

**Massachusetts Bicycle & Pedestrian Advisory Board Meeting Notes**  
**Wednesday, March 24, 2021, 1:00 – 3:00 PM**  
**Teleconference**

**\*\*\*NOTE\*\*\*:** This meeting was originally scheduled to take place in person. Due to circumstances related to COVID-19, all large out-of-office MassDOT meetings are now being held remotely via the ZOOM app until further notice.

**Welcome & Introductions:** Pete Sutton, ex-officio, called the meeting to order, called roll and motioned to accept minutes from the previous meeting.

**Bicycle and Pedestrian Plan Implementation:**

**Overview of MassDOT's TRACKER 2020 annual report**

Alissa Zimmer, Spatial Analyst within MassDOT Office of Performance Management & Innovation (OPMI), gave an overview (attached) of TRACKER, MassDOT's annual report on performance metrics for all of its divisions (along with the MBTA) on a variety of goal areas and different performance measures, such as customer experience, safety and system condition. When measuring bicycle and pedestrian mode share, the primary data source currently being used is called Streetlight, a cell phone travel-based application. OPMI is also providing useful planning metrics, for example measuring existing statewide bicycle infrastructure and calculating the amount of mileage needed to increase the total amount by 1%. The Potential for Everyday Biking and Potential for Walkable Trips methodologies are also being extensively used to drive future implementation.

Some questions asked included the following:

- What is the process for OPMI soliciting feedback on TRACKER findings, internally and externally?
  - OPMI works internally across all MassDOT divisions and sections each year when refining existing measures as well as creating new initiatives or priorities that are desired. Public comments are also welcome in open forums such as MABPAB
- What are some additional details regarding the use of Streetlight for bike/ped data collection?
  - The primary feature is anonymous cell phone location data that is scaled up using existing ground-mounted bike/ped counters as a benchmark for estimating miles traveled and future demand
- With respect to updating the MassDOT inventory of existing bicycle facilities (shared-use paths and bike lanes), should we be interacting with Pete Sutton or someone else when we have updates?
  - Pete is the primary contact in collecting data for MassDOT's Bicycle Facility Inventory, which is updated quarterly (four times a year). With existing infrastructure largely mapped, focus is now on adding planned infrastructure projects
- Follow-up on Streetlight data: is it fine-grained enough that you could measure bike/ped traffic on specific routes over time? For example, on a complete streets project, would it be possible to do a before/after comparison of bike/ped traffic with that data?
  - Yes absolutely! We can do the equivalent of putting out a counter on a particular street by drawing a "gate" and counting how many trips we say passing through a particular corridor. Our Highway Designers are starting to use this information more often for project evaluation. It's a new data source to us so we are still learning a lot about caveats, but it's been particularly useful during the pandemic

**Input on new bicycling survey**

Eric Jewel then provided info regarding a bicycle survey OPMI is currently drafting for statewide circulation, with the overarching goal of understanding not just the average cyclist or the experienced cyclist but the full spectrum of people who are using bikes in our state. Research objectives include:

- Supplement new quantitative data on bike activity
- Understand pandemic effects on biking
- Learn more about bikeshare users

Input and questions asked included the following:

- Can you include an option for cyclists who use bikeshare *and* own their own bike?
  - Yes, there is interest in determining the split knowing there are many cyclists who use both
- It would also be highly desirable to break down reasons for cycling or types of riders based on need, user, day of the week, weather condition, etc.

- For a fee, a question could be added (regarding cycling) to an existing statewide poll (e.g. MassINC) which could determine bicycle ownership by household or similar-themed ask
- How will the survey reach the broadest number of people to determine a reasonable sample?
  - Besides bikeshare, bike shops and advocacy groups, it is desired to reach new users and to be geographically diverse, not just Boston-centric
  - Community development corporations, regional planning agencies and health coalitions should also be included
- As part of the statewide Bicycle Plan public outreach, a concerted effort was made to reach out to as many diverse groups as possible, ranging from middle school students, people with disabilities low-income communities and senior citizens, to name a few
- What types of demographic questions will be asked?
  - Race, income, age, gender and zip codes to provide insight on geographic distribution
- A question why someone *doesn't* bike and whether off-road infrastructure (i.e. shared use paths or trails) would change their mind should also be considered for inclusion
  - A possibility - or could be rephrased as "What prevents you from cycling right now?", along the same lines as cycling during the pandemic and whether they will continue riding post-pandemic
- Will bike shop rentals be considered in the survey?
  - Yes, an important market especially in summer resort destinations such as Cape Cod and the islands
- Is there a way to add in economic factors, such as "Do you shop by bicycle, how much do you spend and how many businesses do you patronize?"
  - Yes, that is a very good idea.
- Have you done a lit search in Transport Research International Documentation (TRID) for previously used items?
  - OPMI plans to conduct a literature review to inform the survey regarding previous bike surveys, successes/failures, types of questions that worked or didn't work and generally getting inspiration for optimal results
- What is the time frame for release?
  - Summer distribution anticipated. OPMI would also like to update the group on a finalized list of questions based on today's feedback for the May MABPAB meeting

Additional questions and comments from the chat box:

- Will the survey be available in various languages? I am in the Lowell area which has a large Khmer speaking population
  - We typically translate into the most commonly spoken languages in the state: Spanish, Portuguese, Vietnamese, Chinese (Mandarin/simplified), and Haitian Creole
  - Regarding Khmer, we are planning to speak with the Office of Diversity and Civil Rights to put together a language access strategy for the survey
- Can you ask people how they plan trips or what resources they used to find routes or tips?
  - TBD: There is not currently, but we can look into one as we see how long the survey is
- Many trips have multiple purposes. Will the survey allow for trip chaining?
  - The survey asks for trip purposes more broadly, not specifically for a single trip, so they are select all that apply questions
- Are you looking at conventional bikes vs e-bikes?
  - We do not plan to ask about conventional bikes vs e-bikes as our focus is primarily on ownership versus rental currently
- Do you have a question for family members who uses or has a bike in their household? - if the person does not use a bike but has kids that do. Is there a question about cycling with children?
  - TBD: For both of the above questions – we do not have a question about cycling with children, but can look into including one
- Making sure "demographics" includes age breakdowns and includes older adults
- Agree with Galen on the many reasons for cycling - how it changes even over the course of a day
- When selecting survey participants, if you are asking people if they "bike" and they say "No" can you ask them why not?
  - TBD: We are looking into adding this branch into the survey
- Don't forget [ValleyBike Share](#) in the Pioneer Valley

- What about reaching out to houses of worship, schools, nonprofit groups that serve EJ communities like Groundwork and neighborhood health organizations?
  - These are great suggestions for outreach and we will certainly add these to our outreach plan. We can coordinate with Safe Routes to School, etc. and will certainly be reaching back out to you for help connecting us with organizations in your communities
- Do you ask what type of bike one owns? Adaptive bike (more than one?) commuter bike/racer/mountain/tandem, etc.
  - We likely will not be asking these types of questions. Likely the answers will be primarily related to biking frequency and trip purposes, and we are already asking those questions. We also plan to particularly target newer cyclists who may not be as familiar with these distinctions.
- Can you email everyone who contributed to the bike plan?
  - Yes, great idea
- Would be helpful to gauge the interest/talent to establish more community bicycle shops i.e. bikes not bombs, Worcester Earn-A-Bike - etc.
  - It's a certain kind of user base but some Strava "clubs" are local and have hundreds of members, most of them hardcore road cyclists though
- Has a "sample size" been established as a goal?
  - We have not set a sample size goal yet. We are aiming to get at least 30 responses for each small subset of the population (e.g. low-income senior bike owners) we plan to look into for statistical significance. We also plan to leave the survey open for a while (~2 months) so that we can adjust outreach strategies based on response rates
- The Connecticut Trail Census is another resource: <https://cttrailcensus.uconn.edu/>
- One thing I will miss about the pandemic was an openness to using streets for something other than car storage or car usage.
  - Agreed! Definitely something we want to try to understand in the survey is what it'll take to keep people using active modes (since we saw travel on these modes go up so much) once the pandemic is "over"

### Overview on MassDOT's IMPACT crash data portal and risk factor analysis

Bonnie Polin, State Safety Engineer, gave a detailed overview (attached) of MassDOT's crash data portal and what new approaches are being undertaken using crash and risk-based methods to improve safety. [IMPACT](#) is designed to encourage public safety initiatives and awareness specific to crash information. Within IMPACT the user can engage with crash related data through easy to view and understand pre-built reports or conduct self-driven analysis. The latest addition is the Safety Analysis Tools application which contains the network screening crash base and the network screening risk base. The Potential for Everyday Biking and Potential for Walkable Trips methodologies are also being utilized to identify bike/ped crash hot spots, with 20 potential safety improvement project locations already determined.

Input and questions asked included the following:

- How user-friendly is the crash portal to non-MassDOT staff?
  - Very user-friendly: Any city or town can be selected, then specific roadways can be examined; the statistics tab allows for pull-down menus which contain the breakdown of the primary risks and secondary risks by functional classification and average daily traffic volumes on the road
- Will the new segment/risk analysis be utilized in the MAPIT tool and can it be used to generate a list for project initiation?
  - We are exploring the best way to integrate this with MAPIT to make it easier for everyone
- How is Highway Safety Improvement Program (HSIP) funding eligibility determined?
  - Traditionally, the top 200 crash clusters in the state were eligible for statewide funding, in addition to other HSIP-eligible locations. Future requirements will incorporate some of these new risk-based and crash-based elements as well, so it's not just going to be those old crash clusters that people are used to seeing
  - Federal Highway Administration (FHWA) is pushing a lot more towards these new risk-based approaches, looking at trying to make quicker fixes to a lot more locations, such as in New York state, as an example
  - Great success can be achieved looking at this new systemic approach for pedestrian safety: to improve and enhance crossings, whether it's just markings and signage, rectangular rapid flash beacons (RRFB), HAWK signals. It's a different approach - not these large-scale projects, but smaller-scale projects being implemented in more locations. Ideally, it is a combination since these approaches complement each other

- MassBike is advocating for the passage of the Safe Streets Act federal legislation – designating vulnerable road users for HSIP funding. Due to the fact that many bike/ped crashes go unreported or are under-reported, do you see these new applications helping improve this situation?
  - Yes, that is one of the benefits of using this risk-based approach, making up for lack of reporting on high-risk roadway segments, in addition to other related issues. MassDOT is also putting together an HSIP implementation plan to better focus spending funds
- There are often right-of-way restrictions and limitations that are tied to federal funding. Given that reality, how does MassDOT plan to do implement these lower-cost quick-fix projects?
  - One possible scenario we're discussing is using state funding for local roads and using federal funding for state roads (where the right-of-way is under MassDOT jurisdiction)
- MVPC has been exploring the idea of setting aside some funds similar to the CTPS Community Connections program, but it would be focused on bicycle and pedestrian: off-the-shelf infrastructure that you could purchase and install on your own, such as RRFB, green paint and bollards
  - MassDOT hopes to begin a similar track with the proposed list of 20 projects mentioned earlier, meeting with communities and MPO to brainstorm similar ideas and to get creative with different types of funding
- Are there accompanying videos that are part of the safety analysis tools within IMPACT?
  - Yes, there are videos that walk the user through each process step-by-step and are available through the help functions of IMPACT. Videos for the newest modules are being developed
- Are you utilizing the road inventory GIS to determine potential projects based on existing conditions? This data could act as a sort of pre-screening tool, just to quickly identify across the state where it might be worth a closer look or there might be more potential to change it, such as the number of lanes and annual average daily traffic (AADT)
  - Great idea of looking at the roadway features, because oftentimes you don't have to do a road diet per se; you can instead narrow down the lanes and repurpose them, adding bike lanes, for example
- The only concern is that these data layers don't take into consideration how much width is used for parking and whether parking is even legally permitted
  - Having the most up-to-date data is also a concern, such as whether bike lanes have been recently been striped in
- WalkBoston would also be interested in sharing data from current studies being conducted in Worcester and Brockton and look forward to partnering with MassDOT on this safety initiative
- Could these federal funds also be used for education and encouragement campaigns?
  - No, presently HSIP funds can only be used for engineering infrastructure, data needs and work zone safety. MassDOT has been aggressively lobbying for additional flexibility

Additional questions and comments from the chat box:

- Are the numbers on the towns keyed to a legend or are they a ranking? I am not sure what numbers on the towns is being referred to. Is it the statewide map with the yellow and red towns?
  - Then, yes, this is ranking based on those risks. But keep in mind, this component is still in development so we are testing things out and not sure what the developed module will ultimately look like.
- I can verify that riding through Lawrence is terrifying.
- Would a project be HSIP eligible if it was not a high crash location but was a high-risk location?
  - That is the idea that the high-risk locations could be used to group together low cost systemic countermeasures. We are working on guidance on HSIP eligibility.
- How is speed determined to be an issue - is it based on tickets written or passive monitoring or "speed was a factor" crash reports?
  - The risk factors for speeding can be found in the report. There is a link to all emphasis area risk reports within the network screening module. But here is a direct link: <https://www.mass.gov/lists/network-screening-methodology-reports#reports->
- Is "risk" based on exposure?
  - There is an element of exposure (vehicle volumes) in the risk models - details can be found in the report. There is a link to all emphasis area risk reports within the network screening module. But here is a direct link: <https://www.mass.gov/lists/network-screening-methodology-reports#reports->

- CTPS (the Boston Region MPO) are looking into creating a program separate from the Community Connections program for exactly those types of small-scale bicycle/pedestrian type purchases, too! Although it will probably take some time to establish such a funding program. I'm glad the idea is being pursued elsewhere, as well! And we would love to work with the Boston MPO and others to test out various types of projects!
- Karin Valentine Goins is happy to be a tester - there is a project under development on Chandler St in Worcester now

## Other Announcements

- MassDOT [Shared Streets and Spaces](#) funding program
  - Over \$20M distributed since last spring
  - [Photo gallery](#) highlighting dozens of projects statewide, including before and after shots
  - Program was awarded Golden Shoe at WalkBoston's annual meeting
- 2021 [MassTrails](#) Grant Round
  - 54 applications reviewed this round
  - 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
- MassTrails Team [Impacts of Shared Use Paths](#) study now available
  - Makes the case for trail building and investment using four statewide case studies:
    - Northern Strand Community Trail
    - Minuteman Commuter Bikeway
    - Cape Cod Rail Trail
    - Mass Central Rail Trail - Norwottuck
- [Tracker 2020](#) - several new performance measures that MABPAB informed can be found within Highway
- Next MABPAB meeting on Wednesday, May 19, 2021
- List of board members in attendance (see below)
- Other attendees:
  - Anthony Vona (MassDOT D1)
  - Hishan Fernando (MassDOT)
  - Lyris Liautaud (MassDOT)
  - Jeff Owen (NMCOG)
  - Christian Milneil (StreetsBlog Mass)
  - Jackie Jones (SRPEDD)
  - Jessica Baas (OPMI)
  - Cheryl-Ann Senior (MassDOT D5)
  - Eric Molinari (NMCOG)
  - Tim Paris (MassDOT D4)
  - Laura Hanson (MassDOT D2)
  - Simon Shapiro (Martha's Vineyard Bike/Ped)
  - Beth Giannini (FRCOG)
  - Shanta Keller (VHB)
  - Casey Claude (CTPS)
  - Barbara LaChance (MassDOT D5)
  - Derek Krevat (MassDOT)
  - Martha Hevenor (CCC)
  - Monica Gregoire (Chelmsford)
  - Gregory Guertin (SRPEDD)
  - Chris Timmel (FHWA)
  - Tarang Shah (MassDOT)
  - Jenn Martin (Newton SRTS)
  - Fay Rhault (CMRPC)
  - Nina Spellman (OPMI)

**MA BICYCLE AND PEDESTRIAN ADVISORY BOARD****Board Member Sign-In Sheet****September 16, 2020 – Teleconference**

<b>Member Name</b>	<b>Attended</b>	<b>Notes</b>
<b>Tom DiPaolo MassDOT-Highway</b>	<b>yes</b>	
<b>Andy Smith MassDOT-MBTA</b>	<b>no</b>	
<b>Pete Sutton MassDOT-Planning</b>	<b>yes</b>	
<b>Kurt Gaertner EOEEA</b>	<b>yes</b>	
<b>Dan Driscoll DCR</b>	<b>no</b>	
<b>Jackie DeWolfe MassDOT</b>	<b>yes</b>	
<b>Ben Wood DPH</b>	<b>no</b>	
<b>Phyllis Cahaly MOTT</b>	<b>yes</b>	
<b>Jeff Larason EOPSS</b>	<b>yes</b>	
<b>Jeff McCollough MARPA</b>	<b>yes</b>	
<b>Betsy Goodrich MARPA</b>	<b>yes</b>	
<b>Paul Chenard MARPA</b>	<b>yes</b>	
<b>Bryce Hoffman – public member (Lowell Bike Coalition)</b>	<b>yes</b>	
<b>Keith MacDonald – public member (South Coast Bikeway Alliance)</b>	<b>no</b>	
<b>Galen Mook – MassBike</b>	<b>yes</b>	
<b>Karin Goins – public member (Walk/Bike Worcester)</b>	<b>yes</b>	
<b>Seun Oluwole – public member</b>	<b>yes</b>	
<b>James Fuccione - public member (Mass. Healthy Aging Collaborative)</b>	<b>yes</b>	
<b>Cheryl Casper – public member</b>	<b>no</b>	
<b>Sam Squalia – public member (Fitchburg City Council)</b>	<b>yes</b>	
<b>Stacey Beuttell - WalkBoston</b>	<b>yes</b>	
<b>Maureen White - public member</b>	<b>yes</b>	
<b>Meg Robertson – public member (Commission for the Blind)</b>	<b>yes</b>	
<b>Alice Brown – public member (Boston Harbor Now)</b>	<b>yes</b>	