TIP Criteria Revisions: Capacity Management and Mobility

July 16, 2020

Matt Genova

Transportation Improvement Program Manager

Boston Region Metropolitan Planning Organization

Today's Presentation

- **Goals for today**
- **Framing the conversation**
- **Summary of feedback**
- **Proposed changes to current criteria**
- **Equity scoring**
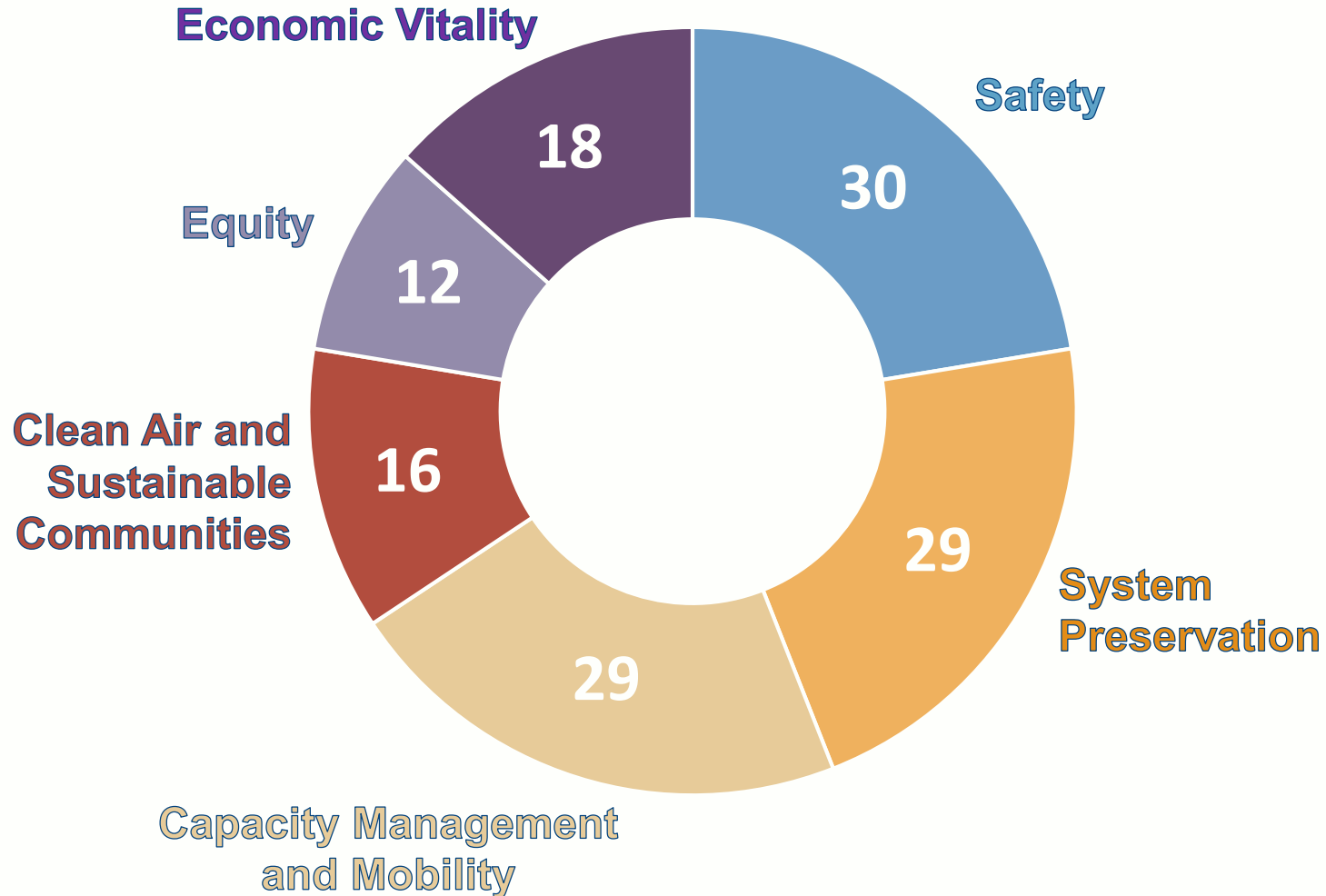- **Next steps**
- **Discussion**

Goals for Today

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1. **Provide feedback on the initial proposals for the Capacity Management and Mobility criteria revisions**

2. **Discuss Equity scoring overlay for Capacity Management and Mobility**
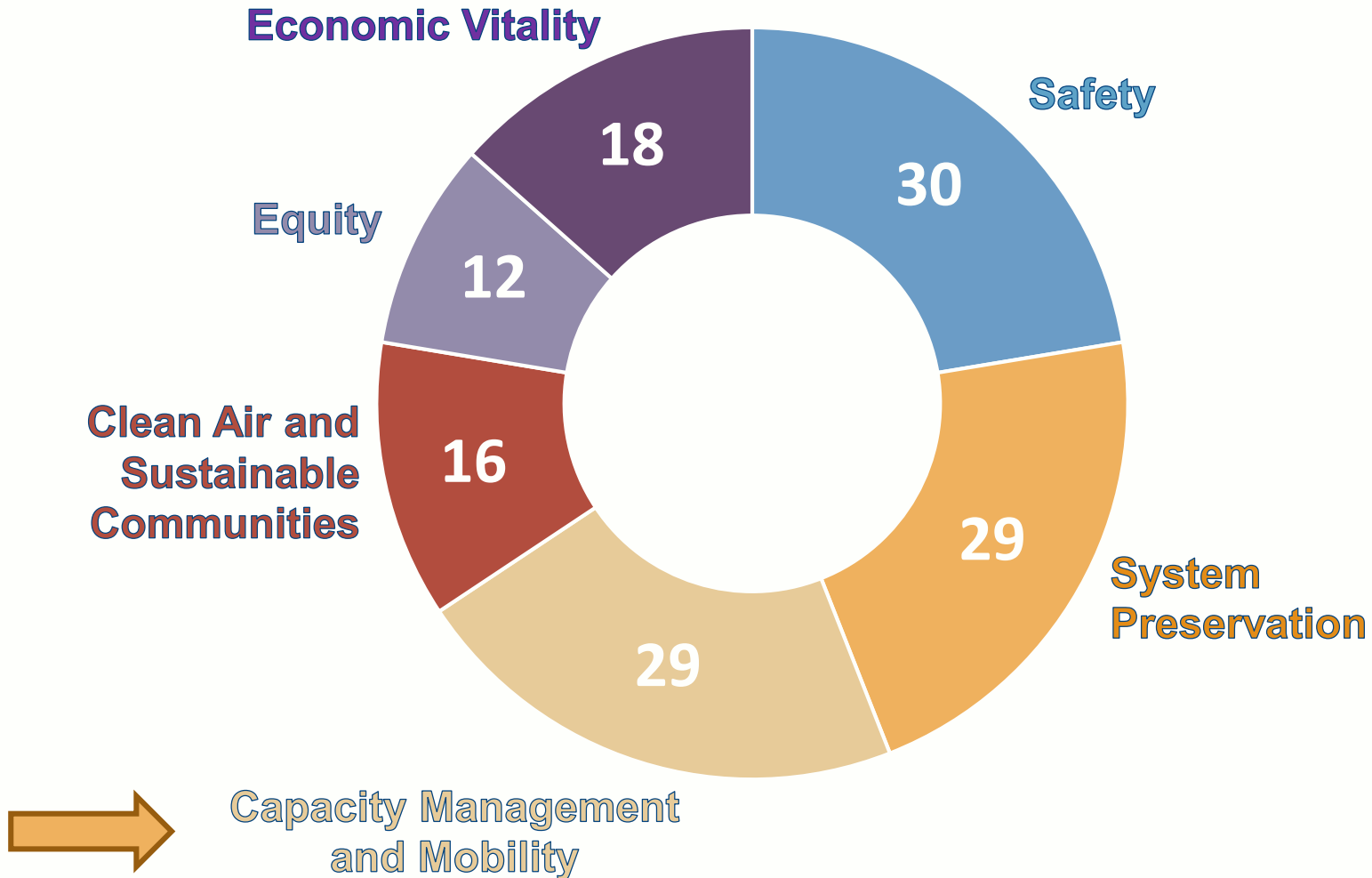
Framing the Conversation

Current Criteria: Overview

Current TIP Criteria: Point Allocations (134 Possible Points)

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Current Criteria: Goals and Objectives

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  - **Emphasize low-cost operations improvements over more expensive capacity-adding projects**
  - **Eliminate freight bottlenecks and enhance connections**

Summary of Feedback

Summary of Feedback: MPO

- **Survey**
  - **Increasing mobility is key to economic vitality and opportunity**
  - **Prioritizing transit, specifically through bus lanes, is the most efficient solution for equity, climate, congestion**
  - **Expanding the transit system should be a goal**

Summary of Feedback: MPO

- **Survey**
  - **Increasing mobility is key to economic vitality and opportunity**
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  - **Expanding the transit system should be a goal**

- **Focus Group**
  - **Mode shift is more important than congestion reduction**
  - **Connections between modes (walking/biking and transit) should be prioritized**

Summary of Feedback: Other

- **RTAC**
  - **Enhancing bike infrastructure and increasing connectivity is essential for this to be a viable mobility option**
  - **Reducing congestion key to quality of life**
  - **Focus should be on creating multimodal facilities**

Summary of Feedback: Other

- **RTAC**
  - Enhancing bike infrastructure and increasing connectivity is essential for this to be a viable mobility option
  - Reducing congestion key to quality of life
  - Focus should be on creating multimodal facilities

- **Transportation for America**
  - Measure increase in accessibility of jobs and services, rather than specific improvements to facilities

Proposed Changes to Current Criteria

Approach to Criteria Changes

- **Incorporate new transit elements, including bus lanes**

- **Focus pedestrian and bicycle criteria on creating new high-utility links**

- **Move from vehicle-delay to person-delay measures**

- **Recognize additional improvements, including loading zones, bike share stations, and additional accessibility infrastructure**

- **Tailor criteria to specific investment programs**

Capacity Management: Summary

Change	Updated Criteria
New Criterion	Enhances transit usability
Updates to Existing Criteria	Improves pedestrian network and ADA accessibility
	Improves bicycle network
	Improves truck movement
	Reduces person delay
Removed Criterion	Improves intermodal accommodations/connections to transit

Criterion: Enhances Transit Usability

Criterion	Project enhances transit usability
Key Features	Awards points for: • Adding dedicated bus lanes, queue jumps, or transit signal priority • Improving bus stop locations or spacing • Enhancing bus stops with shelters and technology • Providing new or expanded transit service
Updates to Existing Criterion	• N/A (new criterion)
Program Modifications	• Bicycle/Pedestrian Program not scored • Transit Modernization Program includes points for transit station parking enhancements • Transit Modernization and Major Infrastructure Program include points for transit expansion
Discussion Topics	• Criterion is separate from transit delay scoring

Criterion: Improves Pedestrian Network

Criterion	Project improves pedestrian network and ADA accessibility
Key Features	Awards points for: • Adding new sidewalks on high-utility links • Closing a gap in or extending the pedestrian network • Enhancing ADA accessibility beyond minimum standards • Creating pedestrian connections to transit
Updates to Existing Criterion	• Use of MAPC's Local Access tool for scoring • Increased focus on closing gap • Clarification of ADA scoring
Program Modifications	• Higher point values for Bicycle/Pedestrian Program • Transit Modernization Program scoring focuses on station access enhancements and connections to transit
Discussion Topics	• Use of MAPC's Local Access tool for scoring

Criterion: Improves Bicycle Network

Criterion	Project improves bicycle network
Key Features	Awards points for: • Adding new bicycle facilities on high-utility links, scored by type of facility • Closing a gap in or extending the bicycle network • Making accommodations for bicycle parking or bike share • Creating bicycle connections to transit
Updates to Existing Criterion	• Use of MAPC's Local Access tool for scoring • Increased focus on closing gap • Inclusion of bicycle parking and bike share
Program Modifications	• Higher point values for Bicycle/Pedestrian Program • Transit Modernization Program scoring focuses on bike parking enhancements and connections to transit
Discussion Topics	• Use of MAPC's Local Access tool for scoring

Criterion: Improves Truck Movement

Criterion	Project improves truck movement
Key Features	Awards points for: • Improving truck movement, with a focus on freight corridors • Addressing freight bottlenecks • Making accommodations for freight deliveries/loading zones
Updates to Existing Criterion	• Focus on freight corridors • New curb usage scoring
Program Modifications	• Bicycle/Pedestrian and Transit Modernization Programs not scored
Discussion Topics	• Future of the Curb implementation

Criterion: Reduces Person Delay

| Criterion	Project reduces person delay
Key Features	Awards points for: • Reducing total person delay for transit and autos • Addressing bus routes performing below on-time performance standards • Addressing NHS routes designated as unreliable
Updates to Existing Criterion	• Combines transit and auto delay metrics • Shifts focus from vehicles to people • Introduces points for addressing certain types of routes
Program Modifications	• Bicycle/Pedestrian Program not scored for this criterion • Transit Modernization Program focused on transit delay only
Discussion Topics	• Shift to combined transit and auto delay measure focused on passengers, not number of vehicles

Equity Scoring

Proposed Equity Evaluation Framework

Goal: Evaluate project's impacts on equity populations

Evaluate Equity Criteria

Capacity Management and Mobility Criteria

Evaluate equity criteria in each goal area
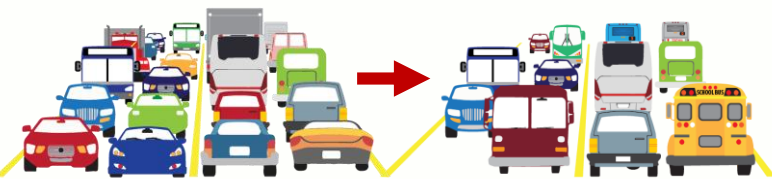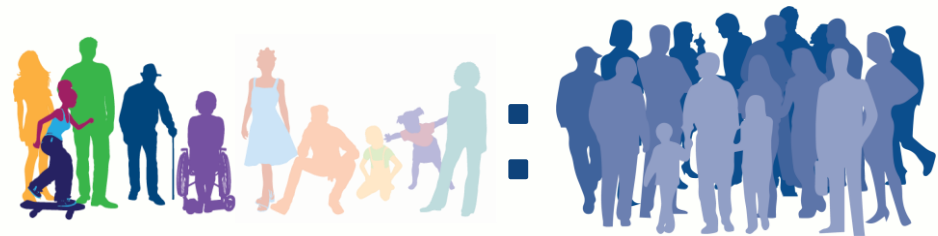
Enhances transit usability

Base Score

Identify Equity Populations in Project Area

Determine the share of the equity population and compare to the regional average

Equity Multiplier

X

= **Final Score**

Capacity Management: Equity Scoring

Change	Updated Criteria (with Equity Multiplier)
New Criterion	Enhances transit usability
Updates to Existing Criteria	Improves pedestrian network and ADA accessibility
	Improves bicycle network
	Improves truck movement
	Reduces person delay
Removed Criterion	Improves intermodal accommodations/connections to transit

Capacity Management: Equity Scoring

Change	Updated Criteria (with Equity Multiplier)
New Criterion	**Enhances transit usability**
Updates to Existing Criteria	**Improves pedestrian network and ADA accessibility**
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	Improves truck movement
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Removed Criterion	Improves intermodal accommodations/connections to transit

Next Steps

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Today:

Discuss Capacity Management goal area

July 16

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Next MPO Meeting:

Discuss Economic Vitality goal area

July 16	August 6

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Today:
Discuss Capacity Management goal area

Future MPO Meetings:
Discuss test scoring and public input

Next MPO Meeting:
Discuss Economic Vitality goal area

July 16	August 6	August 20-September

Discussion