

In
Bicycle Committee Minutes

November 14, 2013

Meeting called to order:

Members present: Roger Chauvette, Mike Peregon, Bill Meadows
Jeff Epstein, excused absence

Staff present: David Gardner, asst town mgr (arrived mid meeting)

Guests present: none

Public Statements: none

Bike Summit Report: Roger Chauvette and Mike Peregon

Also in attendance, Danny Soucy. Best part of the summit was a personal meeting with Sen. Dan Wolf, a bike enthusiast, who was the keynote speaker. Roger and Mike talked to Senator Wolf about the proposed bike path extension on the 600' section of Moors Road which has been at a standstill waiting for Mass DOT permission. They also told the senator about the proposed barriers to be installed near beginning of Commercial Street which would stop traffic from entering the Wrong Way. The area behind the proposed barrier would be used for town bike racks. This project is also hampered because Mass DOT permission is required and nothing is being done. Senator Wolf asked the committee to write him a letter outlining the problems and he said he would see if he could help get things moving.

Roger will write a letter to Senator Wolf with the above contents. David Gardner asked Roger to send the letter to Rich Waldo first for content correctness. The finished letter would then be sent to Senator Wolf and Rep. Sarah Peake, with copies sent to Sharon Lynn and David Gardner.

- A motion was made by Mike Peregon to authorize Roger to write the above letter as specified above and to send the finished letter to the recipients mentioned above. Second by Bill Meadows. Passed 3-0-0

In addition the summit was very informative:

- There seemed to be support for bike infrastructure
- Cape Cod Chamber of Commerce listed beaches as the #1 attraction on Cape Cod. #2 was bicycling.
- Became aware of the Friends of the Cape Cod Rail Trail. Was it appropriate for a Town Bicycle Committee to join? If so, should we?
- Mass DOT was in attendance

- 2016 will be pivotal in transportation choices. By then many of China's citizens will be driving cars which will drive the supply of oil so low that there will not be enough to meet demand. This will drive gas prices to over \$6/gal.
- State road projects now are required to have a percentage of the project to encourage bicycle and pedestrian transportation; ie. Bike lanes on new or rebuilt bridges, etc.
- East Coast Greenways just hired a regional coordinator who lives in Harwich. They have a long term goal of a bike path from Key West to Canada
- The representative from CCRT who promised bicycle signs to Provincetown last year was in attendance. It seems Provincetown and Hyannis are the only two places where the signs still have not gone up. Roger will call to ascertain status of the sign installation.

Old Business:

Budgets:

Bill told the committee of his correspondence and meeting with Rich Waldo regarding projects the Bicycle Committee supported and wanted to know what was necessary to coordinate funding with DPW. The overall theme was that the committee needed to let Rich know well in advance so he could include it in his future budgets. There is no slush fund.

Two projects (the 600' section of Moors Rd and the bike racks and barriers at the end of Commercial Street) will be addressed through our letter to Senator Wolf.

Two-way bicycle traffic signs: Mike Peregón did a count of intersections where side streets enter into Commercial Street. Bill also did a less formal drive by. Both noticed that there are already "one way" signs for car traffic on all but two of these intersections. A "two way bike traffic" sign could be added to the same posts under the one-way signs. 35 signs and 2 posts would be needed. The committee recommended a similarly shaped sign as the one-way sign with a bicycle picture in the middle with arrows on either end. If that is not possible then the current sign could be duplicated. Green was the chosen color.

Mike also suggested two larger signs informing of two-way bike traffic, one at the west end of Commercial Street to notify bicyclists that the Do Not Enter traffic sign does not apply to them, and one at the intersection of Commercial and Bradford streets on the east end.

Rich Waldo said that if the committee can come up with the funds for materials that DPW will make and install the signs.

Mike also stated that Commercial Street has 3 different speed limit signs: 25mph just west of the intersection with Bradford Street; 20mph at the intersection of Hancock Street; and 15mph at the intersection of Center Street. He thinks it is confusing and should be made consistent for the entire length. The spring traffic hearing might be the appropriate place to ask for this. No vote was taken. The subject will be brought up again.

Shank Painter Road: Rich Waldo said that the Bicycle Committee would have to ask DPW to budget money to scrape and repaint lines. The earliest this could happen is FY2016

Bicycle Pedestrian lanes on Bradford Street from Shank Painter Road to Pleasant Street. Rich Waldo does not support this idea at this time.

Brochure Distribution: Mike Peregon will find out the costs and other details for USPS blanket mailing to 02657.

Mike Peregon moved to adopt the following operating budget for FY2015

\$3000 Brochures and Printing

\$ 975 Sign materials ("Two-way bike traffic," 35 signs at \$25 each and 2 large signs at \$50 each)

\$2088 Shank Painter Road restriping (1160' from Bradford St to Court St x 3 lines- center and both sides x \$.60 per foot scraping cost) paint in DPW budget

\$1800 World Fest/Mass Bike Week activities and supplies

\$7863 Total

Second Roger Chauvette, approved 3-0-0

Minutes approved for 9/4/2013 and 10/30/2013 3-0-0

Next meeting Tues. Dec 3 at 1:00pm

Meeting adjourned 2:33pm

Respectfully submitted Bill Meadows