



Meeting Notes

Wed December 5th, 2018 7:00-8:30PM
City Hall Cassidy Conference Room, 2nd Floor
Enter from the ground-level entrance at the rear of the building
(opposite the parking lot)

Present: Cindy Chabot (meeting chair), Steve Leibman, Dan Krechmer, Ryan Williams, Jonah Chiarenza, Tom Blazej, Ellen Katz, Doug Harriott, Gabrielle Watson (notes)

Regrets: Carol Naczas, Liz Foulser

Guests:

- Denise Gaffey, Director and City Planner, Planning and Community Development
- Emma Schur, Senior Planner, Planning and Community Development
- Monica Modeiros, Alderman-At-Large

1. Action follow ups on Chamber of Commerce engagement

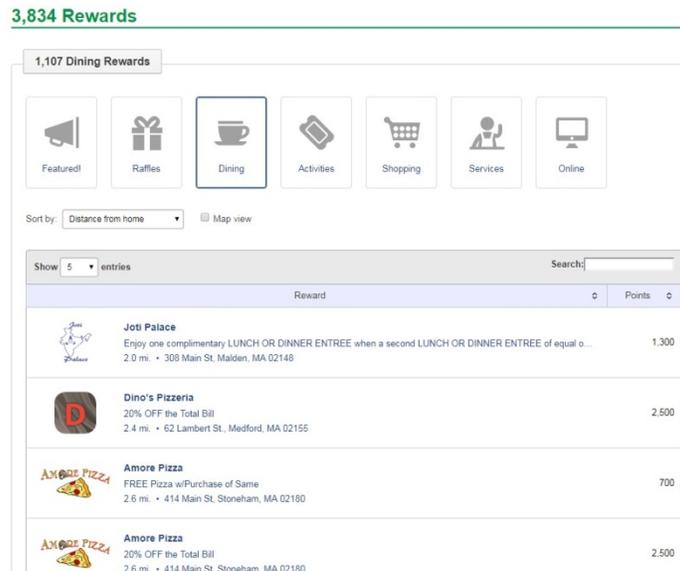
Revisiting ideas, such as wayfinding signs, pop-up parklets. Should follow up after the holidays, ask about dates, propose sharing the neighborways presentation to talk about wayfinding signs, such as “.5 miles or 3-minutes walk to business district”. Chamber could potentially be interested in sponsoring something like this.

There is an international parklet day in September, shortly after the Victorian Fair.

Ellen said she would shared 2 items (via email later) that Kara shared about logging bike miles, as it relates to the Chamber of Commerce.

- i. [Bicycle Benefits](#) program. an existing, nation-wide program that individuals and cities can tap into. It is a private, not municipal, program that partners with municipalities and businesses to offer discounts. A couple of dozen communities in MA participate in it, so if Melrose joined in, its residents could get discounts in neighboring communities as well. The basic idea is that businesses sign up to participate, bicyclists purchase (or are given) stickers to put on their helmets, and then they show their stickers at participating businesses to get discounts. Makes sense to take advantage of the existing program rather than try to start one from scratch, with the added benefit that it would offer discounts in multiple communities. (Also, [Boston Bicycle Benefits](#) is active in the Boston metro area. [BLUEbikes](#) also uses and promotes Boston Bicycle Benefits.)
- ii. [Bay State Commute](#) is run by MassDOT. This is geared to encourage greener commutes by helping people find others to carpool with, but also to get people to log in their commutes and consider biking or taking the T. You earn rewards based on the number of trips you record. It's more of a tiered system rather than giving discounts just for riding

over once. Lauren was concerned that small businesses might not be able to afford repeated discounts. Ellen took a screen shot from my account showing 3,834 reward points for very infrequent bike commuting and mostly driving solo to work in her electric vehicle.



Emma mentioned there is a grant through the Dept. of Housing and Community Development that other communities have used to fund wayfinding - Mass Downtown initiative. She can share information

Action steps: Ask Liz Foulser if she wants to follow up with Lauren. If not, we will look to someone else from the Committee to lead on this.

2. Update on the north/south bike network plan (Jonah),
3. Safe Routes to School (SRTS)
4. Upcoming Complete Streets (CS) projects (Dan),

Dan reported on progress of the recent Complete Streets Working Group annual evaluation. Specific projects include

- i. the HS/MS safety improvements have been made.
- ii. a minor adjustment has been made to one of the N-S bike routes. They are looking at current parking signage to check it against city regulations, likely accepting much of what is current there as approved by the city. Will do signage and striping in the Spring. Jonah will continue to check in with Elena to get updates on specific.
- iii. Howard Street currently under way at Clifford/Elm. Will complete the roundabout at Green St. in the Spring.
- iv. Other work underway includes new sidewalks, speed feedback signs and other improvements on different streets and intersections, including Cherry Street.

The next big project will be sidewalk improvements around the Hoover School. Elena Proakis-Ellis is considering exploring the use of Safe Routes to School funding to supplement Complete Streets funding to do more complete sidewalks. For the Hoover School, this could make it possible for more complete roadway reconstruction to address the current issues.

In terms of the metrics to measure progress on the [Complete Streets program](#), the first 8 are easy to track based on projects completed. The remaining 6 metrics are harder to collect and would change more slowly over time, including metrics like rate of crashes by mode, number of trips by mode, rate of children walking or biking to school. The City would be looking to the Ped-Bike Committee to help with some of these.

Discussion about potentially using the inauguration of Complete Streets projects to organize a walk or bike to school day.

5. An update and discussion on what's gone on with outreach to PTO on hotspots (Ryan) and an offer by Martha Grover to meet with interested folks on that

This might be a good time to reach back out to Judy Crocker from SRTS to talk about the kinds of improvements of interest to the schools, starting with the Hoover School.

Jonah has volunteered to lead the efforts to reach out to the PTO to explore discussions on walking and biking access around schools.

Emma mentioned that Kara is going to reach out to someone from SRTS.

6. LimeBike update from Melrose Planning Department

Presentation (attached) by Denise Gaffney and Emma Schnur of the Planning Department on the dockless bikeshare program history and data on implementation, now that the program has been running for a short period.

Emma shared the history of how the regional MAPC (which Melrose is part) bikeshare program got started. LimeBike is the vendor for the 15 communities, including Malden, Everett, Medford, Revere, and Arlington. Boston is on a different system, BlueBikes. Melrose currently has a Statement of Work as of October 2018, formally starting a pilot program which ends May 3, 2018. Contract discussions are currently being initiated, including the possibility to extend the pilot period, since Melrose was a late starter.

Each municipality has its own Memorandum of Understanding (MOU) and Statement of Work (SOW), that includes things like bike counts, hotspot locations, parking guidelines, winter operations, and rebalancing of bikes to locations where people are likely to need them. The Melrose SOW allows up to 100 bikes, with the flexibility to decrease that count. There are currently about 40 bikes on the road; at most, so far, there had been 80 bikes on the road. Other communities report complaints about insufficient bikes.

There are specific rules about where bikes cannot be parked, how long bikes can be parked, and mechanisms to contact the vendor to address improperly parked bikes. [See City of Melrose [Bike Share program information](#) and Mayor Infurna's [blog](#) about the program]

Data on rides:

- For manual bikes (from May to December) 2,772 rides initiated in Melrose, with 1,106 riders, riding 2,117 miles an average of 11 minutes per trip.

- E-bikes (data from August to December), 349 rides initiated in Melrose, 140 riders, 211 miles and an average of 9 minutes per trip.

There are fewer e-bikes available and they became available later, which reflects their lower stats.

There have been no reports of safety issues. The Planning Department has consulted with the Police Department as well. Denise reported that Elena heard there were no reports of crashes involving LimeBikes in any of the communities participating in the program.

There have been no complaints filed with LimeBike or on the SeeClickFix site about illegally parked bikes. Committee members note that the bikes have seemed to be parked in better places than was initially observed when the bikes first appeared in 2017.

7. Discussion

There is an Order before the Board of Aldermen by Monica Madeiros requiring licensing the sharing service operators for the non-motorized shared vehicles.

Monica Madeiros, Alderman-At-Large, presented the Order of a proposed ordinance she has prepared that will likely be presented to the Board of Aldermen in January. The order focuses on licensing service operators in order to limit the number of operators in Melrose. Madeiros developed the ordinance before she was aware of the MOU between Melrose and LimeBike. Madeiros reports complains and photos of bikes improperly parked. Madeiros modeled her proposed ordinance on one that Arlington has. It includes shared motorized scooters, which Madeiros believes should be banned. It includes a licensing fee and requirements on insurance, and has enforcement mechanisms including fees that would be charged to the bikeshare service operator. It allows the Mayor to add additional regulations, to be approved by the Traffic Commission. The proposed ordinance calls for designated parking areas in business and residential areas. It seeks to address a concern that the bikes are impeding public ways like handicap ramps.

Discussion included questions about the need for an ordinance if the MOU and SOW that the city has with LimeBike already includes many of the elements in the ordinance, e.g., insurance, a point of contact, etc.

Questions whether the City is considering marking preferred bike parking areas in busy downtown areas. The City has been looking into that, such as painting designated areas. One person wondered whether LimeBike would be willing to install physical infrastructure for parking, like a bike corral. Steve L. noted that LimeBike is currently not making a profit in Melrose. Asking the vendor to spend on additional items such as a bike corral may be overreaching. The system has not reached a steady state. In the medium term, it is likely that there will continue to be experimentation and adaptation.

Denise emphasized that this is a pilot program, and the City along with the other MAPC towns will be evaluating the program at its end.

There was a question about whether enforcement of the ordinance would be the priority for the Melrose Police Department, if they are not able to adequately enforce speeding cars and cars parked on sidewalks. The preference would be the Police department focus on higher priority enforcement, like cars riding through crosswalks with people waiting to cross, which happens all the time.

There was more discussion of creative ways to mark preferred areas where there are spaces for bike corrals.

There was commentary that the 60 bike limit in the proposed ordinance was likely too low and arbitrary. Rather than limiting it, should it not be desirable to address the demand, rather than suppress it?

Some other communities continue the bike availability through the Winter, while others do not.

The LimeBike app provides some guidance on parking, but it is limited. People can move bikes if they are in an inappropriate place. Or they can report it through one of the available channels.

There was a question about the proposed ordinance's prohibition of scooters. If private citizens are allowed to have scooters, why should you prohibit shared motorized scooter services? Current ordinance prohibits motorized scooters from riding on sidewalks. In Cambridge, the city requires a vendor to obtain a license through the city government. Other cities are starting to pilot shared scooter programs.

Next Meeting:

January 9th

Jonah will be Chair

Elena will be our invited City Liaison

Draft agenda items:

1. Doug Harriott on creating links to regional trails
2. Reviewing 2018 priorities and accomplishments, priorities for 2019
3. Preparation for March officer elections

Notes respectfully by Gabrielle Watson with edits from Cindy Chabot