

# MEETING NOTES



**Meeting Date:** October 15, 2012

**Subject:** Beacon Street Roadway and Streetscape Improvements – Community Meeting

**Next Meeting:** TBD

**Attendees:** See attached list

Item	Discussion	Follow-up
1.0	Hayes Morrison introduced herself as the Director of Transportation & Infrastructure for the City of Somerville, welcomed the audience and introduced Ward Alderwoman Maryann Heuston.	none
1.1	Hayes M introduced the project team including Sarah Spicer (Transportation Planner), Rob King (City Engineer) and David Giangrande (DCI). Hayes M then turned the meeting over to David G.	none
1.2	David G introduced himself, gave an introduction to the project and presented the project using a PowerPoint presentation (see attached). David G asked that questions be held until after the presentation. In general the project involves the reconstruction of Beacon Street from Oxford Street to the Cambridge City line. The sidewalks will be replaced, new curbing installed, new traffic signals installed and new pavement will be placed. Parking is proposed to be removed from the south side of Beacon Street between Oxford Street and Washington Street to allow for the installation of cycle tracks between Oxford Street and Museum Street and between Park Street and Washington Street as well as installation of a sidewalk along the south side of the roadway between Museum Street and Park Street. A parking study was performed to determine the existing parking need and assess the adequacy for the proposed design.	none
1.3	Many questions were asked following the presentation. These questions and the responses are paraphrased below: Q: The crosswalk is needed at Kent Street. It may not need to be signalized, but it is needed. R: We will review the need for this crosswalk and other mid-block crosswalks. Q: Are there any ways to reduce the risks of dooring? R: The cycle track is proposed at 7' wide. This width will reduce the risk of dooring. The bike lane is also a consistent and wider width than what is currently in the roadway. Colored pavement, particularly at conflict points will be considered. Q: The pavement between Kent and Museum was repaved in 2004. Why repave again? R: The portion of pavement between Kent and Museum which was repaved in 2004 was part of a drainage improvement. The proposed project will repave the entire street. Q: What is the speed limit on Beacon Street? R: 30 MPH existing and proposed. Q: What traffic calming will be done? R: Side friction as well as sight distance control the speed a motorist travels. The side	none

*friction caused by parking cars will control the speed motorists travel.*

Q: Can solar powered speed notifications be part of the project

*R: Possibly.*

Q: Why does the project stop at the bridge and not at Somerville Avenue?

*R: The bridge has always been the limit of the project. The project will improve the roadway condition up to the bridge.*

Q: Will there be separate bicycle signals?

*R: Yes, there will be separate bicycle and pedestrian activation.*

Q: Will there be separate bicycle phasing?

*R: The detailed signal phasing has not been completed yet.*

Q: Based on my experience, the design is backwards. The cycle track should be in Zone 2, not Zone 1 and should be an 8' cycle track and have 10' travel lanes per AASHTO and NACTO.

*R: No response needed.*

Q: There are a high number of crashes at Inman. Beacon has more bike crashes than other streets. At bus stops, the cycle track could go around the buses and the buses could stop in the roadway.

*R: There is not enough room in the Right-of-Way for this approach.*

Q: What type of landscaping will be provided? Can the large mature trees remain?

*R: We would like to retain the large mature trees.*

Q: The crosswalk at Museum is needed. Also need a crosswalk between Sacramento and Oxford.

*R: We will review mid-block crossings.*

Q: I am in general support of the cycle track, but disappointed that it does not extend to the Cambridge line. The general population is slower than very experienced riders. I believe the conflict areas can be resolved.

*R: No response needed.*

Q: Parking – there is no place to park close by if parking is taken. What do people do during street sweeping or snow emergencies?

*R: We will work with the DPW in developing a strategy for this. Most likely, Beacon Street will be divided into sections for street sweeping and for snow emergencies.*

Q: What about winter clearance of the cycle track?

*R: The DPW is aware of and understands the requirements of winter maintenance of the cycle track.*

Q: I am a transportation planner. My suggestions are: chicane the parking, acquire extra space at the Star Market and provide a separate Beacon Street parking permit?

*R: No response needed.*

Q: I own the laundry mat. If you remove 1/2 of the parking along Beacon Street, the businesses will be decimated.

*R: No response needed.*

Q: Most of the people along Beacon Street were not noticed about this meeting. Why was this so badly advertised?

*R: We sent notifications to our e-mail list from prior meetings and we are somewhat relying on the residents of Beacon Street to let their neighbors know about these meetings.*

Q: Why not send the residents of Beacon Street a letter notifying them of the meeting?

*R: We will look into this.*

Q: Alderwoman Heuston: The design needs to be mindful of all users: businesses, property owners, renters, motorists, bicycles and pedestrians.

*R: No response needed.*

Q: Will the overhead utilities be placed underground?

*R: No, that would be too expensive.*

Q: A 2 hour parking limit is not enough for residents.

*R: No response needed.*

Q: Alderwoman Heuston: once the parking spaces are removed, they will not be put back.

*R: No response needed.*

	<p>Q: I own Café Rustica, I believe your parking numbers are off as well as the bicycle counts?  <i>R: No response needed.</i></p> <p>Q: The crosswalks are not safe.  <i>R: No response needed.</i></p> <p>Q: You should rethink the brick crosswalks, they are not as visible at night as the painted ones?  <i>R: The city standard is paver crosswalks.</i></p> <p>Q: What about contraflow on the cycle tracks?  <i>R: The cycle tracks are one way.</i></p> <p>Q: It is not feasible to have shared parking available 12 months of the year. 24 hours per day. Suggest a double wide bike lane.  <i>R: No response needed.</i></p> <p>Q: I suggest not crossing bus traffic.  <i>R: No response needed.</i></p> <p>Q: Have you had discussions with Cambridge for combined Cambridge/Somerville parking?  <i>R: No, but we will look into it.</i></p> <p>Q: The 5' sidewalk between Museum and Park Street is very narrow.  <i>R: No response needed.</i></p>	
1.4	Hayes M concluded the meeting by saying that there will be more community meetings as the project progresses and thanking the audience for attending.	none