

Massachusetts Bicycle & Pedestrian Advisory Board Meeting Notes
Wednesday, January 24, 2018, 1:00 – 3:00 PM
Office of Transportation Planning, 4th Floor, State Transportation Building (STB)
10 Park Plaza, Boston, MA

Welcome & Introductions: Pete Sutton, Chair, called the meeting to order at 1:05 PM.

Members present: Jackie DeWolfe, Richard Fries, Kurt Gaertner, Philip Groth, Wendy Landman, John McQueen, Steve Miller, Joe Repole, Pete Sutton **Members absent:** Rosalie Anders, Cameron Bain, Glen Berkowitz, Tom DiPaolo, Dan Driscoll, Steve Heinrichs, Janie Katz-Christy, Rob Miceli, Jim Tozza, Ben Wood **Guests present:** Joel Arbeitman (Ashland Bike Club), Joel Barrera (Governor's Office), Glen Cannon (CCC), Casey Claude (CTPS), Michelle Danila, (MassDOT), Aleece D'Onofrio (Stantec), Courtney Dwyer (MassDOT D6), Josh Grzegorzewski (FHWA), William Hanson (Framingham Bike/Ped), Angela Johnson (T4MA), David Loutzenheiser (MAPC), Halley Reeves (DPH), Misrak Sultan (MassDOT D4), Nick Schmidt (Toole Design Group), **Guests participating by telephone:** Pam Haznar & Tim Kochan (MassDOT D5), Paul Jahnige (DCR), Laura Hanson (MassDOT D2), Kate Masztal (MassDOT D1), Jeff McCollough (PVPC)

Introduction (Pete Sutton):

- Pete to send invite to MABPAB for upcoming Strategic Highway Safety Plan meetings.
- MA Pedestrian Transportation Plan update:
 - Draft plan anticipated end of February and will be available for 30-day review period.
 - Initiatives tied to performance measures.

Trail Overview (Joel Barrera, Governor's Office):

- Governor included trails in his State of Commonwealth address
- Majorities of trails in MA are owned by municipalities
- MA should do a better job pitching the idea of trails as economic development
- MassDOT does not own any trails. Builds them to be turned over to municipalities or other stewards (such as DCR).
- Jackie provided an update on the upcoming Trails Design Guide. Questions/comments during that update:
 - Will there be guidance about trail crossings of roads?
 - Yes
 - Need to figure out legality of crossings
 - Which trails used as benchmarks?
 - Looking to identify.
 - Did you address any frequent arguments against trails?
 - MassDOT thinking about this.
 - Does cost estimating tool list potential sources of money?
 - Show a timeline of example trail project and when and where certain funding sources come into play.
- Capacity projects often focus on bike/pedestrian projects, as the road network is primarily built out
- Recreational Trails Grant program funding is increasing to \$3.125 million (used to be \$1.1 million)
- \$160.5 million in STIP for trails
- \$50 million in STIP for Complete Streets projects
- \$60 million in STIP for implementation of Bike and Pedestrian Transportation Plans
- Executive Office funds projects through several pipelines, including Gateway Cities Program, PARC grants, and others
- Trying to create Mass Trails program—a front-end, clearinghouse to streamline trail project development since there are so many acting agencies and funding sources.
 - Suggestion to take trails project out of the TIP process. Too confusing for the average resident to understand the progress. It's important for the person who's advocating for the trail to understanding how the funding works.
- Mindful of gap on the design side as developing Mass Trails program.
- Difference between state and federal funds. TIP and MPO funding are federal dollars and therefore have a federal process that's not as achievable as state funds.
 - Equity issues are always a concern, as low-income communities don't have front-end money for design.
- Starting to think about entire trail corridors as comprehensive projects.
- Trails initiative complimentary and linked to house program. Example of Riverside development history, and how a developer would likely want to connect to the trails if apartments were built.

Zoning reform requiring only majority vote not 2/3 vote. Hoping to reopen tunnel underneath Worcester tracks and fix the bridge.

- A strategic priority for the Trails Team will be to facilitate leveraging private contributions toward path and trail construction and maintenance. For example, naming rights on trail bridges.
- EEA in conversations with others to talk through issues associated with permitting trails projects. Trails often have many permitting issues because they are along or through wetlands. This has been flagged as a critical piece of project development.
- DCR now prioritizes maintenance of existing trail system. First time ever.
 - Maintenance should be viewed as an opportunity to fix issues.
 - Paul from DCR noted that this is a priority when they maintain trails.
- Jackie: two buckets:
 - How do we make improvements to bike, pedestrian, and transit through what we are already doing? Being opportunistic.
 - How can we be proactive to do projects in the name of walking, biking, and transit, and is not tied to something that's deficient?
- CCC envisions an entire connected cross-Cape shared use path network in which users don't need to drive and park at trailheads. All about connecting town centers to Cape Cod Rail Trail. Prioritizing consistent crossings. DCR is maintaining CCRT.
- Recreational Trails Grant maximum has been increased from \$50,000 to \$100,000. \$1,000,000 has to go toward motorized trails; joking if e-bikes count.
 - Design continues to be an issue. Can't be just a feasibility project, but has to lead toward construction.
 - Livable Streets received funding for Roslindale path to Forest Hills.
 - Grants available to non-profits but need a letter of agreement with owner of property.
- Potential for Mass Trails concept in upcoming environmental bond bill.

MA Bike Plan Update (Pete Sutton, Nick Schmidt):

- Bicycle facility inventory could be posted as early as Friday afternoon.
- What about adding local bus transit in rural areas since the routes are long?
 - Will look into it.
 - Flag stop is an issue for adding rural bus to analysis.
- What about trip generation from colleges and transient students.
 - CTPS followed up with info that includes colleges and universities in their model, even include elementary schools.
- Gap analysis will also include trail network gaps
- Important to connect on-road and off-road networks. Need to incorporate trails in the gap analysis.
- Park and pedal stations, park and rides also important for multimodality.
- What about Bay State Road trainings on how to use the priority flow layer for municipalities?
 - Good idea!
- Who owns bike racks near T stations? ARRA funds originally. Not sure if there's an evaluation process to assess demand and needs.
- Bike parking at Ashland is bad. It's out of the way, poorly visible, not thought out, not lit well. People park bikes along fences.
- Michelle Danila recommended that the bike-transit connectivity guide recommend a specific bike rack style.
- Steve Miller wrote a great piece on dockless bike share that MABPAB didn't get to discuss.

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