

Massachusetts Bicycle & Pedestrian Advisory Board Meeting Notes
Thursday, December 13, 2018, 1:00 – 3:00 PM
State Transportation Building (STB), 10 Park Plaza, Boston
MassDOT Transportation Board Room, 2nd Floor

Welcome: Jackie DeWolfe, Chair, called the meeting to order.

Swearing in by Governor's Office - Ed Palleschi, Deputy Chief Secretary, Boards and Commissions presided over the swearing in of thirteen new non-governmental board members as well as governmental board members. Eric Bertino from Boards & Commissions was also present.

Welcome by Transportation Secretary and CEO Stephanie Pollack - Secretary Pollack welcomed the new and returning board members:

- Evolution of walking/biking as critical parts of transport system: MassDOT trying to make them central components
- Focus on people, not vehicles; treat everybody the same regardless of mode; give people good mobility options
- 2019 is exciting because it marks the shift from bike/pedestrian planning to implementation of those plans
 - Planning should be to lay the foundation for action; all about action, not just planning for its own sake
- MassDOT is still working out how to implement and actualize ideas like 'treat everybody the same', modes aside
 - Even states with policies far-ahead of Massachusetts on these issues, like California, are struggling to move the needle on dominance of auto mobility, and the congestion and pollution that result from more car trips
- Goal is to convince everybody that walking and biking can be a part of everyday life
 - Sell it in terms of benefits to individuals, institutions, communities, local climate, and global climate goals
 - MassDOT needs partnership from municipalities, advocates, etc. including MABPAB members
- These priorities should pervade all MassDOT, not confined to planning and policy
- In closing: Thanks, I appreciate you all; I look forward to joining future meetings and even when I cannot directly participate, I will be paying close attention.

Group Introductions – Jackie DeWolfe and Pete Sutton introduced themselves and their role at MassDOT and in MABPAB. Jackie DeWolfe is Transportation Secretary Designee and Chair; Pete Sutton is ex-officio staff. Members broke out into informal smaller groups and then went around the table introducing themselves to all.

2019 Goals – Jackie outlined MABPAB's charge and expectations from board members:

- MABPAB charge – established by Law in 2004
 - The board shall oversee the state's bicycle and pedestrian activities and advise the bicycle and pedestrian program office.
 - The board shall monitor the implementation of the Massachusetts statewide bicycle transportation plan and the Massachusetts statewide pedestrian transportation plan and assist the bicycle and pedestrian program office in preparing future plan updates.
- 2018
 - Published new Pedestrian Plan – DRAFT for public comment in October.
 - Bike Plan expected to come out next week – DRAFT for public comment December/January.
- 2019
 - Advise on implementation – topics range from infrastructure, education, municipal engagement, data, maintenance, snow & ice operations, construction, access to transit, and more
 - Other timely topics as they arise
- Input from MABPAB board members
 - We want to hear from you too as we go about topics you are interested in as we prep agendas. Feel free to reach out to Pete and Jackie anytime.
 - Sometimes MABPAB will take on issues; other times we might direct you to other forums, and sometimes we might create separate working groups/task forces depending on the topic. For example, existing groups include: Autonomous Vehicles Working group, MBTA Fiscal Control

Board, MassDOT Board, MassTrails Team, Project meetings, working group, Strategic Highway Safety Plan Bike and Ped teams.

- Galen Mook asked about other relevant bodies, some of which Jackie had begun to list. Follow up request: provide MABPAB a comprehensive updated list of relevant meetings/groups.
- Expectations
 - Your participation
 - Through attendance at all six meetings each year.
 - Communication between meetings – with us; with each other. Staff goal is to send materials in advance, and to send announcements/updates between so we can focus meetings on discussion.
 - 2019 meeting schedule. If you know you have a conflict now, let us know.
 - Meetings are public. Especially as we travel across the state, different people come to participate.

Bicycle and Pedestrian Plan Implementation Prioritization – Jackie, Pete and MassDOT Complete Streets Engineer Michelle Danila presided over the presentation (attached) and then followed with a Q/A discussion open to all in attendance. Questions and comments (chronological) included:

- I assume 'walking' is broader than just using two feet, consider using different term. RESPONSE: The definition of 'pedestrian' and 'walk' is broader than walking with two feet as defined in the Pedestrian Plan. If there is a better term, let us know.
- You mention equity, and we saw that map. Would like to see more details on the overlays, would like to see more factors considered.
- On sidewalk datasets: Biking on sidewalk has issues but if there is no safe bike infrastructure we know people are moving to bike on sidewalks. Could sidewalks be considered as part of the bikeway dataset too?
- Is this exclusively about MassDOT roadways? No other roadways (i.e. municipal roads)? RESPONSE: Yes, exclusively DOT roadways, which are in our control/jurisdiction, but we would like to work with regional planning agencies and municipalities to apply methodologies locally too
- Recommend focusing on "biggest bang for the buck"; prioritize fiscally efficient infrastructure projects.
- Support access to transit—especially for the Regional Transit Agencies (RTAs)—supports most in-need populations extra
- Support access to transit in MBTA region too. Is the \$60m eligible for bus stop infrastructure or amenities like shelters?
- Environmental Justice designation just needs to meet one criteria. Consider focusing on places that meet multiple Environmental Justice (EJ) criteria for prioritizing.
- Opportunity to focus on areas based on health data – places with higher risks of cardiovascular disease and child asthma from air pollution.
- Focus on EJ areas will point us to urban areas, but what about older folks in rural areas? Harder to capture rural equity issues. One issue is social isolation in rural areas.
- White men talk dominates bike infrastructure discourse, but gender, skin color, and other personal traits can make a pedestrian or cyclist more or less vulnerable to harassment/threats, including from car drivers. Let's think about how to incorporate culture, not just fixate on infrastructure; a big, serious challenge. I don't know how to include anecdotes and qualitative elements but it is important to do so. Consider policy changes that do not require big built projects; could be a priority, as lower hanging fruit. Example like bringing bikes on Blue Line more by expanding hours bikes are allowed on the line. RESPONSE: Great point. Today focused on 2 initiatives that are focused on infrastructure, but other initiatives focus on other barriers, policy, education, etc. How we integrate all together, we need your assistance to figure out.

- Safety and public safety go beyond just crashes and crash statistics. Lighting is an example. Feelings of perception of safety matters
- Bang for the buck point is important but not everything. Short/long and Hard/easy. Wants a balance of different scales, not just going after low hanging fruit. Pilots can help as Band-Aids, but permanence should be a priority. Need more money and buy-in
- Department of Conservation and Recreation (DCR)/MassDOT overlaps: making parkways more transit accessible. For destinations, prioritize access to parks and open space and wellness themed activities, not just transit.
- Healthy Aging Collaborative has community profiles on all 351 municipalities, and we have a lot of studies about health factors. Also considers transit score, walkability, and relationship between these.
- In addition to connecting parks, also connections to public housing, councils on aging. Get creative, thoughtful with connections. It is also difficult getting between transit regions – what is the role of this board in that?
- What can we do on existing road infrastructure is important, but gold standard for bikeway is off-road facilities for health, wellness, safety, comfort, quality, etc.
- Health and wellness studies suggest biking near cars has negative health consequences. We are telling people that it is good for their health to bike regularly, but that is only part of the story. Off road doesn't pose the same health risks
- Prioritize village center crossings in rural community town centers that are often state roads that are not eligible or complete streets funding program grants. These segments have major gaps. Gets at the social isolation issue. Since communities have so little money and projects not eligible for complete streets, they should be a priority for MassDOT; only MassDOT can make the changes
- Role of biking and walking in MA tourist ecosystem is quite vast. When major projects are underway, Massachusetts Office of Travel and Tourism (MOTT) can put information on their website. RESPONSE: DOT and DCR would welcome MOTT in helping spread the word, increasing engagement
- Education is key. Drivers not always respectful. Can American Automobile Association (AAA) help? What about shifting onus onto drivers?
- One high crash area from a slide is along member's commute. Intersection is a reminder for him that we learn bad cycling habits young—hard to break habits. Creating infrastructure doesn't help if people are not going to be able to use it in safe manner because people biking on the wrong side of the road.
- Prioritize improvements for safe routes to school. If people felt comfortable walking, biking their kids to school, impacts would be long lasting. Planting seeds of sustainability; stop teaching kids that short trips should be driven
- Regarding Equity, what about folks self-identifying as disabled? Can that be a piece of data? RESPONSE: People with disabilities is part of EJ/equity lens—we could address that more in depth when we are weighing all the different EJ factors
- Flow chart question: Why does it ask if the project includes 'bike and pedestrian improvement' – all projects are required to include bike/ped improvements? RESPONSE: true, most projects do require bicycle and pedestrian improvements, but perhaps the specific type of improvement was not included, or the project does not include bike/ped improvements because it's a guardrail project or limited access highway ramp project, for example.

- Recommendation to explore how MassDOT interacts with municipalities at a later meeting. Political and cultural barriers from municipalities should be addressed. Really important if projects are high-priority, but local politics/culture are unfriendly to bike/ped

Other business:

- Pete Sutton announced the next meeting will be held Wednesday, January 23, 2019 at the State Transportation Building (STB), 10 Park Plaza, Boston. Room TBD.

Meeting Adjourned 3:05

- List of board members in attendance (see below)
- Other attendees:
 - David Loutzenheiser Metropolitan Area Planning Council (MAPC)
 - Beth Isler (Jacobs)
 - Josh Grzegorzewski Federal Highway Administration (FHWA)
 - Nelson Hoffman (FHWA)
 - Rebecca Wee Department of Public Health (DPH)
 - Misrak Sultan (MassDOT District 4)
 - Ethan Britland (MassDOT Planning)
 - Casey Claude Central Transportation Planning Staff (CTPS)
 - Francois Nivaud (MOTT)
 - Paul Jahnige (DCR)
 - Michelle Danila (MassDOT Highway Design)

MA BICYCLE AND PEDESTRIAN ADVISORY BOARD

Board Member Sign-In Sheet

December 13, 2018 – STB, Transportation Board Room, 2nd Floor

Member Name	Attended December 13
GOVERNMENT	
Jackie DeWolfe (Chair) MassDOT-Secretary's office	yes
Pete Sutton MassDOT-Planning	yes
Tom DiPaolo MassDOT-Highway	yes
Andy Smith MassDOT-MBTA	yes
Kurt Gaertner EOEEA	yes
Dan Driscoll DCR	yes
Ben Wood DPH	yes
Phyllis Cahaly MOTT	yes
Jeff McCollough MARPA	yes
State Police	no
NON-GOVERNMENT	
Bryce Hoffman	yes
Angela Johnson	yes
Keith MacDonald	yes
Galen Mook - MassBike	yes

Amanda Chilson	no
Karin Goins	yes
Seun Oluwole	yes
James Fuccione	yes
Cheryl Casper	yes
Sam Squalia	yes
Wendy Landman	yes
Maureen White	yes
Morgan Drewniany	yes