



NEW ENGLAND BIKE-WALK SUMMIT



Boston, MA
April 26 - 27, 2018

#NEbikewalk



WELCOME

from the East Coast Greenway Alliance

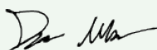
Together, we're transforming communities.

Welcome to the 5th New England Bike-Walk Summit, our first to be held in Boston. It's exciting to celebrate this region's great progress and leadership in advancing bicycling and walking innovations. New England governors and other regional leaders support greenways and trails for all the right reasons: because they offer sustainable transportation alternatives, because they offer access to the outdoors and natural resources and encourage active recreation, and because they stimulate economic development and revive town and village centers. Most importantly, trails and greenways connect us.

Last fall, we savored first-hand the flavor, beauty, and diversity of New England during our East Coast River Relay. For two months we followed the East Coast Greenway from Maine south, holding events as part of a rolling 25th-birthday party for the nonprofit East Coast Greenway Alliance. We began with a smudging ceremony and send-off from the Passamaquoddy Tribe in Calais, Maine, picked wild blueberries along the Downeast Sunrise Trail, and celebrated with thousands at a folk festival in Bangor. In the charming port city of Portsmouth, New Hampshire, we met with Governor Sununu and dozens of Greenway friends, young and old, on the banks of the Piscataqua River. We learned about manufacturing history on a walk along the Charles River in Waltham. We celebrated Greenway progress and neighborhood parks with a barbecue along the Seekonk River in Providence, Rhode Island. In Manchester, Connecticut, on the site of one of the first designated segments of the East Coast Greenway, two neighboring mayors — one Democrat, one Republican — told us that the Greenway was one of the few things they could agree on.

Indeed, the best that greenways and trails can do is to connect us. Thank you for all the good work you are doing in your communities and beyond, and thanks for joining us at this New England Bike-Walk Summit. Let's take the opportunity to connect with each other and gain inspiration while we're together. Let's learn new strategies to apply to our work so when we come together again in two years we can celebrate more amazing achievements. Let's keep transforming this region into a national leader in active transportation, bicycle equity, and collaborative partnerships.

With gratitude,



Dennis Markatos-Soriano, Executive Director, East Coast Greenway Alliance

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THANK YOU

to our New England Bike-Walk Summit sponsors



WELCOME

Stephanie Pollack, CEO & Secretary, Mass DOT



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



Welcome to Massachusetts! We're pleased to have so many greenway and trail leaders, advocates, and partners gathering in Boston to learn and share how to advance walking and cycling in communities across New England.

While you're here, I hope you will take time to travel on some of the 900 miles of shared use paths across the Commonwealth. Paths such as the Northern Strand Community Trail and the Mass Central Rail Trail form a portion of the envisioned 3,000 mile East Coast Greenway. Right here in Boston, you can enjoy miles of trails along waterways, from the Charles River path network to the Boston Harbor Walk and the Neponset River Greenway. You can take the MBTA Red Line train to Alewife Station and travel one of the most popular trails in the country - the Minuteman Commuter Bikeway.

Travel a little farther and enjoy additional segments of the East Coast Greenway that are planned to connect with neighboring states to the south and to the north. When completed, the Blackstone River Greenway will extend down through Rhode Island to Providence while the Old Eastern Marsh Trail will extend across the border into New Hampshire eventually connecting up to Portsmouth.

In the last year, the Baker-Polito Administration has deepened the Commonwealth's commitment to creating trail networks by forming an interagency Trails Team to better coordinate activity and leverage resources of the State's Energy and Environment Affairs office, the Department of Transportation, and the Department of Conservation and Recreation. This dynamic cross-agency partnership works to continue to build and maintain trail networks across the Commonwealth, and provide better support to municipalities and trail proponents.

We are pleased that you are visiting this area and want to thank you for all you do to increase the awareness of walking and cycling trails. Together, we are building stronger and healthier communities, helping increase economic development, and improving quality of life.

Sincerely,

A handwritten signature in black ink, appearing to read "Stephanie Pollack".

Stephanie Pollack
Secretary and CEO

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Emily Boedecker, VT, Local Motion

Scott Bogle, NH, Rockingham Planning Commission & New Hampshire
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Sue Ellen Bordwell, ME, Maine Committee chair, East Coast Greenway

Sandra Clarey, MA, McMahon Associates

Bill Desantis, RI, VHB

Mark Felag, RI, Rhode Island Dept. of Transportation

Richard Fries, MA, MassBike

Adina Giannelli, CT, Bike Walk CT

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National Center for Biking
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Doug Dale, New England Summit Artist



Artist Doug Dale created our cover artwork, "Beantown Bicyclist." The female cyclist could be out for a recreational ride along the Charles River, commuting to work, or biking off to class. Dale, who lives in Bernardston, MA, captured the detail of the fencing along the Charles River Bike Path and of the Cambridge skyline across the river. The cyclist's jacket, sneakers, and hair tie are made from maps of Boston and the subway system.

Dale raced bikes competitively for five decades until a bike accident sidelined him. While recuperating, he took up art. He typically uses mixed media collage with layers of colorful papers. His primary subject is what he calls "the brutal beauty" of cycling. Learn more: dugartwork.com



ABOUT THE EAST COAST GREENWAY



The East Coast Greenway is the nation's longest connected walking and biking route, stretching 3,000 miles from Maine to Florida. The nonprofit East Coast Greenway Alliance leads the development of the trail network. We work with hundreds of volunteers, partner organizations, and officials at the local, state, regional and national level to move more of the route onto protected paths.

All along our route, through the 450 cities and towns and the 15 states we connect, the East Coast Greenway jumpstarts active living, sustainable transportation, climate resilience, community engagement, ecotourism, and more.

Learn more: greenway.org

EAST COAST GREENWAY ALLIANCE STAFF

Dennis Markatos-Soriano, Executive Director

Niles Barnes, Deputy Director

Brent Buice, GA/SC Greenway Coordinator

Bruce Donald, Tri-State Greenway Coordinator

Paul Haydt, Florida Greenway Coordinator

POSITION OPEN, New England Coordinator

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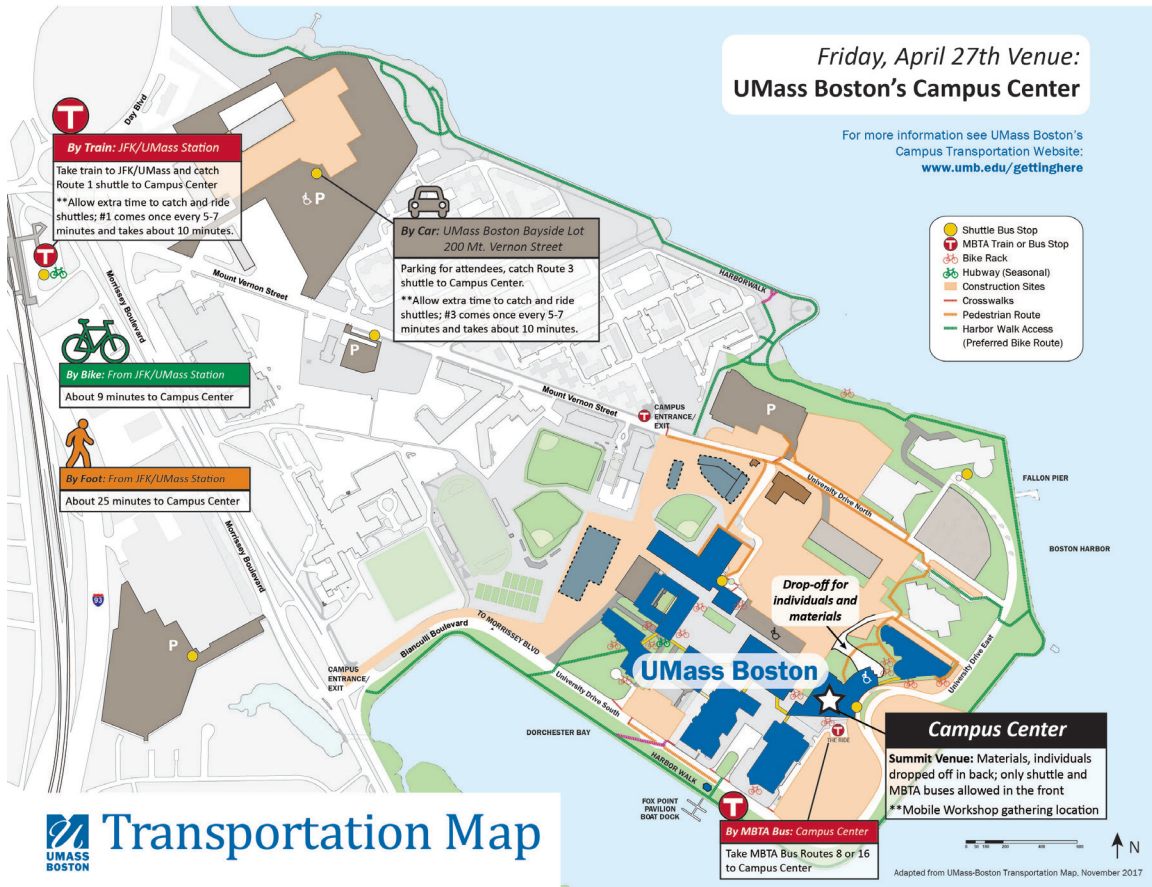
GETTING AROUND

Downtown Boston



GETTING AROUND

UMass-Boston campus



SUMMIT AGENDA AT A GLANCE

Session descriptions begin on page 16; speaker bios begin on page 30.

THURSDAY, APRIL 26

- 5 - 8:30 pm Opening Plenary & Dinner
The NonProfit Center, 89 South Street, Boston
- 5:15 pm Summit Kick-off & Welcome
Greetings from Stephanie Pollack, Secretary and CEO, MassDOT
- 5:45 pm Opening Plenary
Innovation & Collaboration: The Road Towards Bike Equity in Boston
- 8:30 pm Social Hour, Good Life (28 Kingston St.)
Sponsored by Association of Bicycle and Pedestrian Professionals, Boston Chapter

FRIDAY, APRIL 27

- 7:30 - 8 am Registration, Breakfast
UMass-Boston Campus Center, 100 Morrissey Blvd.
- 8:15 - 9 am Welcome
Dennis Markatos-Soriano, Executive Director, East Coast Greenway Alliance
- 9 am Expo Hall opens
- 9:15 - 10:30 am Morning Session I
 - Track 1: Room 3545 Imagine People Here: Demonstration Projects as Planning/Advocacy Tools
James C. Tassé
The Bold Coast Scenic Bikeway: Building Bicycle Tourism and Local Biking Culture in DownEast Maine
Kim Anderson True, Crystal Hitchings
Cape Cod Rail Trail – Provincetown to the Canal
Dan Driscoll, Jeff Colby, Paul Tilton, Steve Rhoads
 - Track 2: Room 3540 CTDOT Community Connectivity Program
Patrick Zapatka, Jeff Maxtutis, Steve Mitchell
Encroachment of OHRVs on Designated Non-Motorized Trails
Abby Evankow, James Feleen
 - Track 3: Ballroom B & C Multi-Modal Travel with Bike: Programs, Capacity, and Policy
Rami Haddad, Eric Papetti, Drew Pflaumer, Eric Weis
 - Track 4: Room 2551 (Alumni Lounge) The East Bay Bike Path – 30 Years Later, What Have We Learned?
John Shevlin, Amy Archer
East Coast Greenway: The Importance of Collaboration and the “Collaboration Multiplier”
Paul Niehoff, Carole Brush

10:45 am - noon Morning Session II

- Track 1: Ballroom B & C The Past, Present, and Future of the Charlesgate
Herb Nolan, Rob Adams, Dan Adams
Greenough Greenway: How Creative Fundraising and Public-Private Partnership Built a Community Asset
Peter Sorensen, Stefanie Beaver, Herb Nolan, Dan Driscoll
- Track 2: Room 3540 The Power of Greenway Networks for Urban Mobility
David Loutzenheiser, Michelle Liebetreu, Matthew Lawlor, Tony Lechuga
Dockless Bike Sharing: The New Kid on the Block
Becca Wolfson, Kasia Hart, Scott Mullen, Angela Johnson
- Track 3: Room 2551 (Alumni Lounge) City Walk: Writing Robust Community Engagement into Complete Streets Projects
Alex Ellis, Pegah Rahmaian, Jason DeGray
Why is Walking Dangerous in Rural Communities and Can Complete Streets Help?
Stacey Beutell, Phil Goff, Marie Westburg
Ogunquit: Transforming a Small Community into a Bicycle and Pedestrian Friendly Town
Patrick Adams, Charley LaFlamme
- Track 2: Room 3545 Mattapan on Wheels: Engaging Teens Through Cycling
Shavel'le Olivier
When a Fire Starts to Burn: The Power of Bicycles as Vehicles for Community Transformation
Olatunji Oboi Reed
Growing Bicycle Travel and Tourism for Economic Development (and Much More)
Jeffrey Miller
- 11 - 11:45 am Poster Sessions & Networking, Expo Hall
Improving Safety for Greenway Users at Roadway Crossings: FHWA STEP Program
Peter Pavao
Granite State Rail Trail Development - Working Together to Bridge the Gaps
Craig Tufts, Jeff Latimer
Become a NorWALKer: Creating a Sustainable Walking Movement in Norwalk, Connecticut
Kaitlin Latham
Cycling Without Age: The Right to Wind in Your Hair!
Kevin Sullivan
Encouraging Students & Families Around Safe Routes to School
Sam Balto
The Land-Use and Built Environment Factors that Influence Where Women Are Using Bike-Share in Boston
Laura Krull
- Noon - 1:30 pm Lunch, state working groups; networking in Expo Hall
Ballroom A, B & C
- 1:15 - 3:15 pm Mobile workshops (meet in front of Campus Center)
Walking Tour of Columbia Point and Boston Harbor led by Andrew Weiss, UMass-Boston campus planner

Bike tour of Neponset River Greenway led by Jessica Mink, Vivian Ortiz, and Lee Toma, Neponset River Greenway Council members

continued next page

AGENDA AT A GLANCE (continued)

1:30 - 3 pm Afternoon Session I

Track 1: Room 3540 MassDOT's Statewide Bike-Pedestrian Plans, Complete Streets, Multi-use Path Planning
Pete Sutton, Michelle Danila, Samantha Roddy

Track 2: Room 2551 (Alumni Lounge) More Than Concrete: How Effective Collaboration and Engagement in Trail Design Create Long-term Value
Andrew Kohr, Aleece D'Onofrio
Creating Connections: The Jack A. Markell Trail
Jeff Niezgoda, Jeff Riegner

Track 3: Ballroom B & C The Greenway - Urban by Choice; Safe by Choice?
John Lower
Lightning Round Building a Vision Zero Action Plan: A Small City Experience
Raymond Hayhurst
7 Pedestrian Bridge and Boardwalk Design Considerations for Architects and Engineers
Jason Philbin
TravelSafely App for Pedestrians and Cyclists
Matthew Picanso
Casey Arborway - Reconnecting Olmsted's Emerald Necklace
Gary McNaughton

Track 4: Room 3545 Connecting Folks to Boston's Spokes
Alan Mountjoy, Conor Semler, Charlotte Fleetwood
A River Doesn't Run Through It
Michelle Liebetreu, Jay Monty

3 - 3:30 pm Networking, Expo Hall, snack break

3:30 - 4:45 pm Afternoon Sessions II

Track 1: Ballroom B & C Complete Streets in Connecticut
Mark Carlino, David Elder, Patrick Zapatka, Erik Jarboe
Connecticut's Efforts to Complete the East Coast Greenway
Scott Bushee, Marissa Washburn

Track 2: Room 3540 Promoting Walkability and Bikeability with Public Health Partnerships
Emily Hultquist, Tim Malone, Steven J. Huleatt, Paul Niehoff, Zoe Miller

Track 3: Room 3545 Planning the Upper Charles Trail Route through Ashland, MA
Charlie Creagh
Understanding Advocacy: Roles, Phases, and Functions
Steven Miller
Increasing Low-Stress Bike Accessibility to Jobs: Evaluating Bike Network Improvements in Boston using Level of Traffic Stress Criteria 2.0
Peter Furth

Track 4: Room 2551 (Alumni Lounge) Walking Our Way to Age-Friendly Communities
Adi Nochur
Design Challenges from the Safe Routes to School Program in Rhode Island
Angela M. Saunders
Ball & Socket Arts - Once We Build It, They Will Ride There
Kevin Daly, Jeffrey Guimond, Ilona Somogyi

5 - 5:15 pm Closing Ceremony



THURSDAY 4.26

Reception & Opening Plenary

WELCOME & PLENARY

The NonProfit Center, Boston

5 - 8:30 pm

Welcome, Summit Kickoff

5:15 pm

Greetings

5:30 pm

Stephanie Pollack, Secretary and CEO, Massachusetts Department of Transportation

Opening Plenary

5:45 pm

Innovation & Collaboration: The Road Towards Bike Equity in Boston

- *Tiffany Cogell, Block Steward, The Boston Project Ministries*
- *Nicole Ferraro, Active Living Project Manager, Boston Public Health Commission*
- *Tamika R. Francis, Community Engagement Manager, Boston Alliance for Community Health*
- *Angela Johnson, Transportation Justice Organizer, Transportation for MA*
- *Vivian Ortiz, Mattapan Food & Fitness Coalition*
- *Becca Wolfson, Executive Director, Boston Cyclists Union*

Through education, awareness, systems change and capacity building, a group of cross-sector organizations have been working towards bike equity in Boston. They focused their efforts on under-resourced neighborhoods with a higher burden of chronic disease. The group hosted a Neighborhood Bike Forum, bringing together more than 100 residents to connect, share, learn and envision what bicycling could be in our neighborhoods. They have promoted and increased access to the city's bikeshare system by advocating for a low-income membership and engaging community in system expansion. Additionally, the group has supported three multicultural non-white women to become League Cycling Instructors and created a lending library of bicycles to be used by community organizations and leaders to increase opportunities for bicycling in Boston's neighborhoods.

This multi-level approach to change has built momentum for active transportation throughout the city. The success of these initiatives uplifts the power of cross-sector partnership and resident driven work. Our panelists will elaborate on the successes and challenges of their innovative and collaborative approach.

Social Hour, Good Life

8:30 pm

Join us at 28 Kingston Street for snacks and cash-bar drinks, sponsored by Boston chapter, Association of Bicycle and Pedestrian Professionals

FRIDAY 4.27

Sessions & Mobile Tours

Registration, Breakfast

7:30 - 8 am

UMASS-BOSTON CAMPUS CENTER, BALLROOM A, B, & C

Welcome: Seizing Opportunities to Transform Our Communities 8:15 - 9 am

Dennis Markatos-Soriano, Executive Director, East Coast Greenway Alliance

It's no surprise that the New England states are leaders in developing the country's longest biking and walking route – the 3,000-mile East Coast Greenway from Maine to Florida. We'll look at progress along the trail, share highlights from our growing partnerships and programs, and explore the headwinds and opportunities for us to build on our momentum together.

Expo Hall opens

9 am

Ballroom A

Morning Session I

9:15 - 10:30 am

TRACK 1, ROOM 3545

Imagine People Here: Demonstration Projects as Planning Advocacy Tools

James C. Tassé, assistant executive director, Bicycle Coalition of Maine

We'll look at the Bicycle Coalition of Maine's successful Imagine People Here bicycle and pedestrian demonstration project and discuss what tactical urbanism is, how to select sites for demonstration projects, how to secure permissions, and how to install bike lane and curb extension demos that look and work like permanent installations. With an emphasis on designs and materials that meet municipal, AASHTO and MUTCD standards, this presentation will show municipal planners, DPW directors, and community advocates how to create projects that go far beyond the ad hoc materials and "pop up" timeframes that often define tactical urbanist approaches.

Bold Coast Scenic Bikeway: Building Bicycle Tourism & Local Biking Culture in Downeast Maine

Kim Anderson True, consultant, Bicycle Coalition of Maine

Crystal Hitchings, regional planner, Washington County Council of Governments, Maine

The Bold Coast Scenic Bikeway is being established in coastal DownEast Maine through strong local support and a partnership between the Bicycle Coalition of Maine, Washington County Council of Governments, Maine DOT, and DownEast Acadia Regional Tourism. Scheduled opening for the 200-mile on-road bicycle route is mid-July. We will discuss building the partnerships, our regional planning processes, piloting a Scenic Bikeway program in Maine, and engaging individuals, communities, and local and national organizations. We will look at filling gaps in critical services and infrastructure around the region, long-term management, marketing and outreach, economic opportunities, and the process of developing maps, wayfinding signage, and a comprehensive and interactive website. We'll also discuss programs that have developed from our efforts, including Bicycles WelcoME and Bold Coast Kids on Bikes!

Cape Cod Rail Trail: Provincetown to the Canal

Dan Driscoll, recreational facilities director, Mass. Department of Conservation and Recreation

Jeff Colby, public works director, Town of Yarmouth, MA

Paul Tilton, public works director & town engineer, Sandwich, MA

Steve Rhoads, civil engineer, VHB

FRIDAY 4.27

Sessions

We'll look at the history of the Cape Cod Rail Trail, the western extension, and the vision for the trail. Prior to recent extension projects, the trail ran from Dennis to Wellfleet and was managed by the Department of Conservation & Recreation. The Towns of Dennis & Yarmouth have worked closely with DCR and MassDOT on the Western extension to extend the rail trail from its prior eastern terminus at Route 134 in Dennis. Construction is underway to add 3.6 miles to the trail, which will connect to an existing shared-use path in Yarmouth. This construction provides a critical connection across major roadways and the Bass River. The ultimate vision for the project is a Cape-wide off-road network that provides residents and visitors with a link to the Cape's many historic and cultural resources. The Towns of Barnstable, Sandwich, and Wellfleet are working toward this goal.

TRACK 2, ROOM 3540

CTDOT Community Connectivity Program

Patrick Zapatka, transportation planner, Community Connectivity Program manager, CT DOT

Jeff Maxtutis, senior transportation manager, AECOM

Steve Mitchell, New England highway/traffic engineering manager, AECOM

The Community Connectivity Program, part of the Let'sGoCT! transportation program, improves accommodations for bicyclists and pedestrians in urban, suburban, and rural community centers. These centers serve as a place where people can meet for social, educational, employment, and recreational activities. The program's primary goal is to encourage more pedestrians and cyclists by making conditions safer and more accommodating for them. One program component is to offer towns and cities assistance to conduct a Road Safety Audit at bike and pedestrian corridors and intersections. The RSA process identifies safety issues and counter-measures to improve safety with short-term, medium-term and long-term recommendations. We'll look at the goals of the Community Connectivity Program and its safety, social, health, and economic benefits; the application and selection process for communities; the RSA process; and examples of issues and recommendations from the 80 RSAs completed in 2016 and 2017.

Encroachment of OHRVs on Designated Non-Motorized Trails

Abby Evankow, secretary, New Hampshire Rail Trails Coalition

James Feleen, attorney, Claremont, NH

Off-Highway Recreational Vehicle users are about 1/10 of all trail users in New Hampshire but command a lot of attention by state officials and have funding far exceeding non-motorized users. Language recently introduced in the U.S. Senate would make OHRV access to federally-funded trails across the country much easier by a simple vote of a local community. Rail-trail advocates are fighting this proposed change by participating in all related discussions and decisions. We'll talk about pending legislation and how to take appropriate action; details of damage done to hard-pack rail trails by OHRV users; the incompatible aspects of motorized versus non-motorized users; and how adjacent homeowners deal with noise, dust, speed, and pollution from OHRVs on trails.

TRACK 3, BALLROOM B & C

Multi-Modal Travel with Bike: Programs, Capacity, and Policy

Rami Haddad, board member, Adventure Cycling Association

Eric Papetti, transportation program specialist, Federal Transit Administration

Drew Pfauwer, principal planner, State of Rhode Island

Eric Weis, president, Cogent

Combining bicycling with transit (buses, ferries, subways, light rail, commuter rail, and/or Amtrak) greatly expands opportunities for car-free (and more environmentally sustainable) commuting, recreation, and

Friday 4.27

Sessions

tourism. We'll look at programs and policies of local and regional transit agencies in New England (MBTA,RIPTA, etc.), Amtrak's Bikes-On-Board program, practical examples of combining rail and bike for tourism in our region and beyond, and federal programs that are relevant to multimodal travel.

TRACK 4, ALUMNI LOUNGE (ROOM 2551)

The East Bay Bike Path: 30 Years Later, What Have We Learned?

John Shevlin, senior vice president for transportation, Pare Corporation

Amy Archer, project manager, Pare Corporation

The 14.5-mile East Bay Bike Path was the first bicycle facility undertaken in the State of Rhode Island and one of the first in the Northeast. Considered by many the most popular project ever completed by the Rhode Island Department of Transportation, the bike path had to overcome formidable public opposition to reach its grand opening in 1987. Thirty years later, bicycle planners and advocates seem to be fighting many of the same battles with each newly proposed facility. Abutters still see a long list of familiar fears – the introduction of crime, noise, and vandalism, loss of privacy, loss of property values – while overlooking the potential for dramatic benefits for public recreation, transportation and economic development. Members of Pare Corporation's bicycle planning and design group who worked with RIDOT to guide the public outreach on the East Bay Bike Path continue to guide communities in these endeavors. We'll review challenges faced in the 1980s and how they equate to the present day. Which planning, outreach, and design elements succeeded with the East Bay Bike Path? In hindsight, what would we do differently today?

East Coast Greenway: The Importance of Collaboration & the "Collaboration Multiplier"

Paul Niehoff, senior transportation planner, PACTS

Carole Brush, executive director, Eastern Trail Alliance and Eastern Trail Management District

In these times of scarce transportation funding, we need to discover innovative funding methods. Sometimes multiple funders must be brought together to achieve a satisfactory result. We'll show how multiple efforts resulted in many funders collaborating to fund the \$4.1 million gap in southern Maine's Eastern Trail and the East Coast Greenway – along with other low- to mid-cost examples. Participants will learn how to seek out local public and private partners, regional planning and funding agencies, and state agencies. We'll show the importance of communicating and working together to seek funding at the state, regional and local levels.

Morning Session II

10:45 am - noon

TRACK 1, BALLROOM B & C

The Past, Present, and Future of the Charlesgate

Herbert Nolan, deputy director, Solomon Foundation

Dan Adams, principal, Landing Studio

Rob Adams, principal, Halvorson Design Partnership

Three innovative projects are underway in the Lower Charles River Basin to overcome highway barriers and reconnect neighborhoods to parks. The \$12.5M Francis Appleton pedestrian bridge, part of the Longfellow Bridge restoration project, will seamlessly link Beacon Hill to the Esplanade; it is scheduled to open in August. Design for the first phase of a Charlesgate Greenway path linking the Charles River Basin to the Back Bay Fens should be out to bid by summer. Conceptual design for the parks and paths underneath the elevated Charlesgate Interchange and Bowker Overpass will be completed by spring. None of these projects would have advanced without privately sponsored design studies, effective advocacy, and enlightenment leadership

FRIDAY 4.27

Sessions

within state agencies. We'll look at working with and around mid-20th century highway projects to reconnect neighborhoods and parks, how to create new pathways and identities for isolated areas of the city, how to mediate between parks as transportation corridors and as places of repose, how to use temporary and permanent art installations to shift people's experience and perception, and how to advocate for projects by fronting the design process and helping public partners solve problems.

Greenough Greenway: How Creative Fundraising and a Public-Private Partnership Built a Community Asset

Peter Sorensen, senior project manager, VHB

Herbert Nolan, deputy director, Solomon Foundation

Stephanie Beaver, highway engineer, VHB

Dan Driscoll, director of facilities planning, Mass. Department of Conservation and Recreation

This unique public-private partnership between the Solomon Foundation and the Massachusetts Department of Conservation and Recreation turned an underused, dangerous area into a vibrant community asset. We'll give a brief history of the project from its conception as part of the Charles River Basin Master Plan, the history of the Solomon Foundation, the project need and existing conditions, the proposed project and associated benefits, the unique fundraising and organizing efforts undertaken by the Solomon Foundation, and public consensus-building and stakeholder input.

TRACK 2, ROOM 3540

The Power of Greenway Networks for Urban Mobility

David Loutzenheiser, senior transportation planner, Metropolitan Area Planning Council

Matthew Lawlor, partner, Robin + Cole

Michelle Liebetreu, development director, Mystic River Watershed Association

Tony Lechuga, program manager, Emerald Network

We'll look at the various geographic scales at which greenway advocacy takes place in Metro Boston to ensure sustained progress. Panelists will cover the regional, metropolitan, municipal, and neighborhood scale at which they work — the Landline, Emerald Network, Mystic River Watershed Association, and WalkUP Roslindale — and make the case for connected networks as the backbone for mobility while stitching together green infrastructure. We'll begin with an overview of an urban greenway and what it means for communities, then talk about the various scales at which advocacy takes place and how they each ensure success. We'll end with a neighborhood-based case study of an ongoing greenway project in the neighborhood of Roslindale, at the fringe of the MBTA's subway system and less than a mile from the iconic Southwest Corridor Park greenway. We'll summarize translatable lessons for communities throughout New England and leave time for questions.

Dockless Bike Sharing: The New Kid on the Block

Scott Mullen, Northeast director of expansion, LimeBike

Kasia Hart, transportation policy associate, Metropolitan Area Planning Council

Becca Wolfson, executive director, Boston Cyclists Union

Angela Johnson, vice president, Boston Cyclists Union board of directors

We'll explore how planning agencies are seeking to grow regional, dockless bike sharing models; how dockless models can address questions of equity and accessibility; and how dockless bike sharing will coexist with existing docked models. Docked bike share has a contract with four of the largest bike-friendly Massachusetts communities, and dockless bike share currently exists in Worcester and cities within metro Boston.

FRIDAY 4.27

Sessions

TRACK 3, ALUMNI LOUNGE (ROOM 2551)

City Walk: Writing Robust Community Engagement into Complete Streets Projects

Alex Ellis, planner, City of Providence

Pegah Rahmanian, executive director, Youth In Action

Jason DeGray, New England regional engineering director, Toole Design Group

Providence, R.I., is engaged in a multi-year STIP-funded complete streets project that is rooted in community engagement. We'll walk through the basics of the project and go into depth on how to develop a robust community engagement plan and how to manage community partnerships for project success.

Why is Walking Dangerous in Rural Communities, and Can Complete Streets Help?

Stacy Beutell, technical assistance manager, WalkBoston

Phil Goff, manager, Alta

Marie Westburg, director, Williamsburg Senior Center

Walking exerted a powerful influence on historic town formation in Massachusetts. Town boundaries were drawn around an acceptable three-mile walking distance from town centers. Today, with driving as the primary mode of transportation for rural residents, many roadways are now dangerous for pedestrians. It is important to understand that people walking in rural communities encounter different barriers from those walking in denser settings. We can advocate for solutions that allow rural communities to take advantage of the funding initiatives and legislative changes that suburban and urban communities already enjoy. We'll look at how a complete streets approach to road design is relevant in rural communities and show some examples of successful installations for all community types.

Ogunquit: Transforming a Small Community into a Bicycle and Pedestrian Friendly Town

Patrick Adams, bicycle and pedestrian programs manager, Maine Dept. of Transportation

Charley LaFlamme, founder, Bicycle Coalition of Maine

We'll look at the history of transportation challenges within the town of Ogunquit, ME, and how relationships and partnerships evolved during a major roadway reconstruction project to create opportunities to improve access and safety for all roadway users. We'll talk about growing a local base of support, how to identify key relationships (committee members, council members, police chief, public works, etc.) in communities; how to build a local coalition and establish a local bike-ped committee; how to inventory existing bike-ped facilities and prioritize needed improvements; how to understand the Department of Transportation's Project Development and Delivery Process; how to demonstrate the importance of safety for all transportation users so the community will support the inclusion of bike-ped Improvements in future projects; and how to advocate for and communicate the importance of bike-ped facilities within community centers.

TRACK 4, ROOM 3545

Mattapan on Wheels: Engaging Teens Through Cycling

Shavel'le Olivier, co-chair, Mattapan Food and Fitness Coalition

We'll offer a brief history of Mattapan on Wheels, why it was created, its growth, and who the program attracts. We'll look at youth engagement, how biking can be used to develop youth leadership and how to actively listen to youth. We'll talk about partnerships and collaborations, using resources such as biking organizations, cyclists, conferences to better engage youth. And we'll talk about marketing and advertising, how to engage youth through printed material, word of mouth, and if you even need marketing.

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When a Fire Starts to Burn: The Power of Bicycles as Vehicles for Community Transformation *Olatunji Oboi Reed, president & CEO, Equiticity*

This interactive presentation will explore the role of bicycles, the activity of cycling and community bicycle rides as vehicles to improve lives, transform neighborhoods and shift local policy. We'll explore a direct connection between community bicycle rides and the advancement of a bicycle advocacy agenda centered on bicycle equity, community transformation and social justice in low- to moderate-income communities of color. We'll define bicycle equity as the fair, just, equitable distribution of bicycle resources, prioritizing the people who need them the most and the people who stand to benefit the most from increased bike mode share. The presentation will make the case for local, national and international policies prioritizing bicycle equity as a vehicle for social transformation.

Growing Bicycle Travel and Tourism for Economic Development (and Much More) *Jeffrey Miller, vice president, CycleLifeHQ*

Bicycle travel and tourism is worth over \$70 billion/year in the U.S., with significant latent demand. We have completed research in over 150 global bike tourism destinations to understand how to double bike tourism in the U.S. over the next five years. CycleLifeHQ is a destination marketing platform aimed at pulling together a highly fragmented bike tourism market by assisting local governments, communities, and organizations to effectively develop, activate and market their bike travel and tour potential. A unique revenue sharing model also invests further in developing biking assets in communities. Learn what it takes to be a successful cycle tourism destination. We'll look at the steps and pitfalls in the journey to doubling your cycle tourism. We'll suggest creating an ongoing investment fund to re-invest in your product quality, and we'll share a platform and tools to compile bicycle tourism assets, grow local business, cultivate or attract new business, and increase length of stay to foster economic development.

Poster Sessions & Networking BALLROOM A

11 - 11:45 am

Improving Safety for Greenway Users at Roadway Crossings: FHWA STEP Program *Peter Pavao, director of transportation systems, VHB*

The Federal Highway Administration is working to reduce pedestrian fatalities and injuries at uncontrolled crossing locations through STEP: Safe Transportation for Every Pedestrian. Most trail and greenway crossings at roadways are uncontrolled or unsignalized, presenting pedestrian risks. This poster will introduce STEP as a tool for improving pedestrian safety at greenway-roadway crossings. STEP offers policy guidance, webinars, workshops, technical support, and promotional materials to engage state practitioners and safety advocates. STEP promotes the use of five proven countermeasures that agencies can deploy: Pedestrian hybrid beacons, road diets, pedestrian refuge islands, raised crosswalks, and crosswalk visibility enhancements.

Granite State Rail Trail Development: Working Together to Bridge the Gaps *Craig Tufts, planner, Central New Hampshire Regional Planning Commission* *Jeff Latimer, board member, Seacoast Area Bicycle Riders, N.H. Seacoast Greenway, Granite State Rail Trail*

The Granite State Rail Trail starts in Salem, NH, at the MA border and stretches to Lebanon, NH, at the VT border. The 120-mile corridor is about 60% complete while challenges exist to "bridge the gaps." Many other rail trails connect or will connect to this "backbone" trail that promises to be a tourist attraction as well as serving NH residents with recreation and active transportation opportunities. Signed on-road "de-

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tours” are planned to connect existing off-road segments until the entire corridor is complete. We’ll present a timetable and show how the various segments are being constructed, funding and maintenance plans, local obstacles we’ve overcome and pending, and maintaining enthusiasm of volunteers while engaging the state of NH to help promote the GSRT and NH rail trails in general.

Become a NorWALKer: Creating a Sustainable Walking Movement in Norwalk, CT
Kaitlin Latham, health education associate, Norwalk Health Department

The NorWALKer Program encourages residents to be physically active at no cost. We have 44 walking routes through 17 city neighborhoods. The routes were assessed using the CDC’s Walkability Audit Tool and deemed safe and accessible. Maps include historical information to add an educational component. The NorWALKer program has become a centerpiece of the Healthy for Life Project, a coalition of organizations and community members from the Greater Norwalk area working to make our communities healthier.

Cycling Without Age: The Right to Wind in Your Hair!
Kevin Sullivan, co-leader, Cycling Without Age, West Hartford, CT, chapter

Cycling Without Age is a volunteer supported recreational cycling experience for the elderly and others with limited mobility. Volunteers pilot specially designed two-passenger rickshaws. The passenger compartment is in front, allowing for conversation between the pilot and the passengers while creating a wonderful wide-open ride for the passengers. CWA started in Denmark in 2012. There are now hundreds of rickshaws in Denmark and over 1,000 worldwide. I’ll talk about the benefits to passengers and pilots, how a CWA chapter works and how to start one. I’ll have a rickshaw on site.

Encouraging Students & Families Around Safe Routes for Schools
Sam Balto, Safe Routes to School champion, Ellis Elementary School, Roxbury

How can teachers and schools push for change beyond participating in a seasonal walk to school day? Looking at efforts to improve safety on Walnut Ave. in Boston, I’ll show why there’s a need for improvements and what’s been done so far (Safe Routes to School meeting and walk, WalkBoston walk, following up at Mayoral appearances, calls, emails, Tom Brady Tactical Urbanism etc). I’ll show how to start a walking school bus using technology and Google Maps, creative ways to promote SRTS to students and families, and ways to engage school community and local community around walkability.

The Land Use and Built Environment Factors that Influence Where Women Use Bike Share in Boston
Laura Krull, city planning graduate student, MIT

Public bike share systems tend to see more women than men using bike share. Yet few studies have looked at how built environment and infrastructure factors affect women’s usage, and how this compares to men. Using trip data from Greater Boston’s bike share system, Hubway, this analysis uses a multiple linear regression model to examine how built environment, land use, and bicycle infrastructure impact usage for men and women.

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Mobile Workshops & Sessions

Lunch

Noon - 1 pm

BALLROOM A, B, & C

We'll seat ourselves by states for informal conversations; check for your state's tables

Networking & Expo Hall

1 - 1:30 pm

BALLROOM A, B, & C

Note: If you've signed up for a mobile workshop, please head for the Campus Center's front door by 1 pm.

Mobile Workshops

1:30 - 3:15 pm

Walking Tour of Columbia Point & Boston Harbor

Andrew Weiss, campus planner, UMass-Boston

Explore resilience planning initiatives in the city with a focus on Columbia Point Peninsula (home to UMass-Boston) and Boston Harbor. The walk will be approximately 1.7 miles; meet outside the Campus Center.

Neponset River Greenway

Neponset River Greenway Council members Jessica Mink, Vivian Ortiz, and Lee Toma

Residents and staff from the state's Department of Conservation and Recreation will share the story of knitting communities together socially and physically through the Neponset River Greenway. The tour will follow a stop-and-go format to showcase signature achievements manifested in the built environment. Transportation to and from the Greenway will be provided along with Pace bikes.

Afternoon Session I

1:30 - 3 pm

TRACK 1, ROOM 3540

Updates on MassDOT's Statewide Bike and Pedestrian Plans, Complete Streets, and Multi-Use Path Planning and Design Guide

Peter Sutton, bicycle and pedestrian coordinator, Mass DOT

Michelle Danila, Complete Streets engineer, Mass DOT

Samantha Roddy, environmental analyst, Mass DOT

The Massachusetts Department of Transportation partners with municipalities and project proponents to fund, design, construct, and maintain on- and off-road paths and trails that enable the Commonwealth, its people and economy to flourish. Currently MassDOT has several active initiatives to advance trails/paths across the Commonwealth, including the Statewide Bike and Pedestrian Plans, Complete Streets, and development of a Multi-use Path Planning and Design Guide. We'll discuss how a trail project advances, the guide, and the bicycle planning process with a particular focus on networks and critical on- and off-street gaps. We'll leave time to ask questions and share ideas to inform MassDOT's work.

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TRACK 2, ALUMNI LOUNGE (ROOM 2551)

More than Concrete: How Effective Collaboration and Engagement in Trail Design Can Create Long-term Value

Andrew Kohr, landscape architect, Stantec

Aleece D'Onofrio, transportation engineer, Stantec

Community and stakeholder engagement during the planning and design phase can make or break the public's opinion of a transportation project. Projects involving bicycle and pedestrian enhancements are personal to neighborhood members, and collaborating can be a valuable tool in successful project branding and placemaking. Stantec has worked with a number of communities along the East Coast from Massachusetts to Georgia, planning and designing hundreds of miles of trails. We'll use case studies to illustrate the significance of public outreach in general, and more specifically talk about the importance of identifying the best communication style to fit the community; an understanding of how to communicate a project's goals and impacts to different stakeholders; and why creating this mutual understanding and project buy-in between the design team and community is so important. We'll look at specific projects that were successful in public engagement and how that impacted the overall design of projects. Attendees will gain a toolkit of ideas on how to best engage the public.

Creating Connections: The Jack A. Markell Trail

Jeff Niezgoda, assistant director, local system improvement program, Delaware Dept. of Transportation

Jeff Riegner, vice president, Whitman, Requardt & Associates

The Jack A. Markell Trail in Delaware is an excellent example of a trail project that required great persistence over many years, ample funding, and creative solutions to technical challenges. A partnership of multiple agencies, led by the Delaware Department of Transportation, has advanced multiple phases of the trail to construction over the last ten years. When complete (late 2018), the seven-mile trail will connect the state's two oldest urban centers, Wilmington and New Castle, with just two at-grade road crossings, making bicycle commuting competitive with driving. Learn how a partnership of public agencies and advocacy groups came together to push a major trail project forward, and how the results of a charrette-driven design process can withstand engineering reviews and tight construction budgets. And learn how technical challenges such as crossings of environmentally sensitive areas were overcome.

TRACK 3, BALLROOM B & C: LIGHTNING ROUND

The Greenway: Urban by Choice, Safe by Choice?

John Lower, associate vice president, Iteris

We'll look at cyclist and pedestrian safety and convenience for on-road segments in the 25 cities connected to the Greenway. We'll share best practices such as Austin, TX's 3rd Street protected bikeway and Pasadena, CA's traffic signal synchronization for bicycles. We'll look at options for setting safe speed limits for all users and how to collect, analyze, and use data for safety improvements as well as to attract funding.

Building a Vision Zero Action Plan: A Small City Experience

Raymond Hayhurst, transportation planner, AECOM

I'll share an overview of how the City of Alexandria, VA (population 150,000) went from adopting a Vision Zero policy to building an action plan with limited resources and aggressive timeline. I'll provide lessons learned relevant to other smaller cities, transportation professionals and advocates committed to eliminating traffic deaths and serious injuries with a particular emphasis on protecting our most vulnerable road users — bicyclists and pedestrians — and residents in lower income neighborhoods, where traffic deaths and serious injuries were disproportionately occurring.

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Seven Pedestrian Bridge and Boardwalk Design Considerations for Architects and Engineers *Jason Philbin, president, PermaTrak North America*

Learn how trail width, site conditions, geotech analysis, abutment plans, permitting, safety, and durability affect the overall success of a pedestrian bridge or boardwalk project. We'll look at these projects from the perspective of an engineer and landscape architect and show how the two professions can work together to design a long-term successful project.

TravelSafely App for Pedestrians and Cyclists *Matthew Picanso, systems engineer, Ocean State Signal*

Ocean State Signal has partnered with Applied Information to roll out a TravelSafely app to create a community of drivers, cyclists, and pedestrians united by technology to create a safer, more efficient, and enjoyable travel experience. The app sends out a basic, or personal, safety message that is received by the smart phones of all vehicles, pedestrians, and cyclists in the vicinity. The app also receives and sends information including traffic signal controllers (time to green and red light running), school beacons (speeding in an active school zone), work zones (speeding in work zones) and pedestrian crossings. Other warnings cover emergency vehicles (including direction of approach), poor weather, wrong way driving and impending rear-end collision.

Casey Arborway – Reconnecting Olmsted's Emerald Necklace *Gary McNaughton, vice president & regional manager, McMahon Associates*

The Casey Overpass in Boston's Jamaica Plain neighborhood was built in the 1950s, when passenger car and roadway capacity ruled above all else. Originally a six-lane viaduct, it created a barrier for all non-vehicular modes. Its location between Franklin Park and the Arnold Arboretum severed Olmsted's Emerald Necklace and limited pedestrian and bicycle access to the Forest Hills MBTA Station. It was plagued by design flaws throughout its life and had been reduced to a single lane in each direction when the Casey Arborway project started. The project initially evaluated replacing the overpass, but successfully developed an at-grade roadway design, enabling the creation of dedicated bicycle and pedestrian facilities along the corridor to connect the neighborhoods and nearby parks and improve access to Forest Hills Station, eliminating the need for pedestrian crossings. The project required extensive, and at times contentious, public participation to evaluate at-grade and bridge alternatives and share evaluation metrics on each. As construction nears completion, we'll share the challenges and accomplishments.

TRACK 4, ROOM 3545

Connecting Folks to Boston's Spokes *Alan Mountjoy, principal & manager of urban design projects, NBBJ* *Conor Semier, senior planner, Kittelson & Associates* *Charlotte Fleetwood, planner, Boston Transportation Department*

Boston's Greenlinks Plan will connect every neighborhood to Boston's greenway network by installing paths, bike facilities, and safer road crossings. The initiative stems from Boston's centuries-old legacy of investment in public parks, combined with a modern focus on forms of active transportation such as walking and cycling. We'll speak to aspects of designing and implementing urban greenways: low-stress routes that support riders and pedestrians of modest ability, such as children and elderly; design that enhances environmental conditions in low-income neighborhoods by adding vegetation to reduce heat island impacts and reduce stormwater runoff; intersections that encourage walking and cycling; engagement with local communities to gain support for routes that serve the residents; leveraging public and foundation funding

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for design and construction of urban greenways; methods of coordinating with transit, transportation and public works agencies to achieve results in overlapping jurisdictions; and how to work with abutters to find alternative parking and service needs.

A River Doesn't Run Through It

Jay Monty, transportation planner, City of Everett, MA

Michelle Liebetreu, development director, Mystic River Watershed Association

Generations of industry have walled-off Everett's waterfront from public access. As a result, the East Coast Greenway abruptly ends less than a mile from the Malden and Mystic rivers. With recent redevelopment efforts and municipal leadership, access and connectivity is beginning to improve and rivers are seen as a community amenity. We'll discuss design and funding components of efforts to fill missing gaps in the greenway system along and across these rivers.

Networking, Snack Break Ballroom A

3 - 3:30 pm

Afternoon Session II

3:30 - 4:45 pm

TRACK 1, BALLROOM B & C

Complete Streets in Connecticut

Mark Carlino, traffic engineering division chief, Conn. Department of Transportation

David Elder, transportation planner, Office of Strategic Planning, Conn. Department of Transportation

Patrick Zapatka, transportation planner, Conn. Department of Transportation

Erik Jarboe, project manager, Conn. Department of Transportation

Complete Streets is a national movement aimed at making roads more usable for non-motorized users. The Connecticut Department of Transportation adopted a complete streets mindset, and eventually formalized it into a departmental policy, applying it to the many modes of transportation that the department supports and in a wide range of communities across the state. We'll look at the differences between establishing a complete streets program at the state level as compared to the municipal level and the realistic limitations of funding and public pushback when delays and convenient parking have to be sacrificed for the good of other users. We'll talk about cost-effective methods to implement Complete Streets enhancements.

Connecticut's Efforts to Complete the East Coast Greenway

Scott Bushee, project manager, Highway Design Unit, Conn. Department of Transportation

Marissa Washburn, transportation supervising engineer, Conn. Department of Transportation

Connecticut's Department of Transportation has set a significant goal of completing the East Coast Greenway through the state – 200 miles, of which 79 are already on protected off-road trails. Projects are underway to close the gaps, which means tackling tough sections that have been avoided for various reasons. We'll look at the challenges and innovative, sometimes costly, solutions to overcome the obstacles encountered during the design of the trail sections. We'll share examples of ongoing and recently completed enhancements to the East Coast Greenway, including a recent signing project.

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TRACK 2, ROOM 3540

Promoting Walkability and Bikeability with Public Health Partnerships

Emily Hultquist, principal planner and policy analyst, Capital Region Council of Governments

Tim Malone, principal planner and policy analyst, Capital Region Council of Governments

Steven J. Huleatt, director of health, West Hartford-Bloomfield Health District

Paul Niehoff, senior transportation planner, Portland Area Comprehensive Transportation System

Zoe Miller, project manager and public health specialist, Greater Portland Council of Governments

The Capitol Region Council of Governments and the Portland Area Comprehensive Transportation System provide an overview of the Action Walkability Institute offered by the National Association of Chronic Disease Directors. The institute was offered to multi-disciplinary teams organized by 10 metropolitan planning organizations, two from New England. Representatives from those two MPOs will discuss the Walkability Action Plans they created during the institute and the initiatives they have pursued as follow-up projects.

TRACK 3, ROOM 3545

Planning the Upper Charles Trail Route through Ashland, MA

Charlie Creagh, project planner, Alta Planning + Design

The Ashland Upper Charles Trail Alignment Study was completed by Alta Planning + Design in the fall of 2017 with the aim of finding the most suitable location for Ashland's portion of the roughly 30-mile, five-community Upper Charles Trail. We will discuss the alignment, environmental, and community challenges related to the planning for the trail in Ashland, a town without an abandoned rail corridor. Alta needed to develop creative solutions for a seven-mile trail route through undeveloped areas, along roadways, around a cemetery, and through the high school campus. Additional challenges included overcoming NIMBYism, topography, wetlands, and busy road crossings. We'll also discuss the community engagement process and coalition building necessary to maintain the vision of the 25-mile loop through five communities in the western suburbs of Boston.

Understanding Advocacy: Roles, Phases, & Functions

Steven Miller, board member, Livable Streets; exec. director, New England Healthy Weight Initiative

People can advocate from within decision-making bodies, as consultants or advisors to those bodies, as outside voices, or from other positions. A good advocacy strategy empowers people in all those roles to speak up and help push. Advocacy campaigns need to skillfully combine protest and partnership, stopping what they oppose and working with implementation agencies to create what they want. They also have to generate political will, ensure that the responsible agency has or can hire the technical capacity to complete the job, and then institutionalize the program or project so that it becomes a permanent part of the agency's budget and operations. Understanding these high-level ideas helps advocates' strategic decision-making and work plan development.

Increasing Low-Stress Bike Accessibility to Jobs: Evaluating Bike Network Improvements in Boston using Level of Traffic Stress Criteria 2.0

Peter Furth, professor of civil and environmental engineering, Northeastern University

This study shows how low-stress bike accessibility can be a powerful measure for understanding current network deficiencies, identifying needs, and evaluating proposed improvements. When streets that are stressful to ride a bike on are erased from a city's map of streets and paths, the resulting network can be discontinuous and/or circuitous, making it difficult or impossible to get between two points using only low-stress links. We applied the Level of Traffic Street criteria 2.0 to map the low-stress bike network in Boston,

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and then used population and employment location data to calculate and map low-stress bike accessibility to jobs from neighborhoods around the city. We repeat the low-stress accessibility analysis for alternative bike network improvement scenarios, including some that improve low-stress bike accessibility by a factor of more than 10 – a genuine revolution in transportation, health, and livability.

TRACK 4, ALUMNI LOUNGE (ROOM 2552)

Walking Our Way to Age-Friendly Communities

Adi Nochur, project manager, WalkBoston

As elderly populations continue to grow in Massachusetts and across the country, the need for Age-Friendly Walking (an emerging framework for increasing pedestrian safety for children and older adults) will only increase. Walkability is critical to ensuring that seniors can age in place, access important goods and services, remain socially active, and maintain physical and economic mobility. We'll share the successes and challenges of Age-Friendly Walking in Boston to consider how to implement similar initiatives in other communities. We'll talk about how to use Age-Friendly Walking as a frame to bring diverse stakeholders and new partners to the table, how to assess local communities for Age-Friendly infrastructure and recommend build environment improvements, and how to incorporate equity into project development and community engagement strategies.

Design Challenges from the Safe Routes to School Program in Rhode Island

Angela M. Saunders, project manager, McMahon Associates

Safe Routes to School is a federally funded program that seeks to enable more children to walk and bike to and from school through a combination of strategies including education, encouragement, enforcement, and engineering. McMahon Associates coordinated the design of proposed infrastructure improvements for six schools in four different Rhode Island communities. We'll give an overview of infrastructure improvements including sidewalks, a multi-use path, a pedestrian bridge, speed humps, flashing LED school zone signs, and stormwater improvements. We'll tell the story of the layout and challenges of the multi-use path.

Ball & Socket Arts - Once We Build It, They Will Ride There

Kevin Daly, co-founder, artistic director, and board president of Ball & Socket Arts

Jeffrey Guimond, co-founder, artistic director, and board secretary of Ball & Socket Arts.

Ilona Somogyi, co-founder, artistic director, and board treasurer of Ball & Socket Arts

Ball & Socket Arts is working to restore and repurpose a 65,000-square-foot historic button manufacturing factory and leverage our proximity to the East Coast Greenway to provide a cultural destination for cyclists throughout the region. Our Cheshire, CT, factory shares three acres of frontage along the Farmington Canal Heritage Trail. We'll look at leveraging trail traffic for economic development, for both Ball & Socket Arts and our community partners. We'll talk about creating cultural programming for destination riders and day-trippers, and collaborating with the East Coast Greenway Alliance to produce events and provide services.

Closing Ceremony

BALLROOM B & C

5 - 5:15 pm

SPEAKER BIOS

Dan Adams is a founding principal of Landing Studio, an architecture, design, and research practice whose work negotiates the intersection of large-scale global industry with urban environments. He also serves as director of the School of Architecture at Northeastern University in Boston.

Patrick Adams manages Maine DOT's Bicycle and Pedestrian Programs. His background in outdoor activities and his history of creating dynamic and synergistic partnerships at the local, state, and national levels has enabled MaineDOT to explore additional cyclist and pedestrian opportunities across the state.

Rob Adams, ASLA, is a principal with Halvorson Design Partnership in Boston. His master planning and design projects include urban parks, plazas and streetscapes, campus design, large greenway systems and detailed garden design.

Amy Archer, P.E., is a project manager at Pare specializing in bike path planning, feasibility and design. Her experience throughout New England and the Mid-Atlantic includes a variety of highway, traffic, and intermodal transportation facilities. Her current projects include the Belmont, MA, Community Path Feasibility Study; Waltham, MA, Wayside Trail Design; and Westerly, RI, Misquamicut Bike Study.

Stefanie Beaver, PE, ENV SP, is a highway engineer with VHB with experience on highway, municipal roadway, and bikeway projects. For the Greenough Boulevard project, she provided design and cost estimating, working closely with the Solomon Foundation and Department of Conservation and Recreation.

Stacey Beuttell manages technical assistance programs at WalkBoston, supporting municipalities across the state in adding walking to municipal planning efforts. Prior to joining WalkBoston, she was a senior associate at Sasaki Associates, where she practiced as an urban planner for over 13 years.

Scott Bushee is a project manager with the Connecticut Department of Transportation's Highway Design Unit with more than 25 years of experience in the design of highway, drainage, and pedestrian corridor projects. He has held lead design responsibility for 5 roundabouts on state roadways and approximately 3.5 miles of gap closure on the East Coast Greenway.

Carole Brush serves as executive director of the Eastern Trail Alliance and the Eastern Trail Management District. She is a Registered Maine Guide and enjoys cycling and hiking throughout the region. She managed major improvement projects for the Eastern Trail, such as the Turnpike Bicycle-Pedestrian Bridge and current Close the Gap campaign, adding significant trail extensions.

Mark Carlino serves as chief of traffic engineering for the Connecticut Department of Transportation. He served earlier as transportation planning director, overseeing the Office of Strategic Planning & Projects and the Office of Environmental Planning. Previously, as director of public works/town engineer in Manchester, CT, he oversaw the East Coast Greenway trail network expansion within the I-384 corridor.

Tiffany Cogell is an advocate for Active Transit equity, a community organizer, founder of Truth Food Prep & Recipes Service, creator of Truth Serum Detox Teas, nutrition coach and fitness equity advocate. As a social and racial justice advocate, she is co-designing a resident-led consultancy, Bridging Communities, to foster co-creation among communities of color and organizations.

Jeff Colby is director of public works for the Town of Yarmouth, where the population of 24,000 year-round residents multiplies each summer. Yarmouth has 243 miles of roadway, 35 miles of sidewalks, and 5 miles of shared-use path and growing.

Charlie Creagh understands how thoughtful planning and design can mitigate environmental challenges and promote more vibrant, people-focused communities. He focuses on Complete Streets, trails, and bike share systems in rural and urban communities. He has conducted trail feasibility, planning, and design work in New Hampshire, Massachusetts, and New York.

SPEAKER BIOS

Kevin Daly is co-founder, artistic director, and board president of Ball & Socket Arts. He is the founder of the international artist collaborative MANIAC (Multi-media, Artist Network, Idea exchange, And Collaboration). He has exhibited extensively in New York, Connecticut, and California, and curated numerous national and international exhibits.

Michelle Danila P.E., PTOE is the MassDOT Complete Streets engineer, overseeing all Complete Streets initiatives and project reviews. Prior to MassDOT, she worked in the private sector for over 10 years and helped develop guidebooks

Jason DeGray, PE, PTOE is the New England regional engineering director for Toole Design Group. A dedicated transportation professional with experience in planning, design and engineering, he has managed projects of varying focus and context, including roadway and intersection design projects for state and municipal clients and transportation planning studies supporting private-sector needs and public initiatives.

Aleece D’Onofrio, PE, has provided conceptual planning and design for several roadway and shared-use path/trail projects across Massachusetts as well as construction supervision for utility projects in the City of Boston. A transportation engineer, she considers herself a member of Stantec’s “Local Bike Team,” working daily on community development projects focused on creating more transportation options for municipalities.

Dan Driscoll directs recreational facilities planning for the Massachusetts Department of Conservation and Recreation in Boston. He has several years of experience managing various recreational facilities projects.

David Elder, AICP, GISP, is a transportation planner in the Office of Strategic Planning, Connecticut Department of Transportation. He manages the Strategic Transportation Plan and leads the Policy and Intermodal Planning Units. He previously worked as a metropolitan planning organization planning director and holds a master’s in planning and resource management.

Alex Ellis is a planner in the City of Providence, where he staffs the Bicycle and Pedestrian Advisory Commission and works on all sorts of planning projects, especially bike and pedestrian. Before joining the city’s Department of Planning + Development, he ran the Rhode Island Bicycle Coalition for two years, advocating for better bike infrastructure and policy throughout the state.

Abby Evankow is a gardener in Gorham, NH, a member of the Coos Cycling Club, and secretary of the New Hampshire Rail Trails Coalition. She lives a mile from the South Eastern terminus of the Ride the Wilds trails system, 1,000 miles of interconnected trails for OHRVs. She works with her neighbors at the trailhead to get this trail out of their formerly peaceful neighborhood.

James Feleen is an attorney in Claremont, NH, and an avid runner and occasional bicyclist.

Nicole Ferraro, MPH, works in the Chronic Disease Prevention and Control Division at the Boston Public Health Commission and seeks to make physical activity safe, accessible and fun for all Boston residents.

Charlotte Fleetwood is a planner with the Boston Transportation Department and manages Complete Streets projects in East Boston Central Square, Audubon Circle, the Fenway Yawkey multi-use path, and Boylston Street in the Fenway. She contributed to Boston’s Complete Streets 2013 guidelines with a chapter on street trees. She manages Boston Green Links and the Vision Zero Boston project.

Tamika Francis is committed to people-centered development and approaches that involve those most affected by a problem to work towards a solution. Her lived experiences, coupled with work in multiple sectors, led to her role as the resident engagement strategist and key architect behind Let’s Get Healthy Boston’s Healthy Community Champions program.

SPEAKER BIOS

Peter Furth is a professor of civil and environmental engineering at Northeastern University and the inventor of the Level of Traffic Stress method of evaluating bicycle networks.

Jeffrey Guimond is co-founder, artistic director, and board secretary of Ball & Socket Arts. A pianist, conductor, chef, and arts administrator, he serves as music administrator for New York City Ballet at Lincoln Center. He has served as artistic administrator for New York City Opera, Opera New Jersey, the Golandsky Institute Symposium and International Piano Festival at Princeton University.

Phil Goff manages Alta's Cambridge office, where he merges his passion for multimodal streetscape design with his keen ability to manage diverse, complex projects. This includes managing pedestrian and bicycle master planning projects in communities large and small, including the Charles River Basin in Greater Boston, Scarborough, ME, Albany, NY, Pittsburgh, PA, Buffalo, NY, and greenway corridors in Connecticut.

Rami Haddad serves as a board member of Adventure Cycling Association. A technology consultant by profession, he loves electronics, GPS, and maps. He takes an annual self-supported bike trip with his kids, combining train, bus, and ferry options to visit many local treasures of New England and beyond.

Kasia Hart is a transportation policy associate at Metropolitan Area Planning Council, where her projects include Complete Streets, MBTA finance and transit-oriented development policy research, Hubway coordination, and municipal parking issues. She worked previously at WalkBoston, facilitating walk assessments and researching low-cost, community-driven pedestrian safety improvement strategies.

Raymond Hayhurst, AICP, is a Boston-based transportation planner for AECOM, where he is the Complete Streets lead in New England. Prior to joining AECOM, he served as Complete Streets program manager for the City of Alexandria, VA, and as a transit planner for the KFH Group in Bethesda, MD.

Crystal Hitchings is a regional planner with Washington County Council of Governments, helping communities plan for their futures through community and economic development. She serves as grant administrator for the regional destination marketing organization, DownEast Acadia Regional Tourism. She lives in Milbridge, ME.

Steven J. Huleatt, MPH, RS, is director of health for the West Hartford-Bloomfield Health District, serving approximately 84,000 residents. He has 29 years of experience as a local health director in a number of Connecticut communities.

Emily Hultquist is a principal planner and policy analyst at the Capitol Region Council of Governments. She is a member of the Policy and Planning Department and serves as lead staff member on the Sustainable Capitol Region Initiative. She also works on transit-oriented development, co-leads the agency's Complete Streets planning efforts, and manages transportation corridor studies. She has 12 years of professional experience in land use, transportation planning and urban design in Connecticut.

Erik Jarboe is a project manager for the Connecticut Department of Transportation, Division of Highway Design where he oversees design teams developing transportation improvement projects. These projects range from pedestrian and ADA improvements to expressway reconfigurations. He is a licensed professional engineer in Connecticut and a member of Conn DOT's internal Complete Streets Committee.

Angela Johnson works with coalition members and community based organizations to promote equitable access to transportation and to help ensure fairness and opportunity as technology transforms mobility. She also serves as vice president of the Boston Cyclists Union's board of directors.

SPEAKER BIOS

Andrew Kohr, PLA, ASLA, is a landscape architect, transportation planner, and urban designer working on projects focused on reshaping the urban experience. A self-described “infrastructure nerd,” he works on Stantec’s Complete Streets initiative and oversees the growth of the Atlanta community development studio. He has worked on or managed greenway and placemaking projects in Georgia, Kentucky and South Carolina.

Laura Krull is earning a masters in city planning at MIT with a focus on transportation. She has worked in land use planning in Portland, San Francisco, and Copenhagen. Most recently she analyzed bus service management for the MTA, piloted a study on TNC usage in Washington D.C., and parking policy and spatial analysis in cities across the country.

Charley LaFlamme founded the Bicycle Coalition of Maine in 1992. He has an extensive background in public engagement and advocacy at the local, state, and federal levels. He helped craft Maine’s Sensible Transportation Policy. In addition to his efforts within state government, he has served on numerous active transportation organizations and committees, including chairing Ogunquit’s BikePed Committee.

Kaitlin Latham is a health education associate in the health department in Norwalk, CT, her hometown. She served as lead on the department’s NorWALKer Routes program redesign.

Jeff Latimer serves on the boards of Seacoast Area Bicycle Riders, Town of North Hampton Rail Trail committee, New Hampshire Seacoast Greenway, and The Granite State Rail Trail. He has served for four years on the New Hampshire Department of Transportation’s Complete Streets Advisory Committee.

Matthew Lawlor is a partner at Robin + Cole in Boston with a focus on real estate disposition for public agencies, affordable housing finance, development, permitting, land use, and urban planning matters. He represents public authorities and agencies, lenders, developers, nonprofit organizations, and commercial landlords and tenants. In addition to his law degree, he has a master’s degree in regional planning.

Tony Lechuga is LivableStreets’ program manager for the Emerald Network, managing all aspects of the program including advocacy, project oversight, and technical assistance. Previously, Tony worked with WalkBoston while completing an MA in Urban and Environmental Policy and Planning at Tufts University. Before that he worked as a public school teacher for five years in his hometown of Denver, Colorado.

Michelle Liebetreu is development director of the Mystic River Watershed Association. She works to raise funds and awareness for the Mystic Greenways Initiative. She previously led institutional development for the Alliance for the Great Lakes. A runner, bike commuter and nature lover, improving greenways is near and dear to her heart.

David Loutzenheiser is a senior transportation planner at Metropolitan Area Planning Council. He manages projects primarily in the area of bicycle transportation, walking, and related areas. He is working to develop a greenway system vision for the metro Boston region and is developing bicycle and pedestrian plans for 12 municipalities in the region through the Sustainable Communities program.

John Lower is a fellow of the Institute of Transportation Engineers, a League of American Bicyclists certified instructor, and has 20-plus years of experience as a city transportation manager. He provides thought leadership with Iteris, Inc. in the areas of transportation and smart communities.

Tim Malone is a principal planner with Capitol Region Council of Governments working on a wide variety of projects. He works as a project manager on special studies in the Transportation Department, as well as the Policy Development and Planning Department. He works on transportation corridor studies, economic development, and bicycle and pedestrian planning. He has worked at CROG since 2015.

SPEAKER BIOS

Jeff Maxtutis, AICP, is senior transportation manager with AECOM and a leader in pedestrian-bicycle planning and design. He recently led over 35 pedestrian-bicycle Road Safety Audits for CT DOT's Community Connectivity Program. He manages the MassDOT Safe Routes to School Program Infrastructure Application and Planning Process and helps with Arlington, MA's Safe Routes to School Program.

Gary McNaughton, P.E., PTOE, is vice president and regional manager with McAdams. He was involved from the beginning stages of the Casey Arborway project and developed the "bow-tie" concept that led to the selected at-grade alternative. He is applying that experience to the McGrath Boulevard project in Somerville and the Morrissey Boulevard project in Dorchester.

Jeffrey Miller won a Watson Fellowship global bike tour, studying bicycle policy, infrastructure, and programs in 15 countries. He served as Bicycle Coalition of Maine's first executive director, then became CEO of the Alliance for Biking & Walking. He promotes bicycling for economic development as vice president of CycleLifeHQ, as an Adventure Cycling Association board member and East Coast Greenway Advisory Board member, and as the DC Cycling Concierge.

Steven Miller is executive director of the New England Healthy Weight Initiative at Harvard's School of Public Health. He serves on Livable Streets' board and is co-founder of the Emercal Network and Boston's annual Hub On Wheels Bike festival. He writes regularly for his blog, "The Public Way: Transportation, Health, and Livable Communities."

Zoe Miller is a project manager and public health specialist at Greater Portland Council of Governments, where she leads initiatives to improve mobility for people with transportation barriers. She began her career managing community-building programs for youth and adults in Portland, ME. As Healthy Maine Partnership Director for the Sebago Lakes Region, she worked to create more walkable and bikeable communities.

Steve Mitchell, PE, manages the New England Highway/Traffic Engineering Department for AECOM. For over 40 years he has provided engineering and planning services to state agencies, local municipalities and private developers, working closely with public and private groups to achieve consensus and produce concepts and designs leading to improved mobility in communities throughout New England.

Alan Mountjoy manages urban design projects at NBBJ's Boston studio. His experience ranges from architectural elements and urban design for highway renovation to PUD plans in Boston, Cambridge, and Washington, D.C. Before joining NBBJ, he served as a project manager on the New Charles River Basin project for MA's Department of Conservation and Recreation.

Jay Monty is the transportation planner for the City of Everett and with experience in planning, engineering, and transportation. Before joining the City of Everett, he worked for Volpe National Transportation Center as a transportation planner/analyst. He has extensive background in analysis and design software, qualitative and quantitative research, and analytical and technical writing.

Scott Mullen is director of expansion in the Northeast for LimeBike. Previously he has served as managing principal of ModeMatters, an early stage business consultancy, and managed the Hubway bike share network in Boston and Zipcar operations in Chicago and Boston.

Paul Niehoff is a senior transportation planner for the Portland Area Comprehensive Transportation System, the MPO for the Greater Portland. Paul has worked for PACTS for over 10 years on a variety of transportation-related initiatives. He is an avid cyclist with a keen interest in improving bicycle/pedestrian environments as safe modes of transportation.

SPEAKER BIOS

Jeff Niezgoda is assistant director of the Local System Improvement Program for the Delaware Department of Transportation. His duties include overseeing the state's bicycle and pedestrian programs, Transportation Alternatives Program, and Safe Routes to School. He holds a degree in civil engineering and construction management and has served the state for 14 years.

Adi Nochor is a WalkBoston project manager on technical assistance projects across Massachusetts. He worked previously at Codman Square Neighborhood Development Corporation to support the development of the Talbot-Norfolk Triangle Eco-Innovation District. He also served as partnerships coordinator and national organizer for 1Sky, a campaign for federal climate and clean energy policy.

Herbert Nolan is founding deputy director of the Solomon Foundation, where he has initiated numerous projects including the Brewer Fountain plaza, the Eliot Memorial, Greenough Greenway, the Watertown braille trail, Charlesgate Greenway, and the Malden River Greenway plan. He places particular emphasis on cultivating the relationships and shared vision essential to a successful public/private partnership.

Shavel'le Olivier has volunteered with Mattapan Food and Fitness Coalition for more than 8 years, beginning as a teenager. Now the Coalition's co-chair, she works with Vigorous Youth, a group of 8 teens. As youth coordinator she organizes a major biking event, Mattapan on Wheels, that addresses both the cycling issues and health issues in the community.

Vivian Ortiz started riding a bike in 2014. Since then, she has become an active participant in conversations related to lessening barriers to accessible and safe walking, biking, and public transportation infrastructure in all neighborhoods. She is a Livable Streets Alliance board member and involved in many neighborhood and community-based organizations.

Eric Papetti is a transportation program specialist with the Federal Transit Administration. A transportation, planning, and design professional, he loves creating better connections between transportation and public space. He volunteers on Salem, Massachusetts' Parking & Traffic Commission and Bicycle Advisory Commission, and on the board of directors of MassBike.

Peter Pavao Peter is director of transportation systems with VHB in Providence. He has served as project manager assisting the RI DOT with its Highway Safety Improvement Program and Strategic Highway Safety Plan. As part of this support, he helped develop the RI DOT Vulnerable User Safety Program, which has incorporated recommendations from the Federal Highway Administration's STEP program.

Jason Philbin is president of PermaTrak North America, Inc. He began his career at LJB, Inc. in Dayton, OH, prior to moving to Charlotte to work for S.C. Hondros & Associates. His passion for innovation in the precast concrete industry led to a senior management position at CON/SPAN® Bridge Systems. In 2010 he helped launch PermaTrak North America.

Drew Pflaumer has worked for a year as principal planner with the State of Rhode Island. Before that he worked as principal planner for the Town of Middletown, RI. He holds a master's in city/urban, community and regional planning.

Matthew Picanso is systems engineer with Ocean State Signal. He is a Microsoft Certified Systems Engineer and a Cisco Certified Network Professional. He has worked in the ITS industry since 1999 and has designed numerous ITS operations centers and ITS and traffic management systems around the country.

SPEAKER BIOS

Stephanie Pollack was appointed Secretary of Transportation and CEO of MassDOT in 2015. She worked previously on transportation policy, finance, and equity as associate director for research at the Kitty and Michael Dukakis Center for Urban and Regional Policy at Northeastern University. Her strategic transportation consulting work followed a distinguished career at the Conservation Law Foundation in Boston.

Pegah Rahmanian grew up in Yellow Springs, OH, but her work and heart have taken her to Chicago, New Orleans, Oakland, and now Providence, where she is executive director of Youth in Action. She has developed and grown a youth-led HIV prevention program; instituted programming on gender, race, class, and sexuality; and has taken over 300 urban youth outdoors, backpacking and camping.

Olatunji Oboi Reed serves as president & CEO of Equiticity, a national advocacy movement operating at the intersection of equity, mobility and justice in communities of color across the U.S. He co-founded and recently served as president & CEO of the Slow Roll Chicago bicycle movement. In 2015, the White House and U.S. Department of Transportation honored him with the Champion of Change award.

Jeff Riegner is vice president of Whitman, Requardt & Associates, LLP and manages its Delaware Valley transportation practice. His passion is transforming communities by making smart transportation choices. An engineer and certified planner, he is also a workshop instructor for the National Complete Streets Coalition and past chair of the Institute of Transportation Engineers Pedestrian and Bicycle Council.

Steve Rhoads is a civil engineer with VHB. He works on all stages of design of projects to develop plans, specifications and cost estimates and helps communities guide projects from initial feasibility studies through design and successful construction. He has worked on shared-use paths, roadway widening and rehabilitation, sidewalk construction, bridge replacement and intersection improvements.

Samantha Roddy is an environmental analyst with Massachusetts DOT. She worked previously as an environmental regulatory compliance coordinator with American Tower Corporation.

Angela M. Saunders, a project manager at McMahon Associates, works in transportation engineering, stormwater management design, civil/site engineering, and construction management. Her projects include conceptual design alternatives for the McGrath Boulevard project, a beacon design for the Town of Marblehead, and bus station designs for the Providence Downtown Transit Connector for the Rhode Island Public Transit Authority.

Conor Semler, is a senior planner with Kittelson & Associates, Inc. in Boston, drawing on his experience in urban planning, traffic engineering, and technical research in complete streets design. He focuses on improving conditions for walking and bicycling through better evaluation and design. He helped develop NACTO's Urban Bikeway Design Guide and FHWA Separated Bike Lane Planning and Design Guide.

John Shevlin, P.E., leads the transportation division at Pare Corporation. His planning and transportation experience throughout New England includes more than 20 bike paths approximating 200 miles. He was a young engineer at Pare during the East Bay Bike Path's development, and he brings firsthand knowledge of early challenges and how the development and successes of bike paths have grown in the past 30 years.

Ilna Somogyi is co-founder, artistic director, and board treasurer of Ball & Socket Arts. She is a faculty member at the Yale School of Drama and has worked as a professional costume designer at regional and commercial theaters in the U.S. and Europe. She has collaborated at nonprofit theaters of all sizes. She has lived in Cheshire, CT, since she was five.

SPEAKER BIOS

Peter Sorensen, PE, ENV SP, is a senior project manager at VHB with experience in all phases of roadway reconstruction, major infrastructure projects, bridge replacements, bike paths and construction administration for public agencies.

Kevin Sullivan is co-leader of the Cycling Without Age chapter in West Hartford, CT. He has been a bike commuter since 1995 and a two-time winner of the volunteer award from Bike Walk Connecticut. In 2017 he co-founded Bike Walk Wethersfield.

Peter Sutton is the bicycle and pedestrian program coordinator for Mass DOT, where he manages updates to statewide plans, oversees the MA Bicycle and Pedestrian Advisory Board, and chairs MassDOT's Moving Together conference. He volunteers with Bike to the Sea and has cycled nearly every MA greenway from Provincetown to Williamstown.

James C. Tassé PhD is assistant executive director of the Bicycle Coalition of Maine, where he oversees education and advocacy programs including the Maine Bicycle and Pedestrian Safety Education Program in partnership with the Maine Department of Transportation. He developed the Community Spokes advocacy and leadership program, now supporting more than 140 advocates in more than 61 Maine communities.

Kim Anderson True was the BikeMaine ride director at Bicycle Coalition of Maine for four years and continues to consult for the Coalition, including serving as a main partner in creating the first Scenic Bikeway in Maine. Avid cyclist and experienced bicycle tourist, she lives with her husband in the Portland, Maine area.

Craig Tufts works as a planner at the Central New Hampshire Regional Planning Commission, where he focuses on non-motorized transportation, trails, and GIS. He chairs the NH DOT Complete Streets Advisory Committee and serves on or staffs boards and committees related to trails and bicycle-pedestrian issues.

Marissa Washburn is a transportation supervising engineer with the Connecticut Department of Transportation and leads the Project Development Unit. Previously as a project engineer in the Highway Design Unit, she contributed to many multi-use trail projects. Her work has included developing conceptual alignments for feasibility studies/concepts and preparing plans for construction projects.

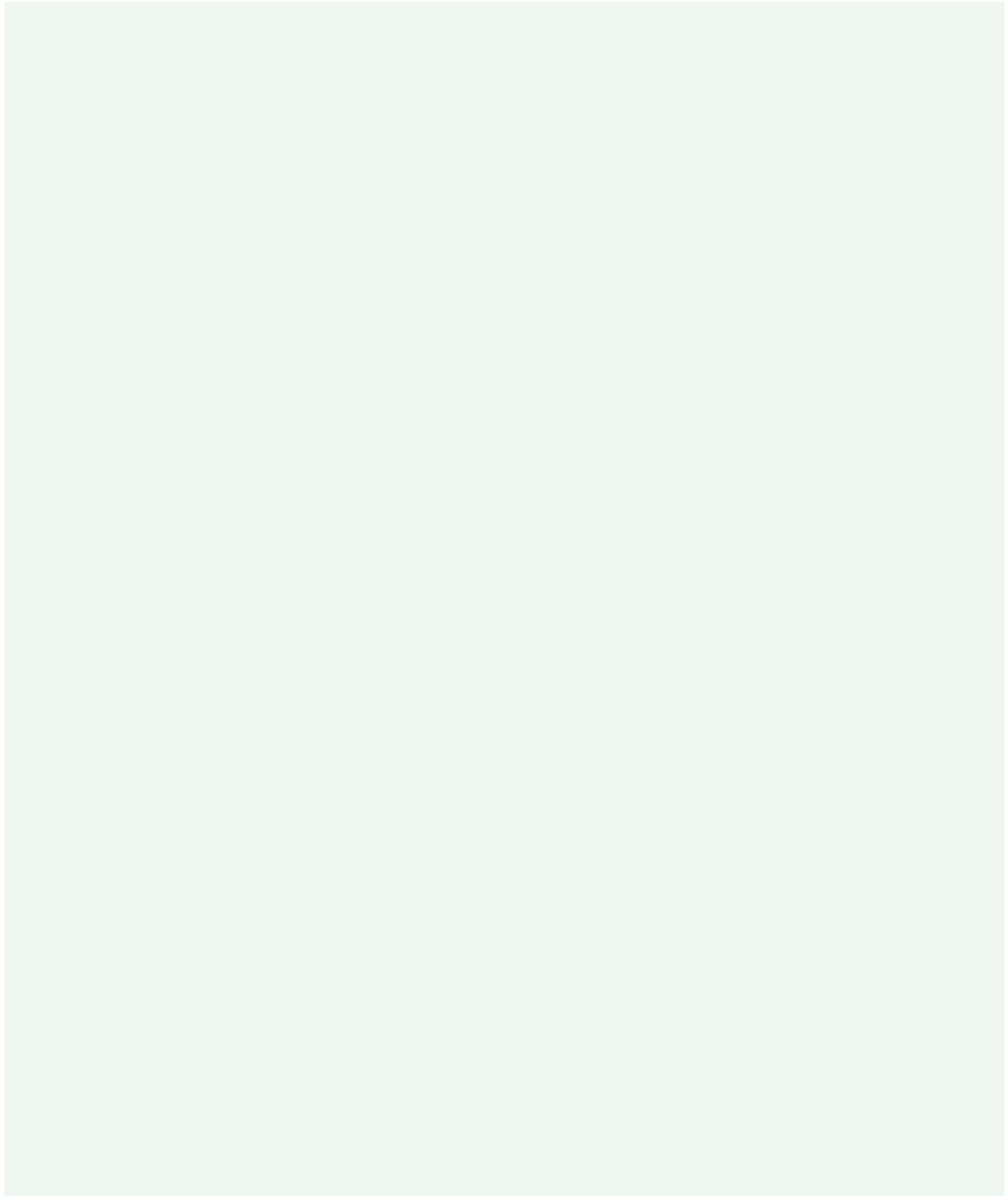
Eric Weis, AICP, is president of Cogent, a consulting firm dedicated to bicycle and pedestrian planning and programming. From 1998 to 2016 he worked at the East Coast Greenway Alliance, including six years as director of greenway development. Weis chaired the Providence Bicycle and Pedestrian Advisory Commission from 2012 to 2017, and he owns and directs the region's only annual bicycle trade show, the Builders' Ball.

Marie Westburg directs the Williamsburg Senior Center in western Massachusetts Through a Healthy Aging and Community Design Grant and community partners, she engaged seniors to work on making walking safer in their small rural town. An avid community organizer, she believes that becoming an age friendly community will improve the quality of lives of all residents in Williamsburg.

Becca Wolfson is executive director of the Boston Cyclists Union, where she works with residents, advocates, municipal staff and policymakers to help transform the region's streets so everyone can feel safe and comfortable riding a bike as transportation. She spent six years on Cape Cod working for Barnstable County's Resource Development Office and the AmeriCorps program.

Patrick Zapatka is a transportation planner with the Connecticut Department of Transportation. He is project manager of the initial phase of the Community Connectivity Program, namely Road Safety Audits. As Connecticut's Safe Routes to School Coordinator, he transformed a lackluster program into a comprehensive toolkit for improving bicycle and pedestrian safety.

NOTES







EAST COAST GREENWAY NEW ENGLAND REGION

New England route miles: 769

OFF-ROAD

ON-ROAD

FERRY



Featured Trail Segments

For a complete list of trails, visit each state's page at greenway.org

Maine

- 1 Downeast Sunrise Trail
- 2 Kennebec River Rail Trail
- 3 Eastern Trail

New Hampshire

- 4 Memorial Bridge

Massachusetts

- 5 Border to Boston Trail
- 6 Charles River Bike Path
- 7 Cape Cod Rail Trail (complementary)

Rhode Island

- 8 Blackstone River Bikeway
- 9 Washington Secondary Rail-Trail
- 10 East Bay Bike Path (complementary)

Connecticut

- 11 Air Line State Park Trail
- 12 Hop River Trail
- 13 Charter Oak Greenway
- 14 Farmington Canal Heritage Trail