

Massachusetts Bicycle & Pedestrian Advisory Board Meeting Notes
Wednesday, January 24, 2024, 1:00 – 3:00 PM
Teleconference via ZOOM

Welcome & Introductions: Pete Sutton, ex-officio, called the meeting to order, called roll and recognized MABPAB member Sam Squalia on her recent election in becoming Mayor of the City of Fitchburg

Look back on 2023 MABPAB accomplishments and priorities/topics for 2024

Pete Sutton presented a list of accomplishments from 2023 (attached) before transitioning to MABPAB co-chair Jaclyn Youngblood, MassDOT's Deputy Director @ the LAB (Office of the Undersecretary). Jaclyn conducted a three-question poll to attendees regarding priorities/topics for 2024.

- Question 1: In 2-3 word phrases, what MABPAB topics would you like to see covered in 2024?

Responses included:

- Safety
 - Municipal support
 - People-centric transportation
 - Bike/ped community outreach
 - Safety education
 - Rural solutions/opportunities
 - Pop up bike lanes
 - E-Bikes
 - Older adults
 - Design funding
 - Wayfinding
 - Protected intersections
 - User data
 - Prioritize bicycles
 - New MUTCD guidance
 - Traffic calming
 - Gateway city connectivity
 - Project development
 - New public right-of-ways
 - 20 MPH
 - Floating bus stops
 - Vehicle speeds
 - Public spaces
 - Protected bike lanes
 - Bike share
 - Vision Zero
 - Enforcement
 - EOPSS collaboration
 - Bike/ped advocacy
- Question 2: How familiar are you with MassDOT's Beyond Mobility study?
 - Very familiar – 60%
 - Somewhat familiar – 25%
 - Never heard of it – 15%
 - Question 3: Is there something we can tweak about MABPAB meetings in 2024 to increase your engagement or satisfaction with the group?
 - Understanding how to build advocacy on the municipal/regional level through this group/network
 - More interaction – keep presentations, but have them shorter with more discussion
 - Replicate best practices, make connections, etc.
 - Less presenting to, more working with, and more interactivity between members
 - Strategic use of time and frequency of meetings, action-oriented
 - Collaborative discussions
 - Engaging with formal bike/ped complete streets committees across the state

Other comments included:

- It would be ideal for MABPAB to continue confronting specific challenges, for example unplowed bike lanes in winter, or where specific barriers exist within MassDOT or other partners in order to workshop solutions or at least know where the board's limitations lie

- Being more explicit about lack of funding or being able to implement X, Y but not Z. Where can we work with MABPAB's immense talent and resources to help solve more problems?
- I enjoy the collaborative discussion - even if it's virtual – and brainstorming that happens after presentations. I really enjoy hearing all the different points of views and comments
- Is there a comprehensive list of every single formal bike/ped or Complete Streets Committee across the State? I think you should really look at MABPAB as people that could go out to some of these different groups and talk about MABPAB and solicit some of the feedback that they're hearing and they're dealing with and the problems they're encountering. We could then bring it here and have a discussion about those issues
 - MassBike is in the process of gathering this very info with input from MassDOT and other partner agencies. MassDOT supports this effort already through in-person MABPAB meeting in various parts of the state to highlight specific regional issues
- Older adults continue to be disproportionately represented in pedestrian crashes and fatalities. Helping to address that, MA Healthy Aging Collaborative works with more than 120 communities across the State. Similar to WalkMA, we're a resource for MABPAB in providing connections to support communities in this work in some way, shape or form
- WalkMA is building a statewide network of individuals, advocacy organizations, municipal committees, community groups working on walking, and other pedestrian-focused transportation professionals. For more info, visit <https://walkmass.org/walkmanetwork/>
- Having a presentation on the recently updated FHWA [Manual on Uniform Traffic Control Devices](#) would also be very beneficial, particularly on how recommendations get made for inclusion. Then working with people in the community in regard to getting that information out and how they can have some input into how decisions are made
- There is also a statewide planners listserv that offers an opportunity for best practices and giving feedback

Jaclyn concluded her remarks by stating that *Beyond Mobility* will be used as an anchoring document for organizing MABPAB meeting content this year and into next year. MassDOT will also be issuing a roadway safety request for information (RFI) soon, and plan to bring to MABPAB to share with the board's extended networks. The RFI will focus on a broad range of themes related to roadway safety - looking to get responses back, not just from established companies but also from researchers, community groups and other stakeholders who experience the Commonwealth's transportation network

Updates and input on bike/ped plan project implementation featuring MassDOT's Next Generation Bike/Ped Vision Map

Rick Plenge, Project Manager for VHB, provided an update (attached) on MassDOT's latest implementation tool to advance medium and long-range projects that began with the updates to the 2019 statewide bicycle and pedestrian plans. This data and map-driven initiative will support MassDOT's goal in expanding a high comfort network for pedestrians and bicyclists to all applicable MassDOT, National Highway System (NHS) and Federal-Aid eligible facilities statewide that are within the range of a short walking or biking trip. Rick explained the collection and review of available data sets and identification of high-comfort screening criteria used to inform the gap analysis undertaken

Kenia French, VHB's GIS Specialist, then went onto demonstrate how the various data sets were manipulated through GIS mapping, including dividing areas of the state by regional planning agency, weighting certain categories and separating out urban from rural contexts for better granularity. Questions and comments included:

- With respect to speed data, are we looking at average speed or the distribution of travel speed on a roadway segment?
 - Average speed, using the standard 85th percentile. (The 85th percentile speed is the speed at or below which 85 percent of the drivers travel on a road segment, per FHWA)
- Suggestion: to match the colors of the percentile ranking and also have those colors on the graph. The graph being all blue creates some confusion
 - Noted, and will try to improve current limitations of the GIS platform
- Have you considered local priorities included in Complete Streets Prioritization Plans?
 - Only if those roadways are under the NHS or are Federal Aid eligible. Similar to the initial round of implementation projects with the 2019 bike and ped plan updates, MassDOT is focusing only on roadways under our jurisdiction in addition to the aforementioned two categories
 - For the sake of prioritizing MassDOT's network, it's a bit difficult to pull local-level data in at this stage. That being said, a great deal of what we're doing when we get into project

implementation, project need and then project scoping is a big part of where we are driving ways to connect to local networks that have been improved

- A good example of that recently was in the Old Colony regional planning area, where a different version of a data crunch like this brought us to a corridor that had been given complete streets upgrades right up to the MassDOT jurisdiction. We're picking up where the locality ended. It's been part of what's helped drive that type of scope and consideration. Presently, we're capturing that in our individual project development process - how we do it at the statewide level is still in development
- MassDOT realizes there's a lot of ways that bike and ped demand can be looked at and prioritized. We're doubling down with "money where our mouth is" literally, in putting projects at the highest priority that have known safety issues, as in high crash clusters for bicycles and pedestrians, and all of the other information we know from our vulnerable road user assessment that we completed this year
- Having that major nexus to transit, and that correlation of high crash, high fatality instances associated with transit: That's a big part of what we weighted here - equity, safety and transit considerations. We're really heartened to see how weighting these things out and picking priorities are literally saving lives; and having one more tool in the toolbox to implement Vision Zero in our overall Safe Streets For All mentality. This exercise is pointing us in that direction
- One important note on the Complete Streets Prioritization Plans is that there isn't currently MassDOT technical assistance funding for updating those plans. Some plans (in our region at least) are out of date to some extent
- Have you considered roadways which are part of the Claire Saltonstall Memorial Bikeway?
 - The great thing about GIS and what we already have mapped is that we can simply overlay the route of the Saltonstall Bikeway onto any of these layers, see where there is a match and start prioritizing
- How did you decide how to identify roadway segments? Are they intersection to intersection or origin/destination links?
 - Segment links come directly from the MassDOT road inventory layer, which are subdivided based on a couple of fields: Route ID and Gap type. When we performed the gap analysis, we identified whether it was sufficient infrastructure or quality gap or a physical infrastructure gap - grouping those things together. For bikes in particular, because there were specific infrastructure recommended depending on different factors, we also used that as a field to break down these corridors
- Did you use or give thought to including adjacency to state shared use path networks as a prioritization factor?
 - Yes, that is one of the layers that we have in our toolbox - to overlay on top of the gaps and demand factors
- Are there regional implementation plans to connect the bike and pedestrian networks? On Cape Cod, the towns are woefully disconnected
 - MassDOT will definitely be looping in all of the regional planning agencies as we get closer to finalizing. As far as implementation goes, we made a concerted effort to break the regions down into regional planning agency networks. We thought that was the correct way for consistency, seeing we used the same methodology when the original list of implementation projects were rolled out from the 2019 bike/ped plans
- Are DCR parkways included in the analysis?
 - Yes. MassDOT can also decide at any time whether to include them or not, depending on what our use case is. For the sake of having a network that identifies where the State's priorities are, that would be a reason to include it for the sake of understanding, acknowledging and respecting DCR's jurisdiction and their own master plan for their parkway system. There's two schools of thought. We can certainly circle back internally and have that conversation amongst ourselves and our partners at DCR
- How this will then be implemented into projects and how is this going to be utilized by project managers? Is this going to be an element of design exceptions, etc?
 - MassDOT is still working to answer those questions internally: Does this ultimately replace our potential for everyday walking and biking layers, in a next generational kind of way? How does it relate to the current design justification process? We sometimes lean on the low potential designation as a means to justify less accommodation or lower comfort, and that issue will also be better addressed with this new data
 - The highest tier of need is going to be immediate once we finalize this new methodology, working with partners like MABPAB, RPAs and our own highway districts. Those blue

(highest scoring) roadway segments will be prioritized into projects. This is guiding our investment strategy for our larger modernization programs, it's a big share of the dollars that we have statewide, and this is one of the tools we're using to help guide that - taking that more programmatic approach than just individual project by project approach

- We're beginning to understand where those project areas are and what do we buy with X number of miles in the top tier (and access and crash reduction) and all that is what we're trying to work out. Our intent within the Highway Division is to drive that next big push for project initiation and design
- Does your bike and ped crash data include crashes that do not involve a motor vehicle? For example, crashes due to poor road condition are often missing from crash data
 - If it is reported by police, it will appear in MassDOT's crash database

Overview on climate resilient projects in the Mystic River Watershed Karl Alexander, Greenways Program Manager, Mystic River Watershed Association provided an overview (attached) of MyRWA's history, vision and mission. The Mystic River watershed is a network of rivers, streams, and ponds that all flow into the Mystic River and ultimately Boston Harbor. The watershed encompasses 21 cities and towns and is home to 600,000 people, including the highest density of environmental justice communities in New England, including Chelsea, Everett, Malden and East Boston. MyRWA's focus areas or work are:

- water quality
- greenways
- climate resilience
- education
- restoration
- stewardship

Questions and comments included:

- DPH has been connecting with the division of conservation services at Energy and Environmental Affairs (EEA) and exploring how some of the programs and funds they have could link, and other areas around the idea of getting people to parks. We're trying to help make connections for EEA and share where they have funding access through their federal resources
 - This would be an ideal topic for a future MABPAB presentation
- Does MyRWA have insights as to work that's being done on the roadways that are adjacent to the Mystic River? We often hear that those who live close to the river are the most cut off because of transportation infrastructure. For example, is there any movement on redesigning Route 16 with improved crossings helping people access the river?
 - MyRWA is well aware of the importance of these particular roads: they're so critical to access and they can also be really dangerous. There are several roadways where improvements are currently needed: Washington St/Cambridge St corridor leading to/from Sullivan Square as well as Rutherford Avenue – all of which will undergo major reconstruction in the next few years
 - There's also private development that's going to be redoing the entire streetscape (in the Sullivan Sq area) that's not going through typical public process. Sitting from the non-government side of it, MyRWA can raise the flag and say this is important to our work and know it's not going through typical roadway redesign process. We involved other stakeholders such as Livable Streets in conversations with the City and the developers to get a really good understanding of what they're thinking
 - MyRWA has also provided comments on the Wellington Circle planning work that went on last year, and we are engaged with Bike to the Sea on advocacy around Alford Street (Route 99). Even though it's not a part of our Greenways network. The Route 28 Wellington Bridge is also a huge gap for cycling: the temporary, quick-build flexi-posts that were part of the Shared Streets and Spaces grant funding didn't even last a season

Other Announcements

MassBike is hosting a lobby day on January 25 at the State House. Some legislators are scheduled to address the crowd and we're encouraging people to come meet their local legislators. We have some specific asks as part of an ongoing process for legislation, such as the deadline to get bills out of committees the first week in February

MA Healthy Aging Collaborative wishes to promote the AARP [Community Challenge Grant](#) - application deadline is March 6

Next MAPBPAB meeting: Wednesday, March 20, Merrimack Valley Planning Commission, Lowell, 1-3 pm (hybrid).

- List of board members in attendance (see below)
- Other attendees:
 - Ben Muller (MassDOT D6)
 - Alexandra Papademoulis (DPH)
 - Francisco Lovera (MassDOT)
 - Tom Ruta (MassDOT D2)
 - Cheryl Ann Senior (MassDOT D5)
 - Alexis Hosea-Abbott (MassBike)
 - Beth Giannini (FRCOG)
 - Colleen Medeiros (CCC)
 - Joyia Smikle (CCC)
 - Dawn Nims (MassDOT D2)
 - Lorenzo Varone (MassDOT)
 - Michael Trepanier (MassDOT)
 - Josh Grzegorzewski (FHWA)
 - David Loutzenheiser (MAPC)
 - Mike Burns (NPEDC)
 - Rik Ahlberg (Provincetown)
 - Barbara Lachance (MassDOT D5)
 - Tony Collins (MVRPC)
 - Jon Gray (SRPEDD)
 - Kyle Mowatt (OCPC)
 - Jay Patel (CMRPC)
 - Casey Cooper (CTPS)
 - John York (Bourne)
 - Niki Hastings (VHB)
 - Max Rasbold-Gabbard (DPH)
 - Yahaira Graxirena (CMRPC)
 - Joshua Barber (FHWA)

MA BICYCLE AND PEDESTRIAN ADVISORY BOARD

Board Member Sign-In Sheet

January 24, 2024 – virtual

Member Name	Attended	Notes
Tom DiPaolo MassDOT-Highway	yes	
Peter Robie MBTA	yes	
Pete Sutton MassDOT-Planning	yes	

Kurt Gaertner EOEEA	no	
Gerald Autler DCR	yes	
Jaclyn Youngblood MassDOT	yes	
Kirby Lecy DPH	yes	
Charlie Ticotsky MOTT	yes	
Andrea Papa EOPSS	no	
Jeff McCollough MARPA	yes	
Jessica Boulanger MARPA	yes	
Jackie Jones MARPA	yes	
Jeff Larason – public member	yes	
Keith MacDonald – public member (South Coast Bikeway Alliance)	no	
Galen Mook – MassBike	yes	
Karin Goins – public member (Walk/Bike Worcester)	yes	
Seun Oluwole – public member	no	
James Fuccione - public member (Mass. Healthy Aging Collaborative)	yes	
Cheryl Casper – public member	yes	
Sam Squalia – public member (Fitchburg City Council)	yes	
Brendan Kearney - WalkBoston	yes	
Maureen White - public member	yes	
Ed Sinofsky – public member (Cape Cod Cycling Club)	yes	
Karen Foster – public member (All Out Adventures)	yes	
Meg Robertson – public member	yes	
Alice Brown – public member (Boston Harbor Now)	yes	