

PUBLIC MEMBERS

Police ??? ???
Traffic & Parking Todd Blake
OHCD Jeff Levine
OHCD Tuck O'Brien
Mayor's Office Heather
Rowe
Dept. Public Works ???
???

MEETING MINUTES Meeting held November 27, 2001

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AGENDA Announcements, City Report, Bridges, Subcommittees, Website, Union Sq.

ATTENDEES Joel Bennett Darren Carlton Turil Cronberg Lars ??Last Name
Greg Palmer Bhupesh Patel Andy Rubel Nick Stiles
Tuck O'Brien, Office of Housing and Community Development (OHCD),
Jim Hodgdon –Officer Ward 5 Nick Stiles – Officer Ward 1

COMMITTEE MEMBERS

Vice-Chair Darren Carlton
Turil Cronberg
Jim Gallagher
Adam Kessel
Ron Newman
Chairperson Greg Palmer
Secretary Bhupesh Patel
Carl Razzaboni
Andy Rubel

1. Announcements
 - Lowell Street Street Bridge meeting on Dec. 6 sponsored by Mass Highway
 - Turil proposes contest in schools for bike orientation with safety lights and other gear as prizes
 - Meeting minutes for Oct. 23 were approved
2. City Report
 - Tuck reported the undercarriage at Fellsway bridge made it into budget, so far.
3. Bike Racks Subcommittee – **all members participating**, please complete for January meeting. Note it is important to document three things: the existing count of posts and meters, the count of bike rings doubled onto "preexisting" posts, and the number and location of spots where a bike ring with new post should be added.
 - **Teale Square** – (Andy) There are many parking meters with no racks, two post and rings @ Broadway, three bike rings and posts @ Holland Street, and many places for more potential posts esp. if excessive "two hour" parking signs were removed.
 - **Ball Square** – One bike rings was located at "Soundbites" and "Kelly's Diner". Otherwise poor showing.
 - **Magoun Square** – Joel Bennett will complete ASAP to facilitate the writing of a letter.
 - **Lower Broadway** – Greg and Turil will survey
 - **Union Square** – Ron and Jim will survey
 - **Powderhouse Square** – Ron will survey
 - **No Name Square #1** – Carl will survey (near Conway Park)
 - **No Name Square #2** – Adam will survey (near Dali's Restaurant at Beacon St. and Washington St.)
 - **Davis Square** – (Bhupesh) There were many Bike rings along Elm St and Highland Ave. There are also many central bike parking areas at "T" station. Other park area was recognized at Starbuck's plaza and public park across from Osco Drug. Potential retailer investment was established from two vendors.
 - Other categories to follow include "**Parks**", "**Schools**", and "**Commercial entities**".
4. Bicycle Routes Subcommittee – Darren, Bhupesh, Todd
 - Final "draft" was presented
 - All members to review and respond with comments via email before next meeting so final plan can be submitted by next meeting. Refer to the "Cross routes" map from meeting.
 - Five issues were stated and everyone should decide whether they are for or against each one via email.
 - i. **Cedar St/Lowell Street** as a "north-south cross route" seems unconvincing. Specifically Lowell Street does not seem that plausible, Maybe **Willow** can be substituted, or Cedar street be two way, or just stick with Lowell as the best of the three. Lowell Street also has a proposed "community path connection" that would be well utilized since the charter school will be spending large funds to develop their school at that intersection, possibly allowing us to gain mitigation funds for that intersection. Magoun Square and Somerville Ave. as terminals on either end are also scheduled to be redone and can, therefore, more readily incorporate bicycle access and connectivity. It is advised that folks ride both Lowell and Willow Street. Willow could also just connect you from Elm to the community path. Of course this little spur would have to contend with the stretch between Highland and the Elm which is one way.

"Advocates for Pedestrians, Bicyclists, and other environmentally sensible transportation"

- ii. The **Walnut Street/School Street** "north-south cross route" was suggested by some as possibly better if Prescott Street was used. After looking at a map, Prescott/Quincy only runs from Somerville Ave to Highland and would require you then jog over to School St. On the bike map you should note that from Union Square Bow St is initially used to get over to School. Again this north-south axis is supposed to eventually get you to the future Mystic River "Esplanade" and the "Bike to the Sea" connection on the north end. On the South end, the "cross route" takes you to Central Square and onto the Fenway and Charles River esplanade via the BU Bridge. Both streets were identified as a rather precarious "cross route". But they also double as obvious routes for the adjacent neighborhoods to get to and from the "community path". If another option was proposed, such as Prescott, these two advantages would have to be provided for.
 - iii. Some suggested **Highland Avenue** be added to the two main "east-west cross routes". Others considered it too narrow and congested with trucks and drop off and pick up traffic. The subcommittee eliminated Highland because as a cross route both Broadway and Somerville Avenues better serviced the breadth of the city. The community path also already served as an "east-west corridor" and runs very close to Highland making it somewhat redundant. Of course, the community path is preferred to Highland because it connects Davis Square area to the Charter School, the High School and badly disconnected neighborhood of East Somerville north of Washington Street. Finally both Somerville and Broadway connect many existing squares and urban pockets that do not exist on Highland and both are already scheduled for major reworking.
 - iv. Some suggested **Central Street** be added to the "north-south cross routes". If this was added along with Willow every major street running north-south would be recommended by the bike committee as "north-south cross routés". This could be fine. But the subcommittee thinks they should be prioritized because the other two north/south routes connect many more amenities and have more advantageous connections beyond Somerville. Therefore we would not want the city to address Central Street or Willow Street instead of the Cedar/Lowell or Walnut/School. Actually Central Street is not really a cross route because it terminates at Broadway and could not offer the potential that Lowell street has to connect to Medford street via "Magoun Square" to get you to the Park on Medford street, Mystic River "esplanade " and Tufts.
 - v. **Beacon Street connection** seems circuitous. It may be possible to get to and from Beacon Street via the undercarriage at Wilson Square where Elm and Somerville merge. This would eliminate discouraging people from going the wrong way on Mossland to go up Cedar. This would mean the plans for Beacon Street reconstruction would have to be retrofitted to allow for a safe pedestrian/bicycle "T" junction at Beacon Street. We would have to agree to this "wholeheartedly" and make sure we are confident it works for us to push the city to make the change. Please take a peak at the undercarriage and make a decision. Again, the first option would be to stick with the route going around to Wilson Square from Beacon Street and then up Elm to get to Cedar to avoid the contraflow on Mossland.
5. City of Somerville website- need to ensure our meeting notes are posted
 - **Lars** will follow up with Pat McCormick
 6. Bicycle Regulations Subcommittee – **Jim, Adam, Andy**
 - Jim has sent something to Andy and Adam on comparing the "existing" regulations to the "ideal" regs.
 7. Bike lanes graphics study was handed out with five options including Andy's and Todd's option please review and pick one! The drawings are to scale and have dimensions and the blank template #6 is if you would like to propose an even better solution, than the five shown.
 8. Union Square Transportation Plan was not discussed but is still outstanding – Call Christi Wrigley for update
 - No one from Bike Committee participated in the Union Square Workshop for 75% completion
 - Each member should review the three alternatives and establish at least three concerns that should be addressed. The third alternative seems to be the most popular and therefore, a focus for us to ensure it is workable for cyclists.
 9. John Allen presented a very informative presentation on bicycle lanes. Thankyou John!! And Greg for organizing it!

Please notify SBC at Bhupes@msn.com of any discrepancies, within **seven days** of release date below and JLevine@ci.somerville.ma.us for any inquiries.

cc. all community and public members stated above, City of Somerville web site, and generous "active volunteers" and community subscribers