

Massachusetts Bicycle & Pedestrian Advisory Board Meeting Notes
Wednesday, January 18, 2017, 1:00 – 3:00 PM
Office of Transportation Planning, 4th Floor, State Transportation Building (STB)
10 Park Plaza, Boston, MA

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

Members present: Rosalie Anders, Cameron Bain, Tom DiPaolo, Richard Fries, Kurt Gaertner, John McQueen, Steve Miller, Joe Repole, Pete Sutton, Jim Tozza, **Members absent:** Glen Berkowitz, Dan Driscoll, Philip Groth, Steve Heinrichs, Janie Katz-Christy, Wendy Landman, Rob Miceli, Ben Wood

Guests present: David Chandler (FHWA), Casey Claude (Central Transportation Planning Staff), Dan Daniska (CMRPC), Jackie DeWolfe (MassDOT), Aleece D'Onofrio (Stantec), Courtney Dwyer (MassDOT), Tom Francis (MassBike), Josh Grzegorzewski (FHWA), Eileen Gunn (MassDOT), Bill Hanson (Framingham Bike/Ped), Beth Isler (Toole Design Group), Eamon Kernan (MassDOT), David Loutzenheizer (Metropolitan Area Planning Council), Lou Rabito (Howard Stein Hudson), Judi Riley (MassDOT), Meg Robertson (MCB), Melissa Santley (CMRPC), Nick Schmidt (Toole Design Group), Margo Souza (MassDOT), Nikki Tishler (MassDOT), Michael Trepanier (MassDOT) **Guests participating by telephone:** John Allen (Waltham Bicycle Committee), Laura Hanson (MassDOT D2), Molly Henry (ECGA), Emily Lindsey (Berkshire Regional Planning Council) Kate Masztal (MassDOT D1), Jeff McCollough (PVPC)

MA Pedestrian Transportation Plan: Pete Sutton and Beth Isler gave a status report on the Plan (attached), including a presentation of findings-to-date in addition to soliciting Board input on preliminary results, discussing ideas on how to address identified topic areas, and gathering suggestions for municipalities to include as case studies and best practices.

- Discussion focused on Plan progress and draft results of the prioritization analysis:
 - Can the Plan find a way to require part of Chapter 90 funds to be directed toward walking facilities?
 - Need to require designers to use their infrastructure before signing off; e.g. designers to bike down the street they designed and see how comfortable it is for bicyclists, etc.
 - Integrate Plan findings into DPW policy and procedures manuals.
 - Outreach to DPW important. Need to communicate Plan findings to professional networks of DPWs. Could be effective at changing culture.
 - Existing research is out there (e.g. materials, traffic signals, etc.). Key to highlight best practices.
 - Include police in interviews as well as target them as a resource guide audience. Police should be weighing in on safety issues, and the interviews could help them to understand what resources are available.
 - New motor vehicle crash reporting is hard to read and is overly motor vehicle biased. Need to overhaul to incorporate bike and pedestrian issues.
 - Address how to repair sidewalks relative to tree roots, ice and water flow, and where heavy trucks will mount the sidewalks. What about cost-benefit for use of different materials?
 - Include health care centers and senior housing in analysis. What about large destinations? Baseball stadiums, movie theaters, etc.
 - Think more broadly about access (e.g., baby strollers, shopping carts, etc.).
 - Boston in the top 10 list from analysis results likely because of high concentration of EJ populations, not necessarily that it's unwalkable.
 - Can we break out Boston by neighborhood? Would that change how we look at Boston? Mattapan likely has more sidewalk issues than downtown Boston. May be broken down by neighborhood in the next steps.
 - Concerned that the results will lead rural and suburban communities to think that they don't have a walkability problem. May need more nuanced approach to isolate small town centers. The municipal resource guide will better communicate to those communities who don't think they have an issue. The prioritization analysis is primarily to think about how to allocate \$60 million in the CIP.
 - Most top 10 communities are gateway cities. Gateway city funding program already exists. Demonstrates a need to better incorporate sidewalks and the Plan's findings into the gateway cities funding mechanism.
 - Identify what any municipality can do to improve its walkability. Explain to towns how they can prioritize investments, citing former MassDOT Highway Design work highlighting typical costs for investments and strategies.

- What if the state matched Chapter 90 funds spent on pedestrian investments?
- Curious how the analysis resulted in some gateway cities like Leominster and Fitchburg as not having walkability issues. And how are many communities that are completely unwalkable not showing up as issues?
- TBD whether the \$60 million CIP is for MassDOT-owned or municipal streets.
- Analysis composite includes MAPC Local Access Scores, crash data and sidewalk gaps (both state and locally-owned streets). Utility, sidewalk gaps, and safety are individually weighted less than equity.
- Identify how to get municipalities to act, how to engage them to yield results.

Update of MassDOT's Complete Streets funding program - Eileen Gunn provided an update on The Program, which provides municipalities with an opportunity to identify and develop key transportation improvement projects that seek to increase the safety, accessibility, and reliability of multi-modal transportation for residents across the Commonwealth. Among some of the latest developments were:

- Most common reason that prioritization plan is rejected is that they are bike-ped plans, not Complete Streets plans. Rejected plans tend to ignore transit and other roadway users.
- Applications and participation in the program is not slowing down.
- Screening criteria will be applied next fiscal year because there will be too many applicant projects relative to available funding. Per project limit is \$400,000.
- Many communities hiring consultants for prioritization plans. Fewer communities doing their own.

<https://masscompletestreets.com/Map/>

MA Bicycle Transportation Plan: Pete Sutton and Nick Schmidt from Toole Design Group gave an overview of their approach to public outreach for the statewide Bicycle Transportation Plan. The presentation (attached) outlined the project's draft outreach approach, including the announcement of an Open Streets event occurring as a precursor to Baystate Bike Week in May. Handouts were also distributed to all in attendance for the purpose of soliciting input from board members to identify potential audiences and refine strategies. MABPAB board members are expected to be involved directly with the study as the official steering committee. Highlights from the discussion that followed the presentation included:

- Audiences (focusing on non-cyclists—the “interested but concerned”):
 - Consider: Students, late-shift workers, unions, restaurants, hospitals, retail workers, vocational schools, recent immigrants, people with disabilities, pedestrians, commuters, transit passengers (what would make them bike and transit rather than drive and transit?), courthouse (people who can't drive because of DUI, unlicensed, suspended, etc.), charity organizations (Pan Mass Challenge, Hub on Wheels; why can't they get more people riding? What reasons do they hear?), libraries, health centers, driver's education schools
 - Priority populations are targeted to hear diverse voices. Bring the same lens of diversity to targeted audiences as well, perhaps focusing on subsets of populations within targeted audiences (e.g., priority populations within vocational schools)
 - Reach champions, too (cycling clubs, promoters, Harvard General Store on Saturdays)
- Strategies:
 - Could an outcome be how to reach anti biking people; equity of safety. “Bicyclists don't pay taxes, etc.” Getting ahead of “bikelash.” Education- how do we target it?
 - When you talk to the institutions, ask them what they think they can do to advance biking to their constituents. (Hospitals, campuses, etc.)
 - RMV: add bike-related questions, video content. RMV changes driver's manual twice per year. Helps educate new drivers but not older drivers.
 - Tap into hearings on existing projects to get a lot of good feedback.
 - Address cultural gap—bikes may be considered uncool.
 - Employers often don't understand that employees and customers ride bicycles
 - Populations and audiences seem focused on utility cyclists only. What about recreational? Tourism task will focus on recreational/active travel considerations.
 - Will there then be a consideration of facility type based on recreational or utility?
 - Educate audiences about bicycle rights

Other Business, Public Comments & Questions:

- Bay State Bike Week will take place this May 13 – 21. www.baystatebikeweek.org

- An online comment tool allows the public to offer input and suggestions about projects to be included in MassDOT's five-year Capital Investment Plan.
<http://www.massdot.state.ma.us/InformationCenter/CapitalInvestmentPlan.aspx>
- Anderson Bridge: Historic review process completed. Approved to move forward with the underpass. MassDOT now advancing project to 25% design.

Next Meeting: The next Board meeting is scheduled to be held at Old Colony Planning Commission in Brockton on Wednesday, March 15, 2017 from 1 – 3 PM.

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

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