

Massachusetts Bicycle & Pedestrian Advisory Board Meeting Notes
Thursday, November 30, 2017, 1:00 – 3:00 PM
Northern Middlesex Council Of Governments (NMCOG)
Lowell, MA

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

Members present: Tom DiPaolo, Richard Fries, John McQueen, Joe Repole, Pete Sutton, **Members absent:** Cameron Bain, Glen Berkowitz, Jackie DeWolfe, Dan Driscoll, Philip Groth, Steve Heinrichs, Janie Katz-Christy, Wendy Landman, Rob Miceli, Steve Miller, Ben Wood **Guests present:** Nicolas Bosonetto (City of Lowell), David Chandler (FHWA), Dan Daniska (CMRPC), Tom Francis (MassBike), Eileen Gunn (MassDOT), Justin Howard (NMCOG), Angela Johnson (T4MA), Sidney Liang, (City of Lowell) Josh Ostroff (T4MA), Nick Schmidt (Toole Design Group), Jong Wai Tommee (NMCOG) **Guests participating by telephone:** Rosalie Anders, Glen Cannon (CCC), Kurt Gaertner, William Hanson (Framingham Bike/Ped), Kate Maszta (MassDOT D1), Jeff McCollough (PVPC), Jim Tozza

Governor's Trails Team Overview:

- 134 towns have received trail projects by all three agencies – MassDOT, DCR & EEA
- Some trails need maintenance. Maintenance budgets should be equally highlighted as new trails.
 - DCR is investing money into maintenance.
- Find ways to encourage "Friends" groups for trails. Incentivize their creation and help them succeed.
- Capital Investment Plan funding number higher than figure in MassBike PPT.
- What about Dudley Trail in Framingham?
 - Pete is adding to inventory.

NMCOG Overview:

- Discussion of the car dealership purchasing some of the ROW that would house the Bruce Freeman Rail Trail extension to the Concord River. Planning Board approved the sale but construction hasn't started.
- New Bruce Freeman Rail Trail bridge over Route 2A is a centerpiece of latest trail in Acton
- Who's funding and building the Concord River Greenway?
 - The City of Lowell is funding it with help from EEA Gateway Cities grant program
- Abutter's security concerns prevent Yankee Doodle Bikeway from continuing in a straight line. Route 3 widening did not reconstruct the rail ROW underpass, requiring another large out-of-direction detour.
- www.lowellbridges.com for Merrimack Street and Suffolk Street concepts
- Federal Lane Access Program (FLAP) funding Merrimack Riverwalk Phase 2. Accessibility is a challenge in this location. Originally considered elevator.
- Dunstable hasn't applied for projects but has an approved prioritization plan. Tewksbury and Tyngsboro working toward prioritization plans now.
- Merrimack Street project funding is combined from TIGER grant and City of Lowell. No MassDOT funding. City would like to do a separated bike lane instead of standard bike lanes, if possible. Must be done within 5 years per TIGER requirements.
- City has a parking shortage in some areas. Mostly on-street parking throughout the City. Parking ratios are 1 space per unit. If within 1,000 feet of a parking garage, then no parking is required. Outside of downtown area it's 2 spaces per unit. Developers can alternatively pay for bike lanes and other alternative modes instead of parking.
- How does planning take into account biking demand for UMass? There are programs in place, for example free bus rides with student ID, campus-wide bike share, student bike shop, etc.

MA Pedestrian Plan Update:

- Draft for review by mid-December.
- Considering pilot funding program for winter maintenance equipment
- Recommendation for crosswalks at every bus stop.

MA Bike Plan Update:

- Last statewide bike plan was from 2008.
- Zagster has facilities in Chelmsford. Approached Lowell a while back but the City wasn't ready at the time. Lexington has bikeshare. Pioneer Valley is about to start its program in the spring. MAPC has a bikeshare grant program.
- Question about forgetting about small towns in demand map. Will be addressed in physical gap analysis where demand is scaled by region or Highway District.

Middlesex Revelation (Richard Fries, MassBike):

- "Culture eats strategy for breakfast"
- Lowell High School staying downtown to avoid induced traffic demand.
- Minuteman is now the real technology highway. Not 128.
- MassBike looking at where are the highest ROI links between transit and bikes.
- Each new bike path proves that NIMBY arguments are false (i.e., crime, privacy, etc.)
- New York spends \$47 million on bicycle tourism outreach. MA spends \$0.

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