

# TRANS REPORT

TRANSPORTATION NEWS FROM THE BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

## Our Door Is Open!

One of the greatest resources in developing JOURNEY TO 2030, the region's long-range transportation plan, will be your involvement. MPO open houses are providing opportunities for members of the public to learn about and provide input into JOURNEY TO 2030 planning.

### November Open House

At the November MPO Open House, we discussed the JOURNEY TO 2030 schedule, population and employment demographic projections, and the MPO's regional transportation model. Maps indicating potential identified needs in reports by the MPO, MBTA, and the City of Boston and project ideas from previous outreach and planning efforts were displayed. Visitors used blank maps of the region to show their views on



November MPO Open House

additional transportation needs or projects that they'd like the MPO to consider. The information received at the open house will directly feed into the JOURNEY TO 2030 planning process as the MPO assesses transportation needs

and develops potential lists of transportation projects and programs.

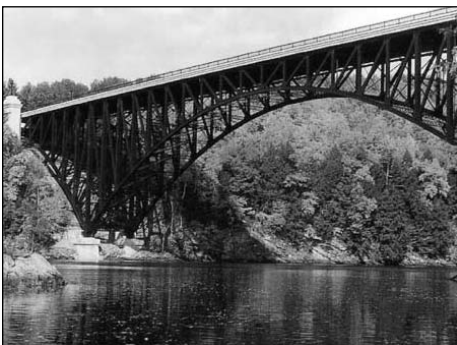
### January Open House

The next JOURNEY TO 2030 open house will take place in January. The event will focus on mobility in the region, as well as preservation and modernization of the transportation network. Presentations about mobility will include the MPO's Mobility Management System, Unified Planning Work Program studies, and suburban transit. The two major transportation-funding programs for the region, the MPO's Transportation Improvement Program and the MBTA's Capital Investment Program, will provide information for the discussion on preservation and modernization issues.

## MassHighway Introduces Groundbreaking *Project Development and Design Guide*

MassHighway could very well become a national model agency for how to create multimodal, context-sensitive transportation projects that engage all stakeholders early on in a transparent development process.

More than two years in the making, the *Project Development and Design Guide*,



French King Bridge in Gill, Mass., an example of context-sensitive design

introduced in November, is not simply a revision of the 1970s-era *Highway Design Manual*; it is a total rewrite that implements and expands upon Governor Romney's first transportation policy initiative, "Communities First," by calling for all users of a proposed facility (motorists, bicyclists, and pedestrians) to be given equal consideration in the design and development of projects.

The draft guide was developed by a 28-member task force composed of representatives from local, regional, state, and federal organizations, bicycle and pedestrian advocacy groups, and engineering and construction industry professionals. It is intended to be used as a toolbox that will allow project proponents and stakeholders to think creatively about how to provide for the safe accommodation of a transportation facility's users while ensur-

ing that it fits the facility's physical setting and preserves aesthetic, historic, and environmental resources.

Flexibility is a key component of the new guide. It sets minimums and ranges for design speeds and pavement allocations rather than the fixed standards set forth in the previous *Highway Design Manual*.

■ Draft Guidebook cont. on p. 2

### INSIDE THIS ISSUE

MPO activities update .....	2
Green Line to Lechmere .....	2
FHWA freight model program .....	2
Smart Growth update .....	3
Downtown Salem study .....	3
Meeting calendar .....	4



## TRANSPORTATION PLANNING AND PROGRAMMING COMMITTEE ACTION ITEMS

On November 17, the Boston Region MPO Transportation Planning and Programming Committee approved the following:

- The work program outlining the tasks, budget, and schedule for JOURNEY TO 2030, the MPO's long-range transportation plan. For more information about the Plan and its development, see the related article on page 1 and the special insert in this month's issue.
- *The Transportation Improvement Study for Routes 1A, 114, and 107, and Other Major Roadways in Downtown Salem*, which is discussed in an article on [page 3](#).

## REGIONAL TRANSPORTATION ADVISORY COUNCIL UPDATE

At the November Advisory Council meeting, Barbara Lucas, vice chair of the MPO's Transportation Planning and Programming Committee and chair of the MPO's Suburban Mobility and Transportation Demand Management Subcommittee, briefed the Council on the MPO's Suburban Mobility Program. Now entering its third year, this program is intended to reduce single-occupancy-vehicle travel in suburban MPO communities by providing funding assistance to eligible entities under the federal Congestion Mitigation/Air Quality Program. Examples of previous awards under this program include the 128 Business Council's shuttle to Anderson Regional Transportation Center, LIFT 9 in Framingham, and the Cape Ann Transportation Authority's summer shuttle to Essex and Ipswich.

The next meeting will be on December 14 (see [page 4](#) for details). In addition to the regular monthly meeting, the Advisory Council will hold a Freight Committee meeting at 1:00 P.M. and a Transportation Plan Committee meeting at 2:00 P.M. Both meetings will be held in the conference room.

## ACCESS ADVISORY COMMITTEE TO THE MBTA (AACT) UPDATE

At the special election held at the November AACT meeting, Philip Beaulieu of Watertown was elected chair and Marilyn MacNab of Dorchester was elected vice chair. The newly elected chair will meet with the executive board in the coming weeks to make committee assignments and to develop an agenda of monthly presentations. At the December meeting, the MBTA will make a presentation on the Woodland Station (Green Line) Accessibility Project (see [page 4](#) for details).

## MBTA Restores Green Line Service to Lechmere and Science Park

Green Line service from North Station to Science Park and Lechmere Station resumed on November 12. The E Branch of the Green Line, which used to operate on an elevated structure above Causeway



**Green Line train on the new viaduct ramp**

Street, now operates through a new tunnel underneath streets in the North Station area. This connection is the last piece of the North Station "Super Station" project, which was partially completed on June 28, 2004, when passengers were given access to the new station. The Super Station serves all Green and Orange Line riders who pass through North Station.

The inbound Orange and Green Lines stop opposite each other at the same platform, providing a convenient transfer between lines. The outbound Green Line platform to Lechmere is located on the mezzanine level, above the inbound trains. The Super Station also features a new headhouse in front of the TD Bank-north Garden and a new, underground walkway beneath Causeway Street that makes it easier for Green and Orange Line riders to get to commuter rail trains at North Station and to the Garden.

## FHWA Introduces New Freight Modeling Program

In an effort to improve freight planning and operations in both the public and private sectors, the U.S. Department of Transportation (U.S. DOT) has introduced the Freight Model Improvement Program (FMIP). FMIP is designed to improve the state of the art in



freight forecasting and analysis models and to provide best-practice assessments, training, tool development, and other short-term improvements for local estimation and forecasting methods.

FMIP is managed by the Office of Freight Management and Operations of the Federal Highway Administration (FHWA).

It is a joint project between the U.S. DOT, the U.S. Department of Agriculture, the U.S. Department of Energy, and the U.S. Army Corps of Engineers. For further information on FMIP, contact Dr. Tianjia Tang (phone (202) 366-2217 or email [Tianjia.Tang@fhwa.dot.gov](mailto:Tianjia.Tang@fhwa.dot.gov)) or visit [www.fmip.gov](http://www.fmip.gov).

### ■ Draft Guidebook *cont.* from [p. 1](#)

Another key component of the draft guidebook is the formulation of a transparent project development and design process that can be administered consistently throughout the state. Early and ongoing participation in this process by project stakeholders will lead to an informed consensus, lower project costs, and less likelihood of project delays at the implementation stage.

### ■ Draft Guidebook *cont.* on [p. 4](#)

## THE JOURNEY TO 2030 PLANNING PROCESS

The Boston Region Metropolitan Planning Organization (MPO) will use many resources in developing JOURNEY TO 2030, the region's long-range Transportation Plan. The greatest resource is the involvement of the users of the system. The MPO relies on comments of individuals and transportation statistics for its needs assessment. These needs are translated into a universe of projects and programs that are evaluated for consistency with the MPO's goals and policies. Projects will be added to potential future transportation networks analyzed using the MPO's regional transportation model. The results of the model will be used to select projects for inclusion in the final JOURNEY TO 2030 Transportation Plan for the region.

## INVITE US OVER!

The MPO is looking for your ideas and involvement in shaping the region's new Transportation Plan. To that end, we are asking you to add JOURNEY TO 2030 to your meeting agenda. We want to attend your meetings to learn about your transportation needs and views.

Though the Plan will not be consolidated into a draft document until June 2006, important decisions will be considered throughout the process: engage early-on while JOURNEY TO 2030 takes shape!

## HOW IS THE MPO PLANNING FOR 2030?

### PLAN TOPICS (DECEMBER 2005 TO APRIL 2006)

The MPO will examine both the issues facing the region and the strategies to promote MPO goals. (See page three for more information.)

### NEEDS ASSESSMENT (DECEMBER 2005 TO JANUARY 2006)

The MPO will inventory transportation needs in the Boston region. Please visit [www.bostonmpo.com](http://www.bostonmpo.com) to help identify the transportation needs of the region.

### UNIVERSE OF PROJECTS AND PROGRAMS (DECEMBER 2005 TO FEBRUARY 2006)

JOURNEY TO 2030 begins by building on previous regional transportation work, from which it will create a comprehensive list of potential projects and programs.

### EVALUATION OF PROJECTS AND PROGRAMS (FEBRUARY 2006 TO MAY 2006)

The MPO will evaluate potential projects and programs using its goals and policies, considering aspects such as system preservation, mobility, safety, security, environment, community character, equity, land use, economic development, and cost-effectiveness.

### REGIONAL TRANSPORTATION MODEL (DECEMBER 2005 TO JUNE 2006)

The MPO will select a group of projects and programs that could be paid for with expected future funds and will model a transportation network that includes those improvements. The results of the model will include data on how the projects affect travel, environmental justice, and the region's air quality. (Please see page two for more information.)

### JOURNEY TO 2030 (AUGUST 2006)

The JOURNEY TO 2030 process will complete its work on transportation goals and policies for the region. A group of regionally significant transportation improvements will be selected to be constructed over the next 25 years to serve the transportation needs of the Boston region.



# HOW DOES THE MPO EXAMINE POTENTIAL TRANSPORTATION IMPROVEMENTS FOR THE FUTURE?



One of the tools used in the development of the JOURNEY TO 2030 Plan is the MPO's regional travel model. Models are simulations of the "real world" that can be used to show the effects of changes on the transportation system (such as the addition of a new road or transit line, or increases in population or employment). The MPO's model will be used to compare different transportation network scenarios for the year 2030.

The modeling starts with a 2000 base case that uses year 2000 census data demographics and the transportation model network that was in place in 2000. The model is run and the results are compared to actual transportation count data in order to calibrate the model.

The Metropolitan Area Planning Council (MAPC) is preparing demographic projections for two different land-use scenarios for the year 2030. The first is a "baseline" land-use projection in which past trends are used to project future population, housing, and employment conditions. MAPC, in consultation with the MPO, will develop a second land-use projection based on values emerging from MAPC's MetroFuture process, which is MAPC's initiative to develop a regional vision and strategy for metropolitan

Boston. Once the 2030 land-use projections have been completed by MAPC, both the baseline and the MetroFuture land-use projections will be run with the model using the current transportation network, to produce *no-build scenarios*.

The 2000 base case will be compared to the two 2030 *no-build scenario* results to show how the current transportation system's use will change as population, employment, and land use change over the next 30 years. Outputs from the model include auto trips, walk trips, transit trips, vehicles miles of travel, vehicles hours of travel, and average speed.

After forecasting the available funds for future transportation projects and programs, the MPO will develop future transportation networks, called *build scenarios*, that aim to accommodate future travel demand in a way that is consistent with the goals set forth in MPO policies. The MPO will also conduct an environmental justice analysis to determine if low-income and minority communities are being equitably served by the current and proposed future transportation systems that are included in the Plan.

The results of all scenarios (*base case*, *no-build*, and *build*) will be compared using mobility, congestion, and accessibility performance measures, and the results

will be used to determine which transportation network can provide the most benefits to the region. Once a final set of projects is chosen by the MPO as a 2030 *build scenario*, an air-quality analysis will be performed to ensure conformity with federal air-quality standards.

## OPEN HOUSE

The Boston Region Metropolitan Planning Organization Invites You to a Transportation Open House

Tuesday, January 17, 2006

Midday Session: 12:00 PM to 2:00 PM

Evening Session: 5:00 PM to 7:00 PM

MPO Conference Room, Suite 2150  
Central Transportation Planning Staff  
State Transportation Building  
10 Park Plaza, Boston

### SCHEDULE

12:00 PM and 5:00 PM

**Mobility in the Region: How does the MPO monitor, study, and fund projects to improve mobility in the region?**

#### PRESENTATIONS

THE MOBILITY MANAGEMENT SYSTEM  
UNIFIED PLANNING WORK PROGRAM  
SUBURBAN MOBILITY

1:00 PM and 6:00 PM

**Preservation and Modernization: How do the MPO and MBTA distribute funds on an annual basis?**

#### PRESENTATIONS

TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL INVESTMENT PROGRAM



Transportation Plan of the  
Boston Region Metropolitan  
Planning Organization

# WHAT PLANNING TOPICS WILL BE DISCUSSED FOR JOURNEY TO 2030?

Concurrently with analytical planning, the MPO will be discussing specific topics for the Plan. While the MPO examines both the issues facing the region and the strategies for promoting MPO goals, the next four editions of *TRANSREPORT*'s JOURNEY TO 2030 insert will ask for your input.

## IN JANUARY

### MOBILITY

Mobility requires the availability of safe, reliable, and convenient travel options so that users can choose the services that best fit their needs.

What can the MPO do so that investment choices are influenced by how an improvement can make the entire system work better?

### PRESERVATION AND MODERNIZATION

Past investment in transportation facilities in the Boston region resulted in a system that people and businesses rely on every day. How can the MPO protect previous investments?

## IN FEBRUARY

### REGIONAL EQUITY

All users and communities should be treated fairly in the provision of transportation services, should not be inequitably burdened by transportation projects without resulting benefits, and should be invited to participate in transportation decision-making. How can the

MPO better address the transportation needs of low-income and minority communities?

### ENVIRONMENT

The MPO recognizes that reduced reliance on single-occupant vehicles and the use of alternative-fuel vehicles promotes long-term air quality, reduced energy consumption, and natural resource protection. What steps can the MPO take to protect the air and water quality and the natural and cultural resources of the region?

## IN MARCH

### SAFETY AND SECURITY

Travelers should be confident of a safe and secure trip. Safety can be enhanced through careful attention to the design of new facilities and upgrading of substandard facilities. Access to hospitals, emergency services, fire protection, police, and military facilities, as well as clear evacuation routes, is important for the security of the region. At airports and seaports, security is now a major operational element. What should the MPO do to provide for the safety and security of the region's transportation network?

## IN APRIL

### TRANSPORTATION AND LAND USE

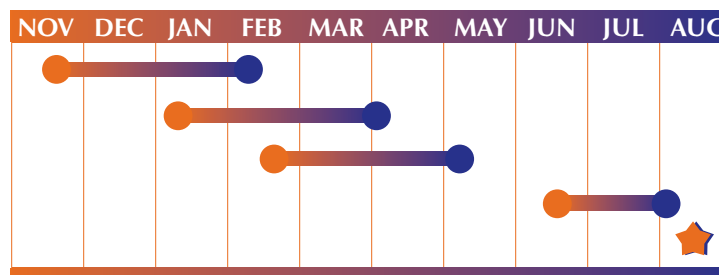
Integrating transportation and land-use policies can result in more efficient use of the regional transportation system, bringing jobs, housing, shopping, and services closer together, improving the quality of life and reducing sprawl. How can the MPO use coordinated land use and transportation to promote the efficient use of land and transportation facilities?

### ECONOMIC DEVELOPMENT AND FREIGHT

The transportation system is fundamental to and intertwined with economic activity. Excellent access to airports, seaports, and other freight facilities improves the competitive advantage of the Boston region. How can their needs be incorporated in regional transportation planning?

## PLAN DEVELOPMENT SCHEDULE

- Goals, Policies, and Universe
- Plan Topics
- Forecast Scenarios and Networks
- Draft-Document Public Review
- Draft-Final



## WHAT DO YOU THINK?

What important regional transportation projects or programs should the MPO consider as part of its universe of projects?

---

---

---

---

What do you think of mobility in the Boston region? Can you get to where you need to go?

---

---

---

---

## KEEP UP-TO-DATE

- YES! I would like to receive additional information about events, documents, or meetings related to the Transportation Plan. *(Please provide contact information below.)*
- YES! I am interested in inviting the MPO to learn about my organization's transportation needs and views. *(Please provide contact information below.)*

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip code \_\_\_\_\_

*(Please provide your e-mail address if you would prefer to receive information electronically.)*

E-mail address \_\_\_\_\_



NO POSTAGE  
NECESSARY IF  
MAILED IN THE  
UNITED STATES

**BUSINESS REPLY MAIL**  
FIRST CLASS MAIL PERMIT NO. 2521 BOSTON, MA

POSTAGE WILL BE PAID BY ADDRESSEE

**CENTRAL TRANSPORTATION PLANNING STAFF**

**10 PARK PZ STE 2150**

**BOSTON MA 02116-9776**



## A Smart-Growth Update

### GRANTS AVAILABLE FOR “SMART GROWTH”

*Community Development Action Grant Applications Due December 22*

Municipalities looking to invest in areas of their communities where they've been unable to attract private investment are encouraged to apply to the Community Development Action Grant Program (CDAG). CDAG is a state-funded program that provides support for publicly owned and managed projects in municipalities where private investment would not occur without state aid. The goal of the program is to stimulate economic development activities that will attract private investment, create or retain long-term employment for low- and moderate-income persons, and revitalize distressed areas through comprehensive planning and “smart growth” principles.



This program, which is managed by the Office of Commonwealth Development, can be used in a variety of ways, including construction, repair, rehabilitation, demolition, and relocation assistance. Project eligibility must first be established and all applications are evaluated using specific selection criteria. Individual CDAG awards are limited to a maximum of \$1 million.

All CDAG applications are due by December 22. For further details about the program or to download an application, visit [www.mass.gov/dhcd/components/cs/default.HTM](http://www.mass.gov/dhcd/components/cs/default.HTM).

## Transportation Improvements Proposed for Downtown Salem

The MPO recently completed a report on traffic congestion, pedestrian mobility, and access to the MBTA commuter rail station in Salem. The report includes recommendations for short- and long-term improvements in Salem.

The study, titled *Transportation Improvement Study for Routes 1A, 114, and 107, and Other Major Roadways in Downtown Salem*, was initiated because of findings in the 2000 Boston Region MPO's Congestion Management System (CMS) report, and in response to a request by the City of Salem. The CMS report identified Routes 1A, 114, and 107 in downtown Salem as severely congested. The City requested in 2002 that the MPO fund a study to examine traffic and pedestrian concerns, along with issues and opportunities related to recent and future developments in the downtown area. Transportation improvements for major roadways in downtown Salem could be beneficial to the whole North Shore area as well, because many of these roadways carry high volumes of regional traffic.

An advisory committee consisting of City Council members, City staff, and business and neighborhood representatives was formed to provide guidance for the study. The committee discussed a wide range of transportation issues, including traffic congestion at Riley Plaza and other major intersections, pedestrian crossings on Washington Street, pedestrian access to the commuter rail station, parking demand and management, provision of adequate directional signs for motorists and pedestrians, and other issues. Based

on the seriousness of each issue and the study's budget, the committee selected the following for detailed examination:

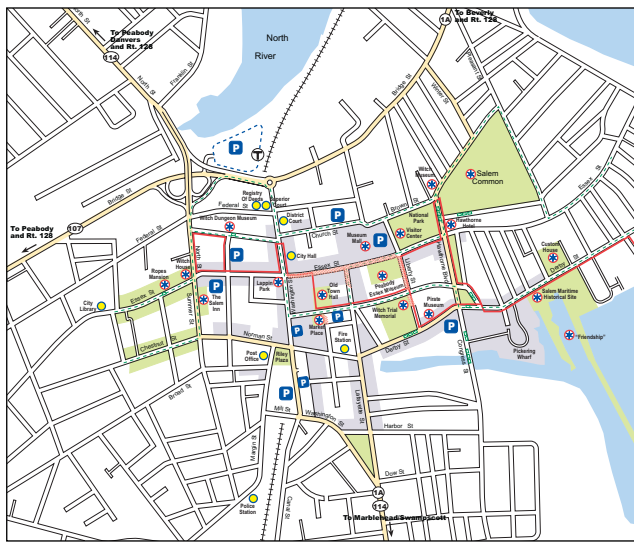
- Riley Plaza traffic circulation
- Other congested intersections
- Pedestrian circulation on Washington Street
- Pedestrian access to the commuter rail station
- Saltonstall School pedestrian crossing

Following field reconnaissance, data collection, and analysis using a traffic simulation model that was developed for the study, MPO staff, in consultation with the advisory committee, developed several short- and long-term recommendations for these five areas of concern.

Short-term improvements,

including on-street parking alterations, traffic-signal retiming, pedestrian crosswalk changes, and other traffic management strategies, are generally low-cost and could be implemented relatively quickly. The long-term improvements, such as intersection geometry modification, traffic-signal installation, and traffic-signal coordination, are more costly, but the City may be able to implement them in the near future in spite of their costs.

For a copy of the report, contact Chen-Yuan Wang at (617) 973-7100 or [cyw@ctps.org](mailto:cyw@ctps.org).



**Map showing tourist destinations, business locations and other land use activities in Downtown Salem**

## MEETING CALENDAR

The public is welcome to attend the following transportation-related meetings. A photo ID is usually required for access to meeting sites.

### AT THE STATE TRANSPORTATION BUILDING, 10 PARK PLAZA, BOSTON

Thursday, December 1  
**Boston Region MPO  
 Transportation Planning and  
 Programming Committee  
 Meeting** 10:00 A.M.  
 CTPS Conference Room  
 Suite 2150

Wednesday, December 14  
**Regional Transportation  
 Advisory Council** 3:00 P.M.  
 Conference Room 1

**MBTA Public Meeting: Fiscal  
 Years 2007–2011 Capital  
 Investment Program** 5:30 P.M.  
 Conference Rooms 1, 2, and 3

Thursday, December 15  
**Boston Region MPO  
 Transportation Planning and  
 Programming Committee Meeting** 10:00 A.M.  
 CTPS Conference Room  
 Suite 2150

Monday, December 19  
**MBTA Rider Oversight  
 Committee** 4:30 p.m.  
 Conference Rooms 1, 2, and 3

Wednesday, December 21  
**Access Advisory Committee  
 to the MBTA** 1:00 P.M.  
 Conference Room 2

Thursday, January 5  
**Boston Region MPO  
 Transportation Planning and  
 Programming Committee  
 Work Session** 10:00 A.M.  
 CTPS Conference Room  
 Suite 2150

Call (617) 222-5179 for date  
**MBTA Board of Directors** 1:00 P.M.  
 Conference Rooms 2 and 3

### AT OTHER BOSTON AREA LOCATIONS

Tuesday, December 6  
**Charles River Basin Citizens  
 Advisory Committee** 4:00 P.M.  
 Wilmer Cutler Pickering Hale and Dorr  
 Hale Room, 26th Floor  
 60 State Street, Boston

Friday, December 9  
**MOVE MASSACHUSETTS** 8:10 A.M.  
 Brown Rudnick Berlack Israels  
 One Financial Center, 18th Floor  
 Dewey Square, Boston  
 (To RSVP, e-mail [danwilson1@verizon.net](mailto:danwilson1@verizon.net))

**MBTA FISCAL YEARS (FYs)2007–2011  
 CAPITAL INVESTMENT PROGRAM (CIP)  
 MEETINGS**  
 The MBTA held a series of meetings in November to gather input on the draft FYs 2007–2011 CIP. In addition to the meeting on December 14 (at the left), the MBTA will continue to gather input on the draft CIP at five more meetings in December. All meetings will be held from 6:00 to 7:30 P.M. The locations and dates are as follows:

Monday, December 5  
 Framingham Town Hall  
 Ablondi Room  
 150 Concord Street, Framingham

Tuesday, December 6  
 Roxbury Community College  
 Media Arts Center, Dance Studio  
 1234 Columbus Avenue, Roxbury

Wednesday, December 7  
 Plouffe Elementary School  
 250 Crescent Street, Brockton

Monday, December 12  
 Somerville High School  
 81 Highland Avenue, Somerville

Tuesday, December 13  
 North Shore Community College  
 Lynn Campus, MBTA Conference Room  
 At Market Street and Broad Street, Lynn

Meeting dates and times are subject to change: please call (617) 973-7119 for confirmation. Additional transportation meetings open to the public are listed on the Boston Region MPO Web site, [www.bostonmpo.org](http://www.bostonmpo.org).

■ Draft Guidebook *cont. from p. 2*

The draft guide also incorporates the popular Footprint Roads Program into the new document and replaces the metric system with the English system.

The guide is available on the MassHighway Web site, [www.mhd.state.ma.us](http://www.mhd.state.ma.us). Following the close of the public comment period on December 31, MassHighway will begin training staff, communities, and project proponents on how to use this new tool effectively and creatively.

The task force is planning to reconvene in six to nine months to review how the new process is working and to make changes as necessary.

### TRANSREPORT

PRODUCED BY THE CENTRAL TRANSPORTATION PLANNING STAFF

**Editors**  
 Jonathan Church  
 Sean Daly  
 Mary Ellen Sullivan  
**Photography**  
 Carol Bent  
 Jared Fijalkowski  
 Courtesy of MassHighway  
 Web site

**Graphics**  
 Kenneth A. Dumas  
 Kate Parker-O'Toole

PUBLISHED BY THE BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

**John Cogliano, MPO Chairman  
 Kenneth S. Miller, P.E., Chair, and Barbara G. Lucas,  
 Vice Chair, Transportation Planning and  
 Programming Committee**

TRANSREPORT is available in accessible formats to people with disabilities. Contact the Central Transportation Planning Staff Certification Activities Group at (617) 973-7119 (voice), (617) 973-7089 (TTY), (617) 973-8855 (fax), or [publicinformation@bostonmpo.org](mailto:publicinformation@bostonmpo.org) (e-mail).

Boston Region Metropolitan Planning Organization  
 State Transportation Building  
 10 Park Plaza, Suite 2150  
 Boston, MA 02116

**First Class Mail  
 U.S. Postage Paid  
 Boston, MA  
 Permit No. 52233**