



Regional Transportation Advisory Council

July 10, 2024



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Si yon moun vle genyen enfòmasyon sa yo nan yon lòt lang, tanpri kontakte Espesyalis Boston Region MPO Title VI la nan nimewo 857.702.3700.

简体中文 (Simplified Chinese)

如果需要使用其它语言了解信息，请联系波士顿大都会规划组织 (Boston Region MPO) 《民权法案》第六章专员，电话 857.702.3700.

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2. Please rename yourself to include your first name, last name, and affiliation.
3. Participants may mute and unmute themselves. Always remain muted unless actively speaking.
4. To participate in the discussion, please select the “raise hand” function.
Find this by clicking either on the “Participants” button at the bottom of the screen, and a window will pop up with a “Raise Hand” button at the bottom, or the “Reactions” button in the toolbar. The Chair will then call on participants.
5. If you are on the phone, you can use *9 to raise your hand.





July 10, 2024

- 1. Introductions**
2. Public Comments
3. Approval of April 10, 2024, Meeting Minutes
4. TIP Before-and-After Study
5. PEP Update
6. August Meeting/Field Trip
7. Advisory Council Elections
8. Chair's Report
9. Old Business, New Business, Members' Items
10. Adjourn

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Introductions



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- 2. Public Comments**
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4. TIP Before-and-After Study
5. PEP Update
6. August Meeting/Field Trip
7. Advisory Council Elections
8. Chair's Report
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10. Adjourn

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Public Comments



July 10, 2024

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2. Public Comments
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4. TIP Before-and-After Study
5. PEP Update
6. August Meeting/Field Trip
7. Advisory Council Elections
8. Chair's Report
9. Old Business, New Business, Members' Items
10. Adjourn

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Approval of April 10, 2024, Meeting Minutes

Lenard Diggins, Chair

Minutes posted to MPO Website Calendar before meeting



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6. August Meeting/Field Trip
7. Advisory Council Elections
8. Chair's Report
9. Old Business, New Business, Members' Items
10. Adjourn

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Transportation Improvement Program (TIP) Before-and-After Study

Sarah Philbrick, MPO Staff

Presentation and discussion of findings from the TIP Project Impacts: Before-and-After Evaluations study



TIP Before-and-After Study

Sarah Philbrick, Manager of MPO Planning and Policy

July 10, 2024



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2. Public Comments
3. Approval of April 10, 2024, Meeting Minutes
4. **TIP Before-and-After Study**
5. PEP Update
6. August Meeting/Field Trip
7. Advisory Council Elections
8. Chair's Report
9. Old Business, New Business, Members' Items
10. Adjourn

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Acknowledgements

Thank you to Ryan Hicks, William Kuttner, and Mark Abbott, all formerly of CTPS, who contributed substantially to this research.

Thank you to Julie Dombroski, formerly of CTPS, who contributed substantially to the data analysis used in this report.



July 10, 2024

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2. Public Comments
3. Approval of April 10, 2024, Meeting Minutes
4. TIP Before-and-After Study
5. PEP Update
6. August Meeting/Field Trip
7. Advisory Council Elections
8. Chair's Report
9. Old Business, New Business, Members' Items
10. Adjourn

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TIP Before-and-After Summary

- Projects are scored and funded based on their potential benefits, but have they achieved intended goals?
- We reviewed four projects:
 - Lebanon Street Reconstruction, Melrose
 - Hancock and East/West Squantum Streets, Quincy
 - Broadway Reconstruction, East Somerville
 - Community Path Extension, Somerville
- Overall, results are mixed. All projects indicate some benefits, but do not always meet intended goals.

Lebanon Street Reconstruction, Melrose

Problems before construction

Curbing damaged,
sidewalks cracked

Accessibility
features
noncompliant

No defined
shoulder for bicycles

Lynde and Grove
Streets too close
together, causing
confusion

Excessive queues at
intersection of
Lebanon and Upham
Streets

Lack of turn lanes
throughout corridor

Lebanon Street Reconstruction, Melrose Intersection of Main, Green, Porter, and Lebanon Streets

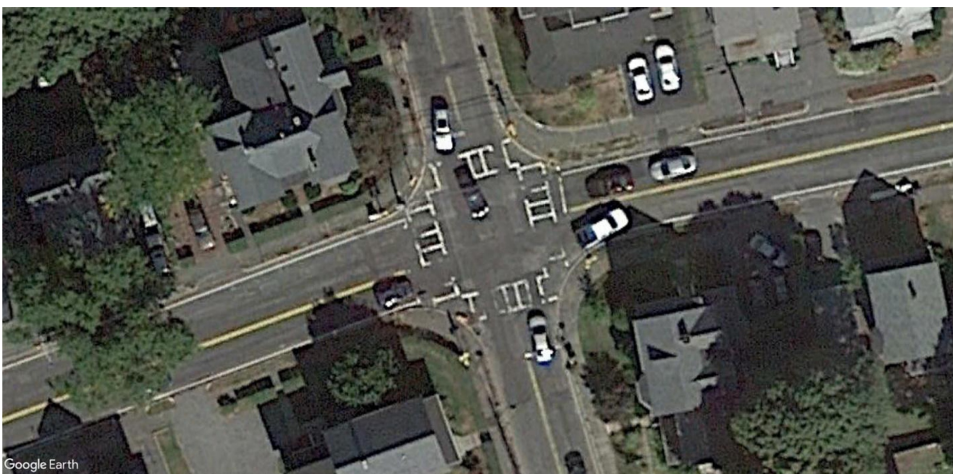


Before Reconstruction, September 2014

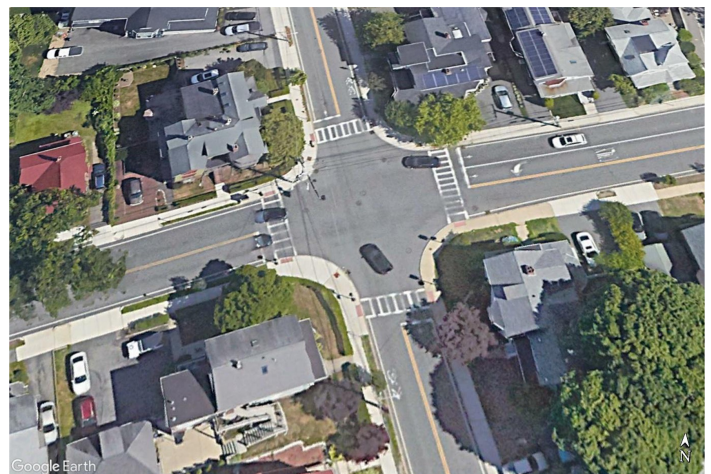


After Reconstruction, May 2016

Lebanon Street Reconstruction, Melrose Upham and Lebanon Streets Intersection



Before Reconstruction, September 2014



After Reconstruction, 2022

Lebanon Street Reconstruction, Melrose

We evaluated the improvements to this area in three categories.



Safety



Traffic Flow



Urban Design

Lebanon Street Reconstruction, Melrose

- There was a decrease from 73 to 58 crashes in the project area.
 - *Most of this was due to a decrease in angle crashes (31 to 12).*
- Delays increased in half of the intersections studied, largely due to the left-turn movement on Main Street southbound.
- Signal-timing changes, in addition to growing demand, likely led to an increase in congestion.
- Roadway surfaces for bicycles and pedestrians were improved.

Hancock and East/West Quantum Streets, Quincy

Problems before construction

Long delays and congestion for all approaches during peak periods

Crash experiences greater than the state average

No provision for bicycles

Long pedestrian crosswalks

No signal coordination

Hancock and East/West Quantum Streets, Quincy



Before Reconstruction, September 2014



After Reconstruction, May 2016

Hancock and East/West Squantum Streets, Quincy

We evaluated the improvements to this area in three categories.



Safety



Traffic Flow



Urban Design

Hancock and East/West Squantum Streets, Quincy

- Crashes increased by **20%** in the study area and remain largely unchanged by North Quincy High School and McDonald's.
- We don't have traffic counts, so we don't know if crash rates have increased.
- The MBTA added another entrance to the Red Line station, which rerouted traffic.
- The addition of a new Target and Starbucks likely contributed to increased eastbound traffic.
- Accommodating vehicle drop-off and pickup at nearby schools is still a challenge.

Broadway Reconstruction, East Somerville

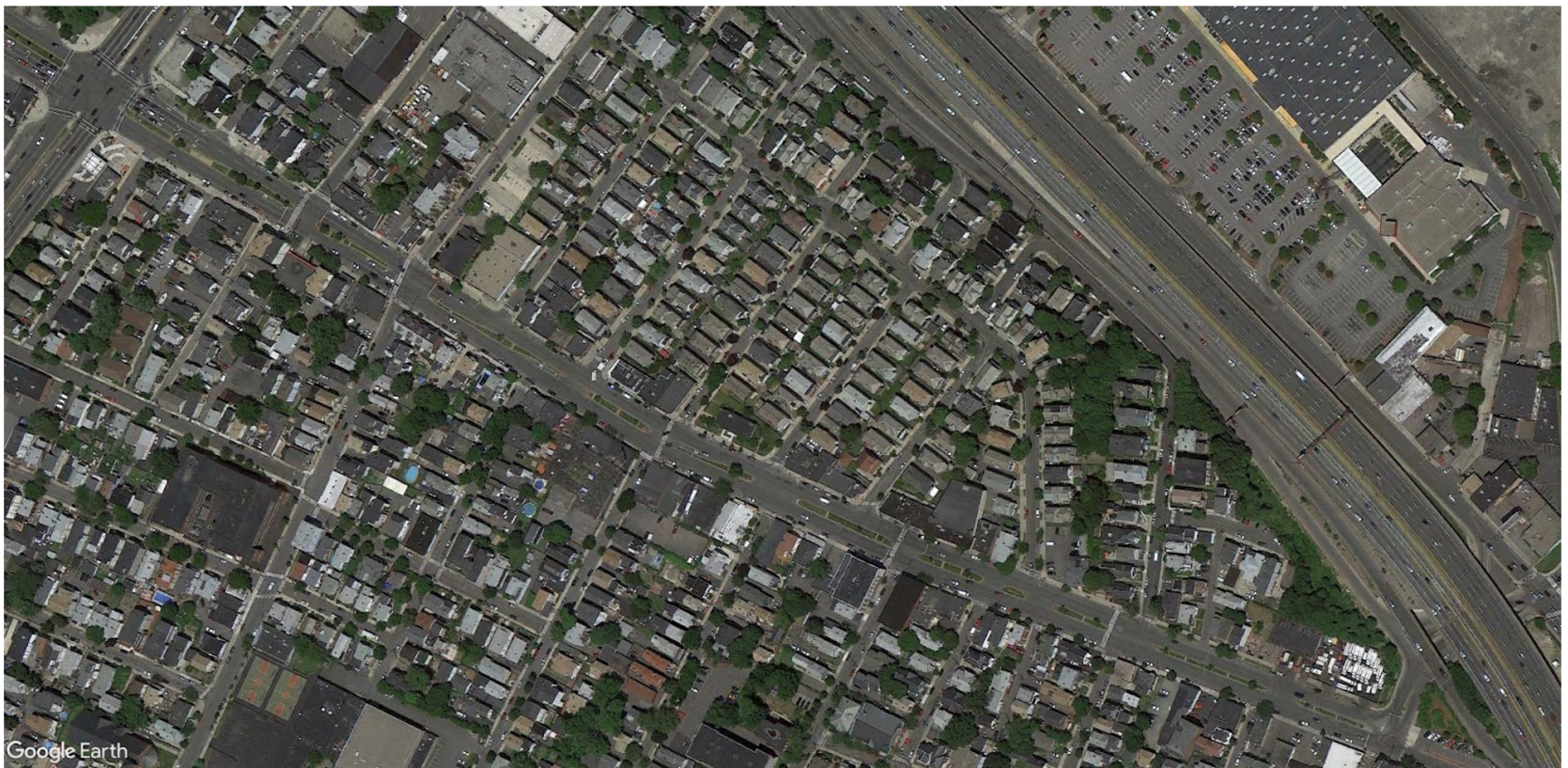
Goals to improve the streetscape (construction completed fall 2015)

Reduce capacity of
travel lanes

Change parking use
and regulations

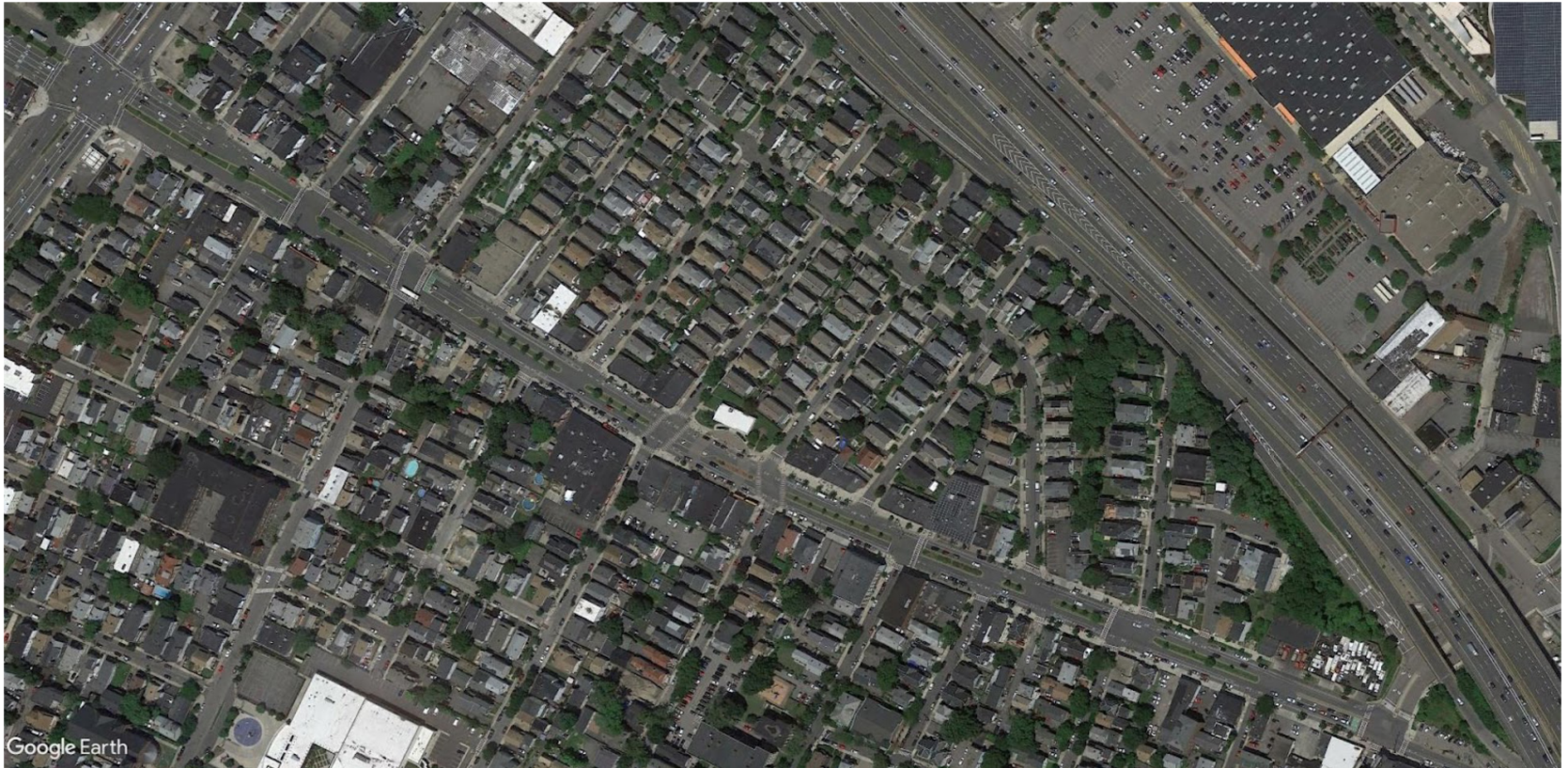
Widen sidewalks and
bicycle lanes

Broadway Reconstruction, East Somerville



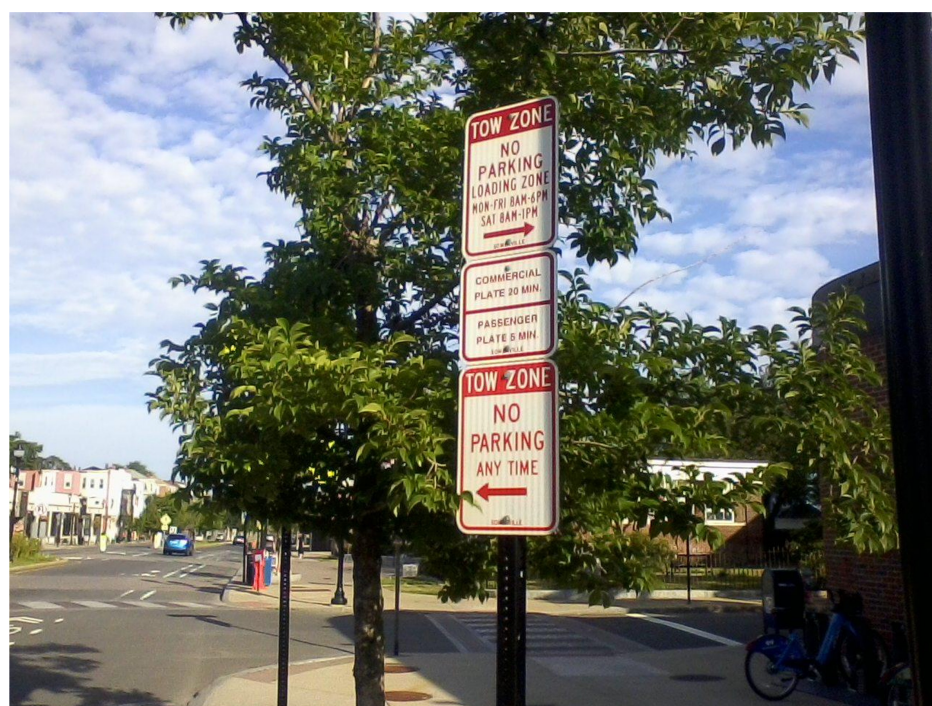
Before Reconstruction, June 2010

Broadway Reconstruction, East Somerville



After Reconstruction, June 2019

Broadway Reconstruction, East Somerville



After Reconstruction, Loading Zone Signage, August 2020

Broadway Reconstruction, East Somerville

We evaluated the improvements to this area in three categories.



Safety



Traffic Flow



Urban Design

Broadway Reconstruction, East Somerville

- There was a decrease from 55 to 31 crashes in the project area. Crashes with injuries decreased from 16 to 7.
- There was a decrease of 1,550 vehicles of through traffic on Broadway between 2007 and 2023 in the AM peak.
- Analysis indicates there were no significant diversions away from Broadway between McGrath and Lombardi Street that would inversely impact this area.

Community Path Extension, Somerville

Goals for the project (construction completed spring 2016)

Expand shared-use path from
Alewife to Lechmere

Complete a portion of the
planned 104-mile Central MA
Rail Trail

Community Path Extension, Somerville



Rail Right-of-Way at Lowell Street, 2001



Community Path at Lowell Street, 2020

Community Path Extension, Somerville



Rail Right-of-Way East of Cedar Street, 2001



Community Path at Cedar Street, 2020

Community Path Extension, Somerville

We evaluated the improvements to this area in two categories.



Level of Use



Urban Design

Community Path Extension, Somerville

- We counted 1,301 users in a 12-hour period on March 23, 2023. The 2003 projection estimated 1,755 users.
- The Community Path has successfully connected areas of Somerville to the Green Line.

Conclusions

- While roadway safety was prioritized in all projects, our crash statistics show improvement for some, but not all locations.
- There is a need for more frequent, quick analyses of TIP-funded projects to make data-driven funding decisions.

Next Steps

- There's a need for both robust and nimble analyses of TIP-funded projects.
- The MPO should identify performance metrics and data needs in advance of project construction and track progress after construction.
- There's a need to systematically review project outcomes to their scoring criteria to see if our projects are working toward the region's goals.



July 10, 2024

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2. Public Comments
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4. TIP Before-and-After Study
5. **PEP Update**
6. August Meeting/Field Trip
7. Advisory Council Elections
8. Chair's Report
9. Old Business, New Business, Members' Items
10. Adjourn

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Public Engagement Plan Update

Stella Jordan, MPO Staff

Discussion of process and content of planned FFY 2024 updates to the MPO Public Engagement Plan



Public Engagement Plan Update

Stella Jordan

July 10, 2024



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1. Introductions
2. Public Comments
3. Approval of April 10, 2024, Meeting Minutes
4. TIP Before-and-After Study
- 5. PEP Update**
6. August Meeting/Field Trip
7. Advisory Council Elections
8. Chair's Report
9. Old Business, New Business, Members' Items
10. Adjourn

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What is the Public Engagement Plan (PEP)?

- Guides the MPO's Public Engagement Program
- Guides the MPO's efforts to offer continuous and meaningful engagement opportunities
- Outlines the MPO's public engagement vision, guidelines, and principles



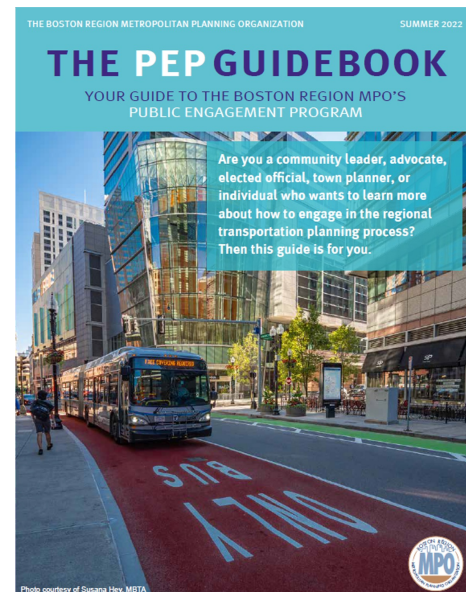
July 10, 2024

1. Introductions
2. Public Comments
3. Approval of April 10, 2024, Meeting Minutes
4. TIP Before-and-After Study
5. **PEP Update**
6. August Meeting/Field Trip
7. Advisory Council Elections
8. Chair's Report
9. Old Business, New Business, Members' Items
10. Adjourn

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The Current PEP

- Endorsed in 2021, last revision in fall 2022
- Includes information about:
 - The Boston Region MPO
 - The Public Engagement Program
 - Participation opportunities
 - The MPO's federal requirements for public participation
- PEP Guidebook
 - Accessible, plain-language companion to the PEP



Planned Updates

- Design and layout
 - Inspiration from peer agency products
- Content
 - Reflect changes to LRTP, Public Engagement Program

2 products planned: PEP document with appendices and public-facing guidebook

Planning to release draft PEP for public review in September



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4. TIP Before-and-After Study
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6. August Meeting/Field Trip
7. Advisory Council Elections
8. Chair's Report
9. Old Business, New Business, Members' Items
10. Adjourn

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1. Introductions
2. Public Comments
3. Approval of April 10, 2024, Meeting Minutes
4. TIP Before-and-After Study
- 5. PEP Update**
6. August Meeting/Field Trip
7. Advisory Council Elections
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10. Adjourn

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The PEP and the Guidebook

- The PEP will serve as an internal product to guide staff
 - Public Engagement Program functions and practices
 - Advisory Council, Community Planning Lab
 - Appendices detailing processes and federal requirements
- The guidebook will be a public-facing product with key information about ways to get involved with MPO work



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2. Public Comments
3. Approval of April 10, 2024, Meeting Minutes
4. TIP Before-and-After Study
- 5. PEP Update**
6. August Meeting/Field Trip
7. Advisory Council Elections
8. Chair's Report
9. Old Business, New Business, Members' Items
10. Adjourn

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Discussion

- What key information about the MPO and participation should be included in the public-facing product (guidebook)?
- How can we make the guidebook engaging and accessible for all audiences?
- Are there elements of the Public Engagement Program or Plan that you want to learn more about?



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2. Public Comments
3. Approval of April 10, 2024, Meeting Minutes
4. TIP Before-and-After Study
5. PEP Update
- 6. August Meeting/Field Trip**
7. Advisory Council Elections
8. Chair's Report
9. Old Business, New Business, Members' Items
10. Adjourn

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August Meeting/Field Trip

Lenard Diggins, Chair

Discussion of possibilities for an Advisory Council field trip or meeting in August



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2. Public Comments
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4. TIP Before-and-After Study
5. PEP Update
6. August Meeting/Field Trip
- 7. Advisory Council Elections**
8. Chair's Report
9. Old Business, New Business, Members' Items
10. Adjourn

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Advisory Council Elections

Lenard Diggins, Chair

Discussion of convening Nomination Committee for upcoming Advisory Council elections



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1. Introductions
2. Public Comments
3. Approval of April 10, 2024, Meeting Minutes
4. TIP Before-and-After Study
5. PEP Update
6. August Meeting/Field Trip
7. Advisory Council Elections
- 8. Chair's Report**
9. Old Business, New Business, Members' Items
10. Adjourn

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Chair's Report

Lenard Diggins, Chair



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2. Public Comments
3. Approval of April 10, 2024, Meeting Minutes
4. TIP Before-and-After Study
5. PEP Update
6. August Meeting/Field Trip
7. Advisory Council Elections
8. Chair's Report
- 9. Old Business, New Business, Members' Items**
10. Adjourn

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Old Business, New Business, Members' Items

Lenard Diggins, Chair



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2. Public Comments
3. Approval of April 10, 2024, Meeting Minutes
4. TIP Before-and-After Study
5. PEP Update
6. August Meeting/Field Trip
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