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Project ID	Description	Source	Proposed as discrete study or program work
ACTIVE TRANSPORTATION			
A-1	**Pedestrian-scale lighting for small- and medium-sized communities** Street lighting plays a vital role in enhancing safety and reducing nighttime crashes. Recent advancements in lighting technology have improved vehicular illumination, which helps increase driver safety. Also, most street lighting in the Boston MPO region was designed with an emphasis on drivers. This lack of attention to vulnerable users, such as people who walk, bicycle, or use assistive mobility devices, can compromise their safety and security using facilities such as sidewalks, bike lanes, and crossings. According to the National Highway Traffic Safety Administration (NHTSA), approximately 76 percent of pedestrian fatalities occur in dark and low-light conditions, and inadequate pedestrian-scale lighting designs and resources to guide communities are significant contributing factors. The Town of Brookline Select Board recently established a Pedestrian-Friendly Lighting Committee in response to this issue. This committee developed a plan to implement pedestrian-friendly lighting along busy sidewalks, assessed public demand for improved street lighting, and evaluated the costs associated with installing and operating new pedestrian-scale street lighting. To address the growing need for safer and more secure streets for vulnerable users, MPO staff can investigate best practices for pedestrian-scale lighting at intersections, mid-block crossings, sidewalks, and bike lanes in various settings such as commercial areas, villages, parks, and neighborhoods. The outcome of this synthesis will be a comprehensive guide outlining appropriate lighting specifications, such as lighting intensity, contrast, LED options, color temperature, and compliance with dark sky regulations for the identified areas. This guide will equip small and medium-sized communities with the tools and resources to evaluate lighting designs and select appropriate equipment to provide safer and more secure facilities for vulnerable users. Well-designed pedestrian-scale lighting can encourage more people to walk and bike at night and in low-light conditions, fostering a stronger sense of community and promoting mode shift.	Seth Asante, sasante@ctps.org	Discrete study

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Project ID	Description	Source	Proposed as discrete study or program work
A-2	**Parking in Bike Lanes Phase II: Measuring the Impact of Interventions to Prevent Bike Lane Obstruction** In FY2024 the MPO conducted a discrete study into best practices deployed by cities across the United States to prevent people from obstructing bike lanes with motor vehicles. While many such interventions were identified and shared in the subsequent report, information on the efficacy of these interventions was sparse. To address these data gaps and help the region's municipalities make better informed decisions in how they protect people that are using this portion of the right-of-way, MPO staff could partner with volunteer municipalities to implement pilot interventions and conduct before and after analysis of their impact on the rate of obstruction. MPO staff could work with these municipalities to identify priority areas for intervention based on factors associated with high rates of obstruction, as identified in the original Parking in Bike Lanes report, or could work within locations based on municipal interest. This study could involve input from the bicycle & pedestrian program, performance based planning program, and the MPO's data management and analysis & applications teams. The outcome of this study would be not heretofore extant data on the efficacy of innovative interventions that are beginning to become more common in urban areas across the country. Possible interventions recommended in the phase 1 report that may be suitable for piloting include pricing existing parking, moving loading zones to block ends, TNC/Taxi pick-up & drop off zones, delivery lockers for large developments, and/or smart loading zones.	Kyle Casiglio, kcasiglio@ctps.org	Discrete study
A-3	**Survey and analysis to facilitate active transportation in the region** Short, local trips completed by personal vehicle are prime candidates to swap for active transportation modes. Outings around a mile in length are typically considered comfortable to complete on foot while trips around three miles long are ideal for bicycle travel. However, many within the Boston region choose to drive to complete trips of these short distances, despite the personal and community benefits of active transportation trips when compared to the impacts of motor vehicle travel. Greater vehicle volumes negatively impact safety and comfort for people walking and bicycling while increasing greenhouse gas emissions and the potential for roadway congestion. To understand why MPO residents opt out of active transportation modes to complete short trips, MPO staff would survey residents throughout our 97 municipalities. Factors may range from trip duration and weather impediments to lack of facilities such as water fountains and restrooms. MPO staff would also ask about the impact of vehicle volumes, speed, and proximity on trip choice, as well as inquiring how the presence of street trees and vegetation factors into transportation choices. MPO staff will analyze the survey results to determine which elements most greatly impact decisions to drive rather than use active transportation in the Boston region. This information will help MPO staff understand which techniques will most successfully encourage people in the Boston region to leave their car at home and walk or bike instead.	Casey Cooper, ccooper@ctps.org	Discrete study

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Project ID	Description	Source	Proposed as discrete study or program work
A-4	Map select overlay districts in relation to MBTA stations to identify needs for connective bike-ped infrastructure. Could be either Bike-Ped/Multimodal program work or a discrete study. Could be as small (1-2 locations) or as large as we want it to be. $40-80k	Sean Rourke, srourke@ctps.org	Discrete study
A-5	Greater investment in trails and opportunities for active transportation and multi-modal transportation. More connectivity between public transportation and trails and focus on providing public transportation connectivity to open spaces and conservation areas.	Rate Ettenger, rettenger@outdoors.org	Discrete study
A-6	Consider using existing railroad corridors for multi-use trails to help connect existing train stations with existing rail trails (e.g. portions of the Fitchburg commuter rail could be used to expand access to the Minute Man bike path, the Bruce Freeman Rail Trail and the Mass Central Rail Trail) which provides alternative modes of transportation and improves accessibility to the train stations and rail trails.	Marcia Rasmussen, rasmussenm@sudbury.ma.us	Discrete study
A-7	A rail-with-trail along the Fitchburg commuter rail line from the Mass Central Rail Trail in Weston to the Assabet River RT in South Acton or even to the Nashua River RT in Ayer. It would connect disconnected SUP segments, connect Lincoln to the SUP network, enable safe active transportation across a broad region from western MA to Lowell to Framingham, to downtown Boston, even to NH.	Bob Wolf, robertgwolf@gmail.com	Discrete study
A-8	Rail with Trail along the Fitchburg line, from Lincoln (or further west) to the MCRT. This would create connectivity of bikes and peds where there is otherwise no access to any rail trail. It would also give access to Lincoln's 80 miles of (non-bike) trails and six square miles (40% of the town) of conservation land to people bicycling out from Cambridge, Boston, Waltham, and the other denser towns along the Fitchburg line Note: I ranked "Equity" at the bottom only because without the preceding items it's of limited relevance. It's hard to imagine equity without safety, mobility, healthy communities, access, and resilience. In fact it is the absence of those things that is at the root of transportation related disparities.	Margarest Olson, margaret@margaretolson.com	Discrete study

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Project ID	Description	Source	Proposed as discrete study or program work
LAND USE, ENVIRONMENT, & ECONOMY			
L-1	**Impact of parking supply on property values** Reducing parking supply is an important aspect of travel demand management, reducing the convenience of driving and incentivizing alternative modes. It also impacts the number of housing units developers can build. Financing of new development has been cited as a challenge to reducing parking minimums or implementing maximums. Developers are hesitant to reduce parking supply because they worry it will make the property less valuable, but there is little evidence to support this conclusion. Thus, analyzing the relationship of parking supply and property values could provide the basis for authorities to lower or abolish parking minimums. This study would use historical records of real estate sales and parking supply to explore this relationship. Staff would use data from CoStar (available via MAPC) to analyze the interaction between parking spaces per square foot and sale price for particular properties. The analysis would control for a number of variables that influence property value and establish separate conclusions for commercial and residential properties.	Seth Strumwasser, sstrumwasser@ctps.org Rose McCarron, rmccarron@ctps.org	Discrete study
L-2	Phase I of a study to assess the impact of the MBTA Communities Act on transit usage. Would be the start of a multi-year effort. $40-60k	Sean Rourke, srourke@ctps.org	Discrete study

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Project ID	Description	Source	Proposed as discrete study or program work
L-3	**Map with 1) TIP projects, 2) MAPC TAP projects, and 3) MBTA communities overlay districts and/or 4) approved new housing** Preliminary approach: Knowledge gap: We currently have no way of anticipating on a regional level where new housing developments, and therefore higher transit needs, will come to fruition. Both MAPC's TAP program, which often provides housing design or production plan assistance, and the MBTA community district zones, are useful ways to anticipate future housing production. Methods: Coordinating with MAPC to map their TAP projects, particularly where the projects relate to housing. Conducting research or municipal outreach to get documentation of approved MBTA communities overlays/rezoned areas. Working with MAPC to see if there is a possibility of pooling resources to do the time-intensive creation of shapefiles or mapping (someone with more GIS experience could speak to the technical needs of this better than I can). In order to make proactive planning and investment decisions we will need to anticipate upticks in transportation demands that will come as munis approve and construct new housing. Overall outcome: Map that shows TIP projects, MAPC's TAP projects, and MBTA communities/new housing	Abby Cutrumbes Heerema, acutrumbes@ctps.org	Discrete study
L-4	North Waltham needs bus routes! There are NO regular bus routes along Trapelo Rd, Waverley Oaks Rd, and Beaver St, in Waltham that connect us to downtown Waltham and Waverley Sq in Belmont, the two local transportation hubs. I have to walk over a mile to Belmont for busses at the Waverley transportation hub station. The state forced the MBTA Communities Act law on everyone without considering if there are bus routes in the zones created by those communities. My neighborhood in Waltham has one of the newly created zones, but there is no bus route near it. So potentially, that parcel could see large and dense development with NO BUSSES nearby! That means there will be more cars and traffic congestion, rendering the MBTA Communities Act almost pointless. Also to be considered: the only New England location of the National Archives (Trapelo Rd in Waltham) has no bus or public transportation within two miles of it. That is a huge loss for people who might want to visit and utilize such an important resource.	Rachel Malley, rachelmalley79@gmail.com	Discrete study

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Project ID	Description	Source	Proposed as discrete study or program work
L-5	**Reimagining public spaces: Revitalizing underutilized public spaces for stronger communities** Public spaces are essential for fostering community interaction and promoting social well-being, helping to build stronger, more inclusive communities for people of all ages and abilities. Public spaces such as parks and plazas, and even parking spaces provide opportunities for recreation, relaxation, and connection to nature, positively impacting both physical and mental health. Well-designed public spaces are crucial to urban planning, improving neighborhood livability, enhancing quality of life, and boosting economic vitality by attracting visitors and businesses. These spaces could provide engaging activities for all ages and abilities, creating opportunities for social interaction and enhancing community vibrancy. The MPO can focus on identifying underutilized parcels or public right-of-way in the region, particularly near downtown areas in urban and suburban municipalities, with the potential to be revitalized into small squares or thriving community hubs. Revitalizing underutilized parcels could improve overall access and strengthen community connectivity. Additionally, private-owned public spaces can also be considered if there is opportunity and interest from any local businesses or community members. The study will include site visits to locations of interest and develop redesign recommendations for implementation. Resources such as placemaking guides from NACTO and Project for Public Spaces will offer valuable guidance on placemaking strategies for revitalization efforts.	Shravanthi Gopalan Narayanan, sgnarayanan@ctps.org	Discrete study

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Project ID	Description	Source	Proposed as discrete study or program work
ROADWAY & MULTIMODAL MOBILITY			
M-1	**TNC Trip Patterns and Mobility Impacts in the Boston Region** As Transportation Network Companies (TNCs) like Uber and Lyft continue to expand, understanding their role in regional mobility is essential for future transportation planning. This proposal explores potential use of the TNC dataset reported to the Department of Public Utilities (DPU) to examine various aspects of their impact, including travel behavior, congestion, public transit integration, and policy implications. One key focus is analyzing trip characteristics and usage patterns across different geographic areas. This includes examining variations in trip frequency, trip distances, time-of-day demand, and the prevalence of single-ride vs. pooled-ride choices. Additionally, the study could assess TNC contributions to vehicle miles traveled (VMT), particularly the percentage of deadhead miles (miles driven without passengers), providing insights into their effects on congestion, emissions, and overall network efficiency. Another important consideration is the relationship between TNCs and public transit. This includes determining whether TNCs complement transit by improving first/last-mile connectivity or compete with it by drawing riders away, as well as evaluating their potential to serve transit deserts where traditional public transportation is limited. Multiple teams within the Boston Region MPO can be involved in this study. The Data Management group could maintain and enhance TNC datasets, enabling the continuous evaluation of their impact and supporting informed decision-making for policy and modeling efforts. The Travel Model Development team could use these insights to refine TDM23 and prepare for the development of TDM27, ensuring TNC-related travel behaviors are accurately incorporated. The Planning and Policy team could analyze regulatory strategies if TNCs significantly contribute to increased VMT and explore ways to incentivize their use as transit-supportive services. By taking a coordinated approach, this study could provide a comprehensive understanding of TNCs' role in the transportation network, ensuring that policy, planning, and modeling efforts reflect evolving travel patterns and support a balanced and efficient transportation system in the Boston region. The much richer TNC dataset required by legislation is only just becoming available. We have already received an inquiry from another MA RPA about access and use of these data.	Marty Milkovits, mmilkovits@ctps.org	Discrete study
M-2	**Impact of TNC vehicles and delivery vehicles on travel time delays during peak hour** Preliminary approach: Using data from the MassGIS Rideshare database, INRIX and Replica, analyse impacts of these rideshare and delivery vehicles on congestion, specifically in terms of traffic volume percentage, passenger hours of delay and average peak hour delays. Overall outcome: a report that feeds into the performance measures aspect of CMP, but as a separate study as it addresses a very specific question that also came up as CMP committee feedback.	Priyanka Chapekar, pchapekar@ctps.org	Discrete study

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Project ID	Description	Source	Proposed as discrete study or program work
M-3	a. Survey of technical standards, specifications and effectiveness of traffic signal pre-emption for emergency vehicles and transit vehicles b. Emerging best practices on reducing vehicle sizes in the freight fleet c. Continued study of the food delivery economy, building on the 2022 MAPC “App to Table” report	Brad Rawson, brawson@somervillema.gov	Discrete study
M-4	**Multimodal bottleneck detection and optimization for the region** MassDOT, MBTA, RTAs, and municipalities face ongoing challenges in managing congestion around major transit hubs, particularly MBTA subway and commuter rail stations, where pedestrians, cyclists, and vehicles interact in complex ways. To address this, a multimodal bottleneck detection and optimization system can be developed using INRIX’s real-time traffic congestion data combined with regional datasets on walking, biking, and transit activity developed through the NO-HEAT project. INRIX provides segment speed data while Replica provides pedestrian and cyclist activity data. Using Reinforcement Learning (RL) models,the outcome of this study will be to identify road segments where multimodal conflicts are likely to occur and proactively suggest optimization strategies.	Dorcas Okaidjah, dokaidjah@ctps.org	Discrete study
M-5	**Guidance for Implementing Crash Response Processes** A key part of Vision Zero is analyzing and understanding the causes of specific crashes through an on-the-ground crash response process. A crash response process typically consists of an interdepartmental municipal group (can include residents) that meets within a specified time period following a fatal or severe injury crash. The group analyzes the site of the crash, and proposes short- and longer-term infrastructure or other changes that could help prevent or lessen the impact of future crashes at the site. While several municipalities in MA and around the US have adopted these crash response processes, they can continue to be somewhat challenging conversations for municipalities to have for various reasons. MPO staff could do a review of these crash response processes in the Boston region and beyond. This study would include peer research, interviews with municipal staff and leadership, and the development of guidance for municipalities to implement their own crash response process. Part of the project could involve working with Strong Towns to educate MPO members about the concept of crash analysis and to hold an example crash analysis studio.	Ali Kleyman, akleyman@ctps.org	Discrete study
M-6	**Resident-led Traffic Calming Programs** With limited staff time and funding and a growing focus on safe streets and Vision Zero, there’s an increasing interest from municipalities in providing organized ways for residents to plan and implement their own quick-build traffic calming interventions. This could be a powerful tool in the Vision Zero toolbox to increase the implementation of roadway safety improvements. MPO staff could find out how municipalities run these programs both within MA and in other states and could develop a guide for municipalities to start these initiatives.	Ali Kleyman, akleyman@ctps.org	Discrete study

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Project ID	Description	Source	Proposed as discrete study or program work
M-7	Automated enforcement !!!!	Madeline Webster, madeline.webster@boston.gov	Discrete study
TRANSIT			
T-1	Funding strategies and tools for municipalities, independently or jointly, operating on-demand shuttles beyond Pilot phase. Consolidation of municipal level transit operations (e.g. increase efficiency of operation of systems such as COA Van, local shuttle, on-demand transit or rideshare)	Darlene Wynne, dwynne@beverlyma.gov	Discrete study
T-2	**Safety and Public Transit** The transit network is a major component of our mobility infrastructure. As we make changes to how we allocate roadway space, we affect how people use the space. When installing a bus lane, for example, we might expect the types of crashes encountered on the roadway to change--perhaps there are more sideswipes or negative interactions with buses. There is also a component about looking at how bus stops and pedestrian injuries interact--could use Replica walk-transit as a data source to dive deeper into this question.	Steven Andrews, sandrews@ctps.org	Discrete study
T-3	A commuter rail extension to Milford was last studied in 2011. I strongly urge the MPO to re-study the Milford extension, as there has been considerable population growth in Milford and Bellingham since 2011.	Anthony Tucker, anthtucker312@gmail.com	Discrete study
T-4	Please do a better study of the grand junction. We obviously need light rail or a metro and it has been totally sandbagged by WSP and the MBTA.	Nicholas Marchuk, nicholasvmarchuk@gmail.com	Discrete study
T-5	MBTA debt is a concern. Circumferential subway connectivity is important. Not everyone works Downtown. 24 hour subway service should be a goal.	Scott Delano, scottandrewdelano@gmail.com	Discrete study

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Project ID	Description	Source	Proposed as discrete study or program work
COMMUNITY TRANSPORTATION ACCESS			
E-1	**Representing the experience of limited mobility individuals** Throughout transportation planning and decision making, we characterize and quantify mobility metrics to understand travel throughout the region with limited capacity to reflect the perspective of people with limited mobility. The goal of this study is to strengthen and support disability-inclusive transportation planning throughout data-driven decision making efforts. MPO staff have made progress to characterize the walkability of neighborhoods and to calculate how the transportation system supports destination access. These efforts could be improved by developing strategies to better accommodate the perspective of limited mobility individuals. Through community engagement, literature review, and case study analysis efforts, this study will identify potential solutions to better represent how the transportation network serves people with limited mobility and recommendations to incorporate these solutions in data-driven planning at a regional scale. The output of this study will be a library of variables to characterize travel impacts and measure travel for limited mobility individuals. Additional References: Access and Persons with Disabilities in Urban Areas Report Amsterdam's Accessible Route Planning Project Project Sidewalk	Emily Domanico, edomanico@ctps.org	Discrete study
TRANSPORTATION IMPACT MITIGATION			
R-1	Explore what actions it would take different types of transportation stakeholders in the region to contribute to meeting the state's emissions and air quality mandates. Could be program work for Resilience and/or PBPP.	Sean Rourke, srourke@ctps.org	Discrete study
R-2	**Regional municipal evacuation route and shelter inventory** Preliminary approach: Municipal engagement to identify routes (Planning, DPW, EMS, EMA). Collaboration with non-government stakeholders, including environmental advocacy groups. Working through MAPC's existing subregional engagement framework. Overall outcome: establish a framework for a centralized, uniform inventory of all evacuation routes for municipalities by conducting a pilot process with an MAPC subregion (NSTF or SSC?).	Ethan Lapointe, elapointe@ctps.org	Discrete study

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Project ID	Description	Source	Proposed as discrete study or program work
OTHER			
O-1	**Changing moments: Interventions at key life moments to effect mode change** Transportation choices become habits that are difficult to break. Efforts to nudge people towards walking, bicycling, and transit often fail, despite interest and intent in using more active modes. Major life events, like moving or starting a new job, often disrupt habits and provide an opportunity to introduce lasting behavior change. One study showed that when UCLA graduate students received information on car-free travel options before the academic year, they were more likely to take transit and less likely to use a car for every trip to campus than a control group that received no information. MPO staff could perform a literature review to understand best practices for timely, targeted interventions to induce changes in travel behavior. Based on the findings of this research, staff would propose a potential pilot program to test the effectiveness of an intervention implemented as people experience a major life event. Potential pilot project proposals could include provision of transportation welcome packages when a move is registered via the RMV or with USPS, working with property managers as new residential or commercial properties are leased, or leveraging of existing TDM programs in member municipalities.	Steven Andrews, sandrews@ctps.org Rose McCarron, rmccarron@ctps.org	Discrete study
O-2	Fund the solicitation, selection, and design, (and in a future year, implementation) of a small-scale participatory planning project with an advocate stakeholder. This would be complicated to get funded and on the TIP, but we've seen other MPOs do it. $60-100k (not including project funding, which would come from MPO target funds)	Sean Rourke, srourke@ctps.org	Discrete study
O-3	**Unified TIP/LRTP Project Universe that accounts for all potential LRTP projects (roadway and transit) for consideration, mapping, and tracking** Preliminary approach: aggressive information solicitation from current and historic project proponents and stakeholders (MassDOT, MBTA, MassPort). - Existing information riddled with gaps - Scopes of work and plans are vague or outdated - Ex: Framingham's Route 126/135 project includes scope elements that impact parcels that have since been developed/redeveloped, including some proposed bridges that would require eminent domain takings of homes and storage facilities. Overall outcome: inventory of potential LRTP candidate projects with updated cost estimates to inform consideration of projects into different TIP timebands. Depending on the level of information obtained by this exercise, gaps in information could be helpful to understanding how project proponents may require additional assistance (technical, financial, etc) to advance projects to a successful point.	Ethan Lapointe, elapointe@ctps.org	Discrete study

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Project ID	Description	Source	Proposed as discrete study or program work
O-4	**GeoFlo [Modeling and Analytics Group]** For the Boston Region MPO's CTPS Unified Planning Work Program (UPWP) study (FFY-2026), the GeoFlo initiative focuses on offering code-free, open-source geospatial visualization tools to facilitate the flow of geospatial data. The public geospatial data dashboard kit will assist geodata users both within the agency and from the broader public. Over the course of a year, the initiative will develop a no-code solution that allows users to view, explore, and present research findings more effectively, both internally and externally. These visualizations will address the agency's geospatial and numerical data needs, enabling planners and analysts to adjust map elements, layers, and configurations without advanced scripting. During the requirements-gathering phase, various teams will be contacted to collect existing reports and needs, and any common themes will be documented. Next, several existing reports from previous initiatives will be replicated using GeoFlo to verify its features and assess usability. A subsequent step will involve a data project using the kit to build its own dashboard, capturing the process as a guide for future efforts. Ultimately, the initiative aims to reduce time spent on complex data pipelines and to empower users with a seamless kit for assembling geospatial dashboards and sharing insights.	Marty Milkovits, mmilkovits@ctps.org	Discrete study

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Project ID	Description	Source	Proposed as discrete study or program work
O-5	I would like to see the MPO make a regional bike trail plan. While it does seem like more work is being put into cycling facilities and bike safety at the MPO level, there does not seem to be much high-level network planning since the 2014 "Bicycle Network Evaluation" report. Ideally, the MPO would identify regionally important bike trails, like the Minuteman Trail or the Mass Central Rail Trail, perform an updated gaps analysis, and push for these gaps to be filled. While there is certainly work in getting comfortable biking facilities at the first and last mile of many trips, the presence of long, high-quality bike trails makes it much easier for local towns to make further bike investments. I would also like to see the MPO publish an opinionated guide on intersection design, either of their own creation or borrowing heavily from groups like NACTO. This would give smaller towns a clear starting place when upgrading intersections, and could simplify improvement applications by having a minimum required safety threshold. It would also be nice to see the MPO generally recommend unsignalized intersections, and single-lane, modern roundabouts where space exists. A large body of evidence shows that the most important features for road safety are road geometry. Roundabouts, sidewalk bump-outs (with not just paint), raised continuous crosswalks, and raised intersections all naturally slow drivers and save lives without requiring traffic control devices. Another valuable intervention the MPO could do is providing guidelines on how to best do curb management. Full street parking and double parking in travel lanes are much too common occurrences in much of the region. Providing clear, scalable, and enforceable suggestions could assist municipalities in regaining control of their curb space. This would hopefully also make it easier for towns to raise the cost of street parking, which has constantly shown to have minimal effect on local business while ensuring better parking allocation. Kyle Casiglio's report "Parking in Bike Lanes: Strategies for Safety and Prevention" is a good start and contains much of this information, but there would be significant benefits to making a report with the focus on curb usage, not bike lanes. Lastly, the MPO could potentially an analysis with the T on all commuter rail grade crossings. This could evaluate their current safety, current traffic impacts, short term improvements, and possibility for grade separation under current Commuter Rail operations or improved, "Regional Rail" style operations. For example, downtown Framingham is posed to see 4 trains hour each direction (8 total) in 2026. This would close the two main road and pedestrian crossings every 8 minutes and could significantly exacerbate existing traffic problems there.	Nathan Mandell, mandellnathan@gmail.com	Discrete study

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Project ID	Description	Source	Proposed as discrete study or program work
PROGRAM-RELATED FEEDBACK			
P-1	**Before and After study of the effects of MPO programming on vulnerable road user outcomes.** Preliminary approach: download files from the MassDOT Impact Dashboard and related sources, and overlay that data on the locations of completed MPO-funded projects. Where gaps in data are suspected, work with municipalities. Overall outcome: a report on the effect of MPO programming on fatalities and serious injuries of vulnerable road users. This data could also be used to support the Performance Chapter of the TIP.	Sam Taylor, staylor@ctps.org	Program work
P-2	I would love to see a push to stitch together existing high-quality bike infrastructure (rail trails or protected bike lanes). For example, I live in Allston and love running/biking along the Charles River paths, the Watertown Greenway, and Minuteman bike paths, yet the connections between these aren't super clear or safe. There are somewhat short, but vital, gaps between these facilities. Another topic that is policy related would be removing mandatory parking minimums and helping communities come up with bike parking guidelines, similar to Boston's.	Domenic Privitera, domenicpriv@gmail.com	Program work
P-3	**Study on the performance of resilience in TIP projects through performance metrics.** Preliminary approach: - Approach MassDOT OTP for solutions on accessing project materials for past TIP projects - Access to Bluebeam, connecting directly with PMs, etc. - Assess data sources and update if needed - Review any project materials that may have come up in the FFYs 2026-30 TIP application cycle for old projects - Reassign projects to MPO staff members - Update/create Asana - Continue working through data collection for metrics that don't require updated project materials Overall outcome: reinforce purpose of work and connections among Climate Resilience, PBPP, and LRTP programs. Encourage board to be more reflective of funding decisions. Ensure consistency with goals and show progress.	Lauren Magee, lmagee@ctps.org	Program work
P-4	The studies funded through the UPWP continue to play a critical role in exploring and supporting key and evolving mobility priorities across the region- the more they are coordinated with efforts underway at the municipal level, and within MAPC, the more valuable they can be (and less likely to avoid duplication!) The more we can tie our work in with land use, which is the ultimate determinant of transit success, the more impactful it will be. We need to drive home the connection between land use and transportation as two sides of the same coin.	Julia Wallerce, jwallerce@mapc.org	Program work

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Project ID	Description	Source	Proposed as discrete study or program work
P-5	MPO work is excellent; would like to see continued capacity building related to street design, traffic engineering, project management, construction bidding and construction administration in order to support our core efforts around capital programming for transportation projects.	Brad Rawson, brawson@somervillema.gov	Program work
P-6	We are interested in the below topics, with a particular interest in those high lighted [LRTP, TIP, CMP, Climate Resilience, Bike-Ped, Multimodal]. We do not need to meet with staff about this, but support their continued work. We remain interested in pedestrian scale lighting as well and the development of better standards overall and included in TIP projects.	Erin Chute, echute@brooklinema.gov	Program work
P-7	The MWRTA appreciates the Boston MPO's ongoing support of initiatives to enhance the safety, accessibility, and reliability of public transportation throughout the MetroWest region. We look forward to continuing to partner with the MPO staff as we enhance our service offerings, while maintaining robust, sustainable public transit infrastructure throughout the region.	Tyler Terrasi, tyler@mwrta.com	Program work
P-8	I like the way in which some of the programs' plans span multiple years. I suggest giving the UPWP Committee more insights into the Multimodal Mobility Infrastructure Program and how selections are made from the pool of ideas/proposals. Also, even though memos from discrete studies are presented to the Board, if interested, perhaps deeper dives into the research done for the studies can be presented at extra/extended UPWP meetings. Let's revisit the "Mode Shift: What Would it Take to Move the Needle?" proposal from last year's universe of proposals.	Lenard Diggins, ldiggins@gmail.com	Program work

DRAFT: FFY 2026 Unified Planning Work Program (UPWP) Universe of Discrete Studies and Program Feedback

Project ID	Description	Source	Proposed as discrete study or program work
P-9	LRTP - excited to see how the Vision Zero and regional bike/ped network work informs the LRTP. Would love to see an exploration of "big regional ideas" that could make a measurable impact on the MPO's goals: - regional rail - roadway pricing - regional circulation planning with one-way street conversions (with contraflow bus and bike lanes) aiming to improve traffic flow for general vehicles and transit, while providing ROW and signal time for safe crossings (see marcochitti.substack.com/p/getting-bus-priority-right-lessons) - freight and commercial vehicle planning - region-wide mapping for freight corridors, restrictions on daytime freight access for congested districts, PUDO/TNC zones, mix of incentives and enforcement - automated speed and red light enforcement TIP - appreciate how the TIP design pilot lessens risk for municipalities in getting projects to 25% and hopefully also strengthens partnership in moving the projects forward with MassDOT staff. I think the carve-out programs could stand to grow over time and include more items like speed humps, procurements of bike/transit signals and forms of protection like cast in place or pre-cast concrete curbing, striping, electric school buses and charging equipment, potentially also other EV and direct-vision municipal vehicles and equipment to clear sidewalks and bike paths. I also would advocate for investigating further the option of flexing regional target funds to transit/FTA for roadway design projects within the allowable catchment areas (3 mile for bicycle improvements, 1/2 mile for pedestrian improvements), in order to allow greater flexibility in advertisement date and design and potentially avoid the complexity, time, and costs involved in the MassDOT project development and design process. CMP - (could also be discrete study) exploration of congestion reduction and VMT reduction strategies and which do/do not prove effective in the long term-including roadway pricing, circulation planning (see above re: one-wayification of streets paired with contraflow bus/bike lanes), signal timing changes (including AI informed), and the addition and subtraction of roadway elements (general vehicle travel lanes, bike and bus facilities, turning lanes, signals)	Jennifer Rowe, jennifer.rowe@boston.gov	Program work

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Project ID	Description	Source	Proposed as discrete study or program work
(Cont.) P-9	PEP - Interested in partnerships with public polling as a way to gauge the degree public input via other forms is representative of the region's overall population and specific segments therein PBPP - support the exploration of performance target setting beyond federally mandated ones and integration with TIP and LRTP development TE - interested in an exploration of how to evaluate/assess equity impacts of roadway configuration changes on a sub-regional scale AQP - investigation into the impacts of heavier vehicles including EVs on local pollution like particulates Freight program - interested in strategies (including incentives) that other municipalities (including outside the US) have taken to managing delivery times, stopping/parking behavior, and safety (direct vision, side-guards, etc)	Jennifer Rowe, jennifer.rowe@boston.gov	Program work

Abbreviations:

AI = Artificial Intelligence. AQP = Air Quality Program. CTPS = Central Transportation Planning Staff. CMP = Congestion Management Planning. COA = Council on Aging. DPW = Department of Public Work. EMS = Emergency Medical Services. EV = Electric Vehicle. FFY = Federal Fiscal Year. GIS = Geographic Information System. LED = Light-Emitting Diode. LRTP = Long-Range Transportation Plan. MAPC = Metropolitan Area Planning Council. MassDOT = Massachusetts Department of Transportation. MBTA = Massachusetts Bay Transportation Authority. MCRT = Mass Central Rail Trail. MPO = Metropolitan Planning Organization. MWRTA = MetroWest Regional Transit Authority. NACTO = National Association of City Transportation Officials. NSTF = North Shore Task Force. OTP = Office of Transportation. PBPP = Performance Based Planning Program. PEP = Public Engagement Program. PM = Program Manager. RMV = Registry of Motor Vehicles. RPA = Regional Planning Association. RT = Rail Trail. RTA = Regional Transit Authority. SSC = South Coast Coalition. SUP = Stand Up Paddleboarding. TAP = Technical Assistance Program. TDM = Transportation Demand Management. TE = Transit Equity. TIP = Transportation Improvement Program. TNC = Transportation Network Company. UCLA = University of California Los Angeles. UPWP = Unified Planning Work Program. USPS = United States Postal Service. VMT = Vehicle Miles Traveled.