



SOMERVILLE BICYCLE ADVISORY COMMITTEE SEPTEMBER 2020 SPECIAL MEETING MINUTES

Mayor Joseph A. Curtatone

Community Representatives:

X = Present

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

Lena Webb X
Ian Woloschin X
Michael Weber

Ex Officio:

Katjana Ballantyne, City Council
Adam Polinski, OSPCD Mobility X
Deputy Chief Steve Carrabino, Police Department
Brad Rawson X
Ali Kleyman X

Thursday, September 24th, 2020, 7:00-8:30PM

GoToMeeting link for computers, tablets, and smartphones: <https://global.gotomeeting.com/join/681822725>

GoToMeeting dial-in number: +1 (571) 317-3112; Access Code: 681-822-725

Procedural, General Business & Updates (15 Minutes)

- Guest introductions and meeting logistics
 - Jon Ramos
 - Ace Young
 - George Schneeloch
 - Nate Kaufman
- Acting Secretary: Alex F
- Mystic River Bridge Letter – Tom
 - Edits made to Tom's letter
 - Ted Lester – have we addressed the 14 foot wide streets sections?
 - Motion by Ken Carlson for both, seconded by Ted Lester. Motion passes unanimously

Street Design Discussions (75 Minutes)

- Holland St and College Ave
 - Adam – no changes to project plan
 - Ken – Would help to have project timeline. Adam responds with having plan to have striping plan go out to bid over the winter.
 - Alex F – are we changing the bump outs for something temporary? Adam says one at Winter street is removed but other concrete ones are staying.
 - Tom – is city looking at other ways to maintain bump outs to not prevent future bike improvements? Not in budget to do raised crosswalks, will do concrete bump outs.
 - Nate Kaufman – giving EE assessment – primary concern is bump outs. Praising city for goal of city, but suggest other solutions are better. No safe route from davis to teele and from davis to powderhouse.

Right now no way of getting from Davis to powderhouse safely. Could be a better story to get from one end of community path to the other. Would like to hear from city what plan is. Cameron intersection very dangerous right now. Would like to see stop signs. On College Ave coming out of Davis Square, merging from PBL to shared travel lane, will not feel safe biking. We think the city should prioritize all day bus lanes, in latest design this is something the city has done. Merging to shared lane is problematic in similar setups on Webster and Temple.

Lena Webb – What is proposed treatment across Holland at Cameron? Adam – make sure 40 foot width is maintained by shrinking cross section. Will not be a raised intersection. Will have perpendicular crosswalks to have shortened pedestrian crossings.

Ted Lester - can we have an evaluation of intersection near Morrison to add a bike box or similar treatment. Tom Lamar asks us to have a vote on design preferences.

Ian Woloschin – Can we have speed humps at Holland and Cameron? Adam Polinski – speed bumps tough for firetrucks and buses but are possible, we have shied away from them.

Jon Ramos – red striping in Teele is problematic as it sends wrong instructions to drivers. Brad Rawson – agreed, outside scope of project, but lots of interest in this intersection from multiple groups. Jon asking for removal of red stripes in intersection until larger project can be done.

Nate Kaufman – Can curb islands be considered here? Adam – Justin is evaluating now.

Alex Epstein – speed bumps disliked by fire departments but “speed pistons” are recommended by federal highway as they have channels for emergency response vehicles.

Lena – Agreed with Jon, can we do a bike box or similar here at Teel intersection on Holland?

Ted F – most motorists will take a right from the lefthand lane. Questions about the usefulness of bike boxes.

Tom Lamar – Everyone agree this is a good alternative?

Ken Carlson – This is a devil’s bargain, this leaves a lot to improve upon.

Ian Woloschin – Looking back we will not be happy with this solution

Alex Frieden – We need to have an answer for safe travel that is not arduous on the user.

Brad Rawson – We need to group up and see if we can incorporate any feedback. Slow moving pedestrians through park is prioritized over bicycle movement.

Alex Frieden – use bollards to squeeze down to one lane.

Brad Rawson – Experimented with this, seems to work okay. Large jump to do on 10,000 vehicles a day.

Tom Lamar – reiterate need for safe route between Davis and Teele, failing to do that on Holland to have that on college and Broadway.

Nate Kaufman – specifically ask for ped improvements that do not block future bike improvements.

Tom Lamar – Proposed a motion “recommending that the City implement a route that is safe for all ages and abilities. That would be most easily accomplished by continuous protected bike lanes and bus lanes the length of Holland as part of this project. If the City choose not to fully implement a safe route as part of this project, recommend that they instead commit to an alternative route that meets the same safety standards, and that the City not move curbs in a way that would preclude future implementation of continuous protected bike lanes and bus lanes.” Passes unanimously.

- Western Washington St

Adam – refresher on Washington street, Alex and JT worked on community process. Created section between Beacon and Union Square. Got into funding pool. MBTA working to pull together funding of their own for rapid response for COVID. MBTA will pay for design and implementation. Public meeting for October 7th. Traffic committee meeting October 8th. Striping will be using only paint.

Tom – Excited for bus improvement and lots of improvement to bike infrastructure even if not on entire corridor.

Adam goes through walkthrough of project.

Alex – shorten bus lane near ice shop

Ken – Having JT Scott’s endorsement. Make sure JT is on board with bus version of project. What can MBTA do for parking removal? What is MBTA’s involvement in terms of advocacy?

Brad – Senior bus members are Somerville resident, have invited them to attend and give comments. Similar to Winter Hill in Motion.

Ken – can we get more businesses involved as supporters.

Greg – Really like the design, except no bike infrastructure from Beacon to Perry Park.

Ian – Get rid of the bus lane.

Alex – You can remove all parking near Beacon and Washington where the Biscuit used to be.

Ace – Bike along stretch every day. The group there was very amenable to removing one side of parking.

Adam – MBTA prefers 11 foot lanes.

Ian – Is Cambridge adding bikes lanes on Kirkland? From Tom, yes they are.

Brad – highly irregular this late in an expedited season to do this. This is what our community expects.

Adam – similar to plan except for bus lanes extended.

Ian – we will reevaluate this next year? Adam says yes.

Ian – can we objectively measure BRT improvements? From Adam and Brad, yes we can.

- Wellington Bridge

Grind out existing pavement, make 11 foot lanes, create physically separated bike lanes. Total is \$40k of work. Need to connect to DCR parkland. Planning to have mass ave style curb stop. Should know more in a week.

Jersey barriers on sidewalk are structural and not moveable.

No green paint planned.

Adding new asphalt bike lane to shore drive.

No clear plan at the moment to do snow removal.

Signal control box on sidewalk problem for all users, not clear if will be removed.

No wayfinding right now

- Shore Drive

Bike lane, yellow lane median moved over. Lanes are 10 ft wide. Direction from mayor to create access for mystic school students to parkland.

From Ken – Stronger need to have bike facility to assembly versus other direction. Tom's suggestion #1 and ken suggestion #2.

Mystic watershed working on design to remove asphalt and create two way path but no plans at this moment.

Alex F – recommend two bike lanes and removal of parking.