

## Bicycle and Pedestrian Advisory Committee Meeting Minutes

DATE: January 19, 2023 – 7:30pm

BPAC members present: Bob Wolf, Ginger Reiner, Megan Kate Nelson, Jonathan Dwyer, Doug Carson

Others: Ken Bassett, Jane Herlacher

Minutes submitted by: Megan Kate Nelson

### Meeting Agenda

#### I. Welcome

#### II. Discussion & Updates

- Master plan: CapCom update, etc
  - Ginger summarized recent action on estimates for conceptual designs for projects to submit to CapCom. Bob and Ginger went to their meeting, discussed the how and why of the projects, and in January they met without BPAC members present. They decided to pass on to town meeting a recommendation for \$36,000 toward the design of these projects.
  - BPAC has no information about how this decision was reached, or how this money will be allocated, or if they are specific to certain projects. Bob noted that we will probably have to choose, based on our priority list.
  - Bob and Ginger noted that this is a first step toward applying for larger grants for this list of projects. The next step is Town Meeting in March, where the Town will vote on whether or not to allocate the funds.
  - The committee decided to wait to gather intel from CapCom regarding their decision before streamlining our list to take advantage of these funds.
  - Ken noted that some items on the list are low hanging fruit (such as crosswalks) while others involve neighborhood engagement and infrastructure construction, so this might guide our decision-making.
  - Bob noted that even with crosswalks, the committee will need a design.
  - The committee reviewed the list of projects so the committee can have them in mind after consulting with CapCom:
    - The intersection of 117 & Tower Road
    - The missing Bedford road crosswalk south of Rt 2
    - A crosswalk at Farrar Road, connecting the advisory shoulder to the roadside path
    - Removing the Ballfield Road slip lane
    - Bicycle and pedestrian infrastructure on Weston Road from the five way to Silver Hill
    - Access to Mt Misery from the 117 roadside path that is bike friendly (e.g. does not require carrying the bike down a set of stairs)
    - Crosswalk at Lexington Road and Trapelo Road

- Crosswalk at Page Road crosswalks and Trapelo Road
    - A crosswalk at Old Sudbury Road and 117
  - o Ken Bassett pointed out that the money will be available after July 1, 2023 and that we might want to think about other grants to supplement possible Town funding. He also asked about Complete Streets funding; Ginger and Bob will talk to Paula Vaughn-MacKenzie about the status of these applications.
  - o Bob suggested that we need to write a bit at the end of the Master Plan to focus on the next five years. This could be focused on specific projects or larger visions like connectivity and circulation, and gesture toward how we are going to get there in the next five years, to emphasize the dynamism of the plan.
  - o Ginger asked JD about how CapCom's recommendation will come up at Town Meeting; JD suggested that BPAC ask for 10 minutes to describe these projects to contextualize the CapCom request. BPAC will meet with the Select Board to do a dry run of this presentation.
- New MA statute to protect VRUs [Annotated H5103 - Parchment signed.pdf](#)
  - o Bob shared the document with the committee, with some comments about the specifics of the new statute. He talked with Ian Spencer and the Chief of Police about the implications for Lincoln. They think that this will result in more driver education than police enforcement.
  - o The most important sections, in Bob's view, are those that
    - Allow cars to cross the double yellow line to pass cyclists and other VRUs with minimum safe distance
    - Establish a four-foot minimum safe passing distance (but vague definition of "reasonable and proper speed")
      - There was discussion of the current proposal for an advisory sign, and whether or not Lincoln should create supplemental signage or messaging in other forms about minimum safe distance
    - Give towns the ability to set speed limits in "special zones" where 85 percentile studies have been done (85<sup>th</sup> percentile speed is defined as "the speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions past a monitored point"). There is also a previous rule on the books that towns can lower speeds in "thickly settled" neighborhoods.
      - BPAC discussed giving some attention to which areas of town are eligible for lowered speeds given these criteria. We may consider a lowered speed and signage as a pilot program, and the possible inclusion of the type of speed limit sign that tracks vehicle speed and flashes at speeders.
      - The Select Board can petition the state regarding speed limits for state routes, so we could also work with Lincoln's Select Board to suggest lower speed limits for Route 2A.
    - Require MassDOT to develop standard crash reporting forms
  - o Ginger suggested coordinating driver education re: these statutes with Bike to School, possibly through Lincoln Talk or the Squirrel; committee agreed that was a good idea.
- Advisory shoulder outreach [Revised AS bookmark - Farrar installation v3](#)

- Bob and Ginger revised the handouts for the residents along Farrar Road to clarify how to pass vehicles and VRUs in an advisory shoulder situation, and Bob distributed them by hand in Lincoln.
  - BPAC needs to find more ways to reach out to road users who drive down Farrar Road, from Lincoln or Wayland.
  - Bob asked about getting funding from the Town to purchase stamps so we can send them through the mail or invest more time in placing the handout on the outside the mailbox or on the porch.
  - Ginger noted that there was a minor fender-bender on Farrar, but we don't have any detail from the police department about that matter.
- Annual report
    - JD had written a section of the Select Board's annual report focusing on some of BPAC's work and had submitted it to BPAC co-chairs Bob and Ginger for editing review. He has completed it and the report will be submitted in early February.
- Incident reports
    - Detective Ian Spencer is not present at the meeting, so we do not have specific recent stats.
    - Megan reported another accident west of Tower Road along the stretch of pathway that has wooden bollards to protect walkers, runners, and cyclists. BPAC needs to study why this particular stretch of 117 is so prone to car-on-bollard accidents.
- MassDOT project updates
    - BPAC members were not able to attend meetings about the Route 126 bridge project, which will provide a southbound shoulder for cyclists but no northbound shoulder; cyclists will be able to ramp up onto the elevated sidewalk on the northbound side. There should be an open meeting to discuss those designs, but we are unclear about when that will be.
      - The bridge might be a good place to post the first 4-foot clearance sign
    - JD informed the committee that the Federal Highway Administration approved the designs for Route 2A as presented. The historical review has been finalized, and there are no impacts. Committee members thanked JD for his work on BPAC's behalf in those conversations.
- Other business
    - Ginger read an update from John about discussions about providing opportunities for bused students to participate in Bike/Walk to School in May. He will report more in the February meeting.

### III. Action Items

- Approve minutes: [BPAC December 8th, 2022 Minutes](#)
  - Ginger moved to approve the minutes, Megan seconded, and the Committee unanimously approved the minutes.
- Schedule Next Meeting
  - The committee scheduled the next meeting for February 16, 2023

