

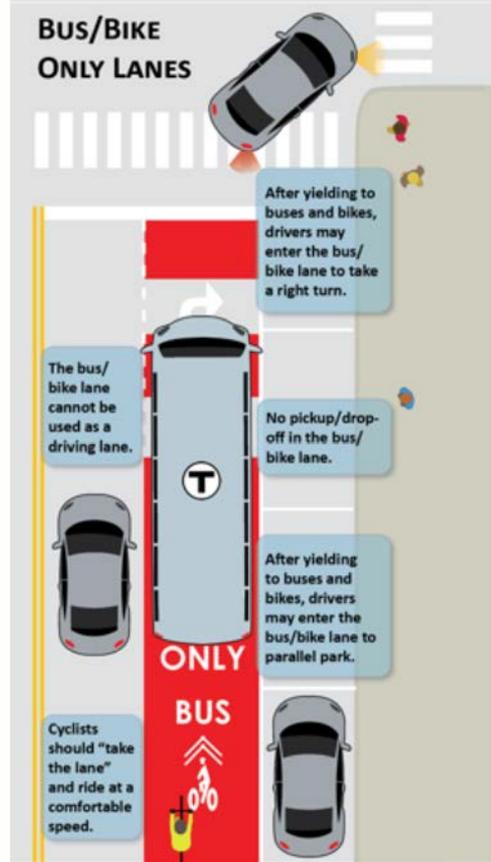


Biking in the Bigger Picture: Crossing Jurisdictions and Modes

Tegin Teich, Executive Director, Central Transportation Planning Staff
to the Boston Region Metropolitan Planning Organization







What is an MPO?

A federally required planning entity that engages governments (elected officials and various transportation agencies), residents, and other stakeholders in a **collaborative and transparent public process** to:

CREATE FRAMEWORK



Develop a vision for multimodal transportation in the region

INVEST



Distribute federal funds to studies and construction projects that support the vision

STUDY & ANALYZE



Carry out multimodal transportation planning at a regional scale

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CREATE FRAMEWORK



Long-Range Transportation Plan

20-year vision and goals for the transportation system and prioritizing projects and programs to meet the vision

INVEST



Transportation Improvement Program

Rolling, five-year capital investment plan, including the shorter-term investments that help realize the long-term vision

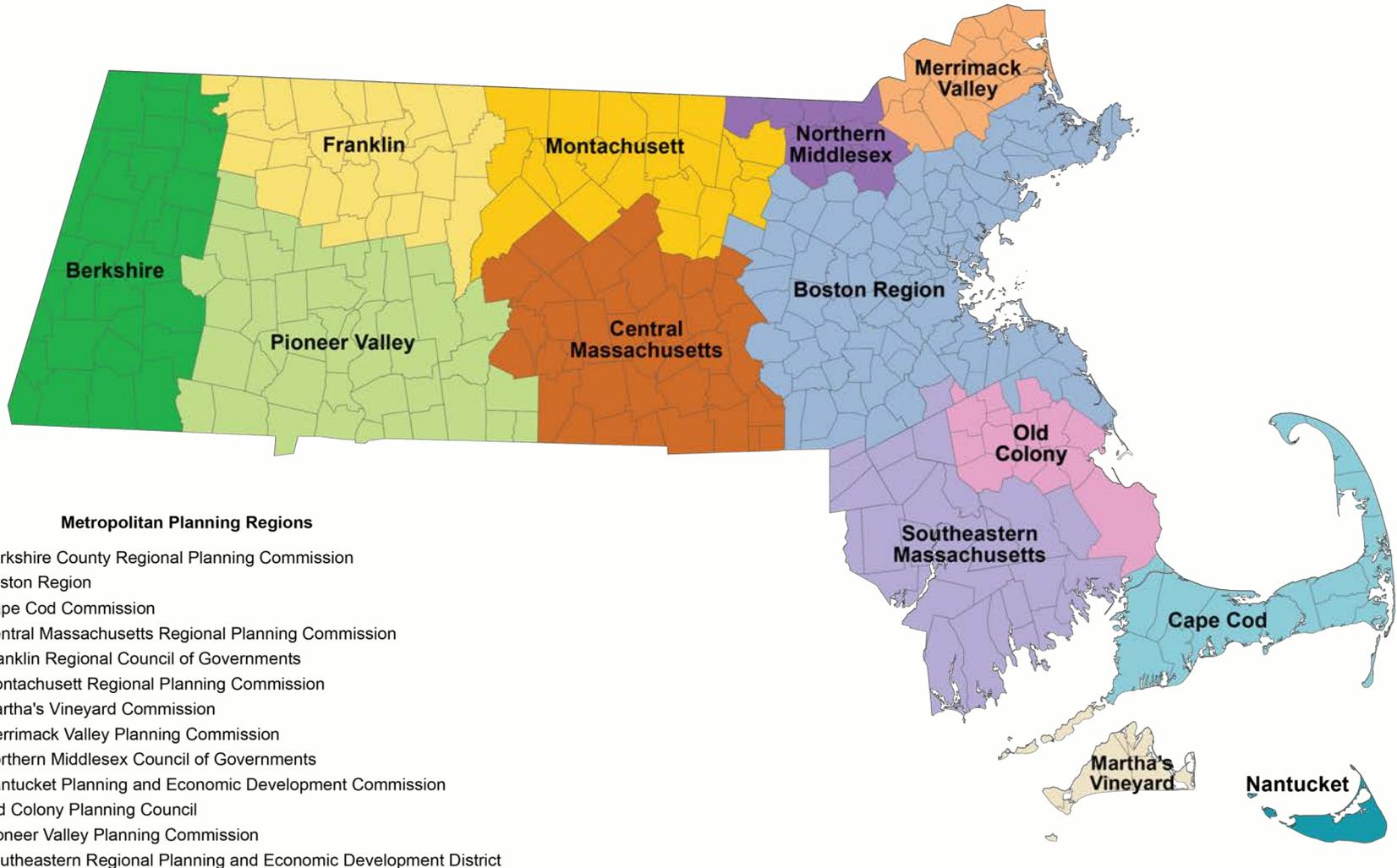
STUDY & ANALYZE



Unified Planning Work Program

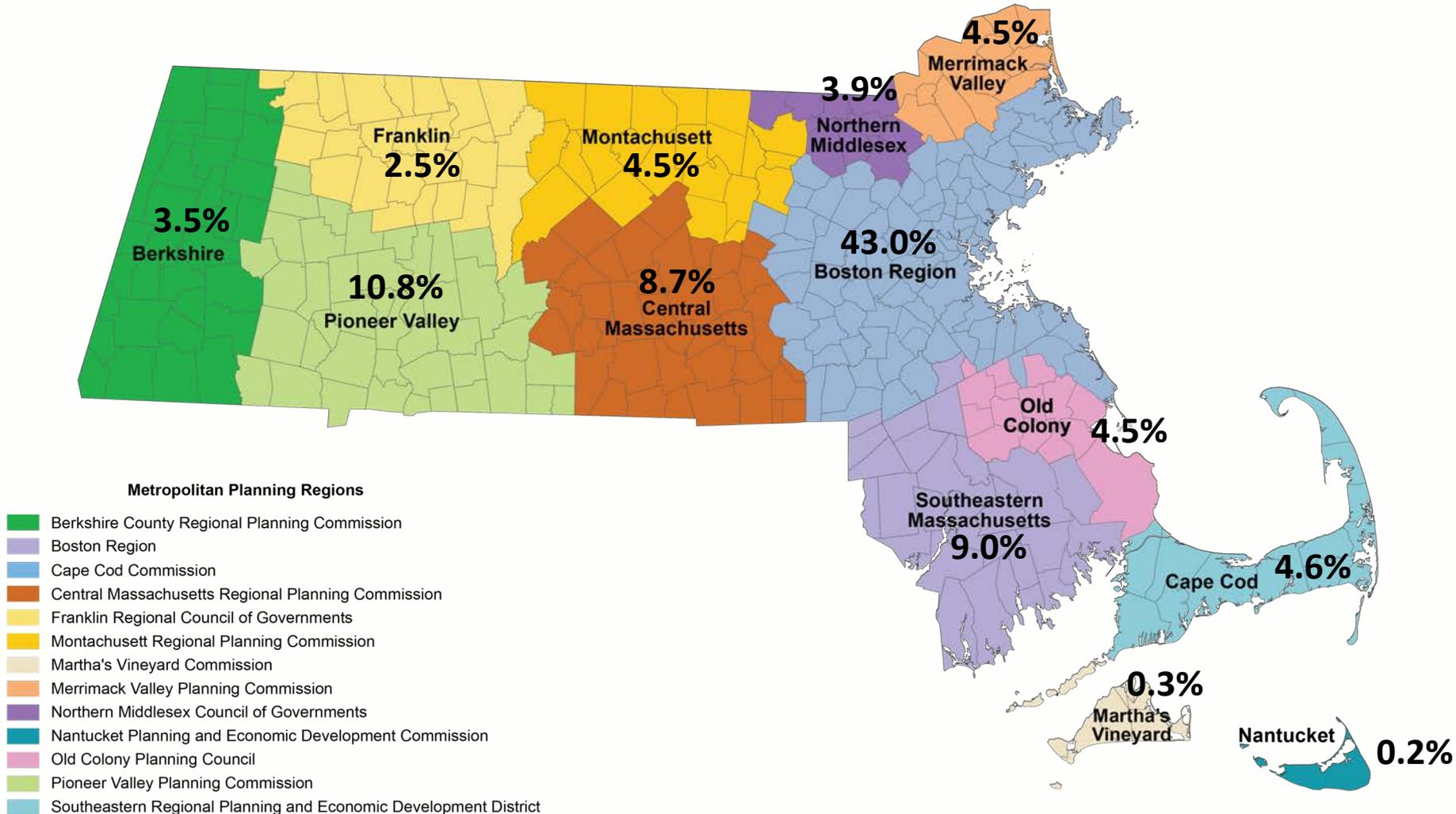
Annual work program for how federal planning funds are allocated to studies and technical analyses to benefit the region

Massachusetts MPOs

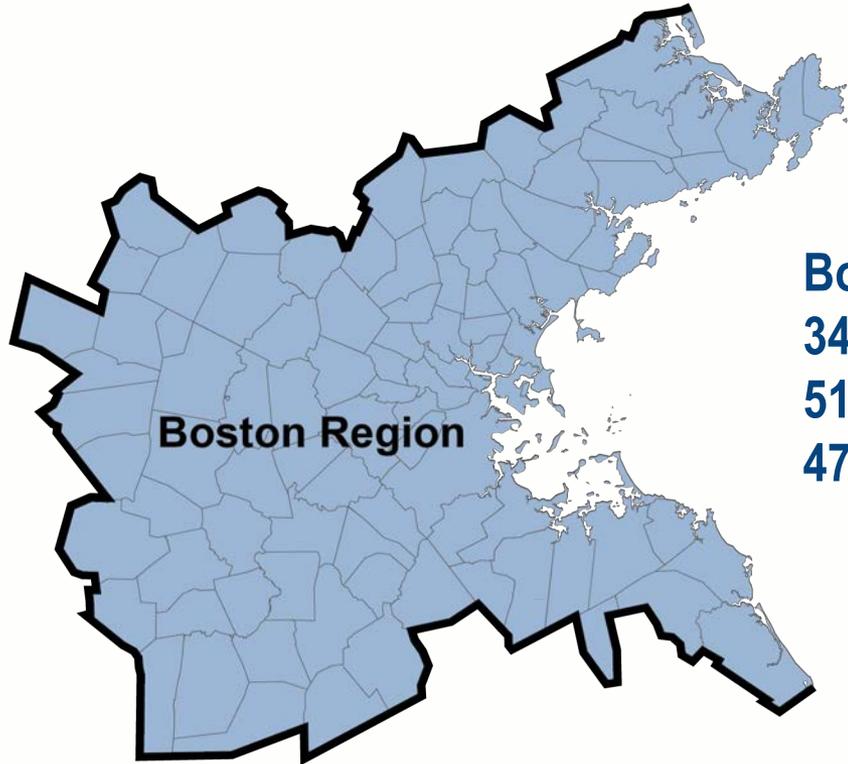


Massachusetts MPOs' Funding

Roughly \$250 million for construction and \$14 million for planning annually



Boston Region MPO



Boston Region MPO
34% of road lane miles
51% of jobs
47% of population

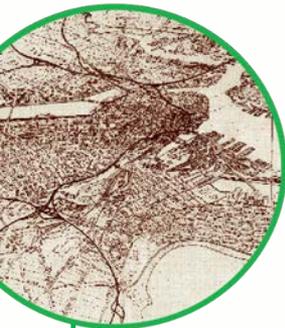
Why Should You Care about MPOs?

MPOs work to figure out how to address transportation challenges and provide access to opportunities by:

- **Addressing congestion and the associated economic, health, and air quality impacts**
- **Ensuring individuals can benefit from our transportation system, regardless of age, gender, race, income, ability, or language**
- **Planning transportation and land use jointly to maximize economic vitality and quality of life**



Why do MPOs exist?



1948

1962

1970

1973

Highway Era

Highway Revolt

Moratorium on Highway construction



Courtesy of Southwest Corridor Flickr Page



We cannot build out of congestion



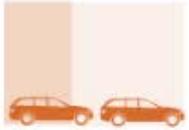
MPO Vision for Transportation

Boston Region MPO

A modern, well-maintained transportation system that supports a sustainable, healthy, livable, and economically vibrant region.

To achieve this vision, the transportation system must be safe and resilient; incorporate emerging technologies; and provide equitable access, excellent mobility, and varied transportation options.

Moving People



PRIVATE MOTOR VEHICLES
600–1,600/HR



MIXED TRAFFIC WITH FREQUENT BUSES
1,000–2,800/HR



TWO-WAY PROTECTED BIKEWAY
7,500/HR



DEDICATED TRANSIT LANES
4,000–8,000/HR



SIDEWALK
9,000/HR

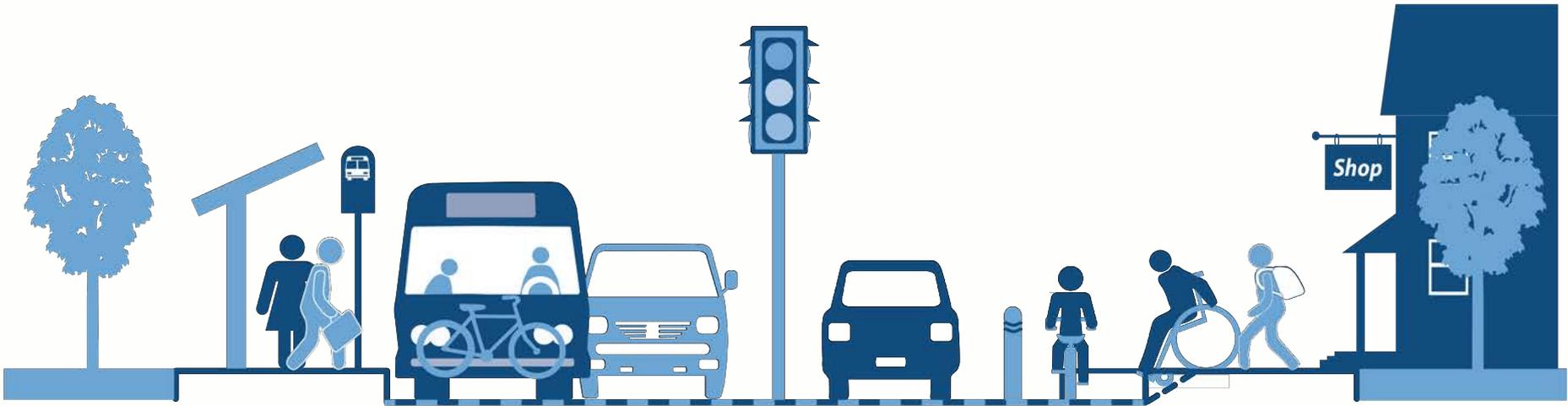
Source: NACTO Transit
Design Guide



ON-STREET TRANSITWAY, BUS OR RAIL
10,000–25,000/HR

The capacity of a single 10-foot lane (or equivalent width) by mode at peak conditions with normal operations.

Multimodal Planning



Equity in MPO Work

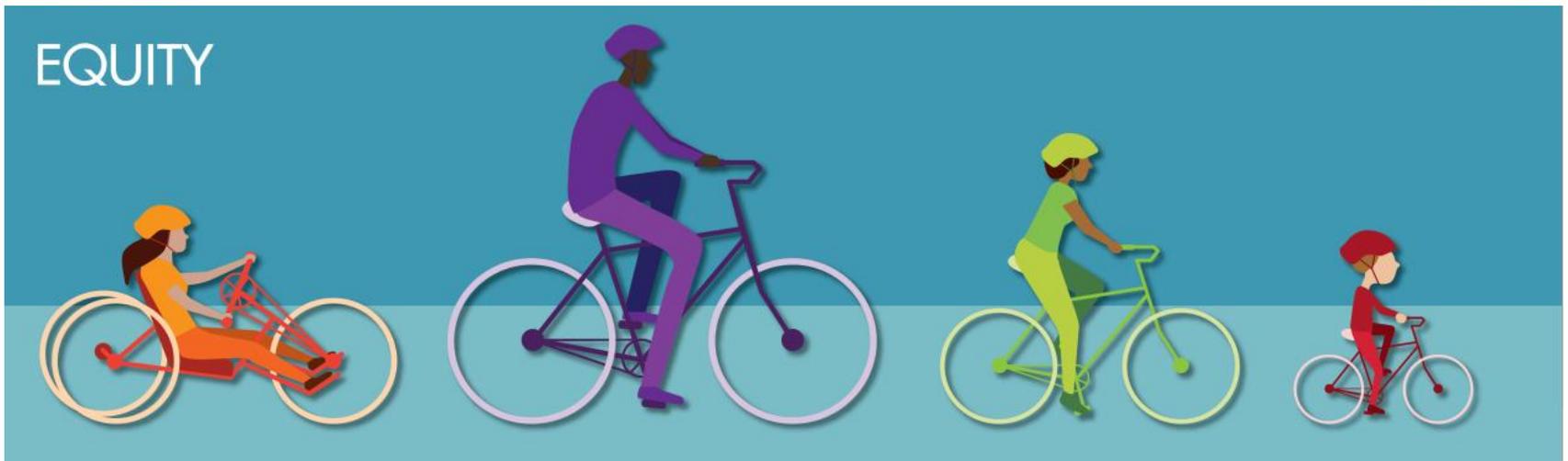
MPOs work to ensure that the most disadvantaged populations:

- Are heard in the transportation planning process
- Receive a fair share of transportation investments
- Are not subject to undue burdens

Who is affected most by failures in our transportation system?



Equality is not EQUITY



Equity across Modes

Means of Transportation to Work, Minority and Total Commuters

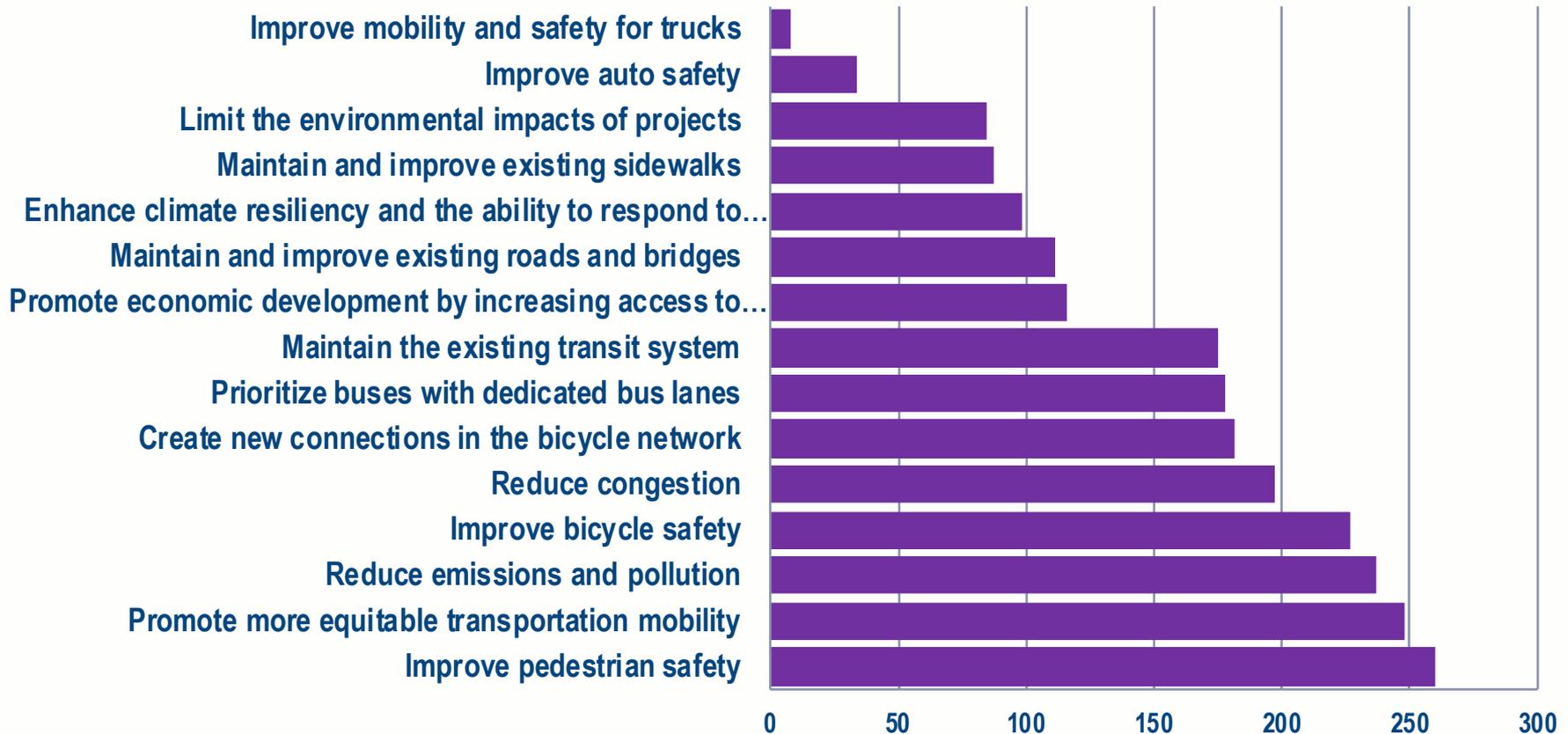
Source: 2017 American Community Survey 5-Year Summary file

	All Workers		Minority Workers	
	Count	Percent	Count	Percent
Drove alone	1,047,277	61.1%	245,203	49.3%
Carpooled	116,764	6.8%	46,529	9.4%
Public transportation	306,454	17.9%	135,541	27.3%
Walked	114,701	6.7%	39,157	7.9%
Taxi, motorcycle, bicycle, other mode	43,672	2.5%	13,503	2.7%
Worked at home	86,511	5.0%	17,185	3.5%
Total	1,715,379	100.0%	497,118	100.0%



Surveyed Priorities for MPO Transportation Investments

In a recent online survey, MPO staff asked respondents to select their top 5 priorities for infrastructure investment:

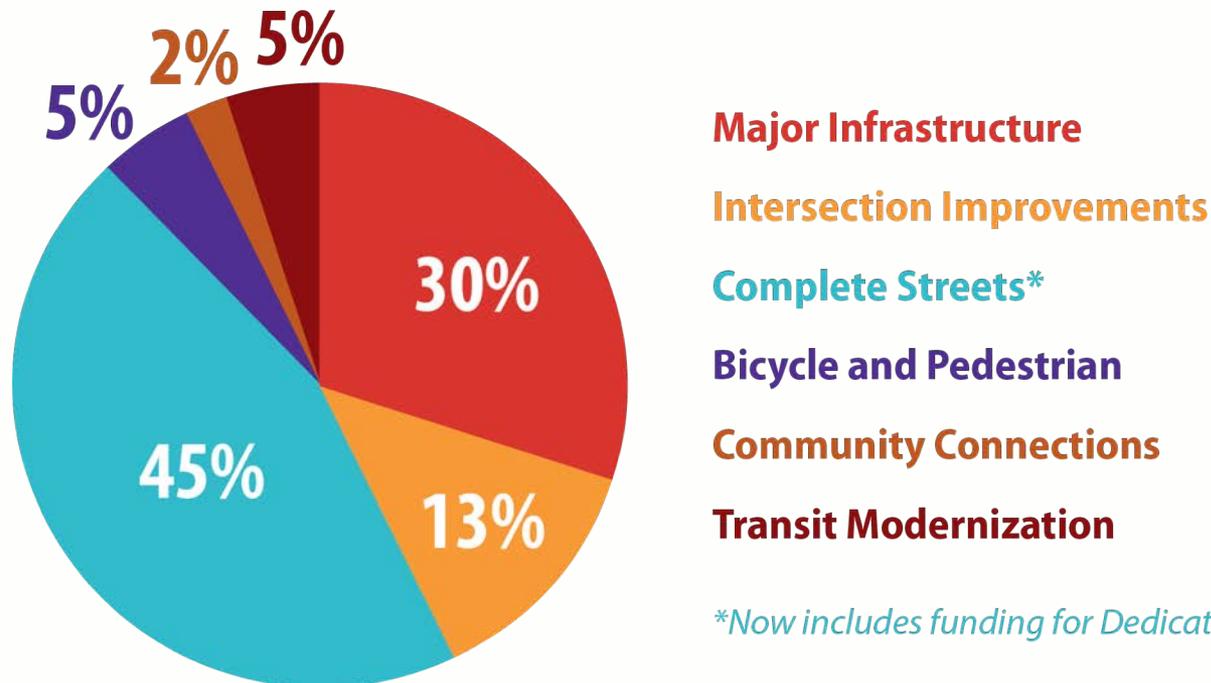




Define Investment Programs

- Guide MPO decision-making
- Help municipalities understand MPO priorities

Boston Region's programming goals for a five-year period



Major Infrastructure

Intersection Improvements

Complete Streets*

Bicycle and Pedestrian

Community Connections

Transit Modernization

**Now includes funding for Dedicated Bus Lanes*



Infrastructure Projects

FFYs 2020-24 TIP Projects

- **\$20 million for three shared-use path projects**
 - Minutemen Bikeway Extension (Loomis Street to Concord Line) in Bedford
 - Bruce Freeman Rail Trail, Phase 2D in Sudbury
 - Independence Greenway Extension in Peabody
- **\$160 million for 19 Complete Streets projects with bicycle facilities**
 - Rehabilitation of Essex Street in Lynn
 - Reconstruction of Broadway from City Hall Ave. to the Revere City Line in Chelsea
- **Major infrastructure projects that include shared-use off-street paths:**
 - \$190 million for the Green Line Extension in Cambridge & Somerville
 - \$150 million for the reconstruction of Rutherford Ave. in Boston

\$65 million for McGrath Boulevard is programmed in the Long-Range Transportation Plan for 2025-2030



Ongoing Support Activities

- **Bicycle and Pedestrian Count Database (back to 1976) and online interactive map**
https://www.ctps.org/appsloc/bike_ped5/bike_ped_query.html
- **Maintain awareness of:**
 - Boston region bicycle- and pedestrian-related work
 - Bicycle- and pedestrian-planning best practices and developments statewide, nationwide, and globally
 - Boston region network gaps affecting safety, comfort, and connectivity for bicyclists



Discrete Studies

- **Current discrete study involves identifying and addressing locations with high bicycle and pedestrian crash rates**
- **Past “Discrete Studies”:**
 - **2019 Pedestrian Report Card Assessment (PRCA) interactive database**
 - **2018: Bicycle Level-of-Service Metric (Bicycle Report Card)**
 - **2018: Evaluation of the Safe Routes to School program application in the Boston region**
 - **2018: Feasibility analysis of addressing bicycle network gaps**
 - **2017: Creating the PRCA**
 - **2017: Analysis of Fairmount Line Station access**

Call to Action

CREATE FRAMEWORK



Long-Range Transportation Plan

How should we define the vision for transportation in the Boston region, and what are the priorities to reach that vision?

INVEST



Transportation Improvement Program

How can we best allocate the dollars we have available to meet your transportation needs?

STUDY & ANALYZE

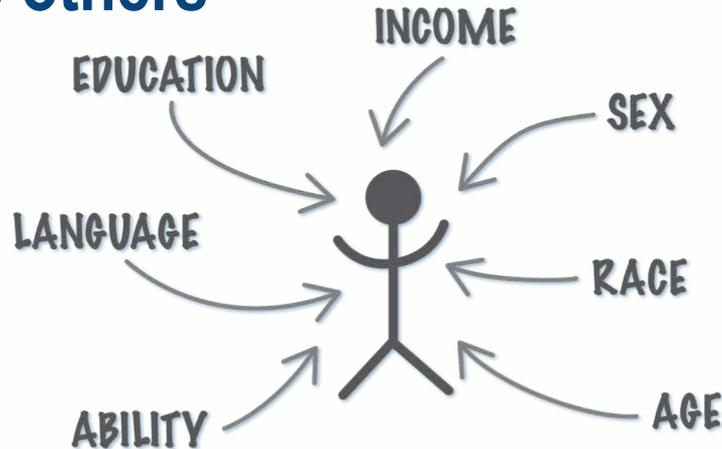


Unified Planning Work Program

What planning work is most needed to support the type of improvements you are looking for?

Call to Action

- Think about the voices that are not at the table
- Recognize your privilege and use that to support or to elevate others



- Make your case stronger—advocate for multimodal improvements to help everyone access opportunities

**If you don't know what your MPO can do for
you, just ask!**

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Credits

Congestion pic – <https://bostonglobe-prod.cdn.arcpublishing.com/resizer/EgWzb2g50aDqivtzMhDT9l1beZs=/1440x0/arc-anglerfish-arc2-prod-bostonglobe.s3.amazonaws.com/public/YQ4TRZEXOYI6TATUE26MPVKCXY.jpg>

1948 master Highway Plan – <http://www.bostonroads.com/history/1948-map/img4.gif>

“Ghost ramp” - https://upload.wikimedia.org/wikipedia/commons/d/d8/l-695_stub_ramps_aerial%2C_November_2015.JPG

Expressway Rendering - from Anthony Flint.jpg

The proposed interchange between I-95 and the planned Inner Belt. Courtesy: Cambridge Historical Society -

<https://cdn.citylab.com/media/img/citylab/legacy/2012/04/30/highway.jpg>

Governor Francis W. Sargent on the steps of the Massachusetts State House in Boston after he was sworn in, talking with protestors against the Inner Belt. –

<https://arc-anglerfish-arc2-prod-bostonglobe.s3.amazonaws.com/public/QSVKLERBBII6TJVHW2FJOKP7EA.jpg>

Boston’s inner belt - https://billwarnerblog.files.wordpress.com/2010/09/92aea-2screen_shot_2010-09-05_at_12-0.png

Inner Belt and Expressway System, Boston Metropolitan Area - DPW 1962

http://btprhistory.info/wp-content/uploads/photo-gallery/imported_from_media_library/Inner-Belt-and-Expressway-System-Boston-Metropolitan-Area-DPW-1962.jpg

Cambridge Proposed Road and Demolition - Credit Unknown

http://btprhistory.info/wp-content/uploads/photo-gallery/imported_from_media_library/Cambridge-Proposed-Road-and-Demolition-Credit-Unknown.jpg

Interactive map of Inner Belt Plans - <https://mapjunction.com/index.html?id=/5767>

People before Highways – <https://images.squarespace-cdn.com/content/599df1b6f7e0ab22dd624cb9/1504057225242-17URWR3HG7RL5J3I1LWF/I95sign.jpeg?format=1000w&content-type=image%2Fjpeg>

Stop the belt shack - <https://bostonglobe-prod.cdn.arcpublishing.com/resizer/toMMBjOYIBn6iKPPolFDIPQoID0=/420x0/arc-anglerfish-arc2-prod-bostonglobe.s3.amazonaws.com/public/Q2HUY6BAAYI6TKWI3ZDPLJKD3Q.jpg>

Beat the Belt sign - <https://bostonglobe-prod.cdn.arcpublishing.com/resizer/QximED4G0TAlxhBVkDdFSrB6bM=/1024x0/arc-anglerfish-arc2-prod-bostonglobe.s3.amazonaws.com/public/SFVMIFQ77MI6TKWI3ZDPLJKD3Q.jpg>

Southwest Corridor - <https://www.flickr.com/photos/58227270@N06/6962892625/>

Diverse community engagement - <https://flpbis.cbcs.usf.edu/images/office.png>

Privilege: <https://www.globalcitizen.org/en/content/why-its-important-to-think-about-privilege-and-why/>