

Massachusetts Bicycle & Pedestrian Advisory Board Meeting Notes
Wednesday, May 19, 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. Pete also took the opportunity to introduce and welcome the newest MABPAB member – Prachi Vakharia from the MBTA. Prachi's role as Technical Program Manager within their Customer Technology Department includes upgrades to bicycling and walking infrastructure at MBTA stations as well creating future mobility hubs to further improve transportation options.

Bicycle and Pedestrian Plan Implementation:

Overview of MassDOT's Pavement Management Program

Jack Moran, Deputy Chief of Performance and Risk & Information Systems and Leah Grodstein gave an overview (attached) of MassDOT's annual pavement management program, specifically how projects are selected and how information is collected on pavement condition. Emphasis on this presentation centered on bicycle, pedestrian, transit and their related safety upgrades based on the 2020 [Engineering Directive E-20-001](#). The scoping process detailed:

- Which projects are state of good repair with additional items?
- Which projects need to be addressed in different programs?
- Review projects for:
 - High biking or walking demand
 - Safety risk factors, including crash clusters
 - Existing environmental constraints
 - Existing roadway characteristics
- Determining project scope early will assign appropriate:
 - Project schedule (near, mid, or long term)
 - Project budget (high or low lane mile cost)
 - Design resources (internal or consultant)

Some questions asked included the following:

- Are pedestrian signals included in these upgrades?
 - Occasionally, however much of that specific work is conducted through MassDOT's traffic signal improvement program. This initiative is primarily focused on maintaining existing conditions as efficiently as possible
- Could pedestrian signals be included in future criteria around maintenance upgrades?
 - MassDOT will consider that in future work
- Are the pavement resurfacing plans publicly available, and if so when? Are they typically published and is it done on a district level?
 - The majority of the paving projects can be found within MassDOT's five year [Capital Investment Plan](#) with the exact project limits being mapped within geoDOT's [Project Viewer](#)
- Is there flexibility on the district level if things were to change? If there's additional funding or excess funding that they have, is there a way that we as advocates might be able to propose additional projects or is this a program that we could think about in terms of getting short term fixes in place? (e.g. projects that don't involve right-of-way takings)
 - There is some flexibility in that once we've identified those segments purely from a pavement management approach, we can start screening for bike and pedestrian improvements that was outlined in the presentation
- The more that is learned about all the different MassDOT programs and how we can plug into them, the better. To better coordinate desired changes, what are all the different places that we should be checking to see before something happens, whether or not we can affect the project?
 - MassDOT will prepare a one-page overview of upcoming paving projects in addition to providing a link to all future initiatives in order to better track
- Wondering how MassDOT coordinates with other agencies (such as DCR) and municipalities so that projects are lined up (or put off) or how you avoid unnecessary disruptions?

- MassDOT is always working towards better coordination with our partners for better consistency. For example, Highway Design is working on an ideal roadway cross section that can be shared and used as a template in the future
- Another example of how MassDOT is streamlining construction is through the [Chapter 90](#) program, in which we're asking communities to submit work through a project intake portal to better keep track of and coordinate what is in the pipeline – another tool for the screening process

Polling Question: Amber Vaillancourt launched the following poll to all attendees: Have you taken advantage of MassDOT Shared Streets and Spaces funded projects and infrastructure in your communities?

- 50% - Yes
- 29% - I plan to during the warmer weather
- 21% - No

Presentation and discussion on MassDOT's Shared Streets and Spaces grants

James Fuccione from MA Healthy Aging Collaborative provided some agency background, including partnerships with Tufts Heath Plan Foundation, Office of Elder Affairs, MA Council on Aging and AARP MA. Together they promote and support inclusive age and dementia-friendly communities across the state - rethinking and supporting physical environment changes that support healthy aging. His overview (attached) included:

- Defining Age Friendly
- Age and dementia-friendly public spaces and communities (Salem as an example)
- Integration toolkits

Stacey Beuttell, Executive Director of WalkBoston wished to honor the passing of WalkBoston co-founder Bob Sloane and the impact he made on improving transportation in Massachusetts. Additional info on Bob's life and work can be found [here](#).

Stacey then presented on age-friendly walking work, noting partnerships with Tufts, DPH Mass in Motion and its Healthy Aging Fund. As the state's population continues to age, her overview addressed the needs specific to older adults and thinking about how to design the built environment, highlighting:

- Greatest hits for age-friendly walking
- Special analysis of older pedestrian crash data (Quincy as an example)
- MassDOT's Shared Streets and Spaces (Billerica as an example)
- MA Hilltowns age-friendly walking (Blandford, Chesterfield, Huntington, Cummington)

James shared these closing remarks:

- Time during the pandemic has allowed older adults to re-engage with their communities and rethink what can be designed in ways that include everybody
- In the next decade every city in town is going to be at least 20% over 60 years old. Many places on Cape Cod and in the Berkshires have some communities that are already approaching 40 to 50% 60+. This is the way demographics are trending in the state and as such an opportunity to invest in the communities that we want as we age and grow older
- These cross-sector collaboration and partnerships that come out of the age and dementia-friendly work is a great way to advocate for better walking and biking in communities
- Funding opportunities: AARP has a nationwide [Community Challenge](#) grant that comes up every year - very competitive but the state AARP office also contributes by funding some runners-up. Additional funding opportunities are also added regularly to the MA Healthy Aging Collaborative [website](#)
- There is also the [Destination Development Capital Grants](#) funding program run through the MA Office of Travel and Tourism
- Final thought: It doesn't take a lot to make an existing project age and dementia-friendly such as safety wayfinding and shady places to sit

Additional questions and related links:

- Seniors make up a large portion of pedestrians especially regarding tourism-related walking including scenic waterfront trails and historic areas. What community mentioned had the statistic of 27% of pedestrian crashes involved older adults?

- Quincy (more stats located in presentation)
- <https://walkboston.org/wp-content/uploads/2021/03/Greatest-Hits-for-Age-Friendly-Walking-Handout.pdf?8621dc&8621dc>
- <https://walkboston.org/2021/05/07/making-walking-connections-in-blandford/>
- Also wanted to share this from our partners at Mass Association for the Blind and Visually Impaired: <https://www.mabvi.org/services/orientation-and-mobility/>

Public Rights-of-Way: Primer on pedestrian access issues which impact individuals who are blind or have low vision

Meg Robertson, recently retired as Director of Orientation and Mobility with the Massachusetts Commission for the Blind (MCB) gave a detailed overview (attached) of pedestrian access issues which impact individuals who are blind or have low vision, with detailed analysis, examples and case studies on the following implementation features:

- Impacts regarding advances in intersection design
 - New bicycle box infrastructure
 - Accessible pedestrian signals
 - Sidewalk detectable warning panels
- Court rulings that impact sidewalk access issues

Meg shared these closing remarks:

- Improving these pedestrian access issues are also going to benefit the aging population once they decide to stop driving and become more reliant on quality walking infrastructure
- Unfortunately, sometimes the function of this specialized pedestrian infrastructure is not fully understood by crews in charge of installation. (for example, locator tones improperly installed failing to announce the intersection location before pressing the crossing request)
- MCB deploys orientation mobility specialists across the state who work with communities upon request, offering many different resources for blind pedestrians

Other Announcements

Jackie DeWolfe thanked MassDOT's two co-op interns John Alessi and Amber Vaillancourt for all their hard work and valuable assistance over the past year, especially planning virtual MABPAB meetings, conducting member interviews/surveys and efforts on speed management, Shared Streets and Spaces and other bike and pedestrian plan-related work.

- John provided some background (in attached presentation) regarding an [annual report](#) being compiled marking the progress of both MassDOT bicycle and pedestrian plans and asked MABPAB to review the draft and provide input for the final report by June 2
- MassDOT [Shared Streets and Spaces](#) funding program – **final round closed May 21**
 - Over \$26M distributed since last spring
 - [Photo gallery](#) highlighting dozens of projects statewide, including before and after shots
- 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
 - Upcoming statewide stakeholder meeting on Wednesday, June 16 @ 1 pm**
- [Comment letter](#) sent by MassDOT regarding updates to latest version of FHWA Manual on Uniform Traffic Control Devices (MUTCD)
- 2021 MassDOT [Transportation Innovation Conference](#)
 - 3-day virtual event May 25-26-27 - 7 am to 1:30 pm
 - MABPAB members granted free admission
- Next MABPAB meeting on Wednesday, July 21, 2021
- List of board members in attendance (see below)
- Other attendees:
 - Anthony Vona (MassDOT D1)

- Laura Hanson (MassDOT D2)
- Laura Castelli (VHB)
- Jeff Owen (NMCOG)
- Christian Milneil (StreetsBlog Mass)
- Derrick Roma
- Amber Vaillancourt (MassDOT)
- Cheryl-Ann Senior (MassDOT D5)
- Eric Molinari (NMCOG)
- Tim Paris (MassDOT D4)
- Brian Pigeon (City of Worcester)
- Beth Giannini (FRCOG)
- David Loutzenheiser (MAPC)
- Casey Claude (CTPS)
- Barbara LaChance (MassDOT D5)
- Erin O'Sullivan
- Chris Timmel (FHWA)
- Jeremy Grayson
- Jeremy Mei (MassDOT)
- Gregory Grzegorzewski (FHWA)
- Karen Foster (All Out Adventures)
- Luka Chong (MassDOT)
- Tarang Shah (MassDOT)
- Michelle Danila (Toole Design Group)
- Fay Rhault (CMRPC)
- Aleksandar Loncarevic (VHB)
- Ed Sinofsky (Cape Cod Cycling Club)

MA BICYCLE AND PEDESTRIAN ADVISORY BOARD

Board Member Sign-In Sheet May 19, 2021 – Teleconference

Member Name	Attended	Notes
Tom DiPaolo MassDOT-Highway	yes	
Prachi Vakharia MassDOT-MBTA	yes	
Pete Sutton MassDOT-Planning	yes	
Kurt Gaertner EOEEA	yes	
Dan Driscoll DCR	no	
Jackie DeWolfe MassDOT	yes	
Ben Wood DPH	no	
Phyllis Cahaly MOTT	yes	
Jeff Larason EOPSS	yes	
Jeff McCollough MARPA	yes	
Betsy Goodrich MARPA	yes	
Jackie Jones MARPA	yes	
Bryce Hoffman – public member (Lowell Bike Coalition)	no	

Keith MacDonald – public member (South Coast Bikeway Alliance)	yes	
Galen Mook – MassBike	yes	
Karin Goins – public member (Walk/Bike Worcester)	yes	
Seun Oluwole – public member	no	
James Fuccione - public member (Mass. Healthy Aging Collaborative)	yes	
Cheryl Casper – public member	yes	
Sam Squalia – public member (Fitchburg City Council)	yes	
Stacey Beuttell - WalkBoston	yes	
Maureen White - public member	no	
Meg Robertson – public member (Commission for the Blind)	yes	
Alice Brown – public member (Boston Harbor Now)	yes	