



SOMERVILLE BICYCLE ADVISORY COMMITTEE MINUTES

Mayor Joseph A. Curtatone

Community Representatives:

Ken Carlson, Chair

Tom Lamar, Vice Chair

Katie Pierce, Secretary

Alex Anderson

Emily Balkam

Mark Chase

Alex Epstein

Ted Feldman

Alex Frieden

Enid Kumin

Ted Lester

Kevin McGrath

Alan Moore

Brandon Stafford

Lena Webb

Ian Woloschin

Michael Weber

Ex Officio:

Skye Stewart, Office of the Mayor

Jesse Clingan, Board of Alderman

Commissioner Stan Koty, Dept. of Public Works

Terry Smith, Traffic and Parking

Mike Tremblay, Office of Strategic Planning and Community Dev

Deputy Chief Steve Carrabino, Police Department

Adam Polinski, City's Transportation Analyst

Thursday Sept 6, 2018, 6:30-8:00 PM, Police Department, Washington St

Procedural, General Business & Updates (15 Minutes)

1. Guest introductions and sign-in sheet
 - Mark Volinger
 - Sky Rose
 - Laura Borrelli
2. Acting Secretary: Michael Weber
3. VOTE: Approve August Minutes
 - a. Initial vote got suspended due to low number of members present. August Minutes were approved at the end of the meeting.
4. SBC member participation
 - a. Prior to the meeting, Ken Carlson by email raised concerns about subpar participation of SBAC members in the committee's activities.
 - i. Kevin McGrath followed up on that topic during the meeting, suggesting that all members should try and take duties off Ken's plate.
 - ii. Mark Chase said that he is not a morning person and thus does not attend early activities, such as bike breakfast and commuter ride.
 - iii. Katie Pierce mentioned the upcoming Tufts Ride on Sunday September 30th (email coming up soon) as a good opportunity for members to show up and help.
 - iv. Lena Webb mentioned that most times for rides and activities do not fit into the schedule of working members. However, help is not limited to participation in activities, and members should more actively add ideas, comments and feedback to email threads.
 - v. Ian Woloschin reiterated that participation is not only required for rides, but also for letters etc., which can be done on a flexible schedule.
 - vi. Katie Pierce confirmed that she cannot join many rides because they are happening during her working hours.

- vii. Laura Borrelli added that October's Neighborways Ride will be on a weekend, and that members should show up to help. She also mentioned that a list of things for members to work on (think to-do list) would be helpful.
- viii. Alan Moore argued that Ken Carlson might micromanage too much, taking away his own time and leaving little space for people to work on tasks.
- ix. Mark Chase closed the topic by mentioning two dates where members can show up.
 - 1. First, the upcoming Powderhouse Boulevard Neighbor meeting on what to do to improve infrastructure in the area on September 13th
 - 2. Second, the Neighborways repainting of Dimick Street including a potluck on September 29th

City Update (30 min) – Adam Polinski

1. Update on Central Broadway markings plan, bike rack installs, and Neighborways improvements
 - a. Central Broadway
 - i. The project got pushed back to make room for the Green Line Extension.
 - ii. Current work includes the analysis of bus run times and identifying the most congested segments. Central Broadway is an essential bus corridor for the area and highly congested every morning.
 1. Temple Street at School Street is especially bad.
 - iii. Adam presented the results of a survey with over 1,000 responses. For example, 40% of the participants are interested in bus and bike lanes, more crosswalks and markings.
 - iv. The city is working on an assessment of existing conditions, e.g. parking counts.
 - v. Funding for the project is secured – Adam mentioned that is a special source and the money is not universally applicable. The money needs to be spent and is linked to the project, so the chance of it happening is high.
 - vi. Markings might not happen in October, but more likely in May.
 - b. Bike rack program
 - i. Adam mentioned that the city finished a bike rack inventory and is about to setup a system for maintaining rack locations. 50 new locations for bike racks on sidewalks were identified.
 - ii. Mark Chase asked about the bike racks that fill dead spaces, e.g. in front of Bow Market.
 1. Adam Polinski said that those are cheaper solutions but will stay for a while for now.
 2. Ian Woloschin asked about potential sponsorship of bike racks
 - a. Adam confirmed that businesses can sponsor bike racks.
 - b. A single rack costs about \$100, whereas the car-sized/-shaped ones cost about \$2,500.
 3. Responding to a question by Katie Pierce about private sponsorship, Adam mentioned that such a sponsorship could be possible, but additional fees might be required.
 4. Also, bike racks require the sidewalk to be at least 7 feet wide.
 - c. Neighborways
 - i. Most markings have been repainted on Hancock Street and others, and mini flex posts have been installed on Hancock Street at Summer Street.
 - ii. Lena Webb asked about more solid bumpouts made from concrete.
 1. Adam responded that budget for such structures exists, but the city is lacking the knowledge and would require help from consultants.
 - iii. Contraflow signage got added on Neighborways.
 - iv. Short discussion among Mark Chase and Alex Epstein about flexposts: The new, small flexposts force people to take wider turns, so they work as intended.
 1. Mark Chase and Alan Moore said that the flexposts in front of Rickie's had been removed because of constructions, and it is not sure when they will get reinstalled.
 2. Replying to a question by Alex Epstein, Mark Chase explained that there are no posts on Elm Street because cars are much slower there.
 - v. Adam briefly presented the wayfinding signs for Neighborways, developed in collaboration with Mark Chase.
2. Transportation database: Status and feedback from the SBAC
 - a. Adam Polinski presented promising numbers of bikes riders versus bike-involved crashes: Whereas the number of cyclists increased over the years, bike-involved crashes remain somewhat constant.
 - b. One of Adam's slides highlighted the all of his goals from his last SBAC meeting in September 2016 are still in the

works...

- c. Adam presented a list of sources of bicycle usage data: bike and pedestrian counts, bus run times (new feature from the MBTA), automated traffic recorder tubes, among others.
- d. Several members asked about other sources of data.
 - i. Kevin McGrath asked about the potential of retrieving bike share data.
 1. Adam explained that the City gets regular data updates for Bluebikes, but bike share data from companies like Uber and Lyft is a challenge and mentioned that the city is trying to force them to release data.
 - ii. Kevin McGrath asked about 311 data, and Adam replied that those data are accessible.
 - iii. Alex Epstein was wondering if data from Strava etc. is being looked on, and Adam confirmed that.
 1. In addition, the city works on a 'bike comfort map'.
 - iv. Katie Pierce asked about using data from Waze and Google Maps, to which Adam replied that those companies might provide APIs for accessing current network data, and that the team is looking into it.
3. City to provide written timing and expectations for ongoing projects (Beacon St, Webster Ave, Broadway, HSIP)
There was no news on Beacon Street.

Updates from recent meetings with City 15 min

1. Snow removal priorities meeting with DPW- Tom/Ken
2. Meeting with City to discuss Beacon St winter contingency plans- Ken
 - a. Tom Lamar, Ken Carlson, Ted Lester and Ian Woloschin have worked on snow priorities and routes.
 - b. Snow in bike lanes remains a big problem, but car owners are mostly likely not willing to switch parking back and forth on a daily basis to improve cleanup.
 - c. He also cautioned that cyclists should keep a safe distance to plows during a storm, because they must go fast and cannot stop that quickly. Short discussion about why people would go out cycling during a snow storm. More serious discussion if snow removal at the curb in parking spaces can be enforced, something that will be hard to convince people.
 - d. Cars parking in a partially snow-filled spot end up in the bike lane, thus 'parking in bike lane' tickets could be an option. Steve Carrabino could not say for sure if those tickets will be enforced, though.
 - e. As a side note, Adam confirmed that people can join rides on snowplows.

Engineering (30 min)

1. Holland St options- Brandon
 - a. Lena Webb: ideal goal of removal of all parking and installation on bus lanes on both sides of Holland Avenue. To come up with proper engineering solutions, a block-by-block analysis is required.
 - b. Adam can do it.
 - c. Lena Webb and Alan Moore: improvements on Broadway will most likely improve the situation on Holland Street as well, and maybe the scope of the analysis of Holland Street needs to be extended (Lena, Adam)
ACTION: Adam to supply block-by-block analysis
2. Calvin St options- Alex E
 - a. Alex Epstein: goal for Calvin Street, which is to reduce stress cycling uphill South of Washington for one block.
 - b. Alex presented a 21 feet wide Calvin Street and brought up examples of potential bike infrastructure, e.g. a 4' wide advisory lane like on Summer Street, or a bike priority lane like on Medford Street.
 - c. Conclusion was that a ~4 feet wide advisory lane with a ~10 feet wide travel lane is the preferred setup, which could potentially still be done this autumn (without touching parking).
 - d. Adam Polinski revised the 21 feet mentioned earlier and said that Calvin Street is actually 26' wide. This new width allows for 11+11+4 feet infrastructure, as mentioned by Mark Chase.
 - e. Discussion about left-turns of cyclists onto Dimick Street. One suggestion is to maybe show the desire line.
3. Bow St quick mention but plans to be discussed at next Eval/Eng meeting- Mark
 - a. The question of re-designing Bow Street right/left turns will go to E&P sub-committee.

Banter over Beer: Location TBA- Discussion of our newest bike facilities (Cutter, Mt Vernon, Marshall St