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Kimberley Driscoll
Mayor

DAVID H. KNOWLTON, P.E.
CITY ENGINEER/DPS DIRECTOR

MEMORANDUM

April 3, 2020

To: Mayor Driscoll

From: David H. Knowlton, P.E., City Engineer / DPS Director 

RE: Phase I Derby Street Corridor Improvements
Response to Design Comments and Plan for Bidding

This memo has been prepared to provide responses to comments we have received relative to the bicycle accommodations, raised crosswalks and side street crossings. The comments were received during our public outreach efforts from the Traffic and Parking Commission, Bike Advisory Committee, Councilor McCarthy and the abutters of the project. In addition, we have included our plan to reduce the scope of work in this phase to meet the available budget. We are happy to meet to review our plan to move forward. Once consensus has been reached, we will share our plan with the project stakeholders and abutters.

The 4 comments received are:

Comment #1: Is there a reason for not having bike lane on the right side?

Response #1: Bike lane has been moved to the right side. We still received opposition from local abutters on any form of bike lane for aesthetic reasons. At the last public meeting, both ward councilor and abutters requested sharrows instead of a bike lane.

Moving Forward: Engineering Department recommends keeping bike lane in design as presented. Without the 5.0-ft bike lane and 1.5 to 2.5 ft buffer, the travel lane would be 18-ft wide, not consistent with traffic calming measures needed for the corridor.

Comment #2: Provide contra-flow bike lane on left side of road. Gave examples of contra-flow lanes from Cambridge, Somerville, Brookline and Provincetown.

Response #2: Both the design consultant and engineering department have reviewed this concept, and find that designing the road to allow contra-flow would create multiple unsafe conflict points.

- At its narrowest, Derby Street right-of-way (building to building) is approximately 34'. In our engineering judgement, that's too narrow for a bicyclist to travel safely against traffic, especially heavy vehicles (garbage trucks, trucks towing boats, emergency vehicles)
- Due to on-street parking demand, delivery trucks idle on northern side of road using as a loading zone. Idling delivery trucks would force a contra-flow bicyclist either onto the sidewalk or into oncoming traffic.
- Between Orange and Webb Street, there are 5 side streets that turn onto Derby Street, creating a potential conflict with turning vehicles onto Derby with opposite way bicyclists.
- From what we've read and seen as examples for contra-flow lanes, it's meant as a last resort in making critical bike lane connections, and usually the connections are short distances with minimal conflict points. We don't think Derby Street has the same shared street feel that Commercial Street does in Provincetown where vehicles mingle with pedestrians.

Moving Forward: Engineering Department recommends not proceeding with contra-flow bike lane.

Comment #3: Provide continuous sidewalks by raising side street crosswalks.

Response #3: Both the design consultant and engineering department have reviewed this concept and find that constructing raised side street crossings would create issues.

- This small urban neighborhood has limited area to construct a raised crosswalk without modifying the existing drainage system and reconstructing the roadway along Derby Street and the side streets.
- Proposed bump-outs provide cross sectional width along Derby Street that would allow for the raised cross walk to be graded to the sidewalk areas without the need to reconstruct the full Derby Street cross section. There are three intersections that have been designed with bump outs that could accommodate a raised crosswalk – Daniels Street, Hardy Street, and White Street.
- There is a potential for increased noise due to vibration of loose items in truck beds or trailers.

Moving Forward: Engineering Department recommends not proceeding with raised side street crossings.

Comment #4: Add table crosswalks in one or two locations in Derby Street.

Response #4: A table intersection is being incorporated into the corridor near Orange Street, at the main National Park Service crosswalk, as part of the next phase of improvements. We investigated another table crosswalk at Hardy Street, mid-corridor, near the House of Seven Gables, but opted not to include it due to the number of utility structures in the vicinity as well as potential noise impact with vehicles.

Moving Forward: Engineering Department recommends only the raised crosswalk at NPS/Orange Street.

Final Scope of Work

The available budget for this phase of the Derby 2020 improvements was \$842,400.

We have a task order in place with our design consultant, VHB, for \$295,000, for the following:

- Survey of the complete corridor (Orange St to Fort Ave)
- Concept plan development for the complete corridor
- Final design (Kosciusko St to Blaney St)
- Includes street furniture, trees, pedestrian lighting and fire alarm system
- construction document preparation
- bidding services
- construction management, and
- full time construction inspection

The remaining available budget of \$547,400 is not sufficient for the work proposed from Kosciusko to Blaney street. Therefore, to meet the budget and have a successful bid and construction project, the following changes will be made to the proposed project:

- Reduce the length of the project to Hardy to Blaney Street
- Remove all street furniture (benches, bike racks, seating) and plantings; these will be installed in the next phase of Derby improvements. Lighting conduit and pole bases will be installed; the lights themselves will be installed in the next phase.

Cc: Dominick Pangallo, Chief Administrative Aide to the Mayor
David Kucharsky, Traffic and Parking Commissioner
Tom Devine, Bike Advisory Committee
Robert McCarthy, Ward 1 City Councilor