

**Massachusetts Bicycle & Pedestrian Advisory Board Meeting Notes**  
**Wednesday, March 21, 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. Meeting was originally scheduled at PVPC in Springfield but was held in Boston due to weather.

**Members present:** Jackie DeWolfe, Tom DiPaolo, Tom Francis, Kurt Gaertner, Philip Groth, Wendy Landman, John McQueen, Steve Miller, Joe Repole, Pete Sutton  
**Members absent:** Rosalie Anders, Cameron Bain, Glen Berkowitz, Dan Driscoll, Steve Heinrichs, Janie Katz-Christy, Rob Miceli, Ben Wood  
**Guests present:** Glen Cannon (CCC), Casey Claude (CTPS), Courtney Dwyer (MassDOT D6), Eileen Gunn (MassDOT) Nelson Hoffman (FHWA), David Loutzenheiser (MAPC), Josh Ostroff (T4MA), Nick Schmidt (Toole Design Group),  
**Guests participating by telephone:** Michelle Danila, Beth Giannini (FRCOG), (MassDOT), Pam Haznar & Tim Kochan (MassDOT D5), Paul Jahnige (DCR), Laura Hanson (MassDOT D2), Kate Masztal (MassDOT D1), Jeff McCollough and Catherine Ratte (PVPC), Halley Reeves (DPH), Misrak Sultan (MassDOT D4), Jim Tozza

- **Valley Bike Share:**

- CMAQ funding used for docks and bikes. Required 3-year operations commitment. Stations couldn't be on private property since CMAQ is a federal funding source.
- Going with Bewegen as vendor (initially Bixi, but declared bankruptcy in the past). Based out of Montreal.
  - 500 bikes with 50 stations, almost doubling PVPC's initial hope for 290 bikes and 29 stations. All e-assist bikes. Bewegen partnering with Corp Logistics to perform system balancing.
  - Maximum speed for bikes is set at 12 mph on bike paths and 20 mph on streets. Performed tests on bike paths to gauge conflicts with people walking.
  - Pedal-assist bikes not fully electric.
- Trying to figure out if they can have an RFID on transit passes to link transit and bikeshare.
- Helmets will be available.
- [www.valleybike.org](http://www.valleybike.org)
- Looking to launch in May or June 2018
- Lessons learned:
  - E-assist bikes required docks to be electrified
- Discussion:
  - Can you plug in our own e-assist bike to the dock? No.
  - What's the public thought about bike share? Subset of population really understands bike share (people who travel, students, etc.) but still many who don't know. But generally people are very excited about this.
  - What are expansion opportunities? Already thinking about special event docks for concerts.
  - Did PVPC consider dockless and why did you choose a dock system? RFP was issued just when dockless was taking off so those vendors were considered.
  - How can the bikes differentiate between bikes being on the path or the road?
  - WalkBoston concerned about e-bikes turning paths into motorized corridors. CMAQ funding requires evaluation so PVPC will be looking at pedestrian-related concerns.
    - If the vendor has GPS on bikes, should be able to produce heat maps of where e-bikes are traveling.
  - WalkBoston concerned that 70 lb weight limit means that actual biking will be impractical and people will rely on the motor.
    - There is physical activity but it is less compared regular bikes.
    - **PVPC could look to do research with Department of Public Health as e-assist is on the cutting edge.**
  - \$12,000 per year for 3 years advertising cost. Municipalities not paying for operations assuming vendor gets sponsors.
  - Once CMAQ funding is no longer used the public-only land requirement will be lifted.
  - Cost increment is about \$10,000 for solar panel to charge the dock compared to wired dock.

- How long do they need to be docked to be useful again? Not sure, but the software should be able to tell you in advance. Bikes will be charged during rebalancing.
- Is PVPC thinking about expanding to Chicopee, Hadley, and others? Yes. Easthampton and Chicopee want in, but Hadley not yet. Agawam and West Springfield investing in Complete Streets. Hopefully in the next few years but uncertain. Depends on vendors ability to expand.
- System will be 45-minutes per rental for free. Founding members get 60 minutes per trip. Monthly memberships \$20. One-way trips \$2. \$6 for 24-hour pass.
- Is there a long-term plan to expand the bike network to support this investment? Yes, PVPC has a regional vision of what it needs to make bicycling viable as a transportation choice.
- Dockless bikeshare in eastern MA is seeing different demographic groups, particularly younger and minority populations. From an equity point of view it may make more sense to keep the ride time higher and cost lower for later adopters who are not die-hard.
  - **DC example: within one month of launching dockless, 20% of bikes ended up east of the river. Initially only 7% of bikes were dropped off there.**
- Will display bikes at Connecticut River Roll & Stroll (May 6) and the Springfield Complete Streets Demonstration Day (May 9).
- **MA Pedestrian Plan:**
  - Final draft under development now and will go out for 2-week MassDOT District review.
  - Public review in April.
  - Looking to launch in May.
  - Discussion:
    - Why did the internal process take so long? Tough to balance the right tone. Tied to performance measures as well.
- **MA Bike Plan:**
  - Break down MAPC into multiple regions
  - Weighting for social equity? Why are they all weighted evenly? Some people could be counted multiple times over.
  - Discussion:
    - Josh noted that the tool is important at the local level. Helps clarify need at a local level. Great potential.
      - More broadly, helpful for thinking about where to allocate local funding.
      - Josh cited specific example of MA-27. Helpful to show where people would bike, which is helpful for scoping projects.
    - Can this be tied into Complete Streets Funding for towns to make bike plans, to vet projects to align with everyday biking?
    - Attendees want municipally scaled maps readily available.
    - MassDOT historically has discontinued ownership of numbered routes because they serve local needs. This is why partnerships are so critical to bike plan.
    - Incorporate this into GeoDOT.
    - How often will this be updated?
    - Josh asked about review periods. This may not be going down the road to public comment. Instead possibly just MABPAB review.
    - Josh asked if this should be linked to local funding sources? Chapter 90, Complete Streets Funding Program, etc.?
    - Wendy tasked us to think about managing the inner core mapping and how this will be integrated into DCR. Sometimes it seems hopeless how much work there is.
    - Suggestion for Bay State Roads training to municipalities.
    - Will the Bike Plan tell us where the specific gaps are located?
    - Pull this in as a layer in GeoDOT Local.
      - Would we be able to turn on and off some of the demand factors?
- **Membership:**
  - Non-government appointees positions expired in 2013-2014
  - Considering open call
    - Equity-focused search
    - Does MassDOT want fresh faces or people who have already sat on the board?
    - Should the committee be represented by people or organizations?

- Wendy asked MassDOT to make it clear that applicants should represent all pedestrians and bicyclists issues, not their own local town projects.
- How does MABPAB relate to Complete Streets?

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