



September 12, 2006

**VIA EMAIL**

Casey Woodley  
Cambridge Systematics, Inc.  
100 CambridgePark Drive, Suite 400  
Cambridge, MA 02140

RE: Comments on Draft Massachusetts Strategic Highway Safety Plan

Dear Casey:

The Massachusetts Bicycle Coalition (MassBike) is pleased to participate in the ongoing process of developing the Massachusetts Strategic Highway Safety Plan. The process has brought together diverse user groups in a unique opportunity to gain visibility into each other's concerns in the context of creating a unified vision for safety. In that spirit, MassBike presents the following comments on the Draft Massachusetts Strategic Highway Safety Plan.

I do realize that the deadline for comments was yesterday, September 11, 2006. However, I hope that you will consider MassBike's comments, as this was a very difficult deadline for us to meet. The extremely tight (two week) timeframe for comments, during the Labor Day holiday period, combined with MassBike's office move on August 31 that has left us without phone or email access in the office, simply made it impossible for us to meet the deadline.

I would like to express my appreciation for the inclusion of many of MassBike's previous comments in the current draft. This clearly demonstrates the understanding of the Executive Leadership Committee of the importance of bicycle safety in any discussion of highway safety.

MassBike's specific comments are set forth below.

Table 3.1, page 3-3: Add "Number of emergency room visits involving bicyclists" to Annual Performance Measure(s) for the Bicyclists Emphasis Area.

Table 3.2, I-24, page 3-6:

"Develop and execute a campaign regarding driving safely around motorcycles and bicycles and encourage motorcycle and bicycle education programs"

Table 3.3, II-15, page 3-7:

"Publicize pedestrian and bicycle safety resources"

Tier I Strategy Descriptions, Cross Cutting Strategies, I-2, Policy, bullet #4, page 3-8:

"Develop policy that encourages increasing access to public transportation and increased bicycling and walking, particularly to reduce congested roadways."

Tier I Strategy Descriptions, Cross Cutting Strategies, I-2, Policy, bullet #5, page 3-8:

“Develop policy to maintain safe speeds in areas where there are significant numbers of pedestrians or bicyclists or disproportionate exposure to risk for some roadway users.”

Tier I Strategy Descriptions, Cross Cutting Strategies, I-2, Legislative, bullet #7, page 3-9:  
“Increase enforcement and penalties for ~~pedestrian~~ violations that endanger pedestrians or bicyclists and for violations by pedestrians and bicyclists.”

Tier I Strategy Descriptions, Data Systems Strategies, I-6, page 3-9:  
“Identify changes to the crash report forms, the crash data systems, and related processes to improve the timeliness, completeness, quantity, and accuracy of crash report forms, including adding bicycles as an “Involved Vehicle” rather than merely an object hit. The project includes a police survey, police crash reporting manual, and the MMUCC Compliance Committee.”

Tier I Strategy Descriptions, Higher-Risk Transportation System Users Strategies, Pedestrian Strategies, page 3-13: Rename this subsection “Pedestrian and Bicycle Strategies”. The following items should be added to this subsection (between I-23 and I-24):

- Develop and execute a campaign to inform the public that children are required to wear helmets while bicycling and encouraging helmet usage by all bicyclists.
- Develop and execute a campaign to inform motorists of the rights of bicyclists to use the roadways and to full use of the lane.
- Develop and execute a campaign to inform bicyclists that they are required to follow the traffic laws, including stopping at red lights and stop signs.
- Develop and execute a campaign to reduce high-risk bicyclist behavior, such as wrong-way bicycling and bicycling at night without lights.

Appendix B, Higher-Risk Transportation Users Emphasis Team, page B-11: Update the MassBike contact person to be David Watson.

Appendix E, Tier II Strategy Descriptions, Higher-Risk Transportation System Users, Pedestrians and Bicyclists, II-17, page E-4: This item should be moved to Tier I; it is already required by both statute and the MassHighway Project Development and Design Guidebook.

Appendix E, Safety Toolbox Details, Lane Departure, last bullet, page E-6: This item (Share the Road) should be moved to the “Bicyclist Safety” section on page E-7; it has application beyond lane departures.

Appendix E, Safety Toolbox Details, Bicyclist Safety, next to last bullet, page E-7:  
“~~Consider use of~~ Use regulatory signs at high-speed locations where there is insufficient room for both cars and bicycles.”

Thank you for your consideration of these comments. MassBike very much appreciates the opportunity to participate in this process. Please feel free to contact me if you have any questions.

Very truly yours,

David Watson  
Executive Director

cc: Commissioner Luisa Paiewonsky, MHD