

**Massachusetts Bicycle & Pedestrian Advisory Board Meeting Notes**  
**Wednesday, May 17, 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, Jackie DeWolfe, Tom DiPaolo, Dan Driscoll Richard Fries, Kurt Gaertner, Philip Groth, Wendy Landman, John McQueen, Steve Miller, Joe Repole, Pete Sutton, Jim Tozza, Ben Wood **Members absent:** Glen Berkowitz, Steve Heinrichs, Janie Katz-Christy, Rob Miceli, **Guests present:** John Allen (Waltham Bike Committee), Eric Bourassa (MAPC), Rob Cant (MassBike), Casey Claude (CTPS), Chris Dempsey (T4MA), Aleece D'Onofrio (Stantec), Tamika Francis (BACH), William Hanson (Framingham Bike/Ped), Molly Henry (ECGA), Beth Isler and Nick Jackson (Toole Design Group), Angela Johnson (T4MA), Eamon Kernan (MassDOT), Jeff Larason (EOPSS), Bruce Mabbott (ECGA), Anne McKinnon (Jacobs), Josh Ostroff (T4MA), Stephanie Pollack (MassDOT), Nick Schmidt (Toole Design Group), Stacy Thompson (Livable Streets) **Guests participating by telephone:** Glen Cannon (CCC), Courtney Dwyer (MassDOT), Jackie Jones (SRPEDD), Laura Hanson (MassDOT D2), Emily Lindsey (Berkshire Regional Planning Council), Jeff McCollough, DJ Wilson (MMA)

**Agenda:**

- Secretary Q&A (MassDOT)
- Performance measures update (MassDOT)
- Pedestrian Transportation Plan update (MassDOT/TDG)
- Bicycle Transportation Plan update (MassDOT/TDG)

**Discussion from Secretary Q&A**

- MassDOT is committed to multimodal transportation.
- To change agency behavior, need to integrate bike/ped coordinators into agency. No silos.
- Purpose of Complete Streets program to get buy-in from all municipalities, not just a dozen.
- Q: What is the funding source for the CIP's \$60 million set aside for bike/ped projects?
  - A: Almost entirely state bonds with some gaming money.
- Q: Pedestrian fatalities rising. How can MassDOT take a leadership role in pedestrian safety? Leadership to municipalities and other state agencies. DCR is incredibly underfunded and has some of the most dangerous pedestrian and bicycle corridors in the Commonwealth. Speed and red light cameras are incredibly effective.
  - A: Leadership role can be bully pulpit role, dedicate money to HSIP projects, and/or legislation. It is very rare for Governor to take a position on legislation he didn't file; supporting something in advance leads to bills with riders. Possibility that the Administration will file their own bill on safety-related issues. Governor's team works at a cabinet that meets weekly (most states meet quarterly). You have friends on this issue in many State agencies. Note that MassDOT got a lot of flak for automated tolling cameras. Secretary charged group with figuring out the best model for automated enforcement. For example, is it the NY model (limited number of cameras in NYC only) or some other approach? Those concerned should consider filing a bill.
    - Wendy: legislation filed, modeled after Montgomery County.
    - A: Think about pilots, for example allowing communities to opt in. "Enabling not requiring."
- Q: Previously many district bike/ped coordinators weren't properly trained, more concerned about getting along with other staff instead of reviewing issues. Please think about ways to train, push and support district coordinators to be a voice in the front.
  - A: Sitting in 10 Park Plaza doesn't influence day-to-day district operations. If there are training programs and ideas from other states, let MassDOT know. Need to know more specifically about what to do, what do other model states do. There is a positive feedback loop in the process to design multimodal, bike and pedestrian friendly, context sensitive projects. Great Barrington main street project got it right—they were most proud of the fact that they maintained sidewalks on both sides throughout the whole process using a half-and-half construction approach.
    - Steve suggested quarterly bike/ped committee meetings in each district.
  - A: Secretary gets the snow/ice removal issue. But the truth is that the maintenance/snow removal crews are in the districts, not 10 Park Plaza. This issue has to be out in the

districts. Maintenance crews need to attend these bike/ped committee meetings. Be realistic about what it will take to address.

- Q: No current mechanism to test or inform drivers about rules of the road past the driver's license exam. What about having people take a simple quiz when they renew licenses?
  - This is a legislative issue. However, MassDOT does have a captive audience with RMV screens and variable message signs. Let the Secretary know if there are any good campaigns from which to learn.
- Q: Traffic laws are disorganized and a mess in MA compared to other states. Can we fix this?
  - A: MA laws are very old and hard to consolidate because multiple agencies and legislative entities must be involved. Let the Secretary know if there are traffic laws related to municipalities.
- Discussion about distracted walking, bicycling, and driving.
  - Secretary: Everyone should share grave concern over epidemic of distracted driving. This is a work zone issue as well. Not sure what the answer is, some legislation, some public policy and education. This issue reminds Secretary of domestic violence. Created cultural thought change in the role of law enforcement. We have a bad cultural norm of distracted driving today. Welcomes any thought on this. Attack this by changing the norms.
  - Secretary isn't aware of any efforts for the Secretaries of Transportation of all states to come together and address car design?
  - Discussion of Mayor Walsh's WGBH interview. Wendy noted that pedestrians and bicyclists who are dying are mostly people who are over age 60 or under age 10, cohorts not necessarily distracted with devices.
  - Steve noted that we live in the reality of the politics of perception. What you experience is most memorable.
  - Street design is key to pre-empt the possibility of getting hit/killed.
  - Injury data is unreliable because people often don't report.
  - Jackie noted that it's important that MassDOT isn't victim blaming.

#### **Discussion from Performance Measures Update**

- Q: Every project should be considering performance measures. This is an issue at the project level now. Jim Aloisi has argued for years that every project should have a safety focus, should incorporate risk factors to predict likelihood of conflicts. Today we do not report anticipated outcomes for pedestrian and bicycle safety.
  - A: We can work backward from goals to identify processes and policies to achieve goals.
- Q: Today we're missing data needed for these bike and ped measures.
  - A: Exploring new ways to figure out how to collect. Figuring out lessons learned from existing processes that collect motor vehicle data.
- Q: Measuring output and outcomes is harder than measuring inputs but is more effective.
  - Jackie: Agreed. This is why we're focusing on outputs and outcomes.
- Q: Recommend we consider Strava. Can the design exception report process have more impact?
  - Jackie: Actively working on this with Tom and others.
- Q: Will MassDOT incorporate DCR facilities into Bike Plan?
  - Jackie: Yes. It's a state plan, not only MassDOT plan.
- Q: Has MassDOT thought about an RFI to best understand all bicycle counting technology?
  - Jackie: Not yet, but good idea.
- Q: Any polling to understand why don't people walk more? Perception is important.
  - Jackie: These types of questions are being asked in the Bike Plan.
- Q: What about health outcomes?
  - Jackie: DPH is helping but exact role and tools are undefined at the moment.
  - Ben: Interested in expanding metrics beyond physical activity. For example, DPH looking at more tools to help assess injuries and exposure to air pollutants, among others.
- Q: Output column is entirely state-related infrastructure. What about other non-state owned properties?
  - Jackie: Trying to figure out what we can do now, what we can pilot, and what are our long term goals.
- Audience note: It's very critical to note and report that DOT, DCR and others have never built an off-road shared-use path that isn't a massive success. Parking lots are full. Demand is there and growing. Safety should be paramount because these facilities absolutely must be family friendly. You will never build a shared-use path that is not heavily used.

- Audience note: Trying to develop set of pre- and post-questions for abutters as part of UPWP. Trying to build a body of evidence to get around same NIMBY opposition over and over again. This is a proposed program.
- Discussion of equity relative to performance measures:
  - Jackie: looking to evaluate and prioritize using project scoring and other criteria coming out of this process. Communicating this and telling the story is important.
  - Steve: Important that this isn't about transportation, but quality of life. Perhaps a medal system for livability to assign to towns similar to League of American Bicyclists "Bicycle Friendly Communities" program? Transportation is one part of quality of life, but a very big one. All about framing the context, will help work toward the equity issue.
  - Wendy: Agreed. Research is showing that access to jobs and mobility is a stronger predictor to quality of life than access to education. Performance measure need to also have transit and roads, not just ped and bike. Address how to proactively prioritize bike and ped projects for their own sake, not just because they're tied to other existing projects. E.g. Mattapan Square requires a lot of work in general and will require a lot of money, so its progress is stuck.

### **Discussion from Pedestrian Transportation Plan Update**

- Intend to roll out municipal resource guides by Moving Together in September.
- Corridor prioritization discussion:
  - Methodology identified high demand areas and infrastructure gaps. Had been advised to apply the previously discussed municipal-scale methodology (e.g., utility via MAPC Local Access score, safety via crash clusters, overlaid infrastructure) to the corridor scale to be more helpful and precise with recommendations.
  - Wendy expressed concern that the map highlights long corridors with little pedestrian demand except for the town centers in which they serve. She wanted to ensure that the Pedestrian Plan will not recommend miles of sidewalks between towns where there is no demand. Rather, she would like to see a more surgical, smaller-scale approach to address needs within these priority corridors where demand is high. She is concerned that the corridor approach could lead to a misunderstanding with the public and in the districts on which improvements are needed. Make it clear which corridors are a main street of small towns. These need to function as a local road but are state owned. Address MassDOT and main streets in this plan.
  - Steve suggested a ¼-mile demand buffer to weed out low-demand areas. Dan suggested that between towns a multi-use path is appropriate.
  - Jackie confirmed that these corridors don't necessarily mean a uniform facility across the entire corridor. They are here to identify where more focused improvements are needed. The point is to define high demand corridors. Specific projects within the corridors will be context sensitive using a toolbox of interventions.
- Suggestions/discussion for Pedestrian Transportation Plan recommendations:
  - Use the "enable, don't require" philosophy espoused by the Secretary for programs.
  - Recommend sidewalk buffer as default design. Separation from vehicles increases comfort and provides space for streetscape elements (e.g., trees, poles, lights, hydrants, etc.). Legislature required utilities to do a report on utility pole placement. Tom noted that MassDOT also has a robust policy on utility pole placement when relocated.
  - Add spring/fall tree debris to maintenance. It can be just as dangerous as snow because people don't expect it.
  - Add encroachment resolution in the ROW recommendations.
  - Address inconsistent curb cut locations. Designers/contractors interpret regulations poorly.
  - Discussion about the vision for the Healthy Transportation Policy/Directive rewrite.
    - Jackie noted that rapidly advancing design guidance is rendering current engineering directive outdated—a 5' bike lane is not recommended anymore in many cases, instead recommending separation. Maybe in some cases a shared use path makes more sense. Taking a fast-track approach to see what they can change in the next 6 months.
    - Ben suggested asked if the Policy/Directive will address equity, but Jackie clarified that project scoring is where equity has the greatest impact.

### **Discussion from Bicycle Transportation Plan Update**

- Outreach acts as polling; responses carry weight in making the case and showing latent demand.
- Work with Ben Wood at DPH to coordinate and get the word out.

- Discussion of state-owned vs MassDOT-owned, especially with multi-use paths; interagency coordination is key. The public doesn't care who owns the infrastructure.
- Discrepancy around process to get multi-use path and permitting; does MassDOT like rails with trails or not? Guide under development.

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

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