

Ped/Bike Committee Meeting Notes

Wed, Sept 6th, 7p, Mayors Conference Room, 2nd Floor, Melrose City Hall

Present: Kara Showers, Alice Golub, Katie Moore, Carol Naczas, Gabrielle Watson, Tom Blazej, Ryan Bagwell

Notes: Kara Showers, Edited by Gabrielle Watson

1. Victorian Fair: this Sunday, Sept 10th, 10a-4p, Bike Valet & Booth
 - a. 3 volunteers: Tom, Katie & Gabrielle. Still could use 1 or 2 more.
 - b. Bike Valet: 80-125 bike capacity should be there; there is a possibility though that Mass Bike may be at another event. DPW equipment as back up and will need a volunteer. Zagster demo bike may show up. Carol may bring her pump for bike service.
 - c. Table: sharing table with Bike to the Sea. Info sharing: Prioritization Plan for Complete Streets (TBC With Elena Proakis-Ellis), 25 mph ordinance & lawn signs, Bikeability Assessment. Kara will give Gabrielle ~20 water bottles to distribute as volunteers see fit. Gabrielle will ask Ryan to deliver lawn signs to distribute to interested residents. *[Post-script: We had two on display, Ryan placing most in strategic locations. If you want a sign, reach out to Ryan Williams]*
2. Follow Up from Ped/Bike committee vision/mission planning
 - a. Ryan led this and will update next month.
3. Infrastructure update *[See Annex A below for full notes from Terry Kinsler & Ryan Williams]*
 - a. Construction schedule link available on DPW's website.
<https://www.cityofmelrose.org/departments/public-works-department/road-construction-schedule-2017/>
 - b. When they repave, there is an opportunity for restriping.
 - c. Sidewalks on Spear & Hancock.
 - d. Ryan Williams will take over as Infrastructure Liaison because Terry is very busy. Involves monthly calls with Elena Proakis-Ellis prior to our monthly meeting and a report-out of top lines at the meeting.
 - e. **VOLUNTEER OPPORTUNITY!** If anyone wants to join or take over from Ryan as Infrastructure Liaison, please let Gabrielle or Ryan know. Ryan has taken on quite a few responsibilities.
4. Banks Place update
 - a. Gabrielle gave an update from Ryan *[See Annex 2 for full notes from Ryan Williams]*. On target for November paving. Established a Working Group.
5. Complete Streets priority project update
 - a. City submitted prioritization plan in Early September. *[See map and list from Elena Proakis Ellis attached to email with these notes]*.
6. Master Plan

- a. Master Plan has been approved and published on City web site.
<http://www.cityofmelrose.org/departments/office-of-planning-community-development/melrose-forward-community-vision-master-plan/>
- b. Discussion on Transportation section – opportunity to engage with Erin Zwirko next month on how to take specific recommendations forward.

7. Bike Plan

- a. We will discuss this in more detail next month, now that the Melrose Master Plan is available.
- b. **VOLUNTEER OPPORTUNITY:** We will need a lead to spearhead this and will need to find funding and technical assistance, potentially from MAPC. We are in a strong position to prepare a plan, building off the Melrose Bike Assessment conducted by MassBike this Spring.

8. Dispatch log data tool

- a. Police have logs on their website via Word docs. Ryan has cataloged this information and created an [online tool](#) to search the data; you can search and filter for accident data, number of calls, etc.
- b. Ryan’s takeaways: police respond to 4 calls per 8 hour shift. There are 3 officers per shift, 3 shifts per day.

NEXT MEETING:

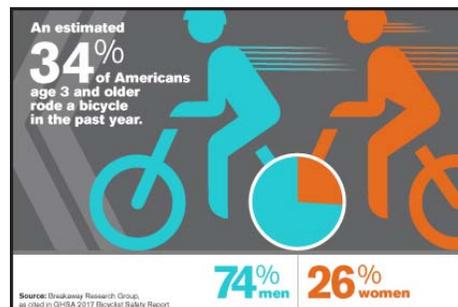
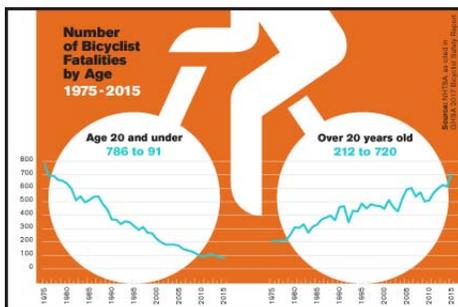
- City Liaison: Erin Zwirko. Opportunity to discuss the Master Plan, how to move recommendations forward, and the possibility of developing a Bike Plan
- Update on Ped-Bike Committee Vision/Mission Planning (Ryan Williams)

UPCOMING DATES:

- September 30 – Swap Day

NEW RESOURCE:

Tom Blazejshared “[A Right to the Road: Understanding and Addressing Bicycle Safety](#)”, a report by the Governor’s Highway Safety Association. Full of useful data and analysis. Web site has share graphics that have been downloaded to our Outreach folder. For instance:



“This publication analyzes national data to understand fatal bicyclist-motor vehicle crash characteristics, offering 30 actions steps to help State Highway Safety Offices and local communities assess and improve their current bicyclist safety programs.

Chief among these recommendations are collecting better crash data, increasing training for law enforcement to understand laws designed to protect bicyclists, partnering with bicycling and community organizations to amplify safety messaging, and coupling infrastructure improvements with public education campaigns.” – Press Release

Annex 1: INFRASTRUCTURE CALL UPDATE

Notes: Terry Kinsler&Ryan Williams
9.5.2017

Roads Program 2017: Construction Schedule is at <https://www.cityofmelrose.org/departments/public-works-department/road-construction-schedule-2017/>. Ryan inquired as to progress on creation of a set of guidelines to standardize re-striping per the Complete Streets Policy recommendation. Elena stated that she is not intending to produce a uniform manual or recommendations for street types as suggested in Complete Streets policies, so lane widths and striping will be reviewed on a case-by-case basis for all repaved streets,

Restriping of Existing Roads: Elena also stated that, generally, the city is not re-striping roads that aren't repaved with lane reduction in mind. The city is open to re-striping a small handful of existing roads each year, but incurs costs described as substantial to do it right, including engineering fees, and grinding or painting over existing stripes. M Ped/Bike can provide input on prioritization, potentially with a public GIS layer showing lane widths and configurations in the future. Ryan gave example of inconsistency in re-striping as Lebanon Street at existing 14 ft stripes after TIP section ends at Grove, where lanes are 12 ft on the rest of Lebanon. Elena suggested that wide lanes on Lebanon could be reduced to 11ft (10.5 effective with double-yellow stripe) in keeping with Upham plan. Upham Street restriping will happen Fall 2017. City waiting for information from consultant (sketches etc) to include in a letter to notify neighbors. Lane shifts and more street parking will be used to encourage traffic calming.

New Layers in GIS For Stripes, Signs and Signals: CofM working on a striping layer for GIS - already have a signaling layer. Hope to incorporate all into publicly accessible map with citizen comment feature. Ped Bike might get access to that but we would need to provide GIS software, possibility of using open source free software like QGIS.

Sidewalk and Curb Additions: Spear and Hancock Street are getting sidewalks but with a Cape Code berm because that's a location where residents need to park off-street but don't have adequate driveway space. The city will be “unofficially” encouraging residents on that street to park on the sidewalk. The city has implemented steeper berms at Gooch and 1st, which was requested by residents who were concerned with rough sidewalks from cars parking on the sidewalk.

Complete Streets Prioritization Plan Changes So Far: Some projects were reconfigured due to high costs, mostly with regard to sidewalk and crossing upgrades, to try and accomplish a portion of the “neighborhood greenways” corridor idea connecting schools and parks.

Pedestrian Priority Crossings: The following “Priority Pedestrian Crossing” intersections will be removed from larger, more expensive projects and submitted as separate items to help secure more projects for funding in years 1 and 2:

Plan to request Bumpouts, Signage, Crosswalk Striping, Rapid Flashing beacons at:

Upham @ Ashcroft

Howard @ Nelson & Ruggles

*Howard @ Green might end up on this list too

Bumpouts, Signage, Striping (One Rapid Flashing if needed) at:

Grove Street @ Larrabee

Grove Street @ Gooch

Pedestrian signal improvements along Main Street are also included in the prioritization plan, including upgrades to timed signals.

Bike Routes/Lanes: The BETA consultant report didn't provide agreed-as ideal routes for the bike lanes (snaking through too many side streets, not meeting goals of connectivity), so the plan will only contain recommended costs and timelines based on BETA's recommendations, and community input will be used to determine final route. The goal of the North South Bike Route is to fully connect Wakefield / Melrose / Malden and access Commuter Rail with sharrows running parallel on downtown Main Street (Ryan's Note: need better data to determine whether commuter rail stations actually have pent-up bike demand). Actual streets and routes chosen for a bike route would come during the design phase after the project was approved for funding.

Similarly, the East/ West Bike Route was not a preferred bike route and conflicted with existing traffic calming plans so it was left much more open ended, with a price tag and timeline. It's uncertain if the city really needs to fully engineer a new E/W bike route, because Lynn Fells has such a quality bike lane from Main St East. (Ryan's Note: But nothing from Main St West until almost Wyoming/Lynn Fells, which is short, hilly and not protected.)

Annex 2: MEMO ON BANKS PLACE MEETING

Notes: Ryan Williams

9.5.2017

Background: Banks Place is the N/S access road for the eastern side of the MBTA Oak Grove station on the orange line. The road intersects with Main St in Melrose between the plaza with Hunt's Camera and the Windsor housing development, and runs south through Malden to Winter St. In 2012, a state-of-the-art bicycle parking facility was opened; an event that led to the formation of the Melrose Pedestrian and Cyclist Advisory Committee. Since that time (and likely long before), no improvements in bicycle access or road repairs have been made to Banks Place.

The road is owned by the MBTA, and efforts to force the MBTA to admit ownership and pay for repaving were complex and ongoing for several years, involving a lot of work from the City and Mayor's Office to the State Congressional delegation (Brodeur & Lewis). Finally in 2017 MBTA admitted ownership.

PBC Involvement: In March of 2017, PBC member Julie Unger's husband Matt was riding his bike to Oak Grove on his commute and was pinched between car traffic on his left, potholes underneath him, and a series of pickup trucks parked illegally on the sidewalk. He fell and dislocated his shoulder.

Julie reached out to the Mayor's office and the PBC on email and facebook, and to Brodeur and Lewis. Brodeur organized a tour of Banks Place and invited Ryan W and Tom B (among others) from the PBC to attend and share their experiences. Also in attendance were the parking lot repaving and repair project manager from the MBTA, staff from Lewis's office, Brodeur, Mike & Elena, and a few other folks presumably from MBTA.

We met and MBTA agreed to repave the road using funds from their parking lot repaving contracts. They also agreed to retain Nitsch Engineering as an on-call consultant to discuss road design.

Following the final processing of the procurement contract for repaving, PBC member Ryan W relaunched efforts to focus on road design for the benefit of all users. He held a meeting on August 25th and the following people attended by his invitation:

Dan Krechmer: Transportation Planner at Cambridge Systematics, vice chair of the Melrose Pedestrian and Cyclist Advisory Committee, member of Melrose Complete Streets Working Group, member of Melrose Traffic Commission, Melrose Resident

Clay Larsen: Project manager for Bike to the Sea, member of Malden Complete Streets Advisory Committee, Malden resident.

Pete Sutton: MassDot Ped/Bike Coordinator for Boston metro.

Yem Lip: Malden City Engineer

Elena Proakis-Ellis: Melrose City Engineer, chairwoman of Melrose Traffic Commission.

David Loutzenheiser: Senior Transportation Planner at MAPC, focuses on bike/ped network projects and connectivity,

Ryan Williams: Also Vice Chair of the Melrose Ped/Bike Committee and Melrose resident, activist, generally a nice guy most of the time.

Mary Ainsley – Sr Director for Capital Delivery at MBTA. Mary manages the parking lots, and the road is being repaved out of her department. The previous project manager, Joe Cheevers, was relocated to bus maintenance.

John M - Transportation Engineer at Nitsch Engineering.

At the meeting, we discussed potential for on- and off-road cycling access, as well as pedestrian safety improvements, and designing the road (painting lanes, curbs etc) for a 25 mph target speed. We also discussed shifting parked cars to the curb and accessing the 4 feet of dirt currently being used for parking.

The next steps from this process will be for a working group to be formed by Malden and Melrose officials with coordination by MAPC to focus on Oak Grove's current and future potential as a catalyst project to increase multi-modal transit access.

Nitsch is going to perform a survey and respond to the working group prior to producing partial designs, to discuss high-level suggestions about pedestrian and cyclist treatments. After the group agrees on what's feasible and possible, the MBTA will go forward without interruption in their plans so they can have the road repaved on schedule by the end of Fall 2017 (rough date Nov 15).

An important additional outcome of the meeting were commitments by MassDOT to study Oak Grove as an example of suburban transit stations in their upcoming report on bike and pedestrian accessibility to MBTA stations. That report should identify specific recommendations for improvements and will be important to align with the current and future recommendations of the working group.

Possibly the most important outcome from this meeting was an increased collaboration on this transit station between Malden and Melrose, including what I believe to be the first meeting between the brand new Malden City Engineer (Yem Lip) and the Melrose City Engineer (Elena).

Thanks to Dan K for helping me measure road lengths and attending the meeting; Steve L for connecting me to Malden advocates who eventually got the engineer onboard.

Please let me know if anyone has any questions.