

SOMERVILLE BICYCLE COMMITTEE
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Board of Aldermen
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Parking Dept. (vacant)
Dept. of Public Works (vacant)
Stephen Winslow, Office of Strategic Planning and Community Development (SPCD)

Bob Trane,
Traffic and

SPECIAL MEETING MINUTES Thursday, September 8, 2005, City Hall

ATTENDEES Alan, Ron, Greg, Peter, Phil, Steve
Guests: Terry Smith, Jeff Rosenblum- Boston Bicycling Initiative

Alan called the meeting to order at 6:10 pm.

The purpose of the special meeting was to decide on written comments to be sent to MassHighway about the Somerville Ave. reconstruction project. A Public Design Hearing on the 100% design was held on August 30 at City Hall.

Items discussed were:

- Gap between the Beacon St. bridge and the Cambridge city line, which has no bike lanes in the design. The committee unanimously recommended that 1.5 meter bike lanes be included. The bridge also should be restriped as left/right turn only lanes. Currently, the right lane is a left and right turn lane.

- 1.5 meter bike lanes that narrow down to 1.25 (4 foot) at some intersections: Park St., and School/Granite sts. The committee unanimously recommended that it is absolutely essential that all bike lane widths in the project be consistent at a minimum of 1.5 meters. It will be noted that the eastbound bike lane after Park St. is right up against the parking lane, and that a 4 foot width is contrary to ASHTO, Federal, and MassHighway standards.

- Bike lanes should be dashed where they approach intersections with exclusive turn lanes. The current design is inconsistent in that three signaled intersections do not have dashed lines: Beacon St., Park St., and Dane St., while others in the plans do.

- A bike box should be painted ahead of the stop line at the Washington St. intersection to allow bikes to queue in front of stopped cars, permitting them to make the left turn onto Washington when the signal changes.

- Bike racks as specified in the plans should be changed to the conventional inverted u design, or Somerville's post and ring standard, taking into account the narrow sidewalks. Racks should be installed throughout the length of the avenue, especially near retail stores.

- The bike rack situated in the Wilson Square island at Elm St., currently planted, should be moved to a more appropriate location. The additional parking on the island side, not currently there, should be eliminated, as Elm St. narrows down to a one way street here.

- Restore the pedestrian crosswalk at Church St., permitting access to the Market Basket supermarket across the avenue. The city had asked for the crosswalk to be included. It was not in the 75% plans, nor is it in the 100% plans.

Terry remarked that MassHighway will accept changes at the 100% design stage but noted that changes are made in the field during the course on construction.

Alan will write and send the letter, with copies going to Mayor Curtatone, and department heads of Community Development, Traffic and Parking, and Public Works.

The special meeting was adjourned at 7:05 pm.

Respectfully submitted, Greg Palmer, Secretary