

**TOWN OF PROVINCETOWN
BICYCLE COMMITTEE**

**REGULAR MEETING MINUTES
Wednesday, August 5, 2015, 3:00 pm
Meeting held in Caucus Hall at Town Hall**

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

Members Absent: David Moorman, Jeff Epstein

Town Staff Present: Officer Chris Landry, Provincetown Police Department; Eric Larsen, DPW

Public Present: None

1. Call to order

Meeting called to order by Roger Chauvette at 3:00 PM.

2. Public Statements

None.

3. Review Minutes

No minutes to review.

4. Bikeability Report Development

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

Discussed the proposal for a bike lane on Commercial Street and there was general agreement that a dedicated bike lane would be overkill and that painting sharrows along the entire length of the street would be sufficient to communicate the two-way bike traffic to people on foot, people on bikes, and people in cars.

Discussed the idea of closing Commercial St. to bicycles (asking people on bikes to walk rather than ride). Officer Lynch indicated that it would be difficult to enforce. General agreement that closing the street to bikes would cause more conflict than it would resolve.

Discussed education and Rik suggested that we add street banners to the list of items.

Discussed the process of getting sharrows painted. Eric suggested that a plan should be developed and approved by the Selectmen before DPW proceeds with painting anything on the street.

Max and Officer Landry discussed the interaction of police officers with people on bikes.

5. Strategies for processing all the input for the Traffic Report

Tabled for a future meeting.

6. Bike Racks Update

Far Land – Rik reported that he surveyed the existing bike parking at Far Land. He suggested that parking bike parallel to the street (as currently exists) is probably a better scheme than trying

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to do a grid rack against the planters, since there is lots of turning car traffic and no sidewalk. Rik said he will put together a site plan and recommend inverted U racks alongside the planters.

East End Market – Will reported that he talked to the owners and they are working with a welder to create bike railing along the side of the building adjacent to the car parking.

Pepe's – Will reported that the owners have identified two possible locations for racks adjacent to the parking lot. He asked if there was any other funding source to help pay for bike racks. Rik said the matching grant program is the only funding available at present.

Maushope – Eric confirmed that there is still wave rack available to install at the Maushope parking lot.

Roger made a motion to request that the DPW install one of the small black wave racks in the Maushope parking lot. Will seconded. Motion carried, 4-0-0.

7. **Education & Enforcement**

Discussed how bike crashes are mentioned on social media and comments online tend to spin out of control with lots of anecdotes.

Officer Landry said no new bike crashes have been reported and that crashes and bike thefts are at normal levels.

Discussed the procedure for reporting abandoned bicycles and concluded that any abandoned bikes should now be reported to the police so they can tag them and coordinate with DPW for removal.

Discussed bicycle registration and Officer Landry indicated that there is no current process for handling bike registration through the police department. Rik commented that the town web site says that residents can register their bikes with the police.

Rik reported that the old bike safety banner has been found and he is in the process of securing a banner location to have it hung over the street. It reads "Be Courteous – Be Safe" with a bicycle in a yellow diamond and says "Provincetown Bicycle Committee" underneath. The banner is two-sided so it can be seen in either direction.

8. **New business**

Rik discussed the upcoming New England Bike-Walk Summit (<http://newenglandbikewalksummit.org/>) that is organized by East Coast Greenway. It is a one-day event taking place on September 24, 2015 in Worcester. Rik said he and the town planner were interested in attending. Roger said he would be interested in participating if he is available.

9. **Next Meeting**

Next meetings are scheduled for August 26 (the week after Carnival) and September 9.

10. **Member statements**

Will reported that he got in touch with the organizer of the upcoming Wounded Warrior Training Ride but has not heard back yet.

11. **Adjourn**

Roger moved to adjourn at 4:40 PM.

Respectfully submitted,
Rik Ahlberg

Provincetown Townwide Traffic Evaluation Bicycling Evaluation

1. Commercial St.

Overview: *(Prepared once the evaluation for this section is completed.)*

1. Givens:

- a. Commercial St is Provincetown's Primary shopping area
- b. Commercial St also includes a mixture of residential houses
- c. Commercial St is a very old street: narrow and of variable width.
- d. Parking is at a premium. A few places have limited business and domestic parking attached.
- e. There is no "back street" for business deliveries.
- f. Commercial St has three lives: Summer Tourism, Shoulder Seasons, Winter.
- g. Commercial St is an East-West one-way street for motorized vehicles and since 1992, a State authorized legal 2-way street for bicycles.
- h. There is generally a three-foot wide sidewalk on the North side of the street.
- i. Commercial St is also the means of access to the Provincetown Waterfront.

2. Challenges & Proposals

- a. There is a legal system of priorities in place:
 - 1° Pedestrians
 - 2° Bicyclists
 - 3° Motorized vehiclesYet none of these are absolute. The primary control mechanism in most cities and towns is a system of crosswalks, designated lanes and traffic signs and regulations used to direct the flow of traffic
- b. There are two very different communities in Provincetown:
 - 1° Summer
 - 2° WinterOn many days in winter there may be only a few hundred people who actually use the street; In the summer the day load may be more like 35,000 with peaks during special events rising to nearly 100,000 by some estimates.
- c. In recent years—perhaps due to economic factors—the use of bicycles by tourists and local residents alike has exploded and at times can reach 350+ bikes per hour during peak times. That's an average of nearly 6 bikes/minute.
- d. There is no marked lane for bicyclists on Commercial St. Bicycle parking has been expanding to accommodate the traffic and sheer numbers. Furthermore, not all bicycles and uses are the same.
- e. Sub-groups, with varied interests, include
 - 1° Commuting cyclists using bike to get around town;
 - 2° Touring cyclists in town to explore our history & National Seashore;
 - 3° Recreational cyclists who ride for the fun of it and sometimes race.
 - 4° Pedicab drivers who serve as taxis;
 - 5° Trail bike riders who enjoy off-road riding;
 - 6° Hybrids, recumbent, fat tires, unicycles, tricycles, tandem child bikes, delivery bikes/baskets, etc.

- f. Bike usage is not restricted to any one age group and has riders of all ages and levels of experience. None are required to have training in bike laws except those riders who participate in organized fund-raising rides.
- g. Most truck deliveries occur before 11 AM and can occasionally provide obstacles when delivery truck drivers fail to check both ways when they run their dollies across the street.
- h. When parts of Commercial St. are closed due to heavy pedestrian use, we recommend that the closed section be open to cyclists *walking* their bikes—not riding them.
We recognize that Commercial St cannot be blocked for Emergency vehicles, taxis, Commercial St residents, and for handicap spaces. In such cases, we feel that Commercial St resident cyclists should still be required to walk their bikes through closed-off sections.
- i. To establish zone specific areas on Commercial St, we propose creating a 10' wide dashed bike lane down the center of Commercial tagged with sharrows indicating bike travel in both directions. This would allow pedestrians to know where to walk safely. Because of the street dynamics involved, we suggest that after the road has been marked, we gradually phase-in conformity promoting education rather than enforcement, unless the behavior is egregious.
- j. Education of motorists, bicyclists and pedestrians.
 1. The foremost means of education is proper signage.
 2. A second form is the distributed bicycling brochure.
 3. A flyer is under preparation for bus tour guides.
 4. Participation is events such as World Fest, Year Rounders, etc.
 5. Free space insertion of Public Service ads in the *Provincetown Magazine & The Banner*.
 6. Bike Patrols
 7. Law Enforcement
 8. Street banner
- k. Bike Parking will continue to increase as space becomes available.
We are working to create a consistent Bike Parking Sign that will help riders know where to park their bikes.
- l. *Speeding* bikes is one of the issues that require personal interpretation based in common sense and an understanding of priorities before the law.
Bicyclists are obligated to the same speed limits as motor vehicles.
Under all circumstances, speed is mitigated by road, traffic and pedestrian activity.
We recognize that bicyclists are also capable of riding so as to endanger.
- m. Bicycle theft is a reality an—more often than not—a crime of convenience when bikes are left unlocked.
We strongly encourage riders
 - to keep a photo handy of their bicycles for recovery purposes;
 - to secure their bikes even for short errands;
 - to record the serial number and register it;
 - to photograph anyone with cutters removing a lock from a parked bike.
 - to report something if you see something.

This lane exists, but is completely overgrown with trees and shrubs. To see where it lies, follow the Telephone poles that stand at the edge of the public land.

- Winslow to Prince

This is the hill that may have led to the two-way traffic on Commercial St. The climb is steep and ends if a car ahead stops for the pedestrian crossing. There is a sidewalk to nowhere from the top of the hill down to the front steps at 88 Bradford St. If the curb was removed and the lane leveled, this could easily become a climbing lane. There is a useful sidewalk directly across the street.

- Shankpainter to Conant St.

This lane exists on the way down the hill where it is not needed. By sliding over the centerline, a climbing lane could readily be created.

c. *West to East Climbing Lanes*

- Shankpainter to Prince St

This is a moderate hill that slows down riders somewhat, but the 4-5 parking spaces force the riders into the driving lane to avoid being slammed by a driver's car door from a parked car. By removing these few parking spots, a climbing lane can readily be created.

- Standish to Priscilla Alden

This moderate climb is long enough to slow riders down. There are very few actual parking spaces to cancel out and more half-width spaces to be eliminated.

d. *Share The Road*

Wherever the grade is minor and or on a downhill, we propose a simple share the road arrangement with appropriate transition road markings.