

## Proposal for Pilot Striping of the SWCP Paths, Green Street to Stony Brook Stations SWC PMAC, August 2022

**We expect more people on bikes or walking.** The Orange Line is closing for a month. Walking or biking will often be more attractive than shuttle buses, and many will continue their mode shift even after the line reopens.

**Pedestrians tend to use SWCP bike paths.** In much of the park, pedestrians are directed to paths that are sub-standard, such as roadway sidewalks, which are noisier, narrower and have less shade. Until there are equally attractive ped paths, the bike path will be de facto shared.

**We propose a pilot striping of the section from Green Street to Stony Brook stations,** implemented this fall. This stretch has multiple, non-uniform bike and ped facilities, where the bike path is “shared” with dogs on leashes, families with toddlers, groups and individual walkers, who may not be aware they are on a path designated for biking. Striping a line down the center of the bike path will help users stay to one side, and the stenciling will remind users which path they should use.

**Path Surface.** The cobblestone rumble strips are not maintained; the missing stones create a hazard. There are many large root projections, which have resulted in at least two cyclists’ serious injuries this summer. The worst of these should all be dug out and repaired with asphalt this fall.

### Specific Recommendations and Map of Proposed Pilot Area

**Center Stripe:** A center stripe with dashed line along the bicycle path from Mass. Ave. to Forest Hills, except Camden to Ruggles, where this already has been done.

**Stencils for Separate Paths:** Where there are equivalent paths for bicycles and pedestrians, differentiate with painted stencils. Marked in **yellow** on the map.

**Shared Paths:** Where the pedestrian path is inadequate (typically the sidewalk along the road) continue the center line, but OMIT the stencils. Marked in **green** on the map.

**Crosswalks:** Where pedestrians are expected to cross the bike path, paint a traditional white “zebra” crosswalk, indicating the need for cyclists to yield to pedestrians. Already implemented between Camden and Ruggles Streets. **magenta** on the map.

**Mixing Areas:** Where there is cross-traffic and mixing of pedestrians and bicycles, such as near Ruggles station where many people cross the path, the bike path should be marked with dashed lines along the sides of the path as well as the center dashed line, to show there is a bike path. Marked in **orange** on the map.

