

**TOWN OF PROVINCETOWN  
BICYCLE COMMITTEE**

**REGULAR MEETING MINUTES  
Wednesday, September 9, 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:** Police Officer Kevan Spoor

**Public Present:** Peter Brown, Provincetown Banner

**1. Call to order**

Meeting called to order by Roger Chauvette at 3:07 PM.

**2. Public Statements**

None.

**3. Review Minutes**

***Max moved to approve the minutes of August 26, August 5, July 22, July 8, and June 24 as amended. Roger seconded. Motion carried 3-0-0.***

**4. Bikeability Report Development**

Roger reviewed his summary of Route 6 & Route 6 A conditions and recommendations for improvements to the street (see attached). There was a discussion of the need for safe crossings at Shank Painter Road and Snail Road in addition to improvements to the intersection at Conwell Street.

The next meeting of the Outer Cape Bicycle and Pedestrian Master Plan's steering committee meeting is scheduled for September 23. Roger is planning to attend.

**5. Bike Racks Update**

**Far Land** – Discussed the option of recommending ring-and-post racks along the front of the store.

**Maushope** – The rack is at Maushope and it is still waiting to be installed by DPW.

**Provincetown 365 Bike Rack Proposal** – Rik discussed the bike rack proposal that is being developed for Commercial Street from Dyer Street to Court Street. He presented a draft of list of potential locations and a map (attached). Rik will be photographing the locations with Gloria Macpherson, the Town Planner, on Thursday morning to verify the existing conditions.

Rik asked if there is a way to get counts from the ferry companies on how many bikes they transported to and from town this season.

**6. 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. Officer Sullivan is the school liaison. Rik mentioned that MassBike training available through the state's Safe

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Routes to School program, but Provincetown doesn't currently participate in that program. Discussed the possibility of meeting with the school Parent Teacher Association (PTA) to get input on bike safety education needs for adults and children.

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

Max again 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.

Officer Spoor reported that there were fewer bicycle crashes this year than last year (January to September) – approximately 60 last year and 46 this year. This count includes the entire seashore as well as town.

### **7. New business**

None.

### **8. Next Meeting**

Next meeting is scheduled for September 23.

### **9. Member statements**

None.

### **10. Adjourn**

Max moved to adjourn at 4:30 PM.

Respectfully submitted,  
Rik Ahlberg

#### **Attachments:**

Bike Report - Draft - Route 6 (2 pages)

Provincetown 365 Bike Rack Proposal map and spreadsheet (2 pages)

## Provincetown Townwide Traffic Evaluation

### Bicycling Evaluation

#### 3. U.S Route 6 & MA Route 6-A

##### A. Givens

- a. Historically, U.S Route 6 was, at its completion the longest highway in the United States. While it has been shortened in California from Long Beach back to Bishop, it still remains among the longest highways in the country.
- b. Here in Massachusetts, it's appropriate that the highway begins with the rising sun in Provincetown where the Pilgrims landed nearly 400 years ago.
- c. From Herring Cove to the Truro line, the roadway is currently a four-lane road [two in each direction] but has no breakdown lane and in many spots, not even a place to pull a stopped vehicle off the road.
- d. Bicyclists are permitted to travel this highway even if doing so means they must share the road with vehicles that travel between 50-60 mph.
- e. The road actually cuts through a portion of the Cape Cod National Seashore and in doing so, also crosses some environmentally sensitive areas.
- f. The four-lane design is somewhat arbitrary because it shrinks to two lanes in Truro at the junction with Route 6A and continues as a two-lane road all the way to Eastham.
- g. Route 6 is the fastest of the three main East-West roads through Provincetown and the only road with no residences along either side of the road.
- h. Heading North, there are five turn-offs into Provincetown:
  - Stott Crossing in Truro
  - Snail Road
  - Conwell & Race Point Road [Traffic Light]
  - Shankpainter Rd.
  - Herring Cove Beach.
- i. There are also two lesser roadways:
  - Mayflower Ave. [a private road]
  - Howland St. that does not cross Route 6 to Northbound.
  - There are also a few private driveways to town facilities to a campground, and to parking for the Dog Park.

##### B. Points of Interest

- a. The section along Pilgrim Lake has a wide gravel lane (10'+) on the bay side that parallels the old railroad bed all the way to Stott Crossing, but parts of this right-of-way appears to have been turned over to some property owners.
- b. The roadway on the lakeside has virtually no space for any kind of lane because of its proximity to the water and the presence of a strong steel railing.
- c. The four lanes along Pilgrim Lake have no center divider except for the double yellow line.
- d. At the Provincetown town line, a center natural vegetation island separates the lanes in opposite directions.
- e. This is also the point where the road transects the dunes. Here there is a gated entrance to the East where authorized motor vehicles can enter the unimproved dirt road for dune tours and access to the Dune Shacks.

- f. At the same point, on the opposite side, a private dirt road [Mayflower Ave.] enters Route 6 at an angle rendering it invisible to southbound traffic. There is no indication whatsoever that the road even exists.
- g. In the high dune area, the sands regularly intrude on the roadway on either side, requiring maintenance, especially after a storm with high winds.
- h. At some points from here to the end of Route 6, there are places where wetlands come very close to the highway.
- i. At Snail Rd. there is a paved intersection where vehicles can cross into town. Signage and a yellow blinker indicate the location, but there is no turning lane on the approach. At that same location, there is unimproved parking along the northbound lane for visitors who want to hike through the dunes.
- j. As Route 6 approaches the junction of Conwell St. and Race Point Rd., there is a northbound private road that leads to a campground. Open flat fields on either side provide leach fields for the town sewage treatment facilities.
- k. The only traffic lights in town are at the intersection of Route 6 and Conwell St./Race Point Road. There are issues at this intersection already under redesign.
- l. There is a driveway just beyond the traffic lights turning uphill to the right. This was a former motel, now turned into condos.
- m. The intersection with Shankpainter Rd. is marked by a yellow blinker and an island cut allowing access in both north and south directions. Opposite Shankpainter Rd. is Evans field [that floods on occasion] and a fire road where vehicles can park for hiking around the ponds or a visit to the No Name Cemetery.
- n. From this point Eastbound [actually Westbound] traffic is quite reduced and the highway ends at the turn to the Parking lot at Herring Cove Beach.

**C. Considerations**

- a. There is strong support to reduce Route 6 back to a two-lane road and to create a breakdown lane the entire length from the beginning of Route 6A in Truro right to Herring Cove Beach.
- b. This would provide a more secure place for experienced bicyclists to ride in safety in a Share-the-Road arrangement as it is for most of the Lower Cape.
- c. The major change would be cosmetic by repainting the lines with no further review necessary. This would also open up the corridor to other possibilities as well.
- d. Such an arrangement would work for many cyclists, but not for all, especially less experienced riders and families with children.

# Bike Rack Proposal

Revised 9/8/2015

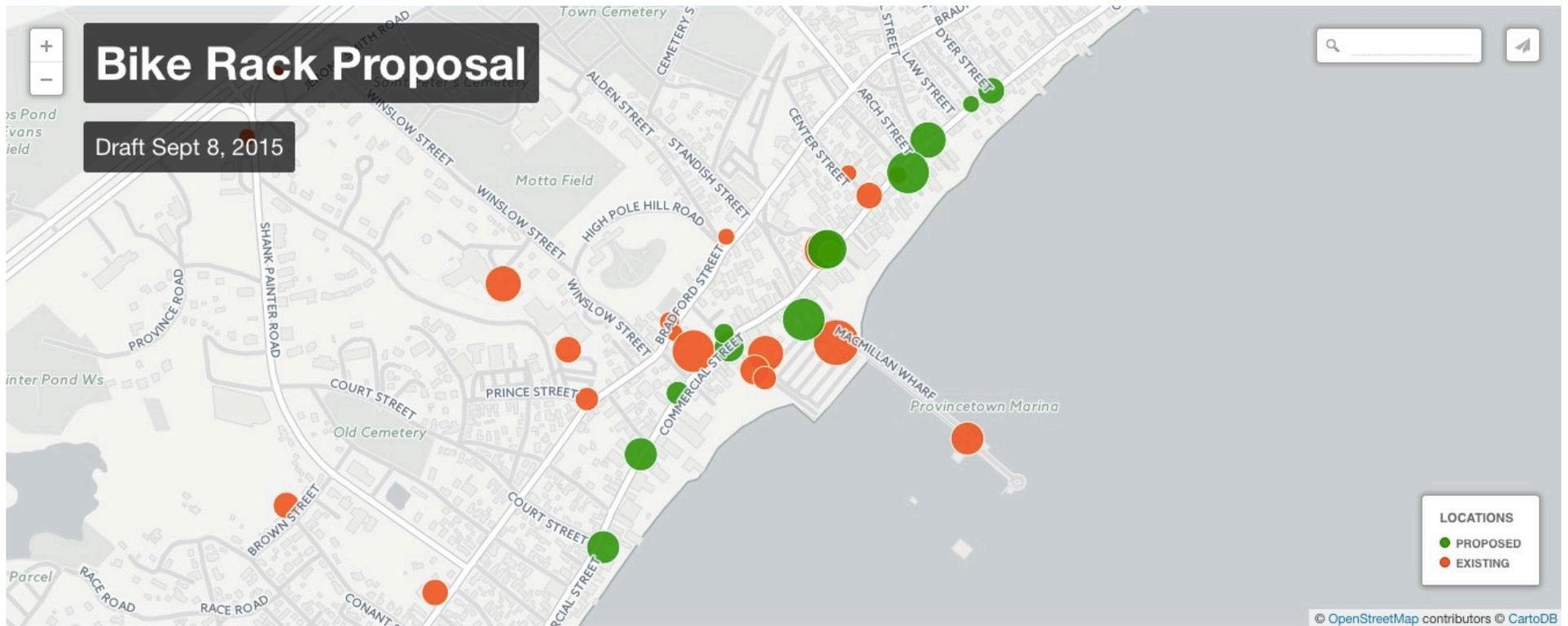
Created by Provincetown 365's  
Parking & Transportation Work Group  
and the Provincetown Bicycle  
Committee

## Types of Racks:

Permanent rack  
Seasonal on-street rack  
Inverted U rack

#	Street Address	Length (ft)	Est # bikes	Description	Type	Comments
1	404 Commercial St	24	12	loading zone	Seasonal on-street	
2	398 Commercial St	9	6	Woody's Gallery to Washington Ave	Seasonal on-street	
3	378 Commercial St	15	27	before corner of Pearl St in front of Somerset Inn	Seasonal on-street	
4	379 Commercial St (Pearl St Landing)	40	20	at the beach end of the landing behind Wired Puppy next to Bull Ring Wharf	Permanent	
5	377 Commercial St	75	40	Room 68 (former Silk & Feathers) along boardwalk	?	Is this the Pepe's wharf boardwalk next to the Johnson St parking lot?
6	352 Commercial St (at Center St)	11.5	6	?	?	just after the library?
7	330 Commercial St (Tourism Office)	30	60	Two rows of racks	Permanent	expand existing capacity
8	330 Commercial St (Tourism Office)	1 pkg space	10	existing taxi stand in front of Tourism Office	Seasonal on-street	
9	Lopes Square (Chamber of Commere)	80	40	on-street in front of the Chamber of Commerce to the bank ATM	Seasonal on-street	
10	Ryder St Ext	40	20	on wide brick sidewalk near soda vending machines	Permanent	
11	246 Commercial St (Provincetown Bookshop)	1 pkg space	10	in front of Provicnetown Bookshop across from Crown & Anchor	Seasonal on-street	
12	220 Commercial St (across from Seamen's Bank)	49	25	adjacent to taxi stands in front of former WA building	Seasonal on-street	adjacent to taxi stands in front of former WA building
13	Court St Landing	40	25	along retaining wall where bikes currently park	Permanent	

**301 Estimated number of bike parking spaces**



Link to interactive map: <http://cdb.io/1UBkHRz>