

Massachusetts Bicycle & Pedestrian Advisory Board Meeting Notes
Thursday, October 5, 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: Cameron Bain, Jackie DeWolfe, Tom DiPaolo, Richard Fries, Kurt Gaertner, Philip Groth, Wendy Landman, John McQueen, Steve Miller, Joe Repole, Pete Sutton, Jim Tozza
Members absent: Rosalie Anders, Glen Berkowitz, Dan Driscoll, Steve Heinrichs, Janie Katz-Christy, Rob Miceli, Ben Wood
Guests present: John Allen (Waltham Bike Committee), Ethan Britland (MassDOT), Casey Claude (CTPS), Becca Cyr (MassRIDES), Michelle Danila, Courtney Dwyer and Eileen Gunn (MassDOT), Christina Guerra (T4MA), William Hanson (Framingham Bike/Ped), Beth Isler (Toole Design Group), Angela Johnson (T4MA), David Loutzenheiser (MAPC), Quinn Molloy (MassDOT), Josh Ostroff (T4MA), Halley Reeves (DPH), Nick Schmidt (Toole Design Group),
Guests participating by telephone: Glen Cannon (CCC), Eammon Coughlin (BRPC), Kate Masztal (MassDOT D1), Jeff McCollough (PVPC)

MA Pedestrian Transportation Plan Municipal Resource Guide discussion:

- Speed limits:
 - Will the 85th percentile method continue to be used? Yes, it is MassDOT policy but the MRG clarifies that there are alternative approaches that municipalities can use for setting speed limits.
 - Wendy disagreed with this answer and asked for clearer explanation in the MRG. Is the 85th percentile still policy? Yes, it is stated in the Mass General Laws.
 - NACTO/NHTSA disagrees with use of the 85th percentile.
 - Does the MRG address designing to change behavior (specifically, how fast drivers go)? Yes, traffic calming follows the speed discussion.
- Maintenance:
 - What about tying pavement management systems to sidewalk inspections. This isn't in the MRG yet, but it can be added.
 - Will the photos in today's presentation be in the MRG? Some of these photos already are, but others are not. They might be in the final plan, but MassDOT will decide.
- Snow and ice:
 - Some municipalities that clear sidewalks only do some of the sidewalks, not all.
 - Most of the population in MA live in municipalities that clear some sidewalks. Discussion of whether this is correct. Need to engage public works directors about snow piling at curb cuts and intersection corners. Cambridge found that they needed a separate crew to clear hydrants and crossings separately with different equipment.
 - Was the MAPC snow guide considered?
 - The Massachusetts Municipal Association map was updated for towns with snow clearance activities.
- Final document?
 - By end of the year. MRG link:
http://www.massdot.state.ma.us/Portals/17/docs/pedplan/PedPlan_MunicipalResourcesGuide.pdf

Massachusetts Project Intake Tool (MaPIT)

- PNFs will now be created online with the MaPIT tool.
Instructional Video: <https://www.youtube.com/watch?v=Ld9NsSUf7nw>

MA Bicycle Transportation Plan:

- How will the Plan overcome equity concerns associated with the online interactive map?
 - Environmental justice data will be incorporated into gap identification process to ensure all communities represented, regardless of how many people provided comments online
 - MassDOT also facilitating listening sessions throughout the state to record detail-rich, anecdotal information about personal experiences from targeted audiences.
- Latent demand analysis and mapping:
 - Plan scope, and subsequently the demand analysis, is focused on non-recreation trips
 - Analysis to estimate demand is data-driven, relies on partnership with CTPS to run the statewide travel demand model to understand where short trips (i.e. potential bike trips) are concentrated.

- The analysis cannot incorporate bike to transit trips specifically because the model does not account for trip chaining.
- Statewide model does not include intra-TAZ trips (i.e. trips that start and end within the same TAZ).
- Does short trip model take into account built environment such as destinations that people are more likely to bike to? No, trips are based on existing work and non-work trip assumptions built into the statewide travel demand model.
- Map shows that short trips correlate well with population density.
- Will the Plan eventually include longer recreational trips? There will be recreational recommendations but not in the demand model.
- Plan will address both state and municipally-owned roads.
- Can the team drill down into intra-TAZ trips to check on what the overall demand map may be missing. MassDOT will coordinate with CTPS to review these trips.
- Suggestion to incorporate MAPC's Local Access Score.
- Will we have any way of considering return on investment? Plan will identify priority corridors that would provide the greatest benefit for advancing biking for short, everyday trips.

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