

Creating the Interagency Working Group and Tackling Community Mobility Problems

Examples from Greater Boston

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Interagency Coordination and Tackling Mobility Challenges



Partners: Which agencies

Purpose: How and Why Forming this Working Group

Process: Helping to Solve First/Last Mile Mobility Challenges

Practice: Lessons Learned and Next Steps



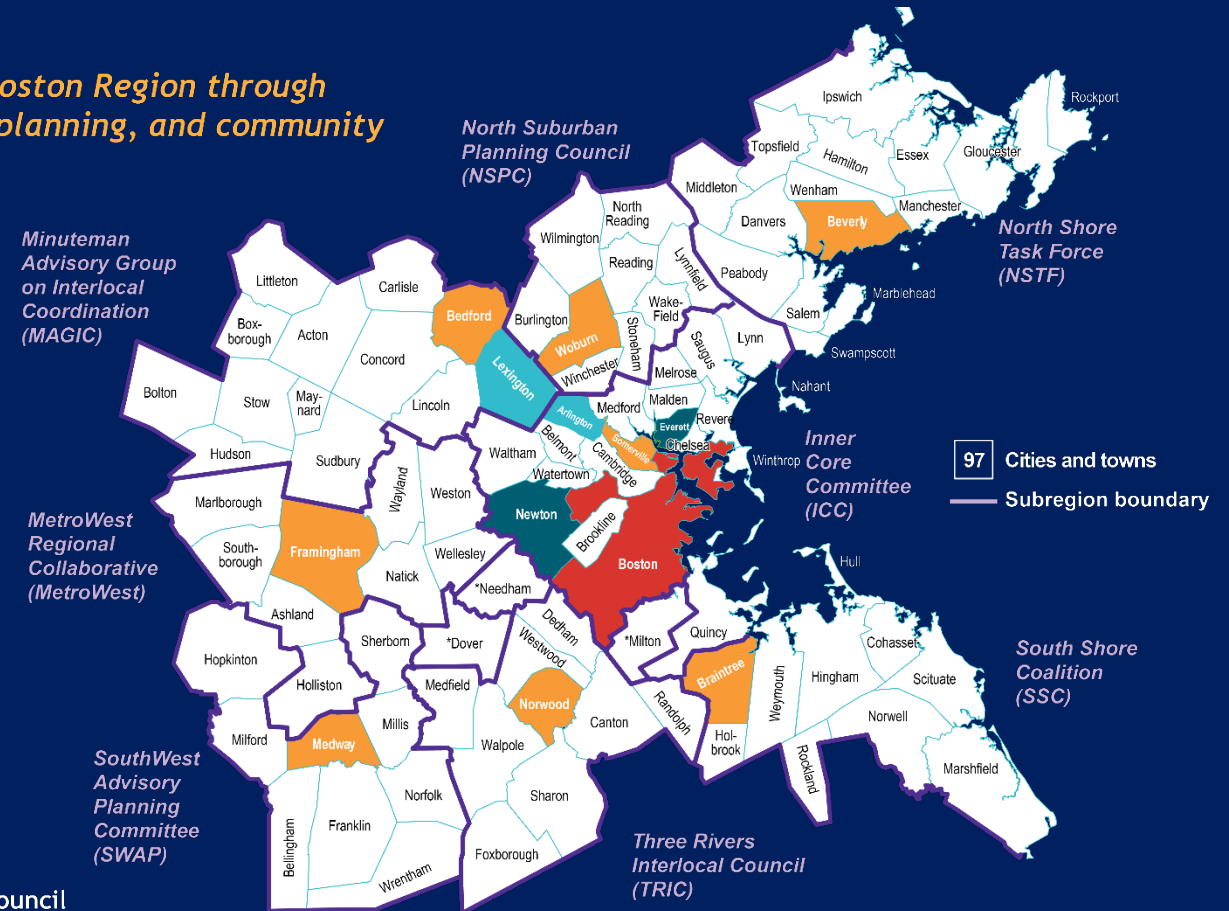
MPO – responsible for federally required transportation planning; staffed by Central Transportation Planning Staff (CTPS)



Improving transportation in the Boston Region through technical analysis, collaborative planning, and community engagement.

24 Members

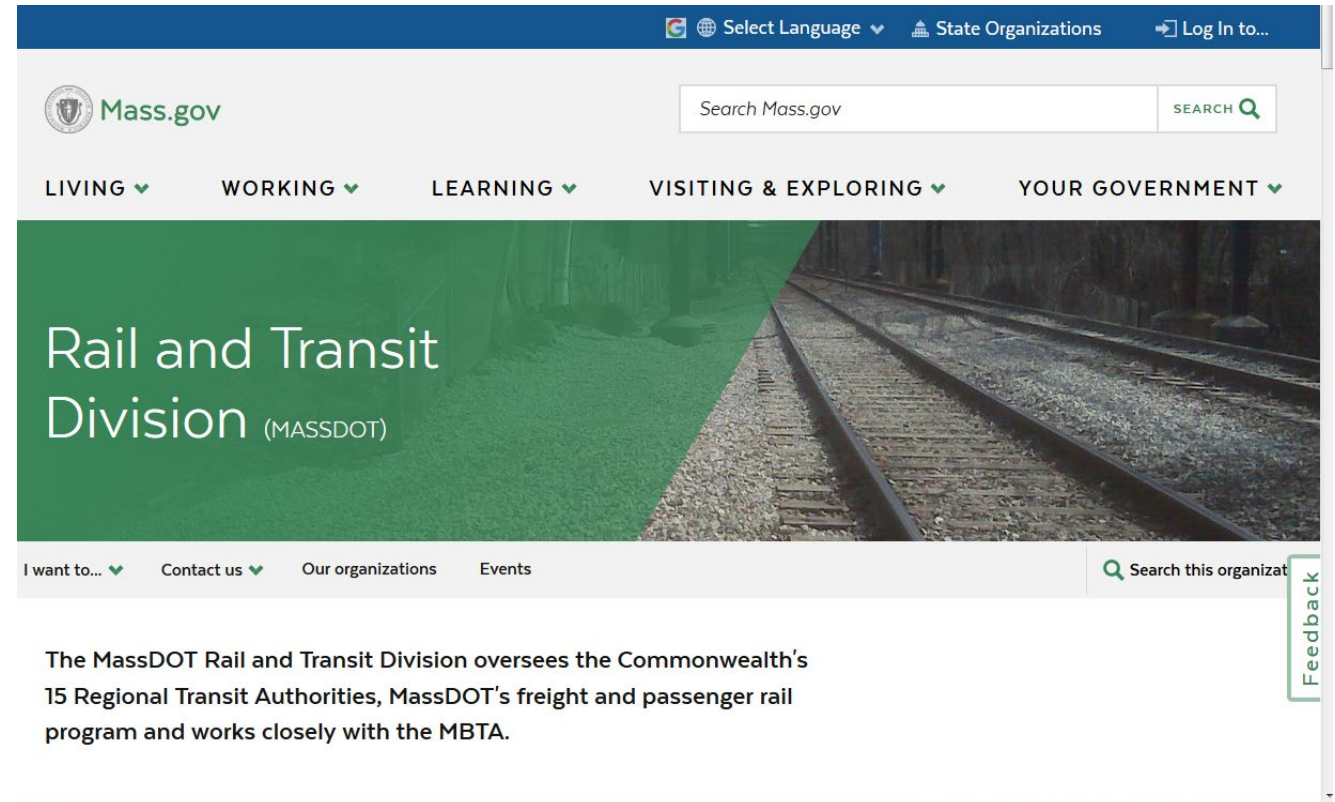
- 8 Municipalities representing subregions (elected)
- 2 Cities, at-large (elected)
- 2 Towns, at-large (elected)
- 2 City of Boston (permanent)
- 5 Transportation agencies
 - Massachusetts Department of Transportation (3 seats)
 - Massachusetts Bay Transportation Authority
 - Massachusetts Port Authority
- 2 Federal agencies (nonvoting)
 - Federal Transit Administration
 - Federal Highway Administration
- 2 Advisory councils/boards
 - Regional Transportation Advisory Council
 - MBTA Advisory Board
- 1 Metropolitan Area Planning Council



*Community is in more than one subregion: Dover is in TRIC and SWAP; Milton and Needham are in ICC and TRIC.



MassDOT -- Mobility Management and Transportation Coordination program, as part of Transit and Rail Division



Interagency Coordination

Problem: First mile/last mile and “intraregion” trips not adequately served by current transit

MAPC, CTPS, MassDOT formed Community Mobility and First Mile/Last Mile Working Group in 2017

Question: How can our agencies better:

- ☐ Coordinate efforts, break down silos in funding, programs, practices
- ☐ Share best practices
- ☐ Develop funding programs for first/last mile and share mobility
- ☐ Assist municipalities in technical studies
- ☐ Meet the challenges of evolving mobility landscape



Community Mobility, First and Last Mile Connections:

Best Practices in Massachusetts
Technical Assistance and
Implementation Options

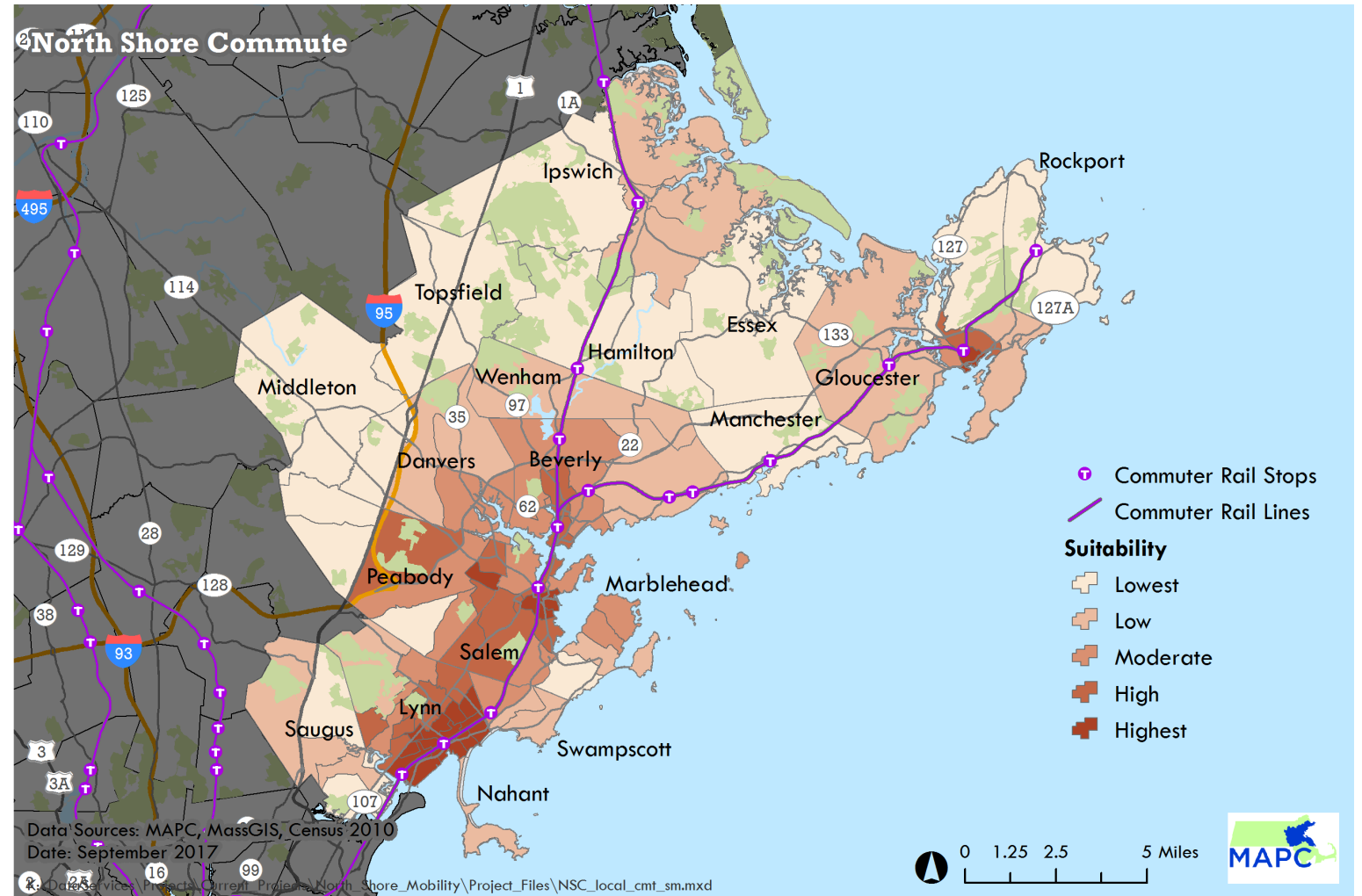
Compiled by MassDOT, MAPC, and CTPS

MAPC: Mobility Studies

Assist municipalities and subregions with determining transit gaps and needs

Develop pilots for community mobility and first/last mile solutions

Share best practices



MAPC and CTPS: Ride-Hail Impacts

Data Collection and Integration

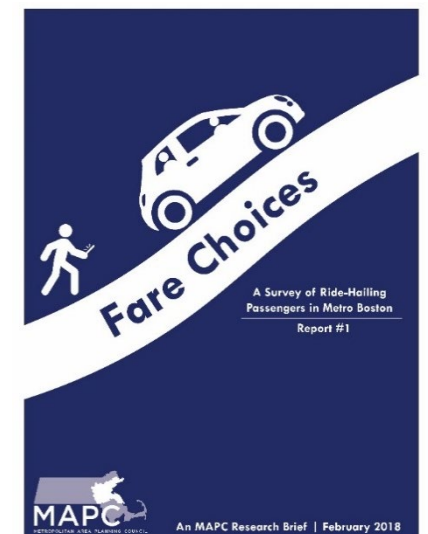
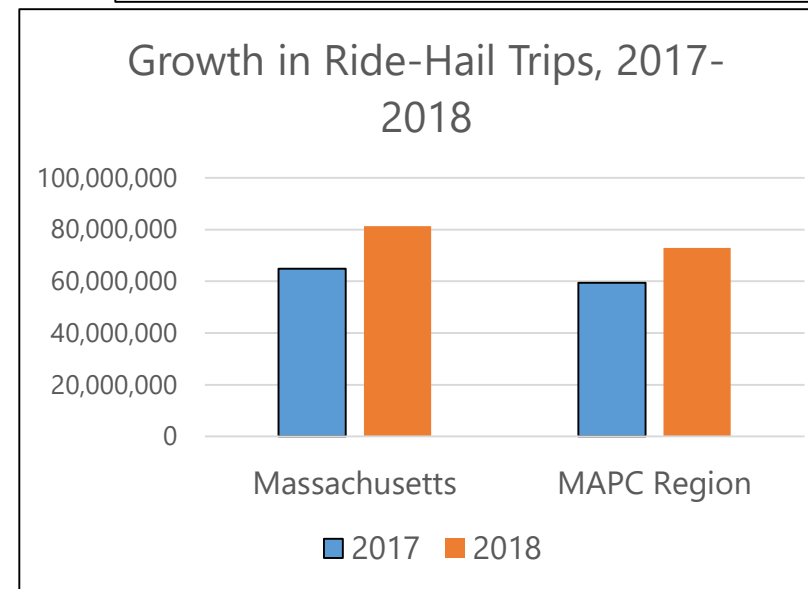
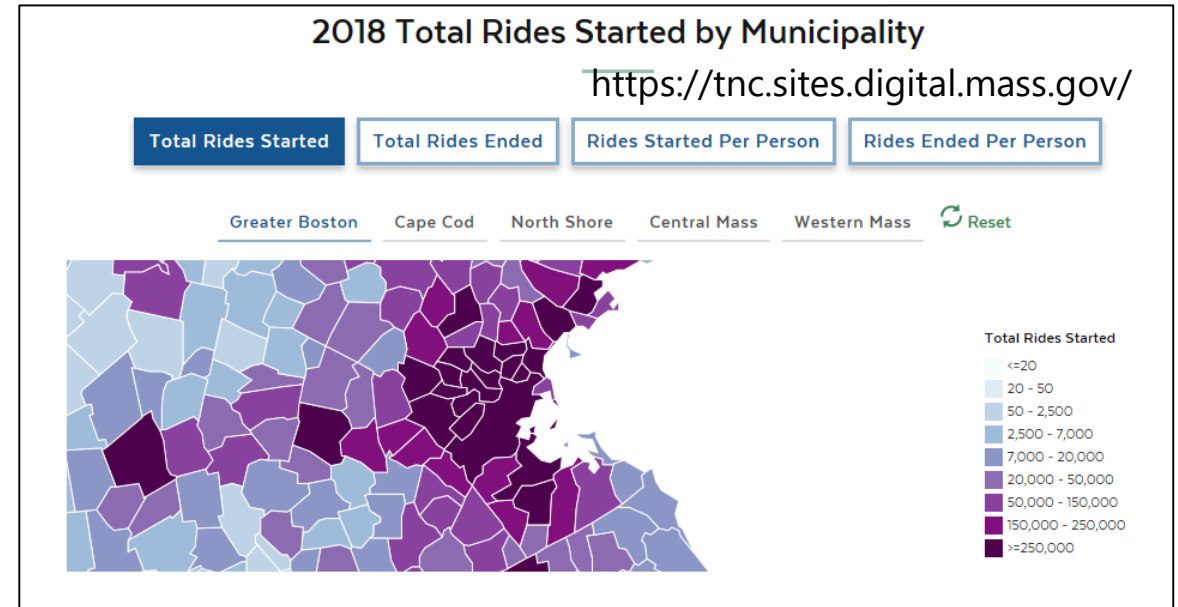
2014: Initial studies funded in Unified Planning Work Program (UPWP)

2015-2017: Collaboration and communication with regional partners

- Massport
- MBTA
- MA Department of Public Utilities

2017-2018: Fare Choices Study

2019: Ride-Hail Impact Study for Brockton Area Transit



MAPC and MassDOT: Ride-Hail Partnerships Best Practices



Forum held in 2018

Speakers included transit agencies, non-profits, higher education

Lessons on implementation, challenges, data

Continued joint research with MassDOT on how to ensure shared rides, equity considerations

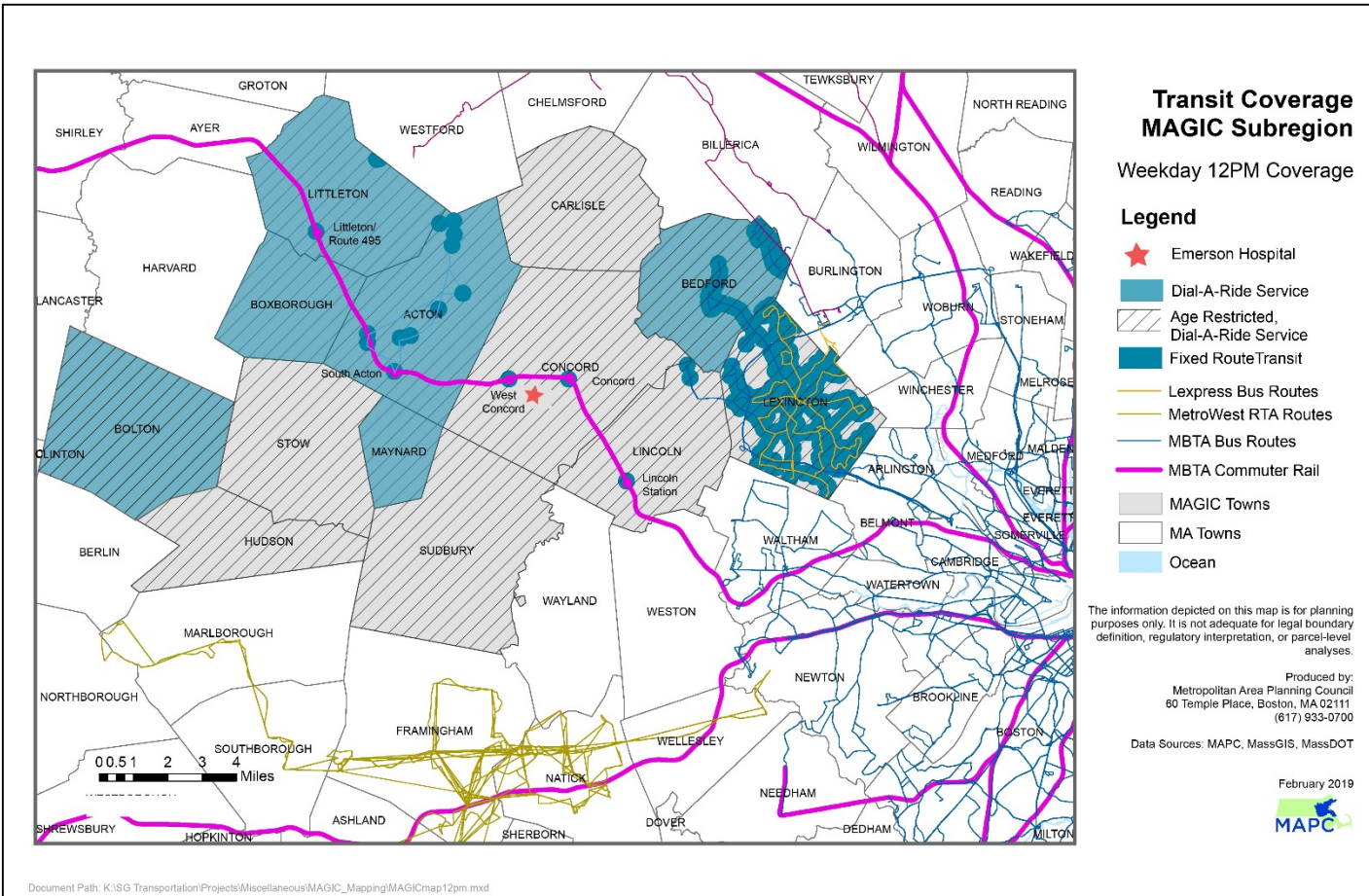
<https://www.mapc.org/planning101/how-have-public-agencies-and-nonprofits-partnered-with-tncs/>

<https://www.mass.gov/service-details/partner-with-a-transportation-network-company-to-improve-community-mobility>



Microtransit

Understanding Best Practices, Facilitation



2018: Interest in microtransit pilot in
MAGIC subregion

MAPC-led Request for Information (RFI)
from microtransit vendors

RFI Findings:

Several options (software/dispatch to
turnkey operations)

Few rural pilots

Few multi-jurisdictional pilots

Operating costs

Rapidly evolving marketplace

Next step: ride-hail partnerships, data
collection

CTPS -- Community Transportation Technical Assistance (CTTA)

- ☐ Technical advice on local transportation concerns such as traffic ops, safety, bike/ped access, livability, parking
- ☐ Open to all 97 municipalities in the Boston MPO region
- ☐ Recent projects: Intersection studies in Swampscott; Danvers rail-trail crossing at major roadway
- ☐ <https://www.ctps.org/ctta>

CTPS -- Regional Transit Service Planning Technical Support (RTSP)

- ☐ Technical support to promote best practices and address issues related to bus route planning, ridership, cost-effectiveness, and other transit service characteristics
- ☐ Program open to RTAs, TMAs, municipalities, MAPC subregions
- ☐ Recent projects: assistance with MetroWest RTA, CrossTown Connect
- ☐ https://www.ctps.org/regional_transit

MPO: Community Connections Program

Need identified in MPO's Long Range Plan Regional Needs Assessment

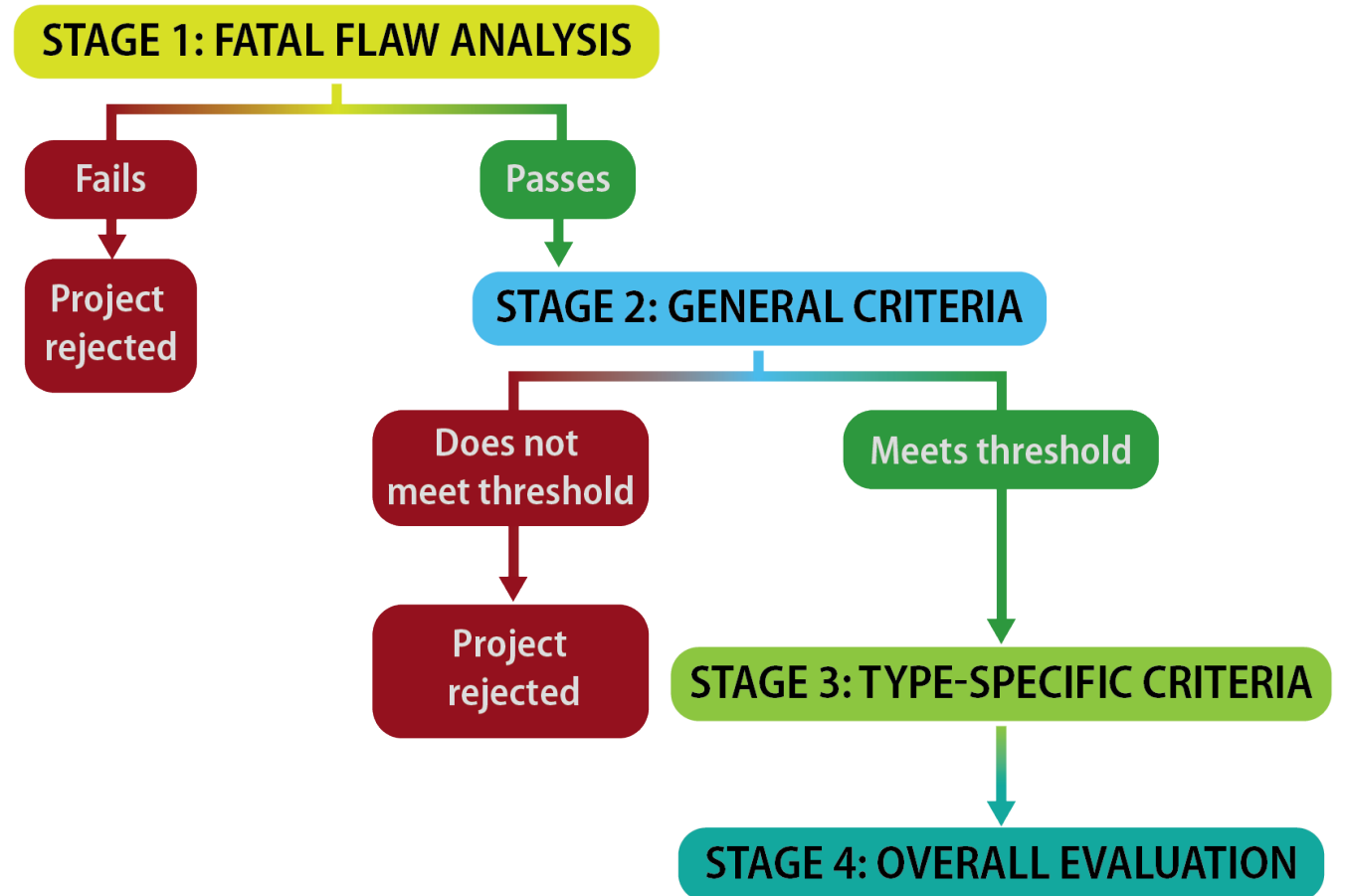
- Suburban mobility
- First/Last mile connections to transit

Previous Challenges

- Sustainability of operations projects
- Requirements tied to MPO's federal funding

Current Status

- Developing new funding application
- First round of funding to be programmed in FFY 2021



MPO Studies: Changing Trends and Planning for the Future

UPWP process and funding discrete planning studies

- Limited funds every Federal Fiscal Year
- Committee process to prioritize investments
- Studies achieve regional goals

Ongoing Study (FFY 2019): Future of the Curb

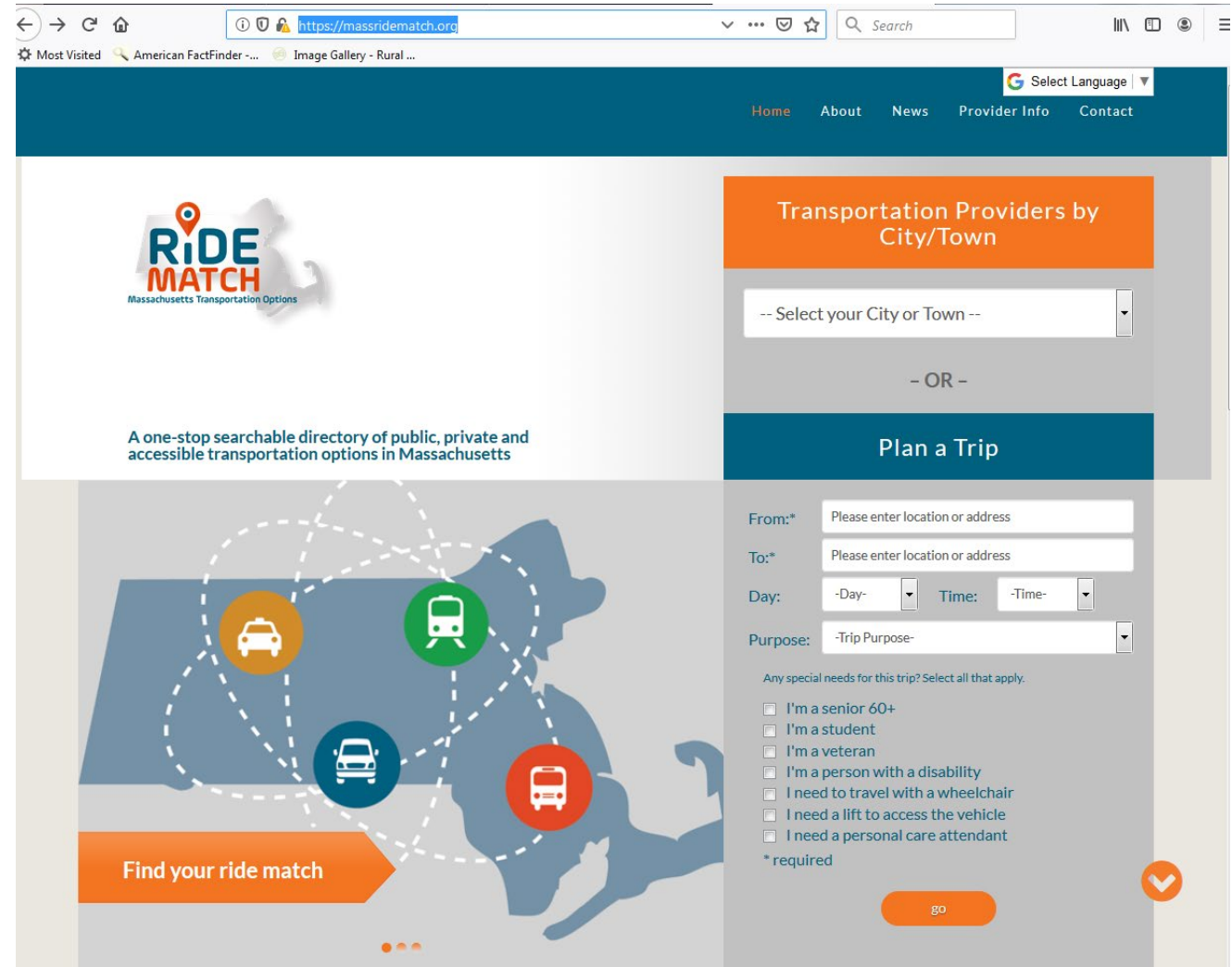
- Purpose = identify best practices in changing curb use policies
- What are impacts of the changes?
- What could be applicable to the Boston Region?



MassDOT: RideMatch

One stop for all transit options in Massachusetts

Collects data on unmet transit needs



The screenshot shows the MassDOT RideMatch website interface. At the top, there's a navigation bar with links for Home, About, News, Provider Info, and Contact. Below this, the main header features the RideMatch logo and a description: "A one-stop searchable directory of public, private and accessible transportation options in Massachusetts". The central part of the page is a large map of Massachusetts with various transit icons (car, train, bus, etc.) and a dashed line indicating a route. An orange arrow points to the text "Find your ride match". On the right side, there's a "Transportation Providers by City/Town" section with a dropdown menu to "Select your City or Town". Below this is a "Plan a Trip" section with fields for "From:", "To:", "Day:", "Time:", and "Purpose:". There are also checkboxes for special needs: "I'm a senior 60+", "I'm a student", "I'm a veteran", "I'm a person with a disability", "I need to travel with a wheelchair", "I need a lift to access the vehicle", and "I need a personal care attendant". A "go" button is at the bottom right.

https://massridematch.org

Select Language

Home About News Provider Info Contact

RIDE MATCH
Massachusetts Transportation Options

A one-stop searchable directory of public, private and accessible transportation options in Massachusetts

Transportation Providers by City/Town

-- Select your City or Town --

- OR -

Plan a Trip

From:* Please enter location or address

To:* Please enter location or address

Day: -Day- Time: -Time-

Purpose: -Trip Purpose-

Any special needs for this trip? Select all that apply.

- ☐ I'm a senior 60+
- ☐ I'm a student
- ☐ I'm a veteran
- ☐ I'm a person with a disability
- ☐ I need to travel with a wheelchair
- ☐ I need a lift to access the vehicle
- ☐ I need a personal care attendant

* required

go

MassDOT: Workforce Transportation Grants

New: MasDOT to award up to \$4,580,000 of Federal and State funds to projects that will provide workforce transportation service

Eligible applicants include:

- Employers
- Transportation Management Associations (TMAs)
- Municipalities
- Non-profit organizations
- Regional Transit Authorities (RTAs)



Lessons Learned and Next Areas of Work

Lessons:

- ☐ Transportation marketplace is rapidly evolving
Don't get left behind, or you'll be playing catch up!
- ☐ Be proactive in reaching out, coordinating, sharing ideas
- ☐ Coordination gets easier with practice
- ☐ Data collection, sharing, and analysis are critical

Next Phases:

- ☐ E-Scooters, expanded bike share
- ☐ First/last mile local projects
- ☐ Curbside management best practices
- ☐ Microtransit
- ☐ "Next-gen" ride-hailing data collection and analysis
- ☐ Policy development (e.g., promote shared rides)

A final thought...

“Emerging mobility services ...will not replace high-quality, fixed route transit as the most efficient means of moving people along dense urban corridors, and focusing on emerging mobility services is not a substitute for designing walkable, mixed-use neighborhoods or engaging in pedestrian- and transit-oriented planning.”

**- *Private Mobility, Public Interest*
(2016 Transit Center report)**



Thank you!

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www.mapc.org

