

**Massachusetts Bicycle & Pedestrian Advisory Board Meeting Notes**  
**Wednesday, January 22, 2025, 1:00 – 3:00 PM**  
**Virtual**

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

**Look back on 2024 MABPAB accomplishments and priorities/topics for 2025**

Pete Sutton presented a list of accomplishments from 2024 (attached) and pointed out most requested discussion topics were addressed in some form throughout the past year's meetings. There were only a couple that were not featured, such as highlighting intersection safety for all modes as well as having an overview presentation on the recently updated FHWA [Manual on Uniform Traffic Control Devices](#)

What MABPAB priorities/topics would you like to see covered in 2025? Some comments and suggestions included:

- MassBike would like MABPAB to try to tackle some of the concerns and opportunities around micro mobility in terms of scooters and e-bikes and all the rest. There's a commission that should be in process that I'm hoping to see, maybe integrating some of MABPAB's work. It's about finding regulations around scooters and other micro mobility, also how to promote and expand their use
- I want to make sure that we're both focusing on regulations that we might be able to propagate with all the talent that we have on this board, and also think about how we can expand into a mode shift reality around the State, and knowing that if it is a MassDOT funded commission, we need to think broader than just the cities
  - For those of you that weren't aware, this [new legislation has made it into law](#) late in the year, having been approved under the wire. MassDOT have not heard any specifics yet, but that details are still being worked out
  - January is a tremendously busy month at the State House. Regarding the call for new MABPAB members, we're hoping to get that launched in the new year, but that is also currently under review in the Boards and Commissions office on Beacon Hill, and we're still waiting to hear back when we can proceed with our outreach plan
  - Merrimack Valley Planning Commission is conducting a neighborhood public space plan for the Lower Tower Hill neighborhood in Lawrence. We have observed many people getting around the neighborhood and city by e-scooter and MVPC plans to collect counts
- Looking forward to hearing more about the Next Generation bicycle/pedestrian vision map that was presented on over the past year. MVPC is working on our priority growth strategy, and we'd love to kind of include that map to see where the state priorities are for future connections, for active transportation routes in the region
  - The Next Gen website is nearing completion and MassDOT will devote the bulk of an upcoming meeting to this initiative. MassDOT is especially interested in getting feedback from all potential users at the regional planning agency level
  - Pioneer Valley Planning Commission looks forward to incorporating this work in tandem with its regional bike/ped updates currently underway
- Another update that should be substantially completed this year is MassDOT's Project Development and Design Guide. As many of you know, it has not been updated since 2006, and the updating process was undertaken in earnest last year. Staff continue to work on it and to update chapters as they're completed – it is not something that is being released all at once. Rather, releasing modules or chapters as they come online
- There's only a couple of remaining chapters that that are still in draft form, with a couple more that are in production ready to go on the website. MassDOT has officially notified folks a few months ago with an engineering directive that the new material is available and should be used on all new designs going forward
- It's a living document, and we'll continue to update it as necessary over the years without any grand releases. It's pretty sleek. It's all web-based - very easy to use with lots of hyperlinks, making it easier to update things and to incorporate other materials. We also have a change log, and we keep track of everything, so you can see the progression over the years. It's going very well, and will hopefully be completed this year
  - Excited to see how the new design guides will be focusing on the target speed issue
  - As part of its counts of all non-motorists and priority corridors in Lawrence, MVPC plans to conduct, intercept surveys, to find out about their experience navigating within neighborhoods. We're looking for design, guidance, and designing streets for e-scooters

and other forms of micro mobility. If anyone has recommendation beyond NACTO design guides, please advise

- Discussion desired on MassDOT's adoption of the public rights of way and what should be followed until the Department of Justice adopts new regulations
- I'm a big proponent of cycling, and think more people are going to cycle if they feel safe doing so. I've seen a lot of trends of vehicles becoming larger and having aggressive tires poking out. I've tried to figure out how to get enforcement around those issues, and I'm just wondering if people here have had any success. I've tried contacting local police, state police and representatives about these spinning tires poking out beyond the vehicle - it just really creates an unsafe place. I also know that 4 feet is the law, but that's not enforced either. I was just wondering: is there a way to to kind of create or enforce a safer environment?
  - MassDOT is unaware of this recent development regarding these new types of tires and suggests contacting local police as a first step – making them more aware
  - Vehicle inspections would flag if a vehicle has nonconforming tires or similar issues and presumably wouldn't pass inspection. If you have wheels that extend beyond the chassis, they have to be covered with mud flaps at least. If you don't do that, then technically, that could be something that doesn't allow you to pass inspection, and at least make people think twice before they install them. There could be some more bureaucratic, regulatory items that could take place. Not sure how you get that kind of domino effect going, but that's what I've come across when I've thought about this issue, too
- Transportation-related grants, public space plans and public rights of way were other topics desired for further discussion for MABPAB in 2025

### **Discussion around MassDOT's Beyond Mobility Study Priority Area: Resiliency**

Derek Krevat, Manager of MPO Activities, MassDOT Office of Transportation Planning 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 resiliency action items being prioritized in the plan, specifically:

- High-risk asset identification
- Project screening for climate risk
- Resilience Improvement Plan
- Resiliency Integration
- Resiliency grant program
- MBTA investments in resiliency

Questions and comments included:

- Can you talk a bit about the goals, and are there metrics attached to this resiliency, such as how we can assign metrics towards projects? And if they're not, is there another vehicle with which there is actually going to put some measurables that can then be aligned with what we're our goals are?
  - Yes, there is a chapter in the plan devoted to performance measures, with the amount of funding dollars specifically tied to resiliency efforts
  - Within the Highway Division's Resilience Improvement Plan, there is an entire appendix that shows most of the culvert projects on the state-owned system that are priorities for investment. That might not be articulated directly in the Beyond Mobility plan, but they do have good data now on culvert condition. Given the obvious importance of culverts in mitigating flooding, I know they're tracking and trying to improve culvert conditions statewide
  - We're also actively tracking general grants received, such as a PROTECT Grant last year for Worcester. We're continuing to apply for funding to construct, improve and reinforce infrastructure against flood risk
- Relating to mode shift, and getting away from not just our internal combustion, but also single occupancy vehicles, I wonder if you would be willing to think of a problem statement: Not just that the transportation system is exposed to natural hazards, but, in fact, that it exacerbates, and, in fact, is a root cause of a lot of the climate change that we're seeing. We know that 40% of the greenhouse gases, for instance, are emitted through the transportation sector in Massachusetts. It's the single, largest sector that's causing problems with climate resiliency. So, I wonder if there's a way to add into this, or if it's a little bit after the fact, but a way to think, secondarily, that a problem statement that would be - if we continue with business as usual, we are causing natural

hazards with our transportation sector unless we actually get to mode shift goals that are greener and more sustainable

- Yes, this item is addressed as a problem statement within Beyond Mobility under Clean Transportation. We articulate that we know it is the largest emitter (and not particularly disproportionately concentrated in EJ areas). We are acknowledging that in the values - some of those mode shift related items and want to apply that. It's a great point, and I think you're right that it probably belongs in both places: It's both the resiliency issue and greenhouse gas reduction issue. They're very interrelated
- There are actually [two bills](#) introduced in the State legislature this week that would set vehicle miles traveled (VMT) reduction targets, impose those on MassDOT and require MPOs to actually have a plan to ratchet down VMT over time. I don't know what the prognosis is for those bills - It does seem like it's likely to be a priority. The Environmental League of Massachusetts just said it was going to be one of their priorities for this this year, but it's looking increasingly probable that Massachusetts will not meet its climate goals, which are sort of enshrined in law, unless MassDOT takes a much more aggressive stance with mode shift and VMT reduction
- That's sort of a regulatory risk that MassDOT faces and it would behoove the agency to address sooner rather than later
  - MassDOT will be monitoring the progress of this legislation and will be discussing it internally
  - EEA expects updated wetlands regulations and a stormwater handbook in 2025. An update on relevant changes for this group might be in order
- A lot of input went into the Beyond Mobility from MABPAB over the past year, with all of the other four other topics that you presented to us. Interested in your take: Is it info that you found especially helpful, or is it just reinforcing some of the things that were already in the report? Are there any things that are going to be added that came out of these meetings?
  - One of the first presentations given last year was before the plan was published and so we did make changes after that meeting, and we emphasized and highlighted a lot of the existing regulations that maybe had passed while we were developing the plan that may have fallen through the cracks when we talked about making sure we were saying explicitly, for example, net zero by 2050
  - When the new climate law was passed, we made sure to link and mention it. I remember that came up at these meetings so it proved extremely helpful. Now that the plan has been published and endorsed, we do have the opportunity to amend it if any major or other significant changes warrant

**Overview on Memorial Drive Improvements and discussion on effective messaging** Dan Driscoll, Green Transportation Director, Department of Conservation and Recreation presented on the final design (attached) for phase 3 of multimodal improvements along Memorial Drive in Cambridge. Most notable, the project includes a road diet in which half of the existing travel lanes will be given over to additional greenspace, cyclists and pedestrians. The proposed changes have generated some very strong opinions on both sides. During public meetings, messaging done by DCR has successfully dispelled fears or other preconceptions that this will severely impact vehicular travel on the local roadway network.

Questions and comments included:

- Glad you're keeping the walking paths separate - the shared use path plus the walking path, because that's the problem with people with visual impairments, or older adults with a bicyclist assuming that they're going to pay attention to them and react when they're passing them. I'm really happy DCR is keeping them separate
- Regarding the construction, is there a plan to guide pedestrians around the work zone area while they're using the facilities while the construction is going on?
  - Yes, this is one of the first steps DCR takes. Once we bid the project and retain a contractor - well before they mobilize and get out there - will have to put together their means and methods report, which is basically telling us how they're going to construct, how they're going to do the detours, how pedestrians are going to keep access along here. What are they going to do for cyclists? How they're going to keep a lane open in each direction?, etc.
  - We had to do this on Hammond Pond Parkway as well: at what times will police details be necessary? On that project, we had \$225,000 for police details in the contract. We're very careful about what we need to do to keep people moving safely

- There will be times when cyclists and pedestrians will be detoured to the other side of the river out of necessity. There'll just be so much going on with tearing up the pathway, or lane reductions that detours may bring people to the other side of the river, where they'll have to go up a mile and come back over the Anderson Bridge
- Have you talked to, or has it been specified in the contract of what, exactly, is an ADA barrier versus yellow tape and cones? - which is what I've occasionally seen in construction zones. That's their plan: they use a yellow tape in cones that are not really MUTCD or ADA-compliant for pedestrian barricades and channeling devices
  - Contractors don't always comply, and we'll do our best to make them comply, depending on the circumstances, and where it is. In our specifications, it requires utilizing exactly what you're talking about, and so we will try to stay on top of them on that. I agree sometimes at the last minute they put things out there that are not in compliance
- Will on-site parking for so many construction vehicles and staff be an issue?
  - DCR owns a parking area on the other side of the Elliott Bridge. We're pretty sure that's where we're going to end up staging this out of. It's up to the contractor to come up with their own staging plan. It will not be on the parkway in the way of movement of traffic
  - Presently on Memorial Drive in this section to anyone that knows it: at night a parking lane is permitted there that is really dangerous. Driving down Memorial, what typically is the right lane all of a sudden becomes a parking lane during overnight hours. Under the new work, that gets completely eliminated. There is no more parking on Memorial Drive as soon as this project starts
- MassBike has made lots of comments with all the groups, and I think that DCR has done a really good job with outreach and follow-through. I think this is a project that is going to be transformational for the whole Charles River basin so kudos to that. I would love to get a sense of the metrics that are going to be measured such as if there's a way to do after-counts, during counts, and before-counts are a little bit timely of how this is going to impact traffic. How this is going to increase usage - I imagine it would increase the accessibility of the trail which is going to bring more people out
- We get, as you know, a lot of false arguments about how this is going to be traffic Armageddon. Then we do a major project and traffic Armageddon never materializes. I think some agencies don't do a good job of telling that story well enough, and I would encourage DCR to use this as one of those projects to say, Hey - it's for those who are in opposition towards road safety projects that think the sky is going to fall
- Some hard data is needed to counter some of that initial opposition, so that maybe we as advocates can use this as a real example. There are other projects along the basin that we really point to - the Mass. Ave Bridge for instance. Wonderful project: the work that DCR did between BU Bridge and MIT are wonderful projects, and we know that there are numbers that can be put to it
- My encouragement there is maybe MassDOT or DCR to be able to put some counters out. I don't know if it's possible to do it as part of the funding, but would love to get a sense of the successes that we're going to expect here because I want this replicated
  - DCR will look into that because we should be doing that on Hammond Pond Parkway reconstruction right now as well. Saying it didn't mess the traffic up is a lot easier if we have the science behind it. We do have pre-counts as part of the Charles Basin connectivity study, we did counts down here for pedestrians and bike back in 2016 and they were really well done. They were professional counts
  - DCR could use that as a basis. We have all the pre-data. I will make sure we get it in the spec to follow up and work with MassDOT to see if there's any chance of getting counters out here for bikes and peds to get the post-data
- Thank you for taking feedback from older adults on the pedestrian-only path, improving crossings and including benches. I saw a photo on the sides of the benches without arms and hope the upgrades can include benches with arms for better accessibility
- DCR constrained Memorial Drive down to two lanes east of the BU Bridge for a couple of months this fall to fix the Paul Dudley White path in the aftermath of John Corcoran's killing and traffic was completely fine. So there's your proof right there
  - DCR were surprised as well, and that was good news. We continue to have a little hesitation at getting too aggressive by River St and Western Av and the BU rotary until we really understand what's going to happen with the I-90 Viaduct reconstruction project
  - The needs on River and Western are going to be pretty extensive, and we want to work with MassDOT and EEA to understand what that all really means before we do something that we take space - we may end up needing during that project
- What do you think is the most effective messaging tool, especially for this project?

- It has to start with good planning. DCR got a lot of excellent input in scoping on its Parkways Master Plan. I don't know if there's a master plan like it, and I haven't found one in the country - that takes an entire network of roads and looks at how to transform them for the benefit of bikes and pedestrians and regional connectivity to open spaces
- Kurt Gaertner from EEA and I presented that master plan to the MassDOT Secretary and to the Governor's office, to the Legislature, and before it got released they all heard about that master plan, and now it's out there. There's advocacy and support by elected officials, by mayors of communities. We're now getting asked by cities like Quincy: When can you do Furnace Brook Parkway? People see these parkways getting transformed with no impact for the most part, maybe in the morning, for 5 min, but minimal impact on traffic and massive upgrade to safety for bikes and pedestrians and connectivity
- The Hammond Pond Parkway project abuts the largest open space in the City of Newton, and before nobody could get decent access to it. They can now go with their kids and ride a bike and go into the trails. First Nonantum Road, and now this road
- We're also studying Neponset Valley Parkway. I'm about to start Revere Beach Boulevard and Ocean Ave. We're not stopping. The hope is that it's probably a 20-year program priced out at approximately \$250 to \$300 million
- What is their role of public/private partnerships, such as institutions like Harvard and MIT? What do we ask of them when we're doing these projects? Especially as we're about to jump into the Allston I-90 project and others along the Charles River basin
  - DCR has found both those entities certainly willing to do improvements for connectivity coming through their campuses to make it safer for everyone to get to these facilities. They're definitely big partners on the I-90 project, and they helped out a bit on Birmingham Parkway and the Telford Street footbridge. They're always willing to come to the table and talk to leadership

## Other Announcements

- Pete Sutton announced some recent federal funding highlights from the Bipartisan Infrastructure Law that can be found [here](#)
- StreetsBlog Mass enquired about this same funding: Donald Trump signed an executive order on his first day, basically pausing all Federal disbursements from the Inflation Reduction Act, and the Infrastructure Bill, which I think is the source of most of these grants. I'm curious if the MPOs or MassDOT have any sense of whether this funding could be revoked
  - MassDOT is monitoring this development closely as it has major ramifications to many projects
- Tony Collins from MVPC gave a description of the recent ATIIP grant his agency received to make multimodal improvements along the Route 110 corridor. Details [here](#)
- Nick Russo from BRPC also gave a description of the recent RAISE grant his agency received to complete design on the Ashuwillticook to Adventure Trail. Details [here](#)
- Pete Sutton provided an update regarding new MABPAB membership on the advocacy side: seven new members for bicycle and seven new members for pedestrian. It is hoped this call for new members can begin this winter with a projected timeline for completion in spring 2025
- Next MAPBPAB meeting: March 19, Worcester, 1-3 pm.
- List of board members in attendance (see below)
- Other attendees:
  - Dawn Nims (MassDOT D2)
  - Cheryl Ann Senior (MassDOT D5)
  - Joshua Barber (FHWA)
  - Nick Russo (BRPC)
  - Christian Milneil (StreetsBlog Mass)
  - Lorenzo Varone (MassDOT)
  - Joyia Smikle (CCC)
  - Casey Cooper (CTPS)
  - Tony Collins (MVRPC)
  - Jon Gray (SRPEDD)
  - Kyle Mowatt (OCPC)
  - Matt Dyer (OCPC)

- Francisco Lovera (MassDOT)
- Emily Paskewicz (ECGA)
- Alexandria Papadimoulis (DPH)
- Adam Wriggins (CMRPC)
- Phoebe Whitwell (MassDOT)
- Pedro Hernandez (MassDOT)
- Mike Burns (NPEDC)
- Alexis Hosea-Abbott (MassBike)
- Betsy Johnson (WalkBike Springfield)
- Colin Duffy (MassDOT)
- Melissa Santley (MassDOT D6)
- Laura Hanson (MassDOT D2)
- Brian Le (MassDOT)
- Alex Bowman (Northampton)

## MA BICYCLE AND PEDESTRIAN ADVISORY BOARD

### Board Member Sign-In Sheet November 20, 2024 – Pittsfield

Member Name	Attended	Notes
<b>Tom DiPaolo</b> <b>MassDOT-Highway</b>	yes	
<b>vacant</b> <b>MBTA</b>	no	
<b>Pete Sutton</b> <b>MassDOT-Planning</b>	yes	
<b>Kurt Gaertner</b> <b>EOEEA</b>	yes	
<b>Gerald Autler</b> <b>DCR</b>	no	
<b>Jaclyn Youngblood</b> <b>MassDOT</b>	no	
<b>Kirby Lecy</b> <b>DPH</b>	no	
<b>Charlie Ticotsky</b> <b>MOTT</b>	yes	
<b>Andrea Papa</b> <b>EOPSS</b>	no	
<b>Jeff McCollough</b> <b>MARPA</b>	yes	
<b>vacant</b> <b>MARPA</b>	no	
<b>Jackie Jones</b> <b>MARPA</b>	no	
<b>Jeff Larason – public member</b>	yes	
<b>Keith MacDonald – public member</b> <b>(South Coast Bikeway Alliance)</b>	no	
<b>Galen Mook – MassBike</b>	yes	
<b>Karin Goins – public member</b> <b>(Walk/Bike Worcester)</b>	yes	
<b>Seun Oluwole – public member</b>	no	

<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>yes</b>	
<b>Brendan Kearney - WalkBoston</b>	<b>no</b>	
<b>Maureen White - public member</b>	<b>no</b>	
<b>Ed Sinofsky – public member (Cape Cod Cycling Club)</b>	<b>yes</b>	
<b>Karen Foster – public member (All Out Adventures)</b>	<b>yes</b>	
<b>Meg Robertson – public member</b>	<b>yes</b>	
<b>Alice Brown – public member (Boston Harbor Now)</b>	<b>no</b>	