

Proposed New CTPS FFY 2013 UPWP Projects
Approved by the UPWP Committee on March 29, 2012



STAFF: Central Transportation Planning Staff

CLIENT: Boston Region Metropolitan Planning Organization

ID #: TBD

BUDGET:

STATUS: 0%

Corridor analysis is a logical way to approach transportation studies in the region. Possible corridors of critical and strategic concern might best be viewed in a programmatic way. An arterial management roadway improvement effort would recommend conceptual improvements for corridors that the Congestion Management Process (CMP) and the Long-Range Transportation Plan (LRTP) identified as part of the needs assessment process. A particular corridor or several sections from multiple corridors could be selected.

Candidate locations would include:

- Route 9 in Framingham, Natick, and Southborough (West Corridor)
- Route 30 in Framingham, (West Corridor)
- Mystic Valley Parkway in Medford (North Corridor/Central Area)
- Route 203 in Boston (Southwest Corridor/Central Area)
- Route 145 in Boston and Winthrop (Northeast Corridor/Central Area)
- Route 37 in Braintree (Southeast Corridor)
- Route 16 in Newton and Wellesley (West Corridor)
- Route 3A in Quincy and Weymouth (Southeast Corridor)
- Route 16 in Chelsea and Revere (Northeast Corridor/Central Area)
- Route 140 in Wrentham (Southwest Corridor)
- Route 138 in Stoughton (Southwest Corridor)
- Route 1 in Norwood (Southwest Corridor)
- Route 3/3A in Burlington and Woburn (North Corridor)
- Route 60 in Arlington (Northwest Corridor)
- Route 140 in Franklin (Southwest Corridor)

Note: Corridors are listed roughly in priority order according to traffic flow.

PRIORITY CORRIDORS FOR LRTP NEEDS ASSESSMENT (CONT.)



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FFY 2013 Activities and Expected Work Products: The specific tasks and work products associated with this project will be presented to the MPO in a work scope, for approval to proceed.

FHWA/FTA Grant Application Task and Element: TBD

FFY 2013 Budget

FUNDING RECIPIENT(S)			FFY13 Total Budget	FUNDING SOURCE(S)						
CTPS	MAPC	MassDOT		PL	MPO \$5303	SPR	MassDOT	MassDOT \$5303	MBTA	Other



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This study advances the MPO’s Safety and Security policy of protecting the region from natural and human threats, and addresses the SAFETEA-LU planning factor for security. It also responds to guidance from the Federal Highway Administration and Federal Transit Administration calling for MPOs to “increase their capacity to address climate change in transportation.” The program builds and updates the MPO’s database on the hazards to which the region is susceptible and the emergency evacuation and hazards planning underway. It provides for extensive mapping of this information, including maps showing the hazards in relation to the region’s transportation network. This information will be used by the MPO in its safety and security planning and in its project selection process. It will be available to others, including state agencies and municipalities, for their emergency and evacuation planning.

FFY 2013 Activities and Expected Work Products: Staff will inventory the condition of highway and transit bridges on the emergency routing network, and the presence and condition of signals on selected evacuation routes. The signal inventory will document whether signals on key routes are equipped with emergency vehicle preemption or connected to a traffic control center, and whether the signals can be upgraded with ITS improvements. This information will be displayed as GIS data layers on the MPO’s All-Hazards Planning web application.

Work products will include a memorandum presenting an inventory of bridge and signal conditions and the creation of new GIS layers for the All-Hazards Planning web application. All the tasks and work products associated with this project will be presented to the MPO in a work scope, for approval to proceed.

FHWA/FTA Grant Application Task and Element: TBD

FFY 2013 Budget

FUNDING RECIPIENT(S)			FFY13 Total Budget	FUNDING SOURCE(S)						
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HOUSEHOLD SURVEY-BASED TRAVEL PROFILES AND TRENDS



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BUDGET:

STATUS: 0%

In 2011, the Massachusetts Travel Survey obtained travel information from 15,017 Massachusetts households, 10,399 of which were in the CTPS model region. Every household member prepared a diary for a specified day, and reported all trips, mode of travel, and the type of activity at each visited location from the beginning of the day to the end. A similar survey using a smaller sample (3,743 households) was undertaken in 1991 for the CTPS model region only. The 1991 survey was used for model development and later topical investigations.

The proposed study would have two primary purposes. First, it would analyze the 2011 survey in order to create a statistical household and travel profile of the CTPS model region. Second it would develop a set of comparisons between 1991 and 2011 with respect to trip making patterns and household characteristics such as household size, income, and auto ownership. Of particular interest is measuring any trends in the average length of trip by trip purpose, travel mode, and time of day travel distributions, auto occupancy, and travel speeds. Measuring these trends may have important implications for calibration and validation of the current CTPS model set."

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FHWA/FTA Grant Application Task and Element: TBD

FFY 2013 Budget

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REGIONAL HOV SYSTEMS PLANNING PHASE II



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BUDGET:

STATUS: 0%

Provision of high-occupancy-vehicle (HOV) facilities can be helpful in making more efficient use of our existing express highways by providing a superior level of service for multiple occupancy vehicles and encouraging the use of public transportation. Potential types of facilities may include queue bypasses, contraflow lanes on existing pavement, and separate new HOV lanes.

In the HOV Systems Planning Phase I Study, rules of thumb were developed to illustrate where in our express highway system HOV facilities might be considered, and where they could yield the highest benefits relative to construction feasibility. This second phase of HOV systems planning will concentrate on the I-93 corridor north of Boston, which have been identified in Phase I as having a high priority for potential HOV systems implementation, as well as having major relevance to ongoing projects.

In this corridor, a number of projects are in the planning and/or implementation stage where the designs would be impacted by the expectation of potential future HOV facilities. These include planned improvements to the I-93/I-95 interchange in Woburn/Reading/Stoneham, the expected construction of a new Tri-Town interchange in Andover/Tewksbury/Wilmington, rebuilding of the Route 110/Route 113 interchange in Methuen, and the widening of I-93 from six lanes to eight from Route 125 in Wilmington to the New Hampshire state line.

FFY 2013 Activities and Expected Work Products: The specific tasks and work products associated with this project will be presented to the MPO in a work scope, for approval to proceed.

FHWA/FTA Grant Application Task and Element: TBD

FFY 2013 Budget

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When the MetroWest Regional Transit Authority (MWRTA) was established, CTPS conducted a study that explored potential markets and provided service planning assistance. The MWRTA is entering its fifth year of service and can benefit from an evaluation of route efficiencies and demands. CTPS will provide an evaluation of the existing transit service, identify improvements to present routes and schedules, and propose new services to meet untapped area demand and relieve traffic congestion.

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FHWA/FTA Grant Application Task and Element: TPD

FFY 2013 Budget

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A regional approach to transit that takes into account trips within the region, to other regional transit systems, and to Boston, is the best approach in dealing with congestion, deteriorating roads and limited accessibility/mobility for all residents. Components of the proposed study will include: an inventory of existing public transit services within the SouthWest Advisory Planning Committee area and adjacent areas; a needs assessment based on existing travel patterns and projected population; and recommendations that focus on regionalizing transit services, connections among existing systems and providing new public transit initiatives that could be implemented over time.

FFY 2013 Activities and Expected Work Products: The specific tasks and work products associated with this project will be presented to the MPO in a work scope, for approval to proceed.

FHWA/FTA Grant Application Task and Element: TBD

FFY 2013 Budget

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During MPO outreach, MAPC subregional groups identify transportation problems and issues that concern them. Often these issues are related to bottlenecks or safe access to transportation facilities in their area. These issues can affect livability, quality of life, crash incidence and air quality along an arterial and side streets. If problems are not addressed, mobility, access, safety, and economic development, and air quality are compromised.

To address comments from the MAPC subregional groups, staff will identify priority arterial bottleneck locations (or series of locations) in the MPO region, with emphasis in the issues identified by the relevant subregional groups, and will develop recommendations for low-cost improvements. Special attention will be paid to the need and feasibility of bus service along these arterial segments. Staff will consider numerous strategies to improve arterials including examining and evaluating: traffic signals (equipment, retiming, redesign, and coordination); bus stops locations; processing buses through traffic lights; location and management of pedestrian crossings and signals, including ADA requirements; travel lane utilization by motorized and bicycle traffic; speed limit assessment; and access management.

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