

Massachusetts Bicycle & Pedestrian Advisory Board Meeting Notes
Wednesday, May 29, 2024, 1:00 – 3:00 PM
Virtual

Welcome & Introductions: Pete Sutton, ex-officio, called the meeting to order and called roll.

Updates and input on MassDOT's ongoing Vulnerable Road Users initiatives

Kayla Sousa, MassDOT's Senior Program Manager presented on an ongoing effort (attached) to improve safety on MassDOT roadways in the vicinity of bus stops. Data used shows 40% of pedestrian crashes (involving serious or fatal injury) are within 300 feet of a bus stop. Steps in the process included:

1. Identify focus crash type and risk factors
2. Screen and prioritize candidate locations
3. Select countermeasures
4. Prioritize candidate locations

Successes and challenges:

- Successes
 - Bus Stop Data Cleanup
 - RTA/RPA Collaboration
 - Utilizing Data in one GIS map and for collaboration
 - Leveraging in-house resources
 - Paving the way for streamlined process
 - Piloting new safety countermeasures
- Challenges
 - Survey timing
 - Lack of a standard process for streamlined design
 - Facilitating municipal-level feedback due to number of locations
 - Friction between speed management needs and maintenance concerns
 - Uncovering after concepts overlap with non-mapped projects
 - Time spent verifying bus stop locations

Questions and comments included:

- Do you measure distance from the bus stop located inside park and ride lots?
 - Yes, we did include bus stops, even if they are located on private property. If MassDOT owns the road, we'd have just measured from the nearest curb, drawing a perpendicular line from the bus stop to the nearest sidewalk
 - A good example of a new installation is in the Town of Bourne, where we installed a new crosswalk, however we didn't change anything to the bus stop itself because it's on private property. But the project is primarily about systemic safety, and this treatment addresses that need
- Regarding that new line treatment on the road in Brewster, is the texture susceptible to snow plows?
 - Not yet, though we'll continue to monitor this pilot program for weather-related issues
- How do you incorporate pedestrian input, for example: retiming an absurdly long pedestrian walk/don't walk light cycle?
 - While MassDOT looks at critical missing crosswalks, we can also evaluate all the signals we own to uncover issues like that to address

Discussion around MassDOT's Beyond Mobility Study Priority Area: Safety

Derek Krevat, MassDOT's Manager of MPO Activities, provided a brief update on MassDOT's Beyond Mobility long-range planning tool. The Massachusetts 2050 Transportation Plan is a planning process that will result in a blueprint for guiding transportation decision-making and investments in Massachusetts in a way that advances MassDOT's goals and maximizes the equity and resiliency of the transportation system. Input was sought regarding safety action items being prioritized in the plan, specifically:

- Bench of safety projects
- Incorporating crash rate disparities in MassDOT's Tracker
- Tracking safety action plans + prioritization plan
- Automated enforcement pilots
- Sidewalk and bicycle facility gaps

Questions and comments included:

- There's nothing in the plan about mode shift away from cars, increasing transit or meeting the State's climate goals. Is there any plan to include metrics that will specifically measure these?
 - There is actually quite a lot of language in the plan that talks about the importance of mode shift. There are several action items that speak specifically to the work that we will be doing to encourage mode shift, whether it's using new Federal funding on increasing transit options, working with our planning partners on new programs like microtransit as well as first and last mile connections
 - MassDOT is also carving out space in our Capital Plan for dedicated investments including bicycle and pedestrian investments. This whole plan will shift how we're doing our capital planning and programming so that we're moving the needle on making sure there are more investments in these kinds of projects that we know will encourage mode shift
 - There actually is quite a lot in the plan about the importance of increasing transit. Several of our values in the plan say explicitly that MassDOT does not believe in expanding roadways for the purpose of expanding congestion
 - We talk about the importance of mode shift several times throughout the plan. We talk about performance measures as well. I'd encourage people who have those comments to really take a look at the plan through that lens in order to grasp the actions that we're proposing, that will move the needle on addressing mode shift
- What are the goals and timelines associated with the vision related to safety...and really, all the other concerns? What metrics are going to be prioritized in order to know how decisions will be made and how effective the work is?
 - MassDOT will rely on performance measures - a big part of that process flow is conducted by our Office of Performance, Management and Innovation (OPMI) – they take the lead on a lot of performance management activities. As part of the next iteration of [Tracker](#), goals and timelines will be looked at really closely when it comes to target setting
 - We're also utilizing Federal performance measures which looks at crash rates and types over the next four years. And what we're seeing for safety outcomes
 - A lot of the specifics surrounding that is definitely an ongoing process, and that we're working on with OPMI and other partners within MassDOT
 - We also have an action plan tracking website that we're creating similar to the [Resilient Mass Plan Action Tracker](#), where we're going to monitor progress, real-time toward a lot of these action items and make this a living document so that we can measure what we're doing on safety and timelines and things like that
 - I think there's more to be fleshed out, but certainly something we're looking to do
- Regarding older adults disproportionately impacted in pedestrian fatalities and crashes, is it possible to add a problem statement and action item around that?
 - The plan is out for comment right now and we encourage feedback such as this. We talk a lot about age-friendly planning and I think that's something that MassDOT could certainly expand on. We are getting a lot of comments about that issue, and as a result we've coordinated with our Office of Diversity and Civil Rights that actually had some age-friendly language for us to add in as well, and we'll work to fine tune that
- Regarding mode shift, is public education going to be planned and budgeted? In other words, how to get the word out?
 - When it comes to actually educating about new options, I think that's something that MassDOT could be more explicit about. In the plan, to say that we are committed to providing kind of similar real-time kind of communication, about new transit, for example
 - MassDOT's Communications staff has also been very effective in getting the word out through social media, press releases and public outreach

Overview on DPH's Root Cause Solution Exchange

Kim Entingoff, Community Engagement Specialist, Department of Public Health and Melissa Cryan, Grants Program Supervisor, Executive Office of Energy and Environmental Affairs gave a joint presentation (attached) on a new program entitled the Root Cause Solution Exchange - a resource hub and network of people and communities building capacity to improve the conditions that play the biggest role in our health. The exchange hopes to:

- Improve physical and social conditions by changing policies and practices
- Create more partnerships across sectors

- Invest more dollars in communities
- Build resilient communities that are less vulnerable to chronic and infectious disease, climate change, and other health issues and emergencies

Questions and comments included:

- Will there be a function that will act like the [Mass Planners Listserve](#)? (that a lot of people on this call may be familiar with). It is really interesting to watch people pitch information around about very Massachusetts-based situations. And it does it function like that? Are you familiar with that list serve?
 - It's a very low-lift sign-up to become a member, where you can see a directory of other members. It also has capabilities to message other folks. And there'll be communities of people talking about a specific transportation issue or whatnot.
 - It's intentionally set up to be a place where people can find others who are working on the same thing. Talk to them. So, less of a list serve. It's a little bit of a different platform. I think it serves some of the same goals
 - We also have a coaching model which is meant to bring people together: talking about similar things. We're still working that out, but there'll be specific coaches and technical assistance providers connecting people
- How can we get this organization to present or to meet with the select board and administration in our town? Is there going to be outreach once this plan is websites launched?
 - Yes, feel free to reach out if there's something specific. EEA runs a few different open space and recreation grant programs. I'm happy to come speak to anybody about them as well as open space and recreation plans

MassDOT Request for Information and Ideas – Roadway Safety Update

Jaclyn Youngblood, MassDOT's Deputy Chief Innovation Officer presented on a request for information (RFI) regarding roadway safety initiatives in 2024. Specifically, today's update (attached) focused on non-digital tools and ideas that were submitted, including

- Safer roads
 - Building a freedom network
 - 10,000 new daylighting, speedbump and bollard installation
- Safer people
 - Mandatory video and quiz of proper driving near pedestrians and cyclists
 - Traffic safety education
- Safer speeds
 - School streets
 - Low-traffic neighborhoods
 - Raise all crosswalks
- Safer vehicles
 - Aftermarket intelligent speed assistance
- Post-crash care
 - Crash response prevention unit

MassDOT Secretary Monica Tibbitts-Nutt joined the meeting and gave some brief remarks to MABPAB, thanking all who took part in Baystate Bike Month and made it such a success. The Secretary also mentioned some of the work MassDOT is doing around e-bikes, especially around e-bike classification. Senator Brownsberger and a couple of other legislators have been working on better classification to make our shared use paths a lot safer. E-bike technology has gotten up to a point where it feels a little bit of a motorcycle/moped kind of situation, which is fantastic because it is getting more people cycling and out of single occupancy vehicles. But we also want to make sure that our bikeways are still safe for everyone that wants to use them. Some of the speeds makes that kind of difficult. We are working with our legislature to see what we can do around the classification, to make the use of e-bikes a lot safer. The Secretary concluded her remarks by reinforcing MassDOT's commitment to upgrading bicycle and pedestrian infrastructure as part of the Cape Cod Bridges reconstruction project.

Other Announcements

- Jess Slavin from MassBike announced that 170 events took place in 70 communities during May's Baystate bike Month. Highlights included events in Worcester, Westfield, Pittsfield, Northampton and Boston's annual Bike to Work Day event
- The Mill St separated bike lanes in Worcester continue to be a divisive issue between some residents and officials despite their obvious safety advantages
- Automated bike counters on the Mattapoisett Rail Trail logged over 1500 daily users this past weekend, according to date obtained by SRPEDD
- Design changes to the MassDOT Route 110 paving project in Lowell/Dracut/Methuen have proposed downgrading the previously approved shared use path to separated bike lanes. A design public hearing will take place on June 18 to address this issue
 - MassBike shared concerns regarding some municipalities reluctance to install separated bike lanes due to additional winter maintenance efforts
 - MassDOT also funds winter maintenance equipment as part of its Shared Streets and Spaces and MassTrails grant programs

Next MAPBPAB meeting: Wednesday, July 24, 1-3 pm at Sandwich Town Hall.

- List of board members in attendance (see below)
- Other attendees:
 - Tony Vona (MassDOT D1)
 - Betsy Johnson (WalkBike Springfield)
 - Francisco Lovera (MassDOT)
 - Dawn Nims (MassDOT D2)
 - Cheryl Ann Senior (MassDOT D5)
 - Alexis Hosea-Abbott (MassBike)
 - Beth Giannini (FRCOG)
 - Colleen Medeiros (CCC)
 - Joyia Smikle (CCC)
 - Laura Hanson (MassDOT D2)
 - Ben Muller (MassDOT D6)
 - Lorenzo Varone (MassDOT)
 - Andrew Jennings (Billerica)
 - Raissah Kouame (MassDOT)
 - Roger Woodbury (Beverly)
 - Jess Slavin (MassBike)
 - Barbara Lachance (MassDOT D5)
 - Tony Collins (MVRPC)
 - Jon Gray (SRPEDD)
 - Christian Milneil (StreetsBlog Mass)
 - Kris Carter (MassDOT)
 - Casey Cooper (CTPS)
 - John York (Bourne)
 - Chris Sorensen (MassDOT D1)
 - Max Rasbold-Gabbard (DPH)
 - Yahaira Graxirena (CMRPC)
 - Joshua Barber (FHWA)
 - Josh Grzegorzewski (FHWA)
 - Nick Russo (BRPC)
 - Alexandria Papadimoulis (DPH)
 - Charlie Kilmer (OCPC)
 - Kyle Mowatt (OCPC)

- Grace Coffelt (MassDOT)
- David Loutzenheiser (MAPC)
- Dan Murphy (Town of Brookline)
- Matt Dyer (OCPC)
- Naroa Corretti-Sanchez (MassDOT)
- Bill Hanson (Framingham)
- Sarah Cannamela (MassDOT D2)
- Rik Ahlberg (Provincetown)
- Hadar Sachs (MassDOT)
- Bill Boles (Sandwich)

MA BICYCLE AND PEDESTRIAN ADVISORY BOARD

Board Member Sign-In Sheet

May 29, 2024 – Virtual

| Member Name | Attended | Notes |
|---|----------|-------|
| Tom DiPaolo MassDOT-Highway | yes | |
| Peter Robie MBTA | yes | |
| Pete Sutton MassDOT-Planning | yes | |
| Kurt Gaertner EOEEA | yes | |
| 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 | no | |
| Jeff Larason – public member | no | |
| 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 | no | |
| Sam Squalia – public member (Fitchburg City Council) | yes | |

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| Brendan Kearney - WalkBoston | yes | |
| Maureen White - public member | no | |
| Ed Sinofsky – public member (Cape Cod Cycling Club) | no | |
| Karen Foster – public member (All Out Adventures) | no | |
| Meg Robertson – public member | yes | |
| Alice Brown – public member (Boston Harbor Now) | no | |

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