



May 3, 2011

Via Email

Nicole Freedman
Director, Boston Bikes
1 City Hall Square, Suite 932
Boston, MA 02201-2040

Re: Bike Lane Proposal for Massachusetts Avenue

Dear Ms. Freedman:

Fenway Civic Association (FCA) is the Fenway's only volunteer organization that accepts no public or developer funds. Our mission is to promote a safe and vital neighborhood that serves the interest of our residents. The Fenway Civic Association fully supports the proposed bike lanes on Massachusetts Avenue from the Symphony Area to the Harvard Bridge, with the option to remove northbound parking spaces exercised.

The traffic and parking studies indicate there will be no negative impact on the Fenway. The proposed removal of parking spaces is not a concern, as they have been proven to not primarily be used by residents and are currently underutilized by local businesses. If anything a decrease in available nonresident on street parking may possibly reduce traffic in the neighborhood. The potential improvements to public safety in our roadways, and the addition of alternative transportation facilities through this project, are of a greater value than vehicle storage space in the Fenway.

With regard to design of the lanes we have a few suggestions:

We suggest that the two proposed 11'-0" travel lanes be reduced to 10'-6" to allow the proposed southbound bike lane adjacent to parking to be marked as 6'-0" wide, in order to allow cyclists better avoid 'dooring' incidents.

The emerald carpet paint treatment for bike lanes on the most highly congested segments of the project is highly recommended. For one of the most traveled streets in the city, having the lanes be as highly visible as possible needs to be a priority for both safety and general public awareness.

Bike turning boxes should be set in front of crosswalks for left hand turns in order to avoid pedestrian conflicts and give an additional time buffer for bicyclists to complete their turns. If bike boxes are employed, the word “stop” needs to be clearly marked behind stop lines to deter drivers from rolling forward and using the boxes as a defacto stop lines. Posting “no turn on red” signage at intersections might also curtail this behavior.

If bike turning boxes are not employed in this project, please consider posting signs at major intersections explaining the concept of “pedestrian turns”. Or perhaps make this part of the future education campaign and Boston Bikes informational maps.

With respect to the eliminated northbound parking and loading zone issues:

We would also like to see additional “loading only” hours added to the existing metered parking spaces on the southbound side of Massachusetts Avenue, as to facilitate loading zones during rush hour without blocking any bike or travel lanes. The double or triple parking of trucks during loading activities is currently a major issue. With the anticipated increase in bicycle traffic that will result from the proposed lanes, we wish to avoid forcing cyclists to detour into congested travel lanes.

We do request that in addition to typical “no parking” signs, there be signage indicating the \$100 dollar fine for parking in a bike lane. As the fine is higher than a typical parking violation, making it highly visible should more effectively deter illegal parking.

Overall the project will significantly increase the livability of the neighborhood, safety, and the accessibility of modes of transportation other than driving, which is highly desirable in the Fenway. We look forward to the completion of this project this year and its eventual integration with a system of bike lanes on Boylston Street.

Sincerely,

A handwritten signature in black ink that reads "Bill Richardson". The signature is written in a cursive, slightly slanted style.

William B. Richardson
President, Fenway Civic Association

cc: Will Onuoha, Mayor’s Office of Neighborhood Services
Councilor Michael Ross