



SOMERVILLE BICYCLE ADVISORY COMMITTEE NOVEMBER 2022 MEETING Minutes

Mayor Katjana Ballantyne

Community Representatives

Tom Lamar, Chair x
Lena Webb, Vice Chair x
Ted Lester, Secretary
Gregory Ely x

Ted Feldman x
Alex Frieden x
Mark Vollinger
Ian Woloschin x

Ex Officio

Ben Ewen-Campen, City Council
Viola Augustin, OSPCD Mobility
Adam Polinski, OSPCD Mobility
Eric Weisman, DPW

Guests:

George Schneeloch.
Arah Schuur
Max.

Thursday, November 3rd, 2022, 6:30-8:00PM

GoToMeeting link for computers, tablets, and smartphones: <https://meet.goto.com/805725965>

GoToMeeting dial-in number: +1 (571) 317-3122, Access Code: 805-725-965

Procedural, General Business & Updates (15 minutes)

- Roll call and meeting logistics
- Acting Secretary: Gregory
- Approval of October meeting minutes
- Ted Feldman seconds, minutes are approved.
- Upcoming outreach events
- Next streetwise talk is next week, the 16th at the Aeronaut.

Focus: Parking Study (15 minutes)

- Presentation of Parking Study – Gregory
- SBAC discussion and possible vote to endorse high-level priorities
 - [Summary in google slides presentation](#)
 - Zoned parking discussion
 - Alex Friedan: In favor of zoned parking, notes progressive places zone parking.
 - Ian: is in not in favor, might not go over well politically and may not solve capacity issues.
 - Greg: Zoned parking would reduce trips within the city but would not reduce peak car storage overnight.
 - Arah: not in favor of zoning the parking. If parking becomes challenging or more expensive and other options easier, people will naturally shift away from cars. For example, no one would drive across the Manhattan to get a bagel.
 - Ted Feldman: In favor of the Toronto the model in which has tiered pricing increases for number of permits in each household and different pricing based on driveways.
 - Alex: With the parking study could we see how the bike network plan impacts utilization and if there will be excess capacity or areas of tight demand?
 - Adam: Should be doable, to see the impact.
 - Ian: Tandem parking could be an issue with pricing tied to driveways. The person in the back spot would not have high-quality off-street parking and likely depend on a street permit.

- Greg: will come back with specific recommendation at a later meeting.
 - Greg: Will write up a list of specific recommendations in the parking study and we can vote on each separately.
- Greg: motions to endorse general recommendation of the parking study.
 - Lena: seconds and the vote passes unanimously.

Other SBAC items (15 minutes)

- Road conditions during construction – Ian
 - Ian: numerous issues with bike infrastructure during construction. Western Washington street had problematic steel plates on the street.
 - Alex Frieden: submitting plans you need to give very specific requirements for driver and pedestrian infrastructure. Could we do this for bike infrastructure closures as well (i.e. closed bike lanes or closed protected bike lanes)?
 - Ian: Will traffic mitigation plan fix this for road construction?
 - Adam: Good to have engineering weigh on these issues. Engineering approves anything that goes through the permit process. However, they don't have enough resources for enforcement. Doesn't know if the issue on the enforcement side or the issuing of permits.
 - Lena: With commercial loading zone can we set expectations that it is okay for a truck to take the lane vs obstructing bike lane or sidewalk?
 - Alex Frieden: temporary asphalt is the issue, around for days or weeks and can present a hazard to cyclists.
 - Tom: Will schedule a meeting with mobility and engineering to give specific concerns and constructions.
- Collaboration with PTAC to advocate for No Turn on Red citywide – Tom
 - Tom: kicking off the discussion. How would we get this implemented? Cambridge is starting this process. How would Somerville do this? Should Somerville do this?
 - Lena: Would this be anywhere there isn't a sign?
 - Tom: How would this be enforced?
 - Lena: Would this be an enforcement issue?
 - Ian: NYC is no turn on red unless signed, unless signed. Going into NYC it is signed. Try to get other municipalities to support this into this.
 - Alex: In favor of city wide No turn on red. It will likely be challenging to have a city-wide ordinance. Likely need to put up signs everywhere.
 - Arah: DC just banned NTOR, issue with DOE funding if state bans the right on red. This was historically to save on gas.
 - Ted Feldman: We would likely need to put up signs everywhere.
 - Lena: Feels like there on NTORs on most places. Could we fill in the signs for the rest of the intersections?
 - Tom: We should pursue this with specific recommendation to the council.

City Update (45 minutes)

- Wrapping up construction season: what to expect for the rest of the year, See city slides
 - Adam: Nov 15th should be end of construction time. More flexibility in that in recent years.
 - Ian: Is the rest of the Holland Street going to be repaved?
 - Adam: We reduced the paving and reconstruction from the contract bid. It will happen but will likely happen in the Spring. Striping will happen now, and some paving will happen later.
 - Alex: Are flex posts happening this year for Holland Street?
 - Adam: We can't get it in this year due to long lead times, will likely be installed in the spring.
 - Alex: do we have recommended detour for Washington street?
 - Adam: I'll check with the engineer.
 - Tom: This area might need a recommended detour if it will be under construction for so long.
 - Adam: One of the intersections will maintain the LPI. The other will have exclusive phase. On western Washington, received a strong recommendation city councilor and PTAC for exclusive phasing. Highland Ave design should be unveiled in the coming months.

- Tom: Is the highland Ave schedule still what was presented originally? When will the next community meeting?
 - Viola: By the end of November, we should have an updated draft network plan out. Should have time to review it before December meeting.
 - Tom: Might be December or January meeting.
- Bike/ped counts - intersection spotlight
 - Adam: presented a highlight of Washington / Webster counts indicating increased walking/biking activity, and recovery from 2020.
- Coordinating a snow clearance meeting with DPW
 - Adam: offered to schedule a snow clearance meeting with DPW and SBAC representation within the next few weeks.
- Standards for minimum and preferred lane width
 - Adam: presented typical dimensions, with the caveat that they are not hard and fast rules. A major constraint is that DPW needs a minimum of 5' of clearance for plowing. For a protected bike lane next to a travel lane, the typical minimum is 5' + 1.6' buffer, sometimes just 4' + 2' . For a protected bike lane next to parking, the typical minimum is 5' + 3', in some cases 4' + 3'.