

Massachusetts Bicycle & Pedestrian Advisory Board Meeting Notes
Wednesday, March 18, 2026, 1:00 – 3:00 PM
Virtual

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

MABPAB Co-chair elections: Jaclyn Youngblood, MassDOT's Deputy Chief Innovation Officer provided a briefing on the election process for two MABPAB co-chairs. Language taken directly from the establishment of MABPAB's charter in 2004 states: *Two chairmen shall be selected by a majority vote of the board members but at least one of the chairman shall not be an employee of the commonwealth.* Following a vote taken by all present active board members, Jaclyn Youngblood and Alexa Gomberg were elected co-chairs

Micromobility discussion: Jaclyn facilitated a discussion based upon the recommendations from MassDOT's recently released [Special Commission on Micromobility](#) report. Board members were paired in breakout room to discuss the following two points:

- What about the Commission's findings surprised you?
- What questions do you still have?

Followed by a full group discussion asking:

- How might you use the findings of the Special Commission on Micromobility to further the work in your community / among your networks?
- What aspect of the micromobility conversation feels most important for your community right now? Why? How can you get involved?
- What other things would be useful for you to stay connected to as the micromobility ecosystem expands in Massachusetts?

Questions and comments included:

- Quantifying the speeding problem so that we can better manage the solutions is a big challenge for us. We need to know where the problem is as we go about tackling it
- I think it's a combination of knowing. For instance, we get a lot of requests from towns about the speeds of the vehicles on their trails and sidewalks, and we know this is an issue, but it's all anecdotal. It's hard to respond and react, when you don't know if "Well, am I going to hear less complaints?" I'm a planner, so I'm like, well, how can I tackle this?
- The training that needs to go into local law enforcement, and then up to the local policy level on a municipality-by-municipality basis is going to be a big challenge. One example is the town of Andover: they have an ordinance that they're going to put to town meeting for a vote, which is going to possibly require Class 1 and Class 2 bicycles to be registered. How? And with what costs? For what purpose?
- That hasn't quite been defined, but I think the town was operating in a vacuum when they put this to town vote, to see if it should get on the town meeting. So, the concern we're trying to nip in the bud is that we can't do this municipality by municipality, we really need MassDOT and the RMV to take the lead and state these are the vehicles that we think need to have registration - which was done in the Commission report
- It's just that the report didn't quite come out in time enough to get as part of the conversation in Andover as we needed it to, so now we're playing a little bit of catch-up there. And we're very much afraid of one town requiring registration of a bicycle and another town not. That's where I think it's both good to have the Commission's report, but to say that our work is far from done, because in real time, we need to keep on this issue
 - Agreed. Andover along with Topsfield and Marblehead are a few known communities that are advancing their own version of regulations
- In Boston, it is against the law for any motorized vehicles on city sidewalks, with the exception of wheelchairs. Is it being suggested that there will be uniformity no matter what the municipality is, or the size, or the situation? In any of the regulations that are formally adopted?

- The Falmouth Bicycle Pedestrian Committee was required to either read the report or watch the video, and then we had a discussion in our last meeting. One of the questions we had: how does one give feedback?
 - As the democratic processes roll out, there will be the opportunity to give feedback, as there are many recommendations for the legislature to define these things in law, to pass statute that would give registration authority to the RMV to investigate the micro-ID concept. There will be a public process if they were to put forward that legislation. It's less feedback and more taking it forward - how to participate in the rulemaking process is to watch for the pieces that come next
- The report is extremely comprehensive - an amazing job done in a really short time. In our committee, there was contention around the definition of the classes of e-bikes, specifically because regarding Class 2 - one can often use an app to just jack the speed up. Also, there are many people who ride Class 3 that are cargo bikes. They're commuting to work, they're taking the kids to school or whatever, and they need the watts - but that doesn't mean they're cycling 28 miles an hour
 - There was much internal discussion about the Class 1/Class 3 split, which the commission grappled with, and certainly the in-app modification - cutting the speed governors - all of these things absolutely came up. These were things they had to come to some sort of consensus on, and landed on, such as the 20 mph as the speed default suggested for shared use paths but still allowing local control. If a path-operating entity wanted to set it at 15 mph, they could, and that 20 mph wouldn't supersede any existing, lower speeds that are already established
 - The micro-ID concept is trying to help address that: is it a Class 1, is it a Class 3? If it has the capability of being a Class 3, then it should be stickered as a Class 3 per the micro-ID concept. But again, all of that is just recommendations: the legislature would have to actually pick up some of that
 - To clarify, there is no addendum to the report that includes feedback. That was the work of the Commission, and now, moving forward, it's all of these public bodies that will solicit feedback. It's the Andover Town meeting, it's showing up to your Falmouth Bike and Ped Committee and saying, hey, this is what we think, and trying to create momentum around that
- The current climate in Andover is very frustrating. There's not a ton of Class 1 and 2 e-bikes, but the ones that are out there are pretty much families toting around kids, and it seems like the community has had a negative reaction to the few unregulated Class 3 or bikes that have been modified, with kids driving erratically and unsafely. It's been frustrating for us - finding a way to spread the word about all the work that'd just been done and sharing that framework. I think the Commission's framework makes so much more sense. We have our group, the Rainbow Fund, and then obviously we work with Walk-Bike Andover, but any ideas you have for educating the town, especially in this lead-up to our town meeting coming up in April, would be really appreciated
- One of the things I thought was striking in the report was how hard it is to get accurate data at the moment about what the crash or accident entailed. For all the law enforcement officers, they must have to have a chart in their hands or something that says, what brand is this? How many horsepower? But that data, I bring it up because I think the data probably is going to be a great push to show where you have to put some emphasis on education and maybe restriction to just make people safer quicker
 - Currently there's 22 vulnerable user categories on the crash report. MassDOT has tried to conduct education with law enforcement agencies, clearly defining a picture of a motorized bicycle vs a picture of a motorized scooter, here's a picture of a tricyclist. it's very overwhelming is what we hear from law enforcement agents, and there's some work being done right now to clean up the crash report form
- From the law enforcement perspective, there's multiple different categories, and I think there's some overlap. It's something that does need to be cleaned up or streamlined
- Who's going to be responsible for education? What is the statewide education versus local education going to look like?
 - In the report, Recommendation 7 focuses on education at different levels for micromobility users. In particular, the Commission wanted to make sure that older adults were included in the conversation, even if they weren't necessarily going to be micromobility users themselves - if they didn't see themselves getting on a device, still to be able to educate them about what the device is. They might see it when they're out driving or walking
 - MassDOT has also been working to put together some education materials, specific to that recommendation, a sort of general micromobility 101 - informal, but informative

conversation, that would be both available as slides that community members could use in their own context, for example before a town meeting. That could be one way to do that - it could be recorded and shared, that MassDOT staff could give. We've been trying to run a social media campaign for the past month, kind of building on the momentum of the report to just raise awareness of the breadth of types of devices, and the fact that micromobility has been around for a long time

- One of our colleagues did some research and found that one of the first e-bikes that got a patent was from a Boston inventor back in 1897, if I'm not mistaken. And in the early 1910s, there was the Auto Ped, which actually looks very much like a motorized scooter today that was used by postal service workers to deliver the mail
- There are a number of education pieces that MassDOT is trying to house centrally so that local communities and ped/bike groups don't have to reinvent the wheel, and also to make sure that we're all saying the same thing
- Mystic River Watershed Association is thankful for our partners over at Bike to the Sea, MassBike, and also Tufts Medicine, who are helping to convene a dialogue around and education for the Mystic Highlands area, and in ways to be able to potentially pair education with place or design-based interventions
- Bike to the Sea is also working on how safety signage interplays with efforts to improve wayfinding on the Northern Strand Trail. So, in the Mystic Highlands area, there's that conversation regarding the difference between education and design, and how the two interplay with one another
- There are so many different types of e-devices out there, and I think a lot of people, up until recently, did not know the difference between an e-bike and an e-moto - those bikes are the ones that we're hearing about can top speeds of up to 50-60 mph, maybe even more. Those new electric dirt bikes that some people call them - this report mentions them, but, the report mainly focuses on Class 1, 2, and maybe 3 e-bikes. You have to choose your focus areas
 - It's a really good point about the e-motos. Thank you for bringing that up. As you mentioned, the report sort of touches on it, mostly to say this wasn't in our purview, largely because dirt bikes and other all-terrain vehicles, sometimes called off-highway vehicles, are governed through the Mass Environmental Police, and there is an off-highway vehicle advisory committee, so we had connected with them. They weren't named in the statute, and so we thought it best to leave that for a separate conversation. If folks are looking for ways to get involved or ways to continue the conversation, certainly try and attend some of those meetings, reach out to the person who runs those meetings
 - I think what the report frames misleading advertising, where something is being marketed as an e-bike, but it actually is one of those e-dirt bikes, or is an e-moto, with a motor that is much more powerful than 750 watts, which is what the Commission recommended be included even for that Class 3 e-bike definition
 - Some of those e-dirt bikes and e-motos have motors up to 8,000 watts, so more than 10 times what the limit would be if the Massachusetts legislature adopted the proposed definition for a Class 3 e-bike, and certainly what exists in terms of the motor wattage for Class 1 and Class 2 as is currently defined in MGL. It's very technical and sort of nitty-gritty, but maybe this group could help think about some of that false or misleading marketing
 - Another sort of project that MassDOT staff are trying to work on is sort of a buyer's guide, but we're not suggesting brands, we're just trying to help families and other people, but of course, the e-moto conversation comes up a lot around teens. Think through what is an appropriate vehicle if you're considering getting an e-scooter for your young person, or if you're considering buying one for yourself
 - Safe Routes to School has a lot of great information on this recent [video](#) webinar
- This report and this group came together unbelievably quickly, compared to state government and the pace at which sometimes things take a long time to establish. The committee in the report was put together in just about a year, and that's pretty phenomenal, but also speaks to the real importance of this issue
- I think particularly important for our communities is getting people on a lot of these devices. I think that there are a lot of people who have negative ideas of a lot of micromobility, particularly because they have seen these stories of kids getting injured or killed in crashes, and that, I think, is rightfully concerning
- And I think, yes, there's that important distinction between e-motos and e-bikes, but there are a lot of people who have these preconceived ideas of either why they wouldn't want to ride one, or why they wouldn't even want them in their towns, their cities

- But there's this almost sort of magic process, and I'll speak as someone who's sold e-bikes, this magic process of you put someone on it, and then you send them around the block, and then they come back, and they've got this big smile, and you can see the gears turning in their head - I love this, this is exciting, this is fun. I think that it would be great to have, and maybe there's room to collaborate between all the many groups here on demo days or events where people can check one out
 - Within EOPSS, the Office of Grants and Research run a bunch of grant programs that take NHTSA funding and give it to municipalities for things like bike rodeos, and so how we think about incorporating micromobility into that, and, making it seem like it's more all ages, rather than just for kids, because maybe there's a certain age at which you don't want someone on an e-device. That's a really great thought and question for this group to sort of work on together is how to do demo days? I like that concept
- What pieces are on MassDOT's plate that we can all support and say, yes, you should absolutely move that forward? I was scanning back through some of the recommendations, and there's the design guidance piece, and that specifically MassDOT should survey suburban and rural municipalities on current needs as they relate to mobility, including elements such as infrastructure regulations and user types, then MassDOT should publish the findings. Is that a summer project for some of the folks that are coming in from any of the grad programs?
 - MassDOT is internally organizing to start working on some of those. MassDOT staff will attend an upcoming MABPAB meeting to talk about the Complete Streets Guide update, and there'll be a chance for members to give input on that. We'll also see what their thoughts are on collaborating on a survey and moving that forward in a timely fashion
- Where will we be in 50 years? Will we be laying the groundwork now so that we're setting ourselves up for success? And some of that will be in the new engineering that's going to be coming out, and the new designs, but also the retrofitting. This does get back to the point of the suburban and the rural side of things, and also the point of - do these things belong on sidewalks? In some parts of the Commonwealth, maybe. Because the roads are not safe, frankly. But there will be places where they're not. I'm very much looking forward to that this is where we're starting from right now with this MABPAB conversation, now that we've got this document

New Member Spotlight: Katherine Jansen: KJ provided some background in her bicycle advocacy work including the Pan Mass Challenge, former Mass Bike board member and currently chair of the Falmouth Bike Ped Committee, on the board of Friends of Falmouth Bikeways, and was a member of the Vision Zero Advisory Board for Cape Cod. KJ is actively working with Falmouth DPW in building safer cycling and walking networks through her town. Spotighting community members who bike and walk, micromobility and affordable living are also interests of KJ

Local connectivity on two fronts: Pete Sutton provided an overview of two current MassDOT initiatives: The MassTrails Team's Priority Trails Network (PTN) and MassDOT's Next Generation Pedestrian and Bicycle Vision Map (NextGen). Both are ongoing efforts to expand the on and off-road walking and cycling network statewide. While the PTN focuses primarily on shared use paths, the NextGen prioritizes roadways under MassDOT jurisdiction, such as numbered routes: 6, 9, 20, 110, etc. Pete then turned the focus on new MABPAB members to solicit their input on where they thought were the biggest connectivity gaps in their respective regions. This exercise was notable not only for MassDOT but for its partners in attendance at the regional planning agency level – including three RPA who currently hold seats on MABPAB – PVPC, SRPEDD and NMCOCG. The list of gaps by region and other comments included:

- Route 33 in Chicopee; Route 5 through Northampton and Holyoke
- Route 28 in Falmouth and Yarmouth
- Route 28 and 123 in Brockton and Route 28 in Milton
 - Utilizing MassDOT's VMS boards or other signage to report roadway conditions or a 311-type phone app
- Humboldt Av and Warren St in Boston
- Route 116 in Amherst – better and more bike infrastructure and lower speeds
- Prospect St in Somerville – hazardous especially crossing over Green Line
 - Another concern is when there is construction, the removal of flex posts. As was the case with the crash that killed my friend, construction companies were supposed to be reinstalling flex posts and hadn't done it, so there was no compliance system in place
 - A notification system, such as 311 or See-Click-Fix (in Cambridge) where users can easily report issues or obstructions in bike lanes or on shared use paths*

- Route 38 in Medford and Somerville – environmental impacts and burdens located next to I-93
- Route 16 in Everett and Route 28 Wellington Bridge in Somerville
 - Any older bridges that need retrofitting for cycling
- Routes 20, 30 122, 122A and 140 through central MA
- Blackstone River Greenway gaps between Worcester and Rhode Island
- Route 28 in Andover; no cycling access on certain walking trails; no protected bike lanes
 - On certain roads, bump-outs for crosswalks force cyclists into travel lanes
 - More Safe Routes to School projects needed
- Street furniture for people who need to sit down and rest, such as park benches or picnic tables
- Cleveland Circle in Boston – hazardous conditions for all users; missing infrastructure
 - multiple overlapping jurisdictions (MassDOT, DCR, MBTA, BTD, MWRA)
- Routes 16 and 9 in Wellesley, particularly for better school access
- Morrissey and Gallivan Blvds in Boston
 - pro vs anti-bike lane sentiment with proposed reconstruction projects
- Dorchester Av in Boston with random missing bike lanes or that abruptly end

Other board members shared additional locations of note:

- Route 38 in Tewksbury and Route 3A in Billerica; Pawtucket Blvd in Tyngsboro, Chelmsford St, Westford St in Lowell
 - NMCOG is releasing its Greater Lowell Bicycle & Pedestrian Plan this spring with many of the locations mentioned above under review
- Route 30 in Framingham
 - no safe connection between Cochituate Rail Trail and Logan Express terminal
 - no sidewalks near Red Roof Inn and adjacent businesses

Some closing comments:

- Would love to hear if the MPOs align with the priorities that they're hearing from the individuals or where the disconnect is
- Coming off such a harsh winter, when I'm looking at some of the priority trails networks, those trails didn't exist. I'm wondering if there's a way that we could utilize this tool to encourage maintenance and clearing, specifically to encourage the municipalities or the various jurisdictions to focus on this. Recent conversations with the City of Boston revealed a lack of prioritization areas when it came to clearing bicycle and pedestrian infrastructure
- MassDOT should also work in a joint conversation with maintenance, specifically in snow and ice clearing. Priority trails networks could then lead to other priority issues, whether it's priority gaps, priority maintenance, priority snow clearance, priority speed mitigation, on areas that have school zones and senior centers, etc. What's the next phase of this in your vision, and where can we help get there with our own networks as board members?
- MassDOT obviously has standards for large capital projects, where if you're rebuilding a roadway, it has to include bicycle facilities and sidewalks and ADA accessibility and everything like that. But there are a lot of roads on here that are not going to be rebuilt anytime soon. A lot of these roads are profoundly unsafe, like the Route 6 bridge between New Bedford and Fairhaven across Pope's Island, which is a state roadway. At least two people have been killed in the past year, and one teenager was put into a coma, and MassDOT has a four-lane roadway configuration there, which engineers have acknowledged as unsafe
- It's literally just a matter of repainting that roadway, but as far as I know, nothing's really been done there yet. If there's an acknowledgement that this is a bike and pedestrian safety gap and a threat to human safety, why isn't MassDOT actually doing something on the quick build side using paint - or is that happening?
 - MassDOT will follow-up on any short-term safety upgrades within this bridge corridor

*MassDOT had previously utilized #321 to report roadway conditions but has since been replaced with the following: To report road conditions or hazards (potholes, debris) on MassDOT-managed state highways, call the [MassDOT Pothole Hotline at \(857\) 368-4636](tel:8573684636) (9 a.m. – 5 p.m., M-F). For non-emergency issues, use the [MassDOT contact form](#) or reach out to Highway District Offices directly

- **Undersecretary Samantha Silverberg introduction:** Samantha Silverberg joined the call to greet MABPAB and to introduce herself. Samantha is the new Undersecretary for Transportation Policy and joined MassDOT in March. Prior to this appointment, she was in the Biden administration, where she served as the President's primary advisor on transportation and infrastructure policy and helped lead the development of the Bipartisan Infrastructure Law. Samantha has also worked at the MBTA where she led capital planning and also was their Deputy Chief Administrative Officer. At MassDOT, Samantha is working on policy development implementation - overseeing planning, performance management, innovation functions, and working across the leadership teams on other cross-cutting projects. Samantha concluded with her appreciation of member's service on MABPAB, knowing in many cases, this is in addition to day jobs, other community activism and family life. MassDOT values the board's engagement and participation, and having diverse voices helps us make better- and better-informed decisions

Other Announcements

- Jaclyn concluded stating there will be several follow-ups at the next meeting
- Next MABPAB meeting: May 27 (in person) in Salem with virtual option, 1-3 pm
- List of board members in attendance (see below)
- Other attendees:
 - Lorenzo Varone (MassDOT)
 - Barbara LaChance (MassDOT D5)
 - Jonah Williams (MassDOT)
 - Kris Carter (MassDOT)
 - Emily Paskewicz (ECGA)
 - Chris Sorensen (MassDOT D1)
 - Nick Daigle (MassDOT D3)
 - Kyle Mowatt (OCPC)
 - Nick Russo (BRPC)
 - Cheryl-Ann Senior (MassDOT D5)
 - Adam Wriggins (CMRPC)
 - Tom Ruta (MassDOT D2)
 - Lee Toma (Milton)
 - Max Rasbold-Gabbard (DPH)
 - John York (Bourne)
 - Mike Murphy (MassDOT)
 - Colleen Medeiros (CCC)
 - Kyle Casiglio (CTPS)
 - Sean Polay (Sandwich Bikeways)
 - Betsy Johnson (Walk/Bike Springfield)
 - Meg Robertson (North Reading)
 - WHDH-TV
 - Alexis Hosea-Abbott (MassBike)
 - Joel Porten (North Andover)
 - Hannah Fong (City of Boston)
 - Michael Evans (City of Boston)
 - Michael Pezullo (FHWA)
 - Melissa Santley (MassDOT D6)
 - Joyia Smikle (CCC)
 - Francisco Lovera (MassDOT)
 - Jon Gray (SRPEDD)
 - Christian MilNeil (StreetsBlog Mass)
 - Sharon Donahue
 - Alexandria Papadimoulis (DPH)

**MA BICYCLE AND PEDESTRIAN ADVISORY BOARD
Board Member Sign-In Sheet
January 21, 2026 – State Transportation Building, Boston**

Member Name	Attended	Notes
Tom DiPaolo MassDOT-Highway	yes	
Matt Warfield MBTA	yes	
Pete Sutton MassDOT-Planning	yes	
Kurt Gaertner EOEEA	yes	
Gerald Autler DCR	yes	
Jaclyn Youngblood MassDOT	yes	
Kirby Lecy DPH	no	
Charlie Ticotsky MOTT	yes	
Lt. Sean Reardon EOPSS	yes	
Jeff McCollough MARPA	yes	
Amanuel Regassa MARPA	yes	
Jackie Jones MARPA	yes	
Mary Beth Ellis – public member	yes	
Nathan David Obeng-Amoako – public member	yes	
Galen Mook – MassBike	yes	
Bonnie Roalsen – public member	yes	
William Gousios – public member	yes	
Katherine Jansen - public member	yes	
Jed Hresko – public member	yes	
Kristine Acevedo – public member	yes	
Brendan Kearney – WalkBoston	yes	
Mike Brousseau - public member	yes	
Eleni Christofa – public member	yes	
Alexa Gomberg – public member	yes	
Chery Pavlik – public member	yes	
Karl Alexander – public member	yes	