

Massachusetts Bicycle & Pedestrian Advisory Board Meeting Notes
Wednesday, March 22, 2023, 1:00 – 3:00 PM
Lynn Museum and Historical Society

Welcome & Introductions: Pete Sutton, ex-officio, called the meeting to order, called roll and motioned to accept minutes from the previous meeting.

Overview on MassDOT/Lynn partnership on new Playbook Priority Corridors

Aaron Clausen, Lynn's Principal Planner gave opening remarks which highlighted the City's advance planning implementation by thinking about the human face of transportation, ensuring that we're thinking of people while making better places. Planning initiatives are relatively new in the City, started in earnest just three years ago. Thinking through proactively, how can we cue up transportation and economic development to be more comprehensive? The answer was to create a master plan. Aaron provided an overview (attached) on the plan-in-progress, which includes recent relevant documents including Housing Production, Transit Action Plan and the Safe Streets for People Playbook. Vision Lynn is broken down into three comprehensive sections:

- Vision, values and strategies
- Land use and urban form
- Infrastructure and urban form

High priorities include:

- Maintaining the Downtown character while improving transportation nodes, such as the recently completed Northern Strand Trail and future on-road extension to Nahant Beach
- Redevelopment with transportation improvements, including connections across the Lynnway to the waterfront, which is also a priority development area
- Targeting 20 areas over the next five years
- Building trust in the community by inclusion in all planning initiatives, e.g. the Transit Action Plan

Michael Trepanier, MassDOT's Manager of Modernization Programs, provided additional context and insight into the partnership with Lynn. His comments included:

- MassDOT's Safe Streets for People Playbook compliments work on the Northern Strand: how are we going to apply systemic treatment to the city street network so that people can get to the trail without being at risk? I've experienced that risk trying to ride from East Boston to Everett, and there's a lot of scary moments, such as crossing Route 16, for example. Those are the same kinds of issues here, such as crossing the Lynnway - trying to get to that facility is a big barrier.
- What we did was work closely with Aaron and Lauren to provide funding and planning support and ultimately recommendations. And now design support. None of this could have been possible without direct communication. We met every two weeks for at least a year - not only the partnership with the city officials, but the stakeholders, including the executive director of this museum
- We received some really clear feedback, such as bike lanes not necessarily being a good thing as they represent gentrification. They're symbolic of something else: the changing of our community to look more like some of the up-and-coming neighborhoods in Boston. Some community members have that sort of fear, and it's helpful to understand that perspective. We could just take a map and look at data and say, this is where you need to conduct your crash mitigation. Instead, we took a step back and listened
- By the way, we kicked this work off right as the pandemic started. Aaron and I started talking in February of 2020, as we were scoping our consultant, and then it all happened. We had to do all of this outreach virtually, and we were asked to do robust engagement at a time when literally everybody was in crisis. So, we waited a little bit and then partnered with a local organization to help us do that grassroots community work, such as pop-up bike repair. The end result was the playbook that featured a citywide map showing our candidate priority corridors

Questions and comments included:

- What has public outreach been like for the Northern Strand on-road extension?
 - It's been informed by the previous successful one-on-one conversations we had during the creation of the playbook. We've been more intentional with the rollout of public engagement after the completion of the Northern Strand Trail. Once the community was

able to access, use and enjoy the trail, more support was generated for the extension. There was a realization that a safe bicycle route/shared use path did have value and benefit to the community

- Will the rectangular rapid flashing beacons be accessible to pedestrians with vision loss?
 - Yes, RRFB's should conform to MassDOT's disability requirements
- Can you describe the process of translation into other languages and some of the costs?
 - The City has hired an official language access coordinator. They perform in-house translation services. The Spanish translator will often do live interpretation for us at public meetings - that's a huge investment - it's not a small issue. ARPA is a huge piece of that. That's how we were funding it. It is a long-term commitment
 - You have to assume around \$2000 per translation of a document. You have to assume \$500 per meeting for a live interpretation. If your meeting is going to go longer than two hours, you need two interpreters, because it's a lot for one person to translate live for an hour straight. So it's absolutely an investment. But for the city of Lynn, where over 50% of the population speaks Spanish, it's essential
 - Having bilingual staff on your consultant team is also an extra added benefit
- One of the highlights conducting outreach was partnering with Leading through Empowering Opportunities ([LEO](#)). They assisted MassDOT in surveys (in several languages) with a multitude of local community groups throughout the city
- This was probably one of the first planning efforts where we were so intentional about translation interpretation. Almost everything the City does is going to have a Spanish translational interpretation. It's not just about communication. It's about demonstrating that we care and that the engagement isn't just a checking of the box: that we were in this place at this time to ask questions or survey people. We're putting in the effort to make sure that people actually have access with their values as they share information with us
- MassDOT has reacted quickly regarding new funding streams created by the Bipartisan Infrastructure Law – implementing projects in Lynn at a much more timely manner than usual. We started with Commercial Street as it was a moderately sized project for this type of systemic intervention, particularly for pedestrian improvements such as improving crosswalk visibility
- It is MassDOT's intention to take the existing playbook and scale it up as a Safe Streets (and Roads) for All action plan so that the city would be eligible to access those SS4A USDOT grant dollars
- Lynn is looking forward to utilizing this funding for many smaller safety projects citywide, in addition to Shared Streets and Spaces, Complete Streets and cannabis mitigation funds
- One last initiative taking advantage of the master plan is the Waterfront Open Space Plan. Expect to begin construction in the first phase for the future Harbor Park, which would eventually lead to a phase 2 that would provide this promenade along the shore. That first phase will be done in 2025. It is these kind of iterative elements that are now tied together in our planning. It's not that far away

Updates on Border to Boston Trail/East Coast Greenway trails network

Dave Read – representing the East Coast Greenway Alliance and the Town of Topsfield, provided a comprehensive overview (see video) and history of the Border to Boston Trail. The B2B is a 70-mile shared-use trail that links approximately 20 communities from the New Hampshire border to Boston for non-motorized uses including walking, bicycling, and more. Though completed in several sections, many critical gaps remain though many have been funded for construction as MassDOT Transportation Improvement Program (TIP) projects. In 2022, several communities received design funding through congressional earmarks totaling \$1.2M:

- Newbury
- Boxford
- Peabody
- Salem
- Marblehead

Michael Trepanier provided insight on the MassDOT project development side of one particular stretch in Newbury and Boxford - finally seeing real progress, as we have two separate project segments to get from the Byfield section of Newbury down to Georgetown, and then from Georgetown just over the border with Boxford:

- Historically, one of the most difficult issues has been the connection through the wildlife management area east of I-95 in Newbury. MassDOT partnered with the town and proposed an

alternative - a similar treatment to the existing shared use path over the Whittier Bridge - along the I-95 highway layout

- The proposed bikeway would continue through the utility easement and ultimately make a connection up to Scotland Road, which is a sufficiently wide roadway, and could be easily retrofitted with separated bike lanes that may not even necessarily require a great deal of capital costs -where we just sort of drop a physical barrier and make it safe and comfortable
- Regarding the recent round of earmark funding, many towns didn't really have the ability to raise the resources to pay for the design that really gets even more complex, especially when you introduce boardwalks and other structural submittal requirements and things like that
- This \$1.2M in new funding: that the sort of re-arrival of earmarks has been a welcome injection of new life blood for these projects and communities to get these designs going, acting as catalysts in the trail renaissance that we're living in. Kudos go to the co-chairs of our MassTrails team they really brought a lot of that energy to these projects, making them much more attainable

Some questions and comments included:

- How important was that earmarked funding when it came through last year?

Pete Sutton provided brief progress updates on the following items (attached):

- MA Safe Streets and Roads for All FY22 grant awards
- Complete Streets funding program – latest round May 1 deadline
- “An Act to Reduce Traffic Fatalities” – signage update

Other Announcements

- MassBike recently hosted a [webinar](#) recapping the new Vulnerable Users Law. There are also providing one page fact sheet, info cards, and Motorists Give 4-Foot to Pass bumper stickers
- The 2023 MassDOT Transportation Innovation Conference taking place May 2-3 at DCU Center, Worcester
- MassTrails is getting a Golden Shoe at WalkBoston's annual celebration on April 4th — <https://walkboston.org/2023/03/16/presenting-the-2023-golden-shoe-awards/>
- Next MAPBPAB meeting: Wednesday, May 31, 1-3 pm (virtual)

- List of board members in attendance (see below)
- Other attendees:
 - Heather Goss (Essex Heritage)
 - Agnes Recato (Bike to the Sea)
 - Roger Woodbury (Beverly)
 - Bill Hanson (Framingham)
 - Ben Muller (MassDOT D6)
 - Casey Cooper (CTPS)
 - Jonah Williams (MassDOT OPMI)
 - Kayla Sousa (MassDOT)
 - Lorenzo Varone (MassDOT)
 - Barbara LaChance (MassDOT D5)
 - Cheryl Ann Senior (MassDOT D5)
 - Alexis Hosea-Abbott (PVPC)
 - Linda Walsh (MassDOT)
 - Jes Slavin (MassBike)
 - Anthony Vona (MassDOT D1)
 - Ian Adams (MassDOT)
 - Tom Ruta (MassDOT D2)
 - Nicholas Russo (BRPC)

- Patrick Snyder (MassDOT)
- Tony Collins (MVPC)
- Yahaira Graxirena (CMRPC)
- Laura Gilmore (MBTA)
- Josh Grzegorzewski (FHWA)
- Karl Alexander (MyRWA)

MA BICYCLE AND PEDESTRIAN ADVISORY BOARD

Board Member Sign-In Sheet

March 22, 2023 – Lynn Museum and Historical Society

Member Name	Attended	Notes
Tom DiPaolo MassDOT-Highway	yes	
(vacant) MBTA	no	
Pete Sutton MassDOT-Planning	yes	
Kurt Gaertner EOEEA	yes	
Gerald Autler DCR	no	
Jackie DeWolfe MassDOT	yes	
(vacant) DPH	yes	
Phyllis Cahaly MOTT	yes	
(vacant) EOPSS	no	
Jeff McCollough MARPA	yes	
(vacant) MARPA	no	
Jackie Jones MARPA	yes	
vacant – public member	no	
Keith MacDonald – public member (South Coast Bikeway Alliance)	no	
Galen Mook – MassBike	no	
Karin Goins – public member (Walk/Bike Worcester)	yes	
Seun Oluwole – public member	no	
James Fuccione - public member (Mass. Healthy Aging Collaborative)	no	
Cheryl Casper – public member	no	
Sam Squalia – public member (Fitchburg City Council)	yes	
Brendan Kearney - WalkBoston	yes	
Maureen White - public member	no	

Ed Sinofsky – public member (Cape Cod Cycling Club)	yes	
Karen Foster – public member (All Out Adventures)	no	
Meg Robertson – public member	yes	
Alice Brown – public member (Boston Harbor Now)	yes	

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