

Massachusetts Bicycle & Pedestrian Advisory Board Meeting Notes
Wednesday, January 22, 2020, 1:00 – 3:00 PM
MassDOT 2nd Floor Transportation Board Room, Boston

Welcome & Introductions: Pete Sutton, ex-officio, called the meeting to order and introductions took place around the room.

Potential updates to [2020 RMV Driver's Manual](#) – Matthew McCallum gave an overview of his role as Technical Writer for MassDOT RMV and his responsibilities in updating the document twice a year. The booklet is primarily distributed to driving schools across the state but is also gaining popularity as an on-line resource for the general population. For new drivers, the booklet is a useful tool for understanding the licensing process and for studying the rules of the road. For experienced drivers, this booklet provides valuable information on RMV policies, changes to driving laws, and safe driving tips.

Pete Sutton then presented a list of potential changes and updates related to bicycle and pedestrian safety as drawn up by MABPAB in previous meetings. As action items contained within both statewide Pedestrian and Bicycle Transportation Plans, MABPAB was tasked with a wholesale review of the RMV driver's manual and to provide input on what could be updated/added to promote roadway safety through education. Additional comments and suggestions bulleted below each one:

- A. No description of Rectangular Rapid Flashing Beacon (RRFB); deployed much more than Pedestrian Hybrid Beacon (which are typically deployed on roads with speeds greater the 40 MPH)
 - o Annual press releases, manuals at every public library, presentations at schools and senior centers all suggested
- B. Change language under section Road Respect/Sharing the Road: *A little courtesy will not kill you and it will go a long way towards increasing safety on our roads.* Should include stronger language indicating crash severity could result in death or serious injury to more vulnerable roadway users such as a pedestrian or cyclists
 - o Vulnerable users should also include age – children, elders
 - o Financial incentives should also be included, such as unsafe driving results in increased fines, insurance rate hikes and eventual loss of license
- C. Under Parking Regulations, no restrictions about parking in a bike lane. Given the hazardous conditions of cyclists suddenly having to veer into travel lane, should be treated with the same weight as no parking in a bus stop, loading zone or taxi stand
 - o Not to mention this has been passed into law!
 - o **UPDATE: This will be included in the 2020 spring edition**
- D. Add more/better visuals or photos between motorists and cyclists. Currently, graphics are basic aerial symbology that convey little detail (e.g. Dutch Reach)
 - o Additional diagrams of other crash scenarios involving cyclists and pedestrians, such as left and right hook crashes
- E. *About 75% of bicycle-related deaths and disabling injuries could have been prevented if riders wore a proper bicycle helmet.* Does this language contain overtones of victim blaming? Should it be changed to put equal responsibility on the motorist?
 - o More language that shifts responsibility and liability on motorists
 - o RMV needs to stop portraying vulnerable users as potential problems in their training modules
- F. Under Speed Limits, no language on the impacts of speeding on crashes involving bicycles and pedestrians – should show the exponential severity of crashes with increased speeds
 - o Fatality stats should be added
 - o Crash severity involving trucks and SUVs needs to be called out
 - o Accident vs crash needs to be explained
- G. No description of Advisory Bike Lanes - located on streets that are too narrow for a full bike lane but still receive a considerable amount of bike traffic. They are dashed on one side to indicate that motor vehicles may use the lane space when necessary, but they must always yield to cyclists before doing so
 - o Emphasize “people on bikes” over generic terms like cyclists or riders
- H. No description of bike signals and why they are necessary, i.e. to give cyclists lead time in particularly busy intersections with multiple turning movements
 - o Infrastructure and safety correlation needs to be highlighted more
- I. No mention of:

- Number of bike/ped-related questions when taking written driver's license exam
- Honking at cyclists
- Group rides
- Additional info on roundabouts

Open group discussion then followed with many proactive suggestions regarding publicizing these and other changes to reach the broadest audience possible. Among some of the potential stakeholder groups targeted for potential outreach:

- Councils on Aging – elderly population are not familiar or up-to-date on the latest driving regulations
- MBTA Bus Operations could benefit as part of their refresher training

Questions for the RMV for future updates:

- Is there a way to flag latest changes upon license renewal letters that are automatically sent?
- Could the latest changes be prominently posted on RMV home page?
- Are there existing videos and helpful links on the RMV web site to promote?
- What is the best way to reach the large transient population that don't necessarily have (or need) a MA driver's license?
- How can we leverage other fun and creative mediums such as [Streetfilms](#) to get roadway safety messaging across?

Additional outreach:

- MassDOT Highway Safety is a great resource for future collaboration
- MassDOT social media networks should be heavily utilized in promoting new changes (e.g. hands-free law recently passed)
- A lead-off page in the print and on-line editions stating "Changes since the last edition..." (e.g. bike lane infrastructure)

Next Steps: MassDOT will draft a formal internal memo outlining the desired changes listed above for inclusion in the future updates of the RMV Driver's Manual

Update on Regional MassDOT Bicycle and Pedestrian Projects – Courtney Worhunsy gave a presentation (attached) about projects in MassDOT District 6 region (metro Boston) highlighting several trail projects and on-road improvements. Discussion centered on the deployment of roundabouts versus conventional rotaries, with Courtney explaining how MassDOT's role includes addressing perceptions and skepticism from the local perspective (municipalities) regarding safety and traffic impacts:

- Successful deployment of single lane roundabouts have led to fewer as well as lower impact crashes in Mashpee and Milton
- MassDOT is working on its own roundabout design guide and it was suggested that adding more graphics and possibly even video links to the online version would be useful
- MassDOT is continuing to increase public outreach on future projects in the design phase citing Commonwealth Avenue in Newton as one example

Updates on Engineering Directive E-20-001 – Jackie DeWolfe updated the group on the most recent changes regarding MassDOT policy requiring all MassDOT projects be designed and implemented in a way to provide customers with access to safe, comfortable, and healthy transportation options, including walking, bicycling, and transit (see attached). Some of these new requirements were the direct result of MABPAB input during 2019 meetings.

- The new requirements apply to state and municipal projects that utilize state or federal funding (except certain grant programs and Ch 90)
- First in the nation to include transit
- The new [Design Justification Process](#) supersedes previous design exception review process
- Approved by FHWA. New directive is also directly in response to FHWA decreasing their federal oversight and giving authority/flexibility back to states

[Bicycle Facility Inventory](#) Update – Pete Sutton explained the inventory refers to MassDOT's statewide database of existing and planned bikeways available on [GeoDOT](#). The four facility types are shared use paths (greenways, rail trails), bike lanes, separated bike lanes and bicycle/pedestrian priority roadways. The inventory includes all state-owned infrastructure as well as facilities under local jurisdiction. The last round was completed in 2017 as part of Statewide Bicycle Plan. The 2019 updates began in November and continue into early 2020. Pete asked for additional input regarding existing and planned bike infrastructure in order to make the database as robust and current in order to better assist in planning future projects.

Highlights of the current work includes:

- Input from all 13 regional planning agencies on existing and planned infrastructure

- 400+ new records entered across 110 communities
- New GIS platform automatically refreshes overnight
- New features to allow data manipulation on public-facing geoDOT website
- Data will play a key role in measuring performance metrics from both plans

Other announcements:

- Complete Streets Awards Event, Tuesday, January 28 @ 9 am at Fitchburg State University
- Pete announced that the [2020 MassTrails Grant Round](#) is now open:
 - Applications due February 1st, 2020
 - Provides matching grants to communities, public entities and non-profit organizations to design, create, and maintain diverse network of trails
 - Generally range from \$5,000 to \$100,000 with grants of up to \$300,000 awarded to high priority projects.
- Updates are needed for [MassDOT's Bike Facility Inventory](#). All MABPAB members (especially regional planning agency staff) are welcome to review and send updates, additions or other changes to peter.sutton@state.ma.us
- MassDOT's annual [Transportation Innovation Conference](#). April 7-8 in Worcester
- Bryce Hoffman reported the City of Lowell's dockless bike share pilot program has been suspended until further notice

Next meeting: Wednesday, March 25, 2020 at Fort Taber Visitors Center, New Bedford

- List of board members in attendance (see below)
- Other attendees (by phone*):
 - Laura Hanson (MassDOT D2)*
 - Beth Giannini (FRCOG)*
 - Barbara LaChance (MassDOT D5)*
 - Jackie Jones (SRPEDD)*
 - Eammon Coughlin (BRPC)*
 - Matthew McCallum (MassDOT RMV)
 - Christian Milneil (StreetsBlog Mass)
 - Simon Shapiro (Martha's Vineyard)
 - Courtney Worhunsky (MassDOT D6)
 - David Loutzenheiser (MAPC)
 - Libby Knott (DCR)
 - Bryan Sutherland (MassDOT D6)
 - Tim Paris (MassDOT D4)
 - Mike Burns (NPEDC)
 - Casey Claude (CTPS)
 - Michael Trepanier (MassDOT)

MA BICYCLE AND PEDESTRIAN ADVISORY BOARD

Board Member Sign-In Sheet January 22, 2020 – MassDOT HQ

Member Name	Attended	Notes
Tom DiPaolo MassDOT-Highway	yes	
Andy Smith MassDOT-MBTA	yes	
Pete Sutton MassDOT-Planning	yes	
Kurt Gaertner EOEEA	yes	
Dan Driscoll DCR	no	Amanda Lewis attended for DCR
Jackie DeWolfe MassDOT	yes	
Ben Wood	no	

DPH		
Phyllis Cahaly MOTT	no	
Jeff Larason EOPSS	yes	
Jeff McCollough MARPA	yes	By phone
Betsy Goodrich MARPA	yes	
Paul Chenard MARPA	yes	
Bryce Hoffman - Lowell Bike Coalition	yes	
Angela Rodriguez – T4MA	yes	
Keith MacDonald - South Coast Bikeway Alliance	yes	
Galen Mook - MassBike	yes	
Amanda Chilson – Northern Berkshire Community Coalition	no	
Karin Goins – Walk/Bike Worcester	no	
Seun Oluwole – Town of Stoughton	no	
James Fuccione - Mass. Healthy Aging Collaborative	yes	
Cheryl Casper – Town of Great Barrington	yes	By phone
Sam Squalia – Fitchburg City Council	yes	
Stacey Beuttell - WalkBoston	yes	
Maureen White	no	