

Massachusetts Bicycle & Pedestrian Advisory Board Meeting Notes
Wednesday, September 25, 2024, 1:00 – 3:00 PM
Virtual

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

Discussion around MassDOT's Beyond Mobility Study Priority Area: Travel Experience

Liz Williams, MassDOT's Director of Data and Policies, provided a brief update (attached) on MassDOT's Beyond Mobility long-range planning tool. The Massachusetts 2050 Transportation Plan is a planning process that will result in a blueprint for guiding transportation decision-making and investments in Massachusetts in a way that advances MassDOT's goals and maximizes the equity and resiliency of the transportation system. Input was sought regarding travel experience action items being prioritized in the plan, specifically:

- Problem statements including better user experience and increased affordability on transit, missing sidewalks, curbs and crosswalks that limit mobility, confusing or substandard wayfinding, challenges to understand and navigate transit infrastructure and service changes
- Key facts from data collection and survey respondents
- Tracking connectivity action items including enhanced coordination in human services transportation, more data layers including inventory of active transportation amenities, additional funding and technical assistance including guidance on wayfinding and signage
- Utilizing the recently created Beyond Mobility Progress Report to track performance metrics

Questions and comments included:

- MBTA recently received nearly \$500M grant to rebuild Draw 1 Bridge at North Station, though a bike/ped connection is now NOT part of the project (as was previously designed). Based on the visions of Beyond Mobility, how do we ensure these connections are included in future work?
 - Due to operational and security reasons, the bike/ped bridge was not included in the MBTA's scope of work. A separate bike/ped structure is desired, and as a result a separate permit would need to be obtained from the U.S. Coast Guard, which would have the potential to delay schedule and add risk
 - In keeping with the goals of Beyond Mobility, the MBTA is happy to partner with agencies such as DCR and MassDOT to advance the bike/ped bridge as a separate project
- Audial or non-visual wayfinding should also be considered. There's a lot of technology out there that can make it more accessible to people with vision impairments or people with language issues - understanding and having different access on getting the printed material audial
 - Great point: it's not just providing bi-lingual wayfinding, but making sure that people of any ability know how to safely and conveniently get around - it is very important
 - Currently, MassDOT is partnering with UMASS Amherst conducting an inventory of its existing pedestrian network, including sidewalk condition – not only for maintenance and project prioritization, but also to provide a framework for accessibility. Adhering to government guidelines related to the Americans with Disability Act (ADA) is a top priority
- Travel Experience can have many interpretations: For example, many cyclists know where they are going and don't necessarily need better wayfinding, it's the experience of feeling unsafe while cycling. Is that aspect also being considered?
 - This is a broad far-reaching term because you're talking both about people's experiences, but also asset management, catching up to where MassDOT needs to be: making sure that we're maintaining things moving forward once we've got them in a state of good repair
- One of the concerns the public has with Beyond Mobility is the lack of metrics: What is MassDOT analyzing currently versus where it (as an agency) wants to be?
 - This is another great example of a strategy that can be modified moving forward. MassDOT aims to accomplish both within the Next Generation Bike/Pedestrian Vision Map that is being released: our top three priorities align with Beyond Mobility: equity, access to transit and safety. Both are acting in tandem as a north star for MassDOT's future investment programs
- One challenge pertaining to cycling in rural areas of western MA is maintaining the high comfort level transitioning from town centers to more open road. That factor (along with the level of traffic stress) should also be considered in both MassDOT studies

City of Chelsea's Wicked Cool Mystic heat mitigation Marissa Zampino, Community Organizer for the Mystic River Watershed Association (MyRWA) gave an overview presentation (attached) on the ongoing effort to mitigate heat-related safety hazards within the City of Chelsea. To help communities identify and

prioritize dangerously hot neighborhoods, MyRWA partnered with the Museum of Science, Resilient Mystic Collaborative and the Metropolitan Area Planning Council (MAPC) working with volunteers to measure air temperature, humidity, and particulate matter across the 76-square-mile Mystic River Watershed. 'Wicked Hot Mystic' used the data collected to create watershed-wide relative heat maps. These maps will be used to develop and implement extreme heat resilience strategies. Some key takeaways included:

- Heat kills
- People need a safe places to live, work, get around and to be safe from the heat
- People want cooling off to be fun

Questions and comments included:

- Has the MBTA been involved in this initiative?
 - MyRWA has been in contact with MBTA (bus operations and real estate) regarding shaded bus shelters in Malden and Chelsea but have not implemented yet. One reason given is that the ground is contaminated at certain sites where extensive excavation needs to occur
 - The City of Boston recently partnered with MBTA on new green roof bus shelters and that would be highly desired in these future locations
 - MBTA doesn't own all bus shelters - often they're installed or owned and maintained by municipalities and sometimes maintained by a third-party contract. Each location is unique
- Another significant challenge to heat mitigation is the lack of trees in Chelsea and Boston. DCR has been dealing with issues related to aging underground natural gas pipelines releasing toxic methane, which may be killing trees. Without trees, outdoor cooling suffers tremendously
- MassDOT has just released its resiliency improvement plan and looks forward to partnering with Chelsea and other communities, specifically concerning urban heat island effects

Updates and input on MassDOT's Touch a Truck program Sam Scarfone, Co-op within the Lab @MassDOT presented on the latest developments (attached) related to truck safety. Each year, MassDOT hosts multiple events statewide where families can interact with large trucks and construction vehicles and their drivers – the goal being to raise safety awareness on both sides. Feedback is sought in the following areas:

- What aspects of pedestrian and bicycling experiences should we think about incorporating into this type of event?
- How can this activity best reflect the infrastructure and bike/ped experience in your area?
- Do you have suggestions for other events where MassDOT could re-create a Trucks-Eye-View to reach new audiences?

Questions and comments included:

- Raising awareness to truck drivers is key, specifically getting the message across of what they can't see, especially as it relates to vulnerable road users (VRU), such as pedestrians and cyclists. Many crashes are a result of truck drivers not seeing VRUs in their blind spots
 - MassDOT has been partnering with the organization [Together for Safer Roads](#) which brings together best practices from public agencies and the private industry side. For example, to sync up with electrification, especially as vehicles don't have an engine block in the nose of the truck. That front space - if you will the front trunk - can we find opportunities to sort of reduce those noses and increase the visibility?
- For the sake of raising awareness in older adults, MA Healthy Aging Collaborative can share resources to engage audiences through councils on aging, MassDOT districts and in-person events, which are quite popular with seniors taking their grandchildren for truck safety education
- MassBike would like to see some sort of funding or grant structure for municipalities who want to add safety upgrades to their truck fleets, such as side guards and mirrors. It'd be ideal to expand these requirements to the RMV level, where anyone with a CDL or wishing to register a truck in the Commonwealth be held to these same standards
- MassBike has also done some work with Harvard University – advising them on retrofitting and modifying new trucks as well as providing driver education. How to actually operate around VRUs as well is going to be a crucial element to the kind of the systemic change that we're seeking
- Other trucking entities worth reaching out to would be the Conley Shipping Terminal in Boston, the Chelsea Produce Market and the CSX Terminal in Worcester

- MassDOT agrees the truck operator experience and awareness is critical. This [video](#) is a great example on how trucks and their large fleets can navigate safely

Overview on Central Transportation Planning Staff (CTPS) Parking in Bike Lanes study Kyle Casiglio, Transportation Planner within the staff of the Boston Region Metropolitan Planning Organization (MPO) sought to address the problems caused when automobiles impede on-street bicycle facilities. (attached) CTPS assessed the problem through a literature review of the sources of bicycle lane obstructions and their impacts on people bicycling. CTPS then identified interventions by researching successful strategies and practices that municipalities across the nation have employed to prevent people from parking motor vehicles in bike lanes. These interventions fall into three categories: design, enforcement, and policy. Questions and comments included:

- Wondering if you found about parking by police or other public safety personnel in the lanes? There is a recent article titled [Authorized vehicles only police parking and pedestrian access in New York City](#), and they found a lot of violations of the police parking on sidewalks and also noted bike lanes
 - Yes, unfortunately, that is something that we found in a lot of the outreach that we did to the cyclist community. We also found it in some of the non-scientific literature. There are a lot of news stories across the country of agencies doing this type of investigation and coming up with the same results
 - A good first step would be reviewing internal policy and making it a bigger point of emphasis to comply with existing laws, to set a good example for the community. There's unfortunately very little to be done to enforce the enforcing agency
 - That being said, taking enforcement out of the hands of the enforcing agency is a positive move. The city of Boston does it by placing parking enforcement within the transportation department and by expanding automated and civilian enforcement opportunities, which can increase some accountability
- What were your findings at the hyper-local level, specifically in the block around the State Transportation Building where MassDOT and CTPS offices are located?
 - Quite substantial and occurring on a regular basis
- Are there some cities within the study that have had better success than others in implementation?
 - Santa Monica, CA has led by example. New York City has also incentivized night-time deliveries for freight; reserved smart loading zones and is using automated enforcement
- I'm wondering how this overlaps with also accessibility concerns, because I also I see a lot of drivers who are blocking crosswalks and curb ramps and otherwise, in these tight spaces. I wonder if that's also part of the analysis
 - In so much that it was part of the literature search we conducted, as much of it was not specifically focused on bike lanes
- Equally problematic to bike lanes are debris that accumulates in them that impedes safe cycling: acorns, tree branches and pavement affected by tree roots and wear. If DCR can't clean and maintain them more than once a month, they aren't going to be safe for cycling

Other Announcements

- Pete Sutton mentioned a call for new MABPAB members in 2025 as many of the current members terms are set to expire in the new year. There will be a call for new members to apply which will then be reviewed and vetted by the Commonwealth's Boards and Commissions. Additional info will be announced in future meetings
- Next MAPBPAB meeting: November 20, Pittsfield, 1-3 pm.

- List of board members in attendance (see below)
- Other attendees:
 - Rik Ahlberg (Provincetown)
 - Betsy Johnson (WalkBike Springfield)
 - Lorenzo Varone (MassDOT)
 - Dawn Nims (MassDOT D2)
 - Cheryl Ann Senior (MassDOT D5)
 - Alexis Hosea-Abbott (MassBike)
 - Ian Adams (MassDOT)
 - Colleen Medeiros (CCC)
 - Joyia Smikle (CCC)
 - Andrew Jennings (Billerica)
 - Casey Cooper (CTPS)
 - Jess Slavin (MassBike)
 - Barbara Lachance (MassDOT D5)
 - Tony Collins (MVRPC)
 - Jon Gray (SRPEDD)
 - Kyle Mowatt (OCPC)
 - Francisco Lovera (MassDOT)
 - Shawn Bailey (OCPC)
 - Chris Sorensen (MassDOT D1)
 - Amanda Lewis (DCR)
 - Dan Driscoll (DCR)
 - Cindy Nelson (DCR)
 - Amber Vaillancourt (MassDOT)
 - Alexandria Papadimoulis (DPH)
 - Eli Velluti-Fry (DCR)
 - Dan Murphy (Town of Brookline)
 - Sam Scarfone (MassDOT)
 - Nick Russo (BRPC)
 - Michael Trepanier (MassDOT)
 - Sarah Cannamela (MassDOT D2)
 - Adam Wriggins (CMRPC)
 - Phoebe Whitwell (MassDOT)
 - Pedro Hernandez (MassDOT)
 - Sandy Johnston (MBTA)
 - Julia Lane (DPH)
 - Ray Guarino (OCPC)
 - Tom Ruta (MassDOT D2)

MA BICYCLE AND PEDESTRIAN ADVISORY BOARD

Board Member Sign-In Sheet September 25, 2024 – Virtual

| Member Name | Attended | Notes |
|---|----------|-------|
| Tom DiPaolo MassDOT-Highway | yes | |
| Peter Robie MBTA | no | |
| Pete Sutton MassDOT-Planning | yes | |
| Kurt Gaertner EOEEA | yes | |
| Gerald Autler DCR | yes | |
| Jaclyn Youngblood | yes | |

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| MassDOT | | |
| Kirby Lecy DPH | yes | |
| Charlie Ticotsky MOTT | yes | |
| Andrea Papa EOPSS | no | |
| Jeff McCollough MARPA | yes | |
| Jessica Boulanger MARPA | yes | |
| Jackie Jones MARPA | no | |
| 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) | yes | |
| 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) | yes | |
| Meg Robertson – public member | yes | |
| Alice Brown – public member (Boston Harbor Now) | no | |