

Massachusetts Bicycle & Pedestrian Advisory Board Meeting Notes
Wednesday, May 28, 2025, 1:00 – 3:00 PM
Virtual

Welcome & Introductions: Pete Sutton, ex-officio, called the meeting to order and called roll

Updates and discussion on MassDOT's IMPACT crash data portal

Bonnie Polin, State Safety Engineer, MassDOT Highway Division Traffic Safety Section provided an update (attached) on MassDOT's IMPACT crash data portal. It has recently been updated and is divided into six main modules:

- Interactive Data Dashboards
- Data Query and Visualization
- Data Extraction
- Reports
- Crash Tabulation and Charting
- Safety Analysis Tools (including measuring risk)

The statewide crash report form was updated January 1, 2024 as part of the new law *An Act to Reduce Fatalities*. The Highway Division worked very closely with the Registry of Motor Vehicles to update a few things, primarily to collect more data to try and mimic what was on the driver's side that we'd also be able to capture the same for the vulnerable roadway user (VRU). Examples include the sequence of events for the vehicle and the contributing codes for the drivers: it was thought it would be beneficial to know what was happening on the VRU side as well as the driver side. As a result, there are 21 new fields for VRU added to the crash report form. MassDOT recognizes that there are some data quality issues that we are trying to change, such as confusion between motorized bicycles and e-bikes. Questions and comments included:

- What is the ratio of written to electronic reports now submitted by police to RMV?
 - About 94% of all crash reports are now sent in electronically
- Have you looked at grouping categories differently, such as by age?
 - Yes, there are 210 fields in every crash report and age is included. The examples shown in the presentation only represent crash type, but there are many ways to view the data
- I think there should be a way to track when a vehicle is used as a weapon (that is currently excluded from the data set) as there were at least two instances of pedestrians that were struck and killed this past year - in Brockton and Milford. Those were excluded from the data set because they were ruled homicides
 - Suicides are also removed for the data sets. The Fatality Analysis Reporting System (FARS) removes both categories from its findings, which MassDOT needs to be consistent with. It is entered by death "by other means" or as a non-fatal crash (which is not accurate)
- If certain types of vehicles are more often to be used in an intentional, fatal crash or homicide, then maybe there is a policy angle where we should be doing more to regulate those types of vehicles. The more that we could do to make that information more available, even if the Feds say we need to remove it - can list it somewhere else in a different way?
 - Agreed – we need that data to conduct analysis, particularly non-motor vehicle crashes vs other non-motor vehicle crashes (e.g. bicycle vs pedestrian)
- If police were required to fill out a form when they encounter a bicycle or a scooter vs pedestrian incident, and all those forms also fed into this database that might catch a lot. It's a kind of a long-range thing, but I think from an aspirational angle, that would be the direction to go
 - Agreed – it's going to take a legislative mandate to require these types of non-motorized crashes, and even then we still won't get total compliance
- I think from a data consistency and data use sense, if you know there are holes in the data, it should be very clearly noted with disclaimer statements at the beginning of any report about this database and its use
 - MassDOT lists that disclaimer in red at the bottom of every page within IMPACT
- Regarding risk assessment, it seems that's a very big knob which certain people in the planning community have to influence decisions in the future. So obviously, it's high value to have access to that risk assessment process and get your paddle in of what you think is risk: what the opportunities for input are, how fair it is. I know there are certain sites on my mind that are just the most risk present for a whole bunch of reasons - user communities, road conditions, etc, that never

get reported just because they're in a region of the state and a particular area that's underreported and under covered by planners, right?

- The methodology of how each of the risk models were developed is also detailed within IMPACT. That goes through the whole iterative process for how they were developed, but certainly just like we had done them previously. And we're redoing the risk models. Now, the more data that becomes available to us the more we use
- MassDOT was the first place to actually input equity and environmental justice, persistent poverty language and other related data into our models, because the data were driving it, not because it was equity, but because the data were driving it and showing us with odds ratios that was actually worthwhile as a factor within the model. You can see the models here displayed within the various risk maps
- That's not to say that there aren't plenty of others that can be included. We're actually working with some of the crowdsource companies now to see if their data could be used to actually enhance our modeling. So we're trying that, too. The next iteration will be improved. But there's a lot of input in here, too.
- What are some ways to have more consistency in how topics are reported such as drunk driving vs reckless endangerment, because it's a question that we receive a lot in Vision Zero planning. It's really hard to point to one thing being an issue when there's more general topics or general ways of describing a crash, or what the driver contributing circumstances was - what are MassDOT's thoughts?
 - MassDOT does have a law enforcement liaison who works with the police on training. There are monthly meetings with police chiefs, and there are times where RMV staff will meet with the police to better understand. They meet with the municipal training academies and State Police to try and talk about these exact issues. Whether it's called reckless, impaired, or distracted - that's also considered reckless
 - Distraction is underreported. We know that even speeding is underreported, because if they're not going to do an investigation after a crash, they don't necessarily know what the speed of the vehicle is or whether conflating some issues into one general field
 - The best we can do is keep talking to the police, and we get a lot of pushback. They have to fill out a crash report form which keeps getting longer and longer. When we added 21 fields they were initially up in arms. We have to balance what we can including quality versus quantity
 - We just keep trying. We've also had police agencies review the new crash reports and tell us we're not getting our information right. I then showed them - I actually had a crash report that we reviewed together. I said, look at what you're seeing, and look what's in your crash report. You filled it out, and I know for a fact, because I've dealt with four police agencies, the chief or the head of traffic worked on improving the quality because they saw their own data here available, and they said, "This can't be right"
 - The more we make it accessible to people and the more we talk to people, the more we train them. I can only hope it just does better and improves over time. But we also know that it's just limited
 - Citation data has also just come online – to mimic our IMPACT portal. If you're looking for data that involves citations dealing with pedestrians, bicyclists, and so on. That [portal](#) is up now through the Registry Merit Rating Board

Recap of Baystate Bike Month highlights and events

Galen Mook, Executive Director, MassBike gave a recap of over 140 unique events on their calendar for the month of May across 48 municipalities throughout the state (attached). Some highlights included:

- Bike to Work Day, Boston City Hall Plaza – attended by Mayor Michelle Wu
- Kitty Knox Ride and play as well as new exhibit at Charles River Museum of Industry in Waltham
- Bike Month Kick-off Party at Aeronaut Brewery in Somerville – attended by Mayor Ballantine
- Bike Rodeos throughout the Berkshires, as well as Brockton, Plymouth, Falmouth and Greenfield

Overview and input on MassDOT's Next Generation Bicycle and Pedestrian Vision Map

Pete Sutton, Bicycle and Pedestrian Coordinator for MassDOT's Office of Transportation Planning and Pedro Hernandez, Senior Program Manager with MassDOT's Highway Division Chief Engineer's Office provided an overview on the map study, new website and recent project implementation updates (attached). MassDOT's latest implementation tool to advance medium and long-range projects began with the updates to the 2019 statewide bicycle and pedestrian plans. This data and map-driven initiative will support

MassDOT's goal in expanding a high comfort network for pedestrians and bicyclists to all applicable MassDOT roadway facilities statewide that are within the range of a short walking or biking trip

Pete began by providing context of the study beginning with the 2019 Bicycle and Pedestrian Plan updates, specifically the Potential for Everyday Biking and Potential for Walkable Trips that provided the basis for the statewide roadway map used in the current vision map. Pedro then provided additional context on project prioritization and identification, citing examples in Lawrence and Milton where the methodology is currently being applied. Use case studies also include:

- Bike and Pedestrian Network Planning
- Funding
- Annual reporting and performance metrics
- District / MPO initiated projects
- Complete Streets
- Complementing road inventory facilities

Questions and comments included:

- SRPEDD has used the gap analysis map to show a few town planners that MassDOT agrees that they need a shared use path or protected bike lane on their busy arterial roads, so its been helpful so far. How might this integrate with MassTrails Priority Trails Network map?
 - The gap analysis map can be easily overlayed with MassTrails Priority Trails Network map within the geoDOT data portal (upon establishing an account with MassDOT)
- Does the study take into account existing all ages and abilities (AAA) networks on local roads when prioritizing?
 - Yes, the methodology used emphasizes high-comfort networks for walking and bicycling based upon roadway speeds and volumes within urban and rural contexts
- How can we incorporate this planning in terms of local bike networks? For instance, Lowell has a network plan, but because those gaps are on non-MassDOT roads, it's not showing up on this map. Is there a plan to have a roadway layer that is municipally owned or controlled layer? That would highlight the regionality of it
 - MassDOT originally started out this vision map with a lot more roads, 2,000 miles more. These were roads that were classified within the national highway system and roads that were also federal aid eligible. But it just turned out to be too overwhelming for our purpose and needs. We decided to cut down those numbers in order to make our project goals more palatable and realistic. That being said, we have all of those additional roadways mentioned already mapped, and we'd be happy to share them with regional planning agencies and municipalities
- How are you incorporating future land use development? Not just the current communities, but if we're going to see the MBTA Communities Act or something along those lines where we're seeing a densification of certain areas that aren't there yet? Are you working with the MPOs, or other agencies that could almost future forecast what the needs will be - knowing that when you redesign a road, it's going to be like that for the next 50 years or so? There's lots of opportunities to think in the future, and not just to catch up to the current gaps
 - That's one of the primary reasons MassDOT works with MPOs, regional planning agencies and municipalities - because they are our eyes and ears at that hyper-local level. Also, as any changes come on board, the great thing about GIS and digital mapping is that you can manipulate, add and remove data pretty quickly, which is what we've been doing
 - A couple of municipalities have already reached out to MassDOT with a desire for this same methodology to be applied to their local roadway network and we're currently working with them to facilitate
 - Our hope is that every couple of years - as projects get completed or are in planning - reassess the data sets. There'll be the new demographics, the new census, new data sets that appear that can be replaced. And we run the data again and the priorities should change. For example, a segment that is right now has a score of 99 gets completed, disappears, and a new 99 shows up somewhere else to take its place
- It seems as though on the bicycle map you show the Bourne rotary - where the Bourne Bridge lands on Cape Cod - It's got a green dot there, which I assume means that you consider it has sufficient infrastructure
- MassDOT just completed a \$2 million project there which received a design exemption so it would not have to install any bicycle pedestrian facilities. In the request for the exemption exception, the report stated that there are no bicycle pedestrian facilities there, with none planning to be put in

- Now I see your map saying there's sufficient facilities there. I don't know if that's referring to their justification for the exemption was that: that's all going to be replaced when the bridges are rebuilt.
- By the way, there's no funding for the Bourne Bridge to be rebuilt, and no guarantee that it will ever be rebuilt. So that's just one example, but I could go all the way around both sides of the canal
- We have the ultimate gap. We have the biggest gap in the State. It's called the Cape Cod Canal. There's definitely a gap in linking all sorts of things there - we have environmental justice communities, minority and income. People don't think there's low-income on Cape Cod. Yes, a lot of the year-round population is very low-income
- Within a half mile of the of the Bourne Rotary are two high schools, a town high school and a regional, vocational technical school that serves six towns. Those are on roadways that have speed limits of 40 to 50 mph, traffic, substandard lane width and 6-inch shoulders. The students from that school walk a thousand feet along that road to the ice rink where their hockey teams practice - that ice rink is a regional facility that also serves six towns. There are skating lessons and everything else you can imagine. There's zero pedestrian or bicycle access to that arena along Sandwich Road. I'm going from where I am right now to that facility for a public meeting. I'll be going by bicycle and walking along the side of the road
- *(these items were clarified in a follow-up call with some issues having been resolved)*

Other Announcements

- Pete Sutton provided an update regarding new MABPAB membership on the advocacy side: MassDOT have put out a call for serving as public members on the Advisory Board - six different members representing bicycle interests and pedestrian interests each – 12 total. As seen here in the [description](#), MABPAB cover a wide range of topics, a lot of them which were covered today like safety and gaps and accessibility. Interested applicants need to send a cover letter and a resume to the address, mabpab@dot.state.ma.us by June 13th to be considered
- Jaclyn Youngblood announced the second meeting of the Special Commission on Micromobility will be held on June 10th. The Commission aims to think about a framework for how we might imagine regulation, etc, Legislation makes clear that there are three requirements for the Commission: One is to look at state and local regulations around vehicles and where they can go. The second is to make recommendations about those regulations, or various other things related to managing the usage of those devices in the Commonwealth. The third is to make recommendations about increasing the usage of those devices. A report on findings is due back to the Legislature by the end of this calendar year
- Next MAPBPAB meeting: July 23, New Bedford, 1-3 pm.
- List of board members in attendance (see below)
- Other attendees:
 - Cheryl Ann Senior (MassDOT D5)
 - Nick Russo (BRPC)
 - Colleen Medeiros (CCC)
 - Lorenzo Varone (MassDOT)
 - Steve Tupper (CCC)
 - Kyle Casiglio (CTPS)
 - Elizabeth Maldari (MVRPC)
 - Jon Gray (SRPEDD)
 - Jonah Williams (MassDOT)
 - Ian Adams (MassDOT)
 - Emily Paskewicz (ECGA)
 - Alexandria Papadimoulis (DPH)
 - Alexis Hosea-Abbott (MassBike)
 - John York (Bourne)
 - Josh Grzegorzewski (FHWA)
 - Max Rasbold-Gabbard (DPH)
 - Sarah Cannamela (MassDOT D2)
 - Nick Daigle (MassDOT D3)
 - Rik Ahlberg (Provincetown)
 - Shawn Bailey (OCPC)
 - Dan Murphy (Brookline)

- Christian MilNeil (StreetsBlog Mass)
- Chris Sorensen (MassDOT D1)
- Tai Lam (Bike to the Sea)
- Kyle Mowatt (OCPC)
- Beth Giannini (FRCOG)
- Rae Ettenger (AMC)
- Jarod Evenson
- Kelsey Harris
- Jay Luker
- Zachary Yaro
- Maia Waterman
- Gustaf Michaelson

MA BICYCLE AND PEDESTRIAN ADVISORY BOARD
Board Member Sign-In Sheet
May 28, 2025 – Virtual

Member Name	Attended	Notes
Tom DiPaolo MassDOT-Highway	yes	
Matt Warfield MBTA	yes	
Pete Sutton MassDOT-Planning	yes	
Kurt Gaertner EOEEA	yes	
Gerald Autler DCR	no	
Jaclyn Youngblood MassDOT	yes	
Kirby Lecy DPH	no	
Charlie Ticotsky MOTT	no	
Andrea Papa EOPSS	no	
Jeff McCollough MARPA	yes	
Amanuel Regassa MARPA	yes	
Jackie Jones MARPA	yes	
Jeff Larason – public member	yes	
Keith MacDonald – public member (South Coast Bikeway Alliance)	no	
Galen Mook – MassBike	yes	
Karin Goins – public member (Walk/Bike Worcester)	no	
Seun Oluwole – public member	no	
James Fuccione - public member (Mass. Healthy Aging Collaborative)	yes	
Cheryl Casper – public member	no	

Sam Squalia – public member (Fitchburg City Council)	no	
Brendan Kearney - WalkBoston	yes	
Maureen White - public member	no	
Ed Sinofsky – public member (Cape Cod Cycling Club)	yes	
Karen Foster – public member (All Out Adventures)	no	
Meg Robertson – public member	yes	
Alice Brown – public member (Boston Harbor Now)	no	