

BPAC: Advisory Shoulder Pilot: Next Steps Meeting

Tues 7/13/20, 1pm, over Zoom

Attending: Bob Wolf (BPAC chair), Megan Nelson (BPAC), Ginger Reiner (BPAC, minutes)

Also: Peter Furth (civil engineering professor Northeastern),

Milad Tahmasebi (graduate student of Peter's, Northeastern)

David Loutzenheiser (MAPC),

Kristen Mei (MAPC intern),

Kevin Kennedy (LPD chief),

John Vancor (civil engineer Hayner Swatson, works with the town on roadway projects),

Chris Bibbo (Lincoln DPW),

Tim Higgins (Town Administrator)

Bob presents:

BPAC survey showed Lincolniters want to bike and walk on roads more.

BPAC set a goal to connect neighborhoods safely for bikes and pedestrians

BPAC believes Advisory Shoulders are a good solution – and that we should start with one, as a pilot.

Goal today is to outline next steps

Needs to fit within Lincoln's "sense of itself" – rural aesthetic.

Learn from those that have gone before. Valley Rd Hanover NH, others.

Tim Higgins says people really need to understand how it works when they enter the roadway.

Perhaps use light up public safety sign.

If this works, it could be really useful to creating the bike and pedestrian connection to the core on multiple roads in Lincoln. Could be used, possibly: Sandy Pond, Lexington Rd, Old County, Tower, Conant, Weston, Old Sudbury, Oxbow, Winter, Silver Hill, Mill St, Sunnyside/Bedford Lane.

BPAC, with assistance from David, has identified Baker Bridge as a viable pilot option. No current center line, pavement is in good shape, established as an intertown bike road, car traffic is within guidelines for ABLs. But there are aspects to be considered: hill, curves, rock, school, utility poles, minor intersections, endpoints. Needs planning thought.

We need to organize:

A statement of value of the pilot.

What are concerns?

What are initial plans / details? Needs a site visit to determine?

Should we go through the FHWA experiment process?

Communication. RTC, neighborhood, select board.

Attendees discussed Advisory Shoulders in general and the suitability of Baker Bridge for a pilot.

Next steps: Chris/John to get Baker Bridge current plan, then David, Peter and Milad to work up design, then send that draft to Kevin, Chris and John for review. David says about two weeks to turn around