

## Draft FFY 2014 UPWP MAPC Project Concepts

(This document is a draft in development.)

Sort Key	Project Name	Project Description	Focus Areas*														Comments/Cost Estimate	
			Link Land Use and Transportation	Work with Limited Financial Resources	Use a Management and Operations Approach	Protect Air Quality and Environment	Preserve and Maintain the Transportation System	Increase Transit and Healthy-Transportation Mode Share	Encourage Sustainable Communities and Livability	Advance Mobility, Access, and Congestion Reduction	Improve System Reliability	Increase Transportation Safety and Security	Support Economic Vitality	Consider Transportation Equity and Accessibility	Support MetroFuture Goals	Support Goals of PMT, youMove/weMove, GreenDOT, and MA Mode Shift		Enhance Technical Capacity, Knowledge, and Insights
<b>MAPC PROJECT CONCEPTS</b>																		
M1	<b>Identifying Mode Shift Opportunity Areas</b>	This proposed project would use available data to understand what geographies within the region have the most potential for mode shifting single-occupant-vehicle trips to transit, walk, bike, or carpool modes.	✓			✓									✓		✓	A proposal has been made to combine this project with FFY 2014 UPWP CTPS project proposals "Travel Options for Zero-Auto Households," and "Analysis of Subregional and Other Factors on MBTA Ridership." This project would be a joint effort between CTPS and MAPC.  MAPC's portion would be funded at \$10,000.
M2	<b>Continuation of Transit-Oriented Development (TOD) Opportunities and Impediments Planning</b>	This proposed project would continue community planning around MBTA station areas to understand the potential for TOD and what might be impeding growth in certain areas (outdated zoning, lack of bike/ped connectivity, community concerns against development) and offer solutions.	✓							✓	✓				✓		✓	This project is related to work included under MAPC's "Corridor/Subarea Planning Studies and Land Use Reviews" project in the FFY 2013 UPWP.  Costs are estimated at \$75,000.
M3	<b>Land Use Baselines for BRT Development</b>	MassDOT is working with the Institute for Transportation and Development Policy (ITDP) to identify major bus corridors in Greater Boston that have the potential to be upgraded to high-quality bus rapid transit (dedicated lanes, pre-pay, consolidated stops, etc). After MassDOT/MBTA and ITDP identify the top corridors, MAPC would perform a land use baseline analysis to document the existing housing units, households, population, jobs, square footage of development, types of jobs, etc. This data could then be used in the future to determine if the BRT upgrade supported additional growth in the corridor. The Silver Line to Chelsea would probably be the best example.	✓		✓					✓	✓					✓	✓	This would be an entirely new work program that builds off of and supports work that will be conducted by MassDOT, the MBTA, and CTPS to identify where there is potential to upgrade existing bus corridors to be more like bus rapid transit. This work would be included under MAPC's "Corridor/Subarea Planning Studies and Land Use Reviews."  Costs are estimated at \$15,000.

Focus Areas Key: ✓ Major Consideration      ✓ Minor Consideration

\* Focus areas are based on MPO visions and policies, national transportation goals and planning factors, federal guidance, and other regional priorities. The MPO vision topics are: mobility; safety and security; transportation equity; system preservation, modernization, and efficiency; livability; environment; and climate change.

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<b>MAPC PROJECT CONCEPTS</b>																	
M4	<b>Projected Development and Trip Generation within Routes 99, 28, 16 in Everett, Boston, Somerville, and Cambridge</b>	This proposed project would quantify the amount of development projected to occur on the edge of Somerville, Cambridge, Everett, and Boston (Inner Belt, North Point, Assembly Row, Sullivan Square, South Broadway in Everett) to understand this projected development growth from a regional perspective, and would try to estimate the trips that will be generated and modes used (with hopefully a lot captured by the Green Line Extension (GLX), the Orange Line, MBTA bus, walking, and biking).		✓										✓		✓	This would be an entirely new work program seeking to foster regional coordination and understanding of the timing and impact of new development. This work would be included under MAPC's "Corridor/Subarea Planning Studies and Land Use Reviews."  Costs are estimated at \$15,000.
M5	<b>Continuation of Subregional Priority Development and Priority Preservation Studies</b>	This proposed project would continue to conduct Priority Preservation Area and Priority Development Area planning in the region.	✓		✓				✓		✓			✓	✓	✓	This is an ongoing work project included under MAPC's "Corridor/Subarea Planning Studies and Land Use Reviews" project in the FFY 2013 UPWP.  Costs are estimated at \$25,000.
M6	<b>Continuation of Sullivan Square Land Use Visioning</b>	Through this proposed project, MAPC would continue to support the City of Boston's land use visioning process around Sullivan Square Station on the Orange Line.	✓						✓	✓	✓			✓	✓		This is a follow-up project included under MAPC's "Corridor/Subarea Planning Studies and Land Use Reviews" project in the FFY 2013 UPWP.  Costs are estimated at \$25,000.
M7	<b>TDM Best Practices and Municipal Bylaws</b>	This proposed project would involve researching municipal bylaws in Massachusetts that pertain to transportation demand management (TDM) requirements associated with new development projects obtaining building permits. It would develop a model bylaw for municipalities based on this research and best practices, and work with select suburban communities to adopt a TDM model bylaw.	✓		✓				✓	✓			✓	✓	✓	✓	This would be a new project under MAPC's "Alternative Mode Planning and Coordination" project.  Costs are estimated at \$10,000.
M8	<b>Rose Kennedy Greenway Bicycle Improvement Study (New project)</b>	This proposed project would involve MAPC's working closely with the City of Boston, MassDOT, and the Greenway Conservancy to conduct a public engagement effort to identify potential bicycle improvements along and within the Greenway. Based on public input, MAPC would provide technical analysis to identify specific bicycle infrastructure improvements and facilities. The final product of this work would be a report to the City of Boston and the Conservancy on recommendations to improve bicycle accommodation. The City and the Conservancy would then decide the timeline for which improvements to design and implement.	✓						✓	✓				✓	✓		This would be a new project under MAPC's "Alternative Mode Planning and Coordination" project.  Costs are estimated at \$25,000.