Commonwealth Avenue

- Public Garden
- Left Side Bike Lanes
- Kenmore Square
Benefits of Left Side Bike Lanes

- No risk of “dooring” while traveling alongside parked cars
- No blockage of bike lane from double-parked vehicles
- Access into the underpass at Massachusetts Avenue

COMMONWEALTH AVENUE
PROPOSED 35' CROSS-SECTION
ARLINGTON ST TO UNDERPASS AND UNDERPASS TO CHARLES GATE EAST (EASTBOUND AND WESTBOUND)
Underpass at Massachusetts Ave.

EXISTING TRANSITION

COMMONWEALTH AVENUE
PROPOSED 20’ CROSS-SECTION
COMMONWEALTH AVE UNDERPASS

PROPOSED TRANSITION

Video
Bike Boxes

- Advanced stop line for cyclists
- Cyclists more visible to motorists
- Bike lane painted across intersections
Rendering of a Bike Box at Gloucester Street Intersection
Transition To/From Right Side Bike Lanes

Right side bike lanes

Transition from left to right
Left to Right Transition

Eastbound Transition

Westbound Transition
Road Diet for Bike Lane

COMMONWEALTH AVENUE
PROPOSED 50' CROSS-SECTION
EASTBOUND KENMORE ST TO CHARLES GATE WEST
Commonwealth Avenue
- Warren St. to Packard’s Corner -
Left Side Bike Lane
-Commonwealth Ave. Service Road-
Where are _sharrows_ required?
Commonwealth Avenue

-Packard’s Corner to BU Bridge-
Cross-Sections
-Existing and Proposed-
10’ Lanes & Bike Lanes
-A Win for Cyclists and Motorists-

WESTBOUND

<table>
<thead>
<tr>
<th>TURN LANE</th>
<th>TRAVEL LANE</th>
<th>TRAVEL LANE</th>
<th>PARKING</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.0</td>
<td>11.0</td>
<td>11.0</td>
<td>8.5</td>
</tr>
</tbody>
</table>

42.5
10’ Lanes & Bike Lanes
-A Win for Cyclists and Motorists-

WESTBOUND

- TURN LANE 9.0
- TRAVEL LANE 10.0
- TRAVEL LANE 10.0
- BIKE 5.0
- PARKING 8.0

Total Length: 42.5
10’ Lanes & Bike Lanes
-A Win for Cyclists and Motorists-

Potts Study (2007):

- “It was concluded from this research that there was no indication of an increase in crash frequencies as lane width decreased for arterial roadway segments or arterial intersection approaches.”
Benefits for Motorists

-More Room in Winter-

WIDER LANE
WITHOUT BIKE LANE

10’ LANE
WITH BIKE LANE
Packard’s Corner
-Interesting Intersections-

Future Curb Reduction

To Chestnut Hill
To Downtown
Boston
BU Bridge

-Interesting Intersections-
Commonwealth Avenue

-Making Connections: Allston to Arlington St.-
Dartmouth Street
Stuart Street to Charles River Bike Path
Section 1
Boylston Street to Commonwealth Ave.

- Eliminating parking along left side of the road
- Reduction of travel lanes to 10'
- Implementing reverse-angle parking
- Pair of 4’ bike lanes on left side with 1’ buffer
Section 2

Commonwealth Ave. to Beacon Street

- Reducing street to 1 travel lane
- 332 during PM peak (avg. 10 per cycle)
- NYC style parking buffer
- Provision of a bike phase at Dartmouth/Beacon
Section 3

Beacon Street to Charles River Path

- Access to Charles River
- Dashed line through intersection
- Provision of signage for vehicular traffic
Dartmouth Street

Sections 4 & 5
Section 4
Stuart Street to Huntington Avenue

- Heavy left turn traffic onto Huntington or I-90
- Single NB 4’ bike lane with 3’ buffer
- Bike Box
Section 5

Huntington Avenue to Boylston Street

- Heavy right turn traffic onto Boylston Street
- 409 during AM peak (avg. 12 per cycle)
- Pair of 4’ bike lanes on left side with 2’ buffer
South Boston
Fort Point Channel to L St. Beach
Safety @ Right Turns
Width - Floating Bike Lanes
Floating Bicycle Lane Operation

PM-Peak Direction SB
4:30-6PM

AM-Peak Direction NB
7:30-9AM
Summer St. looking NB
Floating Bike Lane Cross Section

NORTHBOUND SIDE

PEAK HOUR

<table>
<thead>
<tr>
<th>TRAVEL LANE</th>
<th>TRAVEL LANE</th>
<th>BIKE LANE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Varies 113''-139''</td>
<td>9.75'</td>
<td>5'</td>
</tr>
</tbody>
</table>

OFF-PEAK HOUR

<table>
<thead>
<tr>
<th>TRAVEL LANE</th>
<th>BIKE LANE</th>
<th>PARKING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Varies 113''-139''</td>
<td>6.75'</td>
<td>8'</td>
</tr>
</tbody>
</table>

- Lane Orientation
- Traffic Analysis
  - Two intersections
  - Under capacity