

**Massachusetts Bicycle & Pedestrian Advisory Board Meeting Notes**  
**Wednesday, July 27, 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.

**MassDOT Bicycle and Pedestrian Plans – project implementation**

Stephen Simoglu and Maddie Declerk - working within MassDOT's Highway Division design section - provided a comprehensive overview (attached) regarding project implementation tied directly to the Bicycle and Pedestrian Plan updates from 2019, including:

- Improving experience for pedestrians, bicyclists, and transit users using non-federal aid - \$60M set aside over five years for bike/ped project implementation
- Tools to facilitate improvements that may not otherwise be addressed through a typical MassDOT roadway project, maintenance contracts, etc...
- Locations with high potential for walkable trips and everyday biking using plan's methodology
- Allowing for flexibility in applications and location selection - similar to other various locations contracts
- Address gaps in network and enhance existing facilities
- Design Process: site selection, concept plan development and final plan/implementation

Comments and questions included:

- Regarding pedestrian crossing upgrades, is there an audio component for visually impaired users?
  - To a certain degree: The FHWA Manual on Uniform Traffic Control Devices (MUTCD) requires rectangular rapid flashing beacons to state: "The flashing beacons are on" but MassDOT does not feel it is appropriate to program the audio stating it is safe to cross. More analysis is needed for future deployment and MassDOT will follow up
- Is there a process in place for meeting with stakeholders?
  - Yes, Highway Design has regularly scheduled meetings with the six MassDOT district offices: "In many cases they're the "boots on the ground" and we yield to their expertise and intimate knowledge of their area
  - We then have a vetting process of which locations get built, the priority list of locations is continuing to be refined and it's just a continuing conversation at this point
- Is there plans for additional improvements on Route 6 in the Dartmouth area, such as a road diet?
  - Yes, the Southeastern Regional Planning and Economic Development District (SRPEDD) is currently conducting a feasibility study of improvements on the entire Route 6 corridor
- Who decides the placement of tactical warning strips on sidewalks? The one shown on Route 20 in Westfield is improperly placed – it should be flush with the pavement, not at the top of the sidewalk ramp
  - MassDOT followed guidance within its own Roundabout Design Guide regarding the placement: the placement was made primarily for cyclists to easier transition from a shared use path onto a sidewalk. However, given your concerns, it will be reevaluated to better take visually impaired pedestrians into consideration
- There's a difference between the quick build project, and then the ideal project, and I feel like those ideal projects come out of the visioning sessions; that is thought of or in the process of bike and ped master plans. I'm working on the Merrimack Valley Active Transportation Plan right now and I'm thinking of how useful it would be for more funding for municipalities across the state to do their own bike/ped plans to get ideal projects and starting to think about those ideal projects - this is really great

Jackie DeWolfe thanked MABPAB for its input, stating this feedback is all hugely helpful and needed as you all share this content, give us ideas at this meeting, and also between meetings and in coordination so that we can continue to improve and address these types of design issues. Particularly others from the regional planning agencies - if you're thinking about this now, as a new resource and a contracting mechanism for getting projects in your communities - share where those problems spots are, making sure they get to us so that we can program them into these future contracts

## State funding updates

Pete Sutton provided a detailed update (attached) on recent rounds of funding programs:

- MassDOT Complete Streets
- 2022 MassTrails grants
- Gateway Cities Parks Program

## Overview on USDOT's Safe Streets and Roads for All (SS4A) grant program

Jackie DeWolfe gave a brief introduction on USDOT's new SS4A initiative, part of the Bipartisan Infrastructure Law (BIL). Highlights of this new discretionary program include:

- \$5-6 billion over the next 5 years to prevent roadway deaths and serious injuries
- MPOs, cities, towns, and other special districts that are subdivisions of a state are eligible to apply
- Eligible activities include:
  - Develop or update a "Comprehensive Safety Action Plan"
  - Conduct planning, design, and development activities in support of an Action Plan
  - Carry out projects and strategies identified in an Action Plan

Stacey Schwartz then gave a [comprehensive overview](#) on resources available for applicants, highlighting many features within MassDOT's IMPACT crash data portal. Communities, stakeholders and constituents can access this information to help guide investment prioritization for the grant application process.

Featured safety analysis tools include:

- Network screening - Crash-based
- Network screening - Risk-based
- Test of proportions - spotlight the trending crash characteristics and traffic safety concerns
- Filtering by municipality or Metropolitan Planning Organization (MPO)
- Overlaying data layers (e.g. Environmental Justice, bike/ped crashes) to make the case
- Report generation
- Before and after analysis

Questions and comments included:

- One of the things on the mind of the City of Brockton is converting one way traffic flow streets to two-way to calm speeding. the safety benefit of converting back to two-way?
  - Great question. MassDOT is not aware of any current statewide data but will explore. A good example at the national level is South Bend, Indiana
- Will MassDOT Statewide Transportation Improvement Program (STIP) projects be added to the analysis and impact modules?
  - I do understand that MassDOT's MAPIT (project initiation) application for projects do go through the primary risk and top crash screening, as these projects being proposed and designed undergo review for nearby primary risk and top crash locations there to be addressed
- In submitting an application, Brockton could state there are segments within the community where projects are on the way, but would like to complement those locations with additional projects that will be identified in the action plan
  - Great point. MassDOT should include future projects as a reference layer to assist in the application process
- Can transit stop layers be overlayed?
  - Yes commuter rail, subway and bus stop layers are available within IMPACT's primary risk and top crash locations. The recently updated Potential for Everyday Biking and Potential for Walkable Trips layers are also now available

Stacey concluded that what's great about these tools is that it summarizes where these high crash locations are and helps expedite the process of getting that grant application done and having your needs prioritized: Creating action plans at the community level or doing the implementation grant application to do the design work, putting those actions into motion - you need some data to back up. Those are goals as readily available so hopefully that will help save time and give communities a chance to get the funding "

## Other Announcements

- [Mass Central Rail Trail](#) Golden Spike. July 29 in Gilbertville
- Next MABPAB meeting on Wednesday, September 21, 2022
- [NACTO Designing Cities 2022](#). September 7-10 in Boston
- [MassDOT's Moving Together](#). November 1 in Boston
- [MassTrails Conference](#). November 12 in Fitchburg

- List of board members in attendance (see below)
- Other attendees:

- David Loutzenheiser (MAPC)
- Ben Muller (MassDOT D6)
- Christian Milneil (StreetsBlog Mass)
- Francisco Lovera (MassDOT)
- Faye Rhault (CMRPC)
- Alexandria Papadimoulis (DPH)
- Casey Cooper (CTPS)
- Michael Murphy (MassDOT)
- Fay Rhault (CMRPC)
- Stephen Simoglu (MassDOT)
- Anthony Vona (MassDOT D1)
- Kyle Mowatt (OCPC)
- Josh Grzegorzewski (FHWA)
- Andy Duverge (MassDOT)
- Hector Tineo (MassDOT)
- Nicholas Russo (BRPC)
- Beth Giannini (FRCOG)
- Jeff Owen (NMCOG)
- Charlie Kilmer (OCPC)
- Josh Levin (MassDOT D4)
- Judith Gibson-Okunieff (MassDOT)
- Shravanthi Gopalan Narayann (NMCOG)
- Colleen Medeiros (CCC)
- Tony Collins (MVPC)

## MA BICYCLE AND PEDESTRIAN ADVISORY BOARD

### Board Member Sign-In Sheet July 27, 2022 – Teleconference

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

<b>MOTT</b>		
<b>Jeff Larason EOPSS</b>	yes	
<b>Jeff McCollough MARPA</b>	yes	
<b>Betsy Goodrich MARPA</b>	no	
<b>Jackie Jones MARPA</b>	yes	
<b>Bryce Hoffman – public member (Lowell Bike Coalition)</b>	yes	
<b>Keith MacDonald – public member (South Coast Bikeway Alliance)</b>	yes	
<b>Galen Mook – MassBike</b>	yes	
<b>Karin Goins – public member (Walk/Bike Worcester)</b>	no	
<b>Seun Oluwole – public member</b>	yes	
<b>James Fuccione - public member (Mass. Healthy Aging Collaborative)</b>	no	
<b>Cheryl Casper – public member</b>	no	
<b>Sam Squalia – public member (Fitchburg City Council)</b>	yes	
<b>Stacey Beuttell - WalkBoston</b>	yes	
<b>Maureen White - public member</b>	no	
<b>Ed Sinofsky – public member (Cape Cod Cycling Club)</b>	no	
<b>Karen Foster – public member (All Out Adventures)</b>	yes	
<b>Meg Robertson – public member</b>	yes	
<b>Alice Brown – public member (Boston Harbor Now)</b>	yes	