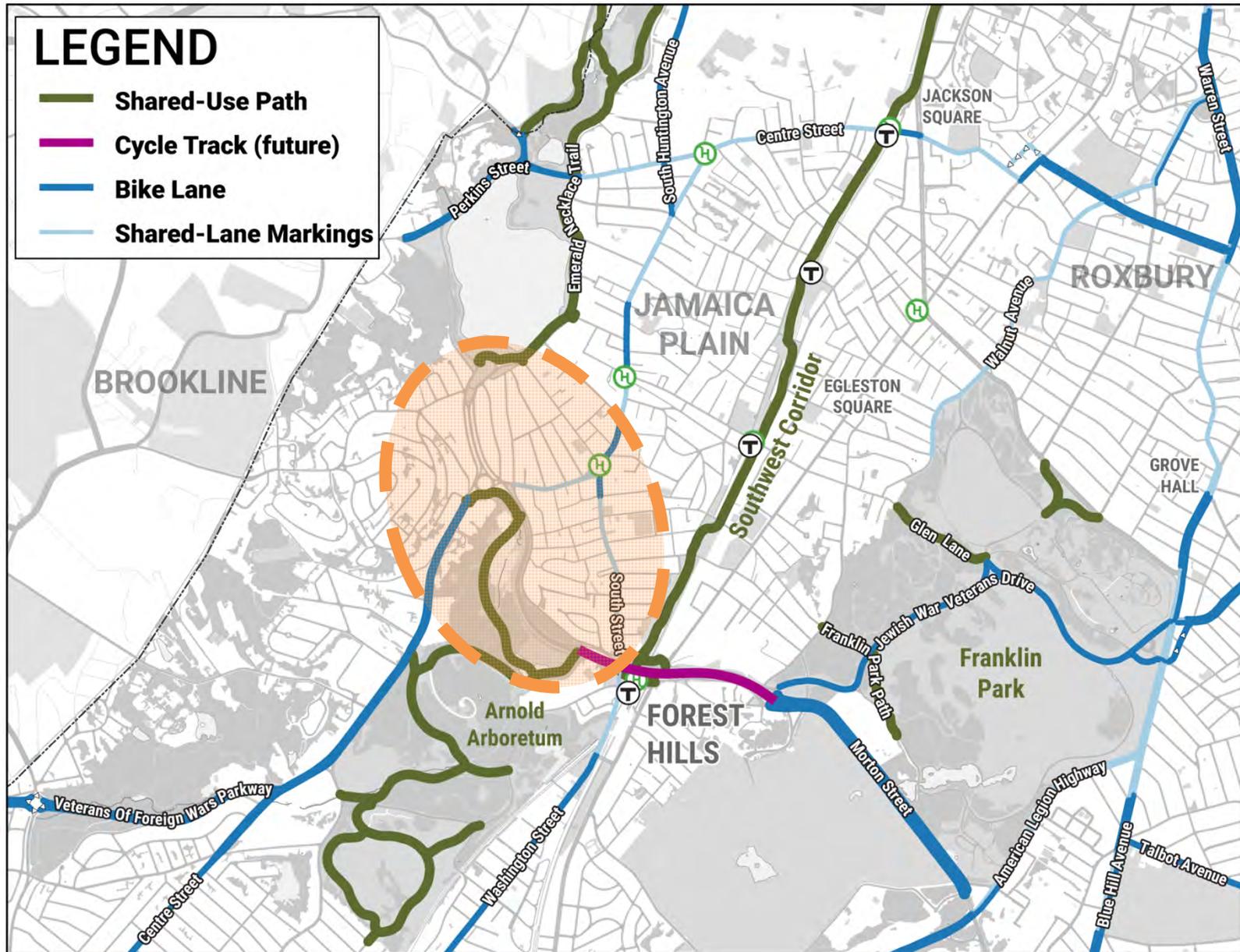


Why incorporate bicycle facilities?

Arborway Bicycle Facilities



Arborway Bicycle Facilities



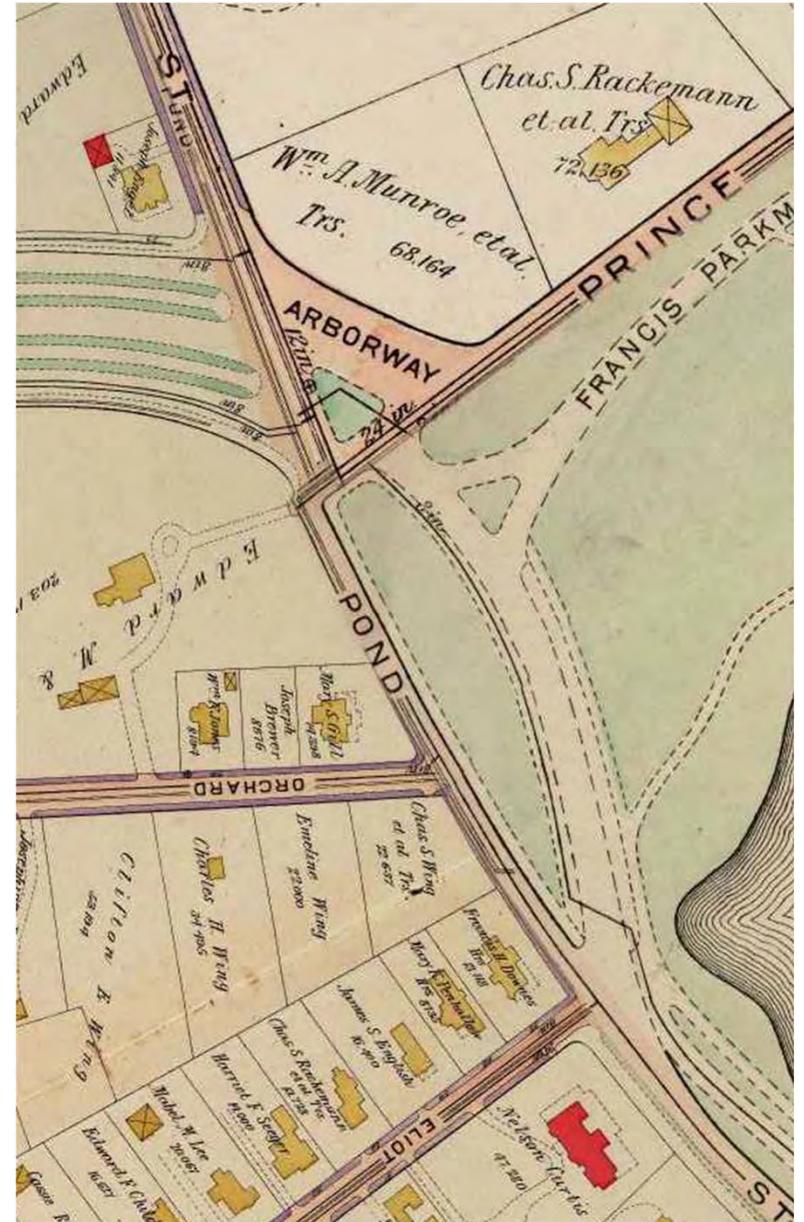
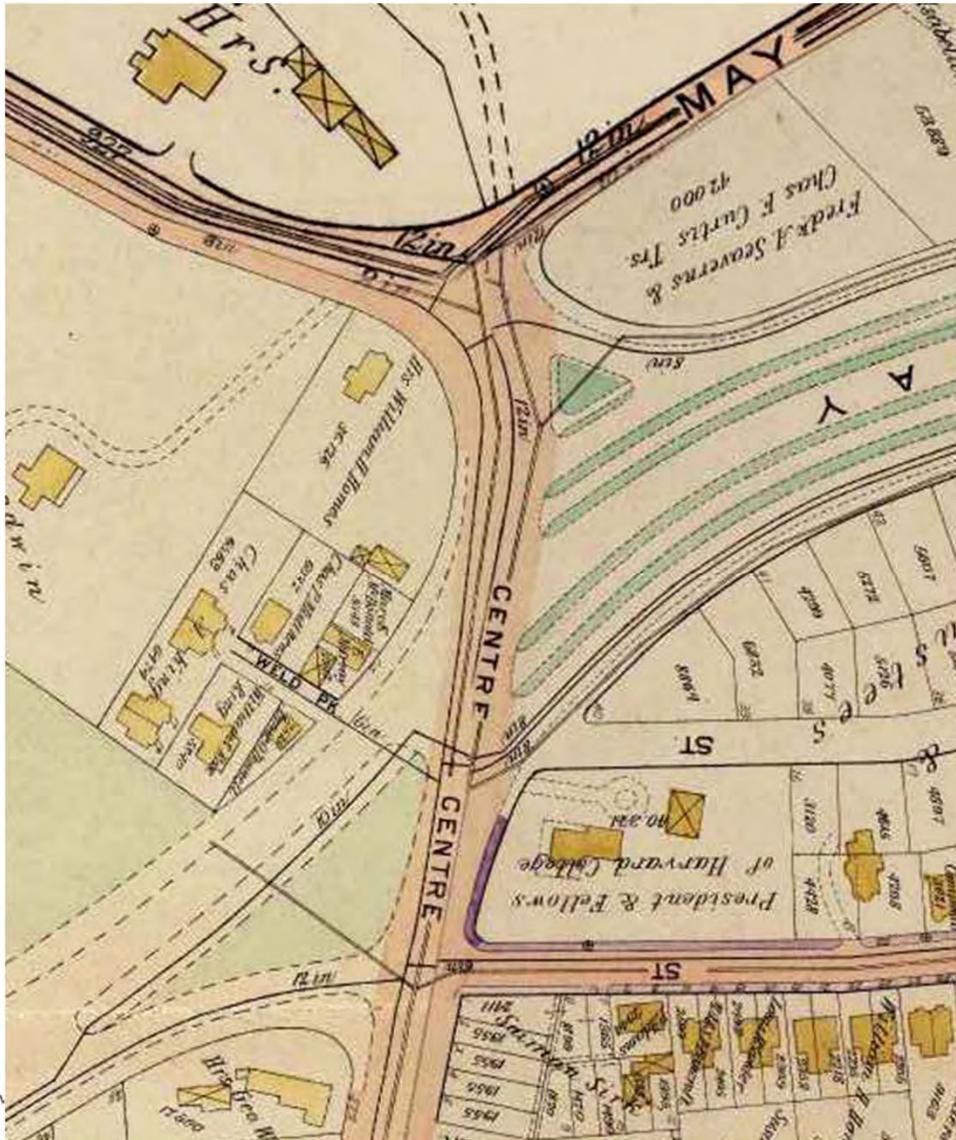
Arborway Bicycle Facilities



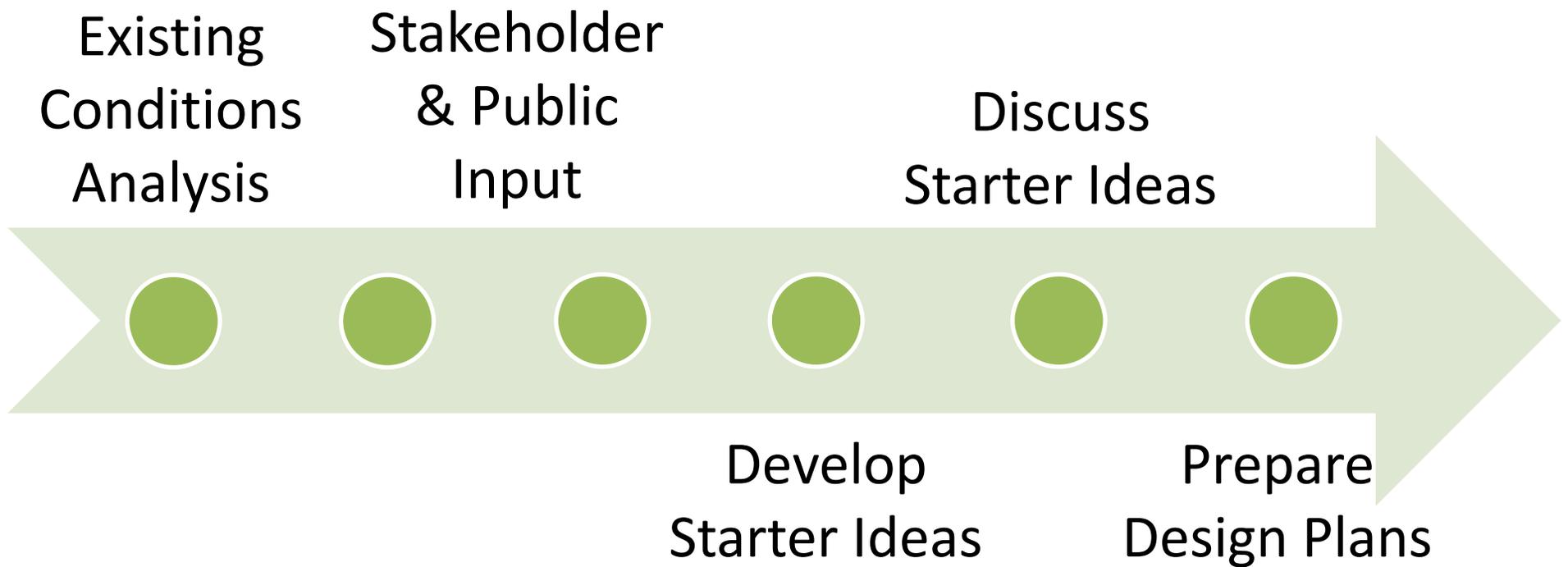
Arborway - 1905



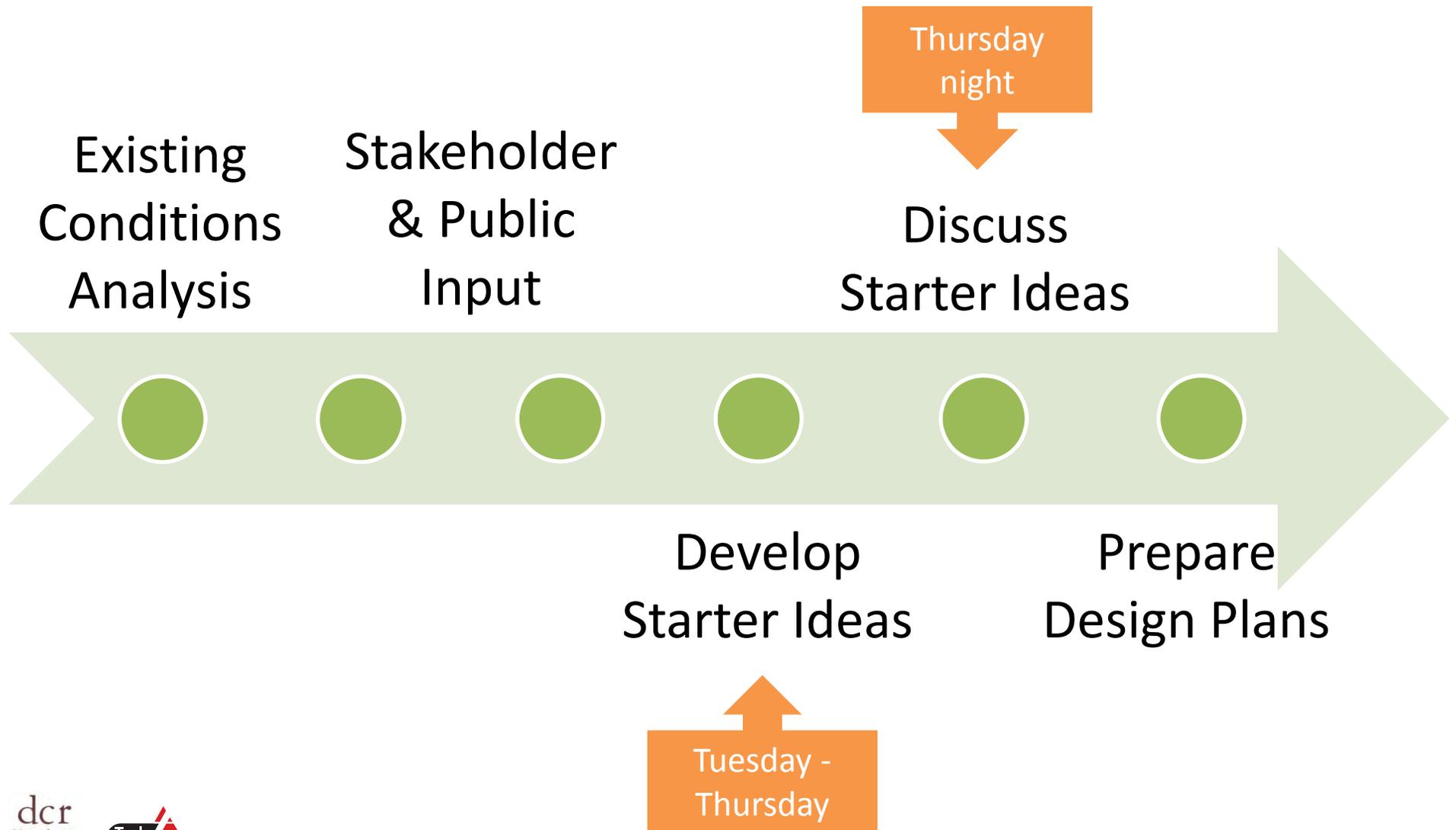
Arborway - 1905



Project Process



Project Process with Schedule



Previous Planning Projects

- Crosswalks Improvements at Arnold Arboretum and Upper Arborway (2014)
- Crosswalk and Pathway Treatment Guidelines for the Emerald Necklace Parks (2012)
- Jamaica Pond Pedestrian and Bicycle Access Improvements Project (2011)
- “Gateway to the Arborway” Landscape Treatment Plans (2008)
- Parkways Preservation Treatment Guidelines (2006)
- Arborway Master Plan (2004)
- Emerald Necklace Master Plan (2001)

Arborway Bicycle Facilities

Building a Common Vocabulary – Types of Bicycle Facilities

Bike Lane



A bike lane is an exclusive travel lane for bikes, typically located along the right side of the travel lanes on a two-way street; however, bike lanes may be located on either side of a one-way street.

Buffered Bike Lane



Buffered bike lanes provide a higher quality bike facility where right-of-way allows. On roads with higher speeds, a buffer between the travel lane and the bike lane allows for increased comfort for cyclists. On roads with on-street parking, a buffer may be placed between the parking lane and the bike lane, reducing dooring crashes.

Shared-Use Path



A shared-use path is typically a paved path which may be located on an exclusive right-of-way or parallel to an existing roadway. Paths are typically two-way, open for bicyclists, pedestrians, and other non-motorized users. Shared-use paths should be ADA-compliant and range from 10 to 14 feet wide.

Separated Bike Lane

Separated bike lanes provide increased comfort and safety to cyclists. The lane itself may be at street level, sidewalk-level, or in between. They are separated from vehicular traffic by a vertical element, which may take the form of flex posts, planters, parked cars, curbs, or raised medians. Separated bike lanes may be one-way or two-way facilities.

one-way



two-way



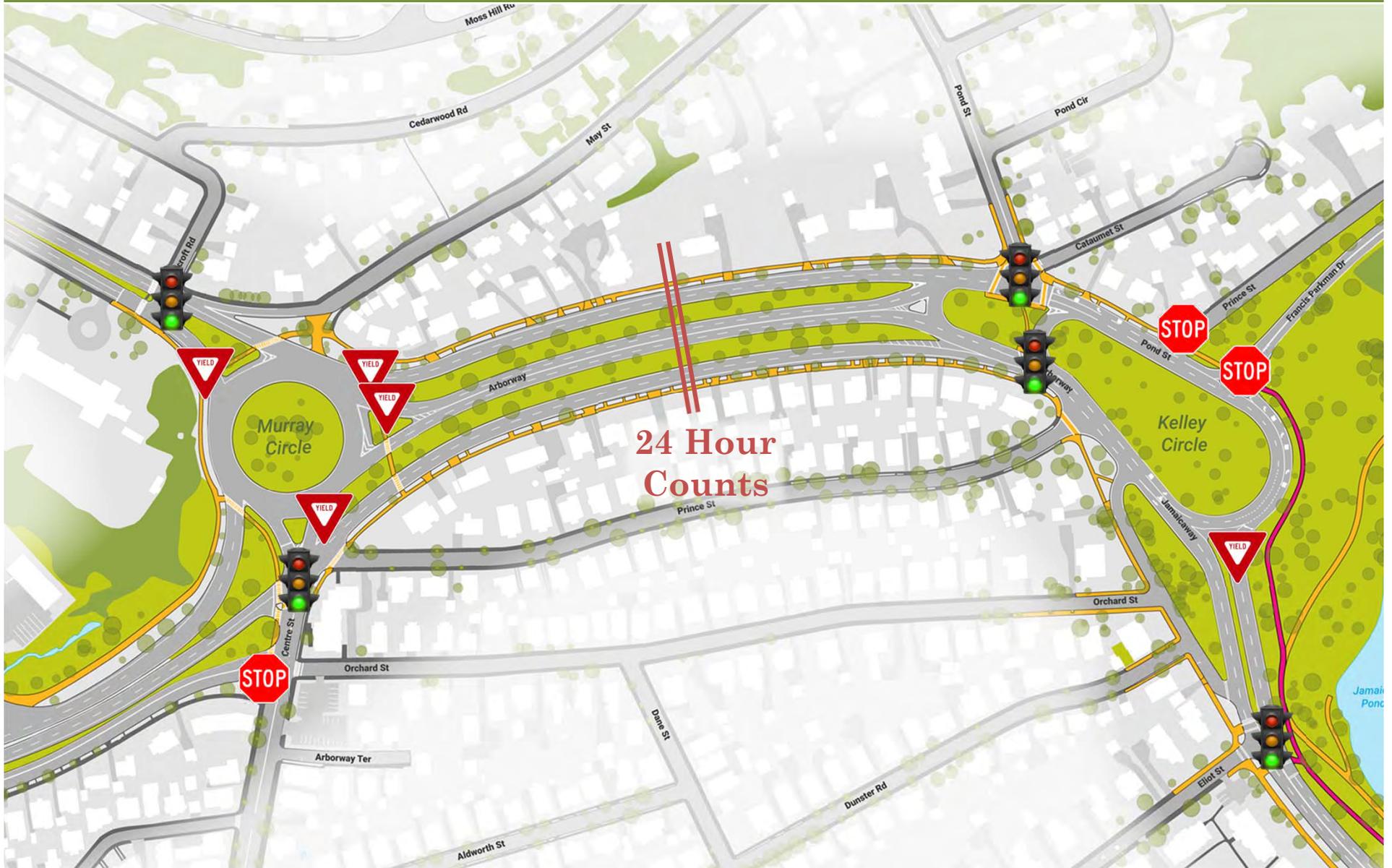
Shared-Lane Markings



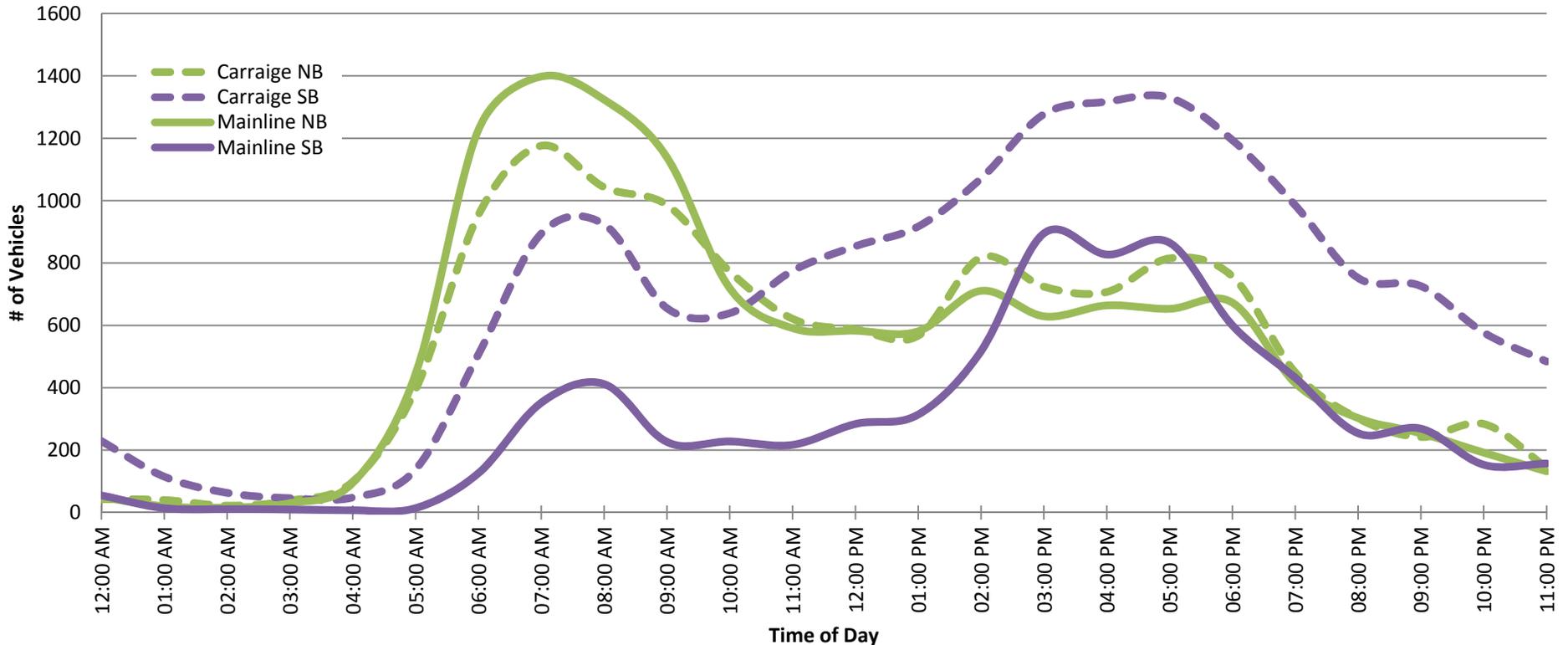
Shared-lane markings designate positioning for cyclists within lanes shared by vehicles and bicyclists and alert drivers to the presence of cyclists. Shared lane markings should be considered in constrained corridors where installation of bicycle lanes is not feasible or as temporary until future improvements can provide full bicycle facilities.

Traffic Conditions

Arborway Bicycle Facilities

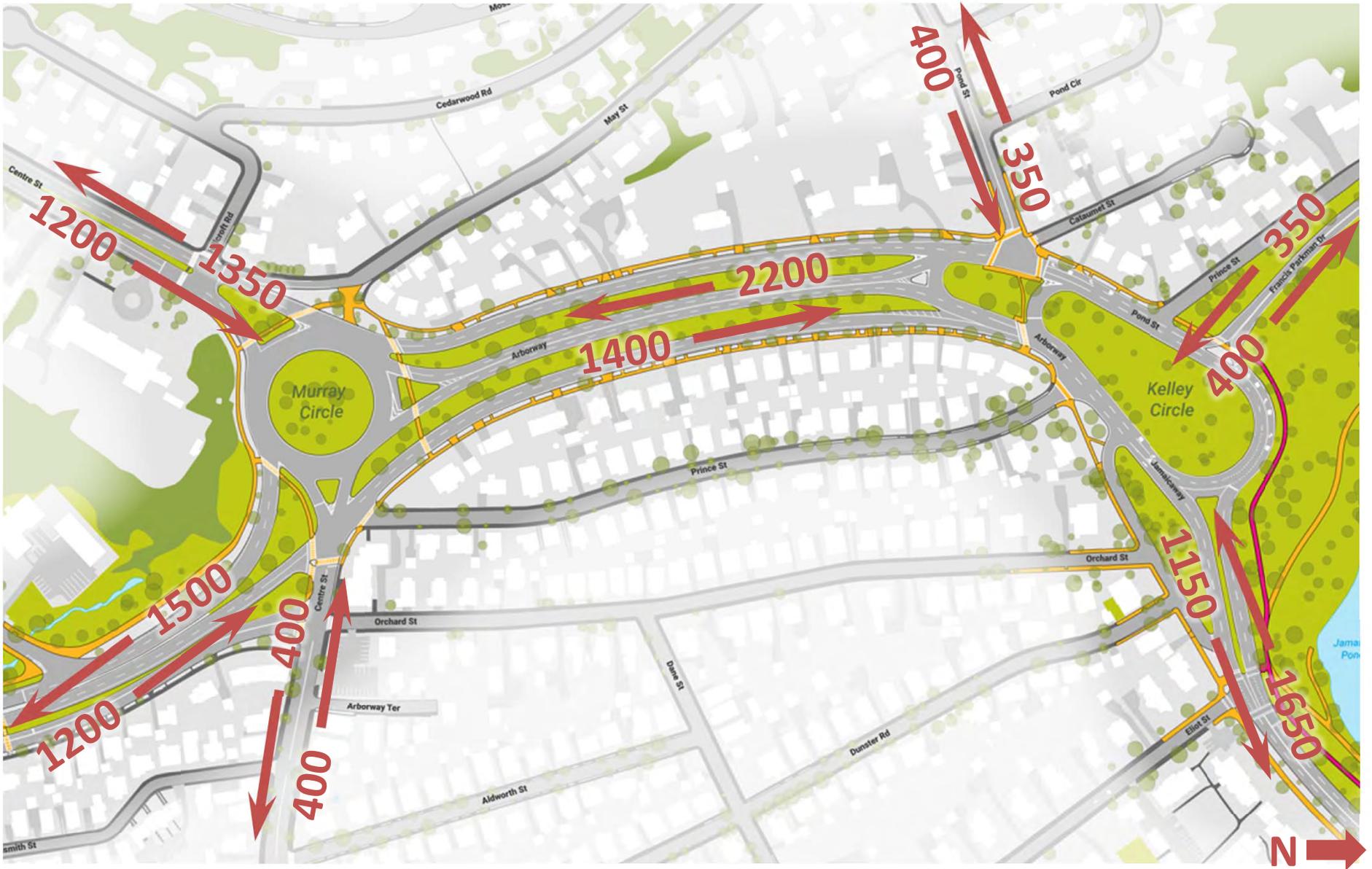


Traffic Data: Arborway

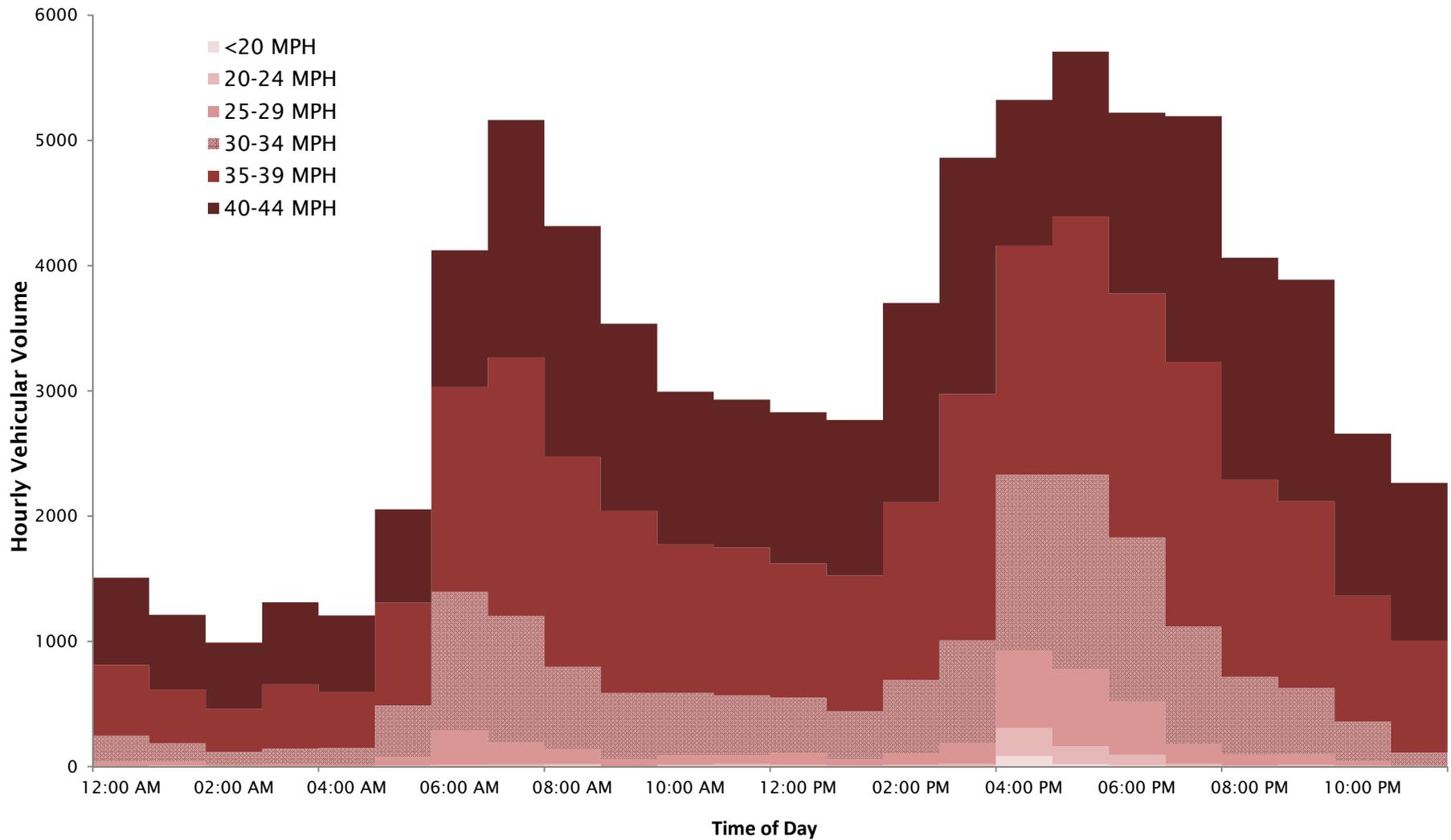


- Average Daily Traffic ~ 49,200 vehicles per day
- AM Peak – 3,820 vph PM Peak – 3,660 vph

Arborway Bicycle Facilities

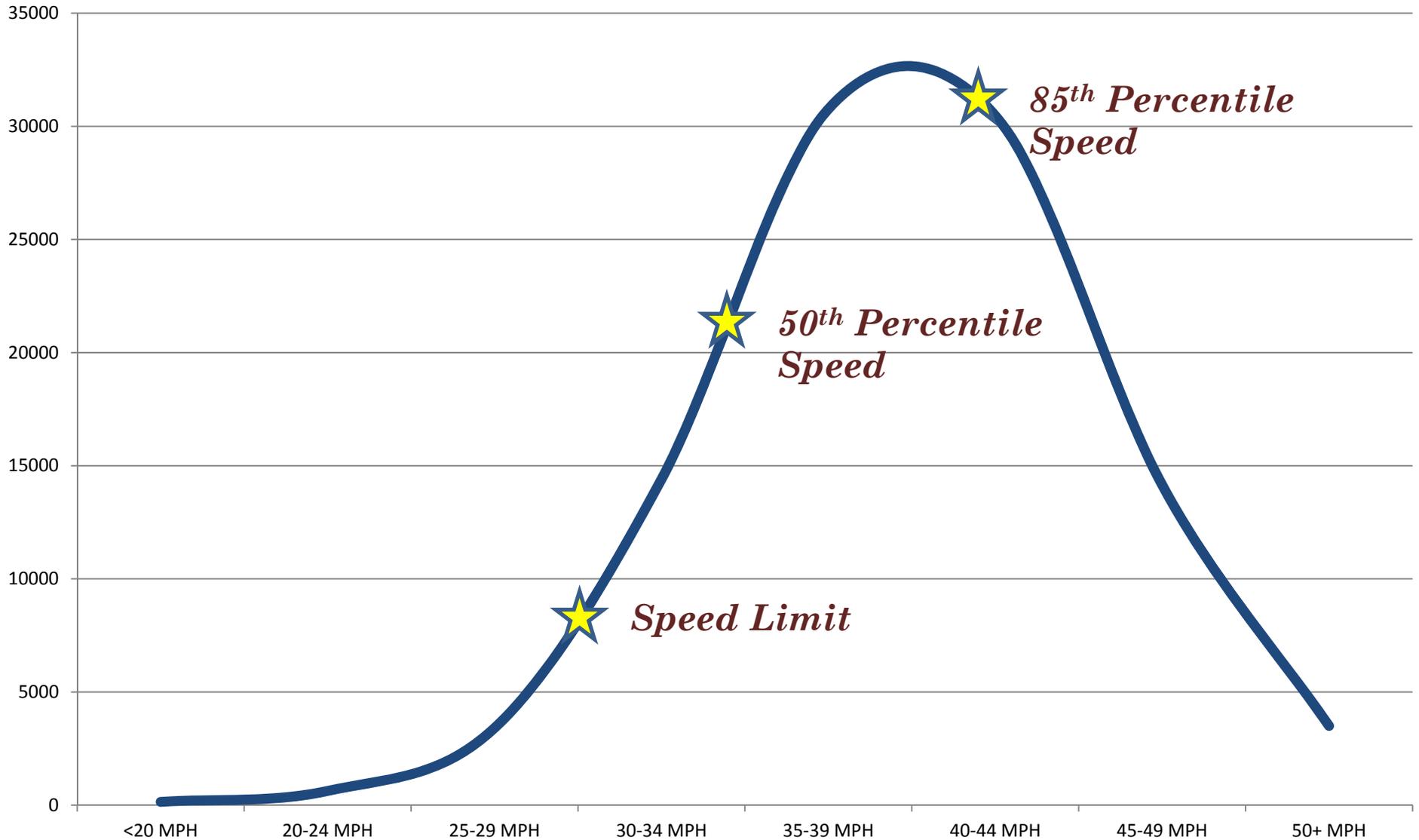


Arborway Bicycle Facilities

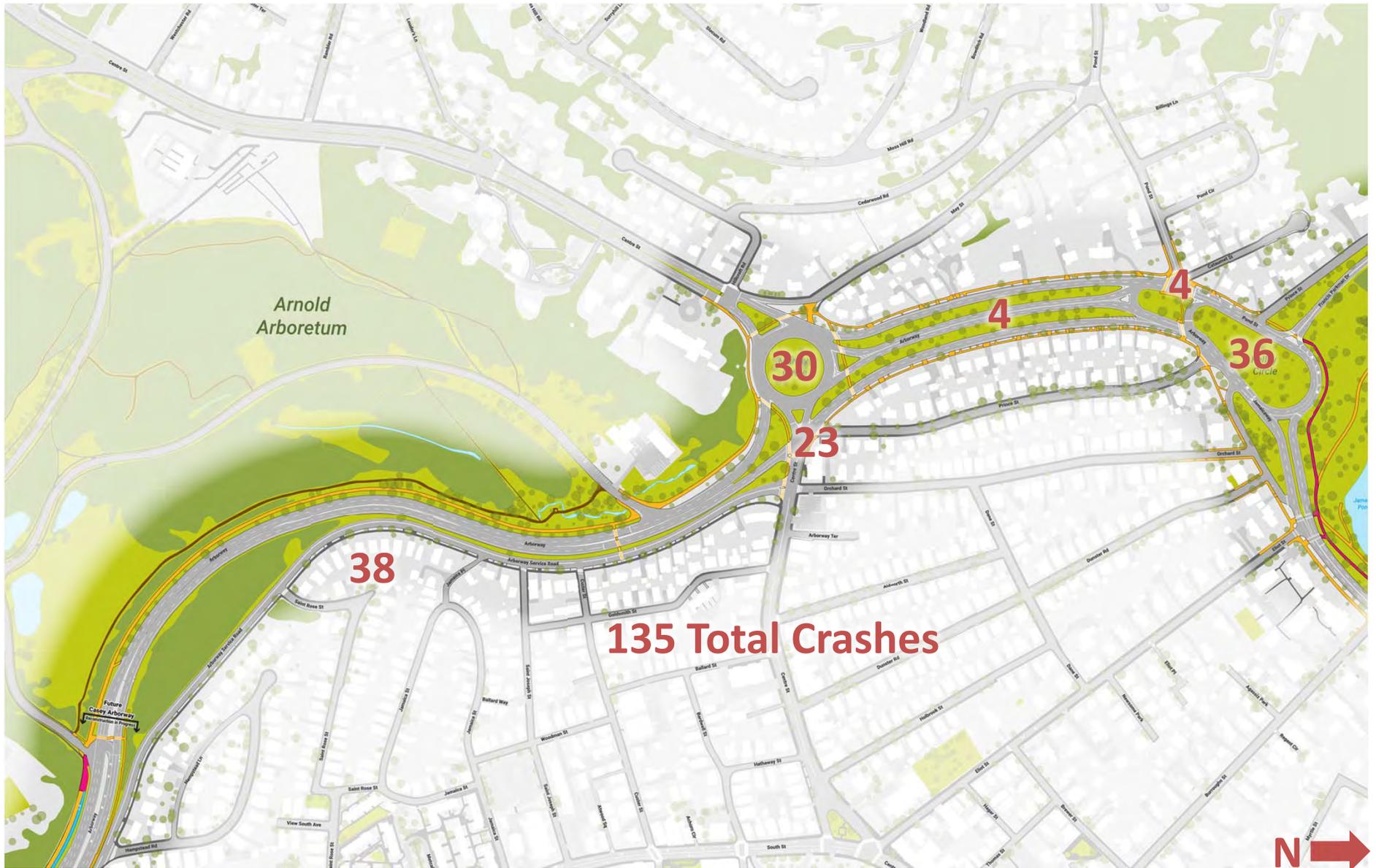


Volumes with Speed Breakdown

Arborway Bicycle Facilities



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Field Observations

- Bicyclists riding on sidewalks
- High vehicle speeds between Kelly Circle and Murray Circle
- Minimal pedestrian crossing opportunities
- Many drivers don't yield to pedestrians at unsignalized crossing locations
- Queues at the Centre Street signal often back into Murray Circle

Breakout Groups

Group Discussion Points

- What do you like?
- What don't you like?
- What do you think is missing?
- What are the challenges for:
 - Bicyclists?
 - Pedestrians?
 - Drivers?

Group Presentations

Next Steps

- Public Meeting #2 – Thurs Feb 5th 6:30-8PM
 - To present and gather input on starter ideas



Additional Information

For more information:

<http://www.mass.gov/eea/agencies/dcr/public-outreach/public-meetings/>

If you have comments or suggestions:

E-mail: dcr.updates@state.ma.us

*Please note “Arborway Bicycle Facilities” in the
subject line*

Write: Department of Conservation and Recreation
Office of Public Outreach
251 Causeway Street, Suite 600
Boston, MA 02114

Deadline: ~~Friday, February 20, 2015~~ Friday, March 6, 2015

Note: *Public comments submitted to DCR by email or letter
may be posted on the DCR website in their entirety*