

# #193-19

COUNCILORS DOWNS, ALBRIGHT, NORTON, BROUSAL-GLASER, KRINTZMAN, GROSSMAN, MARKIEWICZ, LAREDO, LIPOF, SCHWARTZ, NOEL, KELLEY, LEARY AND DANBERG, requesting a discussion of possible changes to allow for legal two-way bicycle travel on the Commonwealth Avenue Carriage Lane.



# Two-Way Bicycle Travel on the Comm Ave Carriage Lane

#193-19

## Goal – Improve safety for bicyclists

- Legal two-way bicycle travel on the Carriage Lane has been discussed in the past, most recently by Traffic Council in December 2014
- Residential roadway, with many drivers on Carriage Lane
- Carriage Lane is also heavily used by pedestrians, runners, dog walkers, etc.
- On-Street parking maintained
- Legally allowing two-way bicycle travel could guide future design work
- Tonight's discussion:
  - Immediate Steps
  - Long term options

# Two-Way Bicycle Travel on the Comm Ave Carriage Lane

#193-19

## Many types of intersections & crossings

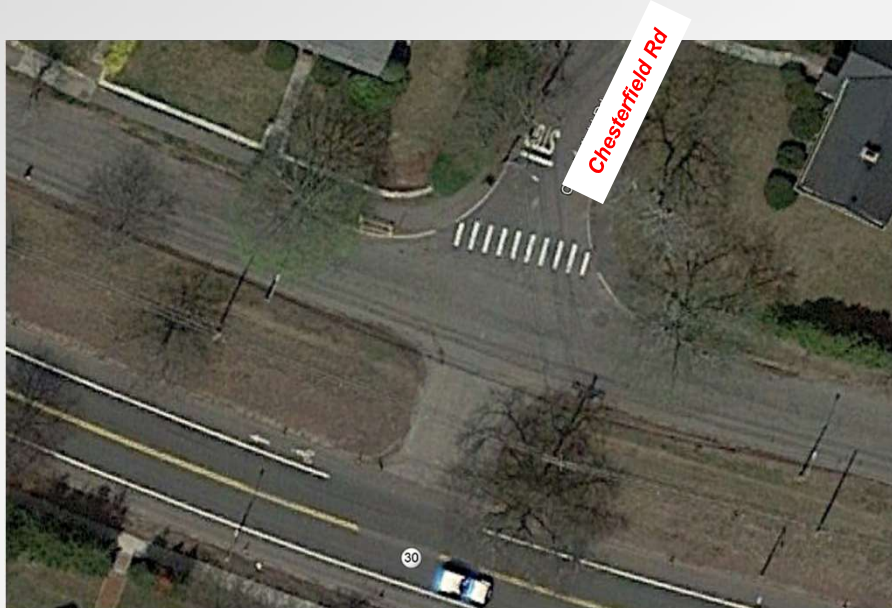
- **Unsignalized Intersections** – 33 intersections with breaks in the median
- **Signalized intersections**
  - Carriage Lane not part of the traffic signal
    - Commonwealth Ave / Ash Street
    - Commonwealth Ave / Melrose Street
    - Commonwealth Ave / Chestnut St (but Chestnut St SB stops north of the Carriage Ln)
    - Commonwealth Ave / Lowell Ave
  - Carriage Lane part of the traffic signal
    - Commonwealth Ave / Auburn Street (east intersection)
    - Commonwealth Ave / Grant Ave
    - Commonwealth Ave / Hammond Street
- **Gaps in the Carriage Lane**
  - Weston Town Line to Woodbine Street
  - Auburndale Square
  - At Washington Street intersection
  - Beaumont Ave to Bullough Park
  - At Centre Street intersection
  - Within 300 ft of the Boston City Line
- **Other interesting intersections**

# Two-Way Bicycle Travel on the Comm Ave Carriage Lane

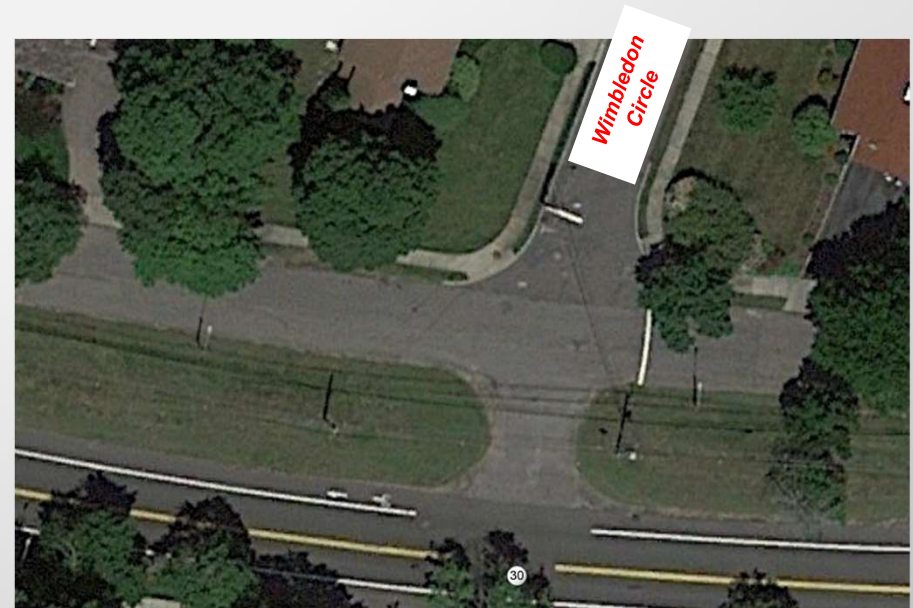
#193-19

## Unsignalized Intersections

- Goal is to have safe passage & consistent treatment along the Carriage Lane
- Typical signage and pavement markings
- STOP signs, YIELD signs, or no regulatory signage, as appropriate
- Guidance from the MUTCD includes:
  - *“When priority is assigned, the least restrictive control that is appropriate should be placed on the lower priority approaches. STOP signs should not be used where YIELD signs would be acceptable.”*



November 6, 2019

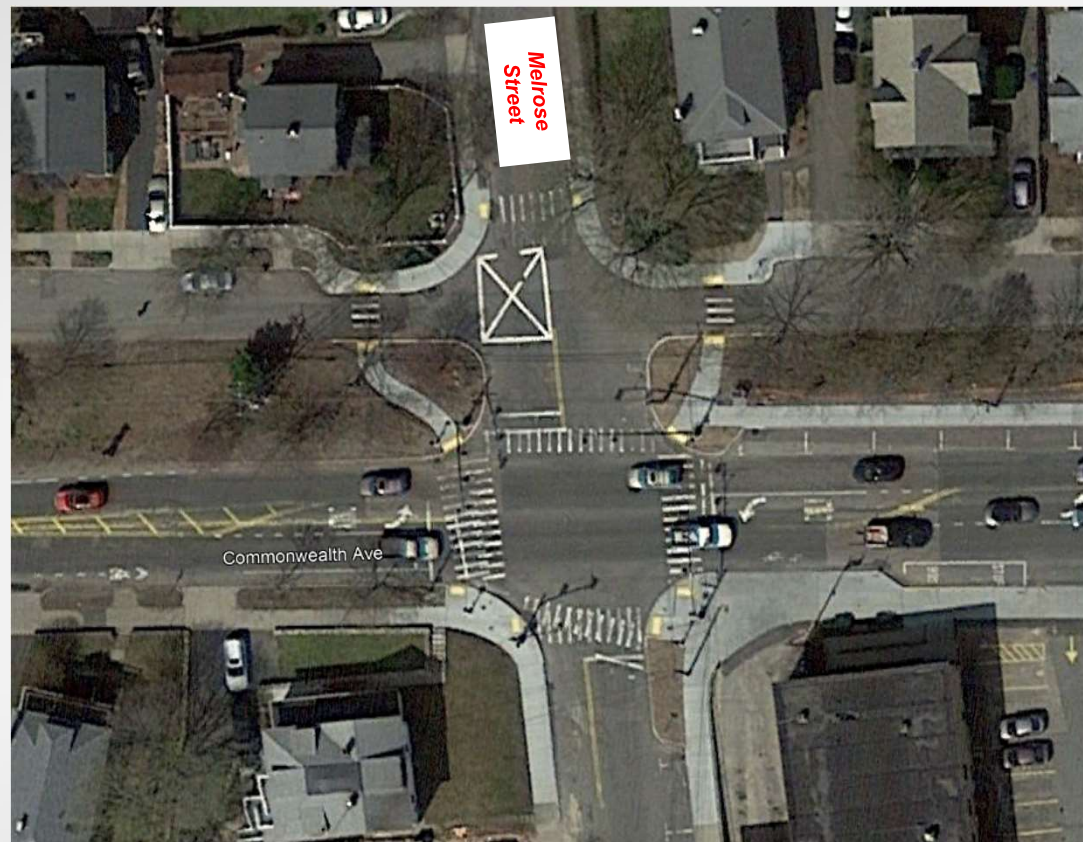


# Two-Way Bicycle Travel on the Comm Ave Carriage Lane

#193-19

## Signalized Intersections – Carriage Lane not part of the traffic signal

- Goal is to have safe passage & consistent treatment along the Carriage Lane
- Additional crossing pavement markings
- STOP signs for bicycles



November 6, 2019



# Two-Way Bicycle Travel on the Comm Ave Carriage Lane

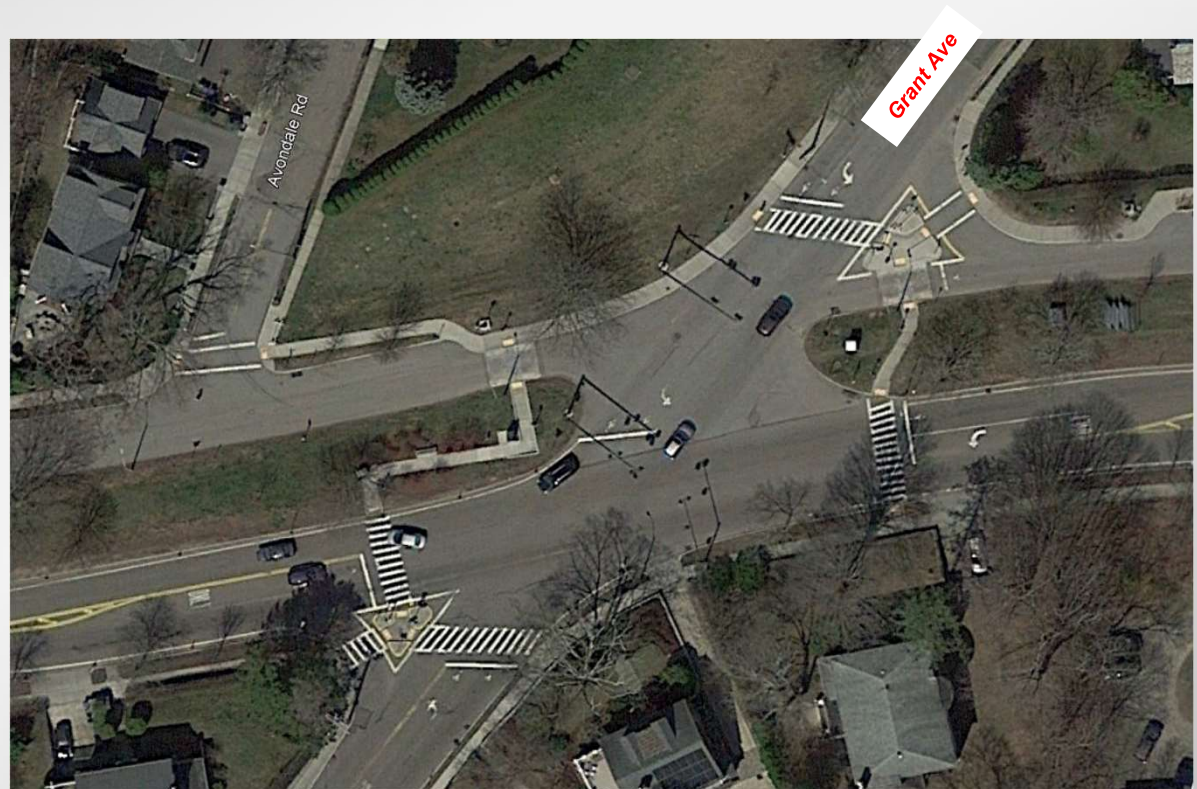
#193-19

## Signalized Intersections – Carriage Lane part of the traffic signal

- Goal is to have safe passage & consistent treatment along the Carriage Lane
- Additional crossing pavement markings
- STOP signs not appropriate.
- Bicycle signals are more efficient and a long-term option
- Short-term solution



R9-5



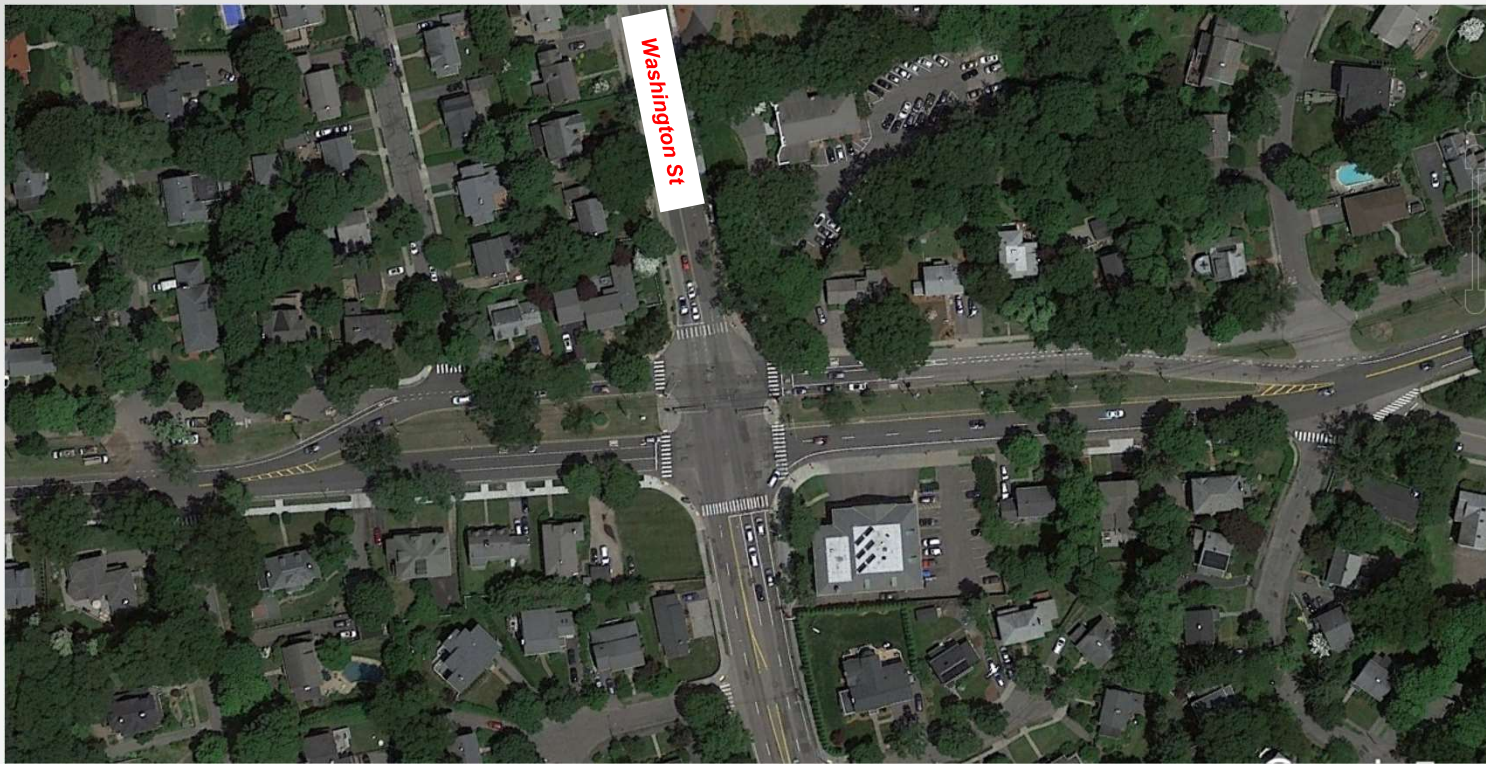
November 6, 2019

# Two-Way Bicycle Travel on the Comm Ave Carriage Lane

#193-19

## Gaps in the Carriage Lane

- As a “gap” in the Carriage Lane, no immediate proposed changes
- These sections would be excluded from any TPR changes, until infrastructure is redesigned and constructed



November 6, 2019



# Two-Way Bicycle Travel on the Comm Ave Carriage Lane

#193-19

## Other Interesting Intersections

- “Typical” signage and pavement markings not sufficient
- Contraflow bike lane
- STOP signs or YIELD signs, as appropriate



November 6, 2019



# Two-Way Bicycle Travel on the Comm Ave Carriage Lane

#193-19

## Next Steps

- Will need input from:
  - Stakeholders
  - Neighbors
  - TAG
  - Traffic Council