

**Massachusetts Bicycle & Pedestrian Advisory Board Meeting Notes**  
**Wednesday, March 19, 2025, 1:00 – 3:00 PM**  
**Major Taylor Museum, Worcester**

**Welcome & Introductions:** Pete Sutton, ex-officio, called the meeting to order and called roll. Sharon Freed, Museum Manager provided some opening remarks regarding the history of cyclist Major Taylor and background on the museum

**Discussion around MassDOT's Beyond Mobility Study Priority Area: Clean Transportation**

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 clean transportation action items being prioritized in the plan, specifically:

- **Complete streets.** MassDOT will expand programs that make the Commonwealth's streets more complete. Specifically, Federal Carbon Reduction Program (CRP) apportionment may be used to provide additional construction project funding for MassDOT's Complete Streets and Safe Routes to Schools (SRTS) Programs to advance projects. Eligible projects will include new or expanded pedestrian and bicycle facilities, traffic calming, intersection redesign, transit improvements, streetscape investments, and more
- **Addressing recommendations in the Climate Chief's report.** The Massachusetts Climate Chief's report released in October 2023 included several items relevant to MassDOT and the MBTA, including calls for new analyses, initiatives, and operational changes to make progress toward Massachusetts' long-term climate goals. MassDOT will coordinate with the Massachusetts Office of Climate Innovation and Resilience to ensure all applicable actions move forward
- **Bus and other transit electrification.** Consistent with MassDOT's Carbon Reduction Strategy and Phase II of the Zero-Emission Bus/Battery Electric Bus Implementation Plan as well as the Massachusetts Clean Energy and Climate Plan, MassDOT and the MBTA will support the electrification of public transit buses alongside similar initiatives in paratransit and Commuter Rail services

Questions and comments included:

- MassDOT has recently released the companion piece to Beyond Mobility - the Next Generation Bicycle and Pedestrian Vision Map - that has been in production for the better part of last year. Think of this as the slate of projects all around the state that have been informed by the whole Beyond Mobility study. This study will be the primary focus of the May MABPAB meeting
- Regarding Beyond Mobility targets and tracking, particularly with mega projects, the one I'd like to address is the Cape Cod Bridges. There seems to be a disconnect. The larger the project, the more MassDOT seems to fall back to the past, and not wholly embracing things like the Beyond Mobility targets. I wonder what can be done to bring that more in line.
- Design exceptions are a favorite way to avoid the kind of healthy transportation targets that Beyond Mobility is presenting, and it would be great to have an annual accounting of design exception tracking across all MassDOT projects. So you could see what projects in what areas are complying and what are sneaking through the cracks by getting design exceptions
- It would also be desirable to bring the consultants who really drive the mega projects more online with Beyond Mobility, maybe consultant training or something along those lines to help bring them more in compliance with pre-existing before Beyond Mobility policy directives like the Healthy Transportation Policy directive - a lot of the details appear to be missed in that directive. Many of them are aimed at the planning process and not just the finished product and the planning process requirements of that policy directive. I have rarely, if ever, seen compliance with those
- The planning process is the place, I think, where the Beyond Mobility features really need to get rooted. One of the first slides put up was a great example of a particular project and how it was being tracked by MassDOT. I think big projects tend to be so big that they oddly are less compliant
  - That's a good point. And I think in general, the idea is for this to inform all processes at MassDOT and we can definitely bring that back. The idea about consultant training and other MassDOT staff training to make it clear what the plans say and what the existing policies are is a good one. Another good example from the plan: one of the quotes is that

MassDOT does not believe in expanding roadways or adding lanes when it comes to alleviating congestion: making something that is very clear - that is in the plan, and that is something that we are committed to

- Does MassDOT have a similar metric for mode shift targets similar to what you have for the numbers of vehicle electrification? It'd be great to have a numerical target that we could say if we're going to be adding in transit capacity or bike lanes, there will be assumed mode shift based off that, and then can go towards that goal
  - Future scenarios such as this one are being factored into the next statewide climate action plan process
- Does MassDOT have any insight as to the status of the Bipartisan Infrastructure Law – which is now being targeted for very specific pauses on projects. Are projects that seek to reduce climate change going to be less of an argument in this current administration?
  - MassDOT continues to monitor the situation closely based on executive orders that are being released on a regular basis, especially discretionary grant programs. One item that made a lot of headlines recently was electric vehicle infrastructure funding: MassDOT was able to obligate almost all of that funding

**Overview on new regional trails initiative: Charles Headwaters Greenway.** David Loutzenheiser, Senior Transportation Planner, Metropolitan Area Planning Council and Nathan Lewis, Transportation Planner with Central MA Regional Planning Commission presented on the advancement of a new trail initiative within central MA (attached). Roughly following the former alignment of the former Bay Colony Railroad right-of-way, the proposed shared use path spans 8-10 Miles connecting Blackstone to Bellingham, with the potential of linking five major trails and two states together. Building upon its status of being included within the MassTrails Team Priority Trails Network, the route will also be shared by the East Coast Greenway. CMRPC and MAPC have coordinated site visits through a recently formed CHG working group. Goals of the CHG include:

- Better connect the communities to existing greenways, including the Milford Upper Charles Trail, The Southern New England Trunkline Trail (SNETT) and Blackstone Valley Greenway
- Preserve and reconnect where possible the abandoned Bay Colony Railroad ROW
- Provide the opportunity for a continuous greenway corridor through Massachusetts connecting to Rhode Island where the East Coast Greenway can be routed
- Connect public transit locations, particularly two Commuter Rail stations in Franklin

Questions and comments included:

- It's great how you been able to engage and involve so many in the process - a critical part to have those partnerships. Sometimes it's a long, lengthy process and a challenge, as you know: leaders from communities come and go or trail champions come and go – important to keep that energized
  - Agreed, keeping people involved is the only way to do it
- What has been your sense thus far dealing with private landowners and utility companies?
  - So far talks have been amenable. There already exists a good working relationship between parties and there haven't been any objections towards building a trail. One utility owner has even written a letter of support
  - The fact that the ROW is already an informal trail and being used is an advantage when negotiating with landowners. Some of the landowners are sand and gravel companies, so the usage of their land is less intensive and intrusive than other types of development
- One big takeaway from this is just the sizable length of the trail: It's not just a small piece. It's several miles. The other thing that can be challenging is just the fact that you don't have an established brand yet. This is a fairly new initiative, even though these trails are unofficially being used. It's not like the Mass Central or the Bruce Freeman, where people have been plugging away for years and years adding sections to them
- Are there any formalized friends groups or other advocacy organizations currently involved?
  - The communities along the existing Blackstone River Greenway are engaged as is the East Coast Greenway Alliance. Bellingham has also been active in getting DCR to advance the SNETT over the past ten years. It will take time to build these cultural coalitions
- Any opportunity to link this to the Metacomet Greenway? Two SRPEDD regional trails plan to connect to that – it'd make a good Mass Central to South Coast connection via Massachusetts instead of Rhode Island
  - The proposed Metacomet Greenway runs parallel to the CHG and would be logistically difficult to connect until it reaches Rhode Island

**Updates and input on upcoming MassDOT projects in District 3.** Carl Hultgren, Bicycle and Pedestrian Coordinator for MassDOT's District 3 Worcester headquarters gave project updates (attached) through the Central MA region, including:

- Leominster
  - Viscoloid Av
  - Mechanic St
- Natick
  - Cochituate Rail Trail
  - Route 27 Improvements
  - Route 9 / 27 Improvements
  - Lake Cochituate Path
  - Cochituate Rail Trail Ext.
  - Rutledge Road Complete Streets Grant
  - Golden Triangle Bicycle & Pedestrian Access Study
- Concord/Sudbury/Framingham
  - Bruce Freeman Rail Trail
- Hudson/Sudbury/Wayland
  - Mass Central Rail Trail

Questions and comments included:

- Regarding the Lake Cochituate Path, there exists an opportunity to widen the 8 foot shared use path by moving the left side barrier where there is currently a 9 foot shoulder as part of Route 9
  - MassDOT granted a design exception for this relatively short stretch of causeway over the lake. The remainder of the trail will be standard 10-12 feet wide
- What is the status of the Route 9/27 interchange project?
  - It is currently under construction and will be the first diverging diamond type interchange project in MassDOT history

**Overview on City of Worcester's bicycle/pedestrian projects and initiatives.** Betsy Goodrich, Transportation Planning Manager and Brian Pigeon, Senior Transportation Planner, Department of Transportation and Mobility, City of Worcester gave an overview (attached) on the city's recent active transportation implementation, including:

- Complete Streets
- Mobility Action Plan
- Public engagement
- Cycling strategies
- Bicycle parking
- Vision Zero
- Walk audits
- Tactical urbanism

Questions and comments included:

- Does the tactical urbanism you mention include restriping crosswalks?
  - Yes, which entailed doing temporary applications to make great big changes by using temporary materials for crosswalks and bike lanes. We also used some hay to create some curb extensions. I don't know how well it's standing up, but it's been out there for a few months
  - Since we did that project, we've actually had a couple other applications in the city. On Shrewsbury St, we had a request to stripe the crosswalks red, white and green for the Italian-American festival. MUTCD compliance seems to be less rigid than previously
  - There are still major safety issues on Shrewsbury St which necessitate new sidewalks, crosswalks, RRFBs, speed limit reductions and targeted police enforcement
- Who conducted your walk audits and were these on city or state roads? Did MassDOT representatives attend?
  - They were all on local roads under municipal jurisdiction
- The Safe Routes to School participation activities are awesome. Can I get a summary of these to share with safe routes to school planners in our school?
  - Yes we can send out materials directly

- Is Worcester optimistic there will still be future funding for planning, demonstration and implementation grants?
  - Yes, some funding has already been granted and we expect to apply for the next round of Safe Streets and Roads for All soon
- What types of bike lanes is the City currently designing?
  - We're really focused on adding bike lanes within the resurfacing program, primarily striping and adding flex posts where we can. When it comes to major design projects, we've got a couple going right now, specifically Chandler Street, between Main Street and Park Avenue. That's currently on the MassDOT TIP right now, and that is going to feature sidewalk level separated bike lanes. When we're able to conduct full reconstruction like that, we're going to put in the harder infrastructure. Within the pavement management program however, it's going to be more focused on striping
- For the speed management guidelines that were established last year (and that MassBike participated in), you're recommending that speed limits need to be accompanied with design changes. I'm wondering, do you have some of the policies around? Such as - we're going to deploy 10 foot wide lanes when we restripe or anything along those lines to accompany the new citywide speed limit?
  - Yes with Mill St as a prime example: we narrowed the lanes from four to two and added parking protected bike lanes with flex posts to prevent vehicles from parking in the bike lane. There will be a full-depth roadway reconstruction at a later date
  - Grove St was another road diet that resulted in a bike lane, though it is not connected to the existing network. With the pavement management program, we're hopping all over to the city to make spot improvements
- The Department of Transportation and Mobility should be held up as a branding example - it's about a social justice conversation - just the name alone shows what direction the City is facing

## Other Announcements

- Amelie Clark from MassDOT's Mobility Lab put out a call for volunteers at MassDOT's upcoming Touch a Truck event happening in six different locations across the state on Saturday May 17. One of MassDOT main safety initiatives is on large vehicle safety and the direct vision of trucks. After conducting a study on that subject, we're looking to socialize our findings specifically to Massachusetts families, and a way to do that, we found that is effective is through experiencing how it is to drive a truck and be in a truck and see what you basically can't see at all. Volunteers are needed to help with the in-person educational aspect of informing the public on this work
- Pete Sutton announced MassDOT will be undertaking some cost estimates associated with completing the Mass Central Rail Trail that were not included in the original 2021 feasibility study. When completed, the MCRT would run 104 miles between Boston and Northampton. The new study aims are figuring out what the major gaps are, and what will it cost to complete them
- John York reminded the next MassDOT Board of Directors meeting will take place on April 16. Agenda items will include roadway safety, vulnerable users and Vision Zero. For people who are in the Boston area it might be worth just going, sitting, watching. Maybe one or two people might make comments, but they don't take public participation in their discussions. They do have a comment period before the meeting. I just wanted to call that out as something people might be interested in
- Pete Sutton provided an update regarding new MABPAB membership on the advocacy side: seven new members for bicycle and seven new members for pedestrian. The public involvement plan is currently under review by the Governor's office Board of Directors
- Next MAPBPAB meeting: May 28, (virtual), 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)
  - Colleen Medeiros (CCC)
  - Lorenzo Varone (MassDOT)

- Joyia Smikle (CCC)
- Kyle Casiglio (CTPS)
- Tony Collins (MVRPC)
- Jon Gray (SRPEDD)
- Amelie Clark (MassDOT)
- Joseph Sullivan (Brewster)
- Ian Adams (MassDOT)
- Emily Paskewicz (ECGA)
- Alexandria Papadimoulis (DPH)
- Adam Wriggins (CMRPC)
- Phoebe Whitwell (MassDOT)
- Pedro Hernandez (MassDOT)
- Phil Goff (VHB)
- Alexis Hosea-Abbott (MassBike)
- Rick Plenge (VHB)
- Andrew Jennings (FORTT)
- Melissa Santley (MassDOT D6)
- Ryan Griffis (BRPC)
- Barbara Lachance (MassDOT D5)
- John York (Bourne)
- Josh Grzegorzewski (FHWA)
- Max Rasbold-Gabbard (DPH)
- Sarah Cannamela (MassDOT D2)
- Tom Ruta (MassDOT D2)
- Nick Daigle (MassDOT D3)
- Mike Burns (NRTA)
- Apple Gould-Schultz (NMCOG)

## 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>	no	
<b>Gerald Autler</b> <b>DCR</b>	no	
<b>Jaclyn Youngblood</b> <b>MassDOT</b>	no	
<b>Kirby Lecy</b> <b>DPH</b>	yes	
<b>Charlie Ticotsky</b> <b>MOTT</b>	no	
<b>Andrea Papa</b> <b>EOPSS</b>	no	
<b>Jeff McCollough</b> <b>MARPA</b>	yes	
<b>Amanuel Regassa</b> <b>MARPA</b>	yes	

<b>Jackie Jones MARPA</b>	<b>yes</b>	
<b>Jeff Larason – public member</b>	<b>no</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>no</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>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>no</b>	
<b>Karen Foster – public member (All Out Adventures)</b>	<b>no</b>	
<b>Meg Robertson – public member</b>	<b>yes</b>	
<b>Alice Brown – public member (Boston Harbor Now)</b>	<b>no</b>	