

**Massachusetts Bicycle & Pedestrian Advisory Board Meeting Notes**  
**Wednesday, May 18, 2022, 1:00 – 3:00 PM**  
**Teleconference**

**\*\*\*NOTE\*\*\*:** This meeting was originally scheduled to take place in person. Due to circumstances related to COVID-19, all large out-of-office MassDOT meetings are now being held remotely via the ZOOM app until further notice.

**Welcome & Introductions:** Pete Sutton, ex-officio, called the meeting to order, called roll and motioned to accept minutes from the previous meeting.

**Bipartisan Infrastructure Law (BIL) at the Federal level**

Darren Buck - working within Federal Highway Administration's (FHWA) Office of Human Environment, Livability Team - provided a comprehensive overview (attached) regarding new and existing bike/ped funding opportunities available with the Biden Administration's 2021 Bipartisan Infrastructure Law (BIL). Highlights over the next five years include:

- Total: \$15.557B
- 34% Increase for Highway Safety Improvement Program- compared to \$11.5B under previous administration's FAST Act
- Safe Streets for All (SS4A) – a \$6B authorized amount to support local initiatives through grants to prevent death and serious injury on roads and streets, commonly referred to as "Vision Zero" or "Toward Zero Deaths"

Comments and questions included:

- How does the process work regarding new funding programs that have yet to be appropriated?
  - To be determined. Some of these new programs aren't being funded through traditional mechanisms, such as the gas tax or other general fund transfers - they do not follow the typical funding model
- How are we communicating these opportunities to municipal administrators like town managers local boards of health, etc?
  - Using SS4A for example, many organizations that serve those bodies are getting the word out such as National League of Cities, NATO - all of those are hopefully aware of them. Many of the other programs are typically administered by the state DOTs at the district or regional level
- What are some of the latest additions to the FHWA toolkit that planners can take advantage of?
  - FHWA's Pedestrian Facility Maintenance Guide is being updated as well as a primer on building better crosswalks. Another one of our primary promotional tools is the Every Day Counts initiative, which is entering its seventh iteration
- What are some of the new research topics FHWA is leading?
  - Separated bike lanes on higher speed roadways; also looking at accessible design around a variety of new and quick-build pedestrian and bicycle facilities. I expect that we're going to get be getting more involved in a lot of data issues as well: counting, analyzing, and forecasting; complete streets designing, planning and maintenance
  - FHWA is also compiling a complete streets inventory of all fifty states to provide better insight and to act as a roadmap for every state to be able to gauge where they are
- Can you provide a bit more detail on the separated bike lanes on higher speed roadways study?
  - This subject rose to the top from our pooled-fund category (in which participating states contribute research money): an ever-increasing number of cyclists are being hit from behind on higher-speed roads – the study looks to introduce better types of physical separation in order to mitigate that risk
- How is FHWA offering guidance alongside funding, as far as best practices go?
  - Much of what FHWA offers isn't necessarily prescriptive, so where we have something like a discretionary program where we're setting up criteria – if you're the best at addressing criteria A, B and C and the law says this is how you're judging folks - that's primarily where we apply guidance and best practices in distributing funding. Much of the guidance is then state administered
- What is FHWA's guidance on operations and maintenance, specifically when it comes to winter bike/ped snow/ice clearance issues?
  - Admittedly not as much as gone into this aspect, with FHWA instead focusing on better design, planning and project development. We recognize that it is a huge barrier to deploying some projects

- Accessibility needs to be better integrated in the overall planning process, rather than just being contained in a separate chapter
  - Noted. FHWA has begun integrating staff who are extremely versed in accessibility, not simply ADA-compliance and we hope that it soon manifests itself in future work
  - A lot of the complications around talking declaratively about accessibility is going to be helped by the eventual passage of the public right of way accessibility guidance – PROWAG. The uniformity of the law is going to help us all determine compliance vs non-compliance

### **Bipartisan Infrastructure Law (BIL) at the State level**

Derek Krevat, MassDOT's Manager of Metropolitan Planning Organization (MPO) Activities, then provided an overview of the funding increases as a result of the BIL for bike/ped projects as well as Safe Routes to School (attached). Some key takeaways included a nearly 35% increase in formula funding across the board as well as high schools now being eligible for SRTS funding. Some questions included:

- Do we know how Transportation Alternatives Program (TAP) funding will be programmed or prioritized?
  - SRTS will still remain a competitive process with MassDOT soliciting applications every fall, though the amount of funding has increased: more money for more projects with criteria that must be met – such as the amount of biking/walking increase, environmental justice and transportation equity
  - TAP funding is also used for the DCR's Recreational Trails funding program
  - Some of the MPOs have opted to flex some of this additional funding to transit projects
- How will SRTS messaging be different for the new high school level? – there is a wide gap and range between elementary school needs of students and older teenagers
  - Social media can certainly drive some of the messaging to teens, whether through Instagram, Tik Tok or perhaps even MassDOT's annual high school video safety contests could play a more prominent role

### **Safe Streets and Roads for All (SS4A)**

Pete Sutton then provided a brief overview (attached) on FHWA's new SS4A initiative, also part of BIL. Highlights of this new discretionary program include:

- \$5-6 billion over the next 5 years to prevent roadway deaths and serious injuries
- MPOs, cities, towns, and other special districts that are subdivisions of a state are eligible to apply
- Eligible activities include:
  - Develop or update a "Comprehensive Safety Action Plan"
  - Conduct planning, design, and development activities in support of an Action Plan
  - Carry out projects and strategies identified in an Action Plan

Pete also provided brief updates on MassDOT Shared Streets and Spaces and MassTrails grant rounds. A questions and comment regarding SS4A included:

- How best to spread the word for a grant in terms of getting together a multi-jurisdictional application between towns and/or a district wide or county wide application?
  - One MPO successfully reached out to all transportation stakeholders at once, including, DPW, town planners, managers, police, engineers and mayors to brainstorm an action plan
  - Groups of communities are encouraged, especially small RPA with only 15 municipalities, oftentimes with a mix between urban and rural with different needs regarding functional classes, speed limits, rights-of-way issues, etc.
  - Match requirements are often challenging for RPA - it'd be interesting to see if Complete Streets funding could be used for this purpose
- MA Healthy Aging collaborative would be interested in working with any regions or MPOs and looping in our age-friendly communities and stakeholder groups. Advocacy groups are also far and wide throughout the entire state and are a great source of information and motivation, as far as getting some of these projects on the boards

### **Overview on *Beyond Mobility* - MassDOT's 2050 Statewide Long Range Transportation Plan**

Beyond Mobility will serve as a strategic plan for MassDOT, guide the future of our capital program, and document the most pressing transportation priorities for Massachusetts to address between now and 2050. Putting public feedback at the center of the Plan, the Beyond Mobility project team is conducting robust public engagement that includes community activations across Massachusetts, focus groups with traditionally underrepresented communities, web-based surveys, and mapping exercises, and more. Following a comprehensive presentation, Liz Williams - MassDOT's Director of Data and Policy – along with Derek Krevat then fielded several plan-related questions, such as:

- How were the bicycle and pedestrian plans used to inform Beyond Mobility?
  - Both plans were mined for project-specific locations, as well as goals. We also looked through the public comments that were received through both of those plans to use as direct inputs to the site-specific needs analysis
  - This plan is also going to help us figure out how to prioritize new investments - it's more of a values and priorities based plan. This is effectively going to help us build a framework for identifying where future investments can go: potential discretionary grants we could apply for
  - it's also going to be context specific - not just about the distribution of benefits and burdens. It's also about place-based infrastructure that people need. There are many ways that we're going to be able to use this plan and its inputs to help address future needs
- Can the plan's themes be woven into the modes and issues?
  - Yes. Freight, for example is its own kind of modal category. but there's also supply chain considerations, and we know that there's lots of different ways that those goods can be moved around
- If equity is a criteria, sustainability and resiliency is probably a similar bucket
  - Agreed. MassDOT is working across departments from Highway Design to Sustainability and Environmental. We also have a couple of projects currently in our Planning office related to sustainability, climate adaptation, electric vehicle charging and vulnerability analysis work that will all be incorporated
- Is the final product going to be a full report or will it be released in segments as they're completed?
  - Both. A final report is expected; however we plan to post findings publicly as they become available. We envision this being very much a living process: it doesn't end once the final report is released - we'll still be adding new and updated content to our website, as we build on that vision and follow up with actual implementation activities
  - The long-range plan is unique: it's broad in scope, which means that everything is on the table; everything we do should theoretically fall under the long-range planning process for identifying these goals

### Baystate Bike Month

Galen Mook from MassBike provided a [Baystate Bike Month](#) update, noting 153 events across the state including ribbon cuttings, bike rodeos, education campaigns as well as other celebrations. Due to the ongoing pandemic limiting bike-to-work, the bike commuter challenge has been temporarily suspended and emphasis placed instead on education and advocacy. Highlights from this month have included:

- Ashuwillticook Rail Trail extension opening in Pittsfield
- Bike to Work Day in Boston with MassDOT Secretary Jamey Tesler scheduled to attend
- Malden Bike Rodeo with Bike to the Sea and MassBike
  - A bike rodeo involves teaching bike safety and handling skills for both children and adults with temporary installations such as cones and chalk in parking lots – with an added emphasis on a friendly, inclusive community vibe
- MassDOT Innovation Conference in Worcester
- Mass Central Rail Trail ride through Belmont/Waltham hosted by MAPC

Pete also mentioned recent trail openings in Cambridge/Watertown as well as along the Mystic River between Somerville/Charlestown. Future trail openings this summer include Chicopee and Leominster/Fitchburg

### Other Announcements

- [Cochituate Rail Trail](#): Bill Hanson notified the group of a new access point from the trail to Cochituate State Park for cyclists and pedestrians, in addition to a new sculpture erected in honor of trail champion Josh Ostroff
- Update on matching funding for Federal discretionary grants --Proposed MA Transportation Resource and Climate (MASSTRAC) [Bond Bill](#) has \$3.5B to match discretionary grants. If passed by legislature, this would provide a large source for matching grants we win statewide!
- [StreetsBlog Mass](#) announced that new reporter Grecia White has been added to the staff to cover active transportation-related issues across the state
- MassBike is advancing [bills on e-bikes](#) that would better codify and define their parameters as well as provide incentive rebates upon purchase of an e-bike
- MAPC LandLine Coalition hosting several summer bike rides highlighting recently completed and planned trails projects: <https://www.mapc.org/transportation/landline/>

- Massachusetts was recently awarded the #1 state by the League of American Bicyclists (LAB) biannual [Bike Friendly States ranking](#): LAB gives MA grade of “A” for Infrastructure & Funding, Education & Encouragement, and Policies & Programs
- Next MABPAB meeting on Wednesday, July 27, 2022

- List of board members in attendance (see below)
- Other attendees:

- David Loutzenheiser (MAPC)
- Ben Muller (MassDOT D6)
- Christian Milneil (StreetsBlog Mass)
- Laura Hanson (MassDOT D2)
- Max Pavlov (MassDOT)
- Max Rasbold-Gabbard (DPH)
- Casey Cooper (CTPS)
- Ian Adams (MassDOT)
- Fay Rhault (CMRPC)
- Barbara LaChance (MassDOT D5)
- Anthony Vona (MassDOT D1)
- Kyle Mowatt (OCPC)
- Josh Grzegorzewski (FHWA)
- Justin Howard (NMCOG)
- Tom Ruta (MassDOT D2)
- Bill Hanson (Framingham)
- Nicholas Russo (BRPC)
- Beth Giannini (FRCOG)
- Cheryl Ann Senior (MassDOT D5)
- Charlie Kilmer (OCPC)
- Grecia White (StreetsBlog Mass)

## MA BICYCLE AND PEDESTRIAN ADVISORY BOARD

### Board Member Sign-In Sheet May 18, 2022 – Teleconference

Member Name	Attended	Notes
<b>Tom DiPaolo</b> <b>MassDOT-Highway</b>	yes	
<b>MBTA</b>	no	
<b>Pete Sutton</b> <b>MassDOT-Planning</b>	yes	
<b>Kurt Gaertner</b> <b>EOEEA</b>	yes	
<b>Gerald Autler</b> <b>DCR</b>	yes	
<b>Jackie DeWolfe</b> <b>MassDOT</b>	yes	
<b>Rebekah Thomas</b> <b>DPH</b>	yes	
<b>Phyllis Cahaly</b> <b>MOTT</b>	yes	
<b>Jeff Larason</b> <b>EOPSS</b>	yes	
<b>Jeff McCollough</b> <b>MARPA</b>	yes	
<b>Betsy Goodrich</b> <b>MARPA</b>	yes	
<b>Jackie Jones</b>	yes	

<b>MARPA</b>		
<b>Bryce Hoffman – public member (Lowell Bike Coalition)</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>yes</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>yes</b>	
<b>Sam Squalia – public member (Fitchburg City Council)</b>	<b>yes</b>	
<b>Stacey Beuttell - WalkBoston</b>	<b>yes</b>	
<b>Maureen White - public member</b>	<b>yes</b>	
<b>Ed Sinofsky – public member (Cape Cod Cycling Club)</b>	<b>yes</b>	
<b>Karen Foster – public member (All Out Adventures)</b>	<b>yes</b>	
<b>Meg Robertson – public member</b>	<b>yes</b>	
<b>Alice Brown – public member (Boston Harbor Now)</b>	<b>yes</b>	