

Massachusetts Bicycle & Pedestrian Advisory Board Meeting Notes
Wednesday, March 22, 2017, 1:00 – 3:00 PM
Old Colony Planning Council
Brockton, MA

Welcome & Introductions: Pete Sutton, Chair, called the meeting to order at 1:00 PM.

Members present: Jackie DeWolfe, Tom DiPaolo, Richard Fries, Kurt Gaertner, Philip Groth, Jeff McCollough, Steve Miller, Pete Sutton, **Members absent:** Glen Berkowitz, Dan Driscoll, Steve Heinrichs, Janie Katz-Christy, Rob Miceli, Jim Tozza, Ben Wood **Guests present:** Glan Cannon (CCC), Paul Chenard (OCPC), Aleece D'Onofrio (Stantec), Courtney Dwyer (MassDOT), Charlie Kilmer (OCPC), Angela Johnson (T4MA), Shane O'Brien (City of Brockton), Josh Ostroff (T4MA), Jimmy Pereira (OCPC), Nick Schmidt (Toole Design Group) **Guests participating by telephone:** Rosalie Anders, Cameron Bain, Bill Hanson (Framingham Bike/Ped), Laura Hanson (MassDOT D2), Pam Haznar (MassDOT D5), Connor Keating (MassDOT), Tim Kochan (MassDOT D5), Wendy Landman, Emily Lindsey (Berkshire Regional Planning Council) Kate Masztal (MassDOT D1), John McQueen, Joe Repole, Misrak Sultan (MassDOT D4)

Agenda:

- Bicycle and Pedestrian Network Analysis (Old Colony Planning Council)
- MA Bicycle Transportation Plan update (MassDOT)
- Shining Sea Bikeway Extension Feasibility Study (Cape Cod Commission)

Bicycle and Pedestrian Network Analysis (Old Colony Planning Council)

- Preliminary planning finished in November 2016
- Guidance document for municipalities
- Pedestrian connectivity study:
 - Analyzed sidewalk gaps and provided cost-constrained recommendations
 - Considered width of roadway/ROW and population density when recommending
 - Three categories in gap analysis: existing sidewalks, proposed new sidewalks, proposed walking corridors (i.e., signs indicating to motorists to expect pedestrians walking in the street)
- Bicycle connectivity study:
 - Considered traffic volumes, route directness, potential destinations, roadway width, and connecting communities
 - Looked at micro- and macro-level connections:
 - Micro level included bike links within municipalities along high, moderate, and low traffic routes, as well as delineating dirt/unpaved trails and paved paths/protected bike lanes
 - Macro-level included intra-urban bike links connecting towns
 - Brockton has the highest potential for bicycling
- Next steps:
 - Incorporate public feedback and finish final report
- Post-presentation discussion:
 - 17 communities within the Old Colony Region (full sidewalk data provided by MassDOT and updated by plan, and pedestrian counts available as well). Attendees asked if municipal sidewalk inventory could be fed into MassDOT's database; check GeoDOT Local portal.
 - Limited opportunity for rails-to-trails in Old Colony because most rail remains active. The plan notes the few abandoned ROWs that are abandoned as potential bike corridors.
 - Direct east-west bicycle connections difficult to identify within Brockton because streets are more oriented north-south
 - Route 123 underwent a road diet before the rise of the Complete Streets movement
 - The plan's proposed bike network connects to Brockton commuter rail
 - Moderate traffic routes have 30 mph speed limit. City considering 25 mph citywide limit but just conversations now. Outside areas within the City more like 40 mph.
 - Type of facility varies by traffic volumes, for example heavy traffic routes suggested for separated bike lanes.
 - In sidewalk analysis, intersections were analyzed and recommendations made.

- State highways were considered as well with respect to opportunity/available ROW
- Plan includes temporal recommendations as well to be realistic. Separated bike lanes won't happen overnight across the City. Communities are developing their own plans that rely on signs and stripes, for example Stoughton.
- Distinguishing between quick, cheap and easy recommendations with long-run recommendations would be helpful for future plan revisions.
- Discussion of the history of signed bikeways in the area. About 1/3 of original wayfinding sign remains and traffic volumes have increased on these streets over the past several decades.
- Sidewalk gaps identified but not prioritized.
- Bicycle recommendations provided on direct routes/main streets in addition to small streets. Light traffic routes identified in plan as greenways. Gateway cities have a lot of opportunities to implement quickly because they aren't as heavily trafficked as inner core cities and they have more width than inner core streets.
- Brockton: Experienced a lot of pedestrian fatalities recently, so they are focusing on education. City hasn't analyzed trends yet to understand why these deaths are occurring. OCPC did some intercept survey with pedestrians and motorists and found a general theme of inattentiveness, particularly distracted driving.
- Brockton: West Elm Street is getting painted bike lanes soon. Finishing their Complete Streets policy implementation now and educating internal transportation staff. OCPC's study will help Brockton know where to implement Complete Streets recommendations. Main Street soon getting a protected bike lane, the first in a municipality south of Boston.
- Plug for MAPC Local Access Score.

MA Bicycle Transportation Plan Update (MassDOT)

- Purpose of this presentation is to seek input from MABPAB regarding focus groups, events for partner toolkit activities, and candidate case studies for economic impact assessment.
- 2008 Bike Plan almost exclusively focuses on Bay State Greenway, a 750-mile corridor of on- and off-road bike facilities across the Commonwealth. New plan will focus on utilitarian trips within cities, where you can bike conveniently for 3 miles or less.
- Focus groups:
 - Narrowed list of audiences to 10 focus group audiences that resulted from last meeting's activity.
 - MABPAB contact suggestions:
 - Shift workers: restaurant union, hospital union, regional workers councils (community-based organization)
 - Residents with disabilities: Wounded Warrior network, All-Out Adventures (Northampton)
 - Non-English speakers: several local Brockton recommendations, seasonal agriculture workers in the Cape
 - Elderly residents: City of Cambridge/Cambridge Health Alliance
 - Schools: Springfield Renaissance School
 - Women cyclists: Michelle Cook, Nicole Freedman, Boston Bikes annual ride for women
 - Add retail/business owners as a distinct focus group
 - Pioneer Valley Riverfront Club
 - Maddie Ribble (Mass Public Health Association)
 - Local haulers such as The Pedal People (Northampton)
- Open streets events:
 - Will attend three open streets events this spring/summer, including River Roll + Stroll (South Hadley/Holyoke) and an event in Somerville and Lawrence. River Roll + Stroll will close a bridge and kick-off Bay State Bike Week.
 - Suggestion to attend a Williamsburg open streets event
- Partner toolkit activities:
 - MABPAB upcoming events/contacts suggestions:
 - Brockton Bike to Work Day
 - Longsjo Classic in Fitchburg

- Pan Mass Challenge
- Economic impact case studies suggested by MABPAB:
 - Think about: retail sales, degree to which street safety is improved, look at bike stores that may not be on the main commercial street, health impact for example health clinic usage rates
 - MABPAB potential case study suggestions:
 - Quequechan River Rail Trail (Fall River)
 - Check OCPC's Bicycle and Pedestrian Network Analysis, which asked economic-themed questions in surveys
 - Springfield Bicycle/Pedestrian Survey asked economic questions, too
 - Fitchburg-Leominster Rail Trail may be good case study, at least to capture a baseline now since it's not built
- Finished presentation by noting progress on emerging trends task, updating the bicycle facility inventory, and the "making the case" task.
- Post-presentation discussion:
 - Check regional transportation plans because they also solicit input in this manner by reaching out to specific audiences.
 - Focus outreach efforts on cities outside of the core.
 - Mode measurement methodology being developed by MAPC.
 - MS2 software module could be added to the MassDOT count database to include pedestrian and bicycle counts.
 - RPCs already have bicycle count data, so reach out to them.
 - Safety data hard to come by and should be identified this as a gap. MassBike just helped file uniform crash reporting across the Commonwealth.

Shining Sea Bikeway Extension Feasibility Study (Cape Cod Commission)

- Study completed in cooperation with many regional partners and MassDOT.
- CCC envisioning a shared-use path system for the entire Cape that makes connections into all town centers. Eliminate the need to drive your bike to the trail.
- Cape Cod rail trail extension could be a good "before" study for economic impacts. In Cape Cod bicycling is a regional impact.
- Shining Sea is currently an active rail line between Canal Bike Path to North Falmouth. Used by Mass Coastal serving Joint Base Cape Cod and the Upper Cape Regional Transfer Station. But rarely used by trains. Joint Base needs to mobilize in an emergency and all but one piece of equipment can be moved by truck.
- Challenges: 21 road and water crossings. 10 at-grade road crossings. Wetland impacts, though the impacts may be positive.
- Land use along rail is mainly residential, but there's been a lot of public support (received 68 written comments in support from public meeting).
- Benefits: benefits businesses, encourages tourism, increases home values adjacent to paths.
- Considering three main alternatives:
 - No build
 - Rail to trail: \$9 million
 - Rail with trail:
 - With new bridges: \$25.5 million
 - With at-grade crossings: \$15 million
- Next steps:
 - Proceed to a more formal alternatives study
 - Considering Route 28 rail line because it has 200 foot right of way
- Discussion:
 - Mass Coastal been difficult to coordinate with in Fall River and during this process in Cape Cod. Once the study was complete they responded after it was concluded that the rail trail is "feasible."
 - DCR agreed to maintain the Cape Cod Rail Trail.
 - Town of Bourne may not step up to provide local design match for the trail.

Upcoming Events:

- South Coast Bikeway Alliance event in New Bedford (3/23)
- WalkBoston annual meeting in Cambridge (3/29)
- FHWA on-road bicycle improvements with restriping/resurfacing (4/4)

Final Plug:

- Please consider the MAPC bike parking program, which offers steep discounts on bicycle parking equipment.

Next Meeting: The next Board meeting is scheduled to be held at the State Transportation Building in Boston on Wednesday, May 17, 2017 from 1 – 3 PM.

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

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