

**Massachusetts Bicycle & Pedestrian Advisory Board Meeting Notes**  
**Wednesday, July 24, 2024, 1:00 – 3:00 PM**  
**Sandwich Town Hall**

**Welcome & Introductions:** Pete Sutton, ex-officio, called the meeting to order and called roll.

**Discussion around MassDOT's Beyond Mobility Study Priority Area: Destination Connectivity**

Derek Krevat, MassDOT's Manager of MPO Activities, provided a brief update (attached) on MassDOT's Beyond Mobility long-range planning tool. The Massachusetts 2050 Transportation Plan is a planning process that will result in a blueprint for guiding transportation decision-making and investments in Massachusetts in a way that advances MassDOT's goals and maximizes the equity and resiliency of the transportation system. Input was sought regarding destination connectivity action items being prioritized in the plan, specifically:

- Problem statements including gaps in the bike/ped network, connectivity inequities within environmental justice communities and land use patterns that emphasize car travel
- Key facts from data collection and survey respondents
- Tracking connectivity action items including potential funding for multimodal transit connections, municipal sidewalks as well as first-last mile MBTA improvements
- Utilizing the recently created data exploration tool within geoDOT

Questions and comments included:

- What are you doing for existing projects, especially projects that really aren't on the ground yet – that are still in the planning stage? Are you doing anything to encourage them to incorporate these principles? And when?
  - There are a few different ways Beyond Mobility will serve to restructure this issue. Starting with the 2026-2030 Capital Plan, all projects will be recategorized. It might involve looking at existing project types and rescoping them – it is something we're actively discussing
  - We met about the Next Gen Bike/Ped Vision mapping, looking at which kinds of network gaps should be prioritized as part of that study. We also looked at the Beyond Mobility public engagement data, which was an important foundation for making a lot of those decisions. A prime example are gaps in the network that are closer to transit stations that are encouraging access to places that we know people need to go
  - We could solve every gap if we had unlimited resources, but we really wanted to use this plan to focus our priorities - looking at specific places, such as if there are environmental justice communities that don't have good access to transit already - that's an important consideration. Or, if there's a place in a rural community that we know has had an access problem for years
- Populations are always changing. How do you factor in shelters and movements of various populations in the planning?
  - We have a whole data layer that we created within geoDOT called Regional Environmental Justice (EJ) Plus - localizing the definition of equity. We're looking at this in relation to more local needs, and that will be updated on a regular basis combined with census data
  - It was used to develop the problem statements in the plan, for example when we're saying X percentage of EJ communities have different levels of disproportionately high crashes or needs for access
- Are there metrics that are being measured against? For instance, mode share goals, safety goals, climate goals that have tangibles. I'm seeing a lot of words like *promote* or *explore* or *prioritize*. But I wonder if there's going to be something that you can put projects against and say, okay, this project will get us X – whatever unit or priority goals MassDOT is looking at
  - We work with our Office of Performance, Management and Innovation (OPMI) and they're the lead on measuring performance. For example, when we look at access to destinations, OPMI might take this initiative in multiple directions, hence the broad choice of language
  - We did conduct some deep data dives such as crashes between EJ communities and other non-EJ communities (Chapter 6 is all about performance management). We also did some detailed analysis breaking down data by demographic groups that we don't have already
- How is this going to be integrated in with other departments or other agencies or other secretariat roles like the Department of Environmental Protection or Housing? Actually, thinking beyond MassDOT or beyond mobility

- With respect to working with other agencies and examining climate goals, something that we heard a ton during the public comment period, of course, was on the importance of vehicle miles traveled (VMT) reduction and on mode shift. We did add a statement to the final version of the plan that addresses this issue
- We are involved in the development of the comprehensive climate action plan that is ongoing right now as a follow-up to other climate planning work from partner agencies. Regarding clean energy and climate plans that have been released, goals will be setting greenhouse gas reduction targets
- As a comment regarding interagency coordination, there is a call in the clean energy and climate plan for the completion of a statewide land use plan which is getting underway now. It does address the intersection between housing and economic development, transportation and the like
- There is also a lot of ongoing coordination on other efforts, like the unlocking housing production commission, the state housing plan, and so on. This is an important topic, and I would expect some significant ongoing engagement with MassDOT as the Office of Energy and Environmental Affairs get the land use planning effort underway

**Overview on Vision 88 – Connecting Cape Cod’s Shared Use Path Network** Colleen Medeiros, Transportation Program Manager for the Cape Cod Commission, gave an overview presentation (attached) on the ongoing effort to connect Provincetown to the Cape Cod Canal (and Woods hole) listing several projects envisioned, funded for construction and under construction.

- Vision 88 is an effort to create safe and effective bikeways across Cape Cod
- The plan consists of 88 miles of bike lanes and shared use paths creating an integrated option for non-vehicle transportation from one end of the Cape to the other
- Using existing bikeways and as well as planned connections
- User data is helping to plan and develop the network for alternative transportation for both visitors and commuters

Questions and comments included:

- I'm from Gray Gables, and I'm very sorry to say that we do not have community support for phase 1 of the Bourne Rail Trail project – costing \$4 million for half a mile. The proposed route dumps cyclists into our neighborhood, necessitating them to backtrack a quarter mile back out onto Shore Road (where most cyclists are currently riding)
- It was pulled from town meeting in the spring because it has no support. Once you have approval for phases 2 through 4, completing this section makes sense. Until then you'll have a lot of problems

**Updates and input on the Cape Cod Bridges replacement project** Dave Anderson, Project Manager for HNTB presented on the latest developments related to bike/ped infrastructure improvements as part of the Sagamore and Bourne Bridges replacement project (attached). Shared use paths of 14 feet width will be included on both new bridges separated from vehicle traffic by being cantilevered of each side. This will result in a more pleasurable experience for non-motorized users and promote additional safety for vulnerable roadway users. Grades will also be lowered to less than 5% to conform with accessibility requirements for limited-mobility users. Treatments on both bridge approaches through new interchanges are still in design.

Questions and comments included:

- MassDOT’s public involvement plan says there'll be quarterly public meetings and quarterly stakeholder advisory group meetings. The last 2 years we've had only two of those public meetings and three stakeholder advisory group meetings. So, anytime you come and talk to us, we appreciate it
- It's hard to be on the public-facing side of the project where the project team does not stick to its public involvement plan, especially when you're putting that public involvement plan forward to funding authorities and telling them you are sticking to it - that's really disturbing to the public
- I think the program has a lot of mileage to catch up on, from funding sources versus what is actually happening here on the ground

- Regarding the frequency of public meetings, MassDOT has to make command decisions. There's a pace for frequency of new information to provide to the public. At least with the stakeholder advisory group, we've created quarterly meetings
- Sometimes the pace of new information varies - it speeds up and sometimes slows. We just made a command decision to wait until we have significant new information to bring it to the larger public. We're not trying to withhold info, but we also don't want to hold meetings just to repeat existing info
- I'm really curious about your decision process for what you do and don't do for pedestrians and bicycles in this project. You're doing a great job on the bridge sections, however that is only 10% of the overall project. I'd love to see that same level of quality extended throughout the project
- MassDOT does have a Healthy Transportation Policy directive with very specific roadway geometry and feature requirements, and that if you don't follow them, you're going need approval from the Highway Administrator. One of those requirements is that all bridges should have pedestrian facilities on both sides. At your crossings, you've chosen to go with only one side of each crossing, which will require, as I understand a design exception
- You tell me it's to save money - that doesn't cut it on this issue, because the amount of improvements you've made for cars - upping the design speed for cars is responsible for about 25% of the cost of the project. If you don't believe me, I want you to show me the breakdown, and I'll show you that it is
- If you say that you can't provide us with the same add-on cantilever on the other side, I'm going to need an explanation why, and you're going to have to provide an explanation to the Highway Administrator for the design exception
- Having one shared use path on the Bourne Bridge is fine, but putting only one shared use path on the west side of the Sagamore does not serve the nearby community (primarily on the east side)
- Preliminary designs also do not show sidewalks on both sides of the roadways adjacent to both bridges, which is also required. You're also not showing any shared use paths within the project area on certain roads, which is also required around public transportation
  - Every 2 weeks HNTB meet with MassDOT staff involved in safety, complete streets, environmental, right-of-way, etc. We talk about different things, but almost invariably we're looking at how we are accommodating bikes and pedestrians, and where we are consistent or not consistent with the Healthy and Transportation Policy and MassDOT's Engineering Directives. That helps us implement what that policy says. I would tell you that the main thing that drives us is trying to do what makes the most sense
  - Most of the time, we're not saying "Hey, let's go look at the policy and see what it says" We're thinking of: "What feels like, the safest thing, what feels like the right thing, what feels like the thing that's going to work?"
  - Every one of us that attends those bi-weekly meetings know there's going to be exceptions to policy. And we hope that collectively, we're thinking through how we get to the point where you know - this feels like a case where it's in public interest for us to seek an exception policy

There was then a brief aside discussing what roads and bridges within the project are classified as limited access highways and it was determined that both bridges are NOT considered limited access highways due to the presence of sidewalks

**Overview on Sandwich bicycle/pedestrian projects and initiatives** Paul Tilton, DPW Director/Engineer, Town of Sandwich concluded with an update on progress made to extend the Cape Cod Rail Trail network through Sandwich to the Cape Cod Canal (attached). Phase 3 is in development with the following updates:

- MassDOT Project Initiation Complete – Received State/Federal construction funding approval
- Received DCR Mass Trails Grants:
  - Wetland Delineation
  - Survey
  - Public Outreach (workshops and surveys)
  - Conceptual Design (pre-25% on-going)

## Other Announcements

Next MAPBPAB meeting: September 21, 1-3 pm (virtual).

- List of board members in attendance (see below)
- Other attendees:
  - Tony Vona (MassDOT D1)
  - Betsy Johnson (WalkBike Springfield)
  - Lorenzo Varone (MassDOT)
  - Dawn Nims (MassDOT D2)
  - Cheryl Ann Senior (MassDOT D5)
  - Alexis Hosea-Abbott (MassBike)
  - Ian Adams (MassDOT)
  - Evan Costa (CCC)
  - Joyia Smikle (CCC)
  - Andrew Jennings (Billerica)
  - Roger Woodbury (Beverly)
  - Jess Slavin (MassBike)
  - Barbara Lachance (MassDOT D5)
  - Tony Collins (MVRPC)
  - Jon Gray (SRPEDD)
  - Kyle Mowatt (OCPC)
  - Ethan Britland (MassDOT)
  - Shawn Bailey (OCPC)
  - John York (Bourne)
  - Sam Jensen (Town of Sandwich)
  - Max Rasbold-Gabbard (DPH)
  - Emily Paskewicz (ECGA)
  - Colton Atkinson (Cape Cod)
  - Alexandria Papadimoulis (DPH)
  - David Loutzenheiser (MAPC)
  - Dan Murphy (Town of Brookline)
  - Matt Dyer (OCPC)
  - Charlie Kilmer (OCPC)
  - Bill Hanson (Framingham)
  - Sarah Cannamela (MassDOT D2)
  - Colleen Pekarul (AECOM)
  - John Carroll (Bourne Rail Trail)
  - Adam Wriggins (CMRPC)
  - Sarah Colvin (CCC)
  - Mike Burns (NPEDC)
  - Kathy Fox Alfano (Town of Bourne)
  - Pedro Hernandez (MassDOT)
  - Madison Schofield (Sandwich Enterprise)
  - James Barnack (HNTB)
  - Gareth Saunders (MassDOT)
  - Sean Polay (Sandwich Bikeways and Pedestrian Committee)
  - Beth Giannini (FRCOG)
  - Joshua Barber (FHWA)
  - Tim Lydon (Town of Bourne)
  - Ken Cheitlin (Friends of the Bourne Rail Trail)
  - Katherine Jansen (Falmouth Bicycle and Pedestrian Committee)

**MA BICYCLE AND PEDESTRIAN ADVISORY BOARD****Board Member Sign-In Sheet****July 24, 2024 – Sanwich Town Hall**

<b>Member Name</b>	<b>Attended</b>	<b>Notes</b>
<b>Tom DiPaolo MassDOT-Highway</b>	<b>yes</b>	
<b>Peter Robie MBTA</b>	<b>no</b>	
<b>Pete Sutton MassDOT-Planning</b>	<b>yes</b>	
<b>Kurt Gaertner EOEEA</b>	<b>yes</b>	
<b>Gerald Autler DCR</b>	<b>no</b>	
<b>Jaclyn Youngblood MassDOT</b>	<b>yes</b>	
<b>Kirby Lecy DPH</b>	<b>no</b>	
<b>Charlie Ticotsky MOTT</b>	<b>no</b>	
<b>Andrea Papa EOPSS</b>	<b>no</b>	
<b>Jeff McCollough MARPA</b>	<b>yes</b>	
<b>Jessica Boulanger MARPA</b>	<b>no</b>	
<b>Jackie Jones MARPA</b>	<b>yes</b>	
<b>Jeff Larason – public member</b>	<b>yes</b>	
<b>Keith MacDonald – public member (South Coast Bikeway Alliance)</b>	<b>no</b>	
<b>Galen Mook – MassBike</b>	<b>yes</b>	
<b>Karin Goins – public member (Walk/Bike Worcester)</b>	<b>yes</b>	
<b>Seun Oluwole – public member</b>	<b>no</b>	
<b>James Fuccione - public member (Mass. Healthy Aging Collaborative)</b>	<b>yes</b>	
<b>Cheryl Casper – public member</b>	<b>no</b>	
<b>Sam Squalia – public member (Fitchburg City Council)</b>	<b>no</b>	
<b>Brendan Kearney - WalkBoston</b>	<b>yes</b>	
<b>Maureen White - public member</b>	<b>no</b>	
<b>Ed Sinofsky – public member (Cape Cod Cycling Club)</b>	<b>no</b>	
<b>Karen Foster – public member (All Out Adventures)</b>	<b>no</b>	
<b>Meg Robertson – public member</b>	<b>no</b>	
<b>Alice Brown – public member (Boston Harbor Now)</b>	<b>no</b>	