

Massachusetts Bicycle & Pedestrian Advisory Board Meeting Notes
Wednesday, November 30, 2022, 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.

MassTrails Bike Wayfinding and Design Guide

Kayla Sousa, Senior Program Manager within MassDOT's Highway Division provided an overview (attached) on the recently released guide in order to provide a new resource for state agencies and trail advocates alike to facilitate:

- Connecting people to transit & other bikeways
- Reducing trip-planning efforts
- Increasing access to bike facilities and the convenience of bicycling as an everyday travel option
- Supporting bicycle tourism

The guide is outlined with logical steps for planning, design and implementation:

1. Purpose and Overview
2. Existing Guidance
3. Wayfinding for High-Comfort Routes
4. Destination Selection
5. Wayfinding Sign Types & Assembly Placement
6. Sign Design for Legibility and Visibility
7. Sign Installation & Placement

The guide is currently being utilized on a Cape Cod-based pilot project to re-establish and re-sign State Bike Route 1, (aka the Claire Saltonstall Bikeway) in partnership with local communities, Cape Cod Commission and East Coast Greenway Alliance.

Comments and questions included:

- Thanks to the MassTrails team for taking this on, using Cape Cod as a case study for this guide. I think we are all learning a lot as we're starting to implement some of the recommendations and understanding where a little bit of flexibility is needed. It's been great to work with the team and be able to talk through the locations, and certainly look forward to starting to talk with some of the community members in the next phase and make sure that what's being put in is respectful of the design guide, but also the local context. It always gets challenging - working on the details, but looking forward to that
- Route 6A is horrible to ride on – the new routing should try to avoid this road if at all possible
- What is the projected budget for this project?
 - Signage projects are typically in the \$200K range. We're taking this out of one of the non-federal aid bike/ped various locations contracts, which is very similar to MassDOT's standard maintenance contract
 - Consideration is also being given for possibly adopting as a statewide program. I think we're hoping to learn a lot of lessons here, and then see where (and how) it should be applied
- Signage along the South Bay Harbor Trail in Boston were installed very close to path users as opposed to being more offset. Are those types of standards – signage placement - addressed in the guide?
 - Yes lateral clearance is addressed in the guide, in addition to maximums for the number of signs that should be placed on a particular mounted sign pole
 - Signage height also plays a part in potential vandalism if placed too low
- Turn-by-turn signage will be very important for this Cape Cod project, especially with cyclists transitioning from shared use paths onto local roads
 - Part of the project involves one of the staff actually cycling the entire route – ground-truthing the location of each sign - to ensure accuracy and maximum utility from the cyclist's perspective

- Please ensure the signage is designed for all users, especially non-locals who are not familiar with Cape Cod and its many trails, roadways and destinations
 - Yes, a very good point, especially with the seasonal influx of new tourists each year
- Any potential for this design guide to expand its scope to include behavioral and safety guideline examples, such as low speeds, keep right, et cetera?
 - No, however those types of design issues will be included in MassDOT's updated Project Development and Design Guide, which is in progress
- Will the Cape Cod Commission and MassDOT be collecting any feedback on the signage once it's installed?
 - Yes Cape Cod Commission regularly receives feedback from various advocates and cycling committees. We've also been thinking of ways to get more direct feedback. For example, at some of the key trailheads where you transition from a shared use path to on-road you might have a bigger sign installation or map there. There could be an opportunity to have some direct feedback sent in (e.g. QR codes) on whether or not the actual users of the path are getting information. They're the ones who ride so it's certainly something that, as a project team we've been thinking and talking about
- SRPEDD been working with the South Coast Bikeway Alliance and East Coast Greenway Alliance to develop a consistent wayfinding signage plan. We're excited to see this guide, and would be very interested in learning how it applies to our efforts
- Regarding sign height, please be sure you're taking this into account: remember a lot of hand cycle users, wheelchair users, recumbent trike riders are going to be lower than traditional upright cyclists. Find the sort of happy medium between bicycle height and accessible to users who are a little closer to the ground as well
 - Yes national standards take these issues into account and MassDOT will ensure they're being followed
- As we advocate for age and dementia-friendly communities, there's going to be a regional age, friendly and dimensional, friendly initiative on Cape Cod that's ramping up given the amount of older adults on the Cape. I think it'd be great to get some targeted feedback to see if the way finding signage works for older adults that both walk and bike on the trails. If we can be helpful and getting some of that targeted feedback and connecting those dots between these initiatives, we'd really like to do that
 - MassDOT will be sure to add Massachusetts Healthy Aging Collaborative to the list of active stakeholders
- Will the guide be updated to incorporate any future/new guidance offered with the forthcoming MUTCD and AASHTO guides for the development of bicycle facility design guide updates?
 - Yes. All MassDOT documents exist online now, facilitating updates to policy and other regulatory changes as they occur

Look back on 2022 MABPAB accomplishments and priorities/topics for 2023

Pete Sutton provided a detailed list of MABPAB accomplishments in 2022 (attached), including giving direct input to MassDOT initiatives such as the speed management website, the *Beyond Mobility* long-range plan as well as soon to be released 2023 Strategic Highway Safety Plan. Jackie DeWolfe then solicited MABPAB members for future discussion topics and priorities for 2023, which included:

- Raising awareness with cities and towns regarding appropriate construction zone safety: What is the correct pedestrian barricade? And how do we route pedestrians around construction on sidewalks or around bike routes? There is a big disconnect on what should be used versus what isn't used, Including utility companies
- Would love to see MABPAB work in a larger context on advocacy and assistance – specifically how we can have trail systems get completed that are getting stopped at the local level (e.g. Bedford) - failing to take into account the regional benefits a trails network could potentially have
- More uniformity regarding new bike/ped infrastructure construction – less of a piecemeal approach, especially taking a closer look at trail crossings
- Demographics on cyclists and pedestrians – now just how much use, but who is using them? It would certainly help define equity and where to better target resources
- Accessibility regarding bike/ped infrastructure implementation – a better understanding of individuals with disabilities and how they utilize trails, sidewalks and crossings
- IMPACT crash portal – MABPAB should push for more data around crashes involving cyclists or other micromobility users where motor vehicles were not involved (e.g. Minuteman fatality). Crashes on private property (e.g. parking lots) should also be considered

- How MABPAB can have an impact on the statewide long-range transportation plan under development
- More bike/ped education at the municipal level
- How state agencies plan to improve bike/ped access as a means to meet the State's new climate plan, which calls for 7% reduction in motor vehicle miles traveled by 2030
- Pedestrian safety continuing to include older adults in programs/grants such as Shared Streets and Spaces as well as snow removal (e.g. FRCOG Pedestrian Plan)
- Continued emphasis on safety and fatality mitigation in general
- E-bikes and micromobility on shared use paths - how to properly design, sign and educate for making sure they are shared by all without worries, prohibitions and enforcement
- The 90-centimeter initiative - really thinking about children and youth with regards to biking and walking. On that note, explore getting sidewalks in places where there are no sidewalks. I know that I'm not the only one that struggles with this. I have so many schools within a mile of my house, and I have no sidewalks to any of them. It is a municipal issue where we don't have sidewalks, and there's no plans to get them installed unless they redo the road, and we don't have funds to redo all of the roads that lead up to the schools, so exploring that a little bit more - with connected sidewalks and accessibility to recreation, councils on aging, schools, transit stations, et cetera
- Better coordination within municipal departments regarding funding opportunities such as Complete Streets and Safe Routes to School
- Expanding representation and inclusiveness on MABPAB
- How do people with opinions on projects get their input heard? (e.g. they've been contacted by local writers with specific comments)
- Better connections from sidewalks to shopping/office developments rather than using a driveway entrance and crossing a parking lot

Jackie concluded with proposing to bring back at three in-person meetings at various locations around the state for 2023 with favorable response from MABPAB members

Overview on MassBike's Worcester intergenerational e-bike program Galen Mook – Executive Director for MassBike, gave an overview presentation (attached) on his organization's latest initiative – in partnership MA Clean Energy Center. MassBike is leading a team to deploy e-bikes to low-income residents throughout Worcester, supporting the individual riders with events, workshops, group rides, with the idea not just to give a person a bike, but to help them bike in the community. By proxy, cyclists can build the community through the various organizations that are helping it support this program, while building a base of advocacy in central MA. Some notable statistics include:

- 1,181 applications received: 732 are eligible and, overall, match Worcester's 2021 Census demographics
- ~87 participants enrolled in the program, to date
- Seven deployments between August and September
- Four group rides and three monthly workshops since July

Some questions included:

- What has the City of Worcester's response been to the program?
 - The City is being proactive: they're already looking in that direction, looking for ways to add more bike infrastructure - which is encouraging as this program is only five months old. They're undergoing their master planning process now, which will be influenced by what they're seeing the culture and community put forth. Kelley Square is a good example of what is possible. Bike parking is a deficiency that needs to be addressed in the short term
 - The many local universities would be ideal partners in expanding bike usage throughout the city
- I love the model that MassBike has for all of the outreach and the engagement that goes along with this program. I wondered if you are thinking about, or are going to try to turn this at your cadre of a hundred people who are riding e bikes, into neighborhood ambassadors to the city to be able to advocate more strongly for more bicycle infrastructure? Especially helpful in communities that are harder to reach
 - It's possible. One idea we're thinking about involves a partnership with the League of American Bicyclists: LAB oversees a League-certified instructor training every so often, and we could train up some subset of this population to then go and become legally insured and technically certified, and how to be instructors - which would be really cool,

because then they could go teach their own classes, either through MassBike or on their own

Jackie concluded the meeting with the announcement that she will be transitioning to the Chief Engineer's office, working as the Director of Mobility, Policy and Program Development - heading up MassDOT's new program management team that is developing and managing all non state-of-good-repair programs. Similar to program management around bridge and pavement, this is program management around roadway safety, resiliency, bike/ped, trails and a number of other initiatives, as well as building out a policy shop

- List of board members in attendance (see below)
- Other attendees:
 - Christian Milneil (StreetsBlog Mass)
 - Bill Hanson (Framingham)
 - Ben Muller (MassDOT D6)
 - Casey Cooper (CTPS)
 - Anthony Vona (MassDOT D1)
 - Kyle Mowatt (OCPC)
 - Ian Adams (MassDOT)
 - Francisco Lovera (MassDOT)
 - Tom Ruta (MassDOT D2)
 - Nicholas Russo (BRPC)
 - Beth Giannini (FRCOG)
 - Barbara LaChance (MassDOT D5)
 - Cheryl Ann Senior (MassDOT D5)
 - Jacinda Barbehenn (Bedford)
 - Jeff Owen (NMCOG)
 - Rick Plenge (VHB)
 - Steve Tupper (CCC)
 - Abdulmuhsen Alqunaie (MassDOT)
 - Alex Salcedo (MassBike)
 - Josh Grzegorzewski (FHWA)

MA BICYCLE AND PEDESTRIAN ADVISORY BOARD

Board Member Sign-In Sheet

November 30, 2022 – Teleconference

Member Name	Attended	Notes
Tom DiPaolo MassDOT-Highway	yes	
(vacant) MBTA	no	
Pete Sutton MassDOT-Planning	yes	
Kurt Gaertner EOEEA	yes	
Gerald Autler DCR	yes	
Jackie DeWolfe MassDOT	yes	
Rebekah Thomas DPH	yes	
Phyllis Cahaly MOTT	yes	
(vacant) EOPSS	no	

Jeff McCollough MARPA	yes	
Betsy Goodrich MARPA	yes	
Jackie Jones MARPA	yes	
Bryce Hoffman – public member (Lowell Bike Coalition)	yes	
Keith MacDonald – public member (South Coast Bikeway Alliance)	yes	
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)	yes	
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)	yes	
Meg Robertson – public member	yes	
Alice Brown – public member (Boston Harbor Now)	yes	