



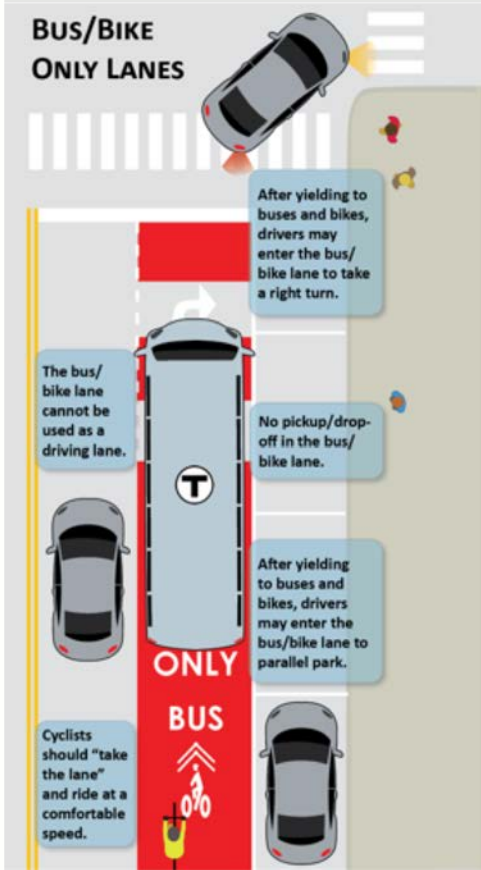
# Biking in the Bigger Picture: Crossing Jurisdictions and Modes

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



April 15, 2020





# 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**

# 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



### 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

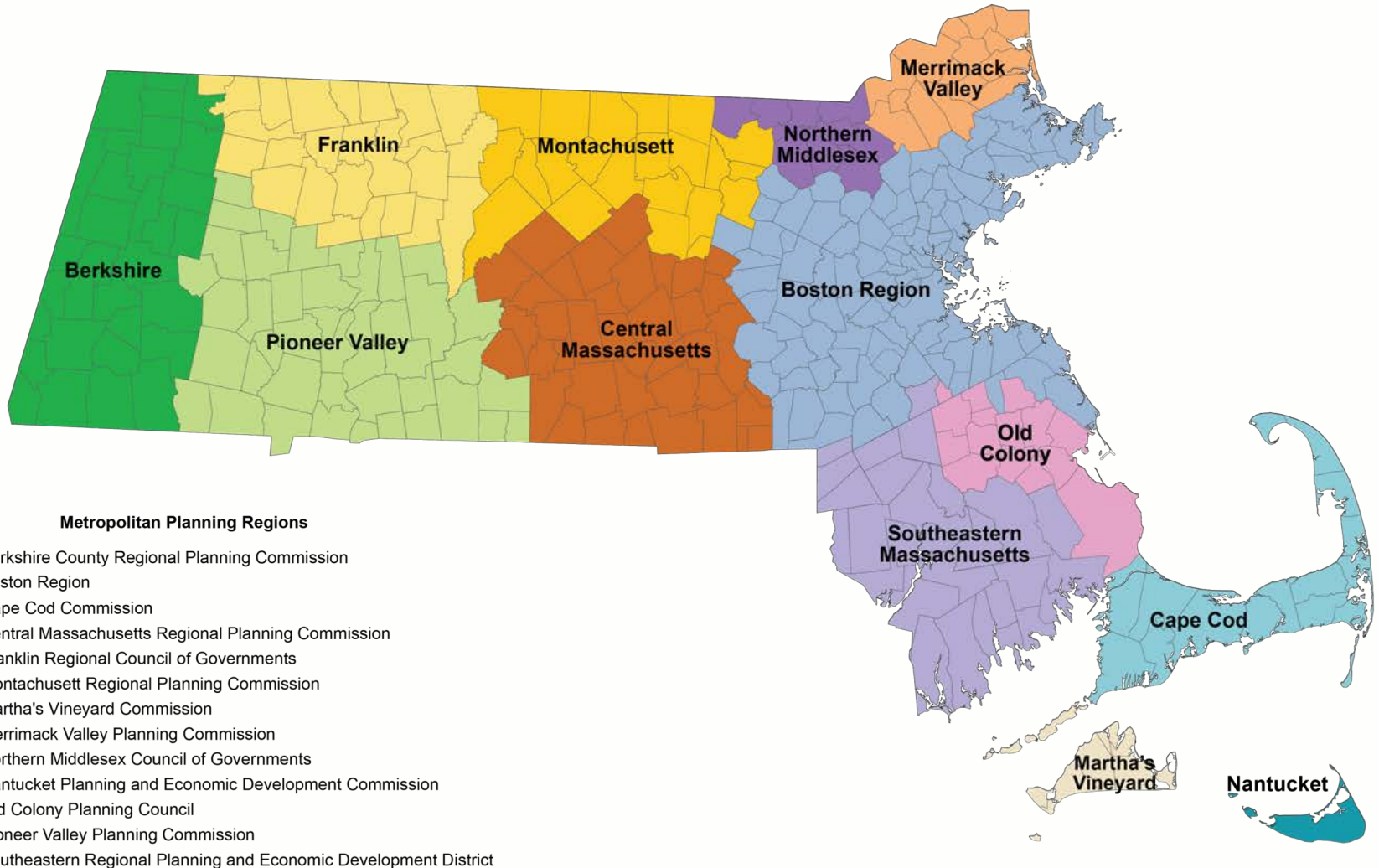
## STUDY & ANALYZE



### Unified Planning Work Program

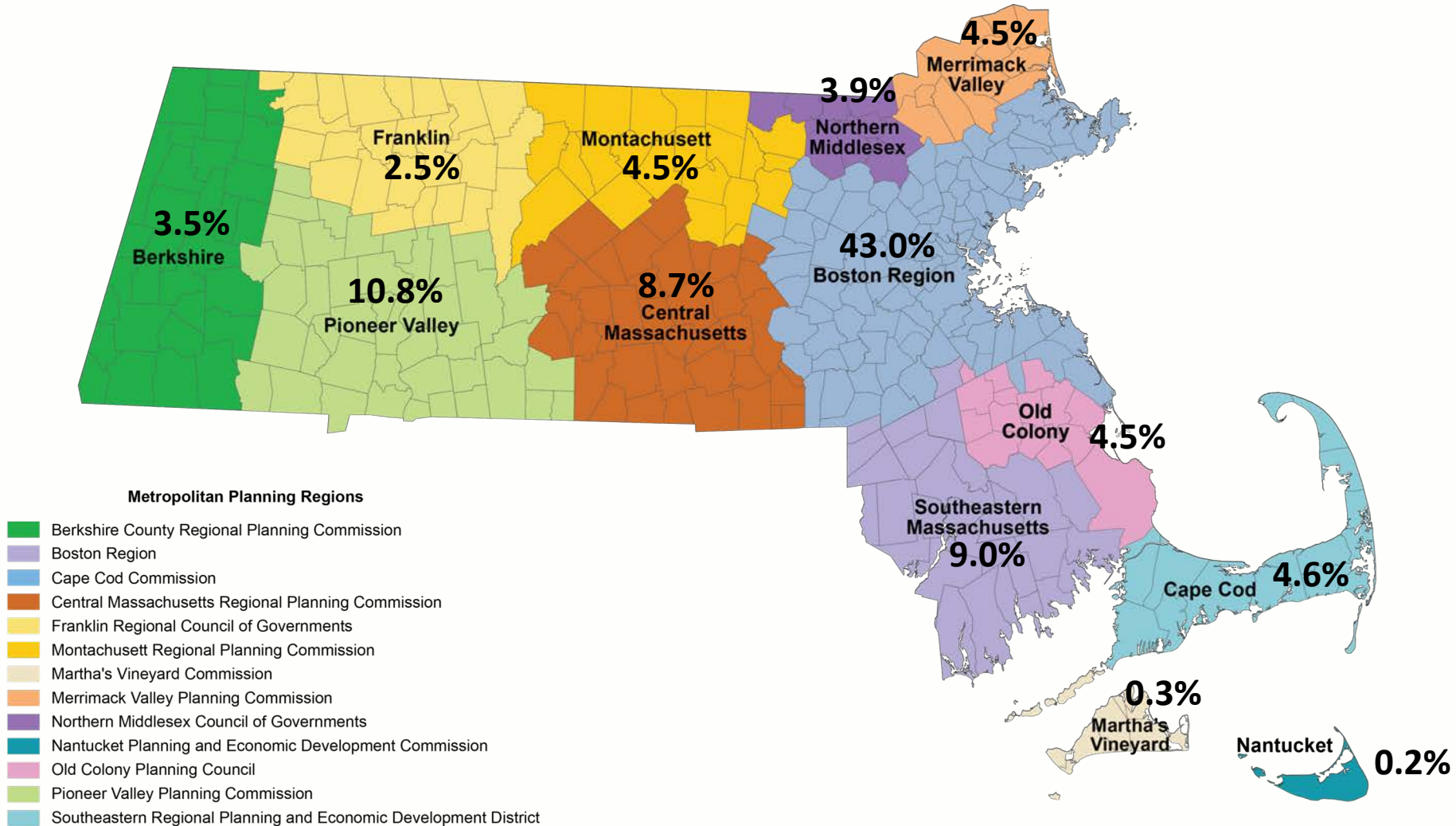
Annual work program for how federal planning funds are allocated to studies and technical analyses to benefit the region

# Massachusetts MPOs

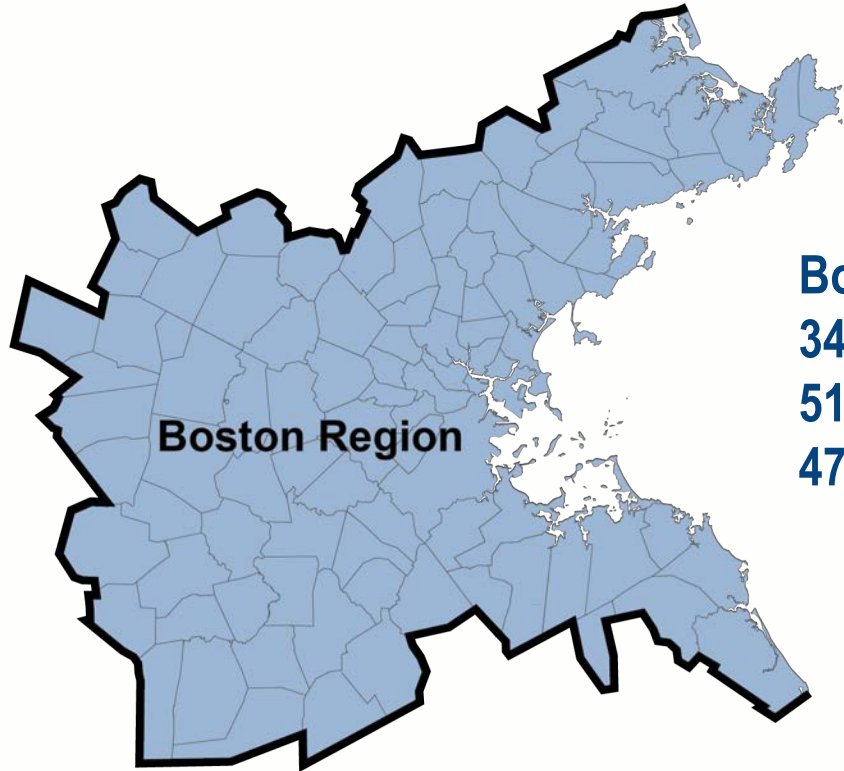


# Massachusetts MPOs' Funding

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**



# Who serves on the Boston Region MPO board?

**22 voting members**

Massachusetts  
Department of  
Transportation

Massachusetts  
Bay Transportation  
Authority

Massachusetts Port  
Authority

**12 elected municipalities:**

**4 at-large**

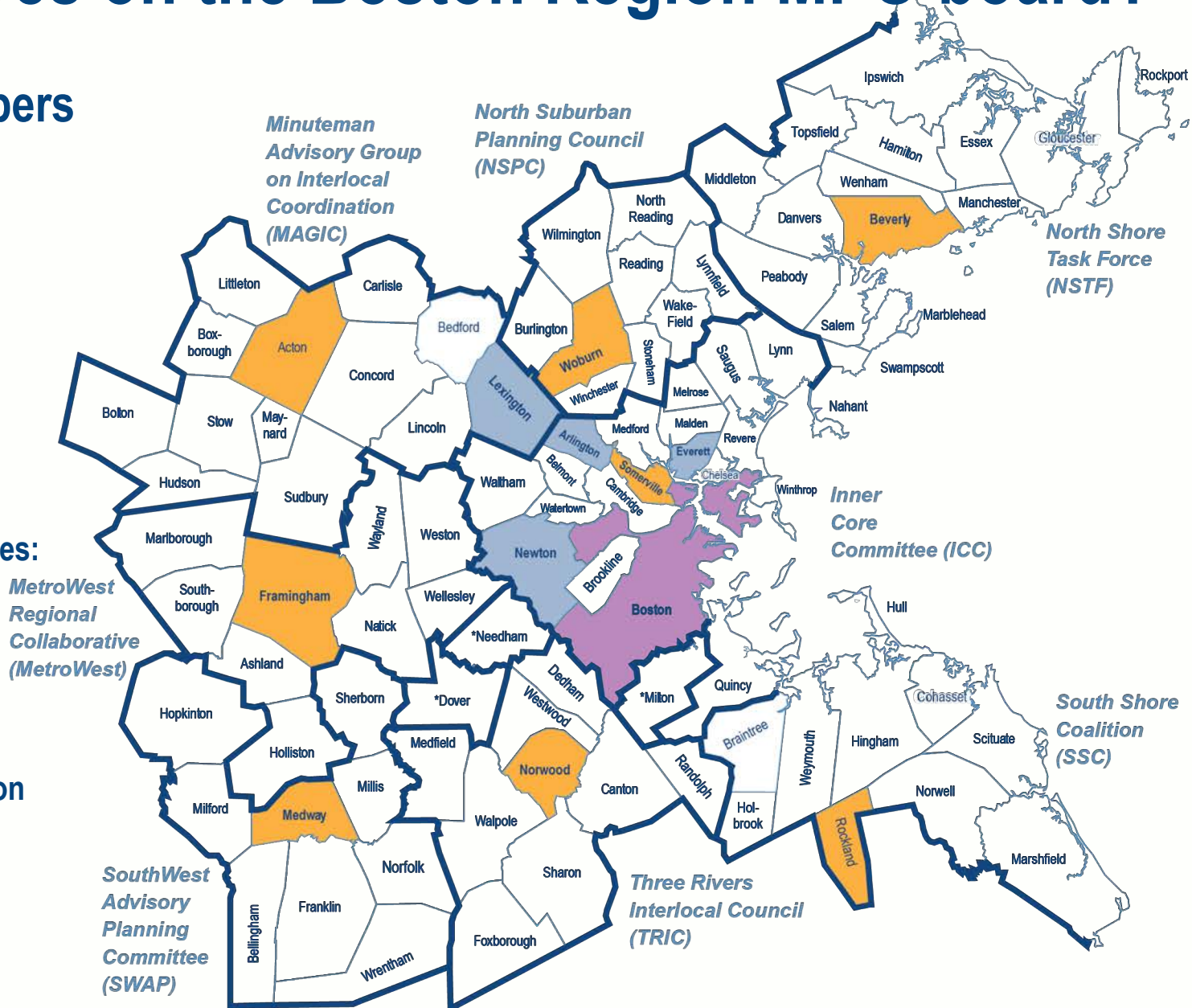
**8 subregions**

**2 for City of Boston**

Regional Transportation  
Advisory Council

MBTA Advisory Board

Metropolitan Area  
Planning Council



\*Community is in more than one subregion: Dover is in TRIC and SWAP; Milton and Needham are in ICC and TRIC.

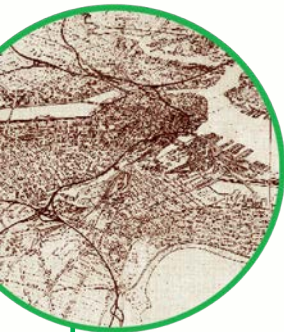
# Why Should You Care about MPOs?

**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

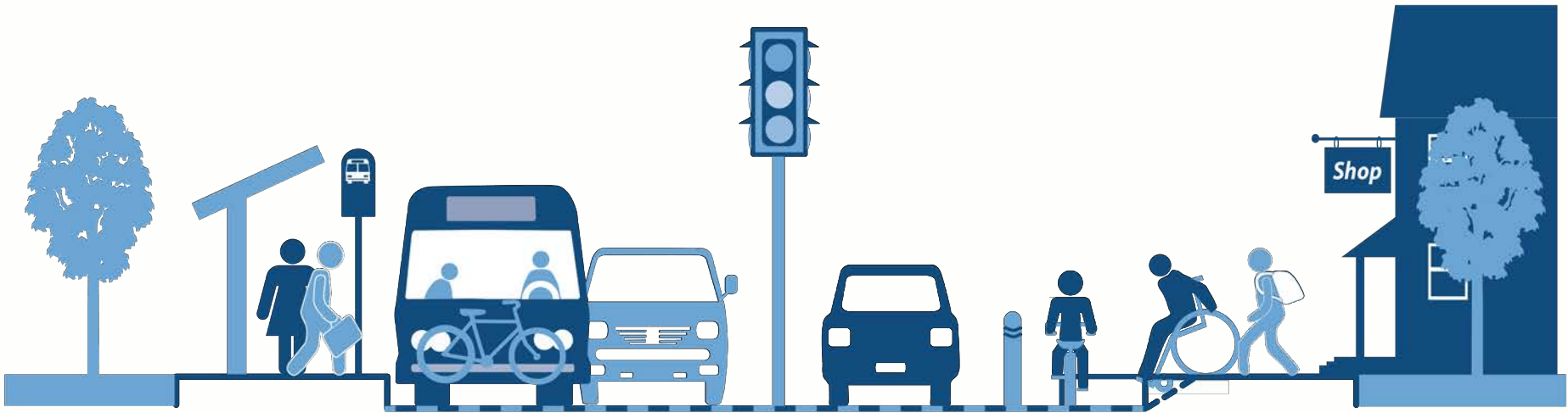


ON-STREET TRANSITWAY, BUS OR RAIL  
10,000–25,000/HR

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

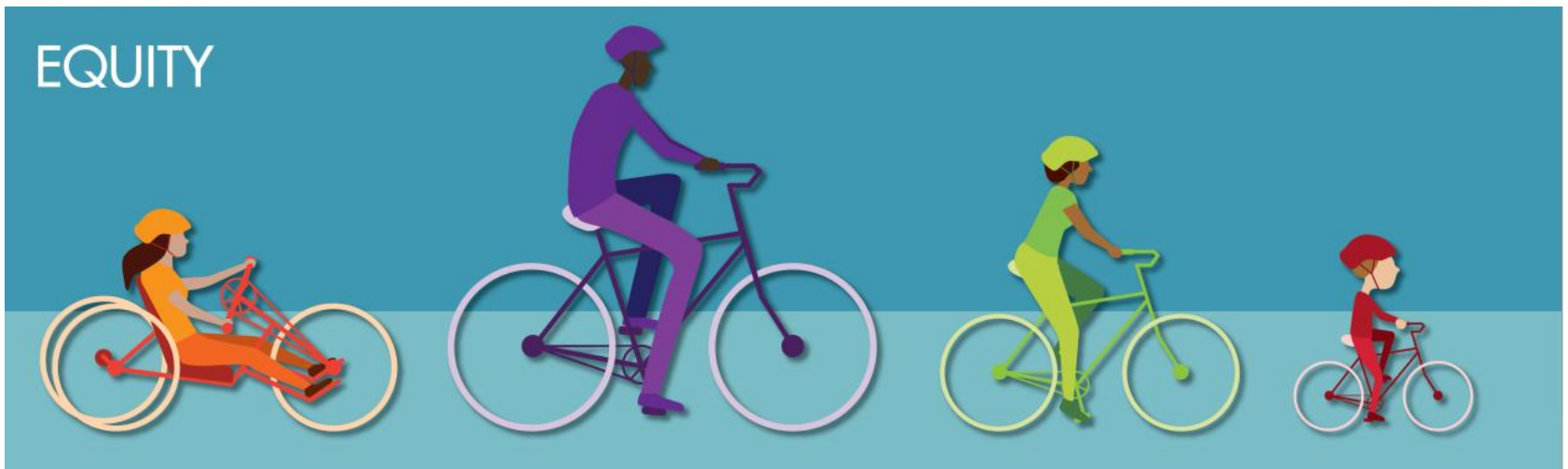
MPOs work to ensure that the most disadvantaged populations:

- 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

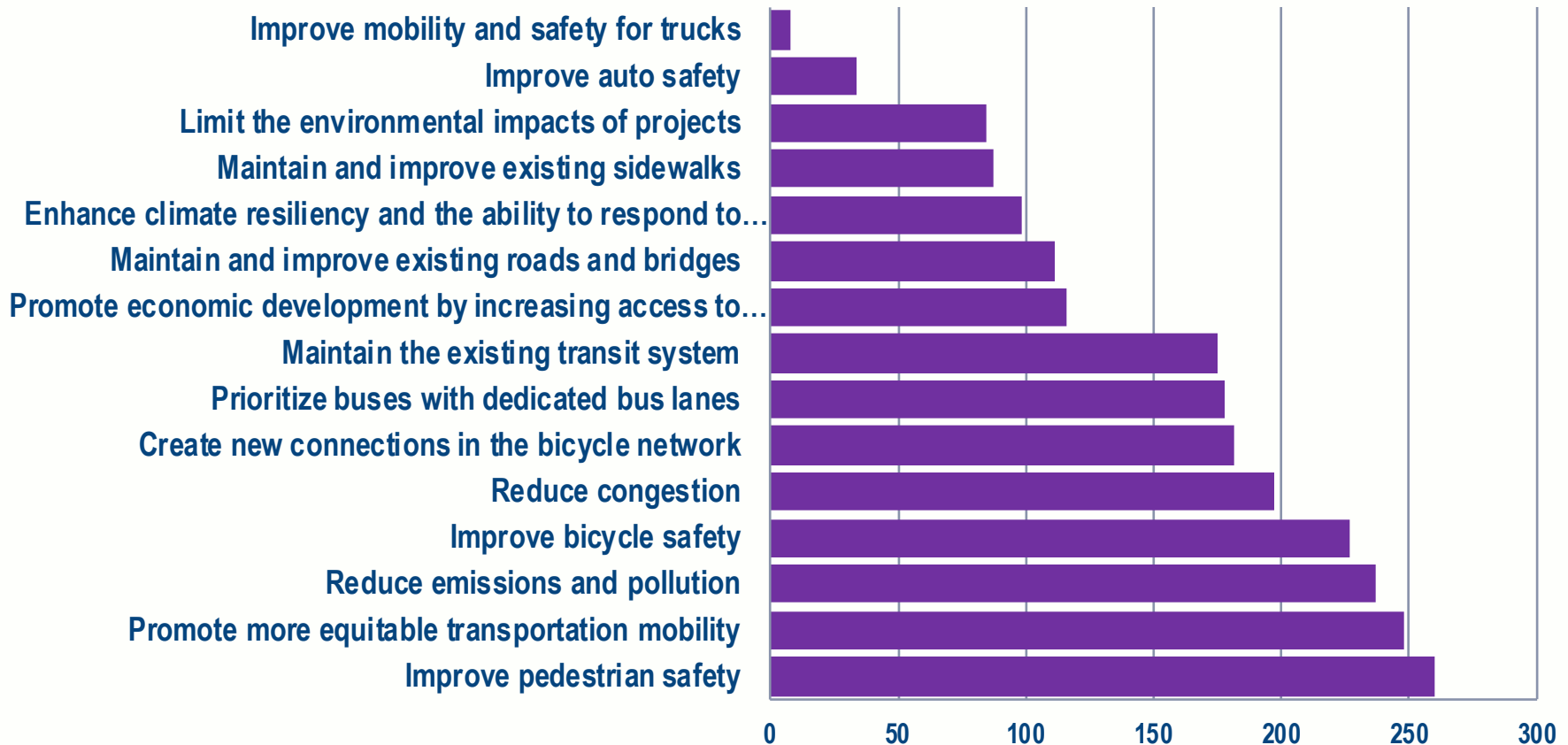
## Means of Transportation to Work, Minority and Total Commuters

Source: 2017 American Community Survey 5-Year Summary file

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

# Surveyed Priorities for MPO Transportation Investments

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

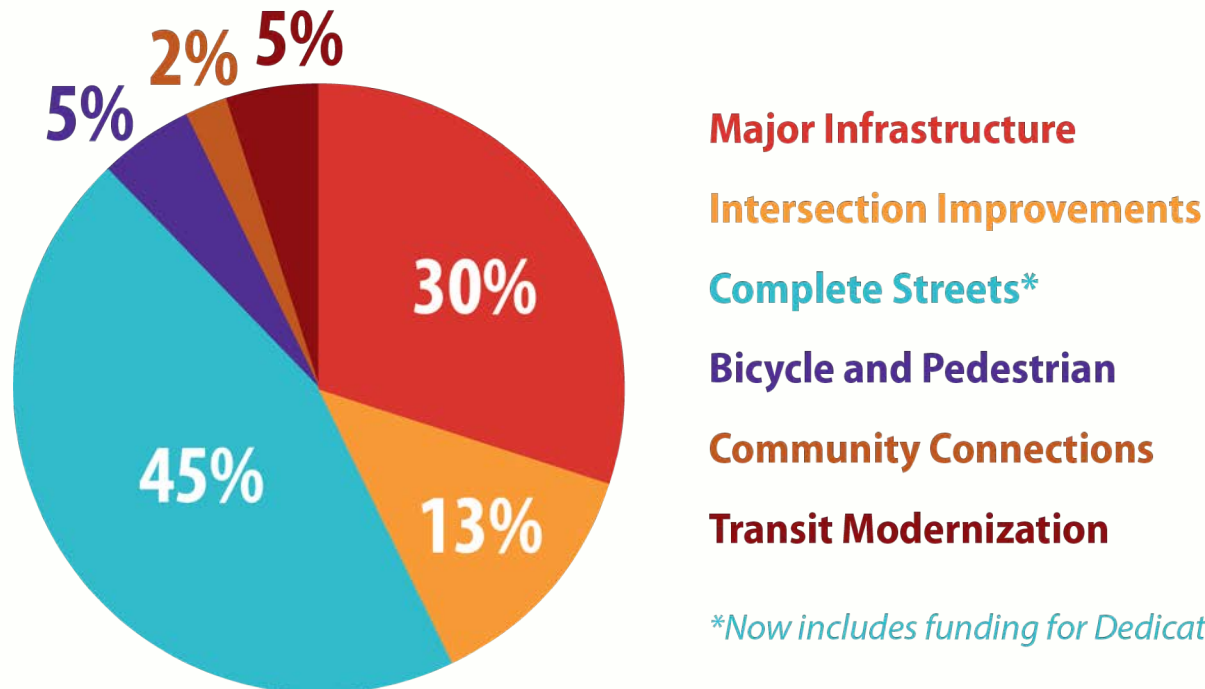




# Define Investment Programs

- 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](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



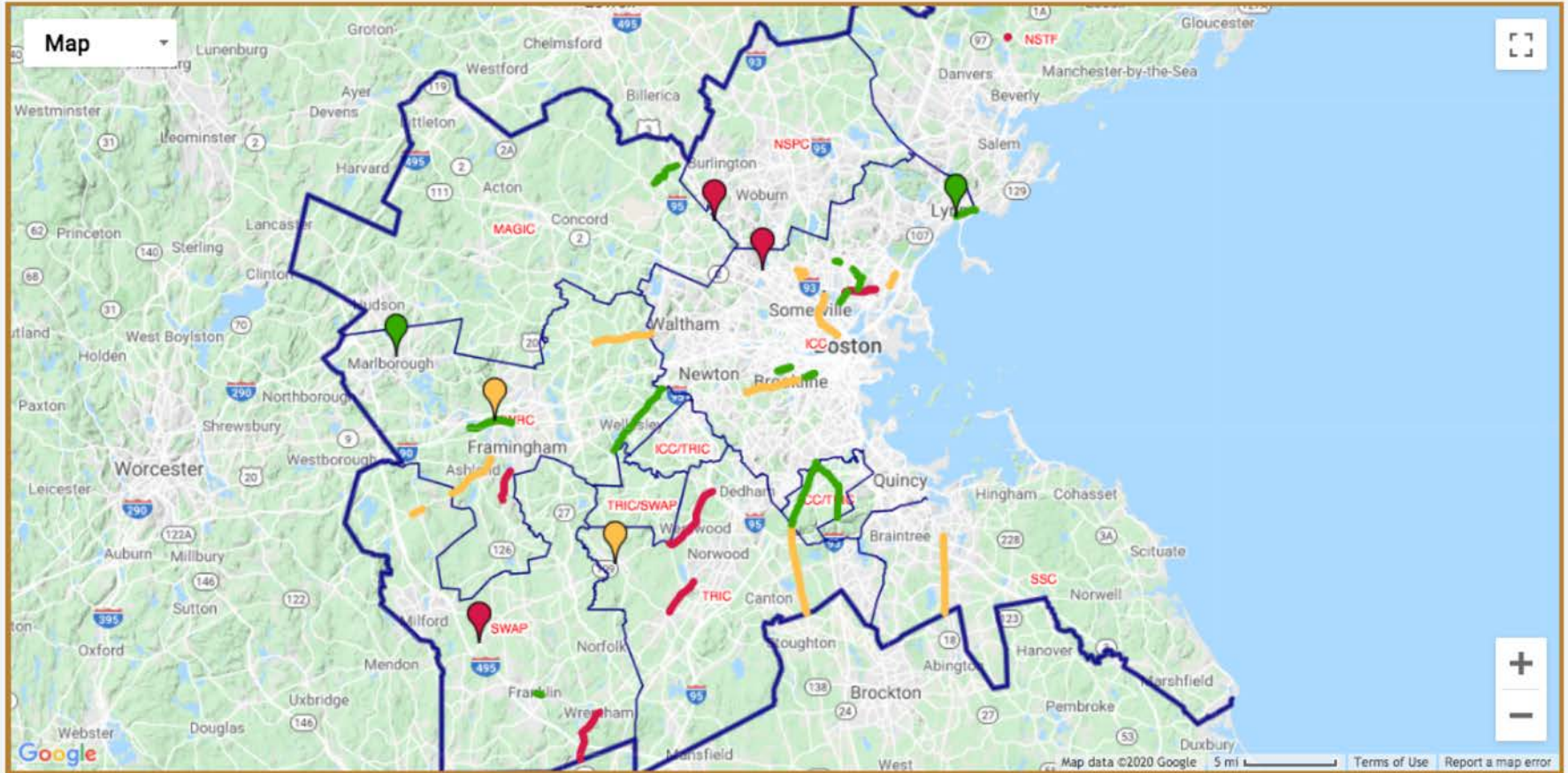


# Discrete Studies

- **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**

# PRCA Interactive Database

Symbolize scored locations by report card score for: **System Preservation**



**Scored Locations:** Intersection **Grading Category Scores:** Good Fair Poor

**Roadway Segment** **Boston Region MPO Boundary** **MAPC Subregion Boundary**

# 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

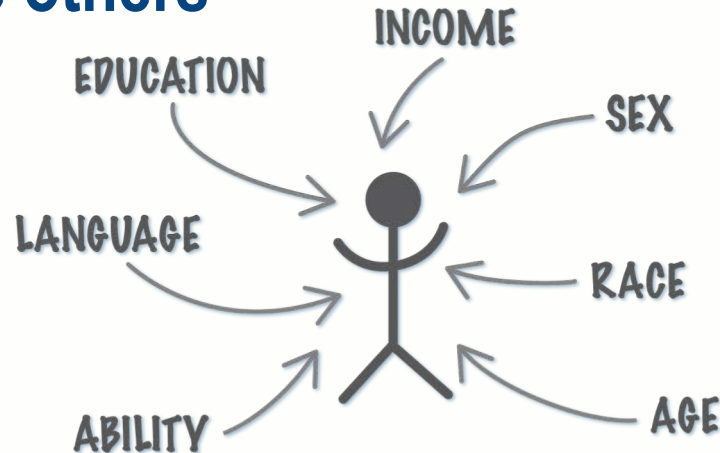


### Unified Planning Work Program

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](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](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](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](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/QximED4G0TAIhxhBVkDdFSrB6bM=/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/>