

Massachusetts Bicycle & Pedestrian Advisory Board Meeting Notes
Wednesday, September 21, 2016, 1:00 – 3:00 PM
Office of Transportation Planning, 4th Floor, State Transportation Building (STB)
10 Park Plaza, Boston, MA

Welcome, Introductions & Safety Message: Pete Sutton, Chair, called the meeting to order at 1:05 PM. Pete took the opportunity to introduce MassDOT's new Director of Sustainable Mobility, Jackie DeWolfe. As former Executive Director of Livable Streets Alliance, Jackie brings a fresh and perspective and valuable input to the MABPAB process.

Members present: Rosalie Anders, Cameron Bain, Tom DiPaolo, Dan Driscoll, Steve Heinrichs, Wendy Landman, Jeff McCollough, John McQueen, Steve Miller, Joe Repole, Pete Sutton, Jim Tozza, **Members absent:** Glen Berkowitz, Richard Fries, Kurt Gaertner, Philip Groth, Janie Katz-Christy, Rob Miceli, Ben Wood **Guests present:** John Allen (Waltham Bicycle Committee), Robin Bergfors (MassDOT), Glen Cannon (Cape Cod Commission), David Chandler (FHWA), Michelle Ciccolo (Town of Lexington), Casey Claude (Central Transportation Planning Staff), Jackie DeWolfe (MassDOT), Aleece D'Onofrio (Stantec), Courtney Dwyer (MassDOT), Nidhi Gulati (Livable Streets), Josh Grzegorzewski (FHWA), Eileen Gunn (MassDOT), Bill Hanson (Framingham Bike/Ped), Nick Jackson (Toole Design Group), Paul Jahnige (DCR), David Loutzenheizer (Metropolitan Area Planning Council), John Michalak (Nitsch), Andy Paul (MassDOT), Chris Porter (Cambridge Systematics), Lou Rabito (Howard Stein Hudson), Tim Reardon (MAPC), Nick Schmidt (Toole Design Group), Bill Schwartz (the Collaborative), David Watson (WatsonActive) **Guests participating by telephone:** Laura Hanson (MassDOT D2), Tim Kochan (MassDOT D5), Emily Lindsey (Berkshire Regional Planning Council) Kate Maszta (MassDOT D1)

MA Bicycle Transportation Plan: Nick Jackson and Nick Schmidt from Toole Design Group gave an overview of their approach to updating the statewide Bicycle Transportation Plan. The Plan will serve as a guide highlighting best practices in identifying investments on how to build and maintain bicycling communities and how to effectively promote MassDOT's agenda – primarily mode shift, economic development, equity, healthy transportation and Complete Streets. The presentation outlined the project's understanding, challenges, parallel initiatives, scope tasks and is attached for review. Highlights from the discussion that followed the presentation included:

- Drawing from past successful bicycle counts and incorporating those best practices
- Great interest in the Plan acting as a guide for economic development, specifically linking to transit oriented development and statewide tourism efforts
- Emphasis the Plan should act as a guide to municipalities, in the same way the concurrent statewide Pedestrian Plan effort is being conducted
- Desire for the successful Park and Pedal program to be highlighted and possibly expanded as a statewide model for successful mode share/shift
- The emergence of autonomous bike-friendly automobiles as well as motorized bicycles should be addressed and evaluated in the Plan
- In addition to Wiki mapping, there's a great desire for the existence of a central repository of bicycle facilities as part of the Plan's online presence
- Highlight DCR efforts to develop shared use paths and strengthening existing MassDOT partnership
- Take a cursory look at regulatory approach to building paths, as some municipalities obstruct path implementation (e.g., Hadley reclassifying drainage area as wetlands). Recommend changes.
- Evaluate shared facilities already at capacity (i.e., conflicts between pedestrians and bicyclists)
- Concern over speed differential between pedestrians and e-bikes. Consider e-bike regulations.
- Don't focus on a current snapshot, instead identify how to stay current with proposed facilities, volumes, plans, etc.
- Identify time of day and seasonal factors for trails to help estimate counts (DPH, MAPC, DCD currently estimating bike counts)
- Identify leverage points with municipalities—what are MassDOT's carrots and the sticks?
- Highlight education for police and drivers. Discussion of relicensing at RMV and police training.

- Concern with project selection criteria, for example Cape Cod views shared use paths as safety-driven projects whereas MassDOT views them as capacity projects, which can slow path implementation
- Provide trails on all railroad ROWs. Great place-making opportunities, e.g. gardens.

MA Pedestrian Transportation Plan Pete Sutton gave a status report on the Plan, including a presentation of findings-to-date at the Moving Together annual conference taking place the following week. Internal interviews with MassDOT staff from various departments (Project Management, Highway Design, Complete Streets, Highway Safety, Civil Rights) are taking place alongside partnering agencies such as WalkBoston and the MBTA. The Pedestrian Plan website is now live and can be accessed at <http://www.massdot.state.ma.us/planning/Main/StatewidePlans/PedestrianPlan.aspx> As a reminder, MABPAB board members are expected to be involved directly with the study as the official steering committee. Materials will be available for review in advance of upcoming meetings.

Update of MassDOT's Complete Streets funding program - Eileen Gunn provided an update on The Program, which provides municipalities with an opportunity to identify and develop key transportation improvement projects that seek to increase the safety, accessibility, and reliability of multi-modal transportation for residents across the Commonwealth. Immediately following the meeting she invited all to the State House where she will stand alongside Lieutenant Governor Polito, Transportation Secretary Pollack, Highway Administrator Tinlin, and members of the Legislature to announce the first round of grant funding from the Complete Streets Program to 11 participating municipalities - 12.5 million this year. This year's Moving Together conference will also feature three towns that have successfully passed policy and prioritization plans. <https://masscompletestreets.com/Map/>

Planning Active Transportation Tool presentation – Tim Reardon, MAPC. As Director of Data Services for the Metropolitan Area Planning Council, Tim has developed an online mapping tool as a new resource for Massachusetts communities wishing to enhance their active transportation planning options. Objectives and focus of the GIS-based tool identify which roadway segments are likely to have greatest utility for pedestrians and cyclists traveling to certain local destinations (“Latent demand”). Shopping, Services, Restaurants, Schools, Open Space and Transit Stops are all attributes that can be queried. The tool presents information in a way that can inform municipal decisions about capital investments, maintenance, and operations including Complete Streets Prioritization, Sidewalk construction / reconstruction, ADA compliance efforts, Snow clearance / enforcement, Bicycle and Pedestrian counts. <http://localaccess.mapc.org/>

Presentation on the Emerald Network program, Nidhi Gulati, Livable Streets. The Emerald Network program is an envisioned 200 mile network of existing and planned tree-lined, shared-use paths linked together through the inner core Boston metro area. When completed, this system will connect every neighborhood to open space, transit and jobs and thereby increase mobility, promote active recreation, improve climate change resiliency and enhance our city's competitiveness in the global economy. Besides recreation and utility, the network emphasizes mobility, health, economic development and equity. (Presentation attached)

Other Business, Public Comments & Questions:

- The 2016 Moving Together Conference took place on Thursday, September 29 at the Park Plaza Hotel. Many slide presentations are now available at <http://www.umasstransportationcenter.org/assnfe/ev.asp?ID=2612>

Next Meeting: The next Board meeting is scheduled to be held at MassDOT's District 1 HQ in Lenox on Wednesday, November 16, 2016 from 1 – 3 PM.

Adjournment: Pete Sutton adjourned the meeting at 3:00 PM.

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