

**SOMERVILLE BICYCLE COMMITTEE**  
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**Mayor**

Alan Moore, Chair  
Peter Coyle, Vice Chair  
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Police Dept.  
Dept. of Public Works

Bob Trane, Board of Aldermen  
Traffic and Parking Dept.

Stephen Winslow, Office of Strategic Planning and Community Development

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**SPECIAL MEETING:** Friday, February 23, 2007, Visiting Nurse Assn. Private Dining Room

**COMMITTEE MEMBERS:** Alan, Peter, Greg, Jim, Enid, Ron, Steve (Doris and Jing absent)

**GUESTS:** John Gannon, City Solicitor; Joe Lynch, Magoun Sq. Neighbors Association; Asher Miller, MaxPak CAC; Sandy Resnick, Alpine St. resident; Virginia Duffy, VNA resident

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**Draft Minutes** - Alan called the meeting to order at 6:43 pm.

1. **Prioritization** - Steve led an exercise to identify goals and objectives that the Committee would feel are important vis-à-vis the extension of the Community Path from Cedar to Central Street and then prioritize them within various timeframes. The goals focus on the physical improvements the Committee recommends be done Steve has the large sheets with notes but the principal goals and timeframes that were discussed (not prioritized here) were:

Short-Term:

- o If a temporary Path is constructed, it needs a connection to Lowell St.
- o Development of the Path and the MaxPak Site should be done in a way that minimizes impact to neighbors.
- o The Central St. Park should be constructed

Mid-Term:

- o The Path from Cedar St. to Central St. should be paved
- o There should be a ramp from the Path up to the embankment behind the VNA to get to Central St.
- o There should be a permanent connection for bikes and pedestrian from the Path to Lowell St.
- o The development of the MaxPak site should have bicycle and pedestrian connections

- Residents of the VNA should have a convenient connection to the Path

Long-Term:

- The Path should have intermodal connections (i.e., to streets and the Green Line extension)

**2. Covenant recommendations** - The Committee, with comments and suggestions from the guests, discussed the impact of the proposed development at MaxPak by KSS on the proposed extension of the Community Path. Steve and John Gannon reminded the committee that they should not present any requests directly to KSS, only to the City via Steve. There was extensive discussion on many points and many different courses of action were considered.

The committee then approved the following points, as a series of MOTIONS, to be presented to the City as comments and proposed recommendations that the covenant between the City and KSS Realty partners should include. It was also decided that these recommendation would be presented by Chair Alan Moore at the March 1, 2007, meeting of the City Planning Board and Board of Alderman subcommittee.

Unless otherwise noted, each point was carried unanimously as a MOTION.

Before each of the recommendations listed below, the main considerations and objectives of the recommendation are summarized:

1. It was felt that there needs to be guaranteed access for pedestrians and bikes (without bicyclists having to stop or walk their bikes on at least one routing) thru the development to Lowell St., especially because there may be time period where this is the only connection from the Path to Lowell St. The recommendations of the Citizens Advisory Committee included 4 connections. It was felt these connections should include: 1) use of the road to Lowell St. (e.g., not just the sidewalk along Lowell St); 2) from Clyde/Warwick streets to the internal streets and to Lowell St., 3) the stairs (if built) from the Path to Lowell St. as shown in KSS' illustrative plans, and 4) at least 1 (preferably 2 as shown on the illustrative plans) from the Path to the internal streets to connect to Lowell St. After discussion, a motion passed that:

***the Committee recommends that the covenant reflect the "community principle guidelines", as developed by the Citizens Advisory Committee, which states that four (4) access points should be provided between the MakPak property ("Site") and the corridor of the Community Path extension ("Path").***

MOTION had 6 yays, 1 nay.

2. A concern was expressed that bicycle and pedestrian connections agreed upon now and constructed could be removed or restricted (i.e., bicyclists having to walk) in the future. After discussion, a motion unanimously passed that:

***the Committee recommends that the covenant state that there will be a permanent easement through the Site to the Path for bicyclists and pedestrians and that the proposed language in covenant #6 on the regulation of bicyclists and dogs be modified***

**to reflect that any time of access regulation be no more strict than City regulations.**

3. The committee understood that the timing of permitting and construction is difficult to control and that Warwick St. residents want the construction vehicles to use the Path as much and long as possible. However, seeing that the Path could be extended to Lowell St. now, if the MaxPak development gets delayed significantly, the construction of the Path will also be significantly delayed. So there needs to be incentives to complete demolition and construction such that neither the Path implementation gets delayed nor Warwick St. residents get inconvenienced. After discussion, a motion unanimously passed that:

***the Committee recommends the covenant require that the Site developer cease using the Path as a temporary construction access road by the time construction of the Path is ready to begin, but no later than June 2009; and if use of the Path continues past June 2009, the developer shall pay a penalty which shall be mitigation to the Path. If Warwick St. is used for construction access earlier than agreed to in the covenant, a penalty shall be paid to be used as mitigation as decided in consultation with the City Ward 5 alderman and the residents of Warwick Street.***

NOTE: Separate from but related to the MaxPak development, the Committee also recommends to the City that the timing of the extension of the Path, Phase I, should be split into two sections, a) Cedar Street to Lowell Street, and b) Lowell Street to Central Street. The reason for this recommendation is that, separate from the MaxPak development, the Path could be extended to Lowell St. now a temporary Path and public area adjacent to KSS' development. However, because of uncertainties in the Green Line Ext. design, it's possible that the MBTA will not approve further extending the Path past Lowell St. for some years.

4. An ADA compliant ramp from the Path up to Lowell St. constructed in the triangular MBTA land parcel east of the bridges (or parallel to the ROW west of Lowell St.) would be both a short-term and long-term alternative for bikes and pedestrians to access Lowell St. Also, KSS's development would benefit from this alternative access point seeing that the development would no longer be the only route from the Path to Lowell St. After discussion, a motion unanimously passed that:

***the Committee recommends the covenant state that the Site developer supports, in principle, the construction of an ADA ramp from the Path to Lowell Street, possible locations include the triangular parcel of land located east of the Lowell Street Bridge or a switch-back ramp by the VNA property, and assist in the landscaping thereof.***

5. KSS envisions laying a construction road over the existing rail and ties at an estimated cost of \$50,000 - \$100,000. Alan Moore has investigated possible ways to remove the rails and ties and construct this road for at a cost similar to KSS' estimate. His proposal involves working with an experienced non-profit rail organization to remove

the rail for re-use and having volunteers remove and stack the ties for disposal or incineration.

Stephen Winslow said the City's cost estimate from Vollmer [of \$272,000] to remove the rails and ties represented a conservative cost estimate necessary to develop the project. The cost to dispose of ties can vary dramatically depending upon the availability of facilities that will accept them. Mr. Winslow offered to develop an Invitation to Bid that would be structured in a manner that would allow either a non-profit or a demolition company to bid on track removal in order to get a firm price. The Committee did not act on Mr. Winslow's offer.

Mr. Moore explained that if the rails and ties can be removed, there may be some cost savings to KSS by using less road construction material. Removal of the rails and ties would eliminate costs for the Path construction and potential speed the development of both a temporary and permanent Path.

After discussion, a motion unanimously passed that:

***the Committee recommends the covenant mention that, before construction of the temporary construction access road, the Committee prefers to see the rails and ties removed; and that the Committee would like to have the developer work with the City and other parties to determine the least disruptive, and most cost-effective, way to accomplish this.***

6. If the rails and ties are not removed first and a construction road is built over them, this will add costs to the future construction of the Path. After discussion, a motion unanimously passed that:

***the Committee recommends the covenant state clearly that, after construction access is complete, the developer will remove (or pay to remove) the gravel or asphalt pavement, if necessary or requested by the City, for subsequent Path construction.***

7. This development will benefit enormously from the Path. While KSS is offering access thru the development and the stairway connection to Lowell, the Committee felt that they should do more to help extend the Path. Even a little research found over 20 examples of developers voluntarily or as a permit or zoning change condition being required to build Paths that adjoin their development. Two are on the westward extension of the Community Path in Wayland and Waltham and are in the \$200-\$250,000 range. After discussion, a motion passed that:

***the Committee recommends the covenant require that, after construction access is complete, the developer contribute \$50,000 (or provide approved in-kind services of a similar amount) toward work directly connected with the Path.***

MOTION had 4 yays, 1 nay.

**NOTE:** Related to mitigation costs, some members of the Committee noted that proposed \$50,000 raised road crossing where the Path will cross Cedar St. had not been requested by or discussed with the Committee or the Friends of the Community Path as an intended benefit for the Community Path. In any case, the Committee thought that it should not be constructed until all construction in the area is complete.

The meeting was adjourned at 9:40 pm.

Respectfully submitted,

Greg Palmer, Secretary  
Alan Moore, Chair