

CITY OF NEWTON
BOARD OF ALDERMEN
TRAFFIC COUNCIL REPORT

THURSDAY, JANUARY 27, 2011

Present: Jim Danila, Transportation Engineer; Jerome Grafe, Citizen Representative; Ald. Ciccone; David Koses, Transportation Planner and Sgt. James Norcross, Newton Police Department

Also Present: Ald. Sangiolo and Linsky

#135-10 The WARD 4 ALDERMEN appealing denial of Traffic Council Decision TC42-09 voted on April 29, 2010: ALD, HARNEY, SANGIOLO AND GENTILE requesting **a)** a study for possible traffic calming measures to regulate speed on the following streets: West Pine Street and Melrose Avenue near the Auburndale Cove playground and parking lot and **b)** request turning restrictions from Lexington Street onto Staniford Street during rush hour or any other means to reduce cut-through commuter traffic on the surrounding streets – Staniford, West Pine and Melrose Streets. (Ward 4) (Appeal filed on 04/30/10 @ 11:46 AM)
Public Safety & Transportation Committee HELD 6-0, Approved a 60-day trial on 06/09/10, No Right Turn, 7:00 a.m. to 9:00 a.m., Monday through Friday, Lexington Street onto Staniford Street.

Public Safety & Transportation Committee voted the following on 01/05/11
A) NO ACTION NECESSARY 6-0, Ald. Yates not voting
B) TRIAL APPROVED 3-2-1, Ald. Fuller and Freedman opposed, Ald. Shapiro abstaining, Ald. Yates not voting

ACTION: Approval of No Right Turn, 7:00 a.m. to 9:00 a.m., Monday through Friday, Lexington Street onto Staniford Street (1-0-2, Danila and Norcross abstain, Ciccone and Grafe not present).

NOTE: The four e-mails received on this item are attached to this report.

Mr. Danila said this item was returned to Traffic Council ordering them to adopt, amend or repeal their vote by accepting the Board of Aldermen's decision of the appeal on 1/18/11 who accepted the Public Safety & Transportation Committee's recommendation to approval the trial.

Mr. Koses said he is certified by the AICP, therefore, he does not agree with the way he will vote however, the Board of Aldermen has instructed Traffic Council to approve this item without debate. Sgt. Norcross said he also does not support the Board of Aldermen's decision as he said previously he is not in favor of "gated communities". It is his intention to abstain. Mr. Danila said he would also abstain.

Ald. Sangiolo asked if an item was docketed changing this requirement in the future as recommended in January 2011 at the Public Safety & Transportation Committee meeting. Mr. Danila answered yes, Ald. Ciccone docketed an item. Ald. Linsky said it is his understanding that Traffic Council is responsible for making changes to the Traffic and Parking Regulations section of the City ordinance. Mr. Danila said when Traffic Council was separated from the Board of Aldermen, the Law Department requires appeal items be returned to Traffic Council.

Mr. Koses motioned to accept the Board of Aldermen's decision, Council members voted 1-0-2, Sgt. Norcross and Mr. Danila abstaining. Ald. Ciccone and Mr. Grafe not voting.

Nominations & Election for 2011 Traffic Council Chair

ACTION: Election of David Koses 2-0-1, Mr. Koses abstaining, Ald. Ciccone and Mr. Grafe not voting.

NOTE: Mr. Danila nominated Mr. Koses as the 2011 Traffic Council Chairman. Sgt. Norcross agreed. Mr. Koses accepted. Council members voted 2-0-1, Mr. Koses abstaining, Ald. Ciccone and Mr. Grafe not voting.

TC39-10 JEROME GRAFE requesting discussion of traffic flow and potential parking restrictions on Walnut Street between Beacon and Homer Streets and between Commonwealth Avenue and Elm Road, in support of extending the existing bike lane on Walnut Street, both north and south bound, accordingly. (Wards 2 & 6)
[11/24/10 @ 3:13 PM]

ACTION: NO ACTION NECESSARY, 4-1, Grafe abstaining.

NOTE: The four e-mails received on this item one e-mail Ald. Ciccone read into the record are attached to this report.

Mr. Danila provided a PowerPoint presentation on this item, attached to this report. He said this item is a discussion item only. It is intended to gather input from residents and business owners on this issue. No changes to parking regulations will be made as a part of this item, a more specific item would have to be docketed. He said by adding bicycle lanes it will not make it less safe for bicyclists.

Mr. Danila provided the existing, in-design, in-design by others, planned extensions and areas in discussion for proposed sections. He said it is hopeful to have the plans completed this calendar year. The proposed sections will be extended to Weston, MA. Mr. Grafe asked when Mass DOT would complete their review. Mr. Danila said there are utility cost problems delaying the construction assuming Mass DOT will resume the project in the spring.

Walnut Street Bike data taken during the week of 9/20/10 as part of Newton North High School data collection efforts proved the following: Walnut Street (south of Hull Street): Proved 15 bikes per hour between 7-8:00 am and 14 bikes per hour between 2:30-3:30 pm. Approximately 13 bikes were counted in the racks at Newton North High School. Mr. Danila predicts this data will increase if bike lanes are installed. He provided minimum and ideal space requirements for bike lanes. The average width of Walnut Street is 32' curb-to-curb (34' along Newton North High School frontage). The Manual on Uniform Traffic Control Devices (MUTCD) and the Mass DOT's project develop these guidelines.

Mr. Danila provided bike lane alternatives including Sharrows (shared travel lanes due to space limitations) and their requirements. Sgt. Norcross suggested if Sharrow symbols are used the public should be educated. The City Ordinance 19-166 (f) states "No parking upon any roadway where the parking of a vehicle will not leave a clear and unobstructed lane at least 10' wide for passing traffic". A minimum of 17' distance is required to the center-line of the street. He then said cars parked on Walnut Street are parking ill legally because the distance is only 16', he does not believe this is being enforced.

Mr. Danila provided five alternatives including the pros and cons of each. The five alternatives include the following: 1) Do Nothing, 2) Striped Shoulder, 3) Offset Right Sharrows, 4) Bike Lanes and 5) Shifted Center Line. He feels an edge-line is appropriate on Walnut Street. Mr. Danila said he could not support alternative #3. Mr. Koses asked if the alternative #5 is being considered in the Newton North High School area, an item currently on the Traffic Council agenda. Mr. Danila answered yes.

Donald Nyberg, 836 Walnut Street, said Walnut Street is narrow between Homer and Beacon Streets. He asked if the centerline would be moved to accommodate bicycle lanes and if parking would be restricted to one side. Mr. Danila said no suggestions or docket item it currently proposed for this. Sgt. Norcross suggested the City perform a complete study including demand for bicyclists, parking and vehicular traffic in order to make an educated assessment on City traffic impact for an entire day. George Kirby, Newton Bicycle Pedestrian Task Force, said the Walnut Street bike data proves there are bicyclists during peak hours and safety issues must be addressed sooner rather than later to avoid additional accidents and perhaps encourage bicyclists. He then said bicycle corridors in the City need improvement. Mr. Danila said when designs are considered, data is taken from peak hours. Scott Buquor, 479 Walnut Street, felt this discussion was premature. He said he is concerned and frustrated with safety issues and asked why the City as a whole is not being considered. He understands a City study is in progress regarding bicycling that may be complete in the spring. Mr. Koses said the Transportation Advisory Committee (TAC) sub-committee is working on this project and they will continue to develop plans for the next month. Mr. Grafe said TAC is hopeful they will have their plans and recommendations ready for the Mayor's review in June. Safety is foremost to everyone. He said the bicycle plan from 1994 included City streets that have been recognized as preferred streets for bicycle accommodations City-wide including both the north and south directions on Washington Street, Commonwealth Avenue, Walnut Street and others. He feels the Newton North High School parking pattern is changing and traffic distribution will change, as the project is complete. Mr. Grafe said the City has installed a bicycle lane on Walnut Street between Homer and Commonwealth Avenue allowing the bicycle lane to continue north and south on Walnut Street. Mr. Buquor asked why Walnut Street has to be the route for bicycle lanes, why not consider Lowell Avenue? Mr. Grafe answered Walnut Street should be considered because it links the commuter rail, villages, Newton North High School, etc. allowing travel in the north and south corridors. A resident asked if the Federal money would assist with bicycle lanes and the re-construction of Walnut Street. He then suggested trees be removed on both sides of Walnut Street allowing room for bicycle lanes and providing additional sight distance. Mr. Danila said this is a state project. He is hopeful the design plans will be completed by the spring when the City could request assistance in funding.

Mr. Grafe noted since 2000, Boston bicycle commuter ridership has increased by 118%. The first three years of the program 20 miles of Boston streets were striped for bicycle lanes. In the past year, Cambridge striped an additional 35 lanes. He reported serious crashes did not increase dramatically with ridership. Mr. Grafe feels having marked bicycle lanes make bicyclists feel safer and increases ridership. He also feels motorists and pedestrians feel safer. Mr. Nyberg disagreed; he feels bicycle lanes do not make bicyclists feel safer.

Mr. Koses asked if parking has been eliminated in other cities and towns for bicycle lanes. If public comment was accepted and what was the process. Mr. Danila said Boston and Cambridge do not have a Traffic Council Committee. The authority to restrict parking lies within their individual Transportation Department where they have eliminated parking in both cities to accommodate bicycle lanes. Mr. Koses said Walnut Street parking should not be considered or approved until necessary data is collected on item # TC17-10.

Sgt. Norcross moved no action necessary. Council members agreed 4-1, Grafe abstaining.

Respectfully submitted,

Jim Danila, Traffic Council Chair

Danielle Delaney

From: "John F. Carr" <jfc@motorists.org>
To: "Traffic Council Dist List" <trafficcouncil@newtonma.gov>
Subject: **Opposition to item 135-10(b)**
Date sent: **Thu, 27 Jan 2011 10:14:27 -0800**
Send reply to: **jfc@motorists.org**

I may not be able to attend the traffic council meeting tonight. I want to have on the record my continued opposition to the turn prohibition from Lexington Street to Staniford Street. (I previously wrote to the public safety committee when it was before that body.) Some people basically want a private street at public expense, which the city shouldn't allow, and the city should especially not be posting police as armed guards to keep undesirables out of their neighborhood.

I walk along Staniford Street almost every day and have never had cause to complain about traffic, not even in the winter when parts of sidewalks are blocked by snow.

The committee vote to continue the turn prohibition was apparently based on revised traffic counts after the first counts did not come out the way the committee chair wanted. I was at the meeting in October and it was quite clear that the goal was not an honest measurement but a number supporting the predetermined result. If you ignore contrary evidence, like PS&T did, you can prove anything.

John Carr
181 Lexington St.
Auburndale

Danielle Delaney

From: "Jim Danila" <jdanela@newtonma.gov>
To: "Traffic Council Dist List" <trafficcouncil@newtonma.gov>
Subject: Re: Opposition to item 135-10(b)
Date sent: Thu, 27 Jan 2011 13:57:42 -0500
Send reply to: jdanela@newtonma.gov

Mr. Carr,

Thank you for taking the time to write. However, 135-10(b) has already been approved by the Public Safety & Transportation Committee on 1/5/11 and the full Board of Aldermen on 1/18/11. Through this approval, the Board is instructing Traffic Council to vote to approve the item without further debate.

-Jim

James M. Danila, P.E., PTOE
Transportation Engineer
City of Newton, Massachusetts

On 27 Jan 2011 at 10:14, John F. Carr wrote:

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 To: "Traffic Council Dist List" <trafficcouncil@newtonma.gov>
 Subject: Re: Opposition to item 135-10(b)
 Date sent: Thu, 27 Jan 2011 12:22:47 -0800
 Send reply to: jfc@motorists.org

Thank you for your reply. Apparently the meaning of the vote is ambiguous, because I thought "trial approved" meant that the committee had voted to approve another trial.

During your initial review of this item last April you concluded that the all way stop signs at the intersection of Staniford and West Pine did not meet warrants. As of last week the signs were still there. When is the city going to remove them?

On 1/27/11, Jim Danila <jdanila@newtonma.gov> wrote:

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To: "Traffic Council Dist List" <trafficcouncil@newtonma.gov>
Subject: Re: Opposition to item 135-10(b)
Date sent: Fri, 28 Jan 2011 11:30:31 -0500
Send reply to: jdanela@newtonma.gov

Mr. Carr,

In April I stated that it was my suspicion that the All-way Stop at Staniford and West Pine probably did not meet warrants as outline in the Manual on Uniform Traffic Control Devices. Turning movement counts and additional site measurements would have to be taken to confirm this.

The question over whether Engineering should be examining existing Stop signs and other traffic control devices to see if they comply with state and federal standards, and what to do if they do not, should be directed towards the City Law Dept.

DPW and Engineering support legislation currently filed before the Board that would prohibit future installation of traffic control devices like Stop signs that do not meet the warrants outlined in the MUTCD.

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Danielle Delaney

From: "Thomas Kraus" <tdkljk@comcast.net>
To: "Traffic Council Dist List" <trafficcouncil@newtonma.gov>
Subject: TC39-10
Date sent: Thu, 27 Jan 2011 11:28:41 -0500

Hello,

Unfortunately, I will be unable to attend tonight's traffic council meeting. However, I wanted to provide my input on TC39-10.

I have lived at 480 Walnut St., Newtonville, for almost 35 years, and feel I know the traffic issues in this stretch of Walnut quite well. I think that it would be a bad idea to designate bicycle travel lanes in the stretch of Walnut St. for numerous safety reasons, particularly since there is a much safer alternative.

A designated bike lane provides cyclists the impression that such a lane is deemed safe by the city, and that the city is encouraging use of that route over routes that do not have such designated bike lanes. There is a parallel route to the one being proposed in TC39-10, which is up Lowell Ave. I strongly encourage Traffic Council to consider that as the designated bicycle route, rather than Walnut.

Lowell Ave has many advantages. It has a truck exclusion. It is not an MBTA bus route. It has much lower traffic density. It does not have the dangerous S-Curve. It has much better visibility. It has only a single access road to NNHS, rather than two.

I have witnessed numerous accidents at the S-curve. I recently went to assist an injured driver when an idiot took an illegal left turn out of Tiger Way and crashed into her car. I have had cars crash into my car as I was turning right into my own driveway. I've had cars run off the road and crash into my stone wall. Encouraging additional bicycle use of this stretch of Walnut would be inviting a tragedy. The city should not take on the liability of encouraging increased bicycle traffic in a dangerous stretch of road.

Thank you for your consideration.

Tom Kraus
480 Walnut St.
Newtonville

Danielle Delaney

From: "Alan J. Mayer" <AlanJMayer@verizon.net>
To: "Traffic Council Dist List" <trafficcouncil@newtonma.gov>
Subject: RE: TC39-10
Date sent: Thu, 27 Jan 2011 13:54:34 -0500

I will also not be able to attend tonight's meeting and would like to add some comments to Tom's.

I live at 479 Walnut Street across the street from Tom and while we have only lived there for 5 years we can certainly attest to the truth in Tom's statements. By the traffic council's own observations the safety issues around Tiger Drive have not yet been dealt with in any meaningful way, and to encourage cyclist to use this particular stretch of Walnut would simply be reckless.

Lowell Street has no trucks, no busses, no blind "s" curves and connects nicely to Walnut at City Hall and again across the Pike.

Equally disturbing to me is the direct impact on those of us who live on this street. There is no precedent in this city where parking on both sides of the street has been removed to make way for a bike path. We would be the first to be asked to give up the ability to park on our streets. If this had been part of a larger proposal that removed all parking on all the major roadways in Newton - Beacon Street, Comm Ave, Centre Street, Watertown Street, Dedham Street etc. then I would inclined to consider the proposal as something fair and respectful to the people who live on Walnut Street. Even so I would consider Lowell a much wiser and safer route. However, this is a discussion for a small area of Walnut Street that continues to undergo the upheavals related to the new high school.

Several months ago some real consensus between neighbors and the school was reached at traffic council regarding restriping Walnut Street to improve safety and provide parking to meet the needs of the school and the neighborhood. I hope that we are able to move forward on that item and continue to work on resolving the immediate and pressing traffic and parking issues that are a result of the high school.

Sincerely,

ALAN MAYER - AIA

MAYER + ASSOCIATES
ARCHITECTS

OFFICE 617 566 7222
DIRECT 617 739 3456
CELL 617 899 5566
FAX 617 566 1162
1319 BEACON STREET, BROOKLINE, MA 02446
www.AJMARCHITECTS.COM

-----Original Message-----

From: Thomas Kraus [<mailto:tdkljk@comcast.net>]

Sent: Thursday, January 27, 2011 11:29 AM
To: trafficcouncil@newtonma.gov
Cc: 'Marcia Johnson'; Stephen Linsky; Susan Albright
Subject: TC39-10

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Lowell Ave has many advantages. It has a truck exclusion. It is not an MBTA bus route. It has much lower traffic density. It does not have the dangerous S-Curve. It has much better visibility. It has only a single access road to NNHS, rather than two.

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Thank you for your consideration.

Tom Kraus
480 Walnut St.
Newtonville

Danielle Delaney

From: Laura Naylor <lauranaylor@gmail.com>
 To: "Traffic Council Dist List" <trafficcouncil@newtonma.gov>
 Subject: Re: TC39-10
 Date sent: Thu, 27 Jan 2011 17:27:14 -0500

Traffic Council Members-

I will also not be able to attend the meeting this evening and wanted to send a note with my view on the proposed bike path. While very supportive of bicycling (especially with my children) I would strongly discourage the creation of a bike lane on Walnut Street. Tom summarized nicely all the various users (MBTA buses, trucks, etc.) in addition it is the anchor road for snow removal trucks and equipment. (which is very apparent today as the street has been busy with lots of "gear") With safety as the paramount lens to evaluate the proposal, it is hard to understand how it could move forward, it just seems crazy. Why is Lowell not the lead contender? Also, as you evaluate what you are going to do I would recommend you hold off on any changes until the old High School is demolished, parking installed and the "flow" around the new building settles in so you better understand the risks and possibilities. Don't rush it.
 Cheers;
 Laura Naylor
 489 Walnut Street

On Thu, Jan 27, 2011 at 1:54 PM, Alan J. Mayer <AlanJMayer@verizon.net> wrote:

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> MAYER + ASSOCIATES
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> Sent: Thursday, January 27, 2011 11:29 AM
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Danielle Delaney

From: **Matt Cuddy <matt.cuddy@newtonvillages.org>**
To: **"Traffic Council Dist List" <trafficcouncil@newtonma.gov>**
Subject: **Newton Villages Board unanimously endorses bike lane study**
Date sent: **Thu, 27 Jan 2011 12:58:40 -0500**

Ladies & Gentlemen, At our monthly meeting on January 23rd, the Board of Directors of [Newton Villages](#) voted unanimously to support the idea of studying the creation of a bike lane from Beacon to Elm along Walnut, which was docketed as TC39-10. (Two members not present for the vote, Matt Cuddy and John Pears, had already endorsed the concept via e-mail.)

We believe that bike lanes, to be useful, must have an origin and a destination. The proposed lane would link the commercial centers of Four Corners and Newtonville.

On the flip side, we believe that improved access to Newton's village centers by alternative modes can increase the vitality of the centers. The proposed bike lane offers that improved access for two village centers.

In the long term, we hope for a network of bike lanes that connect all our village centers to each other.

Even if the full network is never realized, however, this proposed bike lane would be valuable on its own.

We urge you to move forward with a study of the proposed bike lane.

Signed,

The Newton Villages Board of Directors

John Sisson

Pam Boiros

Matt Cuddy

Andrea Kelley

John Pears

Chris Steele

Newton Villages is a 501(c)(3) non-profit dedicated to improving Newton's village centers.

Visit us at <http://newtonvillages.org>.

Danielle Delaney

Send reply to: **allancicconejr@comcast.net**
Subject: **Fw: Traffic Council Discussion Item**
To: **ddelaney@newtonma.gov**
From: **allancicconejr@comcast.net**
Date sent: **Fri, 28 Jan 2011 00:46:33 +0000**

This is it Danielle!!!

Sent on the Sprint® Now Network from my BlackBerry®

From: "Marcia Johnson" <marcia@marciajohnson.org>
Date: Wed, 26 Jan 2011 20:54:17 -0500
To: Jay Harney \(\E-mail\) \(\Jay Harney \(\E-mail\)\
Ciccone'<allancicconejr@comcast.net>
Cc: <salbright@newtonma.gov>; <slinsky@newtonma.gov>
Subject: Traffic Council Discussion Item

Greetings,

Unfortunately, I am suffering from a lingering cough which will not allow me to attend Traffic Council tomorrow night. So I want you to know that I think having a bicycle lane on Walnut Street by NNHS is one of the most unsafe things that we can possibly do. I think that anyone who travels this street during peak hours of the school day can see that it is congested and there are parents and school buses doing wild and crazy things.

Also as we have consistently stated, we need the master plan. So if one of you could please ask David Koses on the status of this, I would greatly appreciate it.

Thank you so very much.

Regards,

Marcy

Traffic Council

City Hall
Room 222
Thursday, January 27, 2011
7:00 p.m.

Agenda

1. Election for 2011 Chair.
 2. 135-10: Time of day right-turn restriction: Lexington St. onto Staniford St.
 3. TC39-10: discussion of traffic flow and parking on Walnut St. between Elm Rd. & Beacon St. in support of extending existing bicycle lane.
-

#135-10

Time of Day Right-turn Restrictions:
Lexington St. onto Staniford St.

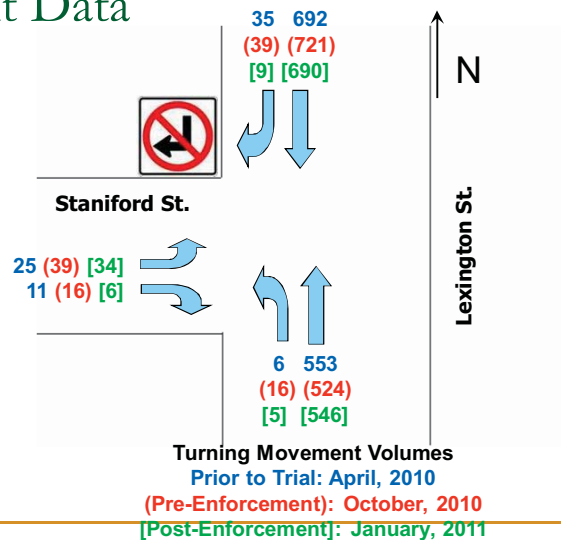
Aerial Photo



History

- 4/7/10: Traffic Counts taken at Lexington/Staniford.
- 4/29/10: Traffic Council denies approval of No Right Turn, 7 a.m. to 9 a.m., Monday through Friday, from Lexington St. to Staniford St. (TC42-09)
- 4/30/10: Appeal filed.
- 6/9/10: PS&T approves 60-day Trial: No Right Turn, 7 a.m. to 9 a.m., Monday through Friday, from Lexington St. to Staniford St.
- 10/19/10: New Traffic Counts taken.
- 10/20/10: PS&T votes to extend 60-day Trial for additional data collection.
- 10/25-10/29/10: Directed Patrols at Lexington/Staniford.
- 1/4/11: New Traffic Counts taken.
- 1/5/11: PS&T votes to make 60-day Trial permanent (3-2-1).
- 1/18/11: Full Board votes to make 60-day Trial permanent (20-3-1).

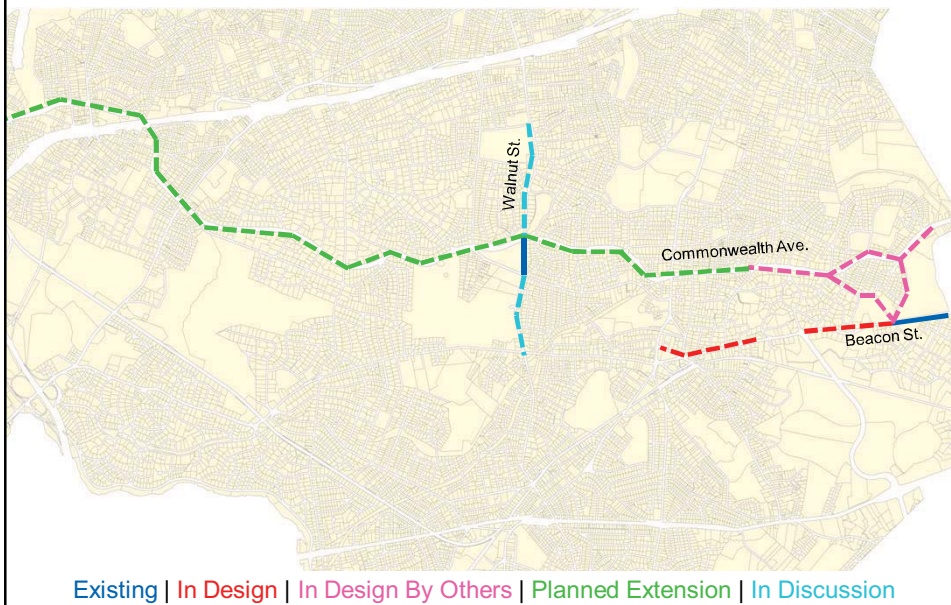
Before/After Morning Peak Hour Count Data



TC39-10

Discussion of traffic flow and potential parking restrictions on Walnut St. between Beacon St. and Elm Rd., in support of extending the existing bike lane. (Wards 2 & 6)

Existing & Planned Bike Lanes



Proposed Sections



North Section



South Section

Walnut St. Bike Data

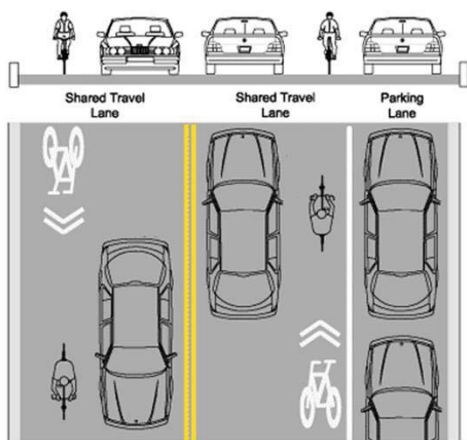
- Walnut Street (south of Hull):
 - 15 bikes per hour, 7-8:00 a.m.
 - 14 bikes per hour, 2:30-3:30 p.m.
- NNHS:
 - Average of 13 bicycles counted in bike racks.
- Counts taken during week of 9/20/2010 as a part of NNHS data collection efforts.

Space Requirements

	Minimum	Ideal
Parking Lane	7'	8'
Bike Lane (next to curb)	4'	5'
Bike Lane (next to parking)	5'	5' - 6'
Travel Lane	10' - 11'	11' - 12'

- 2 Travel Lanes + 2 Bike Lanes + 2 Parking Lanes = 46' Min.
- 2 Travel Lanes + 2 Parking Lanes = 36' Min.
- 2 Travel Lanes + 2 Bike Lanes = 30' Min.
- 2 Travel Lanes + 2 Bike Lanes + 1 Parking Lane = 38' Min.
- 2 Travel Lanes + 1 Parking Lane = 29' Min.
- Walnut Street: 32' curb to curb (34' along NNHS frontage).

Bike Lane Alternative: Sharrows



- Used in some areas where bike lanes cannot be provided due to space limitations.

Sharrow Placement Requirements



Offset Right

- Lane width minimum: 14'.
- 14' required for vehicles to safely pass bicyclists without changing lanes.
- Can be considered on any road that meets lane width minimums.

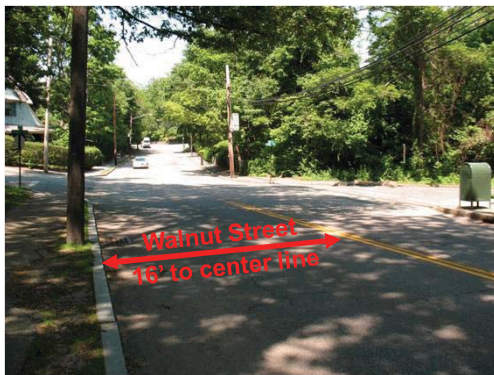


Centered in Travel Lane

- Used at locations with lane widths less than 14'.
- Should only be considered on:
 - Low speed, low volume roads with good sight distance; or
 - Over short (250' or less) spans approaching intersections.
- Require May Use Full Lane signs.

City Ordinance

- 19-166 (f): No Parking upon any roadway where the parking of a vehicle will not leave a clear and unobstructed lane at least 10 feet wide for passing traffic.



$$\begin{aligned}
 &7' \text{ for parking} \\
 &+ 10' \text{ for passing traffic} \\
 \hline
 &= 17' \text{ minimum to center line} \\
 &(34' \text{ total width})
 \end{aligned}$$

Alternative 1: Do Nothing



Pros:

- No expense.
- No changes to existing regulations or enforcement.
- Wide lanes allow give bicyclists some safety by allowing them to travel to the right of moving cars.

Cons:

- No marked bicycle accommodations.
- No edge lines = less safe road.
- Parked cars violate 19-166(f).

Alternative 2: Striped Shoulder



Pros:

- Minimal expense.
- No changes to existing regulations or enforcement.
- Striped shoulder provides some protection for bicyclists.
- Shoulder is a safety benefit for cars.

Cons:

- Not a marked bicycle lane.
- Parked cars violate 19-166(f).

Alternative 3: Offset Right Sharrows



Pros:

- Minimal expense.
- Reminds drivers that bicyclists may be present.

Cons:

- No edge lines = less safe road.
- Permanently restricts parking on both sides.

Alternative 4: Bike Lanes



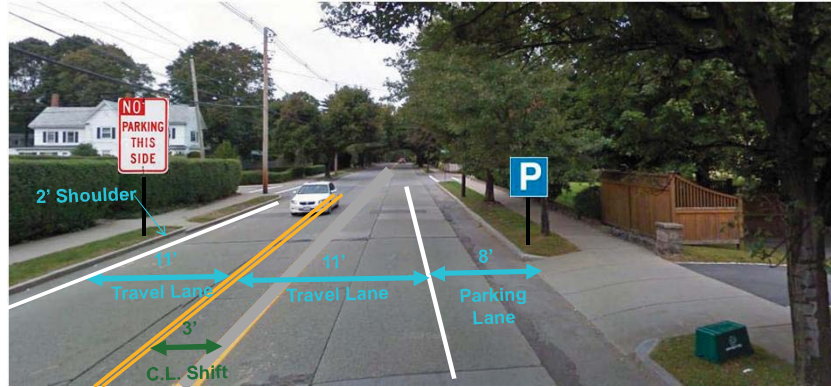
Pros:

- Safest alternative for bicyclists.
- Bicycle lane also provides a striped shoulder for cars.

Cons:

- Permanently restricts parking on both sides.

Alternative 5: Shifted Center Line



Pros:

- Provides legal parking on one side.
- Shoulder is a safety benefit for cars.

Cons:

- Least safe alternative for bicyclists.
- Permanently displaces parking on one side.
- Parking restrictions will have to be enacted to prevent all-day parking.
 - Most expensive option.