



## SOMERVILLE BICYCLE ADVISORY COMMITTEE January 2023 MEETING MINUTES

Mayor Katjana Ballantyne

### Community Representatives

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

x Ted Feldman  
x Alex Frieden  
Mark Vollinger  
x Ian Woloschin  
**Ex Officio**

x Viola Augustin, OSPCD  
Mobility  
x Adam Polinski, OSPCD  
Mobility  
Eric Weisman, DPW

Guests: George Schneeloch,  
Arah Schuur, Mark Chase,  
Lisa Liu, Stephen Mackey,  
Petru Sofio, Crystal Huff,  
Oliver Chadwick

x Willie Burnley Jr, City  
Council

Thursday, January 5<sup>th</sup>, 2022, 6:30-8:00PM

GoToMeeting link for computers, tablets, and smartphones: <https://meet.goto.com/332830725>

GoToMeeting dial-in number: +1 (646) 749-3122, Access Code: 332-830-725

### **Procedural, General Business & Updates (15 minutes)**

- Roll call and meeting logistics
- Acting Secretary: Lena Webb
- Approval of December meeting minutes
  - unanimously approved
- Focus for upcoming SBAC meetings
- Upcoming outreach events
  - Councilor Burnley is hosting transit equity day, a celebration of the ways people move around/ reality check about equity / series of events kicking off on Rosa Parks' birthday  
<https://www.labor4sustainability.org/transit-equity-day/>

### **Focus: Bike Network Plan comments (60 minutes)**

- Review of Bike Network Plan - Tom prepared slides
- 1) Discuss the definition of Neighborways - folks are concerned about calling streets that currently have high volume have been designated as neighborways in the plan. Feedback suggests that they should be defined as allowing two-way biking and disallow through car traffic.  
  
-Specific streets currently designated as a Neighborways with concerns are: North Street and Mossland. North Street may not be super high volume, but people speed and it's very narrow.
  - 2) Use of one-ways - increase the number of north-south connectors with protected bike lanes on each side whenever possible. Minimize one-direction only PBLs unless absolutely necessary.
  - 3) Timeline - current proposal states 30 years would be required to roll out the network plan. Could implementation be accelerated?

-Suggestion to prioritize portions of the plans for acceleration

-Councilor Burnley is working on a safety ordinance that will go along with implementation and wants to break things down by category (neighbor ways vs. protected bike lanes) and focus on PBLs in terms of prioritization. Leading to...

4) Prioritization methodology - currently taking into consideration a variety of elements (equity, connectivity, points of interest, etc.) - Please see slide; these

5) Specific regions to address:

-West Somerville: long-term plan on Broadway would be to have a bus priority lane in one direction and a fully protected bike lane in the other. This feels like a good compromise, given Clarendon Hill housing / bus connection (not quite all ages and abilities). Suggestion that Curtis to Powder House get a 2-way separated bike lane on one side (retain 50% parking)

-General ask from Mobility when giving high-level feedback be as specific as possible in our requests— as in, are we suggesting parking removal on both sides to accommodate facilities.

-Davis Square: folks want to see a clear connection between the two halves of the community path. The potential for a fully pedestrianized Davis Square still requires a clear path to reduce conflicts with pets. Again, please be specific and detailed in what we mean “fully connected community path” because there are potentially many ways to accomplish that. For now, we ask for a condition that connects the path and serves locations in Davis.

-Union Square: Bow Street has the potential to be fully-pedestrianized so bikes/buses wouldn’t be able use it, but in the meantime, it will be a shared street. There is a commitment to remove parking on Webster to allow for two-way PBLs.

-Schools in East Somerville: access to East Somerville Community and Capuano School. Comment that there isn’t going to be a McGrath-Community path connection (McGrath will one day be grounded). Suggested bike lanes in both directions on Cross St

6) Overall SBAC statement: suggestion that SBAC make a clear statement about our endorsement of the plan overall. A special statement from Ian, with which we all agree, is that our criticisms come from a place of excitement and support for the network as a whole!

- Vote on recommendations (documented by Tom separately)  
-unanimously supported by the committee

### **City Update (15 minutes)**

- General project update  
-Holland Street: most pavement markings have been installed, some flexposts are in, written warnings are being issued for parking violations, city is continuing to talk to businesses (additional parking counts), and remaining markings/flexposts due in Spring

-Community Path: CPX opening target end of January/Feb. City/MBTA legal process still underway for maintenance agreement. CPX is NOT officially open at any point. Also, if there is really bad weather the city has the discretion to close the path. It isn’t a great path to maintain— we love the connection, but in inclement weather it will be a challenge.

-Somerville High School construction will create the need for detours between School and Medford St at the current community path. City anticipates establishing 2-way PBL along the detour route. Two considerations: West or East Side. Most support from committee members and guests is from the East side. Greg would like to test out the potential detours on a cargo bike to see if maneuvering is possible for larger bikes. But even if the East side doesn’t work, the City can easily shift to the West. We put the east side recommendation to a vote:

- vote on recommending the East side as the detour choice
- unanimously supported by the committee