



SOMERVILLE BICYCLE ADVISORY COMMITTEE DECEMBER 2020 MEETING AGENDA

Mayor Joseph A. Curtatone

Community Representatives:

Tom Lamar, Chair
Katie Pierce, Vice Chair
Ted Lester, Secretary
Ken Carlson
Gregory Ely
Ted Feldman
Alex Frieden
Kevin McGrath
Mark Vollinger

Lena Webb
Ian Woloschin
Michael Weber

Ex Officio:

Katjana Ballantyne, City Council
Adam Polinski, OSPCD Mobility
Deputy Chief Steve Carrabino, Police Department

Thursday, December 3rd, 2020, 6:30-8:30PM

GoToMeeting link for computers, tablets, and smartphones: <https://global.gotomeeting.com/join/647968197>

GoToMeeting dial-in number: +1 (224) 501-3412, Access Code: 647-968-197

Procedural, General Business & Updates (15 Minutes)

- Introductions and joint meeting logistics

It was very quick

Haleemah is the Project manager of Spring hill

Andy Reker works for camb, somer res

Arah Schuur somer res vol with

jordan safer 2nd time attending bike committee

Nate Kauf guess of bike commit

Derek helps with design with sewer separation

Michelle Moon resident

Martin Palivic 1st time bike committee

Alex Epstine

- Pretending Secretary: Mark V
- Proposed Transit-Pedestrian-Bicycle-PersonWithDisabilities Summit

Ken outlines a summit to share ideas and shared visions around less car dependent and more equitable.

Looking to create a 3 year plan. He lists pretty much every group that is under the sun around transit and pedestrian and bicycle advocacy group and city staff in the area

Looking for February for 90mins. Possibly a moderated panel or possibly a break out session with good mix of representation

looking for input on ideas on how to shape this. Ken will reach out to groups to solicit suggestions. Reach out to Arah, Ken, Bonnie, ****someone who I missed****

<http://www.somervillebikes.org/contact.html>

Focus: Spring Hill (95 minutes)

- Presentation of Spring Hill streetscape project – City staff
 - City === Adam
 - Haleemah shares screen for slides

- Project focuses on new drainage, new green storm water infra and trees, new water mains, sewer repair, and complete streets design. Currently storm water and sewage share the same pipes. Some water mains have been there since the early 1900s .
- Streetscape is around highland ave, summer street, central, and school street.
- Project area 1 is going to happen. Project area 2 is in a concept stage and will stay in that stage for a while.
- Area 1 final design is starting now and looking to finish up by June 2021 at that point it will go to bidding and construction
- Public process was a workshop style. 45 participants with 149 survey responses
- Survey responses was predominantly bike to work people, where the census is “other” represented by a buss
- Viola takes over, Map shows ADA compliant updates on all streets, at least one side. Bump outs to keep existing trees
- school street, we hear that cars blow down the hill/speedy, no one stops at cross walks
 - focus on traffic calming
 - Adding curb extensions, improved crossings, raised crossings on school street project area 2
 - new curb extensions and improved crossing and some with green infrastructure, side streets get raised crosswalks, (not on avon due to bus path). Moved crosswalk to be more in line with school entrance. Area 1
- Central street, we heard that we need to slow traffic, too narrow and terrifying to bike with kids, needs better kids. City is dealing with underground conflicts
 - area 2, raised crosswalks on all side streets, raised intersection at cleveland. Curb extensions. Half raised bike lane(mountable curb hoping to be more pronounced) currently still being worked on. Cant raise fully due to narrow parking lane and travel lane
 - area one same treatments with crosswalks and side streets. Adding bike lanes in each direction with buffer and posts. 5.5ft lane and 2.25ft buffer.
- Summer street we hear that we need to slow down speeds. Scary to bike with cars passing. Want more trees
 - area one. Adding a chicane at church. Adding raised crosswalks . Half raised bike lane going up hill. Curb extensions
 - area 2. same raised crosswalks and extensions. Somerville home chicane that will hold more curb and bus stop. 4Ft half raised bike lane.
 - Area 1 prosepct and quicy intersection is all raised. In front of the park, we raise the bike lane to sidewalk level for that section only.
- Looking at the chat, there is voices against the half raised bike lanes.. question about accessible parking but now answered yet. Comments saying that the bike lane is separating from the curb as it ages on beacon. USPS regularly parks in it. A person notes that summer street bike lane is ignored by drivers. Mountable curbs will literally always be mounted by a vehicle
- Adam takes over for Highland Ave. survey comments too many cars that go fast. Wants more safer biking and more trees. More efficient bus. More frequent and safer crosswalks
 - Talks about the school and city all. No funding for garage, removal of surface lot and all side streets will accommodate. There was a group formulated to study this
 - Question about outdoor elevator made. Viloa says there is still a plan for the greenline station to the field. Long term there will be another one, for the school and city hall campus, right now there is only a switchback path.
 - Notes on subsurface utilities. Many private elites under the street sharing space with Somerville owned lines. Curbs make it hard to get to underground lines. We must think practically about this
 - Much thought was given to transit riders.
 - Want to make crosswalks with better interval
 - Jason continues with “Its a balancing act, there is only so much space” notes that its one of the most important bus corridor and there are plenty of businesses. We are trying to make it a more slower and better environment for everyone.

- Transit changes: new proposed stops. Looking to get the buss to move faster and more consistently. Today has 13-14 stops, looking at 9ish for the new orientation.
 - We are looking at adding 10 new crossings, some are moving. Some are new mid block crossings. Adjustments to improve predictability and cadence
 - area 2 gets curbs extensions for some bus stops, mid block crossings get extensions. Henry and lesley get raised crossings. Small bus lanes at willow. Raised crossing at hancock street. Raised crossings at cherry and aberden. Bus lanes approaching ceeder. Conwell porter and crocker and belmot and spring hill get raised crosswalks. Curb extensions for buss around tower and crocker street.
 - Half area one, benton gets raised crossings, before bus gets curb extensions, waldo street gets raised crossing. Central gets curb extensions. Sycamore is raised intersections
 - area one. Trull lane gets raised crossing. Chicane happens around here. Curb extensions around school street. Raised crossing at prescott, putnam, vinal, thorpe. Curbe extensions for buss near putnam.
 -
- Question in chat around new zoning overhaul combined with transit overlay considered with parking demand. This entire area is upzoned to UR and MR.
- willow needs a left turn light north and south
 - do we have an alternative to bump outs they tend to preclude better and safer bicycle use
 - is it possible to include a climbing bike land on highland eastbound from cutter to willow
 - Zachary points out a ped island might be an alternative
 - question around how far is the current crossings
 - person with a wheelchair wants a protected island to sit
 - question around bus routs shift with glx
 - note on no bike improvements on Highland. Is the idea that we should be using other streets?
 - Note that it looks like parking is being preserved along all of highland but no bike improvements along the same length. How does this meet any of Somerville long term goals
- Alex asked about Somerville ave. its in area 2
- not in prelim concepts yet since area 2 is only being brought to concept stage and area 1 took
 - further question asking about using plastic bollards being used for a 1mm project
 - Answer: design detail that needs to be worked on
 - further question from chat around curb extensions pointing out unintentional mixing zones. No answer attempted.
- Bonnie asks about parking implementations
- city says we want to continue to work with her on this. Looking at regulars
 - Collin says That the city needs to commit to no loss of accessible spaces
 - Bonnie says we should go further that we should be adding them. Not looking at them as an after thought. Points out that there are no accessible spaces on highland.
 - City says thanks, does not address anything
- Lena, says we are being pitted against each other Bike, ped, disabled. It seems like we are not willing to taking away from parking. There is no commitment from the city to create the space for the things we want but we keep complaining about that we don't have enough space for. She said that the city is putting parking maintenance as a priority. If we prioritize parking, then we can't make space for everyone else.
- No City response except for "Thanks"
- Chat Alex F +1 to accessible space and also loading zones
- Ken: Is the plan for cyclists to use parallel streets. Are we expecting our kids to do this?
- City says "Thanks"
- Discussion on "Thanks" and no real answered

- City is responding to commit to looking at the parking share(accessible spaces).
- Question in chat, what are the distinctions between sharrows and enhanced sharrows.
 - Answer from another user in chat. Bright green backed sharrows are enhanced
- Audry, two pie charts, looking for clarification.
 - City: the Question was what was the primary mode traveling to work.
 - City: Left chart is the survey, right chart is from Census data from project area
 - different person asks how you can combine the data when there is a different share showing up on the meeting/online survey takers
 - We are trying to present what we got and improve on reaching a wider cross section
 - Nate: we may have a skewed amount of people looking for positive changes as the status quo is currently serving.
 - Another user: that is one way to think about that but the city has been historically bad at reaching users that don't identify to their mode of transport (cyclists identify as cyclists and are better advocates for those issues)
- Question on North south bus service. Steeply sloped streets. Would be very valuable for cross city travel.
 - City agrees (?)
- Alex wants to see where we are adding and removing accessible spots; Wants to city to identify what the biggest priority is. It looks like that the city is saying that bus service is the largest priority but the map does not reflect that. Not seeing what the real priority is. Is the goal to preserve private parking?
 - City says Highland is a place to go to not to go through
 - Flex pace on the curb is important. (seating or curb pick up are examples given).
 - City is saying no decisions being made to night. There is a meeting on the 14th
- Lian wants to know if the city is looking into putting bike lanes that are specifically designed to be accessible to people with disabilities looking to get out of their car. Notes that the city should not pit these groups(bike ped disabled) against each other. City should take a step back and look at the priorities are. City must be willing to take away space. Encourage to reach out to people that deserve/reasonable to use cars and ask them what they want out of the road ways (parking or travel speeds).
 - "Thank you"
 - Haleemah points out that the city should answer the bike lane.
 - City says that they will look into it
 - Bonnie says she posted a link in the chat
- Chat is chatting about city study around parking inventory, put on hold due to covid
- Tom grouping themes made in chat
 - lack of bike lanes everywhere: we should have some corridors, we should get more analysis on how far for safe infra is acceptable
 - City: we don't have guidance, we are doing our best to balance competing needs while allowing corridors to function. We need to figure this out alongside of these projects
 - viola says we don't have an overall priority. We are willing to take away parking, but taking more requires more study and more scope and more community input. It is a bigger effort
 - cycle track(half raised), people are skeptical: parking and
 - City: we need to look at this more. We have more options but need input.
 - Chat looking for extending central street project area.
 - Building streets from scratch does not get any bigger of a project than this and we are getting told that some things need to wait for a bigger project
- Ted mentions that the census might not be a best way of thinking that this is a good piece of data as it will likely change. Census becoming more like the project survey especially with GLX coming on line.
 - City, acknowledges that the mode share could change and that our goals are to maintain sustainable forms of transportation.

- Discussion of Spring Hill streetscape – all

Upcoming meetings:

December 14th at 1830 for this project. Community note has already went out.

PTAC is planning their normal meeting on the 17th

SCPD Tuesday the 8th 630

SBAC meets next January

Focus 2: Ideas for preventing cut-through traffic (10 minutes, time permitting)

- Ideas for preventing cut-through traffic - all



**Somerville Pedestrian and Transit Advisory Committee
Agenda for December 2020 Supplemental Meeting**

Community Representatives:

Ted Alexander

Ginny Alverson

Jessica Bellow

Emma Blaxter

Georgy Cohen

Laura Evans

Jessica Ferguson

Rauvin Johl

Paola Massoli

Audrey Orenstein

Vitor Pamplona

Zach Rosenberg

Julia Toof

Emily Vides

Ex Officio:

Katjana Ballantyne, City Council

Ali Kleyman, OSPCD Mobility

Justin Schreiber, OSPCD Mobility

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- Proposed Transit-Pedestrian-Bicycle Summit

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CITY OF SOMERVILLE
COMMISSION FOR PERSONS WITH DISABILITIES



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617.625.6600, X 2250 Voice 617.808.4851 TTY 617-617-625-0688 Fax

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