

Massachusetts Bicycle & Pedestrian Advisory Board Meeting Notes
Wednesday, May 25, 2016, 1:00 – 3:00 PM
Office of Transportation Planning, 4th Floor, State Transportation Building (STB)
10 Park Plaza, Boston, MA

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

Members present: Rosalie Anders, Cameron Bain, Tom DiPaolo, Richard Fries, Philip Groth, Wendy Landman, Jeff McCollough, John McQueen, Steve Miller, Joe Repole, Pete Sutton, Jim Tozza, Ben Wood

Members absent: Glen Berkowitz, Dan Driscoll, Kurt Gaertner, Steve Heinrichs, Janie Katz-Christy, Rob Miceli **Guests present:** John Allen (Waltham Bicycle Committee), Casey Claude (Central Transportation Planning Staff), Rick Corsi (DCR), Becca Cyr (MassRides), Dan Daniska (CMRPC), Tom DiPaolo (MassDOT), Courtney Dwyer (MassDOT), Bill Hanson (Framingham Bike/Ped), Beth Isler & Nick Jackson (Toole Design Group), David Loutzenheizer (Metropolitan Area Planning Council), David Montague (Park&Pedal), Meg Robertson (MCB), Bill Schwartz (the Collaborative), Vincent Stanton, Jr. (Belmont Community Path), Steve Walsh (MassDOT), Kevin Wright (FHWA), **Guests participating by telephone:**

Baystate Bike Week update: Becca Cyr opened the meeting with a recap on the success of the annual Baystate Bike Week, with over 100 events statewide held to promote bicycling for both commuting and recreation. MassDOT/MassRides events celebrating the week included a Bicycle Breakfast held at the State Transportation Building, as well as taking part in the National Bike to Work Day event held on City Hall Plaza. TeamMassDOT also racked up an impressive third place (in the Businesses with over 5000 employees) with over 2000 miles biked during the week as part of the annual MassCommute Bicycle Challenge – held concurrently every year during Baystate Bike Week.

Capital Investment Plan: Trey Wadsworth gave a comprehensive presentation on MassDOT's five year 2017-2021 Capital Investment Plan (CIP). (See attached). This plan is significant in the fact that for the first time, all MassDOT divisions in addition to the MBTA are included. The scoring and evaluation of investments was discussed as well as how programs were funded. Participants were interested in understanding the lessons learned from the development of the CIP. During the presentation, discussions included what sort of projects are eligible for funding, and whether there was a way to see how a sample bike/ped project scores on the CIP. The CIP is notable in its increase of funding (\$60m) for future bicycle and pedestrian projects – specifically projects that rank highest at the completion of both statewide bike and ped plans currently underway. Concerns were also expressed over small, low-resource communities not being able to afford planning investments without significant Complete Streets funding. Other significant contributions to active transportation are broken down by category:

Direct bike and pedestrian improvements (\$287.1m) including:

Multi-use Paths expansion (\$157.7m)
ADA retrofits (\$19.4m)
Complete Streets (\$50m)

Indirect bike and pedestrian improvements (\$745.5m) including:

Roadway Reconstruction (\$745.5m)

MA Pedestrian Transportation Plan: Pete Sutton and Beth Isler from Toole Design Group gave an overview of the existing conditions as part of the initial task in the update to the statewide Pedestrian Transportation Plan. The presentation outlined the plan's process, core goals, literature review findings, contextual aspects and is attached for review. Highlights from the discussion that followed the presentation included:

- The Plan should note the equity of safety, such as the impacts of crashes on communities of color, lower income communities, and older people; note the impact on people's lives, not just the incidence of crashes.
- The Journal of the American Medical Association (JAMA) recently released articles on the disparate distribution of diabetes in walkable vs un-walkable communities.
- The Plan should influence rural, non-federal aid roads.
- The Plan needs to make the case for why walking is important, presenting known health impacts of a lack of walkability (and the associated costs), the relationship between walkability and the economic viability of downtown business districts, community livability, etc.

Community Engagement

- Need to determine what information the outreach effort needs to uncover; this will inform the outreach strategy, including whether it should take place at the beginning, throughout, or nearer to the end of the planning process.
- Interview an informed audience, such as Mass in Motion Coordinators, WalkBoston, and the Department of Public Health, in order to discover the institutional barriers that prevent walkable environments from being built.
- Speaking to the general public is not likely to present any new information for this Plan. At the most, it will identify a vision - which has already been articulated - rather than how to get there.
- America Walks has already gathered responses to questions similar to those proposed here.
- What does this outreach need to uncover?
- What are the obstacles to DPW's or SRTS projects?
- What are the institutional barriers to developing walkable communities? How do we get action where things are not moving?
- Why are there gaps in sidewalks?
- Many communities are engaged in Complete Streets, but DPWs say they are likely not going to implement projects – need to find out why.
- Chapter 90 money is typically only used for resurfacing – can we change funding formula to 80/20 with 20 for bike/ped?
- Interview people who have to walk to/from work.
- DCR needs to be included in future Plan action items.
- Regional Transit Agencies (RTA) have new mandate.
- Coordinate with the MBTA's Plan for Accessible Transit Infrastructure (PATI).

One attendee felt that it was unfortunate that the state bike and ped plans are separate rather than a single bike-ped plan because it might place projects like a community path in competition for funding with a bike path. Others strongly disagreed because pedestrians have vastly different needs from bicyclists.

As a reminder, MABPAB board members are expected to be involved directly with the study as the official steering committee. Materials will be available for review in advance of upcoming meetings. Next steps include refining the community engagement plan to include a strong online presence for stakeholder input in addition to public meetings.

Park & Pedal One Year Update: David Montague provided an update on the launch of Park & Pedal, a free network of parking lot hubs conveniently located cycling distance from metro-Boston area employment centers, allowing to park your car in a designated spot, and pedal your bike to work, avoiding “last-mile” congestion. Park & Pedal uses pre-existing, underutilized park lots with minimal infrastructure/implementation requirements, keeping in line with shared-use economy transportation trends. Building on its current success, June 2016 will double the size of the program. (presentation attached)

Other Business, Public Comments & Questions:

- Via email, Cameron Bain provided an update for the Tri-Community Bikeway. Stoneham is all set and ready for the project to move forward. Winchester is awaiting the resolution of the wetlands appeal through the Department of Environmental Protection, which should be resolved soon. Once the appeal is complete, Winchester can proceed with legal land takings/easement agreements with impacted properties. Once those land takings are completed, the project can access the federal TIP and move forward. The proposed project involves the construction of a bikeway from the Wedgemere MBTA Station in Winchester northerly to Horn Pond in Woburn and Recreation Park in Stoneham, a total distance of approximately 7 miles.
- Bill Hanson from the Framingham Bike/Ped Advisory Council provided photos from the recent ribbon cutting of the Cochituate Rail Trail. The trail currently runs 1.4 miles between School St and Route 30, with a future phase planned to extend into Natick Center
- Joe Repole announced the first of several 50th Anniversary celebration rides sponsored by the Charles River Wheelman scheduled to take place this summer. For more info, go to <http://crw.org/e-news/>
- Jim Tozza announced this year's annual Bike to the Sea Day is scheduled to take place on Sunday, June 12. For more info, go to <http://biketothesea.com/>

Next Meeting: The next Board meeting is scheduled to be held at the Newburyport Public Library on Wednesday, July 20, 2016 from 1 – 3 PM.

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

DRAFT