

Lyndon Walk & Bike Safety Action Plan

Adopted November 28, 2016

Acknowledgements

Thank you to the following people who served on the Lyndon Walk Bike Safety Action Plan Steering Committee:

Kaela Gray
Benjie Tessier
Chris Manges
Carrie Tomczyk
Laural Ruggles
Cathy Boykin
Dan Daley
Susan Teske
Jamie Struck
Harry Morrison
Anne Geratowski, Town of Lyndon
Frank Maloney, NVDA

Katelin Brewer-Colie, Local Motion
Jon Kaplan, VT Agency of Transportation



The Lyndon Walk-Bike Safety Action Plan was prepared by Local Motion with assistance from Alta Planning + Design and with funding from Vermont Agency of Transportation. For more information about projects like this visit www.localmotion.org.



Introduction

The Town of Lyndon (2010-2014 est. population 5,966) is located in the eastern part of Vermont’s rural Northeast Kingdom, with its winding roads and village centers where people who live here and those “from away” are discovering everyday biking for transportation and for fun. The area is home to a burgeoning mountain biking industry centered around Kingdom Trails at Burke Mountain. Lyndonville is home to one of Vermont’s few remaining historic academies, the Lyndon Institute, which provides secondary education for Lyndon children as well as boarders. It is also home to Lyndon State College, with over 1,300 students. Families, college students and seniors in Lyndon want to be able to walk and bike around town, to and from the biking trails and for everyday errands. The group Paths Around Lyndonville (PAL) was established to create and promote walking trails throughout town.

Lyndon residents came together to advocate around the 2014-15 VTrans On-Road Bike Plan process, a statewide effort sponsored by the VT Agency of Transportation to make state roads work better and be safer for all people who bike - families, commuters and recreational riders. Based on analysis of state roads in the area and the needs identified by Lyndon area residents the following roads have been ranked as medium priority on the VTrans Bicycle Corridor Map:

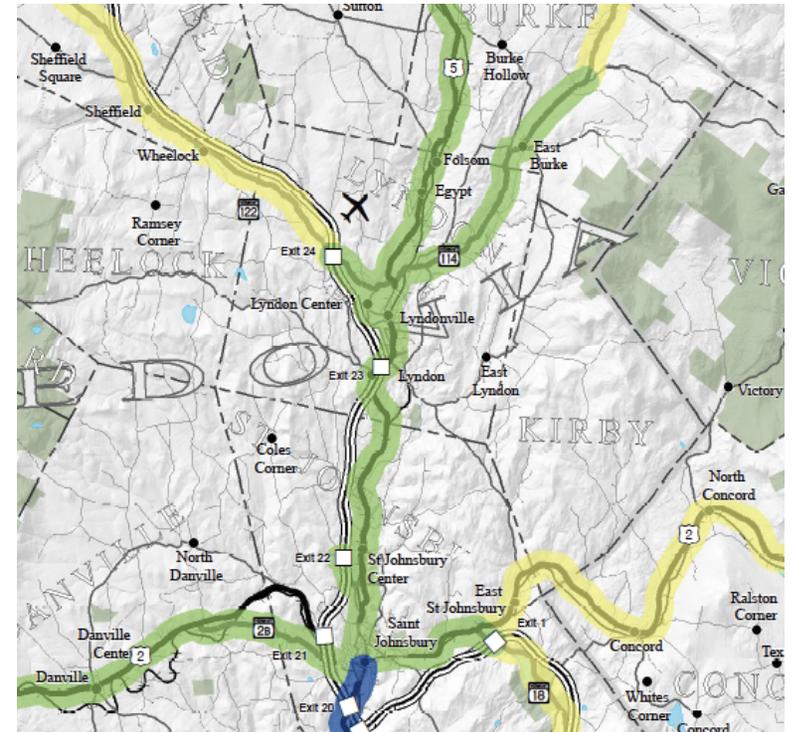


Figure 1: VTrans Bicycle Corridor Priority Map

State Route	Description	Use/Priority
Route 5	South of Lyndon to St. Johnsbury	Medium
Route 5	North of Lyndon to West Burke	Medium
Route 122	In and north of Lyndon to Exit 24	Medium
Route 114	Northeast to East Burke	Medium

In addition, recent VTrans engineering guidance for state roadways is to limit motor vehicle travel lane width to 11 feet, with 3-5 (ideally 4) foot shoulders in rural areas, or 5 foot bike lanes where possible in downtowns and villages. According to the *Vermont State Design Standards*, some rural collector roads in villages can have motor vehicle travel lanes as narrow as 10 feet. Recently, the town worked with VTrans to stripe buffered bike lanes on Route 5 and Center Street, which was possible because of a clear plan put together by knowledgeable staff, and supportive decision makers.

Lyndon residents and town officials wanted to build on the interest that began with the VTrans On-Road Bike Plan, and decided to work with Local Motion to develop a Walk-Bike Safety Action Plan with the goal of identifying short and long term options for road improvements that will increase walking and biking in Lyndon, and to make the roads safer. A steering committee was formed including representatives of Lyndonville, Lyndon Town, and the region. The intent of this plan is to build on the progress Lyndon has made to date.

Benefits of Walking and Biking for Vermont Communities

Biking and walking have significant benefits to offer Vermont communities. Walking and biking **create safer communities** because wider shoulders, sidewalks and bike lanes help to slow vehicle speeds on our winding country roads. The more varied forms of transportation sharing the road, the safer it is for everyone. As bike use grows, typically the number of all types of crashes declines. Creating a more human scale and pleasant place to stroll and shop in Vermont village centers and downtowns **leads to a stronger local economy** where people can meet their daily needs instead of driving to another town to do so. Transportation is Vermont's largest source of energy consumption so one way to **reduce our carbon footprint** is to walk and bike more for short trips, which make up a large number of our overall travel. Finally, walking and biking **improve community health** by fighting climbing obesity rates and providing lifelong opportunities for physical fitness and mobility. Getting outside also supports mental health and can help counteract Seasonal Affective Disorder. Walking and biking have something to offer everyone in Vermont's communities, rural and urban no matter how big or small.



Issues and Opportunities

Local Motion attended three Steering Committee meetings in order to learn about the group's priorities, issues in the Town related to walking and biking, current walking and biking conditions and habits in Lyndon, as well as to better understand the opportunities for making improvements. Following an assessment of these issues and opportunities ([see Appendix A](#)), the group decided to focus on the following three key action projects that are low cost, feasible to implement in the short term with little alteration to existing pavement width, and no need for right-of-way acquisition, as well as non-infrastructure strategies ([See Appendix B](#) for more information):

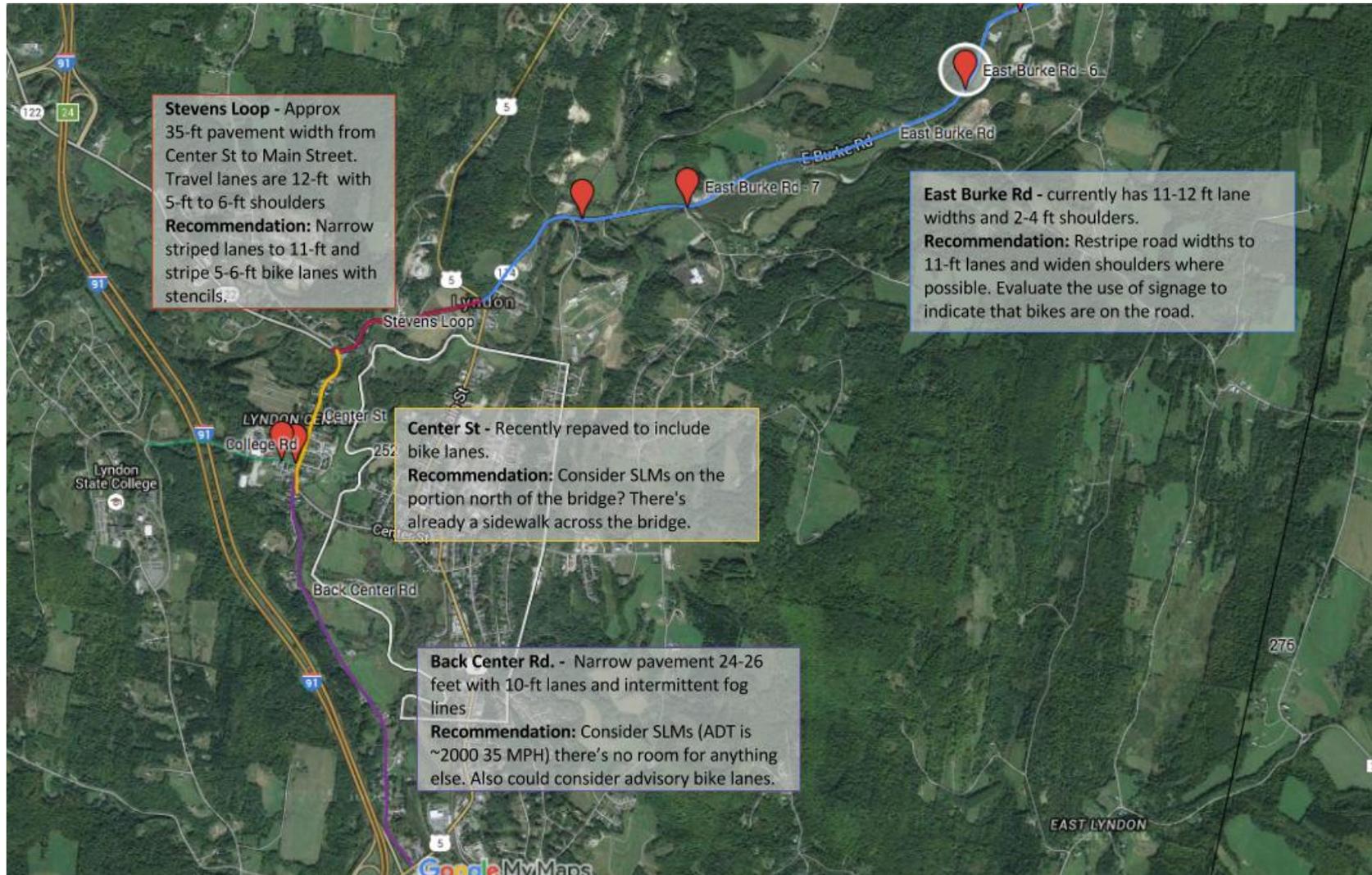
Steering Committee Priorities	Description
<p>A. Identify how streets and roads throughout town can be restriped with narrower travel lanes and wider shoulders</p>	<p>Using Google Earth imagery, Local Motion examined roadway widths along roads around Lyndon identified by the Steering Committee where speeding is an issue and where more space for walking and biking is desired. Figure 2 shows the various locations in Lyndon with potential for restriping vehicle travel lanes to narrower widths, including Stevens Loop, Center St, East Burke Rd, and Back Center Rd. See Page 5.</p>
<p>B. Analyze options for a continuous walk-bike connection from Lyndon State College to downtown Lyndonville</p>	<p>See Figures 3 and 4. Local Motion and Alta Planning + Design developed possible short- and long-term alternatives for a walk and bike friendly connection for the highly trafficked route between the college and downtown. See Pages 7 and 8.</p>
<p>C. Strategies for intersection upgrades to improve safety at two locations</p>	<p>See Figures 5 and 6. Lyndon experiences a fair amount of foot traffic close to the settlements of Lyndon Center and Lyndonville, and around Lyndon College. The Steering Committee identified two locations which are safety concerns which could be improved by calming traffic, providing dedicated space for walking and biking and will result in safer, more predictable behavior. These are Lower Campus Drive and College Rd, College Rd and Center St. See Pages 9 and 10.</p>
<p>D. Non-Infrastructure Strategies</p>	<p>Improve safety using policy, education and outreach. See Pages 11-12.</p>

Infrastructure Recommendations

Steering Committee Priority A - Identify how streets and roads can be restriped with narrower travel lanes and wider shoulders: Narrowing the width of vehicle travel lanes to 10 or 11 feet by striping fog lines, shoulders or bike lanes creates a **traffic calming** effect, meaning that the cars go slower. A maximum 11 foot lane/minimum 4 foot shoulder width is now VTrans engineering practice for all road resurfacing projects. The less available space that drivers perceive causes them to drive more slowly. Slower speeds result in fewer and less severe crashes for all users and generally contributes to safer roads.¹ In addition to the traffic calming effect, minimum 4 foot shoulders provide dedicated space for bicyclists and people walking.

¹ Narrower Lanes, Safer Streets, Dewan Masud Karim, P.Eng., PTOE

Figure 2. Opportunities for restriping Lyndon area roads with narrower vehicle travel lane widths and wider shoulders

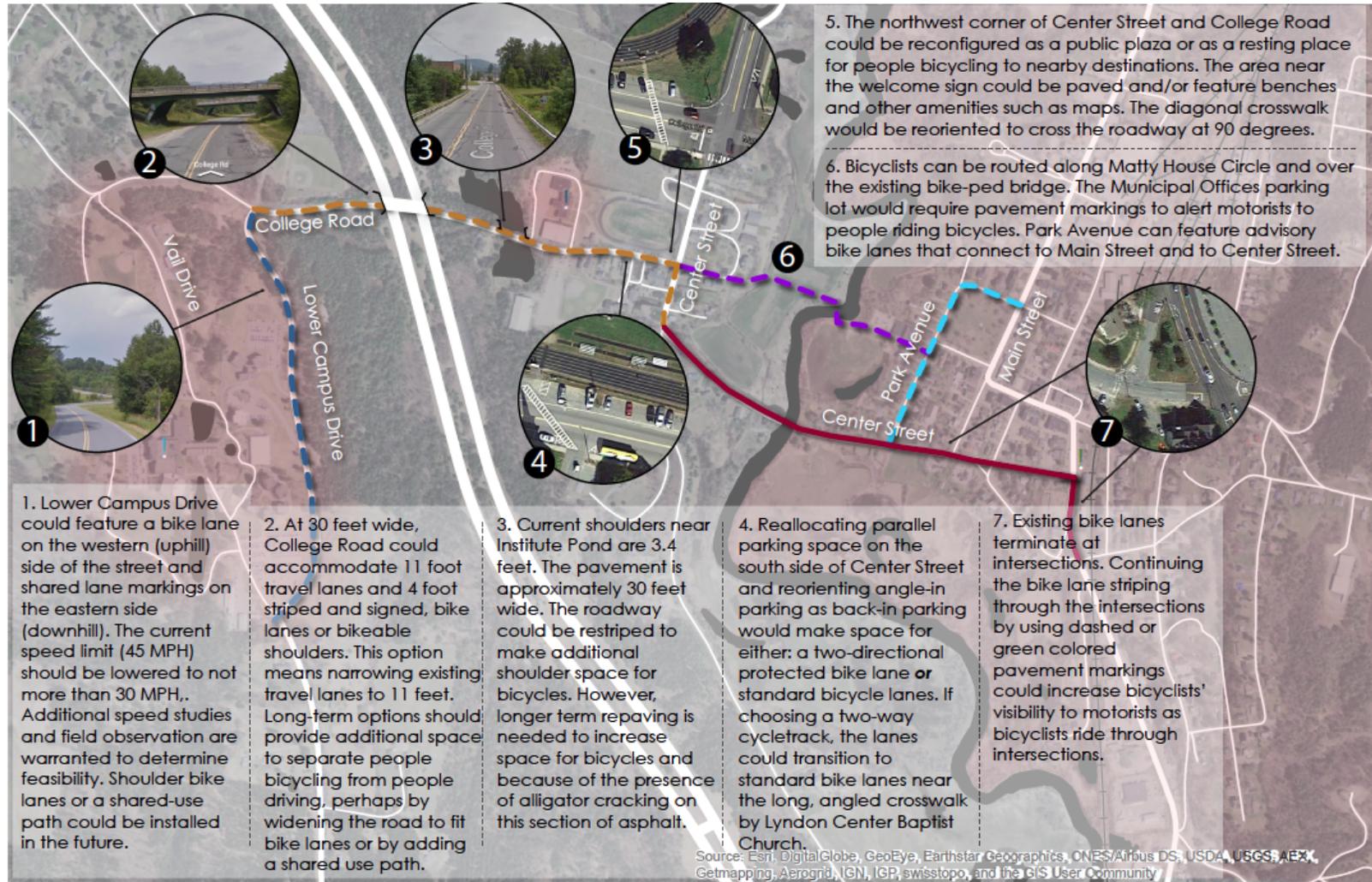


Steering Committee Priority B: Analyze options for a continuous walk-bike connection from Lyndon State College to downtown Lyndonville

Table 2. Short and Long-Term Options for a Continuous walk-bike connection

Improvement Type	Description	Implementation
<p>Recommended short-term improvements</p>	<p>Figure 3 details the recommended short-term alternative for creating a safer connection for vulnerable users along the important transportation route between Lyndon State College and downtown Lyndonville, which can be achieved by doing little more than altering current pavement markings. Local Motion and alta planning + design analyzed options for short term infrastructure improvements, considering existing infrastructure, vehicle travel lane and shoulder widths, right of way, traffic volumes, speeds and best practices for bicycle and pedestrian infrastructure design. We recommend that the following changes be made as soon as possible.</p>	<p><i>Immediate implementation</i></p>
<p>Recommended long-term Improvements</p>	<p>Figure 4 illustrates the recommended long-term alternative for creating a safer walk-bike connection between Lyndon State College and Lyndonville, passing by the Lyndon Institute. Many of these improvements are within the existing right-of-way but involve additional pavement to expand shoulders and create space for multi-use paths.</p> <p>The route takes the form of a shared-use path along College Road between the college and the Institute. This will enable a comfortable path that is accessible to people of all ages and bicycling abilities. It transitions to bike lanes on Center Street, before connecting to the existing bike lanes on Center Street. The area underneath the two overpasses allows enough width to fit a shared-use path without tampering with the existing structures. The lakes east of the overpasses present an opportunity to install a bike/ped bridge. Permits will likely be needed if waterways are impacted. For an example of an existing boardwalk bridge, check out Akron, OH's Towpath Trail.</p>	<p><i>Implement in pieces, over the next 10 years</i></p>

Figure 3. Recommended Short-Term Improvements Between Lyndon State College and Lyndonville



Lyndonville Potential Bike Friendly Connection:

Short-term Implementation

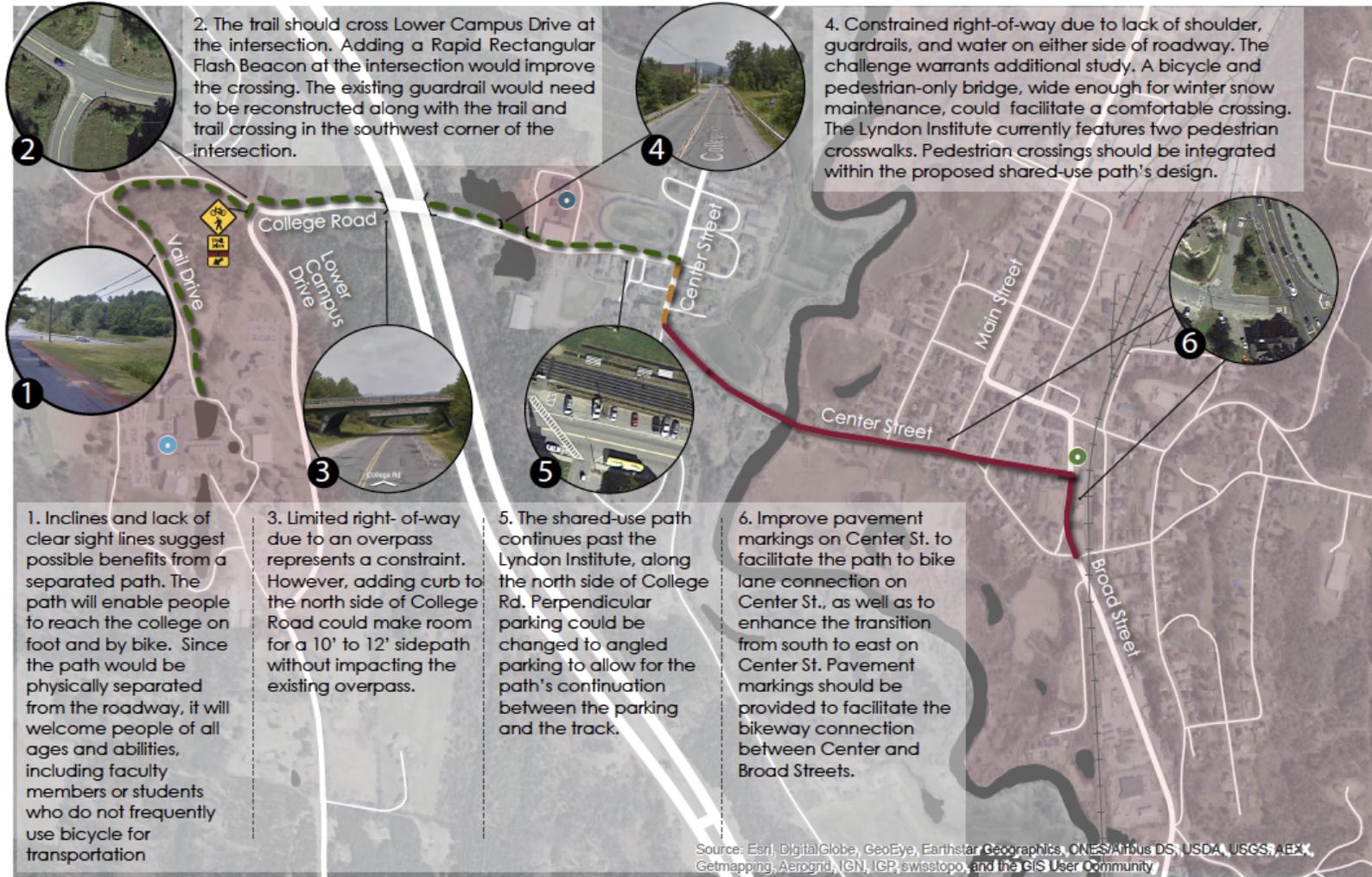
- ! Lyndon State College
- ! Lyndon Institute
- ! Lyndonville

- Uphill bike lane/downhill shared-lane markings
- Preliminary steps towards bicycle-friendly shoulders
- Proposed quiet street connection to off-street path through parking area to Park Avenue
- Proposed advisory bike lanes
- Existing bike lanes



Data Source: Vermont Center for Geographic Information
 Aerial Photos: Google Maps, Near Maps
 Created by: Alta Planning + Design
 Created for: Local Motion

Figure 4. Recommended Long-Term Improvements Between Lyndon State College and Lyndonville



Lyndonville Potential Bike Friendly Connection

- Lyndon State College
- Lyndon Institute
- Lyndon Village
- Proposed shared-use path
- Proposed bike lanes
- Existing bike lanes



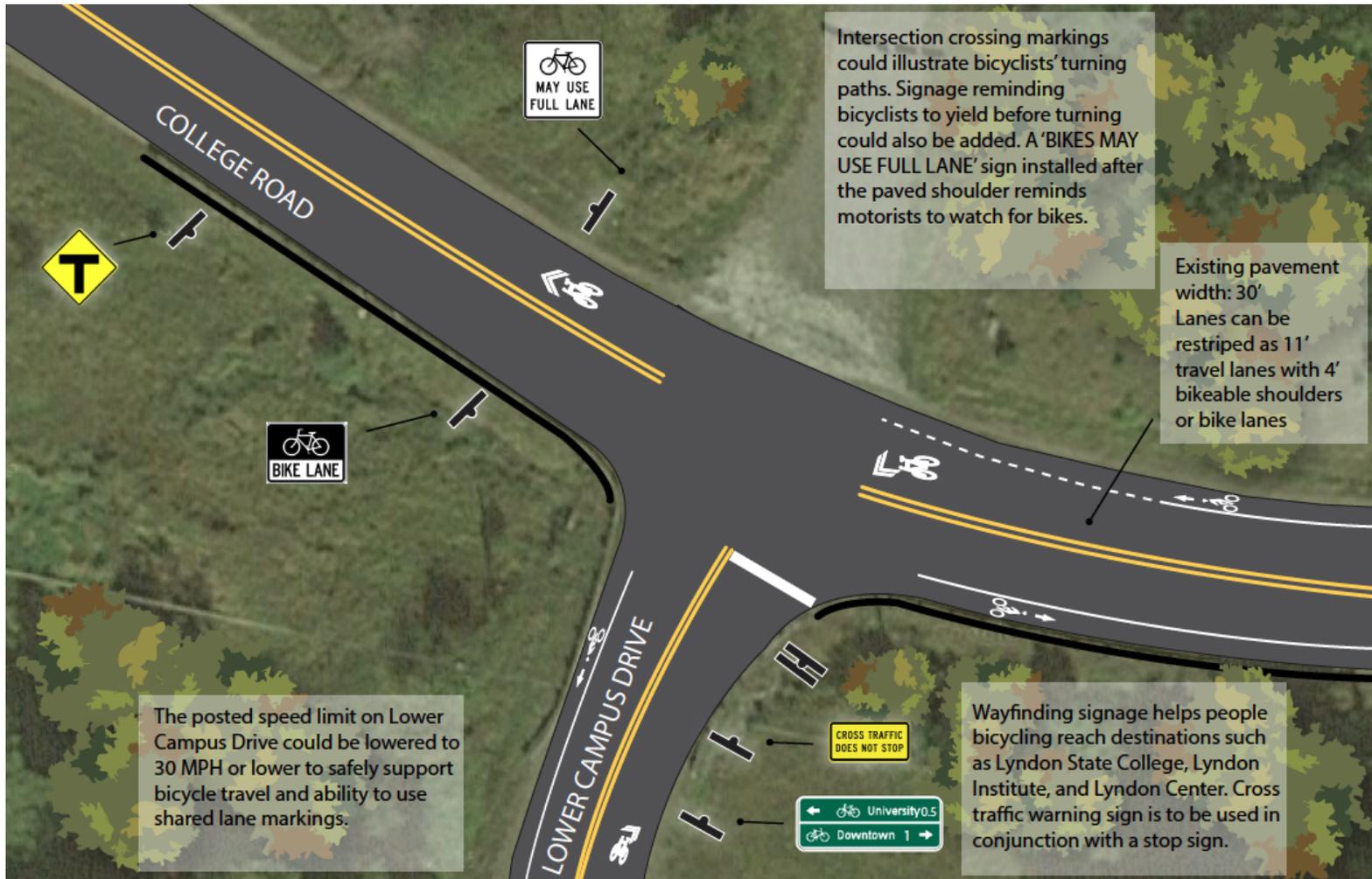
Data Source: Vermont Center for Geographic Information
 Aerial Photos: Google Maps, Near Maps
 Created by: Alta Planning + Design
 Created for: Local Motion



Steering Committee Priority C: Intersection upgrades to improve safety at two locations

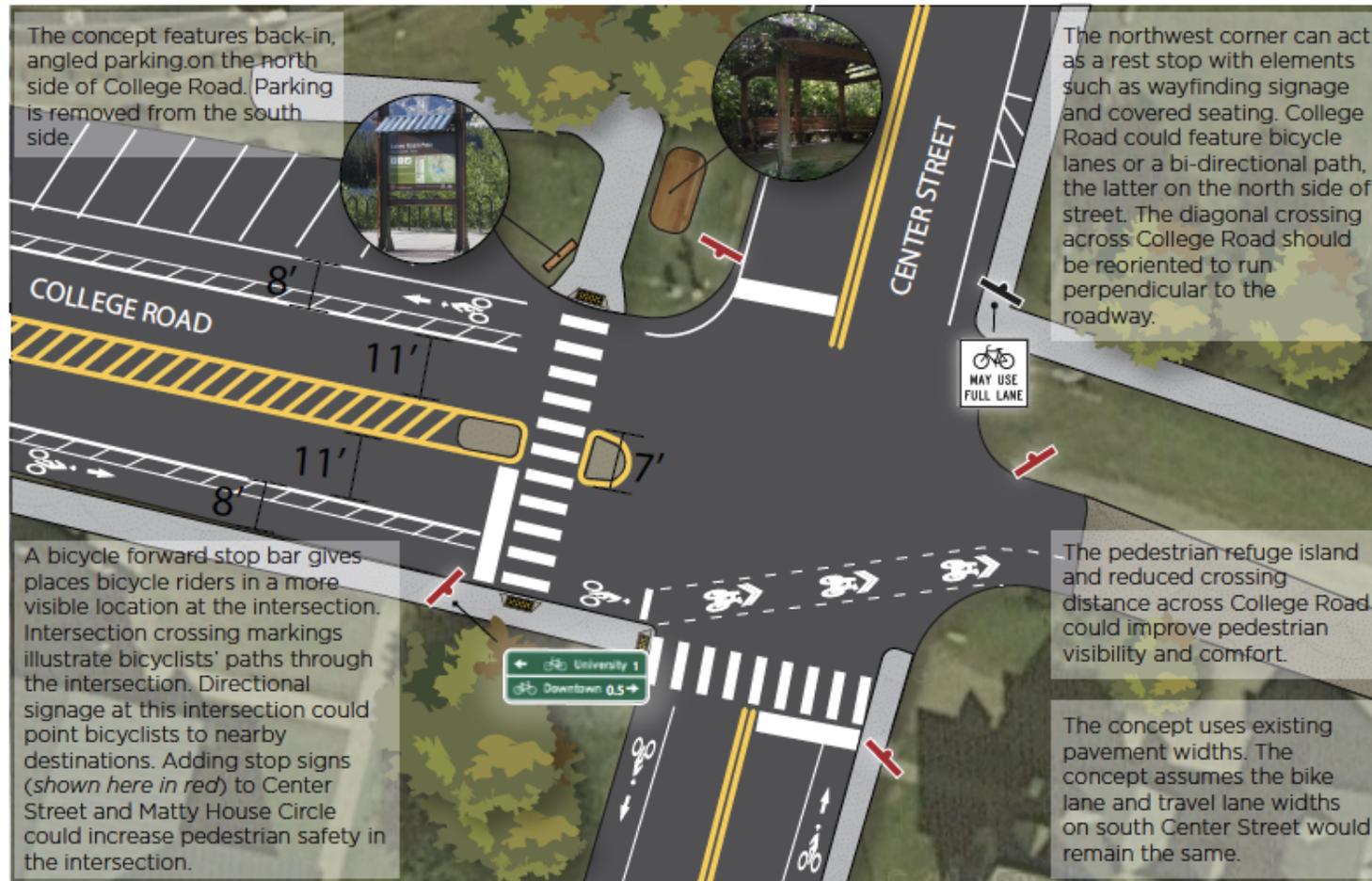
Lower Campus Drive and College Rd: Improvements to this intersection include signage and pavement markings to make drivers aware of vulnerable users in the road and provide bicyclists and pedestrians with dedicated space where needed, such as climbing up Lower Campus Drive and heading east on College Rd.

Figure 5. Intersection Improvements for Lower Campus Drive and College Rd



Intersection of College Rd and Center St: This is a popular pedestrian intersection in the heart of Lyndonville, used by many people walking across College Rd and Center St to access the Lyndon Institute playing fields and track. It was the location of a crash in 2016 where two Lyndon Institute students were injured, one of them severely. This concept improves safety for people walking and biking, by making them more visible, providing dedicated space and a more predictable crossing pattern. These improvements will also ensure that drivers will proceed through slowly. [See Appendix C](#) for more information about back-in angled parking. *Longer term, the intersection could be raised and using colored asphalt it can be into a plaza where pedestrians have the right of way at all times.*

Figure 6. Intersection Improvements for College Road and Center Street



Non Infrastructure Recommendations

In addition to the location-specific infrastructure improvements noted in this *Walk-Bike Safety Action Plan*, Local Motion identified several potentially viable non-infrastructure strategies for improving walk-bike safety in Lyndon.

Strategy	Description	Partners and Examples
A. Update local ordinances	Update local ordinances regarding the rights and responsibilities of non-motorized users of local roads. The town of Middlebury recently undertook a comprehensive rewrite of those portions of its ordinances that pertain to vulnerable users, with an eye towards clarifying where and how people can walk and bike on streets, sidewalks, and paths in town.	Middlebury’s rewrite was led by local volunteers in close collaboration with the police chief. The language was recently approved by the selectboard. It might serve as a useful starting point for Lyndon to do the same.
B. Organize a sidewalk stenciling campaign	Organize a downtown sidewalk stenciling campaign to promote safe walking and biking.	Local Motion offers materials and assistance with local volunteer-led stenciling of safety messages and graphics on sidewalks using temporary spray chalk.
C. Apply for <i>Walk-Friendly Community/ Bicycle-Friendly Community</i> recognition.	These free programs help a community evaluate how effectively it supports and promotes walking and biking. Qualifying communities are awarded recognition starting at bronze and going up to diamond levels, and all communities that apply are given detailed feedback on steps to take to achieve the next level of recognition.	Local Motion can assist with the application process. The Town must be the applicant.
D. Presentation on the benefits of walking and biking	Offer one or several workshops or presentations for local elected officials and/or staff regarding the	Local Motion can develop customized presentations on topics that are particularly

	benefits of and strategies for making the community more walk- and bike-friendly.	relevant to Lyndon and then present them to any group of community leaders.
E. Walking and/or biking tour	Organize a walking and/or biking tour of key sites of concern with local officials and community leaders.	Local Motion could lead the tour, highlighting issues and solutions as outlined in this proposal.
F. Bike Smart program	Institute regular bike skills training for kids in grades 3 through 6.	Local Motion can provide a cargo trailer filled with kids' bikes and all needed equipment for building bike skills training into PE and/or afterschool at a nominal cost, and can train school staff in how to implement our bike skills curriculum. Partner with school and teachers.
G. Add walk-bike policy language to the town plan	Amend town plan to include policy about narrowing lane widths and creating a connected walk-bike network in Lyndon.	Work with NVDA

In addition to the strategies outlined briefly above, these and others are presented in much greater detail in the “Toolkits” section of the Safe Streets Vermont website, which is available online at <http://safestreets.vermont.gov/toolkits>.



Next Steps

There is great potential to capitalize on the energy in Lyndon, the Steering Committee work to date and the opportunities ahead. We recommend the following next steps.

1. **Apply for a Vermont Bike-Ped Program or other relevant grants in 2017:** Select specific projects from the recommendations in this plan to implement.
2. **Create a Town of Lyndon Bike and Ped Advisory Committee:** Meet quarterly or monthly as a committee. We recommend that the committee organize into a local advocacy group that can spearhead walk-bike projects. Elect leadership and ask for town and regional staff to attend meetings.
3. **Amend the Town Plan to include Walk-Bike goals and policies.** Strong policy language lays the groundwork for long term town leader support of safety improvements and will make the town more competitive when applying for grants and other funding for projects. The town could adopt this plan into the Town Plan by reference.
4. **Identify pilot projects.** The steering committee should identify pilot projects that they advocate for demonstrating around town. Any of the shorter term projects in this plan could start as pilot projects. Recruit volunteers, borrow Local Motion's pilot trailer and make them happen! One example is *reverse in angled parking* on Center Street. See appendix B for more information about how this can work.
5. **Celebrate!** Plan a fall Walk-Bike event like Open Streets (www.openstreetsproject.org) or a block party to highlight the positive changes in the community so far and what you've accomplished together.

Initial review of walk-bike issues, opportunities, and strategies in Lyndonville and Lyndon Town



Prepared by Jason Van Driesche, Local Motion

Contact: jason@localmotion.org, 802-735-7271

June 2015

Jason Van Driesche, Local Motion's Director of Advocacy and Education, conducted a site visit with a group of Lyndonville-area residents, business owners, and local officials on June 17, 2015. He was accompanied by Miles Boucher, a Local Motion intern. The visit consisted of the following:

1. A self-guided exploration by bike of the core village area
2. A walking tour of the "Path Around Lyndonville" segment that begins behind the municipal building
3. A group bike ride led by experienced local cyclists along the following route, starting and ending at the village center: Main Street, Stevens Loop, Center Street, Back Center Road, Red Village Road, Lily Pond Road, Hill Street, Skyline Drive, Broad Street
4. A loosely structured discussion in which participants were asked to:
 - a. Share their background and interests related to walking and biking
 - b. Identify key issues and opportunities that they felt should be addressed in any effort to improve walking and biking in the community

Participants in the discussion included the following individuals (note that subsets of these people participated in the walking tour and group bike ride):

- Benjie Tessier
- Steve Feltus
- Steve Smith
- Kaela Gray
- Marty Feltus
- Cathy Boykin
- Frank Maloney
- Sharon Patoine
- Susan Teske
- Jamie Struck
- Harry Morrison

The following issues were noted as priorities by participants in the meeting:

- Slowing down traffic throughout town
- Creating a walking and biking connection from the college through the Institute to the village



Institute property (travel lanes would need to be shifted to the south). Continue 10' lanes with wide shoulders (though not bike lanes) up to the college. Evaluate the possibility of shifting travel lanes to the south to create a full bike lane on the “climbing” side of the road, with shared-lane markings on the descending side.

- **Intersection of College Road and Center Street.** In the medium term, rebuild the intersection and adjacent sections of all four legs as a raised plaza (with pavers or colored asphalt) where people walking have right of way at all times and people driving proceed through slowly. In the near term, explore strategies for creating the same effect with paint and other low-cost interventions.
- **Path from College/Center intersection down to bridge.** Explore options for formalizing a path connection from the outer portion of the circular Institute driveway down to the bridge that crosses to the municipal building. Add shared lane markings to the existing paved portion to highlight the presence of bikes.
- **Skyline Drive.** Consider restriping Skyline with advisory bike lanes and a shared center car lane (see above for details). In addition to making this popular biking route up to the Outing Club considerably safer, it would create space where people who live on the street can safely walk their dog, check the mailbox, and so on.
- **East Burke Road.** Explore the possibility of restriping this important biking link with ten foot lanes. Feasibility would depend on posted speed, volume of truck traffic, and other factors.

MEMORANDUM OF UNDERSTANDING (MOU)

This agreement is entered into among Local Motion; the Town of Lyndon and the Village of Lyndonville, hereinafter collectively called the Town; and NVDA and PAL (Paths Around Lyndon), hereinafter collectively called the Partners.

I. PURPOSE & SCOPE

The purpose of this MOU is to clearly identify the roles and responsibilities of each party as they relate to a proposed project (described below), wherein Local Motion will assist the Town and the Partners in identifying and implementing strategies for improving safety for people walking and biking in Lyndonville and Lyndon Town.

In particular, this MOU is intended to:

- Document the background and genesis of this proposed project
- Clearly define the deliverables and scope of work for the proposed project
- Define relationships, responsible persons, and protocols for presentation of deliverables

II. BACKGROUND

In spring 2015, Local Motion was approached by a group of residents, business owners, and local officials from the Town who indicated an interest in developing a bicycle and pedestrian safety action plan for the Town with funding from the Vermont Agency of Transportation (VTrans). These consulting services are being offered at no cost to the Town, and funding for such services has already been secured from VTrans by Local Motion.

Local Motion has partnered with Alta Planning and Design (Alta) to provide technical assistance as needed to develop a product that satisfies the scope of work provided by VTrans as well as meets the needs of the Town and the Partners.

Local Motion attended a meeting with the abovementioned group of individuals on June 17, 2015 to offer an overview of Local Motion's capacity and available services as well as to learn about already-identified priorities and issues in the Town related to walking and biking. At the conclusion of the meeting, participants unanimously indicated an interest in working with Local Motion to prepare an MOU for review by the Town that outlined a proposed framework for collaboration.

Following that meeting, Local Motion prepared a summary of issues identified at the meeting, as explored in detail in a memo that is [accessible at this link](#). The document was then shared with the participants from the meeting, who offered feedback and guidance regarding

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additions and revisions. With these preliminary findings as a guide, Local Motion drafted the proposed scope, timeline, and responsibilities as outlined below.

III. PROPOSED SCOPE OF WORK AND DELIVERABLES

Local Motion, the Town, and the Partners will collaborate as outlined in section IV below to achieve the following three goals:

1. **Identify streets and roads that can be restriped with narrower travel lanes.** Local Motion will work with the Town and Partners to draft specific guidance for at least five major street or road segments that can reasonably be restriped with narrower travel lanes (10' or 11', depending on road classification, posted speed, traffic volume, and truck volume) so as to create wide shoulders or bike lanes. Guidance will include a suggested priority order as well as references to state or national standards that support such restriping. Note that to-scale striping diagrams will not be produced; whether such drawings are needed will be determined by the Town in consultation with various Partners, and if needed, the production of such drawings will be the responsibility of the Town.
2. **Propose locations and strategies for crosswalk upgrades to improve pedestrian safety.** Local Motion will work with the Town and Partners to identify three to five locations in the town where crosswalk improvements are needed (quantity to depend on the complexity of locations chosen), then prepare conceptual sketches and write-ups of options for improving safety at each. Sketches will be only roughly to scale and will not qualify as engineering drawings; rather, they will serve as a starting point for prioritizing and pursuing improvements. In addition to site-specific recommendations, Local Motion will prepare a general overview for the Town about current best practices for improving pedestrian crossing safety in small towns.
3. **Conduct an in-depth analysis of options for creating a continuous walk-bike connection from the College to the Village.** Local Motion will work with the Town and Partners to explore a variety of options for making it safe and easy to bike between the College, the Institute, and the Village. The process will include a community meeting and field trip to review and discuss options. The final product will be a series of conceptual drawings that include both near-term, low-cost strategies and longer-term capital investments that will be needed to make a connection across these three key destinations and improve it over time.

III. RESPONSIBILITIES OF EACH PARTY

In support of the above activities, Local Motion will:

- Designate a Local Motion project leader who will be the primary contact with the Town and the Partners

- Work with the Town and the Partners to establish a timeline and milestones for the project and ensure that they are met
- Communicate proactively with and respond in a timely manner to communications from Town and Partners
- Create high-quality deliverables that are specifically tailored to the needs and circumstances of Lyndon

In support of the above activities, the Town and Partners will:

- Select a broadly representative steering committee and a chair of that committee who will work closely with Local Motion
- Provide Local Motion with readily available data and provide feedback and guidance as needed to develop accurate and useful deliverables
- Review key drafts of deliverables and provide feedback on content and focus
- Take the lead on public outreach for any meetings or other activities that would benefit from broad participation
- Respect the funding limitations inherent in this project and work in good faith with Local Motion to ensure efficient execution of the project

V. APPROVAL, MODIFICATION, AND TERMINATION

Before Local Motion begins work, this MOU must be reviewed and signed by an authorized representative of each party to the MOU. Modification of this document shall be subject to prior formal approval by all parties.

Termination of this agreement prior to the completion of the deliverables may be initiated either by the Town, the Partners, or Local Motion for any of the following reasons:

- If the Town or any of the Partners is dissatisfied with the quality of the milestone products and Local Motion is unable or unwilling to address the identified deficiencies
- If Local Motion is unable to secure essential cooperation from the Town or the Partners despite repeated attempts
- If any other reasonable cause presents itself, as indicated by the Vermont Agency of Transportation, Local Motion or an authorized representative of the Town or the Partners

Good faith efforts shall be made by both parties to resolve any differences or conflicts prior to termination of the MOU.

VI. FUNDING

Each party shall bear its own expenses for all work completed in accordance with this MOU.

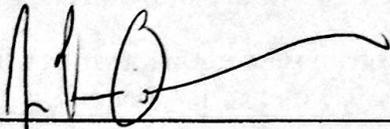
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VII. EFFECTIVE DATE AND SIGNATURE

This MOU shall be effective upon the last date of signature of an authorized representative of each party to this MOU. It shall be in force from that date until June 30, 2016, unless terminated or renewed by all the parties to the MOU. The parties indicate their agreement with this MOU by their signatures.

Local Motion

Jason Van Driesche
Name


Signature

10/30/15
Date

Town of Lyndon

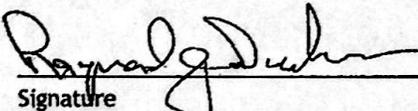
Hermit Fisher
Name


Signature

10/19/15
Date

Village of Lyndonville

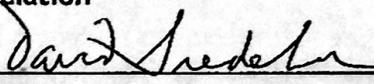
Raymond J. Duhon
Name


Signature

10.12.15
Date

Northeastern Vermont Development Association

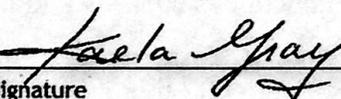
David Smedeker
Name


Signature

10/11/15
Date

PAL (Paths Around Lyndon)

Kaela Gray
Name


Signature

10/26/15
Date

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WHERE IS REVERSE ANGLE PARKING USED?

- ARLINGTON, VA
- BIRMINGHAM, AL
- CHARLOTTE, NC
- CHICO, CA
- EVERETT, WA
- HONOLULU, HI
- INDIANAPOLIS, IN
- MISSOULA, MT
- MONTREAL, CANADA
- NEW YORK, NY
- OLYMPIA, WA
- PHILADELPHIA, PA
- PORTLAND, OR
- POTTSTOWN, PA
- SALEM, OR
- SAN FRANCISCO, CA
- SEATTLE, WA
- SYRACUSE, NY
- TACOMA, WA
- TUCSON, AZ
- VENTURA, CA
- WASHINGTON, DC
- WILMINGTON, DE



WHAT IS REVERSE ANGLE PARKING?

- Easier than parallel parking — just one maneuver!
- Stalls are at an easily navigable 45 degrees
- Driver has an unobstructed view of oncoming traffic
- Pedestrians cross more safely
- Cyclists are more visible
- Creates more parking spaces — at least 11 more, in fact!

Reverse angle parking will increase Bow Street's on-street parking capacity by 90%



Complimentary Bike Corrals

- PROVIDE CONVENIENT, AMPLE, ON-STREET PARKING FOR CYCLISTS
- ENCOURAGE CYCLING
- INCREASE PUBLIC AND PRIVATE BIKE PARKING CAPACITY WHILE MAINTAINING SIDEWALK SPACE
- ARE SAFE AND SECURE

Bow Street Reverse Angle Parking and Bike Lane Plan

CREATING
A SAFER, MORE
ACCESSIBLE BOW STREET



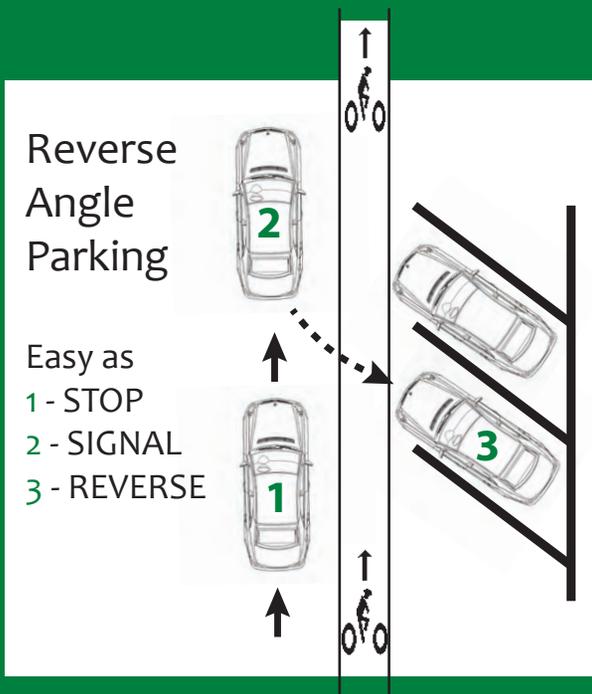
CITY OF SOMERVILLE
Mayor Joseph A. Curtatone
TRAFFIC AND PARKING DEPARTMENT



HOW DOES IT WORK?

Back-in angle parking is easier than parallel parking.

1. Signal a right turn to warn other drivers (just like parallel)
2. Pull past the parking spot and stop (just like parallel)
3. Reverse into the parking spot in one move half the effort of parallel)



WHY REVERSE ANGLE?

SAFER FOR ALL - pedestrians, cyclists, and motorists - by slowing traffic

PEDESTRIAN IMPROVEMENTS with better visibility and easier crossing

MORE PARKING SPACES because reverse angle parking uses less curb space than parallel parking

BETTER CYCLING in new bike lanes connecting to those on Somerville Avenue

FEWER ACCIDENTS since motorists do not back out blindly from parking spaces

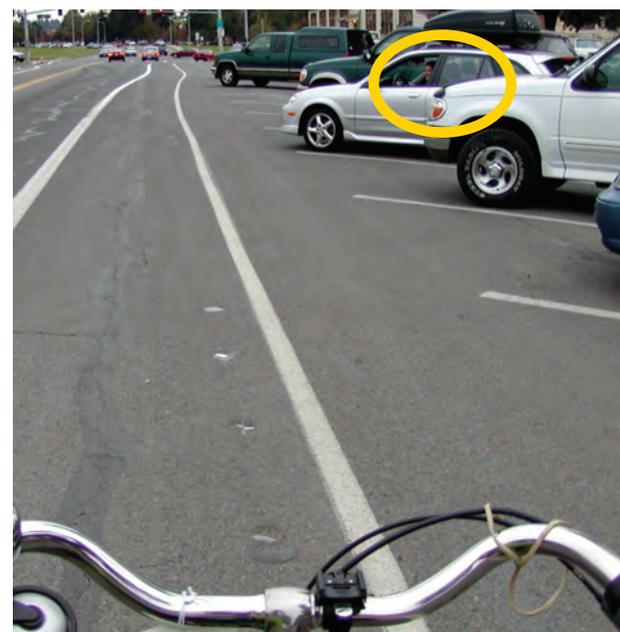
SAFER FOR CYCLISTS since motorists are better able to see cyclists in the roadway

IMPROVED HANDICAPPED PARKING as spaces can be placed adjacent to curb ramps

SAFER FOR LOADING AND UNLOADING children and cargo, since all sides of the vehicle are shielded from oncoming traffic



Loading and unloading packages from the trunk and children from the back seat is protected from moving traffic.



A cyclist's view of reverse angle parking allows him or her to make eye contact with drivers before they pull out from parking spaces.

CREATING A SAFER, MORE ACCESSIBLE BOW STREET



CITY OF SOMERVILLE
Mayor Joseph A. Curtatone
TRAFFIC AND PARKING DEPARTMENT

