



SOMERVILLE BICYCLE ADVISORY COMMITTEE MINUTES

Mayor Joseph A. Curtatone

Community Representatives:

* Ken Carlson, Chair
* Tom Lamar, Vice Chair
Enid Kumin, Secretary
Alex Anderson
* Emily Balkam
* Mark Chase (Acting Secretary)
* Alex Epstein
* Alex Frieden
Kevin McGrath
Alan Moore
Katie Pierce
* Brian Postlewaite
* Brandon Stafford
* Lena Webb
Ian Woloschin

Ex-Officio:

Skye Stewart, Office of the Mayor
Maryann Heuston, Board of Aldermen
Commissioner Stanley Koty, Department of Public Works
Terry Smith, Traffic and Parking
Deputy Chief Stephen Carrabino, Police Department
Mike Tremblay, Office of Strategic Planning and Community Dev.

Day/Date: Thursday Nov 12, 2017

Time: 12:30 to 1:00 p.m.

Location: Brooklyn Boulder, Tyler Street

Meeting Start: 12:35 pm

Guests: Adam Polinski (Transportation Planner, City of Somerville)

Special Meeting to Review Contra-flow

1. Guest introductions and sign-in sheet
2. Acting Secretary: Mark Chase
3. *Contraflow Bicycling on Hancock and Gilman/Oliver Discussion*_(Adam Polinski/ Mark Chase)

Adam outlined the key design options under consideration which included:

- a. Signage and sharrows only, no intersection treatments
- b. Centerlines at intersections only
- c. Solid Double Yellow Centerline
- d. Dashed Double Yellow Centerline

Mark Chase outlined key findings from European research and the feedback of neighbors on Hancock and Gilman to the design options. Data from a three year study in Brussels Belgium found that contra-flow streets were three to eight times safer collectors and arterials. So in considering these options, it is important to know that in Europe even with minimal intersection treatments, they are very safe. Also, both the City and Neighborways are collecting a trove of data on Hancock and Gilman. This data will be used to assess safety where we can carefully monitor if there are any issues.

In terms of response from residents on Hancock and Gilman, Mark noted that of those who weighed in, most were opposed to a centerlines the entire length of the street. If the Committee were to advocate for centerlines the entire length of the street we would likely postpone the decision until the Spring.

Emily Balkam wanted to know specifically what the objections of residents were. Mark said that residents stated that they felt the centerline changed the character of their street. Others thought the centerlines connoted a higher speed/ higher volume street. One person thought they were unfairly taking away space from cars.

Tom Lamar said that he felt even if residents were for centerlines the entire length he would prefer the intersection only treatment.

Brian Postlewaite noted that centerlines are generally placed on higher volume streets noting the MUTCD requirement of centerlines on streets in excess of 6,000 cars per day. Hudson by contrast has around 1100 vehicles per day according to the City's June traffic counts.

Adam Polinski added that the planning team believes that block-long cycle lanes would encourage cyclists to hug the door zone even when cars are present. This presents a dooring risk where positioning further left would be a preferred position for the cyclist.

Alex Epstein who lives one house off of Hancock Street expressed favoring centerlines only at the intersections only.

4. Vote on recommendations. Ken Carlson asked for a motion to approve the intersection-only double-yellow line treatment. Brian Postlewaite motioned to vote and Lena Webb seconded the motion. All members present voted to approve the motion and none opposed.

Meeting adjourned: 1:00pm