

Salem Bicycling Advisory Committee
Meeting Minutes
Monday, October 24th, 2016

A meeting of the Salem Bicycling Advisory Committee was held on Monday, October 24th, 2016 at 7:00 PM in Meeting Room 311 at Salem City Hall Annex, 120 Washington Street.

Members Present: Dan Shuman, Michael Jaros, Michael Williamson, Kylie Sullivan, Richard Frank, Eric Papetti

Also Present: Jeff Elie, City of Salem Staff Planner

Members Absent: Joseph O Neill

Invited Guests: David Knowlton, City Engineer

Public in Attendance: Heather Famico, Ward Councilor, Andrea Leary (North Shore Transportation Management Association),

Richard Frank called the meeting to order at 7:08 PM. He acknowledged those members absent and present for the record.

September 19th, 2016 meeting minutes approved with corrections.

D. Shuman motioned, Williamson seconded, all approved.

1. Public Comment

2. New/Old Business

- **Update on Complete Streets/Roadway Construction** – City Engineer David Knowlton gave an update on current and planned roadway improvements that will impact bicycle mobility and access in the City. This will include Canal St. and Canal St off-road path updates, restriping of bike lanes and sharrows on existing roads, MassDOT Complete Streets funding projects, paving schedule and potential for bike markings on newly paved roads, and other bicycle related engineering projects in Salem.
- Repaving of about 55 streets has begun and will continue until the weather will no longer allow. David will look at the streets wide enough to accommodate bike lanes and/or sharrows
- Canal St. Path Phase II – The funding for the Canal St. off-road path is still needed but has been added to the State TIP program for 2019 funding. This means that the path will not be built until a year after the northern portion of the path is built. Because Keolis is requiring the City to move utilities for the active rail spur located adjacent to the planned path, the cost for the southern portion of the path is very high. (\$2.5 million)
 - After the utilities are moved in, the path will run adjacent to the path until the switching equipment and it will zig zag and make an at-grade crossing over the tracks.
- The City is also moving forward on the redesign and improvement to the Lafayette and Loring intersection at Salem State. During the Winter the City will be designing the intersection to improve safety and pedestrian/bicycle access to that intersection. After the design is finished, the City will apply for MassDOT Complete Streets funding to construct the improvements. This would take place in Summer 2017.
- **Salem Bicycle Share RFP Results and Vendor Selection** – The City is exploring options to upgrade the existing Salem Spins program to a more automated, bike-share style model similar to Boston’s Hubway bike share system. The City has received two proposals and has evaluated the proposals.

RideOn USA and Zagster were the two proposals received by the City. Because the City was not looking for an e-bike solution and Zagster had more experience working with small cities in the US, Zagster received the higher score than RideOn USA. Additionally, the Zagster system is a full turn-key system and the cost of the system is on a per-bike basis so the City can add hubs and bikes as needed.

H. Famico asked the Committee why the City had not considered Hubway as an alternative to these two systems.

J. Elie clarified that the cost of the Hubway system was prohibitive to implement in Salem. The cost per Hubway hub is about \$60,000 plus yearly maintenance fees while a 18-bike, 3 hub Zagster system in about \$35,000 per year. The City needs a full turn-key bike share service now so the Zagster system is more feasible and practical for a community of Salem's size. The Zagster program can also be expanded to neighboring communities such as Swampscott, Peabody, and Beverly. Beverly has already been briefed of Salem's commitment to a new bike share and is considering options to take part as a regional bike share in the future.

- **Bicycle Master Plan Update Discussion** – CIP Engineering money was allocated to update the Master Plan. Discussion of Request for Proposals content for the Master Plan consultant will take place. The goal will be to have a finalized draft for putting into a formal RFP to be released in early November 2016.

J. Elie had drafted the RFP requirements for a Bike Master Plan RFP and sent the document to the Committee. He asked the Committee to review the document and provide comments in the following days/weeks so it can be edited.

- **Rt 1A Vinnin Square Corridor Study** – There is a working group meeting and update for this study on Monday the 24th so an update will be given in regards to its status.

J. Elie and E. Papetti attended the Rt 1A Vinnin Square Corridor Study, which is a study commissioned by the Boston MPO and the Town of Swampscott to look at the corridor that extends from Salem on Loring Ave south through Swampscott's Vinnin Square. The Boston MPO and Swampscott were asked by Salem to include the section of 1A in Salem before the curve at the YMCA so efforts in Salem on that road could be integrated with Swampscott's effort to relieve traffic congestion and improve safety along that corridor.

J. Elie attended to see the progress made and see the recommendations. While all along the corridor, pedestrian access and safety was improved through new sidewalks, crosswalks, and pedestrian lights at major intersections, there was a lack of specific protected bicycle infrastructure along the corridor, especially on roads that were wide enough to accommodate at least a bike lane. In most circumstances, the study recommended just a large shoulder but no bicycle sharrows or bicycle symbols. Since the City of Salem has adopted a Complete Streets policy, it would make the most sense to add bicycle lanes or a protected bicycle lane with a buffer along the whole corridor. At intersections, painted bicycle boxes could be added to allow for bicyclists to take turns into shopping plazas or into businesses along the corridor. Additionally, automobile lane widths could be reduced additionally to calm traffic and give more room for bike lanes and sidewalks.

Actions

J. Elie – will take draft RFP comments and compile them to edit the Bike Master Plan RFP so it will be ready to release

Meeting called for adjournment at **8:34** by D. Shuman. Seconded by M. Williamson. All approved

Respectfully submitted by:

Jeffrey Elie,
Energy and Sustainability Manager

Approved by the Bicycling Advisory Committee on November 20, 2017.