Boston MPO Freight Planning

Advancing Freight Virtual Seminar for Massachusetts

August 19 and 25, 2022

Sandy Johnston, Senior Transportation Planner, CTPS

Boston Region Metropolitan Planning Organization

Boston MPO Goals and Objectives

Safety

- Transportation by all modes will be safe

System Preservation and Modernization

- Maintain and modernize the transportation system and plan for its resiliency

Capacity Management and Mobility

- Use existing facility capacity more efficiently and increase transportation options

Transportation Equity

- Ensure that all people receive comparable benefits from, and are not disproportionately
- burdened by, MPO investments, regardless of race, color, national origin, age, income, ability, or sex

Clean Air/Sustainable Communities

- Create an environmentally friendly transportation system

Economic Vitality

- Ensure our transportation network provides a strong foundation for economic vitality

Capacity Management and Mobility: Freight Objectives

Use existing facility capacity more efficiently and increase transportation options

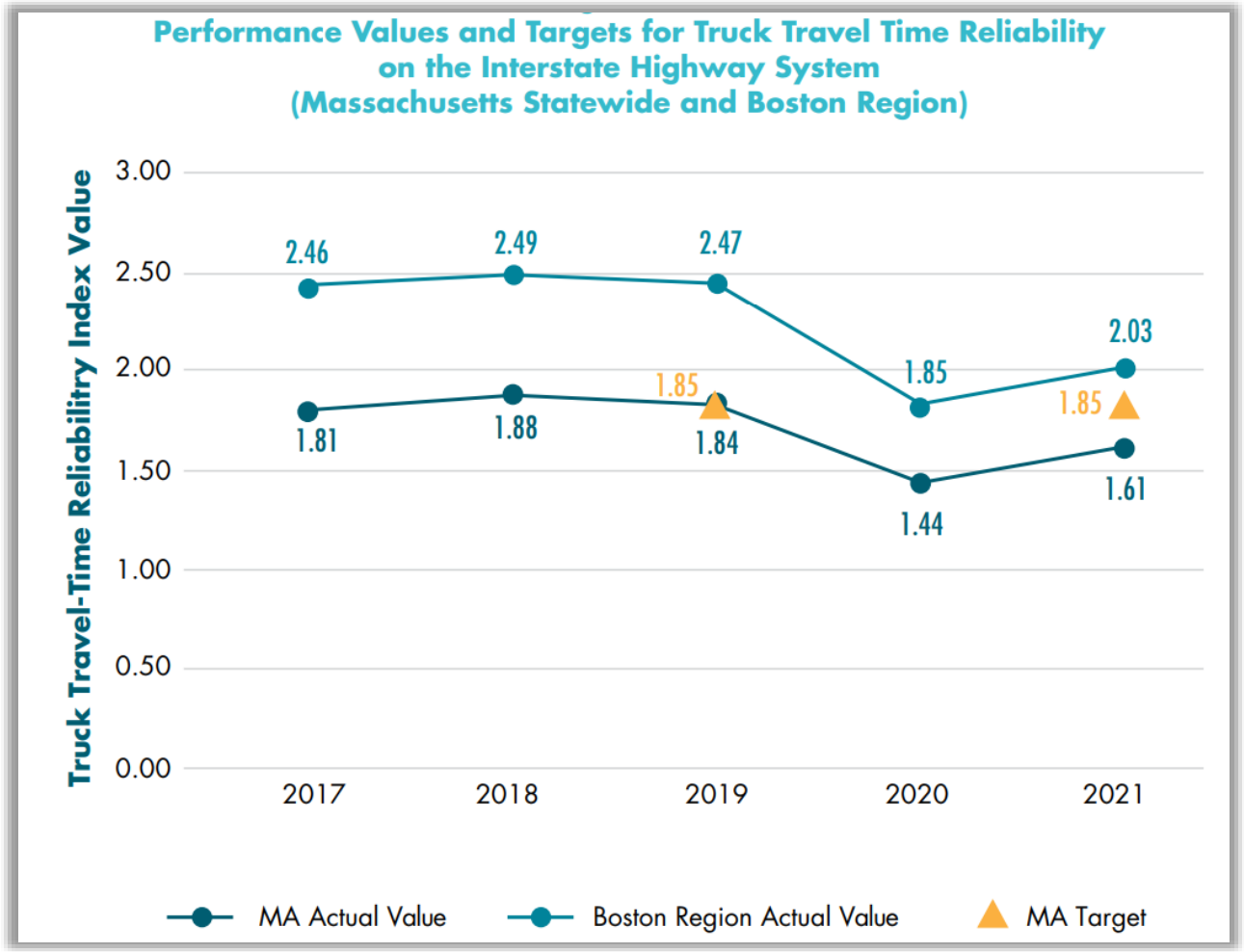
- Eliminate bottlenecks on freight network and improve freight reliability
- Enhance freight intermodal connections

Economic Vitality: Freight Objectives

Ensure our transportation network provides a strong foundation for economic vitality

- Prioritize transportation investments that serve residential, commercial, and logistics-targeted development sites and “Priority Places” identified in MBTA’s Focus 40 plan
- Prioritize transportation investments consistent with compact-growth strategies of the regional land use plan

Boston MPO Freight Performance Measure



- MPO board adopted MassDOT goal for Truck Travel Time Reliability (TTTR)
- Exploring other possible performance measures

Freight-Related TIP Criteria: Safety

MPO Goal Area	Safety: Transportation by all modes will be safe. (Up to 18 points)					
Criterion	**Project addresses severe-crash location (up to 3 points)**	**Project addresses high-crash location (up to 3 points)**	**Project addresses truck-related safety issue (up to 2 points)**	**Project improves bicycle safety (up to 2 points)**	**Project improves pedestrian safety (up to 2 points)**	**Project improves safety for all users (up to 2 points)**
	+3 EPDO value of 1000 or more +2 EPDO value of 250 to 999 +1 EPDO value of less than 250 +0 No EPDO value	**For corridor projects:** +3 Crash rate of 6.45 or greater +2 Crash rate between 4.25 and 6.45 +1 Crash rate between 2.05 and 4.25 +0 Crash rate below 2.05 **For intersection and interchange projects:**	+2 High total effectiveness of truck safety improvements +1 Medium total effectiveness of truck safety improvements +0 Low total effectiveness or no implementation of truck safety improvements	+2 High total effectiveness of bicycle safety improvements +1 Medium total effectiveness of bicycle safety improvements +0 Low total effectiveness or no inclusion of bicycle safety improvements	+2 High total effectiveness of pedestrian safety improvements +1 Medium total effectiveness of pedestrian safety improvements +0 Low total effectiveness or no inclusion of pedestrian safety improvements	+2 Project includes three or more eligible multimodal safety improvements +1 Project includes one or two eligible multimodal safety improvements +0 Project does not include any eligible multimodal safety improvements

Freight-Related TIP Criteria: Capacity

MPO Goal Area	Capacity Management/Mobility: Use existing facility capacity more efficiently and increase healthy transportation options. (Up to 18 points)						
Criterion	**Project reduces transit passenger delay (up to 3 points)** +3 Project results in significant passenger delay reductions +2 Project results in moderate passenger delay reductions +1 Project results in limited passenger delay reductions +0 Project does not make meaningful reductions in passenger delay	**Project invests in New Transit Assets (up to 2 points)** +2 Project makes significant investments in new transit assets +1 Project makes moderate investments in new transit assets +0 Project does not invest in nw transit assets	**Project improves pedestrian network and ADA accessibility (up to 3 points)** +3 Project adds new sidewalks on high-utility link +2 Project adds new sidewalks on medium-utility link +1 Project adds new sidewalks on low-utility link +0 Project does not improve pedestrian network	**Project improves bicycle network (up to 3 points)** +3 Project adds new separated bicycle facility (including shared-use paths) +2 Project adds new buffered bicycle facility +1 Project adds newstandard bicycle facility +0 Project does not improve bicycle network	**Project improves truck movement (up to 2 points)** +2 Project significantly improves truck movement +1 Project somewhat improves truck movement +0 Project makes minimal improvements to truck movement or does not address criteria	**Project addresses unreliable corridor (up to 1 point)** +1 Project addresses a corridor with a level of travel time reliability above 1.25 +0 Project does not meet or address criteria	
Bonus/Penalty (if applicable)	**Bonus/Penalty (+/- up to 1 point)** +1 Project invests in bus-priority infrastructure on MPO-identified priority corridor -1 Project increases transit vehicle delays or negatively impacts transit vehicle movement	N/A	**Bonus (up to 1 point)** +1 Project closes a gap in the pedestrian network +1 Project enhances ADA accessibility beyond minimum required standards +1 Project creates or improves pedestrian connection to transit	**Bonus (up to 1 point)** +1 Project closes a gap in the bicycle network +1 Project creates or improves a bicycle connection to transit +1 Project makes accommodations for bicycle parking or bicycle share station +1 Project is on a high-utility link	**Bonus (up to 1 point)** +1 Project addresses key freight corridor or makes accommodations for freight deliveries	N/A	
Equity Multiplier?	Yes	Yes	Yes	Yes	No	No	

New Facilities—Industry and Logistics

- Growth of warehousing and distribution centers throughout the region, but especially along 495 belt
- Proposals for logistics facilities to replace oil tanks along Chelsea Creek
- Developing offshore wind support facility at Port of Salem

New Facilities—Transportation

- Generally, Boston area sees little capacity growth—can't build your way out of congestion
- Interchange improvements in planning phase: I-90 and I-95/MA-128, I-90 and I-495
- New bus lanes on Summer Street in Seaport planned for Spring 2023 will allow trucks from Conley Terminal
- Potential new haul road/extension of Coughlin Bypass Road in East Boston—MassDOT Route 1A study

(Selected) Current Studies and Planning Activities

- Future of the Curb studies
  - The Future of the Curb (2019)
  - Managing Curb Space in the Boston Region: A Guidebook (2022)
  - FFY 2022 study
- Data modernization and intake process
- Understanding BIL/IIJA
- Bus and Truck Shared Roadway Priority Memo
- North Suffolk Freight Decarbonization Study (FFY 2023 UPWP-funded study, joint with MAPC)
- Currently defining and scoping activities for FFY 2023 and beyond
  - Base FFY 2023 freight planning funding ⇧ 36% ($68,340→$93,000)
  - Engagement with municipal and industry stakeholders

Trends and Priorities

Concern about e-commerce

- Curb usage
- Congestion
- Warehousing/DC impacts

Industrial land use changes

- Severe pressure on Inner Core industrial areas
- Logistics boom on 495 belt
- Beginning to see some intensification of industrial/logistics uses in core areas (multistory)

Complete Streets/Vision Zero/Roadway safety

- MPO applying for SS4A Action Plan grant

Equity

Decarbonization

- Technology
- Mode shift