

## Kim DeINigro

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**From:** owner-mpoinfo@ourultra.ctps.org on behalf of Jared Fijalkowski [j\_fijalkowski@ctps.org]  
**Sent:** Tuesday, January 03, 2006 2:09 PM  
**To:** mpoinfo@ctps.org  
**Subject:** MPO January Open House - You're Invited!



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\*\* See attached for the press release and flyer for the Boston Region MPO's upcoming Open House! \*\*  
\*\* Read the attached TRANSREPORT insert to learn about JOURNEY to 2030 and to provide your input! \*\*

How Is Your Mobility in the Boston Region?  
Can You Get Where You Need to Go?  
Your input will help guide the new long-range transportation plan for the Boston Region!

You are invited to the  
Boston Region Metropolitan Planning Organization's  
Open House  
to discuss the development of  
JOURNEY TO 2030: The Transportation Plan of the Boston Region MPO

Tuesday, January 17, 2006

12:00-2:00 PM and 5:00-7:00 PM

MPO Conference Room, Suite 2150  
State Transportation Building  
10 Park Plaza, Boston, Massachusetts

Discussions will be held on mobility and on system modernization and preservation, with a focus on: Mobility Management System Suburban Transit Opportunities Studies Examining Mobility Unified Planning Work Program Transportation Improvement Program MBTA Capital Investment Program

This MPO Open House is an opportunity for members of the public to share views on the transportation issues in the region and learn about ongoing work to identify existing mobility needs and to preserve and modernize the transportation system. It is the second in a series of bimonthly open houses to inform the public about JOURNEY TO 2030 and to solicit input from the public on Plan topics.

There will be two identical sessions, one at lunchtime and one in the evening. MPO members and staff will be in attendance to listen to your ideas and answer your questions. If you cannot attend the January 17 Open House, you can visit the Web site, [www.bostonmpo.org](http://www.bostonmpo.org), to find current information and share your ideas.

If you have questions or comments, please contact Jared Fijalkowski, Boston Region MPO, by phone at (617) 973-7092 or by e-mail at [j\\_fijalkowski@ctps.org](mailto:j_fijalkowski@ctps.org).

PRESS RELEASE

FOR IMMEDIATE RELEASE

DATE: JANUARY 3, 2006

Contact: Jared Fijalkowski  
Boston Region Metropolitan Planning Organization  
Telephone: (617) 973-7092, E-mail: [j\\_fijalkowski@ctps.org](mailto:j_fijalkowski@ctps.org)

**How Is Your Mobility in the Boston Region?  
Can You Get Where You Need to Go?  
Share your views at the Boston Region MPO's Open House**

Your ideas and comments about the future of transportation in eastern Massachusetts are needed now! They will provide important input for the long-range planning now underway for the region, as the Boston Region Metropolitan Planning Organization (MPO) develops its new Transportation Plan, **JOURNEY TO 2030**.

The MPO is holding an Open House where people can share their views on mobility in the Boston region and learn about ongoing work to improve mobility and to preserve and modernize the transportation system. The Open House will be held on:

**Tuesday, January 17, 2006  
MPO Conference Room  
Suite 2150, State Transportation Building  
10 Park Plaza, Boston**

Two identical sessions will be held: from 12:00 to 2:00 PM and from 5:00 to 7:00 PM. MPO members and staff will be in attendance to listen to your ideas. If you cannot attend the January 17 Open House, you can visit the MPO Web site, [www.bostonmpo.org](http://www.bostonmpo.org), to find current information and share your ideas.

This is the second in a series of bimonthly open houses to inform the public about, and garner input for, the region's Transportation Plan. **JOURNEY TO 2030** will lay out the MPO's vision for transportation in the region, and public input is its cornerstone. The topics for discussion at the Open House will be mobility and system preservation and modernization, focusing on the Mobility Management System, suburban transit opportunities, studies examining mobility, the Unified Planning Work Program, the Transportation Improvement Program, and the MBTA Capital Investment Program.

Over the next several months, the MPO will be looking for more ideas and viewpoints on topics such as transportation needs in the region, regional equity, the environment, safety and security, transportation and land use, and economic development and freight.

If you have questions about the Open House or comments to submit in advance, contact:

**Jared Fijalkowski  
Boston Region MPO  
10 Park Plaza, Suite 2150  
Boston, MA 02116**

(617) 973-7092; (617) 973-7089 (TTY); (617) 973-8855 (fax); or [j\\_fijalkowski@ctps.org](mailto:j_fijalkowski@ctps.org). For more information on the Transportation Plan or to participate in the latest Transportation Plan survey, visit the MPO Web site, [www.bostonmpo.org](http://www.bostonmpo.org).

The MPO is a forum for cooperative transportation decision-making. It programs funding for regional transportation planning and for transit and highway projects in the 101-municipality metropolitan Boston region. The voting members of the MPO are five state-level agencies, two regional agencies, and seven municipalities.



## **HOW IS YOUR MOBILITY IN THE BOSTON REGION? CAN YOU GET WHERE YOU NEED TO GO?**

*Your input will help guide the new long-range transportation plan for the Boston region!*

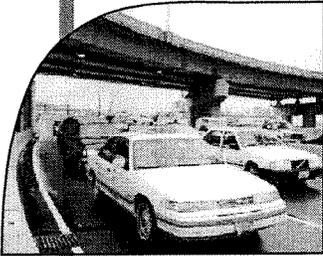
You are invited to the  
Boston Region Metropolitan Planning Organization's

**OPEN HOUSE**

to discuss the development of JOURNEY TO 2030:  
The Transportation Plan of the Boston Region MPO

**Tuesday, January 17, 2006  
12:00–2:00 PM and 5:00–7:00 PM**

MPO Conference Room, Suite 2150  
State Transportation Building  
10 Park Plaza, Boston, Massachusetts



Discussions will be held on mobility and on system modernization and preservation, with a focus on:

- Mobility Management System
- Suburban Transit Opportunities
- Studies Examining Mobility
- Unified Planning Work Program
- Transportation Improvement Program
- MBTA Capital Investment Program

This MPO Open House is an opportunity for members of the public to share views on the transportation issues in the region and learn about ongoing work to identify existing mobility needs and to preserve and modernize the transportation system. It is the second in a series of bimonthly open houses to inform the public about JOURNEY TO 2030 and to solicit input from the public on Plan topics.

There will be two identical sessions, one at midday and one in the evening. MPO members and staff will be in attendance to listen to your ideas and answer your questions. If you cannot attend the January 17 Open House, you can visit the MPO Web site, [www.bostonmpo.org](http://www.bostonmpo.org), to find current information and share your ideas.

If you have questions or comments, please contact Jared Fijalkowski, Boston Region MPO, by phone at (617) 973-7092 or by e-mail at [j\\_fijalkowski@ctps.org](mailto:j_fijalkowski@ctps.org).

## MOBILITY IN THE REGION

Mobility means having safe, reliable, and convenient transportation options available from which you can choose the services that best fit your needs. The programs of the Boston Region MPO foster projects that improve connectivity and access, and expand transportation options.

## MPO OPEN HOUSE

JANUARY 17, 2006

TWO SESSIONS

12:00–2:00 PM and 5:00–7:00 PM

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

**PRESERVATION AND MODERNIZATION: HOW DO THE MPO AND MBTA DISTRIBUTE FUNDS ON AN ANNUAL BASIS?**

- Transportation Improvement Program
- MBTA Capital Investment Program

**MOBILITY IN THE REGION: HOW DOES THE MPO MONITOR AND STUDY MOBILITY IN THE REGION, AND FUND PROJECTS TO IMPROVE IT?**

- Mobility Management System Program
- Suburban Transit Opportunities
- Other Studies Examining Mobility
- Unified Planning Work Program

## WHAT STRATEGIES DOES THE MPO USE TO IMPROVE MOBILITY?

Providing mobility in the Boston region requires a comprehensive, multimodal program of strategies and investments. The Metropolitan Planning Organization is developing a 25-year Transportation Plan for the region, JOURNEY TO 2030, which will include:

### REGIONALLY SIGNIFICANT TRANSPORTATION PROJECTS

A set of regionally significant highway and transit improvements will be selected that respond to the demographic, development, and travel pattern changes forecast to take place during the next 25 years. Examples include adding a highway travel lane, building a highway interchange, extending a commuter rail or transit line, or procuring additional public transportation vehicles.

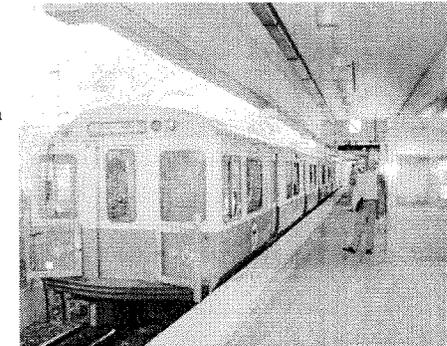


### OPERATIONAL STRATEGIES

Improvements that maximize the capacity of existing infrastructure, operational strategies include traffic signal coordination, giving transit vehicles priority at intersections, intersection redesign, access management, and intelligent transportation systems (see page 3).

### TRAVEL DEMAND MANAGEMENT

Travel demand management measures, such as vanpools, ridesharing, flexible work schedules, and high-occupancy-vehicle lanes, improve mobility for certain traveler markets and help reduce overall vehicle-miles traveled.



### SAFETY IMPROVEMENTS

Addressing safety issues is a policy goal of the MPO. Improvements such as modification of facilities in order to reduce vehicle conflicts and better management of incidents (crashes, etc.) have beneficial effects not only on safety but on mobility as well.

### LAND USE AND GROWTH MANAGEMENT

Every land-use development decision or transportation infrastructure decision affects both urban form and transportation use. Smart growth strategies that coordinate development with existing and future transportation investments can increase transportation choices while using resources in an efficient and sustainable manner.

# WHAT MPO PROGRAMS ADDRESS MOBILITY IN THE REGION?

## MOBILITY MANAGEMENT SYSTEM

### Monitoring the Transportation System

A key activity of the MPO is the Mobility Management System program, which monitors the performance of the region's transportation system. Extensive data are collected on an ongoing basis and are analyzed using mobility performance measures to identify the facilities and services in greatest need of improvement.

### Roadway Monitoring

Travel time information is collected on 1,277 centerline-miles of major arterials and limited-access highways. Roadway performance is measured in terms of travel speeds and delays, which are complemented by additional measures, such as average daily traffic and crashes.

### Transit Monitoring

MPO staff perform ongoing monitoring of MBTA services, including direct observation of schedule adherence and passenger loads. These data are fed into the biennial MBTA service-planning process and are also used in corridor and subarea public transportation studies.

### Monitoring Other Transportation Systems

- Periodic surveys are conducted at park-and-ride lots at transit stations. Performance is measured in terms of capacity, use, and the time of day at which lots fill up.
- On a quarterly basis, travel time runs are conducted on the I-93 high-occupancy-vehicle (HOV) lanes. Periodically, occupancy counts are also taken. Performance is measured in terms of the travel time saved compared to general-purpose-lane travel.
- The Mobility Management System also investigates ways to enhance transportation-demand-management activities and improve bicycle and pedestrian facilities.

## UNIFIED PLANNING WORK PROGRAM

### Studying the Transportation System

The annual Unified Planning Work Program (UPWP) is another important tool that the MPO utilizes to understand and improve mobility in the region. The UPWP describes all of the transportation-planning studies undertaken in the region and includes detailed budget information. Ideas for planning studies frequently come from the MPO's monitoring activities and public-outreach efforts.

Many of the Mobility Management System recommendations have resulted in UPWP studies, such as:

- Transportation Improvement Study for Routes 1A, 114, and 107, and Other Major Roadways in Downtown Salem
- South Shore Subregional Area Study
- Route 2/Alewife Brook Parkway Traffic Study

In addition, the MPO seeks input through its public workshops, its municipal seminars, and outreach to the Metropolitan Area Planning Council's subregional groups. Examples of mobility studies resulting from these outreach mechanisms are:

- Belmont/Lexington/Waltham Study
- Regionwide Suburban Mobility Study, Phases I and II
- I-495 Circumferential Transit Study

## SUBURBAN MOBILITY

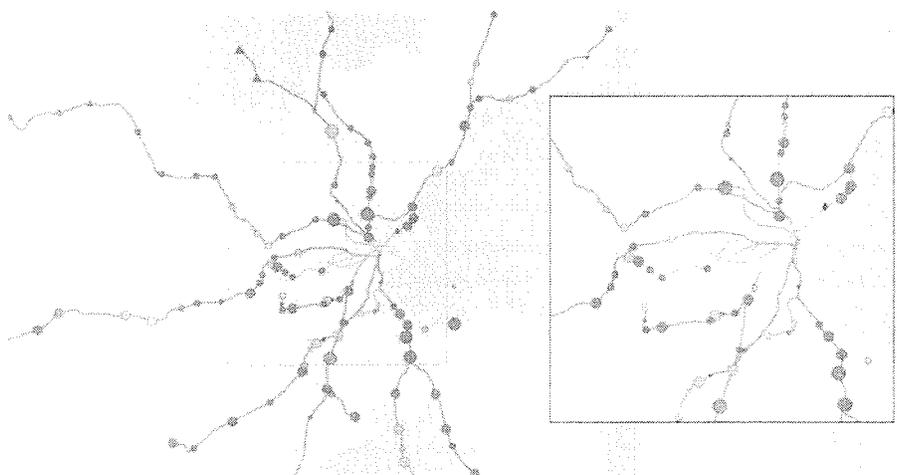
### Providing New Options for Transportation

The Boston Region MPO's Suburban Mobility Program provides funding that is used for bus and van services in areas currently not served or underserved by public transportation. Particular consideration is given to services that connect to commuter rail or bus stations, increase access to employment, or improve mobility for suburban residents dependent on public transportation.

Eligible applicants include local and regional public entities, recognized Transportation Management Associations serving the region, and other approved non-profit entities capable of implementing such projects.

This program has provided funds for:

- Cape Ann Transportation Authority, for a summer shuttle service in Essex and Ipswich
- 128 Business Council, to operate a shuttle service between the Anderson Regional Transportation Center and businesses and multi-unit housing in Woburn, Burlington, and Lexington
- Town of Framingham, to operate the LIFT 9 service
- Worcester Regional Transit Authority, to operate a rider-request, zone-oriented service to locations in Marlborough and Southborough



## PRESERVATION AND MODERNIZATION

The MPO places a high priority on the preservation and modernization of the existing transportation system, because to do so is:

### SOUND MANAGEMENT

Past investment in transportation facilities in the Boston region resulted in a system that people and businesses rely on every day. It must be kept in a state of good repair.

### COST-EFFECTIVE

Investing in existing transportation assets makes the most of the infrastructure in place now so that mobility and access can be maintained.

### SMART GROWTH

Concentrating development where existing transportation facilities can provide access promotes a more sustainable development pattern.

## HOW DOES THE MPO DISTRIBUTE FUNDS EACH YEAR?

### TRANSPORTATION IMPROVEMENT PROGRAM

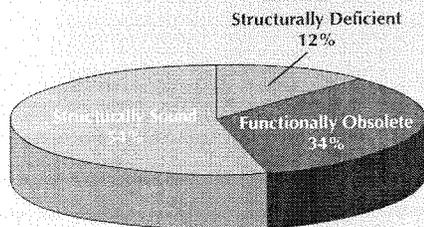
The Boston Region MPO's Transportation Improvement Program (TIP) is a five-year intermodal program of federally funded transportation improvements. The TIP implements the priorities of the region's current Transportation Plan—and will implement those of the JOURNEY TO 2030 Transportation Plan—by giving priority to projects that reflect the policies of the MPO.

The majority of the spending in the TIP is for the preservation and modernization of the existing transportation system. Types of projects in the TIP include replacement and rehabilitation of bridges, reconstruction of roadways, interstate highway maintenance, and transit capital improvement projects.

### THE BOSTON REGION MPO BRIDGE PROGRAM

MassHighway inventories bridge structural data for 1,431 MassHighway and municipally owned bridges in the Boston region. Using a bridge management system to prioritize repairs to bridges, MassHighway works with the MPO to fund projects that meet the region's most urgent bridge needs.

Condition of Bridges in the Boston Region



The current TIP includes nearly \$200 million in bridge repair investments to be implemented over three years.

## INTELLIGENT TRANSPORTATION SYSTEMS

### MAXIMIZING THE BENEFIT OF FACILITIES THROUGH TECHNOLOGY

Intelligent transportation systems (ITS) encompass a broad range of communications-based information and technologies. By modernizing transportation system elements with ITS, the MPO can improve operating efficiency without the physical expansion of facilities. Some examples of ITS are:

- Real-time travel information that improves travelers' decisions
- System monitoring that improves response to incidents
- Electronic payment of tolls and automated public transportation fare payment, which reduce delays

### REGIONAL ITS ARCHITECTURE FOR METROPOLITAN BOSTON

In order to provide a framework for the deployment of ITS in the Boston region, a regional architecture was developed that defines the pieces of the system and the information to be exchanged among them. Program areas and initiatives include:

- Archived Data Management
- Commercial Vehicle Operations
- Electronic Fare Payment
- Emergency Management
- Interagency Communications and Information Sharing
- Maintenance and Construction Management
- Parking Management
- Traffic Management
- Transit Management
- Traveler Information

JOURNEY TO  
2030

# WHAT DO YOU THINK?

What investment choices should the MPO make in order to improve the transportation system?

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## 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 \_\_\_\_\_

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