Provincetown Bicycle Advisory Working Group

Minutes for September 7, 2011

Members Present: Candace Negle, Jeff Epstein, Bill Meadows, Paul Cezanne, Mike Peregon

Guests Present: Suzanne Thomas (Wellfleet Bike), Clay Scofield (CCNS), Susan M. Travers (Truro Bike), Charleen L. Greenhalgh (Truro Acting Town Manager, Bike), Chief John Lundborn (Truro Chief of Police, Bike), Police Chief Jarran, Lt. Golden, David Gardner, (Asst. Town Manager)

Meeting called to order at 2:00pm

Public statements, limited to approximately 5 minutes. *Note, these are not exact quotes, just a paraphrase of what was said.*

Dave Schropfer(Eastham): Speaking as a citizen, not a representative of Eastham. Requests to be added to the Board list. Wants holistic approach. 3 towns represented, not 4. Cycling issues - not good for the Outer Cape. Overseas commuters use Rt. 6. Dangerous. They were raised to ride facing traffic. Wellfleet and Truro's Rt. 6 is wide and sufficient but dangerous. No barriers. Wind, sand, debris and aggressive drivers. Lanes do narrow. Vehicular issues - cause massive backups. Lack of left turn lanes. Also the 4 to 2 lanes lane drop has day long backup. Some poorly trained officers who let side traffic have immediate access. Holistic approach. Plan all types of use. Pave the grass between the berm and railing. 1 lane n Truro & Wellfleet is better than 4 lanes in Eastham and Ptown.

Daniel Katz (Truro): Anyone here from the state that handles Rt 6?

Negle: We are not responding to questions at this time.

Katz: Wants to raise a historical point. CCNS under Olsen. Sidetracked by a

statistic. Proven more accidents on the bike path. Wellfleet has 2-4 reported accidents per year. Assuming money exists, Rt 6 works pretty well for bikes. Training riders. Bad times, night, dusk and dawn. See it all

the time. No lights, dark clothing. Ain't no money.

Susan Packard (Provincetown): Rt. 6 is not safe. My nephew was killed. Never say it is safe.

David Nichlau (?): 3 options. 38 years living here. Use the railroad Right of Way. Right of Way taken by owners. No need to remove 2 lanes. Shoulder wide enough with railing. Ambulances will be impacted.

- Mike Carbetta (Truro): Rides rail trail to Ptown daily. Almost all of Rt. 6. Castle Hill to Highland is dangerous. Lots of sand near Moors Rd. Dangerous. Also, please fix Bradford St in Ptown.
- (The meeting was now moved to the Judge Welch Room due to over crowding.)
- Russel Braun (Truro): I'm a Ptown employee. Regular rider, pleasure and commuting.

 Couple concerns. Highway issue, matter of traffic engineering. Need turning lanes. Bike trail should be on south side of Rt 6. Leave the Right of Way to the planners. Has to be access from the trail to Rt. 6A. Agrees, Castle Hill to Highland is bad.
- Roger Chauvette (Provincetown): Applauded the reconstruction between Moors & Herring Cove. Love the Share The Road signs. Need them between Atlantic Spice to Herring Cove. Only a stopgap. Need breakdown lane.
- Doug Payson (Brewser, Lower Cape Realtor): Don't want to diminish safety. Economic argument for the path. I live in Brewster, the Hot Chocolate Sparrow is a destination. CCNS huge income. Old rail bed, on scenic route, much better than highway. Mark lanes, currently unmarked.
- Robert Jayson (Provincetown): Reducing Rt 6 terrifies me. I work off cape. Cars head on, don't like it. All want safety. Want more people. Reducing 6 means more backups. No disrespect for the youth that was killed. Drunk driver? Grew up in Scituate as a kid, used railroad, unpaved. We made it work. We call it the scenic path, but who wants to see cars? Need easy access to spots like Marconi, Beech Forest. Against changes to Rt. 6, you never know what is coming. Goes to Boston all the time. Expressway, everyone goes same direction. Most of the town is against it. Scituate lost their railroad path. Need different alternatives. Rarely used off season. Need to pull over for emergencies.
- Karen Snow (Truro): I put in 3,000 miles on bikes on the road. Not at night. On Rt 6 all the time. Shore Rd? Are you crazy? Shore Rd is dangerous. Support any and all improvements. Not all are tourists. Some ride lots. 2nd home owners. Bike Trail is too crowded and not maintained, potholes and roots. Finally cleaned up after Irene. If it is multi-use, walkers, joggers,strollers and skateboard, 2 options. 1) separate and distinct. Expensive, slow process. 2) cohabit on roads. These are not exclusive options. 2nd is cheaper, quicker to achieve. Diversity of routes. Marked lanes already in place. Need education. Huge campaign, appeal to all. TV, radio, newspaper. New ideas need campaign. PSA blankets: Motorcycles are everywhere, Schools Are Open. We even have Horse signs. Both options need to be looked at, not at the exclusion of others.

Bill Durkin (West Barnstable): My son died in a bike accident 23 years ago. Hit by a seafood packer truck. Had been warned previous day by police. You never know what it is like to loose a child.

Public comments section closed: (Jeff Epstien left at 2:30pm, BAWG still has quorum.) This now a joint meeting of the Provincetown and Truro Bike groups

Negle: We are just beginning the process. Future workshops, recommendations.

There will be additional public hearings on the 4+ proposals.

Scofield: Purpose is to get the 3 town together. Background: Plan released last

year, capecod.org, Bikeways page

More aggressive approach to planning. Coordinate all plans. Connect existing facilities together. Goal: 1) finalize list of project, 2) Prioritize, 3)

Funding.

Developed through public process. Regional vision. Like to see it all done

in 12 months.

Truro and Ptown working together. Need to include Wellfleet. Eastham?

Peregon: Need representatives from town.

Scofield: Would like that.

Negle: Question for Susan. Does Wellfleet have a group?

Thomas: Can't say for sure. Needs to go before Board of Selectmen. Would like to

do that. Many different bike people. 3,000 milers to wobbly 80 year olds.

Need to accommodate both.

Negle: We'll want an Executive Commission.

Thomas: I'm in.

Travers: We have a quorum of 3, Looking for 2 members.

Gardner: Wellfleet not prohibited.

Negle: No.

Gardner: Open up to Eastham? Current system ends in Wellfleet. Bikes use Rt. 6,

not trail.

Lundborn: Should include Eastham

Scofield: Suggest we contact Dave [Schropfer] and work together.

Greenhalgh: He was here as in individual, go through Police Dept or Town Manager.

Yes, include Eastham.

Negle: I'll setup a workshop.

Scofield: Happy to answer question: Brief update:

Funded: trailer/vans on Rt 6 for Bike Shuttle, trail end to Ptown. Serves

unconnected areas.

Funded: upgrade to Nauset, made safer.

working with many towns

Gardner: Good idea to collect emails for notification

Greenhalgh: Executive Committee size. 2 members from Ptown, plus Gardner

Lundborn: Karen B_____ of Truro. 30+ years. Lost son years ago in a motorcycle

accident. Created a helmet program. Cost nothing. Alert card system.

Name and allergies stuck in helmet. Sticker on helmet to alert.

Scofield: CCNS finished Moors Rd. Counted 405 bikes and pedestrians in 2 hours.

Pursue grant. Would ask Ptown BAWG to make motion to Board of

Selectmen to support the grant.

Peregon: Town was going to try and come up with the funds.

Scofield: Make 1 plan, integrate.

Peregon: Wouldn't want the 600 feet slowed down.

Negle: Motion. (See #2 attached). Peregon seconded. Passes 4-0-0

Scofield: (Shows the "sharrows" full size plans) Every 100 feet. Trucks parked crazy

places. "Sharrows" show both direction.

(Discussion)

Cezanne: Motion (See #1 attached). Peregon seconded. Passes 4-0-0

Greenhalgh: Excited to see Ptown got Paul (Cezanne). We lost him but you gained him.

Fantastic.

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?: Learned a lot from the Public Statements, thank you.

Negle: Amazing public response. Safer for cars and bikers. Kaarst (CCSN)

couldn't be here today. CCNS will be big part

Thomas: Contacted by Open Spaces Comm.

Negle: Motion to approve the minutes of Aug 24. Peregon, seconded. Passes

4-0-0.

Negle: Anyone want to be on the Executive Commission? Peregon, no. Cezanne,

no. Meadows, as alternative.

Cezanne: Motion for Negle & Gardner to on Executive Commission for the multi-

town bike group. Meadows as alternate. Meadows. Seconded. Passes

4-0-0

Meeting adjourned at 3:20pm

Motion 1

The BAWG recommends the draft pavement marking and signage plan for bicycle safety on Commercial Street be adopted by the Board of Selectmen and, pending review and final approval by Town DPW officials, authorize implementation.

Motion 2

The BAWG recommends the Board of Selectmen authorize the town to proceed with a MassWorks Infrastructure Program grant application to extend the existing bicycle lanes on Moors Road to the Commercial Street traffic circle. This grant will be developed by the Town, the Cape Cod Commission, and the Cape Cod National Seashore with the Town as grant recipient.

To: Tri Town Bikeways Committee

From: Dave Schropfer

Date: September 7, 2011

Subj: Route 6 and Cycling

The purpose of my comments is to emphasize the issue of bicycles and Route 6 should be considered holistically starting from the Eastham/Orleans traffic circle to Herring Cove exit in Provincetown.

This planning needs to consider the impact of vehicle and bicyclers simultaneously, as I know you are doing, but only for three towns.

First cycling: The specific uses, problems and opportunities.

The Cape Cod Rail Trail (CCRT) is an excellent resource, but does not fulfill the needs of all the cyclists who travel through the outer Cape. And it ends in mid-Wellfleet.

Commuters who are often from Overseas use Route 6 because their motels and summer housing are often along the narrow and dangerous stretch of Route 6 as it runs through Eastham. Crossing Route 6 to get to the CCRT is dangerous.

The bike lanes in Wellfleet and Truro are wide and sufficient, but still dangerous since there is no barrier of any kind to separate vehicular traffic from bikes. The rush of wind can impact the bike as an 18-wheeler races by. It is enough to lose control. Additionally, some drivers who are angry with cyclists (and some times with reason, but usually not) find it humorous to come within the required 3-foot leeway that should be provided to non-motorized vehicles.

The lanes narrow whenever a road intersects causing the lane to be only as wide as the white "Fog Line" on the right side of the vehicle lane.

Second, vehicular: The specific uses, problems and opportunities.

There are several causes for the massive back-ups on Route 6 that occur mostly in the Memorial Day to Columbus Day period.

- A lack of left turn lanes, especially where route 6 is four lanes.
- 2. The road narrows from 4 lanes to 2 lanes in a number of places:
 Northbound at the Wellfleet movie theater, at the Marconi light, and all remaining lights. Southbound where 6a joins 6 and 6 narrows to one lane. Also at the traffic lights.

 Poorly trained police officers who do not know who to manage traffic at churches, schools and other locations on Route 6. They have a tendency to permit even a single car to stop the Route 6 traffic, thus backing it up for miles.

Recommendation:

- 1. Take a holistic approach and plan the whole route for the benefit of cyclists and motorists.
- 2. Consider all the traffic issues that the road presents such as safety, accident prevention and separate lanes for competing uses of the road.
- 3. Provide bike lanes in all NPS facilities where none exist, now, plus any roads such as Cable road managed by the NPS.
- 4. Plan left turn lanes without eliminating the bike lane to do it.
- 5. Provide training in traffic management to all traffic officers in all four towns.
- 6. Connect the Outer Cape to the CCRT.

Conclusion

This is a very important project. The research and planning is substantial, but must include all four towns, cars, trucks and bicycles.

Thank you.

David W. Schropfer

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