



BAY STATE BIKE WEEK
Page 2

BIKE SHARE OPENS FOR SECOND SEASON
Page 2

STATEWIDE TRAVEL SURVEY
Page 3

CONGESTION MANAGEMENT COMMITTEE FORMED
Page 4

MPO ACTIVITIES
Page 5

TRUCK CRASH LOCATIONS
Page 6

MEETING CALENDAR

For the most recent information on the following public meetings and others that may have been scheduled after TRANSREPORT went to press, go to www.bostonmpo.org or call (617) 973-7100. A photo ID is required to access most meeting sites.

AT THE STATE TRANSPORTATION BUILDING, 10 PARK PLAZA, BOSTON

May 9 (Wednesday)

Regional Transportation Advisory Council. *Conference Room 4.* 3:00 PM

May 17 (Thursday)

Boston Region Metropolitan Planning Organization. *Conference Rooms 2 and 3.* 10:00 AM

May 21 (Monday)

MBTA Rider Oversight Committee. *Conference Rooms 1 and 2.* 5:00 PM to 7:00 PM

May 23 (Wednesday)

Access Advisory Committee to the MBTA. *Conference Rooms 2 and 3.* 1:00 PM to 3:00 PM

MPO Public Meeting: TIP and UPWP Discussion. *Suite 2150.* Two sessions: 12:30 PM to 2:00 PM and 5:30 PM to 7:00 PM

Calendar continued on p. 2

Boston Region MPO Releases Transportation Plans for Public Review

The Boston Region Metropolitan Planning Organization (MPO), which is responsible for programming federal transportation dollars in the Boston region, has released for public review the draft federal fiscal years (FFYs) 2013–16 Transportation Improvement Program (TIP) and the draft FFY 2013 Unified Planning Work Program (UPWP).

The TIP specifies the high-way and transit projects that will be implemented in the region over the next several

years and the funding amounts programmed for those projects. The UPWP outlines the transportation planning studies to be conducted in the region in the coming year.

The 30-day public comment period for the draft documents runs until 5:00 PM on Thursday, May 31. During that period, the MPO will hold three public meetings to provide an opportunity for members of the public to interact directly with the

• *Public Review cont. on p. 2*

MPO Approves Study on Truck Impacts

The MPO highlighted some of the impacts of trucks on highways and roads in the Boston region in a recently completed study. “The MPO Freight Study – A Profile of Truck Impacts” was approved by the MPO on March 15.

Trucks deliver most of the goods and supplies that support the region’s economy. The Massachusetts State Freight Plan reported in 2010 that about 87 percent

of the freight measured by weight and 80 percent measured by value moves in the state on trucks.

Understanding the behavior and impacts of these trucks will help the MPO better evaluate transportation projects for their benefits and burdens on freight distribution.

The study tackled questions about just how many trucks

• *Truck Study cont. on p. 5*

PUBLIC MEETING SCHEDULE

ON THE AGENDA: DISCUSSION OF THE TIP AND UPWP

Tuesday, May 15
5:30–7:00 PM
Melrose City Hall
Aldermanic Chamber
562 Main Street
Melrose

Getting there by transit:
MBTA bus Routes 106, 131,132,136, and 137

Tuesday, May 22
5:30–7:00 PM
Randolph Town Hall
Lincoln Room
41 South Main Street
Randolph

Getting there by transit:
MBTA bus Routes 238 and 240, and Brockton Area Transit (BAT) bus Route 12

Wednesday, May 23
Two sessions:
12:30–2:00 PM
5:30–7:00 PM

State Transportation Building*
10 Park Plaza, Suite 2150
Boston

Getting there by transit:
Orange and Silver lines (Tufts Medical Center Station), the Green Line (Boylston and Arlington stations), and MBTA bus Routes 43 and 55

* A photo ID is required for access to the State Transportation Building.

The members of the Boston Region MPO: Massachusetts Department of Transportation, cities of Beverly, Boston, Everett, Newton, Somerville, and Woburn, Federal Highway Administration, Federal Transit Administration, Massachusetts Bay Transportation Authority, Massachusetts Bay Transportation Authority Advisory Board, Massachusetts Port Authority, Metropolitan Area Planning Council, Regional Transportation Advisory Council, towns of Arlington, Bedford, Braintree, Framingham, Lexington, Medway, and Norwood

Bay State Bike Week, May 14-20

The organizers of the annual Bay State Bike Week aim to top last year's event by holding more than 180 bicycling activities around the state.

Employees can compete again this year in the MassCommute Bicycle Challenge to see which organization can log in the most bicycle-miles traveled.

Bicyclists can also make their miles count by recording their "green trips" miles with the NuRide reward program to receive coupons and discounts from local businesses.

For details and to see a complete list of activities, visit www.baystatebikeweek.org.



Hubway Bike Share Opens for Second Season

Hubway bicycles are back on the streets of Boston after a successful first season in 2011. The bicycle sharing program, which has put Boston on the map as one of the top cities in the nation for bicycling, is poised to expand within Boston and to surrounding communities.

Currently, Hubway stations are located in downtown Boston and the neighborhoods of Allston, Brighton, and Roxbury. The City of Boston plans to add 30 more stations in Boston this year.

The Boston Region MPO – which has contributed about 12-15 percent of the cost of Hubway to date – has programmed additional funds in its Transportation Improvement Program for the bike share program's future expansion to Brookline and Cambridge.

Along with the Hubway expansion, the City of Boston is investing in infrastructure improvements to make bicycling in the city safer. The city now has 50 miles of roadway with bicycle lanes – the most recent ones added to Massachusetts Avenue – and more lanes are on the way. Wayfinding systems are also being installed to help bicyclists navigate through the city.

To join Hubway, sign up at www.thehubway.com, and to find out if you qualify for a subsidized membership based on income, call (617) 918-4458.

MPO to Vote on TIP and UPWP in June

• *Public Review cont. from p. 1*
MPO staff about the documents. (See page 1 for the meeting schedule.)

After reviewing all public comments, the MPO is planning to take action on the documents at its meeting scheduled for June 28 at 10:00 AM. The meeting will be held in conference rooms 2 and 3 of the State Transportation Building, 10 Park Plaza, in Boston. Members of the public are invited to attend. Comments

will be accepted in writing at the street address and email address to the right before the close of the public comment period and also at the June 28 meeting.

The draft TIP and UPWP are available on the MPO's website, www.bostonmpo.org. In addition, copies in CD, print, and accessible formats can be obtained, free of charge, by contacting the MPO staff via the addresses and methods listed to the right.

Contact the MPO

By mail:

Boston Region MPO
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

By phone:

Voice: (617) 973-7100
Fax: (617) 973-8855
TTY: (617) 973-7089

By email:

publicinformation@bostonmpo.org

Calendar cont. from p. 1

June 6 (Wednesday)

MassDOT and MBTA Board of Directors. *Suite 3830. 1:00 PM*

June 7 (Thursday)

Boston Region Metropolitan Planning Organization. *Conference Rooms 2 and 3. 10:00 AM*

June 13 (Wednesday) Tentative

Regional Transportation Advisory Council Freight Committee. *Conference Room 4. 1:00 PM*

Regional Transportation Advisory Council. *Conference Room 4. 3:00 PM*

June 21 (Thursday)

Boston Region Metropolitan Planning Organization. *Conference Rooms 2 and 3. 10:00 AM*

June 25 (Monday)

MBTA Rider Oversight Committee. *Conference Rooms 1 and 2. 5:00 PM to 7:00 PM*

June 27 (Wednesday)

Access Advisory Committee to the MBTA. *Conference Rooms 2 and 3. 1:00 PM to 3:00 PM*

June 28 (Thursday)

Boston Region Metropolitan Planning Organization. *Conference Rooms 2 and 3. 10:00 AM*

AT OTHER BOSTON AREA LOCATIONS

May 15 (Tuesday)

MPO Public Meeting: TIP and UPWP Discussion. *Melrose City Hall, Aldermanic Chamber, 562 Main Street, Melrose. 5:30 PM to 7:00 PM*

May 22 (Tuesday)

MPO Public Meeting: TIP and UPWP Discussion. *Randolph Town Hall, Lincoln Room, 41 South Main Street, Randolph. 5:30 PM to 7:00 PM*

Meetings sponsored by the Boston Region MPO are conducted in accessible locations, and materials can be provided in accessible formats and in languages other than English. If you would like accessibility or language accommodation, please contact the MPO at (617) 973-7100 (voice), (617) 973-8855 (fax), or (617) 973-7089 (TTY), or email publicinformation@bostonmpo.org.

Statewide Travel Survey Reveals Travel Patterns

DATA COLLECTED WILL INFORM DECISIONS ON FUNDING FOR TRANSPORTATION PROJECTS

The Massachusetts Statewide Household Travel Survey, which collected travel data from randomly selected households throughout the commonwealth, was completed in late 2011. Over 25,000 households were recruited to take part in the survey in order to obtain 15,000 fully completed surveys. The survey was administered by the Massachusetts Department of Transportation, in cooperation with the Central Transportation Planning Staff, and was conducted over an 18-month period.

This type of travel survey is extremely important for transportation planning as it provides information on travel patterns, which forms the building blocks for estimating travel demand. Travel demand estimates are used by decision makers in selecting transit and highway development projects, and in allocating transportation funds. Additionally, the survey information is required by the federal government to ensure compliance with air quality standards in Massachusetts.

Each member of the 15,000 participating households received a travel diary in which to record every trip, however short, throughout their specifically assigned travel day, using every conceivable travel mode. All trips to and from home,

work, school, shopping, and recreational and social activities, and for dropping off or picking up someone, were included. The modes of travel captured in the survey included walking, bicycling, automobile and motorcycle travel (as a driver or passenger), transit ridership (on buses, subways, streetcars, commuter rail, and commuter ferry), school bus ridership, and more. The participating households included 37,000 persons and 26,500 motor vehicles. A total of 153,200 trips were taken by all of the households combined during the course of the survey.

The survey was not an attitudinal or “stated-preference” instrument, so the respondents were not asked the “What would you do?” types of questions. Other surveys have been and will continue to be used to gather that type of information. This survey was an activity survey that measured what people actually did in terms of how far, where, and when they traveled, what modes they took, and how much they paid for parking, for example.

One important component of the survey was the inclusion of a GPS (Global Positioning System) element. Of the 15,000 households, 620 used the GPS component. Each of those households’ members wore a small, clip-on GPS unit throughout their travel day in order to gauge the level of missed trips – trips that a person actually took but simply forgot to record in their

diary. By estimating the level of missed trips in the 620-household sample, it is possible to estimate, in a statistically significant way, the number of missed trips by all the households in the entire survey.

Some preliminary statewide results show that each household made a total of 10.2 daily trips on average (4.1 per person), and of all of the trips recorded, approximately 77 percent were by auto, truck, or school bus, 6 percent by transit, 16 percent by walking, and 1 percent by bicycle. (Note: A

separate “trip” is considered to have been made between all stops. For example, driving from home to work, but stopping at both day care and a gas station before getting to the office, is counted as three trips, not simply a home-to-work trip.) This information, and similar data collected from the survey, is critical to projecting future travel demand and patterns.

At the time of this writing, the final Household Travel Survey data set is being

• Survey cont. on p. 4

This type of travel survey is extremely important for transportation planning as it provides information on travel patterns, which forms the basic building blocks for estimating travel demand. Travel demand estimates are used by decision makers in selecting transit and highway development projects, and in allocating transportation funds.

What data did the Statewide Survey gather?

HOUSEHOLD DATA, including household size, income, number of vehicles and bicycles, dwelling type, race, primary language, number of students, number of cell phones, etc.

PERSON DATA, including age, gender, licensed driver, work status, number of jobs, educational attainment, usual mode to school or work, Internet used for shopping, etc.

VEHICLE DATA, including body type, make, model, year, fuel type, main user of vehicle, vehicle used on travel day, etc.

PLACE DATA, including places visited and activities undertaken, time of arrival and departure, primary activity, mode of travel, number of household members included in the activity, household vehicle used, tolls paid, HOV lane used, parking cost, etc.

NOTE: No names or other personal and identifying information was collected as part of the survey.

MPO Establishes Committee to Address Congestion

COMMITTEE FOCUSES ON LOW-COST SOLUTIONS TO TRAFFIC PROBLEMS

The newly established Congestion Management Committee of the Boston Region MPO met for the first time on March 29. The mission of the Committee will be established in future meetings and could include guiding the MPO's Congestion Management Process (CMP) – a federally mandated program for MPOs with a population greater than 200,000 – and supporting funding for non-expansion projects and strategies that reduce congestion, improve mobility, and promote safe and efficient travel in the region. Non-expansion projects would focus on technology applications, systems opera-

tions, and traffic management solutions to mobility problems.

Roadway congestion is typically caused by traffic incidents and other events: bottlenecks at locations where traffic merges, diverges, weaves, or stops at traffic signals; older traffic signal equipment and lack of efficient signal design; construction work zones; and weather. Crowding and delays in the transit system are usually caused by equipment breakdowns, insufficient rolling stock, antiquated signal systems, bus bunching due to delays in the traffic stream, and other factors.

The Boston Region MPO's CMP is a multimodal program for systematically monitoring the region's express highways, interchanges,

arterial roadways, high-crash intersections, public transportation systems, high-occupancy-vehicle (HOV) lanes, park-and-ride facilities, and bicycle parking facilities. The MPO staff monitors these facilities for deficiencies in the areas of congestion, mobility, safety, and efficiency. The staff then recommends mitigation projects and strategies related to travel demand management, systems operations and management, and technology for consideration for funding in the MPO's Long-Range Transportation Plan and Transportation Improvement Program. Any project that would increase capacity for single-occupant vehicles must be evaluated through the MPO's CMP, since this is a federal requirement for MPOs in regions that do not

meet federal air quality standards.

The CMP Committee members are representatives from several MPO municipal members – Boston, Everett, Lexington, Newton, and Woburn – and MPO agency representatives from the Massachusetts Department of Transportation and the Massachusetts Port Authority. The MPO's CMP staff, which has overseen the program since 1995, will aid the committee in their work.

For more information about the MPO's CMP program or the CMP Committee, please contact Efi Pagitsas at epagitsas@ctps.org or Ryan Hicks at rhicks@ctps.org.

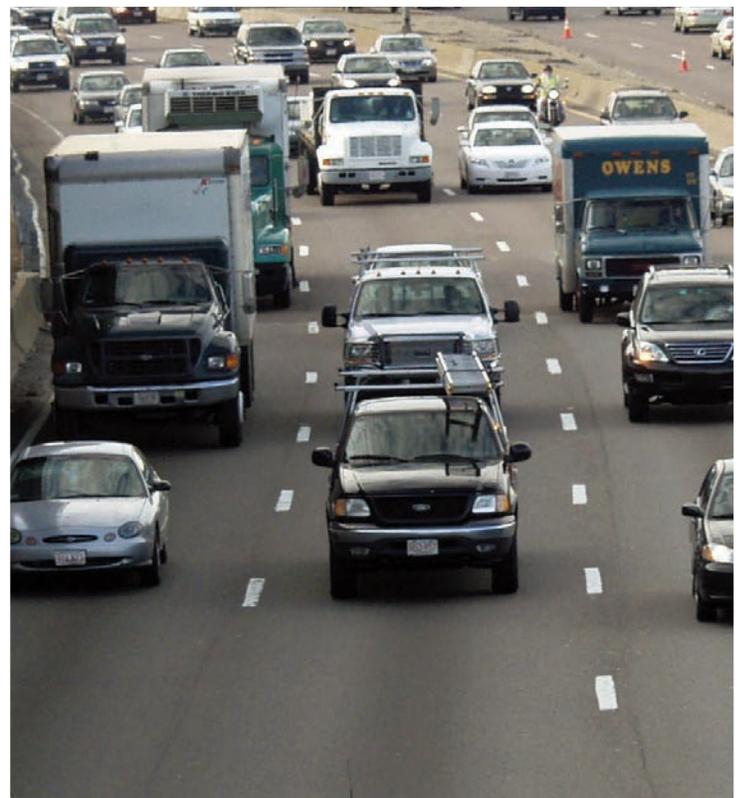
Survey Data to Be Publicly Available

• *Survey cont. from p. 3*

processed in order to eventually be available for public review. The data are being summarized by geographic area and general socioeconomic categories. This information will be available in the coming weeks, after the final data sets have been fully processed. The data are expected to be used for developing new travel models, and to be available to the public and to schools and other institutions for research and analysis.

The last time a similar survey was conducted for the

Boston region was in 1991. For the Boston Region MPO, this latest survey will be extremely useful in improving the MPO's regional travel demand model set, and will increase confidence that the travel models and their forecasting underpinnings and capabilities will be based on up-to-date socioeconomic characteristics and travel behavior. For more information, contact Bob Frey of MassDOT at (617) 973-7449 or bob.frey@state.ma.us.



Traffic congestion on the Southeast Expressway

High-Crash Locations for Trucks in the Boston Region MPO area, 2006–08

Location	Number of Motor Vehicle Crashes Involving Trucks
Highway Interchanges	
Interstate 90 at Interstate 95, Weston and Newton	71
Interstate 90 at Interstate 495, Westborough	66
Interstate 93 at Interstate 95, Woburn	63
Arterial Intersections	
Massachusetts Avenue at the Massachusetts Avenue Connector, Boston	19
Williams Street at Spruce Street, Chelsea	12
Williams Street at Broadway, Chelsea	11
Rotaries	
Wellington Circle, Medford	50
Sweetser Circle (Route 16 at Route 99), Everett	23
Kosciuszko Circle, Boston	14

● *Truck Study cont. from p. 5*
trucks and 52 percent of tractor-trailers, on a typical weekday, travel between 9:00 AM and 3:00 PM. In comparison, 40 percent of vehicles other than trucks travel during this time period.

Truck crashes were another focal point of the study. It was found that from 2006 through 2008 trucks were

involved in 10,834 of the 177,891 crashes (6.1 percent) in which the vehicle type involved was reported to the state's Registry of Motor Vehicles.

The locations with the highest number of truck crashes were identified for three specific facility types – highway interchanges, arterial roadway intersections, and

rotaries. In the table above, the three highest-crash locations for each type of roadway are listed.

The study is available on the MPO's website, www.bostonmpo.org. A second phase of this study will be conducted in the coming months.

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

TRANSREPORT

PUBLISHED BY THE BOSTON REGION METROPOLITAN PLANNING ORGANIZATION
Richard A. Davey, Chair
David J. Mohler, Chair Designee
Marc Draisen, Vice Chair

EDITORS

Maureen Kelly
Mary Ellen Sullivan

CONTRIBUTORS

Michael Callahan
David Fargen
Bob Frey, MassDOT
Janie Guion
Sanjay Kaul
Efi Pagitsas
Sean Pfalzer
Robert Sievert

The MPO does not discriminate on the basis of race, color, national origin, English proficiency, income, religious creed, ancestry, disability, age, gender, sexual orientation, gender identity or expression, or military service. Any person who believes herself/himself or any specific class of persons to have been subjected to discrimination may file a written complaint with the MPO. A complaint must be filed no later than 180 calendar days after the date on which the person believes the discrimination occurred.

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