



Diane Nichols Tradd
Assistant City Manager/DPD Director

MEMORANDUM

TO: Eileen M. Donoghue, City Manager *EMD*

FROM: Diane N. Tradd, Assistant City Manager/DPD Director

DATE: January 9, 2019

SUBJECT: MOTION OF 9/25/18 BY COUNCILOR CIRILLO
REQUEST CITY MANAGER HAVE PROPER DEPARTMENT PROVIDE A REPORT REGARDING
WAYS OF MAKING BOYLSTON STREET MORE BICYCLE PEDESTRIAN FRIENDLY

Craig Thomas
Deputy Director

Boylston Street is approximately 37 feet wide, from face of curb to face of curb. There is one lane of traffic in each direction and a dedicated bicycle lane and continuous sidewalk on the western curb-line from the intersection with Rogers Street to the intersection with Lawrence Street. The sidewalk on the east side starts at the intersection with Rogers Street and ends at the crosswalk at Berwick Street. There is a sidewalk intermittently on the eastern side of the road. There are several mid-block crosswalks, none of which have Rectangular Rapid Flashing Beacons (RRFB - flashing lights). They do have ADA-accessible ramps and detectable warning panels with high visibility signage.

Given the width of road and resident issues with crossing safely at the mid-block crosswalks, Boylston Street is a good candidate for traffic calming measures, which could include enhanced bicycle infrastructure. The purpose of traffic calming measures is to slow traffic and create a safer roadway environment for people walking and biking. Some traffic calming measures that might be appropriate here include:

- Narrower travel lanes (10-10.5 feet)
- Separated bike lanes one both sides of the road (min. 2' buffer strip with flexible posts, 5' lane width)
- Two-way cycle track (min. 2' buffer lane; 10-12' lane widths)
- Raised crosswalks with RRFB and warning signage
- Curb extensions at crosswalks

An engineering review and design would be required for a traffic calming project. The review and design would determine how much right-of-way (ROW) exists and how it could be reconfigured to reduce speeds and enhance pedestrian and bicycle facilities, without a major impact on capacity.

As noted previously to the Council, the City of Lowell needs to create a bicycle master plan, which could be used to prioritize installation of separated bicycle facilities where they would have the largest impact on encouraging bicycle use and promoting safety for all roadway users. Cities with limited resources have found success in creating bicycle master plans that identify priority locations for bicycle lanes and separated bicycle facilities. It could also identify low-hanging fruit or ideal locations for less expensive demonstration projects. Finally, it could guide already-planned road reconstruction projects on which type of bicycle infrastructure to include. The City of Lowell received funding from Uber and Lyft rides that originated in the City and must be used for transportation planning and projects. The Department of Planning and Development has committed those funds to master bicycle planning.

NV/ns

cc: Natasha Vance, Transportation Engineer