



Boston Region Metropolitan Planning Organization: Transit Working Group

February 10, 2022



VIRTUAL MEETING
TRANSIT WORKING GROUP

Notice of Nondiscrimination

You are invited to participate in our transportation planning process, regardless of your race, color, national origin (including limited English proficiency), religion, creed, gender, ancestry, ethnicity, disability, age, sex, sexual orientation, gender identity or expression, veteran's status, or background.

简体中文 (Simplified Chinese)

如果需要使用其它语言了解信息，请联系波士顿大都会规划组织 (Boston Region MPO) 《民权法案》第六章专员，电话 857.702.3700。

繁體中文 (Traditional Chinese)

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Kreyòl Ayisyen (Haitian Creole)

Si yon moun vle genyen enfòmasyon sa yo nan yon lòt lang, tanpri kontakte Espesyalis Boston Region MPO Title VI la nan nimewo 857.702.3700.

Español (Spanish)

Si necesita esta información en otro idioma, por favor contacte la Boston Region MPO al 857.702.3700.

Português (Portuguese)

Caso estas informações sejam necessárias em outro idioma, por favor, contate o MPO da Região de Boston pelo telefone 857.702.3700.

Tiếng Việt (Vietnamese)

Nếu quý vị cần thông tin này bằng một ngôn ngữ khác, vui lòng liên lạc Boston Region MPO theo số 857.702.3700.

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TRANSIT
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VIRTUAL MEETING

Guidelines

1. All participants will join the meeting with muted microphones.
2. Please rename yourself to include your first name, last name and affiliation.
3. To participate in the discussion, please select the “raise hand” function. Find this by clicking either on the “Participants” button at the bottom of the screen, and a window will pop up with a “Raise Hand” button at the bottom, or the “Reactions” button in the toolbar. Staff will then call on participants.
4. If you are on the phone, you can use *9 to raise your hand.
5. If you have any technical difficulties, please contact Stella Jordan via the chat box, sjordan@ctps.org or 857.702.3675.



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VIRTUAL MEETING

Accessibility Statement

This meeting is accessible to people with disabilities. Zoom products are compliant, with exceptions, with the following standards: Web Content Accessibility Guidelines 2.1 Level AA Standards and Revised Section 508 Standards.

If you require any additional accommodations in order to participate fully in this meeting, please contact Stella Jordan, MPO staff, at sjordan@ctps.org or 857.702.3675.

February 10, 2022

AGENDA

1. Welcome
2. MPO Activities Update
3. Transit Provider Items
4. Transit-Relevant MPO Study Updates
5. Bus Stops, Amenities, and Perceived Safety Through a Gender Lens
6. Public Comments
7. Closing and Next Steps

Introduce yourself in the chat!

- Name
- Affiliation
- Location or transit service area

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Today's Meeting

- Welcome
- MPO Activities Update
- Transit Provider Items
- Transit-Relevant MPO Study Updates
 - Access to Commercial Business Districts Phase 2
 - The Future of the Curb Phase 2
- Keynote: Bus Stops, Amenities, and Perceived Safety Through a Gender Lens
- Public Comments
- Closing and Next Steps

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MPO Activities Update

Transit Working Group: Pilot Findings

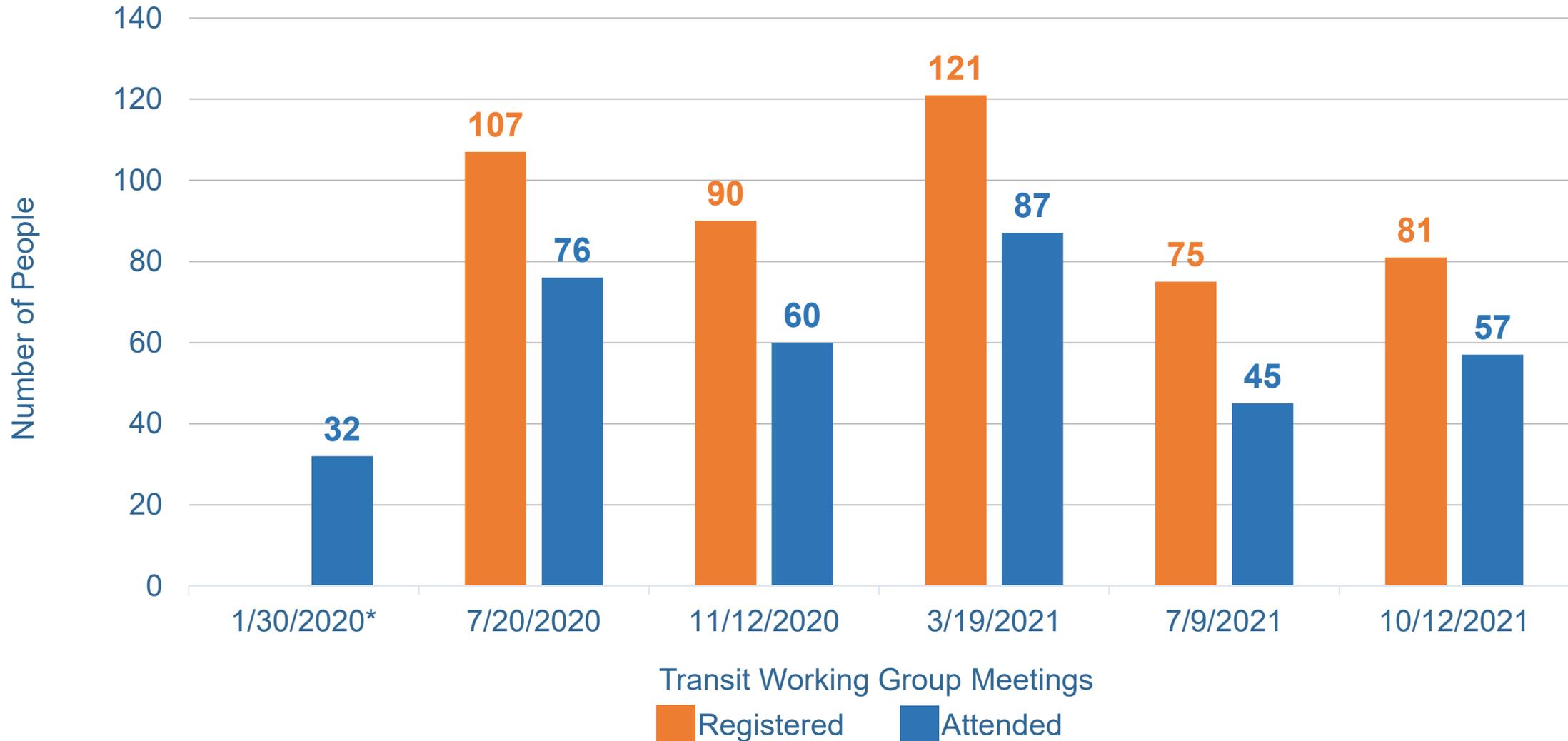
Michelle Scott, MPO Staff

Pilot Characteristics and Questions

- Proposed mission:
 - Provide a forum for coordination among transit providers
 - Help inform the MPO's planning and decision-making on transit matters
- Flexible structure
- Desired participants: transit providers and others working on transit matters
- Topics: MPO transit-related activities and items of interest to transit providers

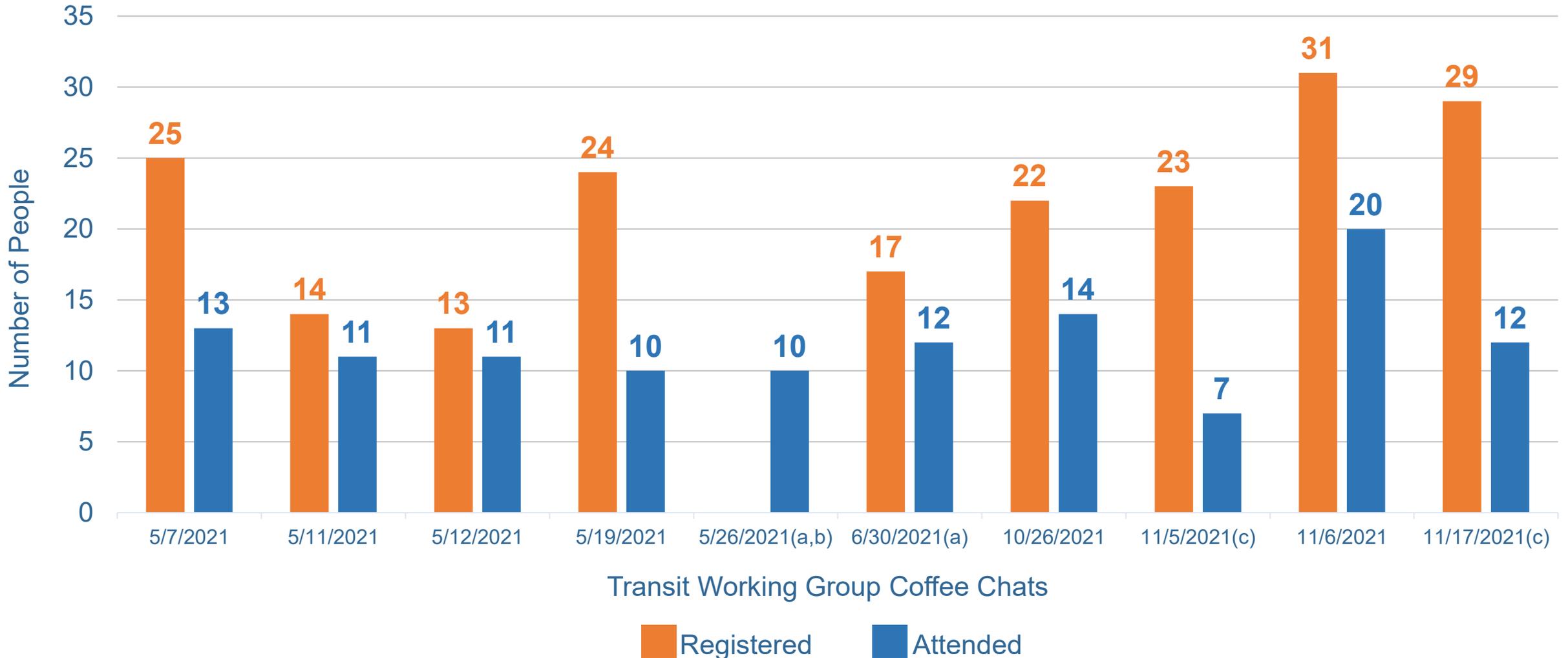


Attendance and Registrations at Transit Working Group Meetings



*The January 30, 2020, meeting was held in person. While RSVPs were requested, no advance registration was required.

Attendance and Registrations at Transit Working Group Coffee Chats

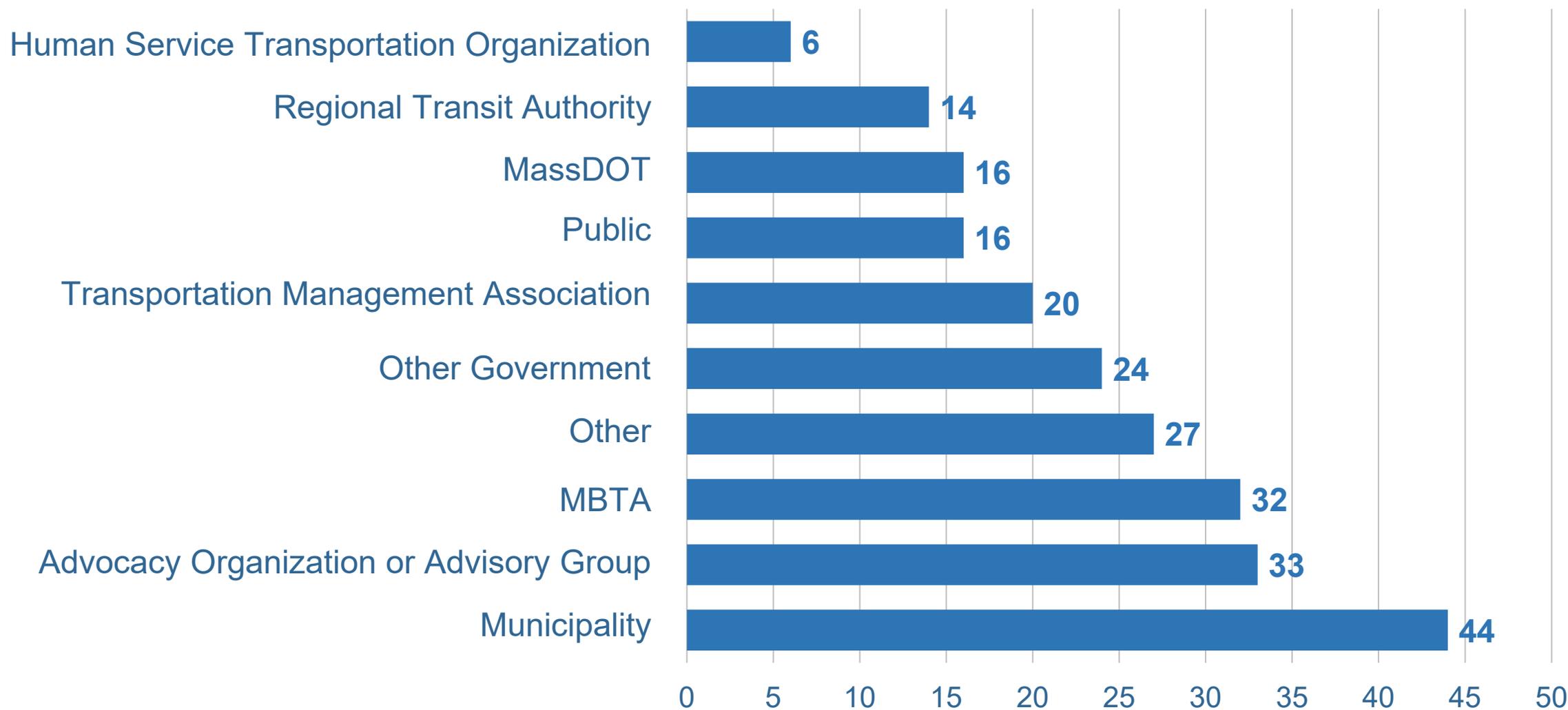


a: This coffee chat was invitation only.

b: Advance registrations were not required for this coffee chat.

c: The January 30, 2020, meeting was held in person. While RSVPs were requested, no advance registration was required.

Participants by Number of Meetings Attended

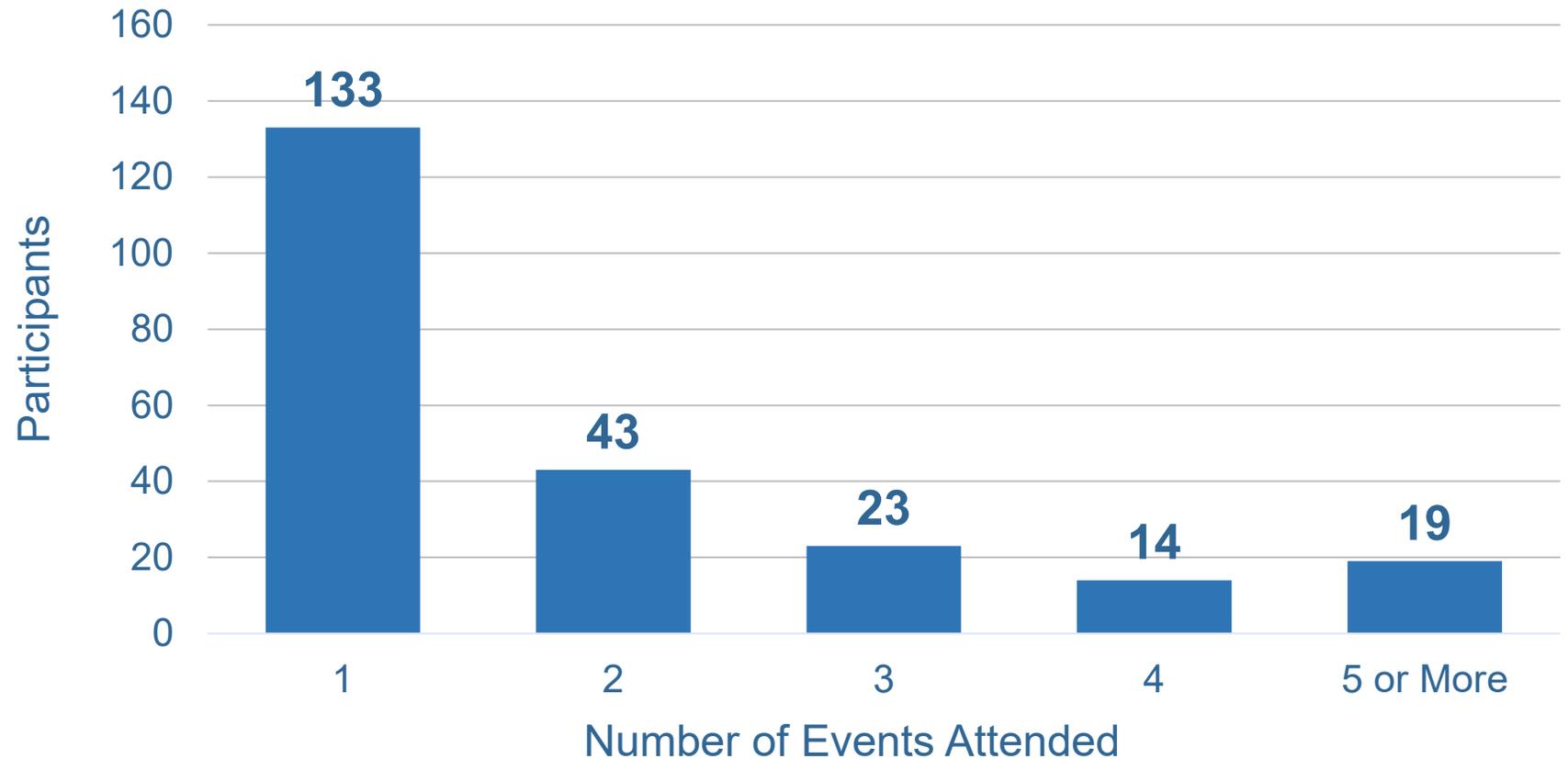


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Number of Events Attended by Transit Working Group Participants



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Participant Feedback Themes

Coffee chats are valuable for focused discussion, sharing experiences, and coordination.

TWG topics are interesting and informative.

It is helpful to have MPO information presented in ways that are targeted to transit providers.

More coordination is still necessary. What actions can we take together to address common issues and needs?

We would like to use this group to engage with the MBTA on how to best coordinate services.



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MPO Staff Impressions

- TWG discussions and feedback are helpful for informing key MPO planning processes.
- MPO staff have strengthened relationships with transit providers through the TWG.
- Staff can share MPO-funded products and resources with new audiences.
- A flexible TWG structure allows for diverse participation.
- In general, participants continue to seek provider-to-provider coordination to solve shared issues

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MPO = Metropolitan Planning Organization. TWG = Transit Working Group.



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Looking to the Future

Staff propose to:

- Continue the TWG's existing flexible structure and meeting schedule through FFY 2022
- Use discussions to inform the LRTP, the Coordinated Public Transit–Human Services Transportation Plan, and other MPO work
- Explore options for more action-oriented work within the TWG
 - What resources would be needed?
 - Implementation of actions would likely depend on other agencies.

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LRTP = Long-Range Transportation Plan. MPO = Metropolitan Planning Organization. TWG = Transit Working Group.



Regional Transit Service Planning Technical Support

Rose McCarron, MPO Staff

February 10, 2022

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Regional Transit Service Planning Technical Support

- Technical support for issues related to
 - Route planning
 - Ridership
 - Cost effectiveness
 - Other service characteristics
- Eligible applicants include regional transit authorities, transportation management associations, municipalities, and MAPC subregions
- www.bostonmpo.org/regional_transit

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MAPC = Metropolitan Area Planning Council



Unified Planning Work Program (UPWP) Update

Srilekha Murthy, UPWP Manager

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About the UPWP

- Programs federal funding for planning and analysis
- The document includes:
 - Core MPO programs (Certification Requirements)
 - Discrete studies (selected annually)
 - Technical assistance offerings
 - Ongoing support program budgets
- New manager: Srilekha Murthy
 - smurthy@ctps.org

STUDY & ANALYZE



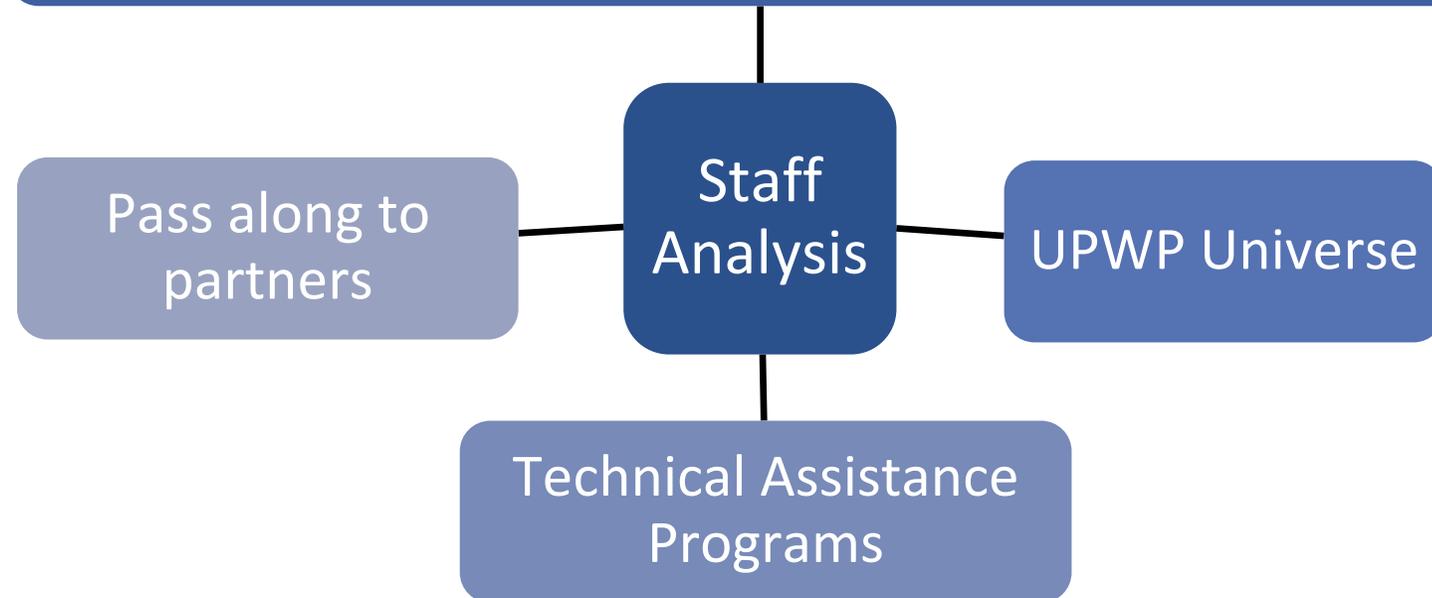
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Gathering Information for the UPWP

Outreach and Public Input:
Fill out the survey! https://ctps.qualtrics.com/jfe/form/SV_3F1yMkxkjY8v9K6



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MPO Travel Demand Management Study Update

Sandy Johnston, MPO Staff

Study: MPO Involvement in Travel Demand Management (TDM)

Feedback received over several years:
Interest in more regional leadership on TDM

FFY 2021 digital forums on TDM

- February
- September

Followup FFY 2022 UPWP study

- Should the MPO be involved in TDM?
- If so, how?

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Travel Demand Management Study Update and Survey

1. Survey and interview other MPOs to document how they engage with TDM practice
2. Survey and interview regional stakeholders (you!) to document level and specifics of interest in MPO involvement in TDM
 - Take the survey
 - tinyurl.com/yc2vmve5
 - Coffee chat
 - Wednesday, February 16, 4:00 PM
 - tinyurl.com/2a28e5xk
 - Interviews with MPO staff
 - Future Open House-type event
3. Make recommendations to MPO

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Transit Provider Items: Questions and Discussion

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Transit-Relevant MPO Study Updates



Transportation Recovery Guidebook for Commercial Business Districts

February 10, 2022

Betsy Harvey

Boston Region Metropolitan Planning Organization

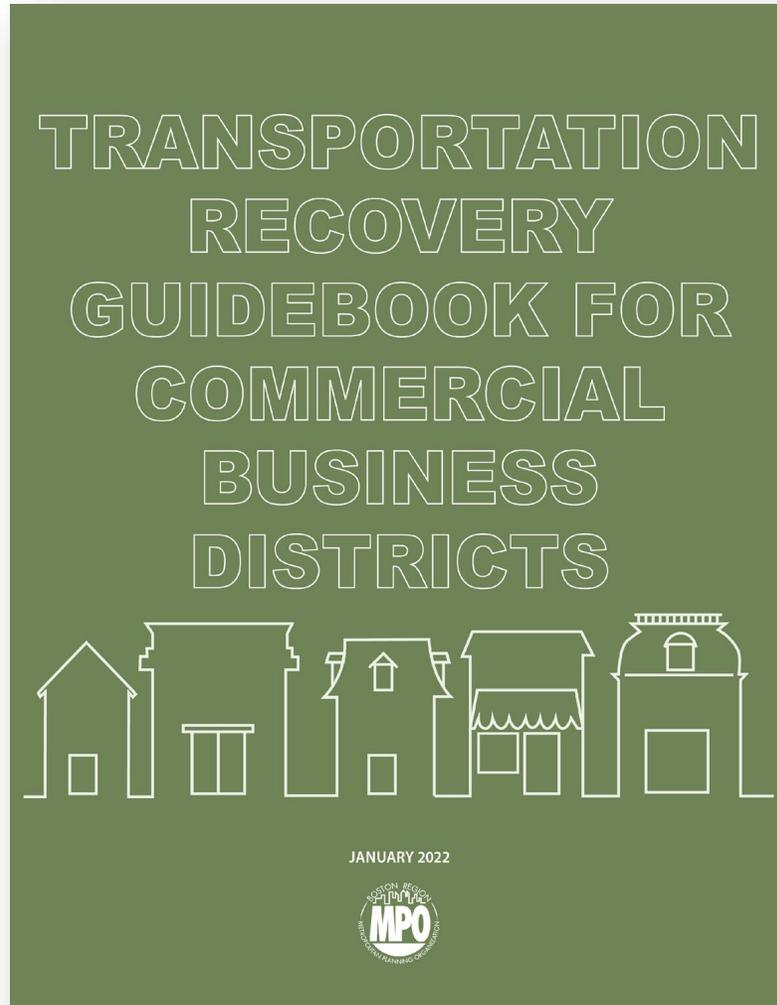
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Goals of the Study

- Develop pandemic recovery guidebook for municipalities for transportation access to and in commercial business districts (CBD)
- Develop recommendations that support an equitable, economically vibrant, and resilient future



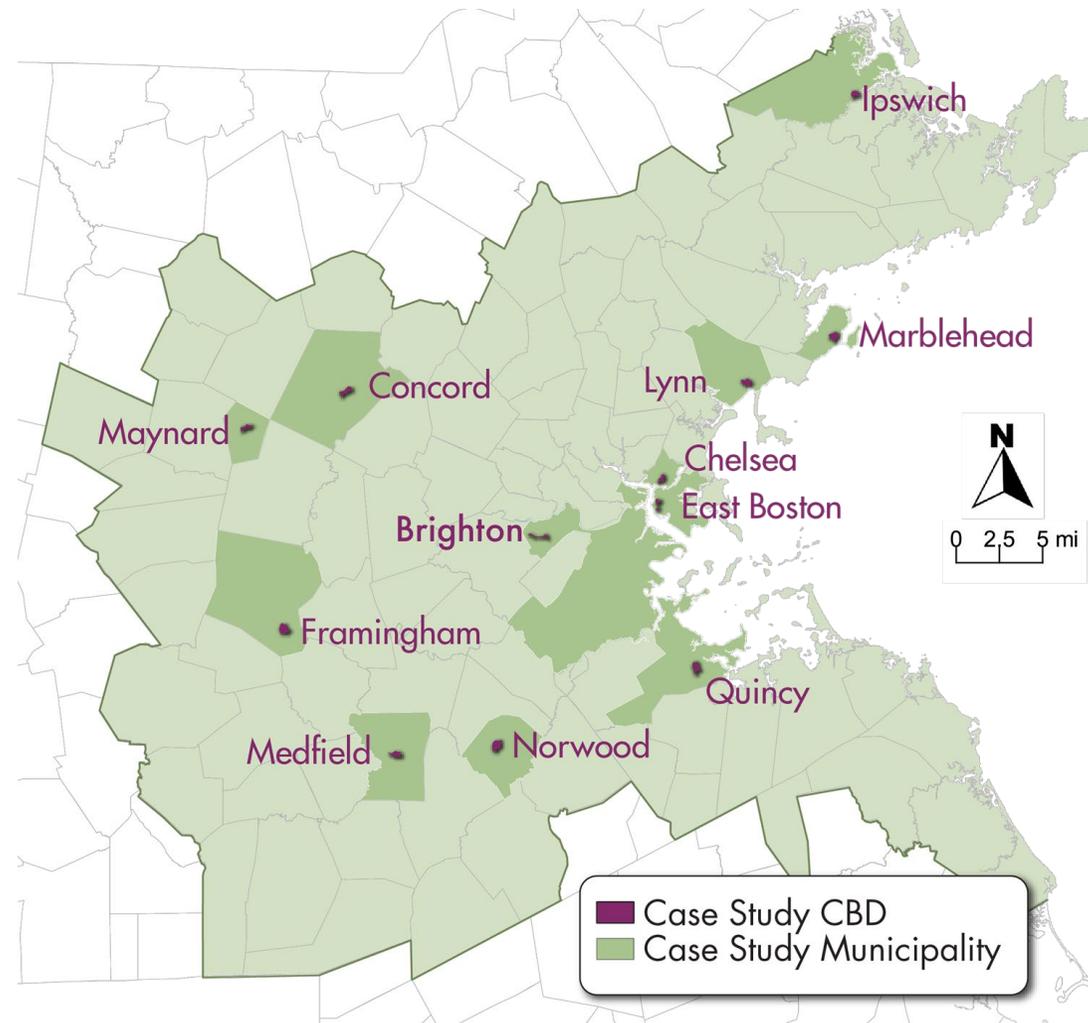
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Case Study CBDs



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What We Heard: Transit Challenges

- Drop in commuter rail ridership has affected ridership of shuttles that connect to stations
- CBDs with higher shares of people who work remotely saw more disruption to transit
- Presence of remote workers shopping locally made up for some lost foot traffic, but not all
- Providing safe spaces for riders who must use transit (essential workers)
- Uncertainty about the future of downtowns and corporate office space and associated transit ridership



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What We Heard: Transit Goals

- Improve biking and walking connections to transit stations
- Accelerate planned investments using newly-available federal and state money
- Invest in infrastructure that decreases bus travel times (such as transit signal priority and bus lanes)
- Maintain or increase public transit access to outdoor destinations that have become increasingly popular



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Exploratory Scenario Planning (XSP)

- Key challenge: writing a guidebook for a continuously evolving pandemic and for which there is little precedence
- Turned to XSP framework
 - Designed to support decision-making where there is uncertainty and there are multiple, interconnected forces at play



What We Found

	Driving Force	Certainty	Uncertainty
	High vaccination rates Length and severity of pandemic	X	X
	MBTA service prioritizing transit-critical populations Desire for active transportation and outdoor recreation access Long-term mode shift	X X	X
	Persistent socioeconomic and racial inequalities Consumer preference for e-commerce Changing store business models and impacts to the viability of downtowns Employer remote work policies	X X	X X X
	Geographic shift in housing demand and subsequent cost of living changes Geographic shift in the demand for office space		X X

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Recommendations

Recommended Strategy or Action	COVID-19 Duration and Severity	Travel Preferences	Employer Teleworking Policies
Collaborate with Other Municipalities	●	▲	▲
Develop Cross-Sector Partnerships	●	●	●
Develop a Curb Management Plan	●	▲	●
Establish Municipal Processes for Outdoor Dining Programs	▲	●	●
Incorporate Climate Resiliency into all Projects	●	●	●
Leverage Municipal Strengths and Opportunities	●	●	▲
Implement Quick-build Projects	▲	▲	●



Recommendation would likely provide negligible support for adaptation to driving force



Recommendation could support adaptation to or shape the direction of driving force

Note: image shows only a portion of the table. See guidebook for the entire table.

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Systematic Recommendations

Systematic Recommendations

Collaborate with Other Municipalities

Some grant programs explicitly recommend collaboration with other municipalities, including MassDOT's Community Transit Grant Program. In addition to helping secure grant funding, collaboration improves transportation access between municipalities since an individual's trips are not limited to their municipality. An example of a successful partnership is the [CrossTown Connect Transportation Management Association](#), which is a public-private partnership that provides several shuttle services in the northwestern part of the Boston Region MPO area.

Example from Case Studies:

- Framingham

Implementation Timeframe:



Resources:

- [Group Transit Regionalization and Consolidation \(Presentation at the Boston Region MPO Transit Working Group by Richard Farr, Executive Director, rabbitransit\)](#)
- [Improving Transit Integration Among Multiple Providers, Volume I: Transit Integration Manual \(Transit Cooperative Research Program\)](#)

Funding Opportunities and Technical Assistance:

- [Efficiency & Regionalization Grant Program \(Massachusetts Community Compact Cabinet\)](#)



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Systematic Recommendations

Develop a Curb Management Plan

Developing a curb management plan standardizes the use of curb space to align with municipal goals and community needs. While on-street parking may be desirable for some, it is often not the best use of a space that is in high demand from other curb uses.

This includes local delivery trucks, ride-hailing vehicles, bus stops, parklets, green infrastructure, road safety measures, such as bulb-outs, and more recently, on-street dining. Before and after studies can help identify the transportation modes used to access a CBD and the impact of a management plan. Using processes developed to implement quick-build projects during the pandemic could be replicated by testing out pilot curb management strategies to identify the most effective ones and generate business support.

Examples from Case Studies:

- None

Implementation Timeframe:



Resources:

- [COVID and Curb: How Cities Used the Curb and Street Space to Respond to COVID-19 and Policy Ideas to Ensure the Curb Serves the Public Good \(Transportation for America\)](#)
- [Curb Appeal: Curbside Management Strategies for Improving Transit Reliability \(National Association of City Transportation Officials \[NACTO\]\)](#)
- [Curbside Inventory Report \(Federal Highway Administration\)](#)
- [Improving the Future of the Commonwealth's Curb \(MassDOT\)](#)
- [Managing Curb Space in the Boston Region: A Guidebook \(CTPS\)](#)
- [The Future of the Curb \(Boston Region MPO\)](#)

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Infrastructural/Programmatic Recommendations



Invest in Public Transit Infrastructure that Supports Service for Essential Workers

In the immediate aftermath of the Massachusetts stay-at-home order in March 2020, public transit use dropped, and the remaining passengers were largely essential workers. Public transit, particularly bus service, was and continues to be a critical lifeline. Pandemic-era investments in supporting these services should continue, including bus shelters, dedicated bus lanes, and TSP, which lead to more reliable service and faster travel times for passengers.

Examples from Case Studies:

- Lynn
- Chelsea

Implementation Timeframe:



Resources:

- [Getting it Rolling: A Brief Guide to Mobilizing Bus Improvements in Greater Boston \(MAPC\)](#)
- [Streets for Pandemic Recovery and Response: Bus Lanes \(NACTO\)](#)
- [Transit Signal Priority: State of the Practice \(TCRP\)](#)
- [Transit Street Design Guide \(NACTO\)](#)

Funding Opportunities and Technical Assistance:

- [Community Transit Grant Program \(MassDOT\)](#)
- [COVID-19 Recovery Research and Technical Assistance \(Boston Region MPO\)](#)
- [Regional Transit Service Planning Technical Support \(Boston Region MPO\)](#)
- [Shared Streets and Spaces Grant Program \(MassDOT\)](#)
- [Streets for Pandemic Response and Recovery \(Solomon Foundation\)](#)
- [Technical Assistance—Shared Streets and Spaces Grant Program \(Barr Foundation\)](#)

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Infrastructural/Programmatic Recommendations

Support the Implementation of a Regional Rail System

Among the various public transit modes that operate in the Boston region, the commuter rail system likely faces the most uncertain future regarding service levels and ridership. The MBTA has updated commuter rail schedules and service levels to better support “non-peak” riders and essential workers, shifting toward what is considered a more “regional rail” type service. Further, the pandemic has changed travel patterns such that traffic is more spread out during the weekdays and is often highest on the weekends. These changes represent an opportunity for municipalities to work closely with the MBTA to build back service that meets these new realities, and the transportation infrastructure that connects and supports MBTA services. Given the low use of commuter parking lots, municipalities should consider whether parking remains the best use of this land. Opportunities for integrating commuter rail stations into the fabric of the town through better bicycle and pedestrian access—especially for those stations that are in CBDs—could be pursued as alternatives to parking, thereby bringing more foot traffic to commercial areas.



Examples from Case Studies:

- Concord
- Framingham
- Ipswich

Implementation Timeframe:



Resources:

- [Transit Street Design Guide \(NACTO\)](#)

Funding Opportunities and Technical Assistance:

- [Community Transit Grant Program \(MassDOT\)](#)
- [Regional Transit Service Planning Technical Support \(Boston Region MPO\)](#)

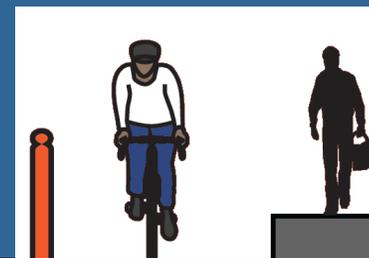
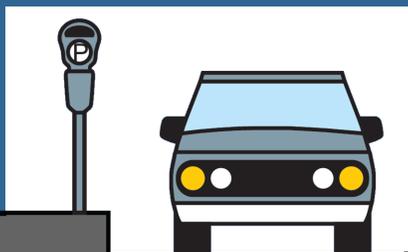
Questions?



MANAGING CURB SPACE IN THE BOSTON REGION: A GUIDEBOOK

February 10, 2022

Blake Acton

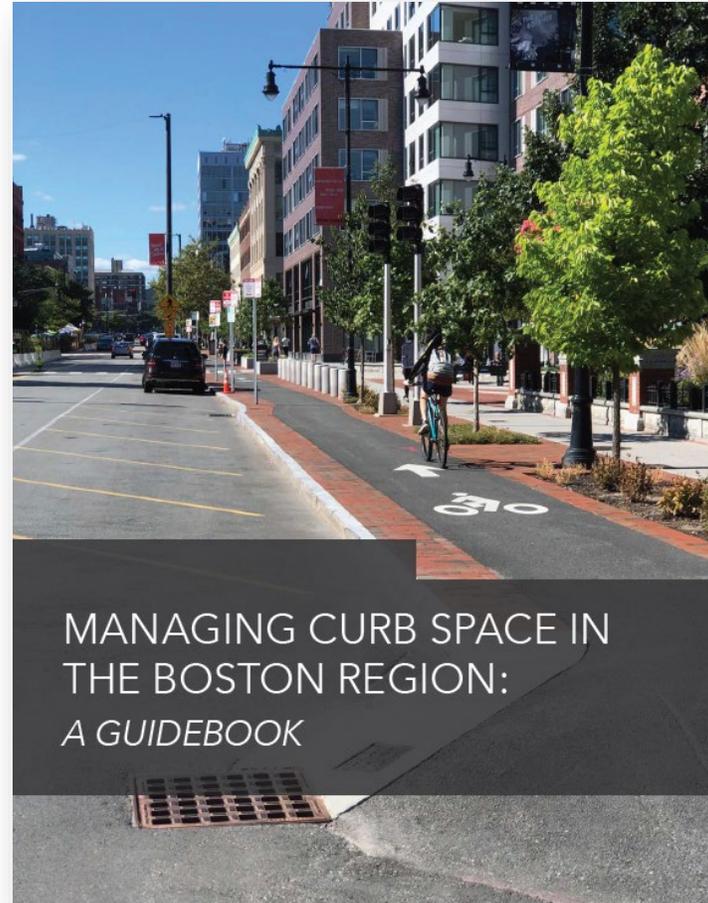


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The Guidebook



Objectives:

- Establish the practice
- Examine examples, case studies, best practices, and challenges in the region
- Provide planners with practical curb space management strategies



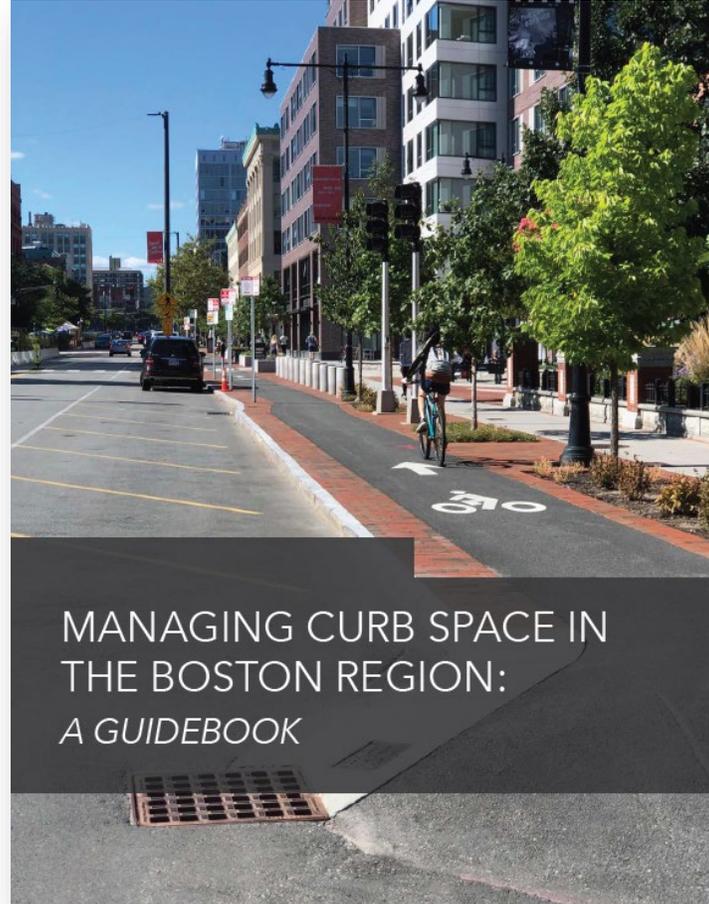
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This Presentation



1. Define curb space and curb management
2. Interview findings
3. Three foundations for curb management
4. Three curb management scenarios using the guidebook



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What is Curb Space?



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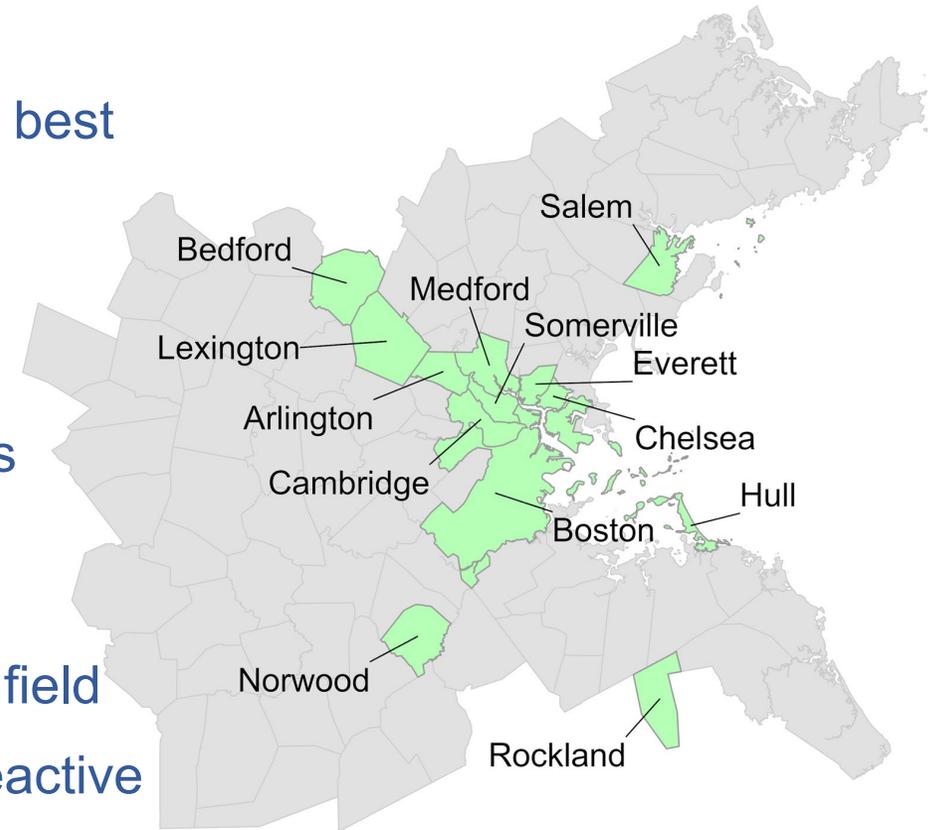
Interview Findings

Interviews

- Discussed curb space needs, best practices, and examples
- 27 professionals
- 14 municipalities
- Mostly transportation planners

Key findings

1. Most planners are new to the field
2. Curb management today is reactive
3. Strong desire for practical strategies



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Foundation 1: Build a Community Coalition

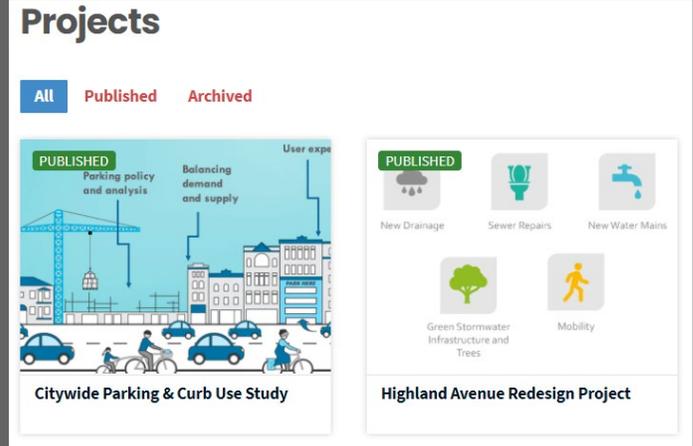
1. Establish committees
 - Identify issues and collect feedback from stakeholders
 - Can leverage existing groups
2. Find a champion
 - Entice elected officials with rapid, affordable, and visible projects
 - Build momentum with low-risk projects
3. Develop and maintain outreach
 - Issues and feedback from the community
 - Promote curb projects and long-term vision

Boston Region Spotlight

Somerville Voice

Projects

All Published Archived



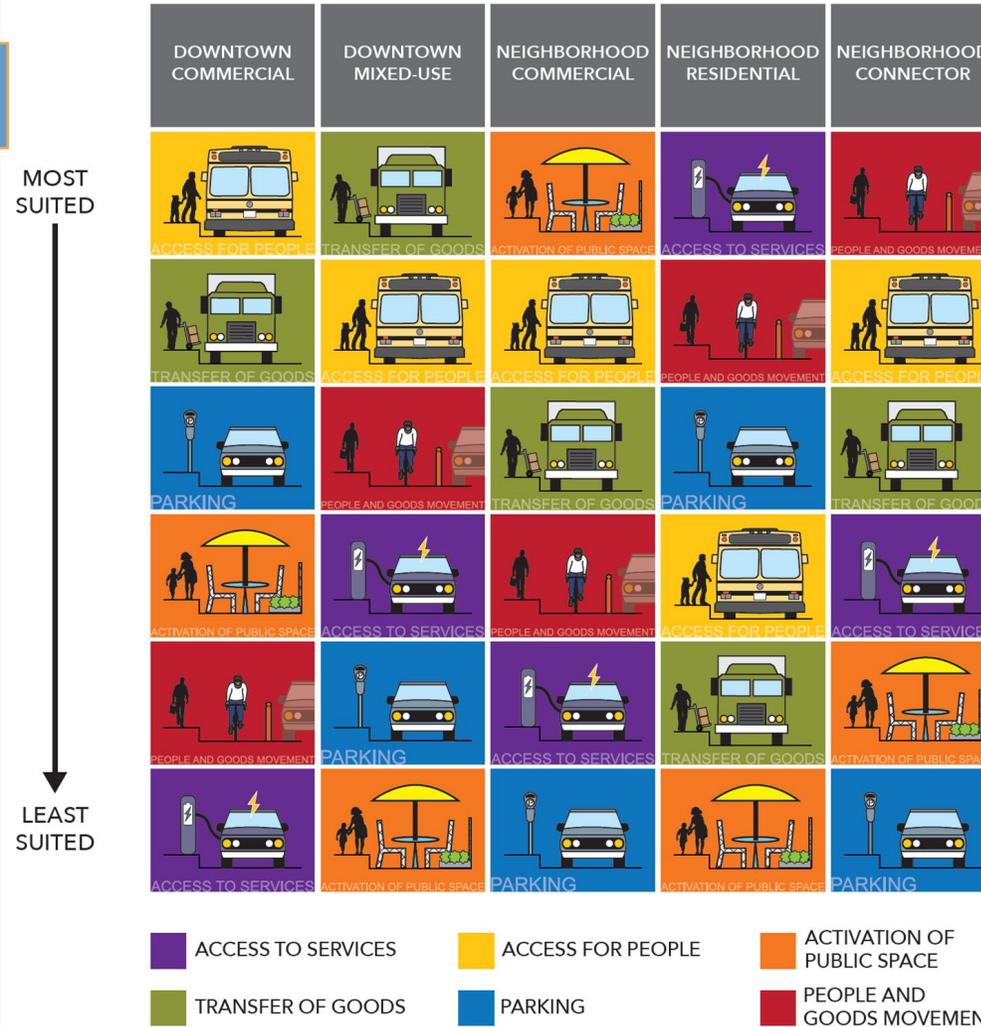
Source: City of Somerville

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Foundation 2: Set Priorities



1. Define curb uses
 - Movement of people
 - Transfer of goods
 - Activation of public space
2. Define land uses
 - Downtown commercial
 - Neighborhood connector
3. Define goals
 - Vision Zero
 - Transportation equity
4. Build a priority matrix
 - Prioritize curb uses in each land use according to goals



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- 4. Transit-Relevant MPO Study Updates**
5. Bus Stops, Amenities, and Perceived Safety Through a Gender Lens
6. Public Comments
7. Closing and Next Steps

Foundation 3: Create a Curb Inventory

1. Create

- Digital searchable database with regulations by location and time
- Can be in-house or vendor
- How many parking spaces are available on this block at 5 PM?

2. Maintain

- On-going update of database in the field
- Periodic check of accuracy

Curb LR Regulation Map of Philadelphia



Source: Azavea, [CurbLR Viewer \(azavea.com\)](http://azavea.com)

AGENDA

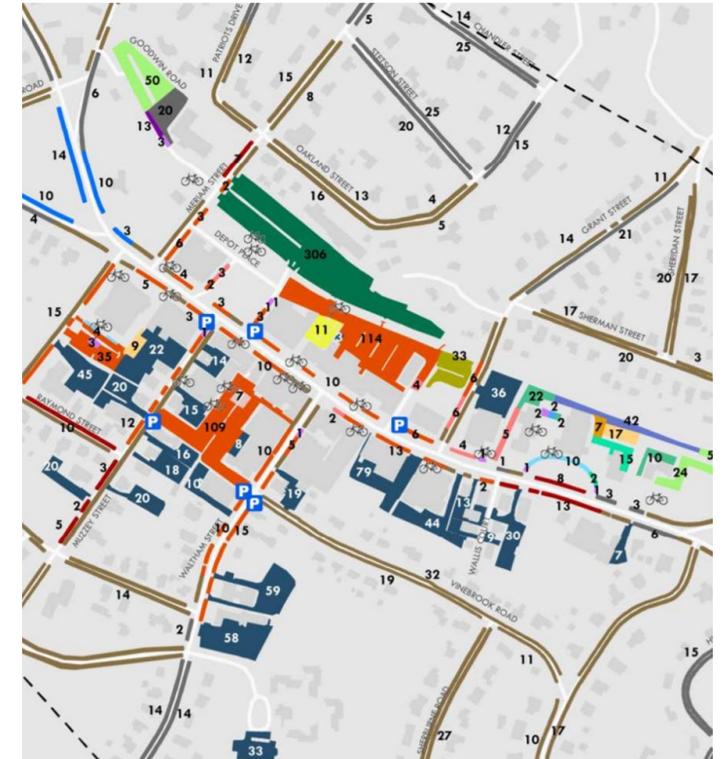
1. Welcome
2. MPO Activities Update
3. Transit Provider Items
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6. Public Comments
7. Closing and Next Steps

Begin with a Parking Study

Conduct survey of parking utilization by day and time

Why?

- Discover if, where, and when there is too much parking
- Where and when to focus price interventions
- Find opportunities to replace parking with new curb uses
- Strengthen proposals and defend projects

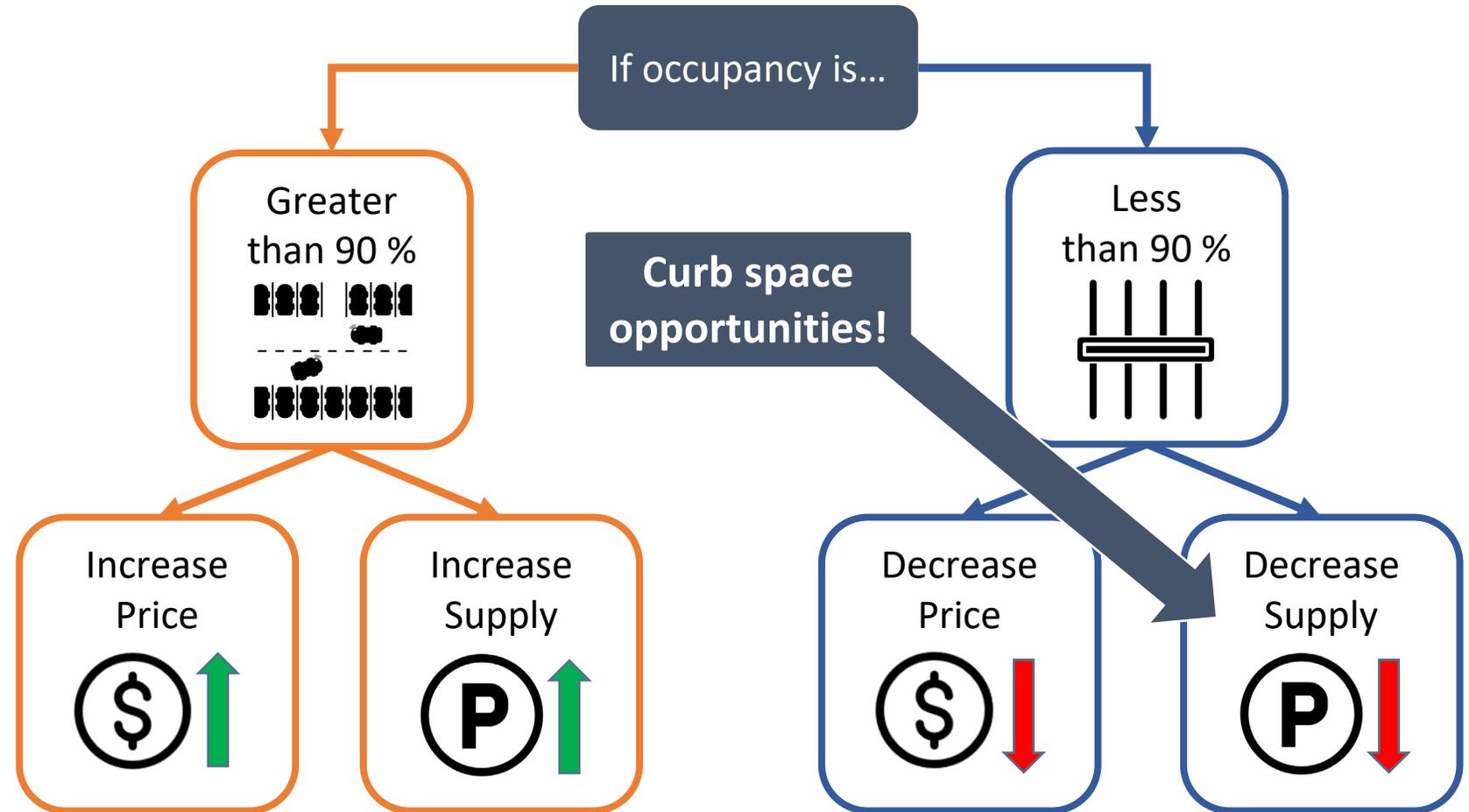


Source: Nelson Nygaard, [Lexington Center Parking Plan](#)

AGENDA

- 1. Welcome
- 2. MPO Activities Update
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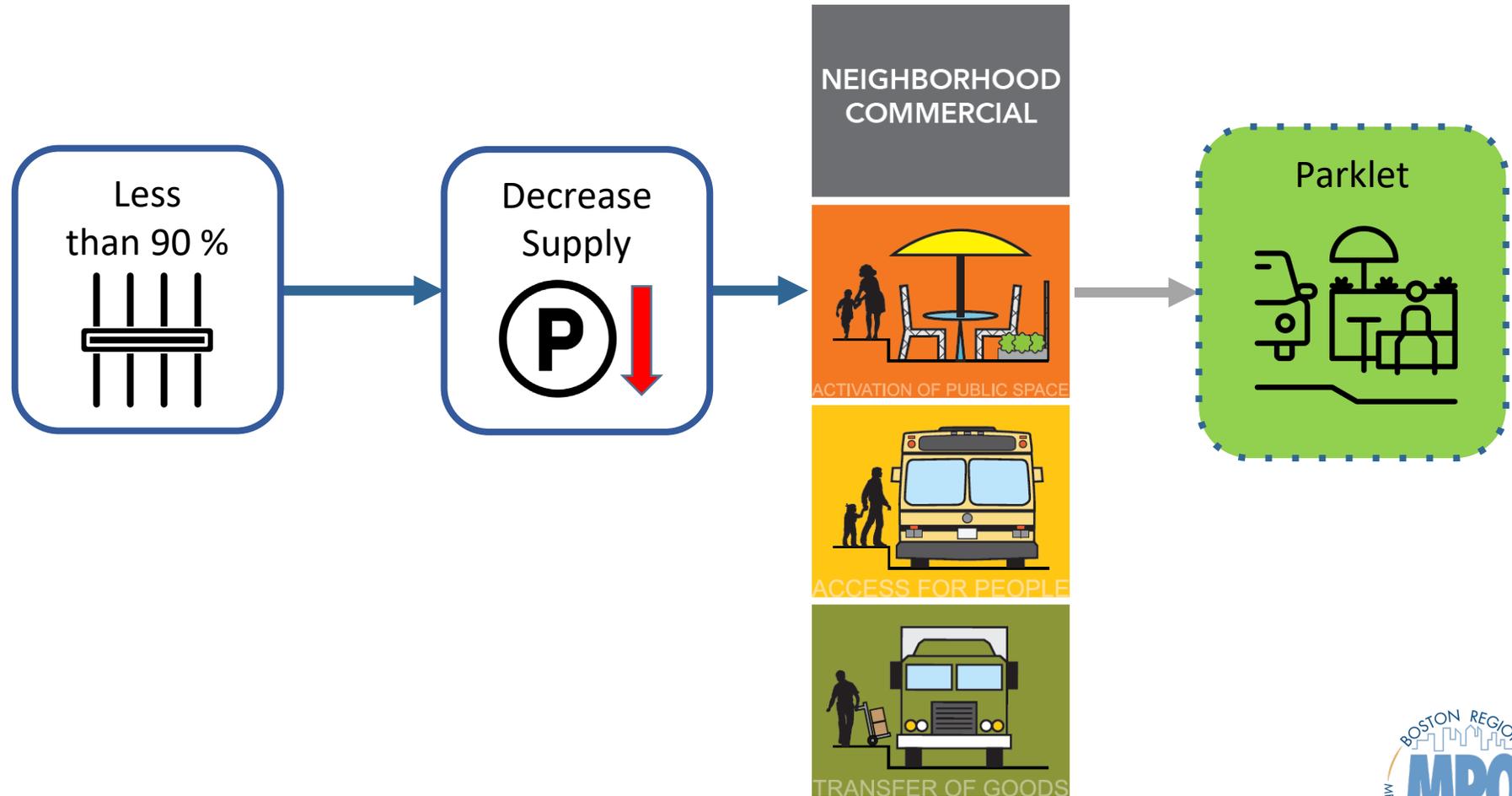
After a Parking Study...



AGENDA

- 1. Welcome
- 2. MPO Activities Update
- 3. Transit Provider Items
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Scenario 1: Neighborhood Commercial

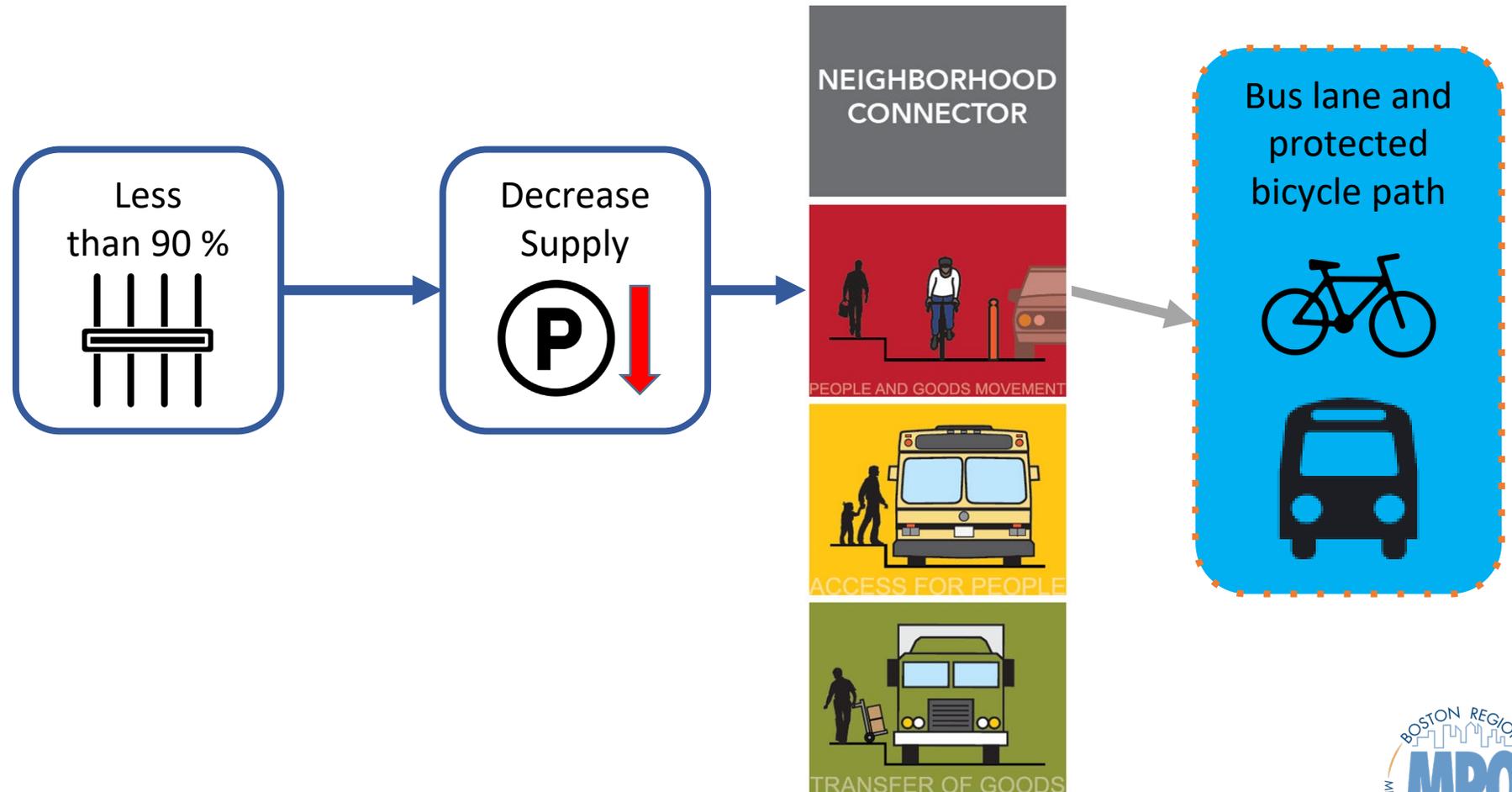


Technical difficulties? Call Stella Jordan at 857.702.3675 or email sjordan@ctps.org.

AGENDA

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Scenario 2: Neighborhood Connector



February 10, 2022

AGENDA

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Scenario 2: Experiment with Quick Builds

Quick builds are...

- Small-scale
- Fast to implement
- Low cost
- Temporary
- Proof-of-concept

Afterwards...

- Collect real data
- Collect community feedback
 - Remove?
 - Change?
 - Make permanent?
- Repeat process

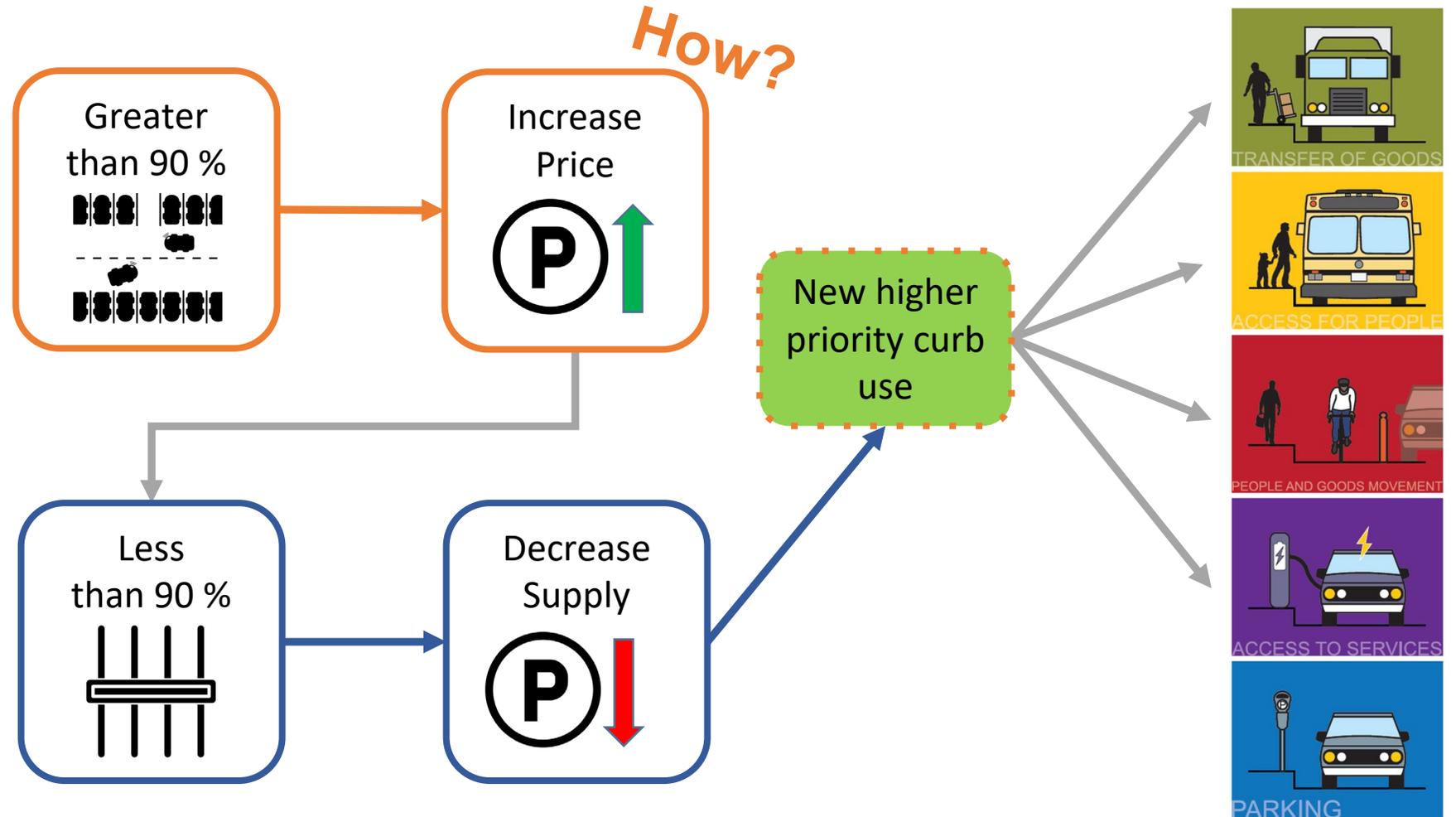


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AGENDA

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Scenario 3: Downtown Business District



Technical difficulties? Call Stella Jordan at 857.702.3675 or email sjordan@ctps.org.

AGENDA

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Scenario 3: Strategies for Introducing Prices

Approach business owners by...

- Setting the tone
- Emphasizing turnover
- Proposing a Parking Benefit District (PBD)
 - Reinvests local parking revenue into the district
 - More local control and encourages participation
 - Creates a virtuous cycle

Boston Region Spotlight

Arlington Center parking benefit district

- Introduced metered parking in 2017
- Skeptical business owners persuaded by increase in turnover
- PBD generates \$150,000 of annual income to improve infrastructure and street amenities



February 10, 2022

AGENDA

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What's Next?



February 10, 2022

AGENDA

1. Welcome
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Questions and Feedback



Technical difficulties? Call Stella Jordan at 857.702.3675 or email sjordan@ctps.org.

To participate in the discussion, please select the “raise hand” function. Find this by clicking on the “Participants” button at the bottom of the screen, and a window will pop up with a “Raise Hand” button at the bottom. If you are on the phone, you can use *9 to raise your hand.

Bus Stops, Amenities & Perceived Safety Through a Gender Lens



MPO Transit
Working Group

February 10, 2022

Grecia White

Introduction



GreCIA White

@GreCIA_white

Introduction



Grecia White

@Grecia_white

Introduction



Grecia White

@Grecia_white

Spatial
Justice
Fellows
Program

Fostering a more Diverse and Inclusive
Planning and Development Community

Summer 2021

CNU *New England*

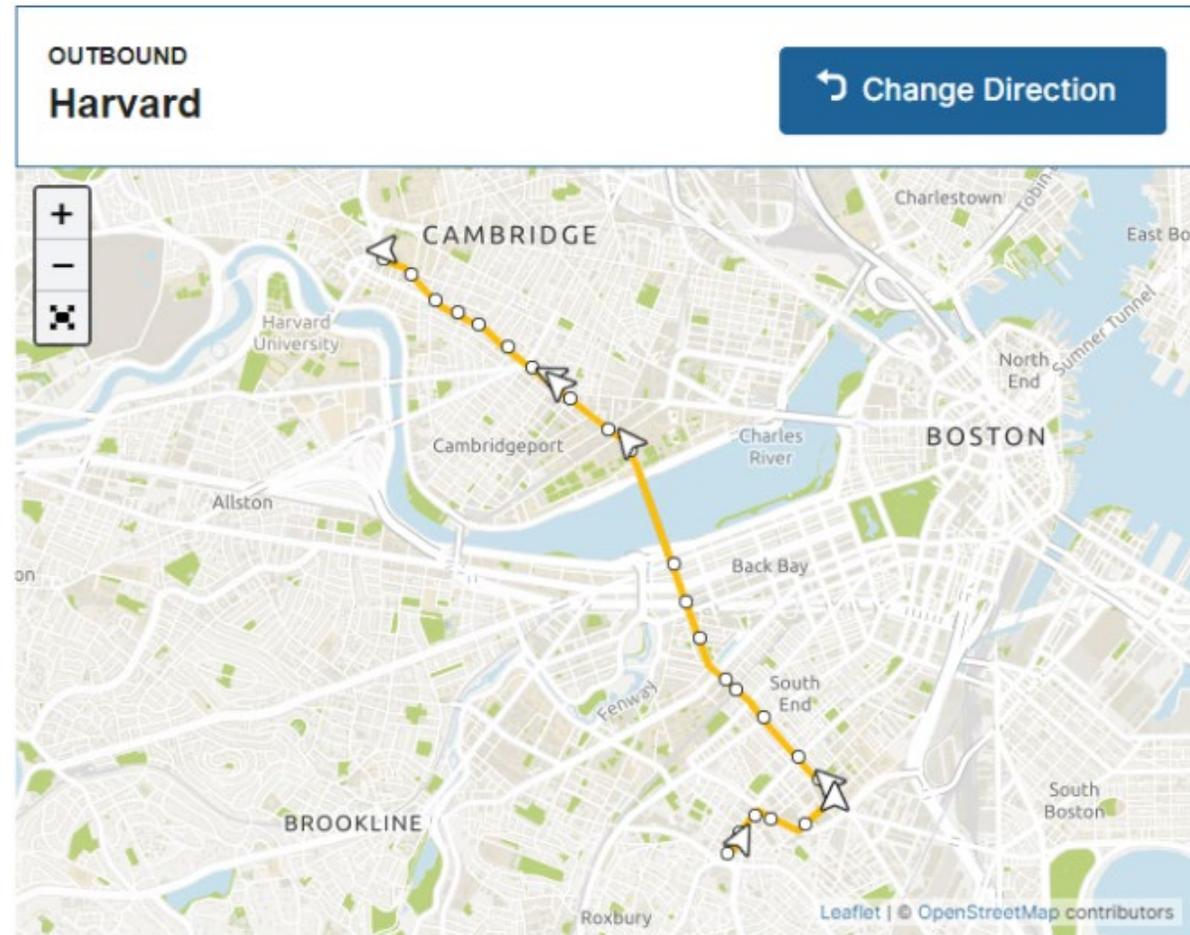
Presentation Outline

- Project Overview
- Steps taken
 - Safety Audit
 - PATI dataset
- Results
- Best Practices & Recommendations
 - Changing Lanes: A Gender-Equity Transportation Study – LADOT
 - Understanding How Women Travel – LA Metro
- Q&A/ Feedback

Project Overview

Project Location

Boston & Cambridge
MBTA Bus Route #1 inbound & outbound



Project Overview



Goal: find whether gender plays a role in how safe people feel waiting for the bus and whether safety perceptions are different in the daytime vs nighttime.

Steps taken

Two parts:

- ① Bus stop safety audit
Text survey
- ② PATI data, cleaning and visualizing
Plan for Accessible Transit Infrastructure
MBTA

Steps taken

1

Bus stop safety audit

Text survey



Steps taken

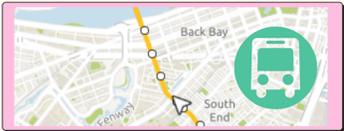
1

Bus stop safety audit

Bus Stop Safety Audit

How safe do you feel waiting for the bus at this stop?

bus stop ID: 2



What is this?

This is a research study by a student at Northeastern University. Your responses will help bring visibility to the experiences of folks who use the bus stops along this route in the daytime or nighttime.
NU IRB# 21-04-25

Please email questions to bus.stop.audit@gmail.com

How to participate

1. **Choose your language:**
 - English
 - Spanish
 - Portuguese
 - Haitian Creole
2. **Text** the name of the language to **888-719-0590**
3. **Complete the 5 questions**
About your experience while waiting at this bus stop, how many minutes you usually wait, how safe you feel and if you identify as a woman.

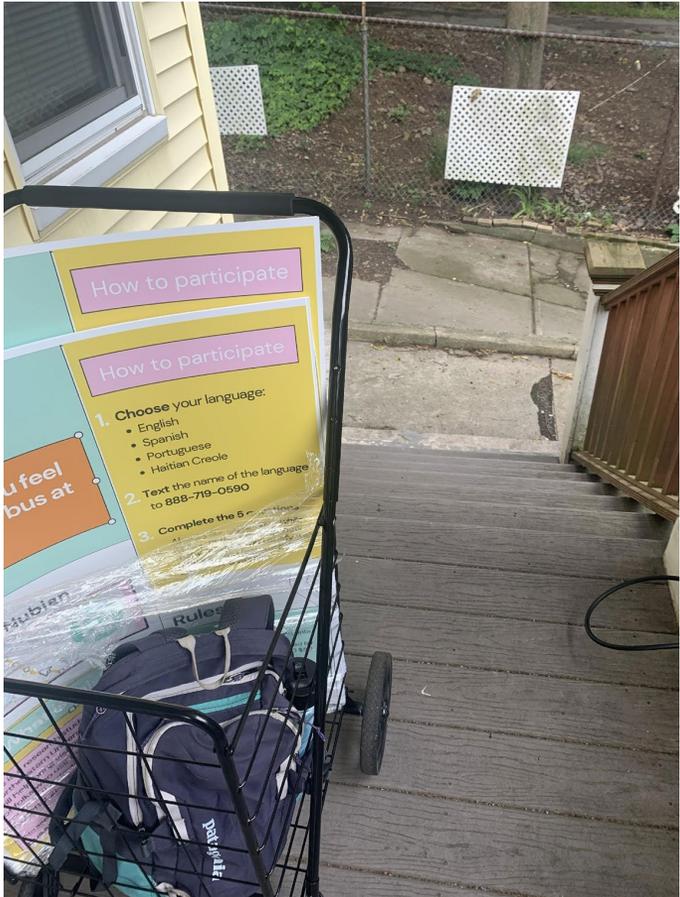
Rules

- You must be at least 18 years old to participate.
- Standard messaging and data rates apply.
- Participants will be entered for a chance to win one of 10 \$50 Visa gift cards.
- Deadline - July 15th
- Winners will be contacted July 17th

Steps taken

1

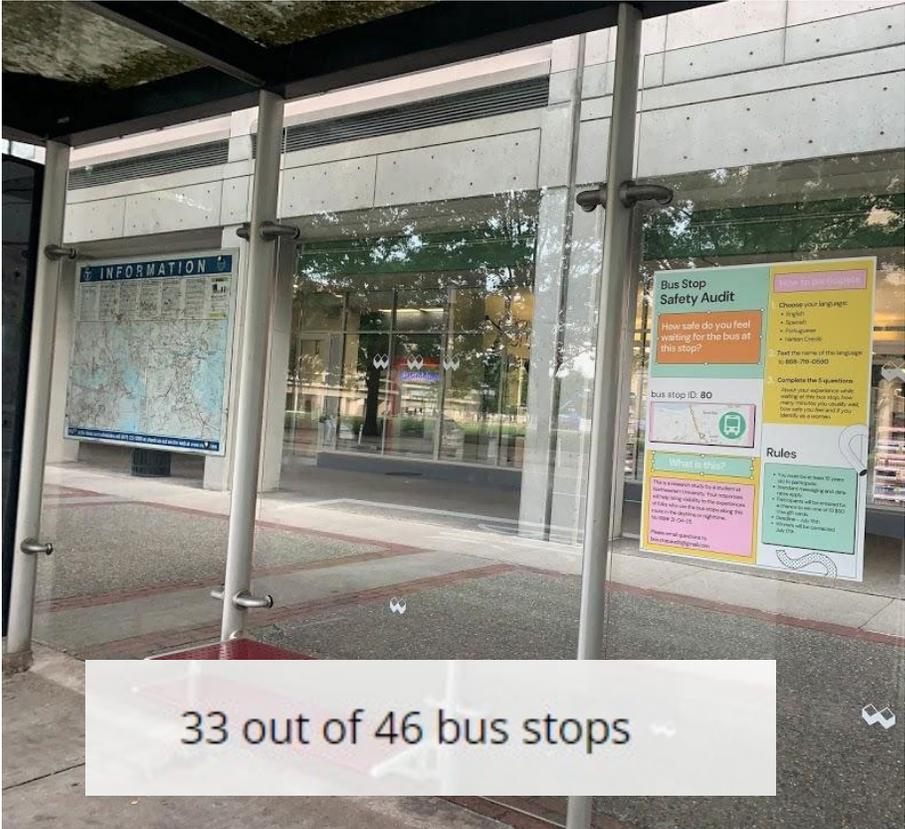
Bus stop safety audit



Steps taken

1

Bus stop safety audit



Steps taken

1

Bus stop safety audit

Rules

Your Question

If you have any questions about this study, please email the researchers: bus.stop.audit@gmail.com

If you have any questions about your rights as a research participant, please email Northeastern University's Office of Human Subject Research Protection: irb@neu.edu

Let's get started!

Reply with the Bus Stop ID number (it's on the poster)

Sample Response

This is a sample response to an open ended survey question.

Your Question

Thanks! first question:

Do you identify as a woman?

A: yes

B: no

C: I prefer not to answer

Steps taken

1

Bus stop safety audit

Text survey

How safe do you feel waiting at this bus stop when the sun is out?

A: very safe

B: safe

C: neutral

D: not safe

E: not safe at all

F: I don't use this bus stop when the sun is out

G: I prefer not to answer

Sample Response

G

Steps taken

1

Bus stop safety audit

Text survey

Your Question

How safe do you feel waiting at this bus stop when it's night time?

A: very safe

B: safe

C: neutral

D: not safe

E: not safe at all

F: I don't use this bus stop at night time

G: I prefer not to answer

Sample Response

G

Steps taken

1

Bus stop safety audit

Text survey

Your Question

About how many minutes do you usually wait at this stop before the bus gets here?

Reply with the number of minutes or text NO if you don't usually use this bus stop

Sample Response

This is a sample response to an open ended survey question.

Steps taken

1

Bus stop safety audit

Text survey

Your Question

About how many minutes do you usually wait at this stop before the bus gets here?

Reply with the number of minutes or text NO if you don't usually use this bus stop

Sample Response

This is a sample response to an open ended survey question.

2

PATI dataset

Clean and visualize

Steps taken

1

Bus stop safety audit

Text survey

Your Question

About how many minutes do you usually wait at this stop before the bus gets here?

Reply with the number of minutes or text NO if you don't usually use this bus stop

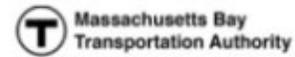
Sample Response

This is a sample response to an open ended survey question.

2

PATI dataset

Clean and visualize



PATI Bus Stops

Part of PATI Bus Stops

Private Member ⓘ
Massachusetts geoDOT

Summary

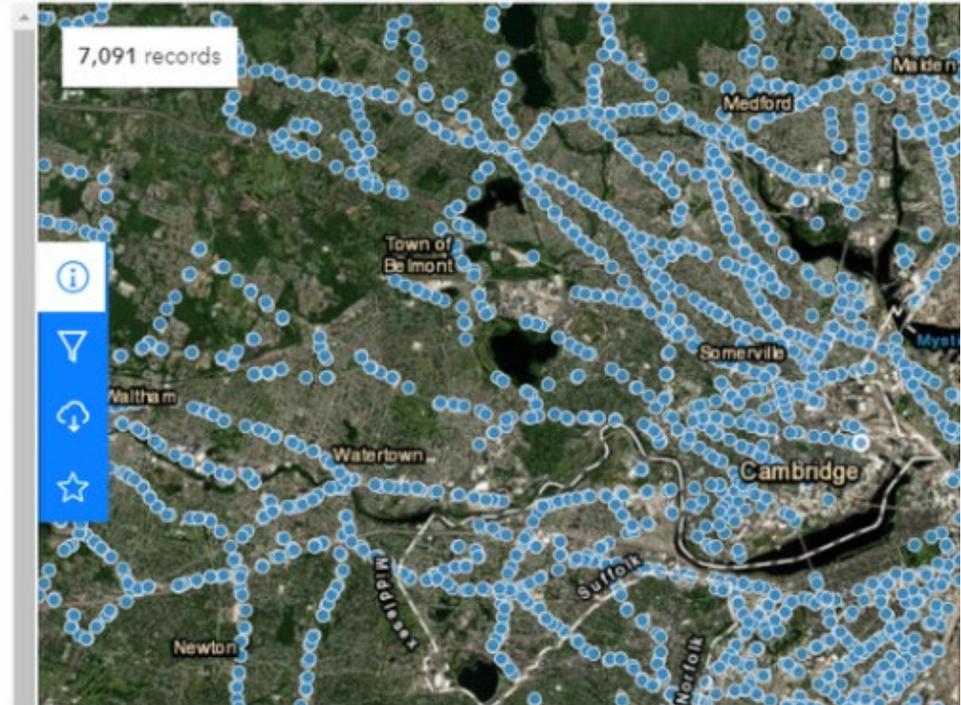
This Feature Layer contains point locations of bus stops and a related table.

[View Full Details](#)

Dataset
Feature Layer

March 10, 2021
Info Updated

March 10, 2021
Data Updated



Steps taken

1

Bus stop safety audit

Text survey

Your Question

About how many minutes do you usually wait at this stop before the bus gets here?

Reply with the number of minutes or text NO if you don't usually use this bus stop

Sample Response

This is a sample response to an open ended survey question.



2

PATI dataset

Clean and visualize

Joaquin Osio-Norgaard (he/him/his)

Senior Policy Analyst

MassDOT Office of Performance Management & Innovation

josio-norgaard@mbta.com

Steps taken

1

Bus stop safety audit

Text survey

Your Question

About how many minutes do you usually wait at this stop before the bus gets here?

Reply with the number of minutes or text NO if you don't usually use this bus stop

Sample Response

This is a sample response to an open ended survey question.

2

PATI dataset

Clean and visualize

Bus	109	Massachu	Bow St	42.3721	-71.1154	1	Location	Locatic
Bus	104	Massachu	Bigelow S	42.36684	-71.106	1		
Bus	104	Massachu	Bigelow S	42.36684	-71.106	1	Amenities	Ameni
Bus	104	Massachu	Bigelow S	42.36684	-71.106	1	SEATING #	Seating
Bus	104	Massachu	Bigelow S	42.36684	-71.106	1	SHELTER #	Shelte
Bus	104	Massachu	Bigelow S	42.36684	-71.106	1	SEATING #	Seating
Bus	104	Massachu	Bigelow S	42.36684	-71.106	1	Location	Locatic
Bus	107	Massachu	Dana St	42.36927	-71.1108	1		
Bus	107	Massachu	Dana St	42.36927	-71.1108	1	Amenities	Ameni
Bus	107	Massachu	Dana St	42.36927	-71.1108	1	Location	Locatic
Bus	108	Massachu	Trowbridg	42.37027	-71.113	1		
Bus	108	Massachu	Trowbridg	42.37027	-71.113	1	Location	Locatic
Bus	108	Massachu	Trowbridg	42.37027	-71.113	1	Amenities	Ameni
Bus	10101	Melnea C	Harrison A	42.33207	-71.0791	1 10		
Bus	10101	Melnea C	Harrison A	42.33207	-71.0791	1 10	Amenities	Ameni
Bus	10101	Melnea C	Harrison A	42.33207	-71.0791	1 10	Location	Locatic
Bus	10590	Massachu	Washingt	42.33662	-71.077	1 701		
Bus	10590	Massachu	Washingt	42.33662	-71.077	1 701	Amenities	Ameni
Bus	10590	Massachu	Washingt	42.33662	-71.077	1 701	Location	Locatic
Bus	10590	Massachu	Washingt	42.33662	-71.077	1 701	SEATING #	Seating
Bus	110	Massachu	Holyoke S	42.37326	-71.1181	1 69 68		

Steps taken

1

Bus stop safety audit

Text survey

Your Question

About how many minutes do you usually wait at this stop before the bus gets here?

Reply with the number of minutes or text NO if you don't usually use this bus stop

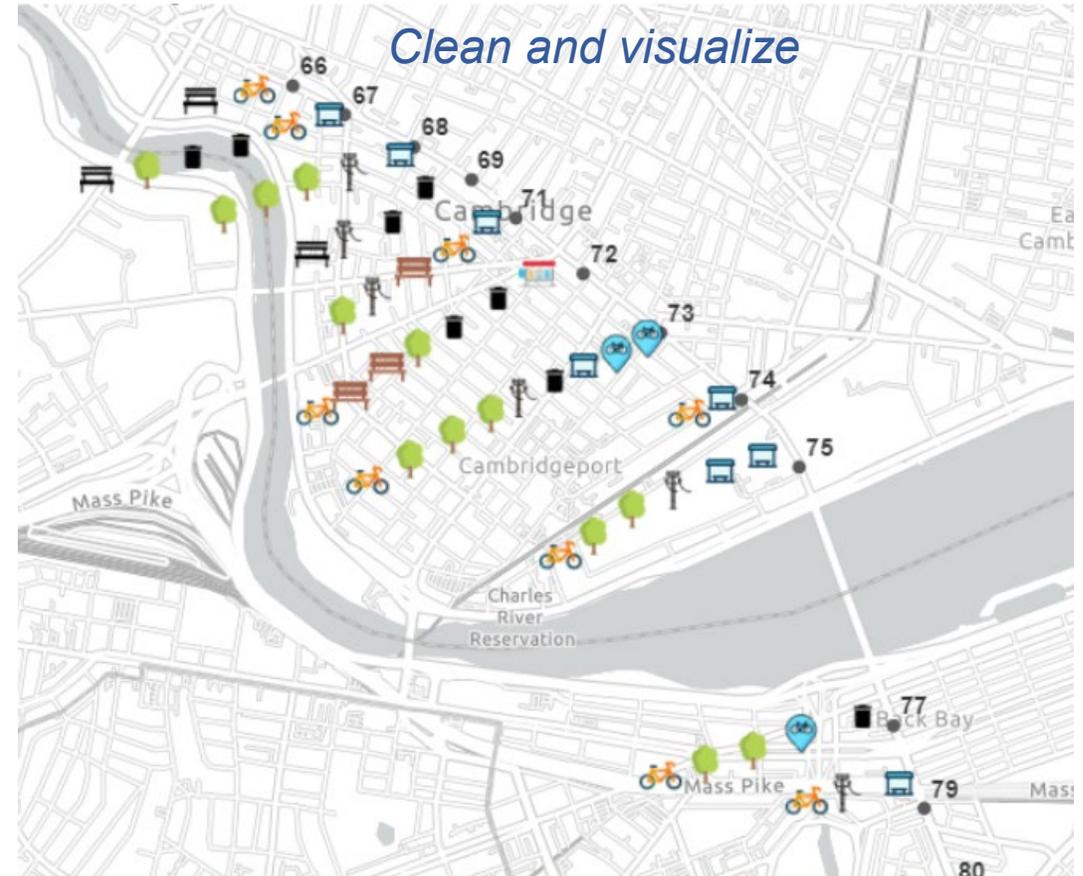
Sample Response

This is a sample response to an open ended survey question.

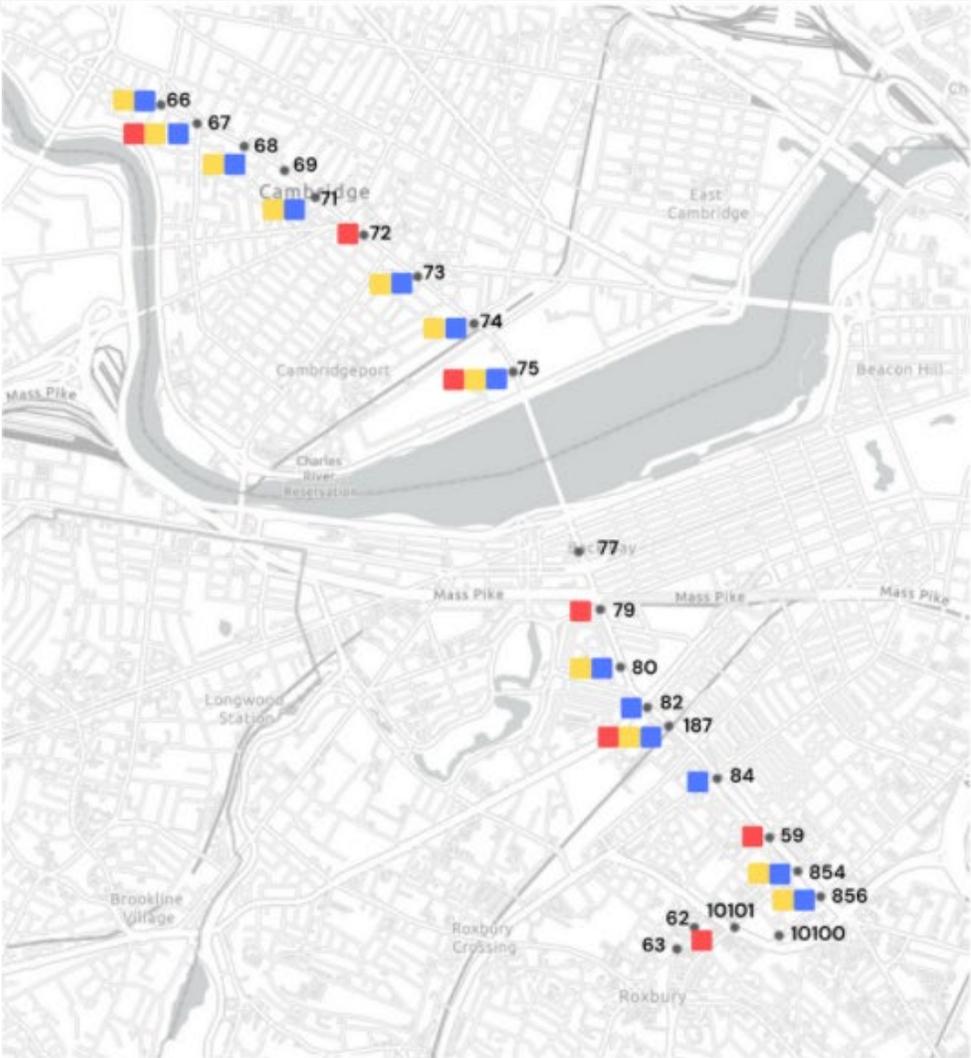
2

PATI dataset

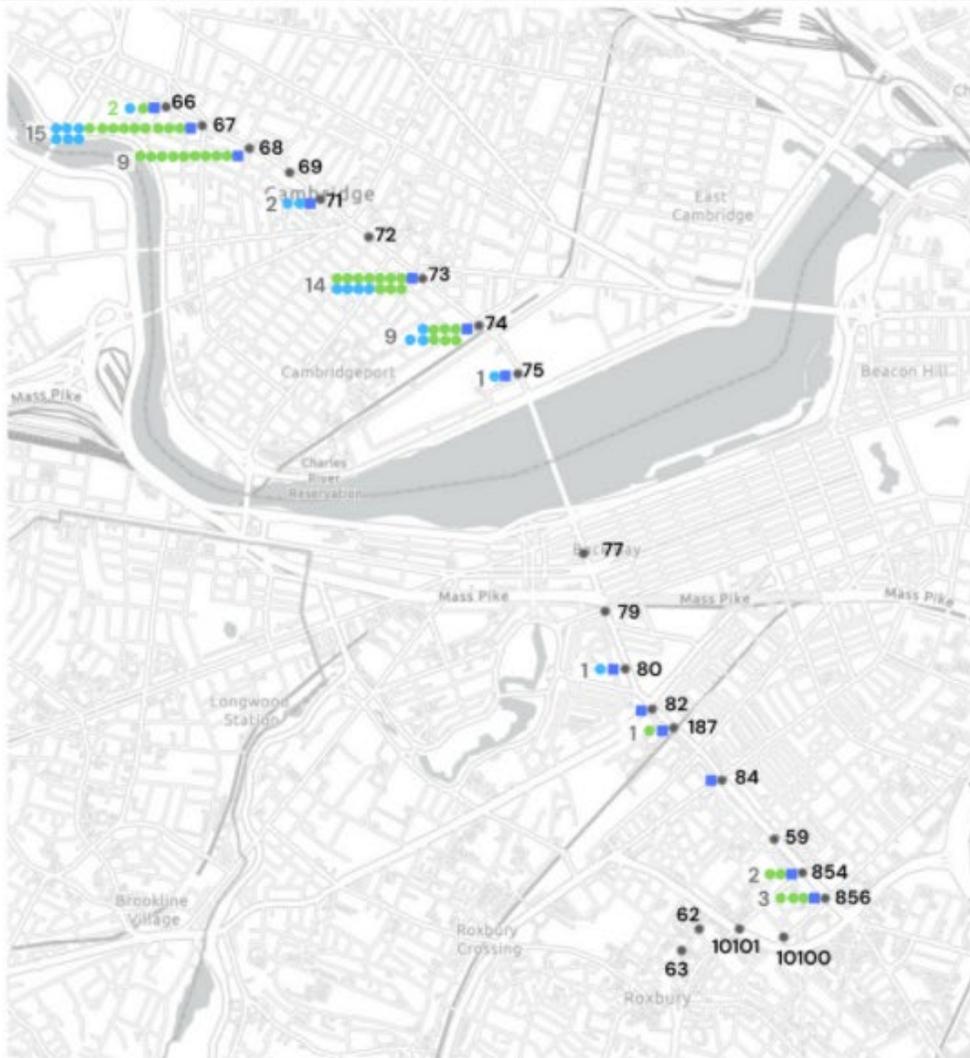
Clean and visualize



Breakdown of Responses | Southbound

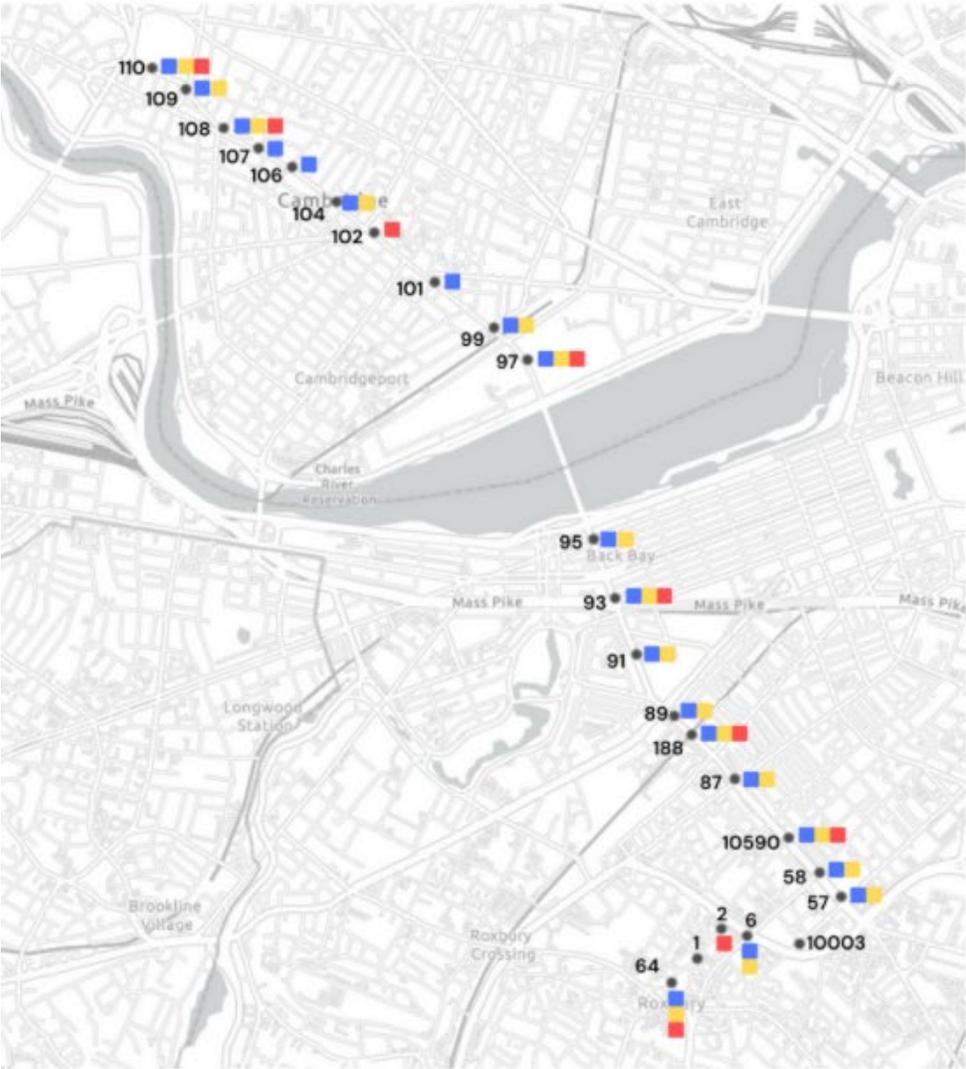


- Bus Stop Where a Survey Poster was Posted
- Bus Stop that received Survey Responses
- GTFIS compatible stops (stops for which bus arrival and departure times are available)

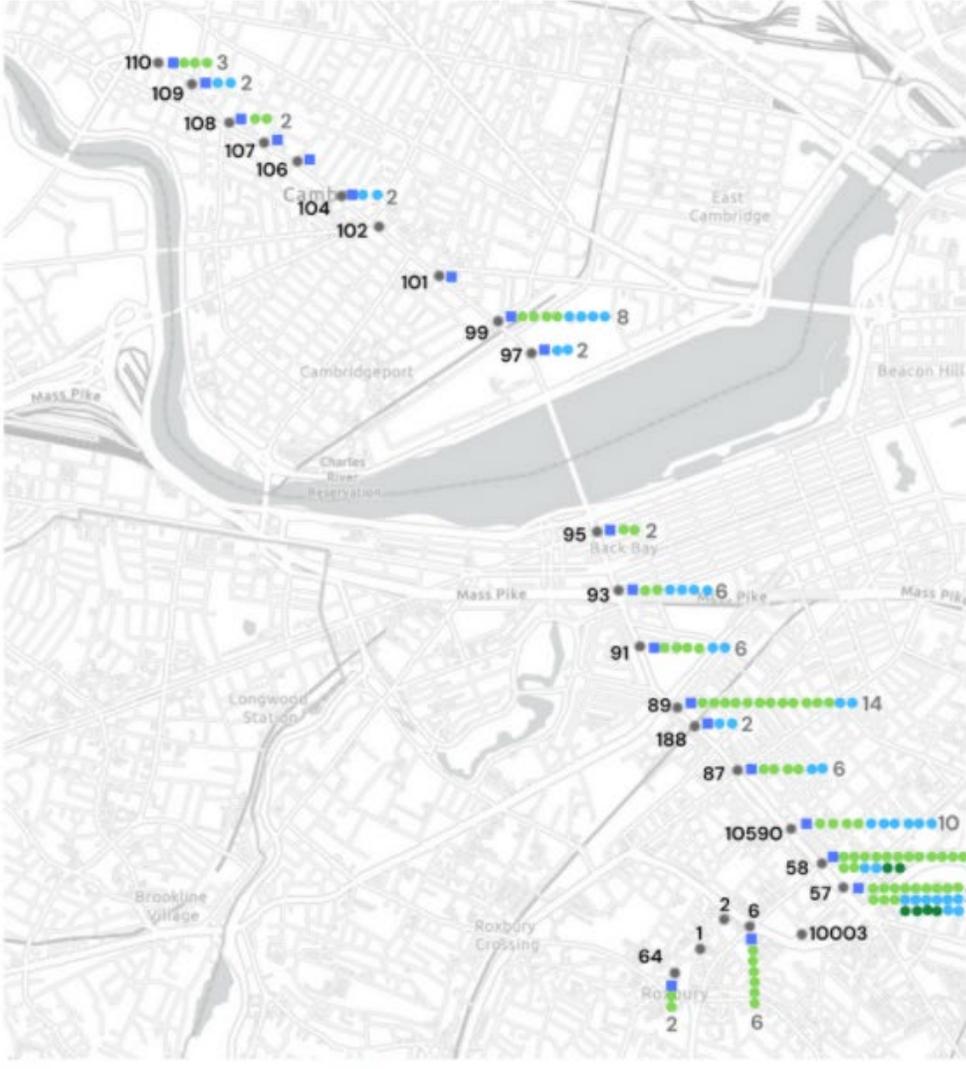


- Bus Stop Where a Survey Poster was Posted
- = 1 Survey response, reported they identify as a woman
- = 1 Survey response, reported they Do Not identify as a woman
- = 1 Survey response, reported they prefer not to answer whether or not they identify as a woman

Breakdown of Responses | Northbound



- Bus Stop Where a Survey Poster was Posted
- Bus Stop that received Survey Responses
- GTFIS compatible stops (stops for which bus arrival and departure times are available)



- Bus Stop Where a Survey Poster was Posted
- = 1 Survey response, reported they identify as a woman
- = 1 Survey response, reported they Do Not identify as a woman
- = 1 Survey response, reported they prefer not to answer whether or not they identify as a woman

Results

① Bus stop safety audit - responses

Perceived Safety Score Scale

5 = very Safe

4 = safe

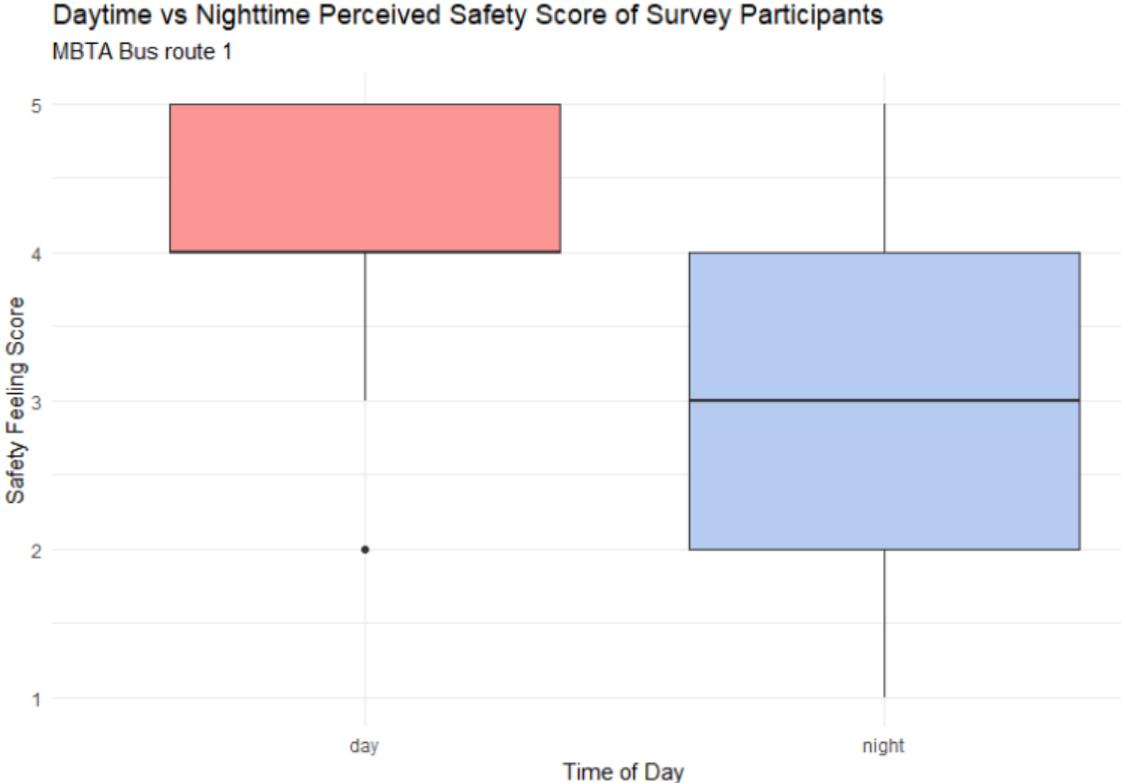
3 = neutral

2 = not safe

1 = not safe at all

Results

1 Bus stop safety audit - responses



Safety Feeling Scale: Safety Feeling Score Scale:
5= very safe
4= safe
3= neutral
2= not safe
1= not safe at all

Includes:
118 responses for daytime (78 identify as women, 37 do not identify as women, 3 preferred not to answer how they identify)
91 responses for nighttime (60 identify as women, 28 do not identify as women, 3 preferred not to answer how they identify)

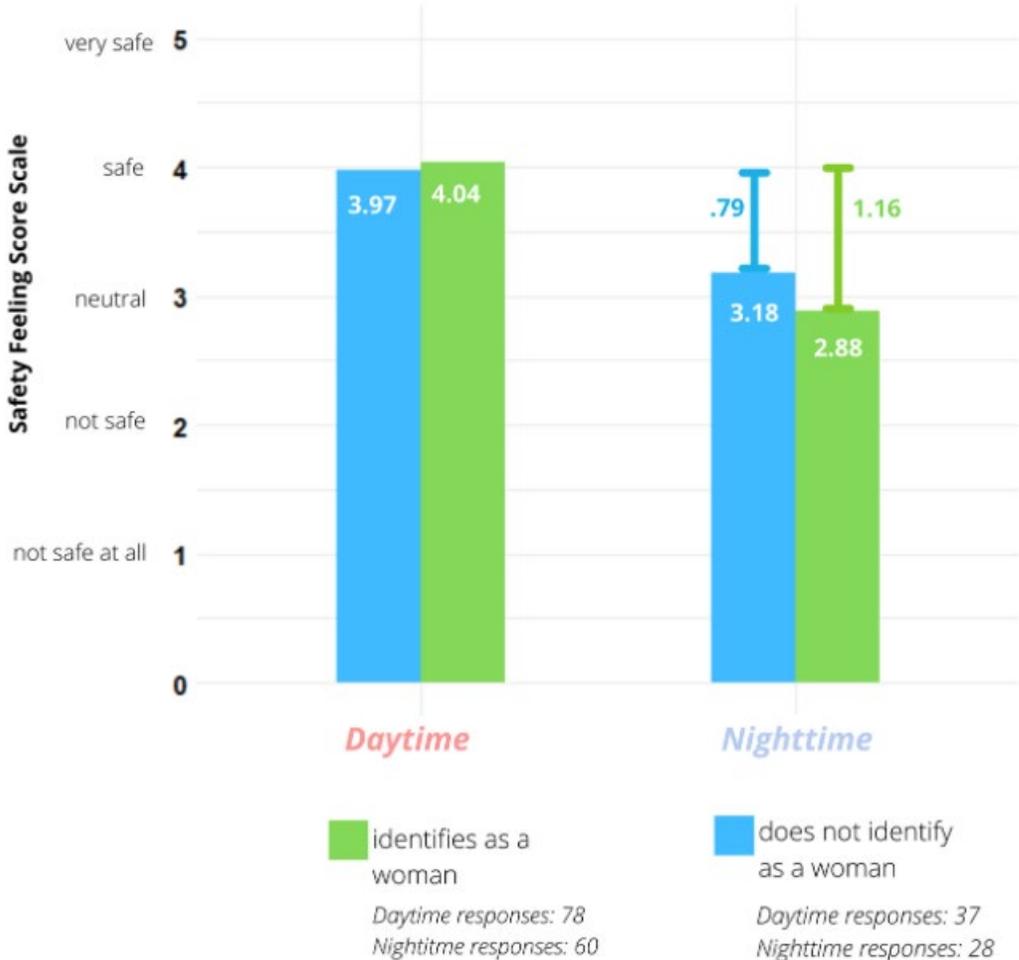
Bus ID's 6, 64, 57, 58, 66, 67, 68, 71, 73, 74, 75, 80, 87, 89, 91, 93, 95, 97, 99, 110, 188, 854, 856, 10590, 187

Figure 1

Results

1 Bus stop safety audit - responses

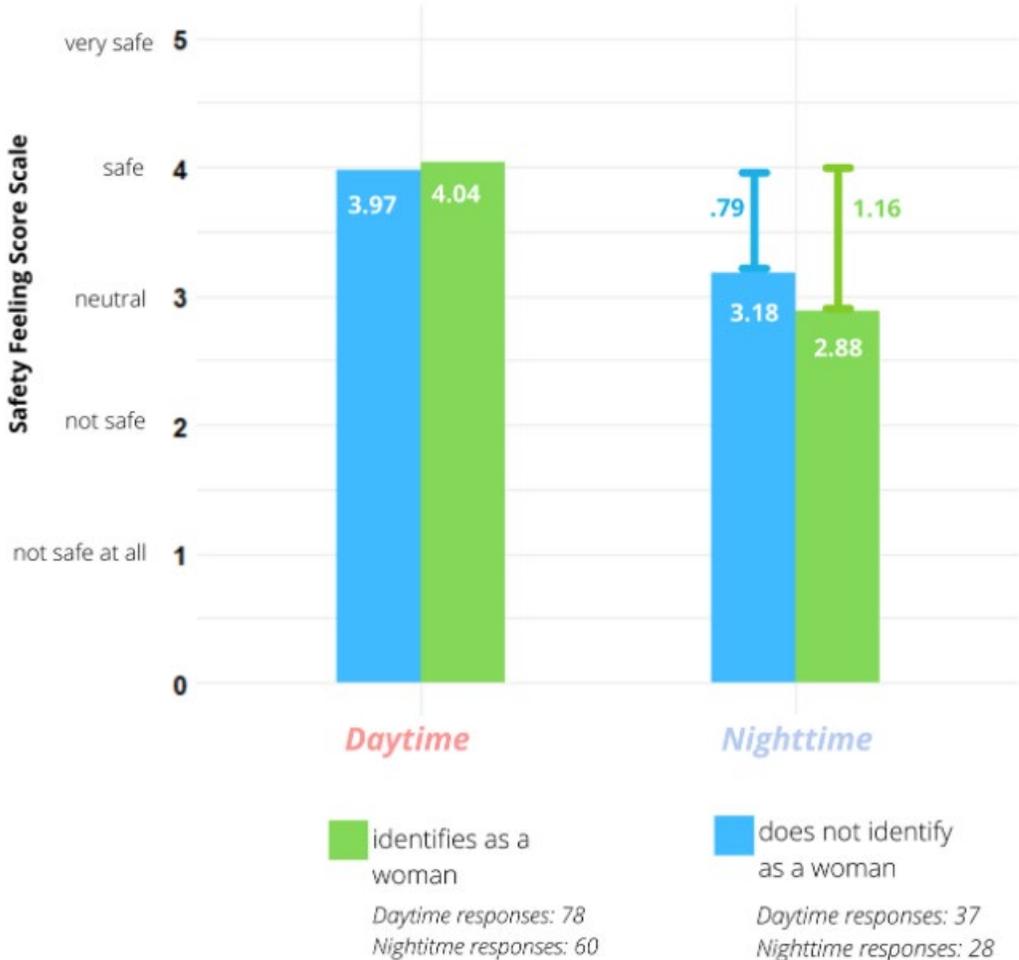
Overall average daytime and nighttime safety feeling scores
Folks who identify as women and folks who do not identify as women
MBTA Bus Route 1



Results

1 Bus stop safety audit - responses

Overall average daytime and nighttime safety feeling scores
Folks who identify as women and folks who do not identify as women
MBTA Bus Route 1



Both identity groups experience a drop in feelings of safety from daytime to nighttime. Folks who identify as women report feeling slightly safer during the daytime (+.07 points), but experience a greater drop from daytime to nighttime, 1.16 points, than that of folks who don't identify as women, .79 points

Results

Bus stop safety audit & PATI dataset
combined

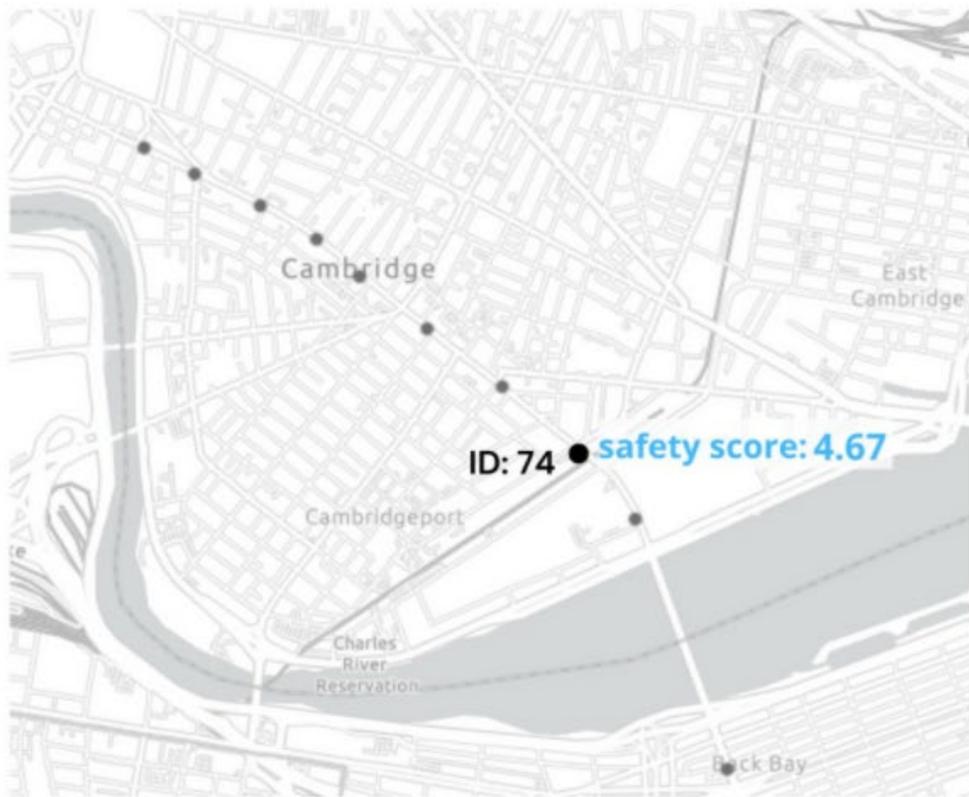
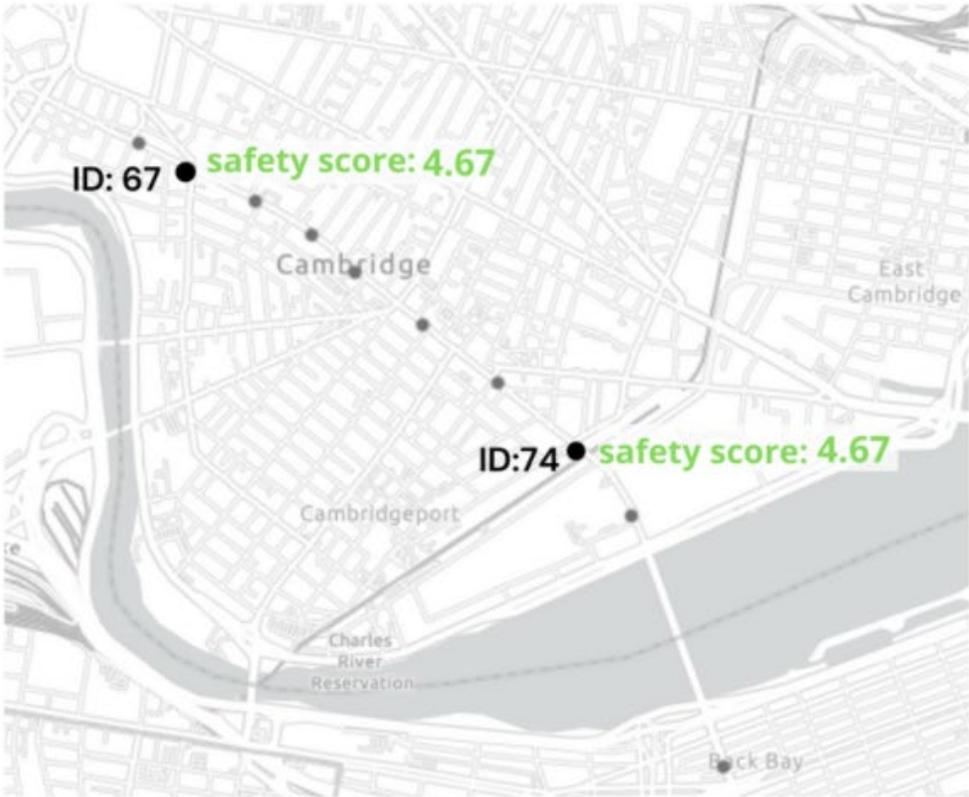
Results- safety audit & PATI dataset

Safest feeling bus stops

Daytime

For folks who identify as women

For folks who do not identify as women



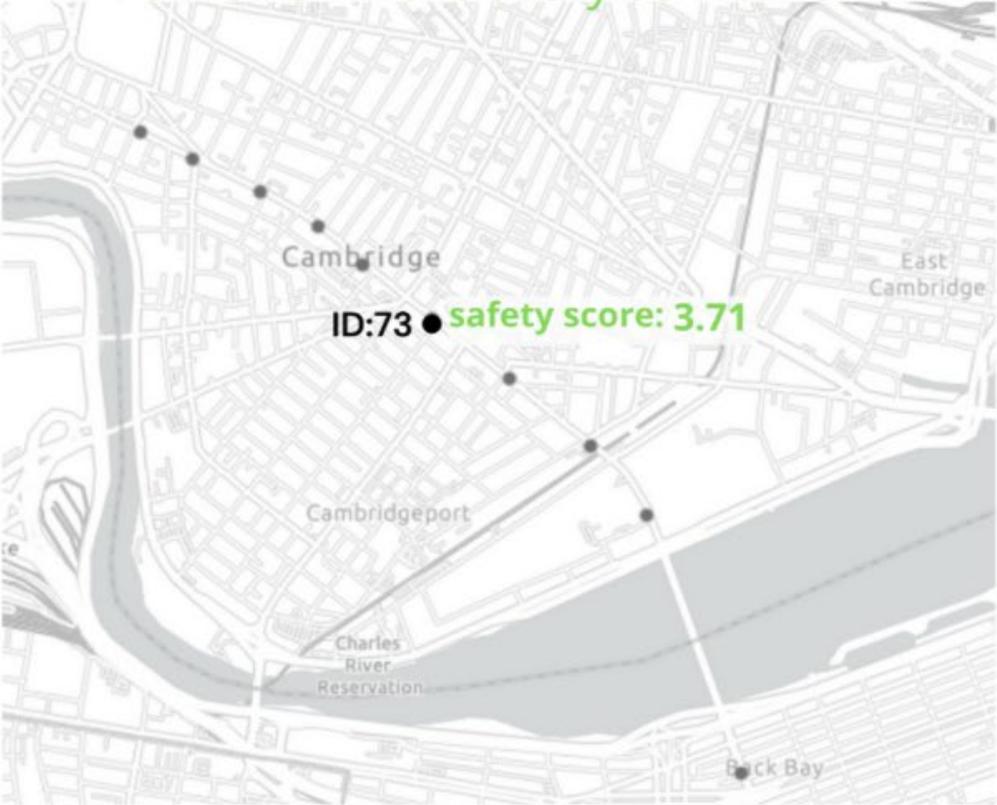
Amenities at stop 67:      

Amenities at stop 74:  

Results- safety audit & PATI dataset

Safest feeling bus stops Nighttime

For folks who identify as women



Amenities at stop 73:



For folks who do not identify as women



Amenities at stop 67:



Results- safety audit & PATI dataset

Least safe feeling bus stops
Daytime

For folks who identify as women

For folks who do not identify as women



Amenities at stop 10590: 🗑️ 🗑️ 🏮 🛺 🚲

Results- safety audit & PATI dataset

Least safe feeling bus stops



For fol

Reservation

s women



Photo credit: google maps

Results- safety audit & PATI dataset

Least safe feeling bus stops Nighttime

For folks who identify as women



Amenities at stop 58: 🚶‍♀️ 🚶‍♀️ 🗑️ 🏠 🌳 🌳 🚲

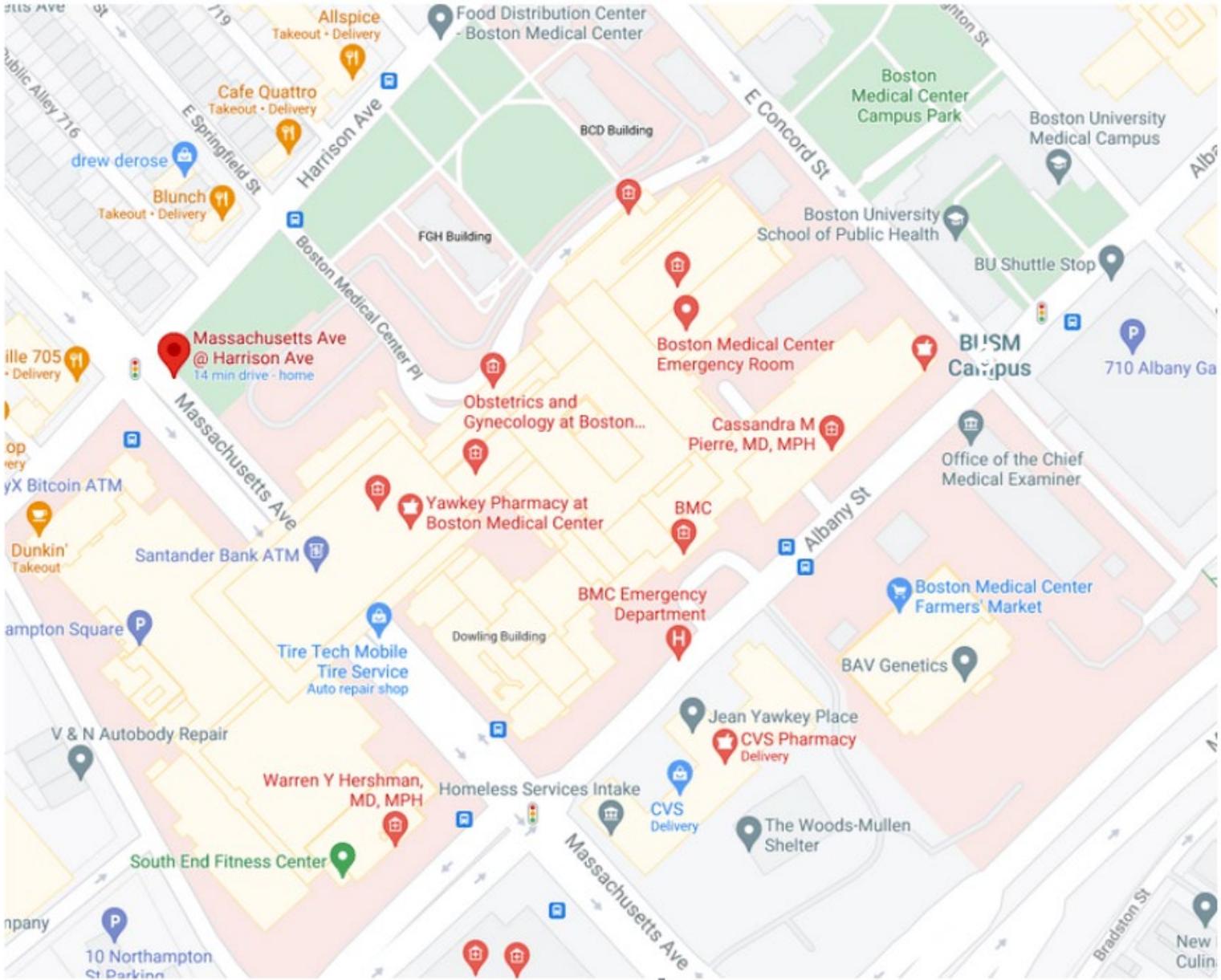
Amenities at stop 6: 🚶‍♀️ 🌳 🌳 🌳 🌳

For folks who do not identify as women



Amenities at stop 57: 🚶‍♀️ 🗑️ 🏠 🚲

Results- safety audit & PATI dataset

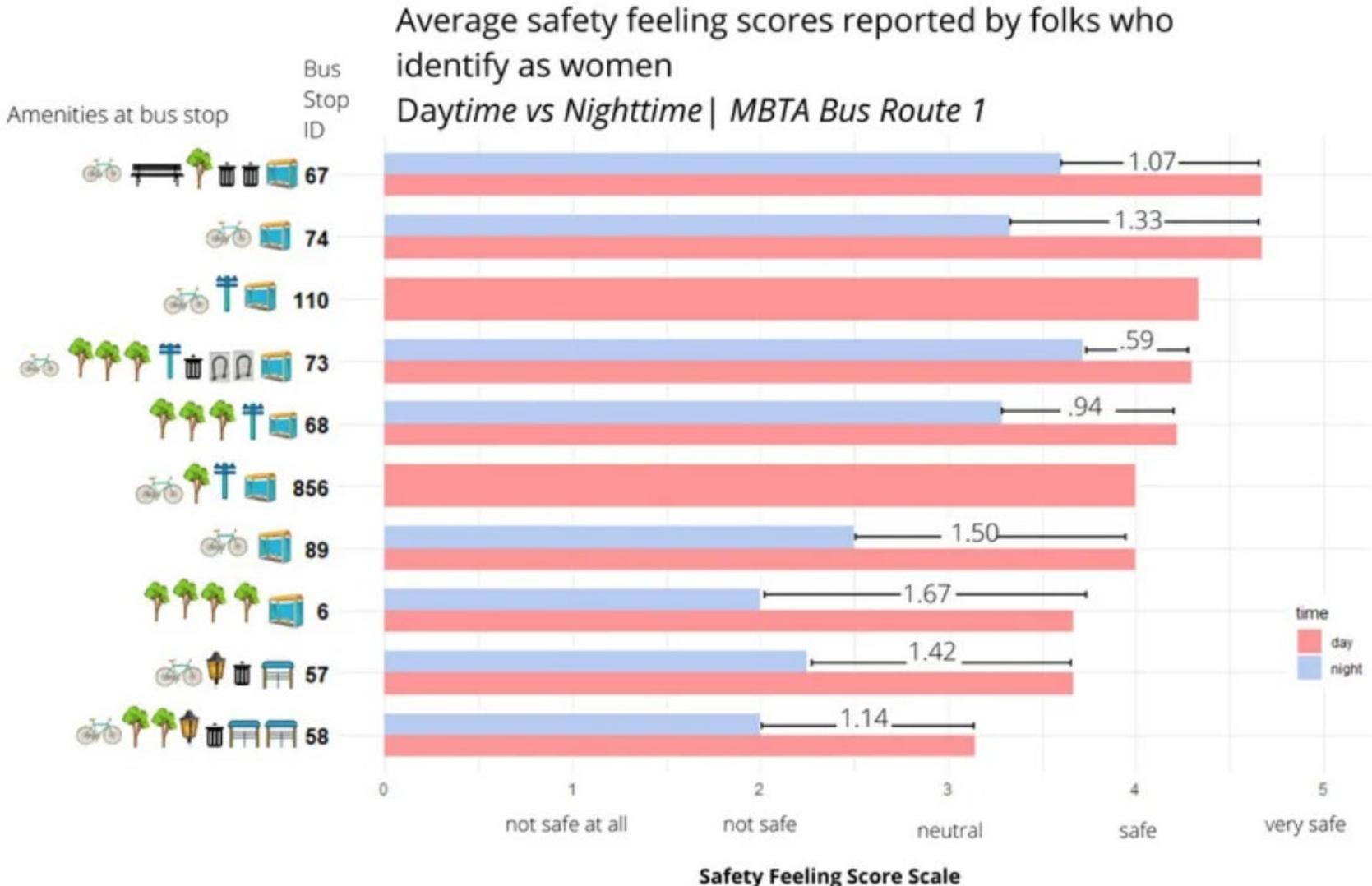


Results- safety audit & PATI dataset

Stop ID 57 by Boston Medical Center



Results- safety audit & PATI dataset



Only includes data from bus stops that received 3 or more responses for daytime or 3 or more responses for nighttime from folks who identify as a women.

Results- safety audit & PATI dataset

Bus stop 6



Results- safety audit & PATI dataset

Bus stop 6



Photo credit: google maps

Results- safety audit & PATI dataset

Bus stop 6

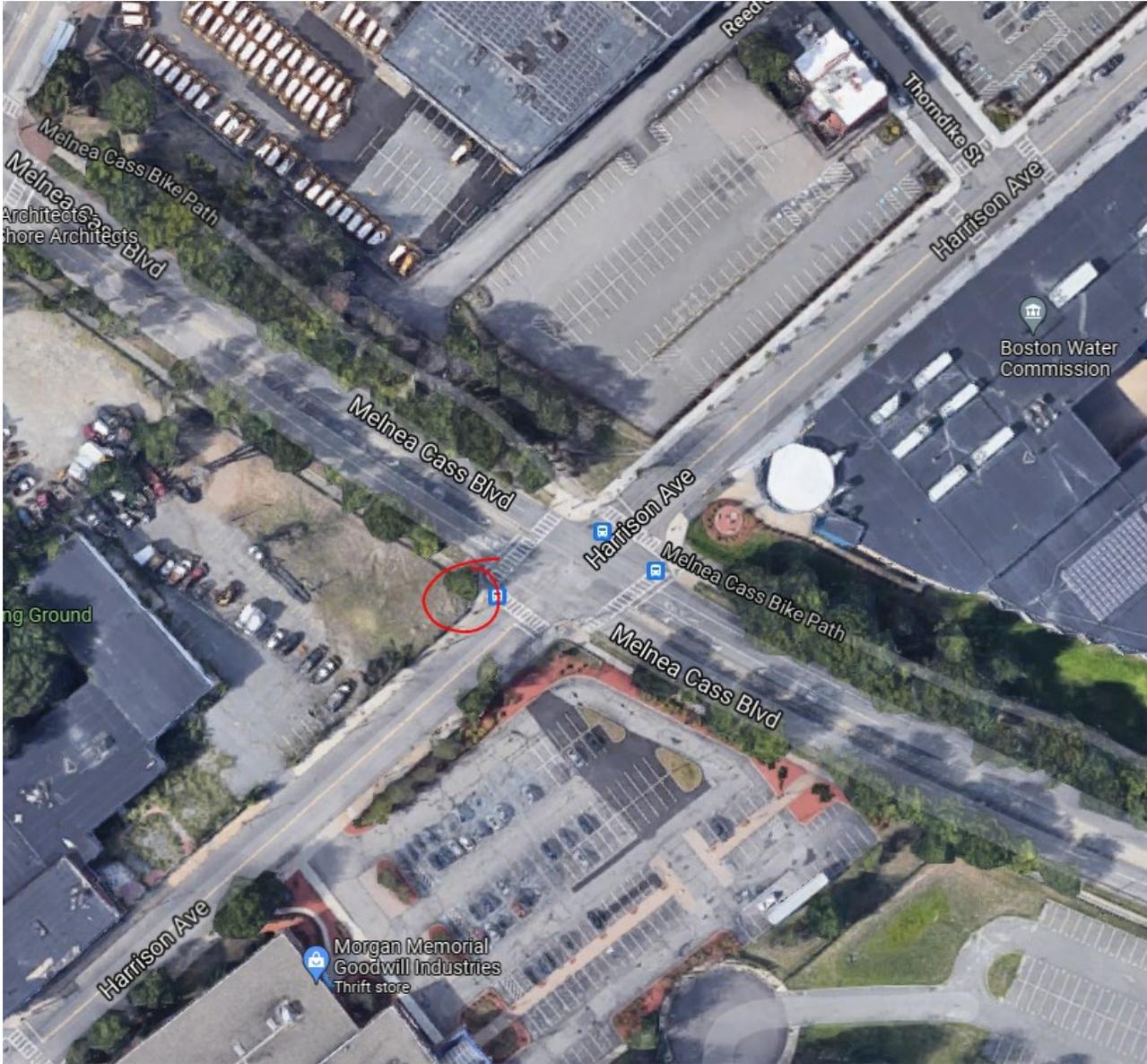


Photo credit: google maps

Results- safety audit & PATI dataset

Bus stop 6



Photo credit: google maps

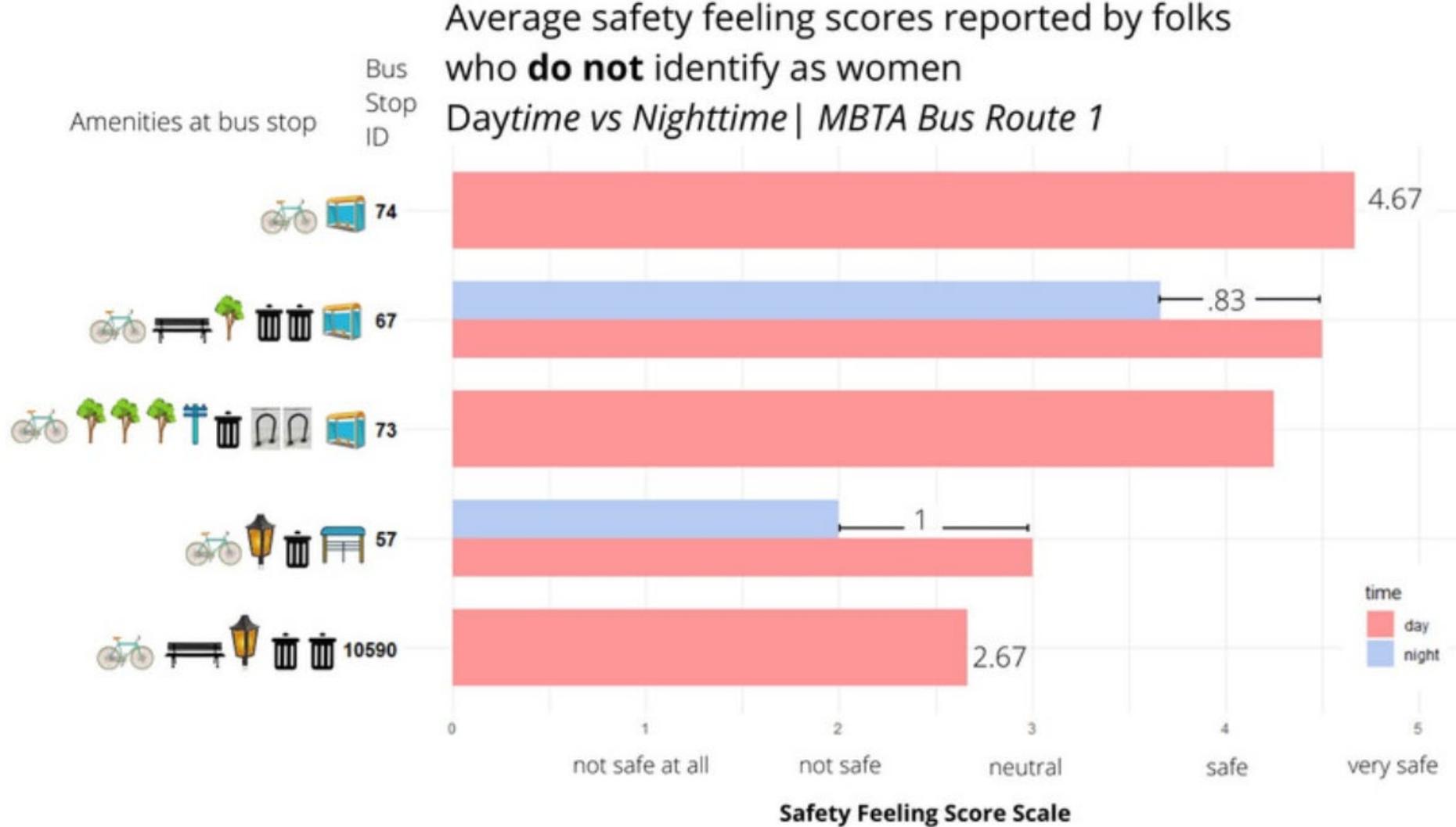
Results- safety audit & PATI dataset

Bus stop 6



Photo credit: google maps

Results- safety audit & PATI dataset



Only includes data from bus stops that received 3 or more responses for daytime or 3 or more responses for nighttime from folks who do not identify as a women.

Results- safety audit & PATI dataset

What did I learn? Accessibility is Fluid

Results- safety audit & PATI dataset

Accessibility is Fluid

Varies by

- time of day *daylight or nighttime*
- time of year *heat or snow*



Results- safety audit & PATI dataset

Accessibility is Fluid

Varies by

- time of day *daylight or nighttime*
- time of year *heat or snow*

More nuance is needed in the accessibility scores we give to transit stops

Results- safety audit & PATI dataset

**What makes a high
quality bus stop?**

Results- safety audit & PATI dataset

What makes a high quality bus stop?

Traditional amenities

- Lights
- Benches
- Trees
- Shelter..etc.

Results- safety audit & PATI dataset

What makes a high quality bus stop?

Traditional amenities

- Lights
- Benches
- Trees
- Shelter..etc

+

Social amenities

- Foot traffic
- Ambiance
- General commotion of the city

Results- safety audit & PATI dataset

What makes a high quality bus stop?

Traditional amenities

- Lights
- Benches
- Trees
- Shelter..etc

+

Social amenities

- Foot traffic
- Ambiance
- General commotion of the city

Land use

Future research

Data

- Pair quantitative with qualitative
 - Conduct in person interviews at bus stops
- Overlay land use data

Expand

- Winter time
- Additional routes
 - outdoor dining
 - night activity
- Document type of lighting at bus stop and inside bus

Best Practices

Best Practices

Best Practices
Local

Gender + Mobility Initiative

Gender + Mobility Initiative

Closing the gender data gap towards equitable urban spaces

Best Practices

Best Practices Local

Where We Work



Columbia
Road



Boston and
surrounding
areas



Tremont
Street

Columbia Road Gender and Mobility Initiative

María de la Luz Lobos Martínez, Ambar Johnson, Kristiana Lachiusa, Dychell Reeves, Denise Roman

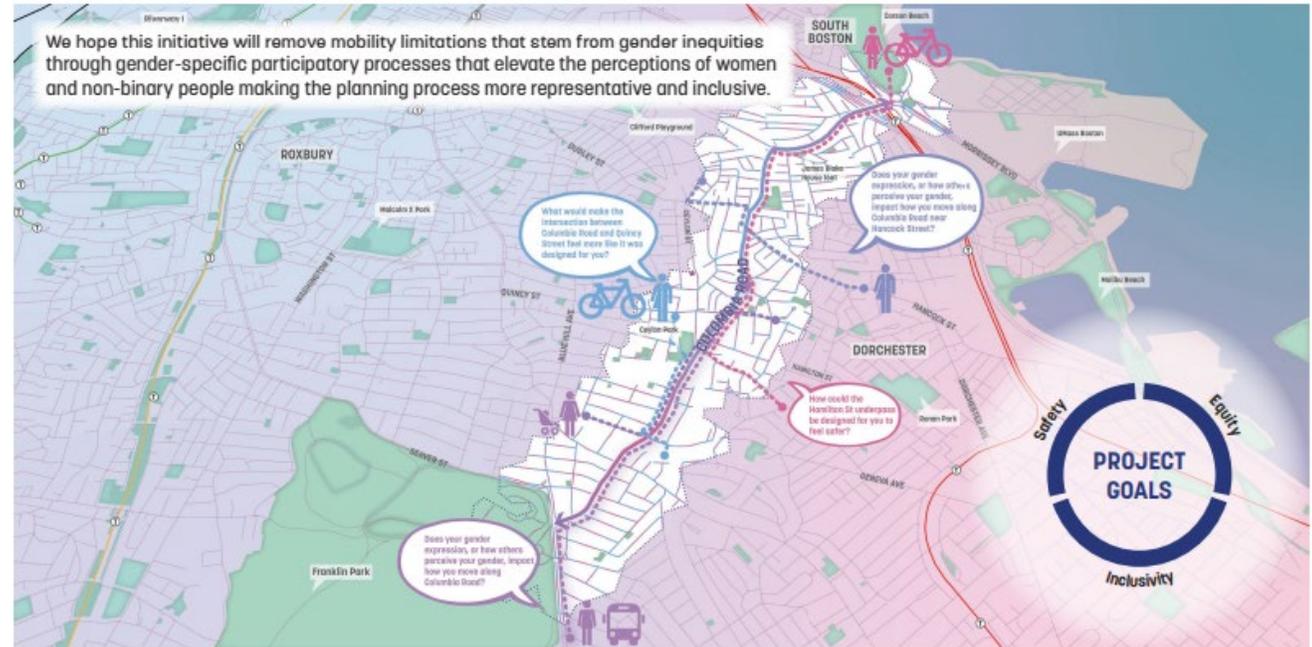
CONTEXT & BACKGROUND

Columbia Road is a 2.4-mile arterial road with a large width, high traffic, and sparse landscaping. It is home to several historic landmarks and adjacent to many community centers and schools that serve a large number of youth and older adults. It is bordered by several distinct neighborhoods and bookended by two large parks, Franklin Park and Mookley Park.

Columbia Road was widened in the 1950s to host a major streetcar route before becoming the four-lane road it is today. After several planning studies and community engagement efforts since 2013, residents of Columbia Road continue to face design challenges that impact their mobility. Residents continue to voice a need for an improved experience moving along the corridor. If done properly, Columbia Road could become a community-driven street that is safe and comfortable for all community members.

Best Practices
Local

Gender + Mobility Initiative



THE FLUIDITY OF GENDER & MOBILITY



Urban planning has intended to address a *neutral person*. However, we all have different identities and are perceived differently. Every person's mobility experience is unique.



Best Practices

Highlighting Los Angeles

Best Practices

Highlighting Los Angeles

Two studies:

Changing Lanes: A Gender-Equity Transportation Study – LADOT
Understanding How Women Travel – LA Metro

Best Practices

LADOT TEAM



LOS ANGELES DEPARTMENT OF TRANSPORTATION

Seleta Reynolds, General Manager
Clare Eberle, Transportation Planning Associate
Connie Llanos, Assistant General Manager
Lilly O'Brien-Kovari, Former Director of Strategic Initiatives

PROJECT TEAM



KOUNKUEY DESIGN INITIATIVE

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Adriana Carias, Design Coordinator
Lilla Petruska, Researcher
Patrick Flynn, Researcher
Robert Douglass, Designer

WITH



TOOLE DESIGN GROUP

Jessica Schoner, Data Science Practice Lead



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Evelyn Blumenberg, Professor of Urban Planning
Madeline Brozen, Deputy Director, Lewis Center for Regional Policy Studies



Cityfi

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Chelsea Lawson, Director of Analytics
Jason Cheng, Associate



INVESTING IN PLACE

Jessica Meaney, Founder and Executive Director

COMMUNITY PARTNERS



PACOIMA BEAUTIFUL

Veronica Padilla, Executive Director
Diego Ortiz, Director of Youth Programs
Yesenia Cruz, Youth Organizer



WATTS CENTURY LATINO ORGANIZATION

Arturo Ybarra, Executive Director
Pahola Ybarra, Program Manager

CHANGING LANES

a gender equity
transportation
study

FINAL
REPORT
JUNE 2021



Best Practices



UNDERSTANDING HOW WOMEN TRAVEL

August 30, 2019



Best Practices

For the first time in Metro's history, this study explored the **experiences of women traveling by Metro** through an analysis of existing data sources, such as on-board surveys, and innovative new data sources, such as ethnography in buses and trains.



UNDERSTANDING HOW WOMEN TRAVEL

August 30, 2019



Best Practices

Metro has limited information on how women travel, which limits the consideration of women's unique needs during planning, design, and operation of our system.

“The gender data gap isn't just about silence. These silences, these gaps, have consequences. They impact women's lives every day.”

CAROLINE CRIADO-PEREZ, INVISIBLE WOMEN



Best Practices

Understanding How Women Travel Metro

CONVENTIONAL METHODS



Focus Groups



Survey

INNOVATIVE METHODS



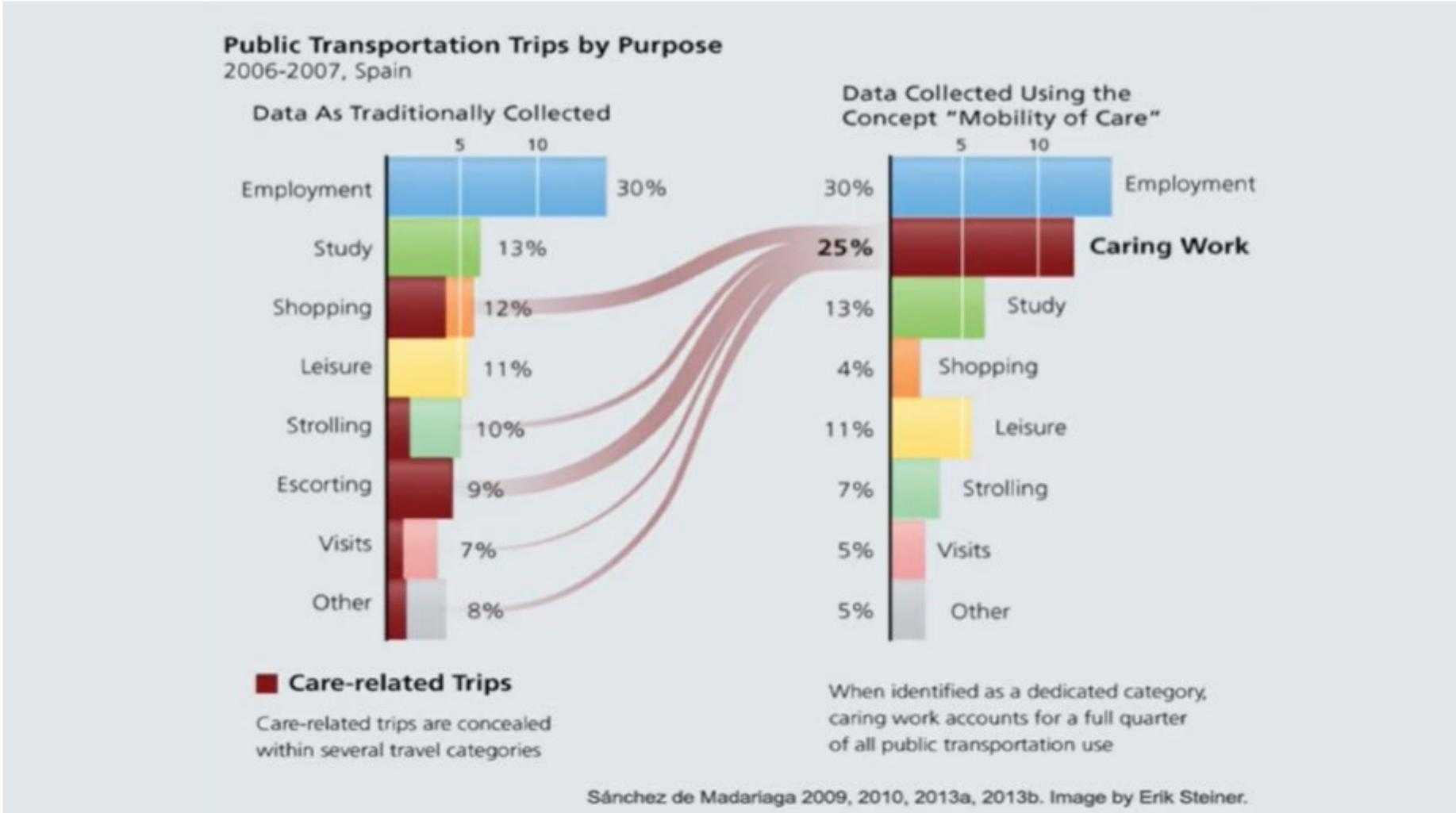
Participant Observation



Participatory Workshops & Pop-Ups

Best Practices

Understanding How Women Travel – Mobility of Care Time Use Surveys



Best Practices

Understanding How Women Travel Metro

Changing Lanes LA DOT, Kounkuey Design Initiative

CONVENTIONAL METHODS



Focus Groups



Survey

INNOVATIVE METHODS



Participant Observation



Participatory Workshops & Pop-Ups

Best Practices

Understanding How Women Travel Metro

Changing Lanes LA DOT, Kounkuey Design Initiative

CONVENTIONAL METHODS



Focus Groups



Survey

INNOVATIVE METHODS



Participant Observation



Participatory Workshops & Pop-Ups

Conventional methods

- analysis of existing data sources
- survey
- Travel interviews

Innovative methods

- Community-Based Research
 - Pairs researchers with community members throughout all phases of the process
- Working groups

- 3 pop-up engagements

Best Practices

Understanding How Women Travel Metro

Takeaway:

Create a Gender Action Plan

- **Staffing and safety**
- **Fare policies**
 - Fare capping
- **Station, stop and vehicle design**
 - seating configurations, and elevator locations
- **Service provided by time of day**
 - evaluate services provided by time of day to understand how services can be adjusted to meet women's travel needs.
- **Future investments**

Changing Lanes

LA DOT, Kounkuey Design Initiative

Takeaways

- Key commitments

Best Practices

1 KEY COMMITMENTS

Because business-as-usual has resulted in gender-related transportation inequities, LADOT must adopt an innovative approach to build a truly gender-inclusive transportation system. To ensure all parts of a project's life cycle are gender-inclusive, commitments to **participatory processes**, **cross-sectoral integration**, **resourced community partnerships**, **sustained investment**, and **knowledge building** must guide all LADOT projects from design through evaluation. These commitments establish the groundwork needed to achieve the goals laid out in the implementation strategies.

PARTICIPATORY PROCESSES

Gender-inclusive processes establish the priorities of women, girls, and sexual and gender minorities to ensure projects and programs are adequately designed to address residents' most pressing challenges. Gender inclusion means actively embedding the voices of women, girls, and sexual and gender minorities across all of LADOT's critical decision-making processes. LADOT and its partners must commit to respecting, seeking out, and valuing community knowledge as of equal priority as technical expertise.

CROSS-SECTOR INTEGRATION

Because gender inequity is a cross-cutting issue, approaches to gender-inclusive transportation must integrate a full range of sectors to address root causes. Multiple agencies provide the infrastructure and services women use in a single trip, so LADOT must commit to partnering with transportation-related agencies at City, County and Regional levels to address gender inequities across the larger transportation system. Further, LADOT must forge lasting partnerships across disciplinary silos because women's mobility is affected by housing, land use, and city planning.

RESOURCED COMMUNITY PARTNERSHIPS

In order to develop gender-inclusive solutions that are appropriate for the communities that most stand to benefit, LADOT projects and programs must be designed, implemented, and evaluated through long-term, funded partnerships with CBOs that serve women, girls, and gender and sexual minorities.

SUSTAINED INVESTMENT

To make LADOT's system truly gender equitable, changes will need to be more than adjustments or add-ons to existing budgeting and operations. It will necessitate a fundamental reshaping of processes. Gender-inclusive transportation planning and design demand and require an organizational commitment to additional and dedicated, human and financial resources from project development to delivery and through maintenance and operations.

Changing Lanes LA DOT, Kounkuey Design Initiative

Takeaways

- Key commitments

ions

to
to

Best Practices

Understanding How Women Travel
Metro

Changing Lanes
LA DOT, Kounkuey Design Initiative

EQUITABLE DELIVERY

Urban inequities result from generations of injustice and disinvestment. To move toward greater equity, therefore, LADOT must first consider investments in those neighborhoods that have long been overlooked by public funding: low-income BIPOC communities. To do this, the Department and its peers must shift practices, where necessary, and commit to investing in communities with the highest needs, rather than the loudest voice.

KNOWLEDGE BUILDING

To ensure LADOT and its partners continue to refine best practices for gender-inclusive transportation planning, all LADOT projects must be evaluated with a rigorous monitoring, evaluation, accountability, and learning (MEAL) framework based on gender-disaggregated indicators. MEAL frameworks should be developed and implemented in partnership with CBOs that serve women, girls, and gender and sexual minorities. This process will yield projects more closely responsive to local community needs.

Best Practices

Understanding How Women Travel Metro

Takeaway:

Create a Gender Action Plan

- **Staffing and safety**
- **Fare policies**
 - Fare capping
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- **Service provided by time of day**
 - evaluate services provided by time of day to understand how services can be adjusted to meet women's travel needs.
- **Future investments**

Changing Lanes

LA DOT, Kounkuey Design Initiative

Takeaways

- Key commitments
- Foundational steps

Best Practices

2 FOUNDATIONAL STEPS

In order for the Department to start any one project or plan, certain initial actions must be taken to ensure holistic, impactful, and equitable results.

Failure to take these steps risks the creation of piecemeal projects that do not align with the ways women travel. An uncoordinated approach also leaves planners to guess at user needs, rather than hearing about them first hand, putting our city further behind in achieving gender, racial, economic, and environmental parity for all Angelenos. These steps are intended to transform the way the Department works from the inside out, focusing on internal standards and processes:

Collect data on gender or perceived gender, race/ethnicity, and other intersecting identities like income, ability, and age in all data collection efforts, including efforts to track ridership, user experience, service and program evaluation, and bicycle and pedestrian counts. Data collection efforts should include qualitative data like community member stories and narratives.

Convene representatives from built-environment-focused government agencies in a gender-equity working group to coordinate projects, services, and programs that impact the built environment and transportation system. Essential departments for the working group include, but are not limited to:

- Bureau of Street Services (BSS)
- Bureau of Street Lighting (BSL)
- Bureau of Engineering (BOE)
- City Planning
- Metro
- Recreation and Parks (RAP)

Create participatory processes to operationalize the Department's commitment to sharing decision-making power with women, girls and gender minorities—specifically low-income BIPOC women—for all planning and design efforts. Develop internal resources such as a framework, handbook, or other guides to help staff execute participatory processes. To further support this process, establish and resource lasting partnerships with CBOs and residents that are maintained on an ongoing basis, not solely when projects are happening.

Develop a gender and racial equity-based project prioritization framework that guides staff on where to focus capital investments and resources. As part of the framework, develop a set of equity criteria and a methodology for evaluating that criteria.

Establish new design and service standards and guidelines that accommodate the ways that low-income BIPOC women, girls, and gender minorities travel and improve safety while traveling.⁷⁸ This guide should set standards for a range of factors, including but not limited to sidewalk width, frequency of transit, prevalence of stops/stations, night-time visibility, and fleet/vehicle design.

IS

Changing Lanes LA DOT, Kounkuey Design Initiative

Takeaways

- Key commitments
- Foundational steps

Best Practices

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Changing Lanes LA DOT, Kounkuey Design Initiative

Look to large scale initiatives,
Mobilizing Justice for
standardization practices 
Critical in establishing a baseline
and measuring success over time

Best Practices

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Changing Lanes LA DOT, Kounkuey Design Initiative

By time of day

Best Practices

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Changing Lanes LA DOT, Kounkuey Design Initiative

+ Chamber of commerce

Best Practices

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Changing Lanes LA DOT, Kounkuey Design Initiative

+ nearby destinations, restaurants, shops, hospitals

Best Practices

Understanding How Women Travel Metro

Takeaway:

Create a Gender Action Plan

- **Staffing and safety**
- **Fare policies**
 - Fare capping
- **Station, stop and vehicle design**
 - seating configurations, and elevator locations
- **Service provided by time of day**
 - evaluate services provided by time of day to understand how services can be adjusted to meet women's travel needs.
- **Future investments**

Changing Lanes

LA DOT, Kounkuey Design Initiative

Takeaways

- Key commitments
- Foundational steps
- Implementation strategies

Best Practices

Understanding How Women Travel Metro

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Changing Lanes LA DOT, Kounkuey Design Initiative

Takeaways

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- Foundational steps
- Implementation strategies

HOW TO READ THE IMPLEMENTATION STRATEGIES

The implementation strategies section contains nine objectives across four categories. Each objective is supported by action items to create a gender-inclusive transportation system.

1. **Closing the Data Gap** outlines ways to make better decisions with data.
2. **Inclusive Infrastructure** describes how the built environment should inform transportation decisions and how the built environment can be improved to increase women's mobility.
3. **Services** offer guidance on how to improve existing LADOT services and add new transportation options that better meet the needs of women.

4. **Programs** offer ideas for how public initiatives can work alongside infrastructure and mode options to increase women's mobility, particularly low-income BIPOC women.

Within each category, there is a list of high-level objectives and subsequent activities that help achieve that objective. Some of the implementation strategies do not directly fall within LADOT's jurisdiction. For these strategies, we suggest agencies and organizations with whom LADOT might partner (see page 57). These strategies include partnerships with some of the following outside agencies and/or CBOs to help Angelenos make better use of LADOT's system.

In an ideal world I would..

Short term suggestions

In an ideal world I would..

Short term

Data

- review existing data and see which can be segregated by gender
- create a survey for your municipality that includes:
 - genders, disability
 - asks about different uses of time
 - Be specific regarding safety
(walking to bus vs waiting vs riding bus)
- Quantitative + qualitative
- Participatory Based Research

In an ideal world I would..

Short term

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Data informed > Data driven

In an ideal world I would..

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- Participatory Based Research

Staff

- Create a paid board, similar to [[LA Metro's Women and Girls Governing Council](#)]
 - Advices on pilots, gives input on iterations
 - create something like a **Gender Action Plan** for your municipality
 - Create a responsibility matrix

In an ideal world I would..

Short term

Data

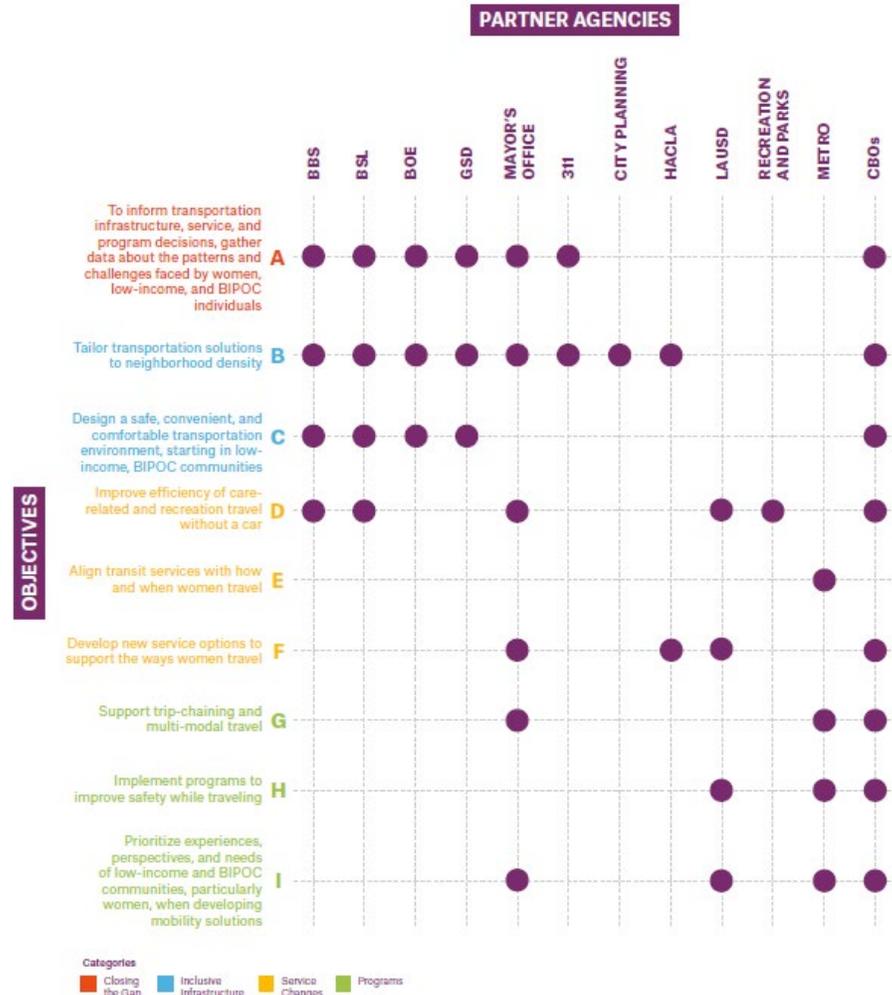
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RESPONSIBILITY MATRIX

This diagram presents the various entities that will be instrumental in achieving the given objectives. This is not an all-inclusive list, but rather a starting point of key stakeholders.



In an ideal world I would..

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Offer options

- Identify existing bicycle lending libraries and reach out to them

In an ideal world I would..

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Offer options

- Identify existing bicycle lending libraries and reach out to them

Build understanding

- Have staff try out the bus/train routes of they work
 - With a stroller, with groceries, using a wheelchair, without a smartphone
- Shadow riders [[GoBoston2030](#)]

In an ideal world I would..

Share Your Trip With BTD

Putting a Real Face on Transportation Challenges



Rather than only talking generally about people struggling to get to work from rapidly growing residential areas to major employment districts outside of downtown, accessibility issues on the Green Line, or about concerns about crowded sidewalks, Go Boston 2030 selected 10 residents from more than 100 volunteer applicants to tell their stories of getting around the city. Each volunteer was paired with a BTD staff member from engineering, operations, or planning who shadowed a regular trip. As the two traveled together, the residents shared their observations and suggestions with planners and officials, including Boston's Chief of Streets, Chris Osgood, and Transportation Commissioner Gina Fiandaca.

Through the process, BTD was able to experience firsthand the challenges that new parents, people with disabilities, commuters with multiple transfers, and many others face every day as they travel through Boston. Some trips challenged beliefs about how people select bus routes or pair Hubway usage with daycare drop off. On other trips, officials were validated to hear travelers express appreciation for ongoing work, including the installation of tactile warning strips at cross-walks, wider ramps on the Southwest Corridor, and an improved intersection at Uphams Corner. Riding buses, bikes, and trains, the participants' proposals ranged from enforcing double parking in bike lanes to a more robust ferry system connecting additional docks

Ten trips captured a diversity of transportation modes and challenges.

Each journey was also shared with everyone following the Go Boston 2030 process on social media and on the website with blog posts, images, and videos that captured the trips.

You can read the full stories at goboston2030.org/category/trip-stories, and you will find their narratives reinforcing concepts in the Action Plan.



and reach out to

they work
in a wheelchair,

In an ideal world I would..

Short term

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 - create something like a **Gender Action Plan** for your municipality
 - Create a responsibility matrix

Offer options

- Identify existing bicycle lending libraries and reach out to them
- Explore the possibility of having lockers at transit hubs

Build internal understanding

- try out the bus/train routes you work on
 - With a stroller, with groceries, using a wheelchair, without a smartphone
- Shadow riders [[GoBoston2030](#)]
- Explore local orgs doing similar work [[LivableStreets](#)]
- Talk to the women in your life – listen to their experiences one idea- at the beginning of meetings, folks answer the question, how did you get here today? (shoutout to AURA in Austin for this)

In an ideal world I would..

Long term suggestions

In an ideal world I would..

Long term

Data

- Multi-municipality effort to create a **regional mobility census** that goes out every year or two years. This will be a solid baseline to assess ongoing efforts for the entire region [[Mobilizing Justice, Somerville's happiness survey](#)]



A1: National Survey

Conduct Canada's first national survey on transportation equity.

NATIONAL SURVEY →

**MOBILIZING
JUSTICE** _____

In an ideal world I would..

Long term

Data

- work with surrounding municipalities to create a **regional mobility census** that goes out every year or two years. This will be a solid baseline to assess ongoing efforts for the entire region [\[Mobilizing Justice, Somerville's happiness survey\]](#)

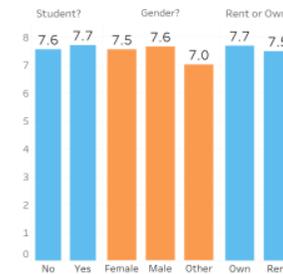
The Somerville Happiness Survey

Since 2011, the Somerville Happiness Survey has measured residents' overall happiness and satisfaction with many aspects of life in Somerville. An initiative of the Mayor's Office of Analytics and Innovation (Somerstat), the Happiness Survey helps our local government understand what makes Somerville a great place to live, and inform decisions that will support and enhance happiness in Somerville.

[somerstat]
data & insights for better government 

Citywide Overview 2017

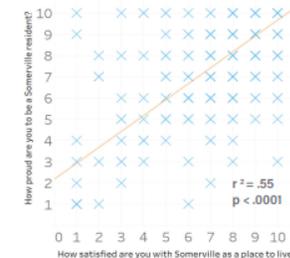
Somerville residents are about equally happy, regardless of demographics



The Average Happiness of survey respondents citywide in 2017 is 7.8/10. Happiness most closely correlates with residents' overall life satisfaction.

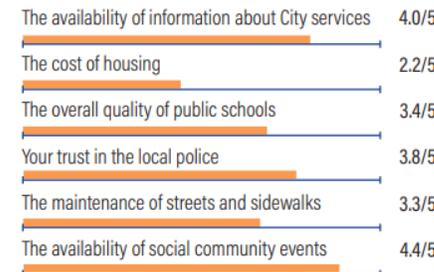
AVERAGE HAPPINESS RATING for 2017
= 7.8/10

Pride in being a Somerville resident and satisfaction with Somerville as a place to live are strongly correlated



City Services & Events (average resident rating out of 5)

How would you rate the following? 2017



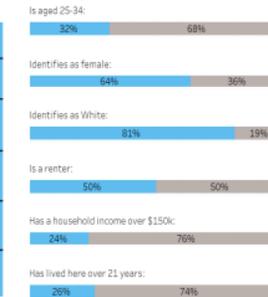
Survey Demographics

Who was the typical Happiness Survey respondent?

Typical Respondent 2017

Age	25-34
Sex	Female
Housing status	Renter
Race/ethnicity	White
Annual income	> \$150,000
Length of residency	> 21 years

% Respondents with Similar Profile



In an ideal world I would..

Long term

Data

- work with surrounding municipalities to create a **regional mobility census** that goes out every year or two years. This will be a solid baseline to assess ongoing efforts for the entire region [[Mobilizing Justice, Somerville's happiness survey](#)]

Staff

- Hire more people who reflect the makeup of your municipality
 - adapt an existing space in your workplace to serve as a daycare [[Mi Teleferico, La Paz, Bolivia](#)]
 - Coordinate with municipalities to **build daycares at or very close to transit stops**
- Create a regional Gender Action Plan
- Hire a Night Mayor [[Boston Globe article](#)]

In an ideal world I would..

Long term

Data

- work with surrounding municipalities to create a **regional mobility census** that goes out every year or two years. This will be a solid baseline to assess ongoing efforts for the entire region [[Mobilizing Justice, Somerville's happiness survey](#)]

Staff

- Hire more people who reflect the makeup of your municipality
 - adapt an existing space in your workplace to serve as a daycare [[Mi Teleferico, La Paz, Bolivia](#)]
 - Coordinate with municipalities to **build daycares at or very close to transit stops**
- Create a regional Gender Action Plan
- Hire a Night Mayor [[Boston Globe article](#)]

Could a 'night mayor' awaken Boston's sleepy night life?

By **Matt Rocheleau** Globe Staff, December 21, 2017, 7:52 p.m.



A doorman checked a woman's identification outside the Royale and Candibar nightclubs on Tremont Street. CRAIG F. WALKER/GLOBE STAFF/FILE/GLOBE STAFF

In an ideal world I would..

Long term

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Offer options

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*The first to put a "**universal basic mobility**" (UBM) approach into practice in the city*

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Offer options

- [universal transit pass](#) (LA Metro test phase spring 2022)
- Bicycle lending libraries at various locations
 - Ebikes, cargo, with a child seat, road, hybrid, trikes..
 - Partner with ebike manufacturers (discounts?)
 - Explore payment plan options for riders
 - Rent to own?

Budget

- Create a local gov or regional full time position a mobility + gender specialist to advise on projects (maybe within the MPO?)
- Create a line item for gender + mobility research
- Have robust bicycle lending libraries + bike programming

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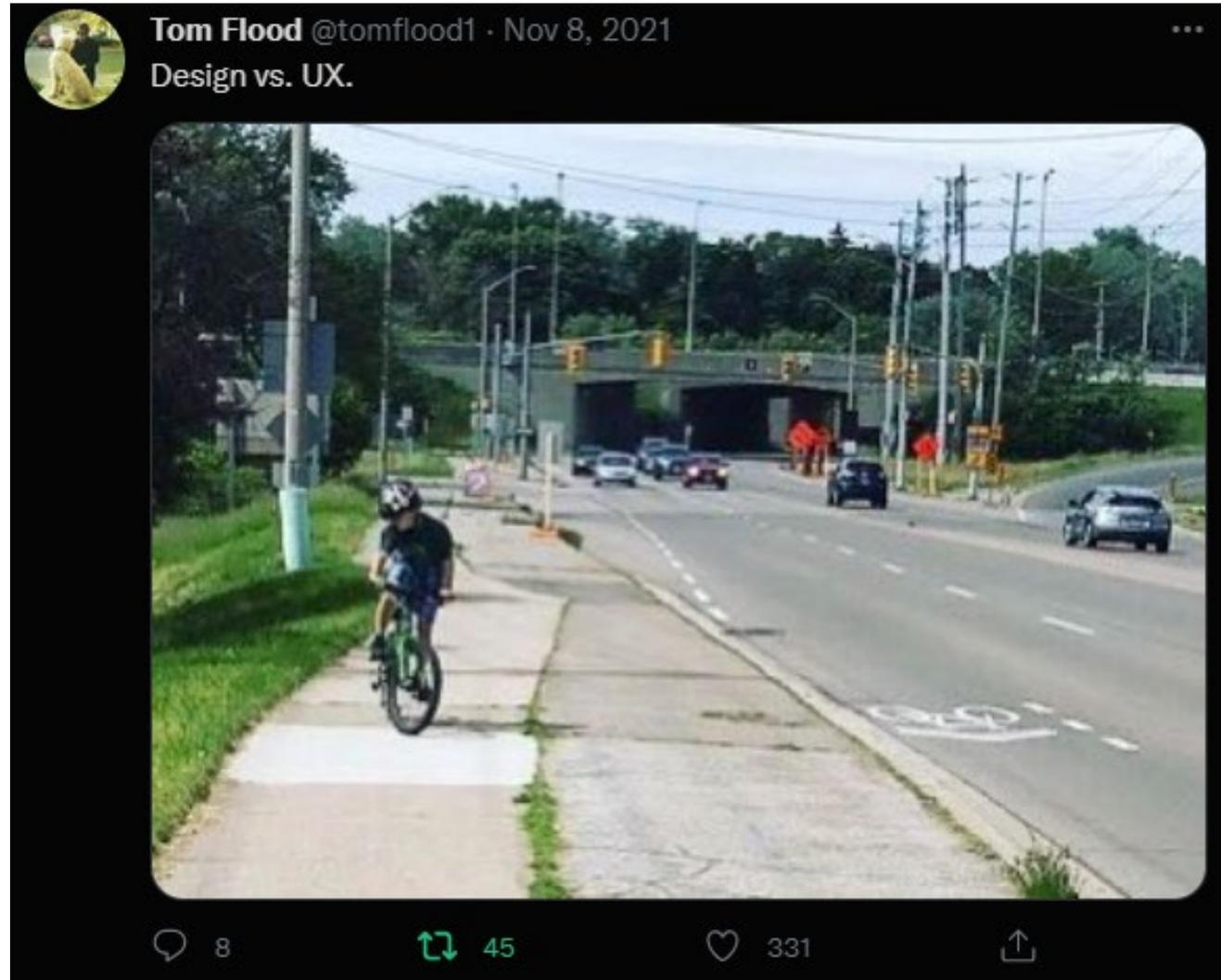
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Planning

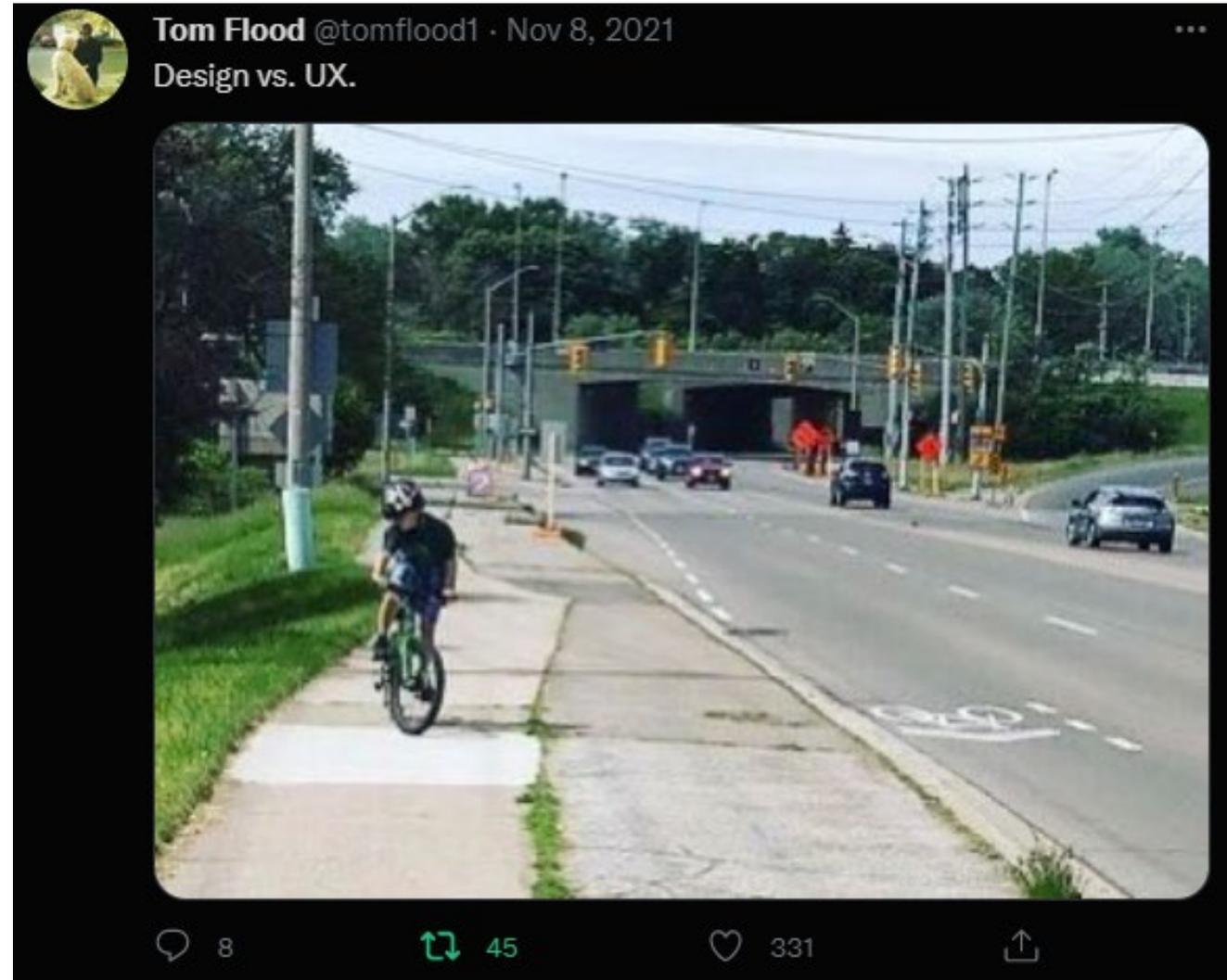
- Land use – less parking, more housing

Design vs user experience



Design vs user experience

How does it *feel* to take transit?



Thank you!

Full report: bit.ly/bus_stops_perceived_safety_report
Interactive map: bit.ly/bus_stops_perceived_safety_map

Grecia.white11@gmail.com
[@grecia_white](#)

Public Comments

To participate in the discussion, please select the “raise hand” function. Find this by clicking on the “Participants” button at the bottom of the screen, and a window will pop up with a “Raise Hand” button at the bottom. If you are on the phone, you can use *9 to raise your hand.

Closing and Next Steps

February 10, 2022

AGENDA

1. Welcome
2. MPO Activities Update
3. Transit Provider Items
4. Transit-Relevant MPO Study Updates
5. Bus Stops, Amenities, and Perceived Safety Through a Gender Lens
6. Public Comments
- 7. Closing and Next Steps**

Closing and Next Steps: Upcoming Coffee Chats

1. Travel Demand Management
 - Wednesday, February 16, 4:00 PM
 - Register: tinyurl.com/2a28e5xk
2. Planning for transit fleet electrification, with special guest Zach Agush, RIPTA
 - Monday, February 28, 4:00 PM,
 - Register: <https://tinyurl.com/yudv5mus>
3. Human Services Transportation with special guest Vera Kirrane, EOHHS
 - Thursday, March 10, 4:00 PM
 - Register: <https://tinyurl.com/ye28223m>
4. Stay tuned for more!



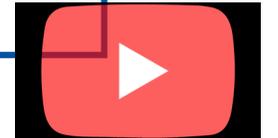
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Meeting Follow-up

- Post-meeting email with links
- Post-meeting feedback survey
- Recording posted on the Boston Region MPO YouTube page
- Notices about future meetings



Technical difficulties? Call Stella Jordan at 857.702.3675 or email sjordan@ctps.org.

MPO = Metropolitan Planning Organization.



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MPO Staff Contact Information

Sandy Johnston, Senior Transportation Planner
sjohnston@ctps.org 857.702.3710



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