

**TOWN OF PROVINCETOWN
BICYCLE COMMITTEE**

**REGULAR MEETING MINUTES
Wednesday, August 26, 2015, 3:00 pm
Meeting held in Caucus Hall at Town Hall**

Members Present: Roger Chauvette (Chair), Rik Ahlberg, Max Cliggott-Perlt,

Members Absent: David Moorman, Jeff Epstein, Will Erlandson

Town Staff Present: Gloria McPherson, Town Planner

Public Present: Paul Sherman, Provincetown 365; Peter Brown, Provincetown Banner

1. Call to order

Meeting called to order by Roger Chauvette at 3:02 PM.

2. Public Statements

None.

3. Review Minutes

Rik handed out printed copies of minutes for the past four meetings. Tabled for vote at the next meeting.

4. Conversation with Town Planner & Provincetown 365 Parking & Transportation Work Group – Gloria McPherson & Paul Sherman

Discussed locations and types of future bicycle parking racks on town property. Discussed funding sources, including the Cape Cod Commission's TIP grant program, the Visitors Services Board, the town Finance Committee, and the Bicycle Committee's budget.

Discussed scheduling a bike parking subcommittee working session between Provincetown 365 and members of the Bicycle Committee for next week so that a complete plan can be presented for a vote at the next Bicycle Committee meeting.

5. Bikeability Report Development

Roger reviewed his summary of Bradford St. conditions and recommendations for improvements to the street (see attached).

6. Bike Racks Update

Far Land – Rik will follow up with some options for rack types.

Maushope – Roger said the rack is Maushope and it is waiting to be installed by DPW.

7. Education & Enforcement

Discussed the possibility of doing some education with school children when school starts in the fall, possibly with the Police Department or teachers at Provincetown Schools.

Roger will be meeting with the tour bus operators in October.

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Max suggested that we pick dates and locations for bike banners for next summer and sign up as soon as we can.

Roger suggested we get on the Firehouse calendar when the schedule opens for next summer in October.

No report from the police.

8. New business

Rik reminded everyone that the Fall Traffic Hearing is coming up in November and that individuals can submit proposals for changes to parking, crosswalks, etc. There is a form on the front page of the town's web site that needs to be turned in by October 8.

The New England Bike-Walk Summit (<http://newenglandbikewalksummit.org/>) is coming up on September 24, 2015 in Worcester

9. Next Meeting

Next meeting is scheduled for September 9.

10. Member statements

None.

11. Adjourn

Max moved to adjourn at 4:34 PM.

Respectfully submitted,
Rik Ahlberg

2. Bradford Street

1. Givens

- a. Bradford St. is the major East-West thoroughfare through town having been developed over time from center town outward.
- b. Because of its historical evolution, the width of the street varies enormously with some places fairly narrow and other spots quite wide.
- c. Being one block removed from the shoreline, Bradford St. encounters the topography of the underlying undulating dunes.
- d. At the height of the summer season, the heart of town sees between 750-1,000 vehicles (cars, trucks, buses, taxis, trailers, pedi-cabs, bicycles, etc) per hour during the day.
- e. Parking spaces are unevenly distributed and many are not real spaces so that more than half the vehicle sits in the travel lane.
- f. From Snail Road into town, The Claire Saltonstall Bike Trail is marked on maps to travel down Bradford St although it has never been marked as such.

2. Points of Interest

- a. *Snail Road to Commercial/Bradford Merge*
From the Harbor Hotel at Snail Road, there is no existing Bike lane and no breakdown lane to the right of the fog line although this section is well travelled by cyclists from both Commercial & Bradford Sts.
- b. *Merge of Commercial and Bradford Sts. (East End)*
Traveling west, the split of Commercial & Bradford creates havoc for bicyclists who want to travel Commercial St. since they must cross the Bradford eastbound traffic and there are no signs, markings or other notifications to motorists.
- c. *Commercial to Howland*
There is no breakdown lane along this section and many parking space intrude into the roadway creating a hazard for bicyclists who must allow 3 feet to avoid getting slammed by someone opening a car door. The speed limit in this area is 25 mph.
- d. *Howland Four-Way Stop*
As well intentioned as this four-way is in theory, most do not observe it. For the long-distance and avid cyclists, such a stop requires un-cleating and a stop followed by re-cleating and a hill climb (west or north) with no momentum. For them, momentum is more important than the stop when they see no traffic waiting.
- e. *Conwell St Intersection*
 - Most likely the busiest intersection in town is a real hazard.
 - Traffic flow is regulated by a single stop sign on Conwell at the junction with Bradford. Since Bradford westbound does a northbound curve at Railroad Ave, just before Conwell, stopped drivers cannot see on-coming vehicles, especially low profile vehicles and bicyclists.
 - To make matters worse, shrubbery at the house on that corner obstructs the visibility. To see what might be coming from the east, motorists crawl into the pedestrian crosswalk, and block it until they can turn onto Bradford. Thus, some pedestrians get caught in the middle of the street.
 - While not as busy as Commercial St., in high season over 100 bikes per hour use this intersection and most do not stop if they are turning west onto Bradford.
- f. *Standish St.*

- Between crosswalks, a hill, a broad intersection and five roads merging, this intersection can be a hazard.
 - As if the traffic flow were not complicated enough, there are five crosswalks encircling the square. At each one, traffic comes to a crawl.
 - This might be the best place in town to consider a round-about.
 - The sidewalk on the north side is clumsy, badly tilted and useless. That would be better graded and the space better eliminated, and the space better used for a climbing lane on the south side of the street.
 - Traffic here would also be better served if the parking lot entrance were on Standish or Conwell. Cars block the street and think nothing of totally obstructing the bike right-of-way.
- g. *Alden/High Pole Hill*
This is another of those complicated intersections made worse with the crosswalk, only a couple hundred feet away from the one at Standish. Perhaps the cross walks could both be moved closer to each other and create just one shorter crossing where the road narrows
- h. *Ryder St.*
· Bikes turning onto Ryder St need to have a clear indication where they need to be to make the turn. If not, the vehicle drivers do not know what to expect.
- i. *Winslow St.*
· Bicyclists coming down the hill need to stop at the pedestrian crossing where pedestrians have the right-of-way.
· Gosnold is a one-way northbound. Bicyclists are not allowed to ride against the traffic here, but must go around the block by Ryder St.
- j. *Prince St.*
· The crosswalk right at the top of the hill is a nightmare for cyclists and motorists who must stop on the upslope. For cyclists, it means walking up the rest of the hill. The sidewalk with a curb is no help at all.
· Perhaps the crosswalk needs to be placed on the other side of Prince where pedestrians can be seen and vehicles (and bikes) can stop safely.
- k. *Shankpainter Road*
· Shankpainter Rd. can provide a blueprint on how a “full street” with a bike lane can work. The turning lane is a great help.
- l. *West Vine St.*
· This is another complex intersection with the bike lane from the Moors suddenly disappearing just before the intersection.
· Perhaps the best solution here is to remove the island and create a neat intersection while adding the bike lane down to at least Franklin St.
- m. *Moors Road*
· The addition of the bike lane to the Moors has made this a safer ride.
· With the completion of the connector, a cyclist can now ride right through into the Seashore.
· Not sure an island is needed at Moors Road. A clean street would make a better intersection.

3. Climbing Lanes

- a. Although ideal, we are not likely to get a complete bike lane on Bradford St in the near future.
We can, however, create climbing lanes where cyclists tend to slow down forcing traffic to pile up behind them.
- b. *East to West Climbing Lanes*
· Howland to Priscilla Alden.