



TRANSPORTATION ADVISORY COMMITTEE

7 Twin Circle Drive, Arlington, MA 02474

Memorandum

To: Arlington Board of Selectmen
From: Transportation Advisory Committee (TAC)
Subject: Short-term Arlington Center Bike Improvements
Date: June 21, 2010

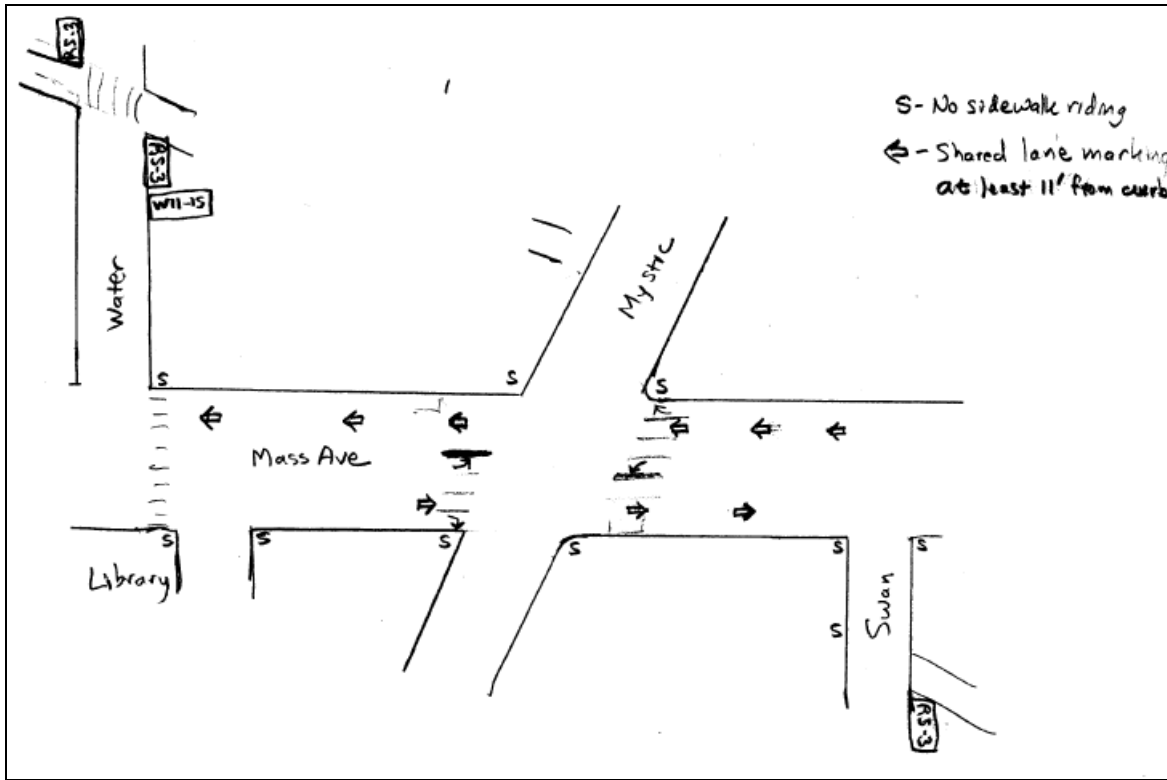
The TAC, in cooperation with the Planning Department, has drafted the attached short-term (signs and paint) recommendations to improve bicycle safety in Arlington Center.

These recommendations are submitted in the context of the overall Bicycle Safety Program, which was developed by TAC and the Arlington Bicycle Advisory Committee (ABAC) in cooperation with the Police Department, and presented to the Board on April 12, 2010.

Respectfully submitted,

Ed Starr – Chair

Transportation Advisory Committee Members:
Elisabeth Carr-Jones, Jean Clark, Steve Kurland, Jeff Maxtutis, Howard Muise,
Michael Rademacher, Corey Rateau, Scott Smith, Edward Starr, Richard Turcott, Laura Wiener



Sketch of Arlington Center for the minimal signs and paint that might accompany other short-term options as appropriate. Legend appears below and on the next pages.

S - Stencil and/or sign that reads: No Bike Riding on Sidewalk

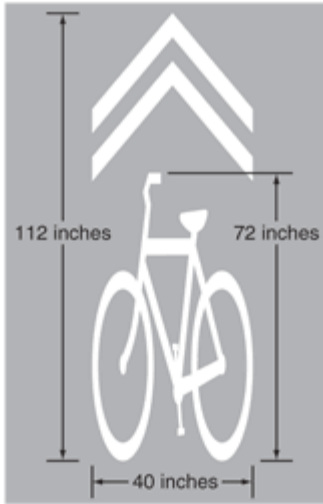


1. All of the bikeway entrances from a road should have an R5-3.
2. Arlington practice is to use fluorescent yellow green for pedestrian warning signs (W11-15), not the yellow shown here. Such practice is sanctioned in MUTCD.
3. If we send on-road cyclists to Water Street, may need to clearly indicate the entrance to the Minuteman Bikeway from Water Street as such.

Excerpt from MUTCD Section 9C.07 Shared Lane Marking

Option: The Shared Lane Marking shown in [Figure 9C-9](#) may be used to:

Figure 9C-9. Shared Lane Marking



- A. Assist bicyclists with lateral positioning in a shared lane with on-street parallel parking in order to reduce the chance of a bicyclist's impacting the open door of a parked vehicle,
- B. Assist bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane,
- C. Alert road users of the lateral location bicyclists are likely to occupy within the traveled way,
- D. Encourage safe passing of bicyclists by motorists, and
- E. Reduce the incidence of wrong-way bicycling.

Guidance: The Shared Lane Marking should not be placed on roadways that have a speed limit above 35 mph.

Standard:

Shared Lane Markings shall not be used on shoulders or in designated bicycle lanes.

Guidance: If used in a shared lane with on-street parallel parking, Shared Lane Markings should be placed so that the centers of the markings are at least 11 feet from the face of the curb, or from the edge of the pavement where there is no curb.

If used on a street without on-street parking that has an outside travel lane that is less than 14 feet wide, the centers of the Shared Lane Markings should be at least 4 feet from the face of the curb, or from the edge of the pavement where there is no curb.

If used, the Shared Lane Marking should be placed immediately after an intersection and spaced at intervals not greater than 250 feet thereafter.

Option:

07 [Section 9B.06](#) describes a Bicycles May Use Full Lane sign that may be used in addition to or instead of the Shared Lane Marking to inform road users that bicyclists might occupy the travel lane.