

Meeting Minutes

Salem Bicycling Advisory Committee

Wednesday, February 3, 2021 | 6:30 p.m.

Remote Meeting

Members Present: Eric Papetti (Chair), Michael Williamson, Connor Ryan, Jayne O’Leary, Colleen Downie, Alex Maranto, Josh Gillis, John Wathne, Matt Caruso

Members Absent: Michael Jaros, Kylie Sullivan

Also Present: Tom Devine, Senior Planner

Call Meeting to Order

Papetti calls the meeting to order. Devine describes the remote meeting format and procedure for providing public comment.

Public Comment

Papetti opens to the meeting to public comment and there are none at that time.

Staff Update

Devine provides the following updates:

- Lafayette Street striping: A design has been drafted from West Ave. to the Marblehead line. The City is providing the plans to the two Ward Councilors before proceeding.
- Harmony Grove Road: The feasibility study to identify a path alignment connecting Salem & Peabody’s path networks will result in a final feasibility study in March or April and the team is looking at dates for a final working group meeting to review a final alignment. Devine has put in a capital funding placeholder for the next phase of design work.
- Citywide road striping: Devine says when a street comes up for repaving, the Roadway Projects Manager checks the Bike Master Plan for recommendations. This led to the Fort Ave. path and resulted in the City thinking hard about Harmony Grove Road and commissioning the feasibility study. The City’s method for allocating striping money more informal. However, Devine can pass on any suggestions from the Committee to the Engineering and DPS staff.

Washington/Canal/Mill Streets Bike Connections

Devine suggests the Committee review the revised design at their next meeting. The group wishes to do so. Devine will provide it to the group. Papetti suggests considering

including it on the potential upcoming joint meeting with the Traffic & Parking Commission.

MassTrails Grant Application

The City has submitted a MassTrails grant proposal to upgrade the quick-build posts and paint path along Derby Street between Webb Street and Memorial Drive to a curb-separated path. Papetti advocates for the path to be wider than 10 feet. He also notes that the connection between this segment and the end of the Harbor Connector Path includes a pedestrian ramp that should be upgraded.

Bike Share Program

Devine reports that the City received a Shared Street Grant from MassDOT to pay for a large portion of the upfront capital costs of a new BlueBikes system. Salem's system will include 50 bikes at 8 stations, which are likely to be located where the 8 most popular Zagster stations were. The grant requires launching the system by the end of May. It will be a sort of satellite system to Boston's program, but a single membership will apply in both Salem and Boston. Caruso asks if the system will operate in the winter. Devine says it is assumed that the system will be year-round, possibly with some stations coming offline in the winter.

Kenji Quinn is a BlueBikes fleet manager. He suggests that the City be mindful of access to stations for rebalancing. Tight spots could be serviced by the electric assist "bike train" that can carry 8 bikes.

Mapping Bike Paths and Bike Lanes

Devine notes that a member of the Committee had asked how to get bike paths into Google Maps. He has sent updated path information to MAPC, which maintains a regional path network.

Catherine Seiferth of 18 Buffum Street speaks about using Open Street Maps. She has been adding the paths she knows of. OSM exchanges information with Google Maps.

Dodge Street Waterfront Connection

Devine states that Williamson flagged this. Dodge Street connects Riley Plaza toward the South River Basin and its harbor walk. The City had looked at making a multiuse path connection from the intersection of Dodge Street and Lafayette Street through the Beverly Bank property to the water, but it never advanced. The North Shore Community Development Coalition is now proposing to redevelop the bank building, which is a new opportunity to explore this connection. The property is within Chapter 91 jurisdiction that requires public accommodations, such as the existing community room. There is actually a public access route through the lobby of the building, but Devine doesn't know it is used or if the public is even aware. There will be public outreach by the

NSCDC and through the local and state permitting meetings. Williamson remarks that there is a hodgepodge of ownership among the City, National Grid, and the bank.

Review of MassDOT Route 107/Highland Ave. Paving and Striping Plan

Document reviewed:

- *Massachusetts Department of Transportation Highway Division Plan, and Profile of Resurfacing and Related Work on Route 107 in the Cities of Lynn-Salem, Essex County, Federal Aid Project No., 25/75% Submittal, undated*

The Committee makes the following comments:

- Although the striping plan would be an improvement over existing conditions by calming traffic and providing some separation between modes, the bike lanes are incomplete and inadequate.
- The striping should be based on, and improve upon, the 2016 MassDOT corridor study. The Bike Committee sees these bike lanes as a step backwards from that study.
- MassDOT should consider options, such as reducing motor vehicle lane widths or eliminating turning lanes, to gain width for continuous bike lanes.
- Intersections with no bike infrastructure appear unsafe for bicyclists and require a better solution. Bike lanes should continue through the intersections and facilities to allow safe crossing and turning for cyclists should be included.
- The right turn slip lane out of Market Basket is a low hanging fruit with adequate space to add a better bike connection.
- The striping is an opportunity to try improvements with paint that, if successful, can be incorporated into the future corridor reconstruction project.
- The Highland Ave. bike lanes should connect with the MassDOT-funded Willson St. bike lanes.

Catherine Seiferth of 18 Buffum Street asks how members of the public can weigh in on these plans. Papetti suggests commenting at the monthly MassDOT meetings and reaching out to state legislators.

Discussion of Bike Friendly City Application

Devine began populating some sections and asks members to alert him if they are able to progress with this.

2/25/2021 Joint Meeting with Traffic & Parking Commission

Devine notes that both bodies expressed interest in holding this meeting to review the revised North Street plans and allow for additional input from the public, but the date hadn't been confirmed. The Committee will determine whether to hold its March 3 meeting so close to the special meeting.

Wathne motions to adjourn at 7:56 pm, Caruso seconds, and all vote in favor.

Approved by the Bicycling Advisory Committee on July 7, 2021.