Highway Administrator's Report

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February 11, 2019

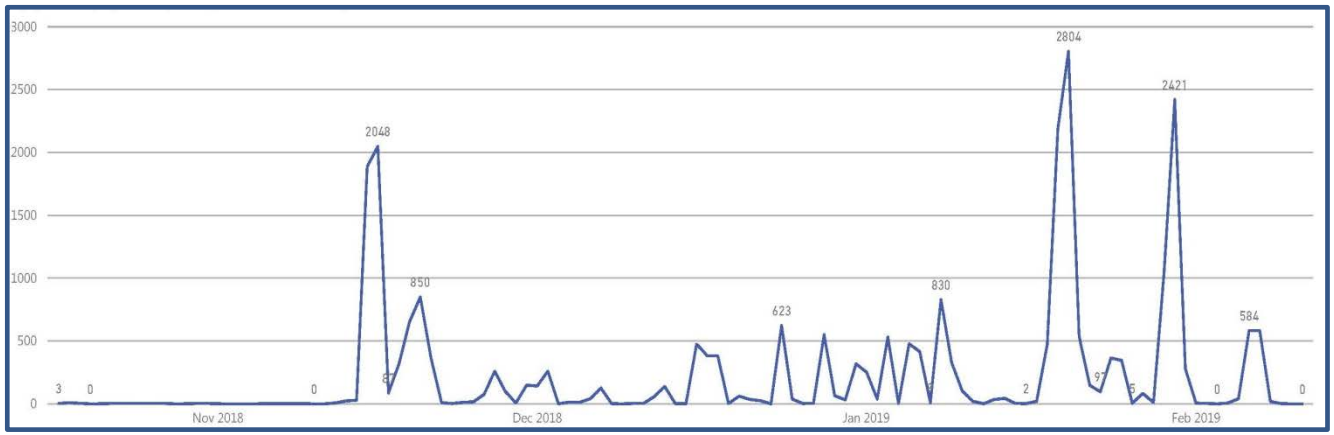
Snow and Ice
2018-2019 Update

Costs and Funding to Date:

- $118 million total budget
- $ 47,049,194 current expenditure
- **$ 71,397,644 current balance**

# Statewide Storms	Hired Equipment (Hours)	DOT Equipment (Hours)	DOT Personnel (Hours)	Abrasives usage (Salt, Sand, Pre-mix)	Liquid Deicer Usage (Brine, MagCl, Lcc)
8	158,563	26,233	108,771	196,652 tons	934,728 gals

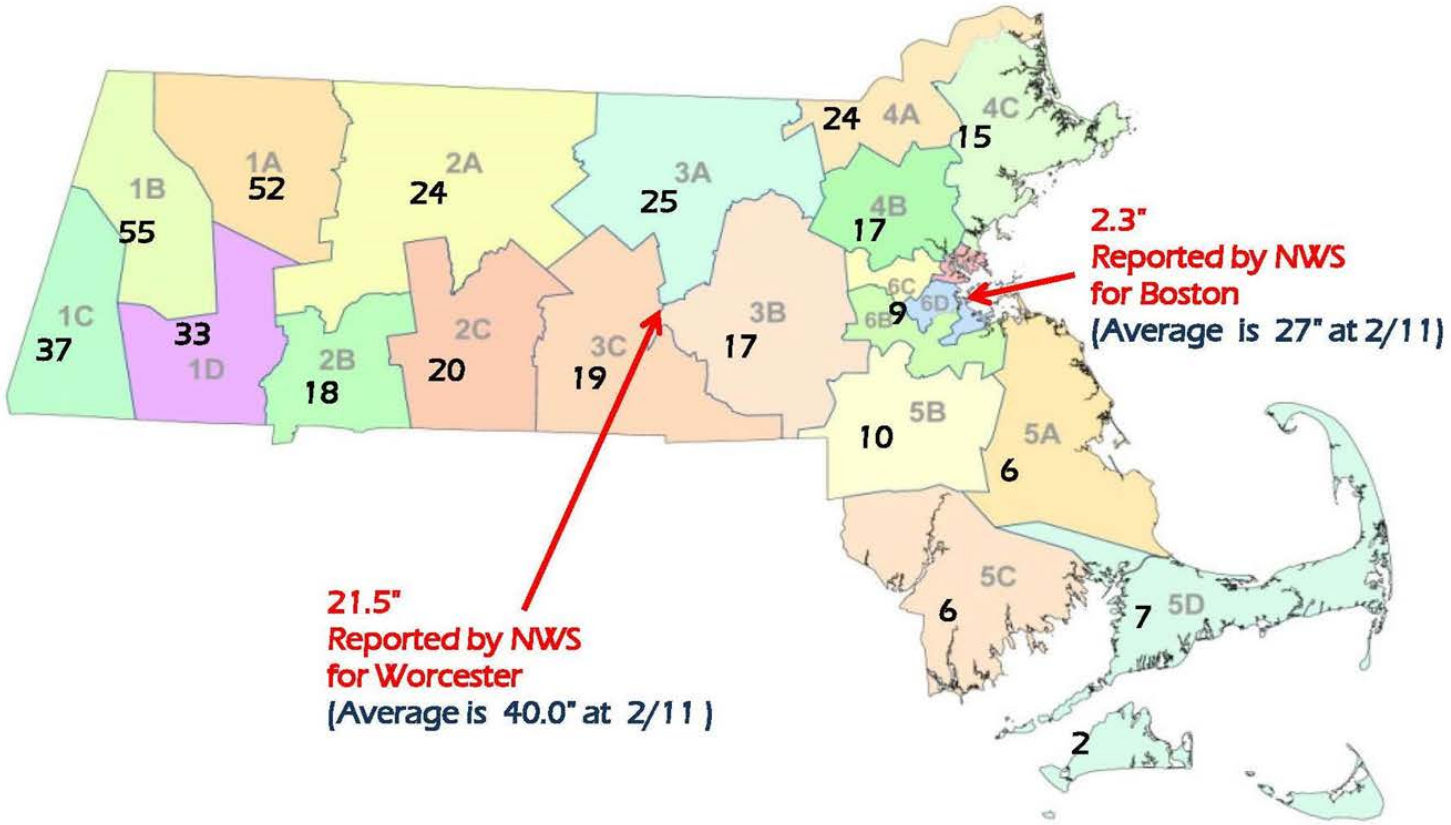
Daily number of Equipment Deployments



Snow and Ice
2018-2019 Update

FY19 Snow Fall Amounts by District Sub-Areas (inches) of 2/11/2019

Amounts are area averages reported by MassDOT personnel at depots throughout the season.

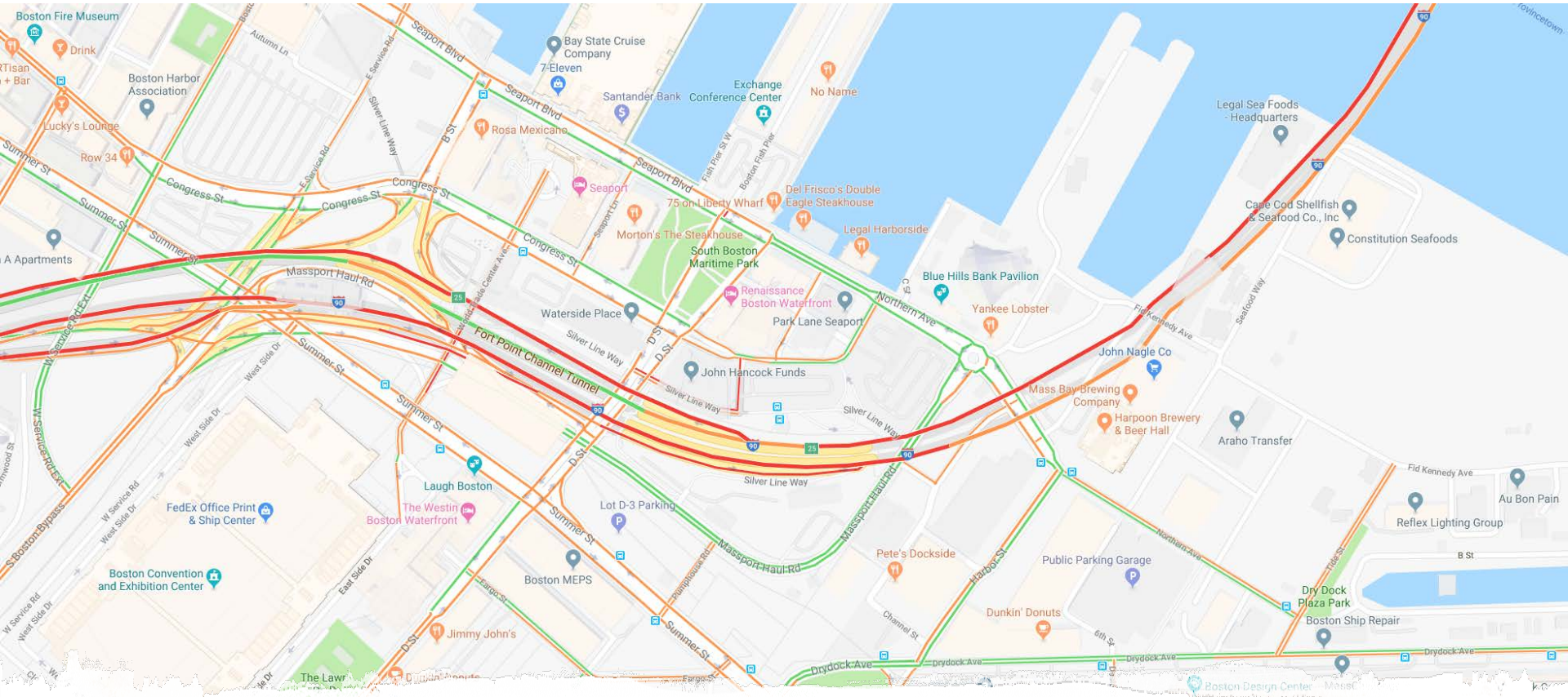


Snow and Ice
Winter Mix – Tuesday PM and Wednesday AM

- MassDOT crews will begin pre-treating the roadways starting after Tuesday's AM commute

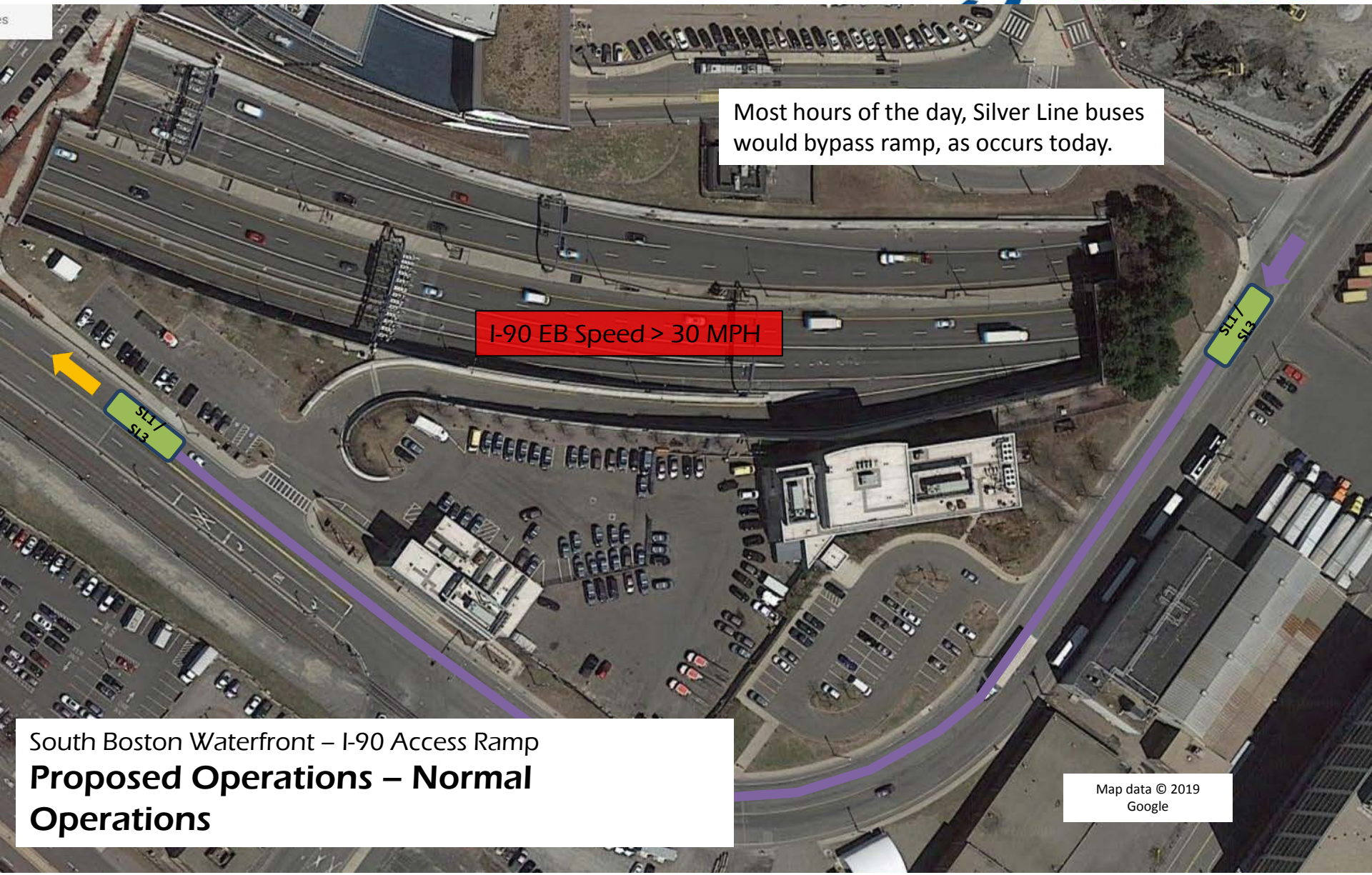
- This is a state-wide event, as the storm is moving South to North, and will impact the Tuesday PM and Wednesday AM commutes

- Plan ahead. If possible, plan to work from home or be where you need to be by 2PM on Tuesday



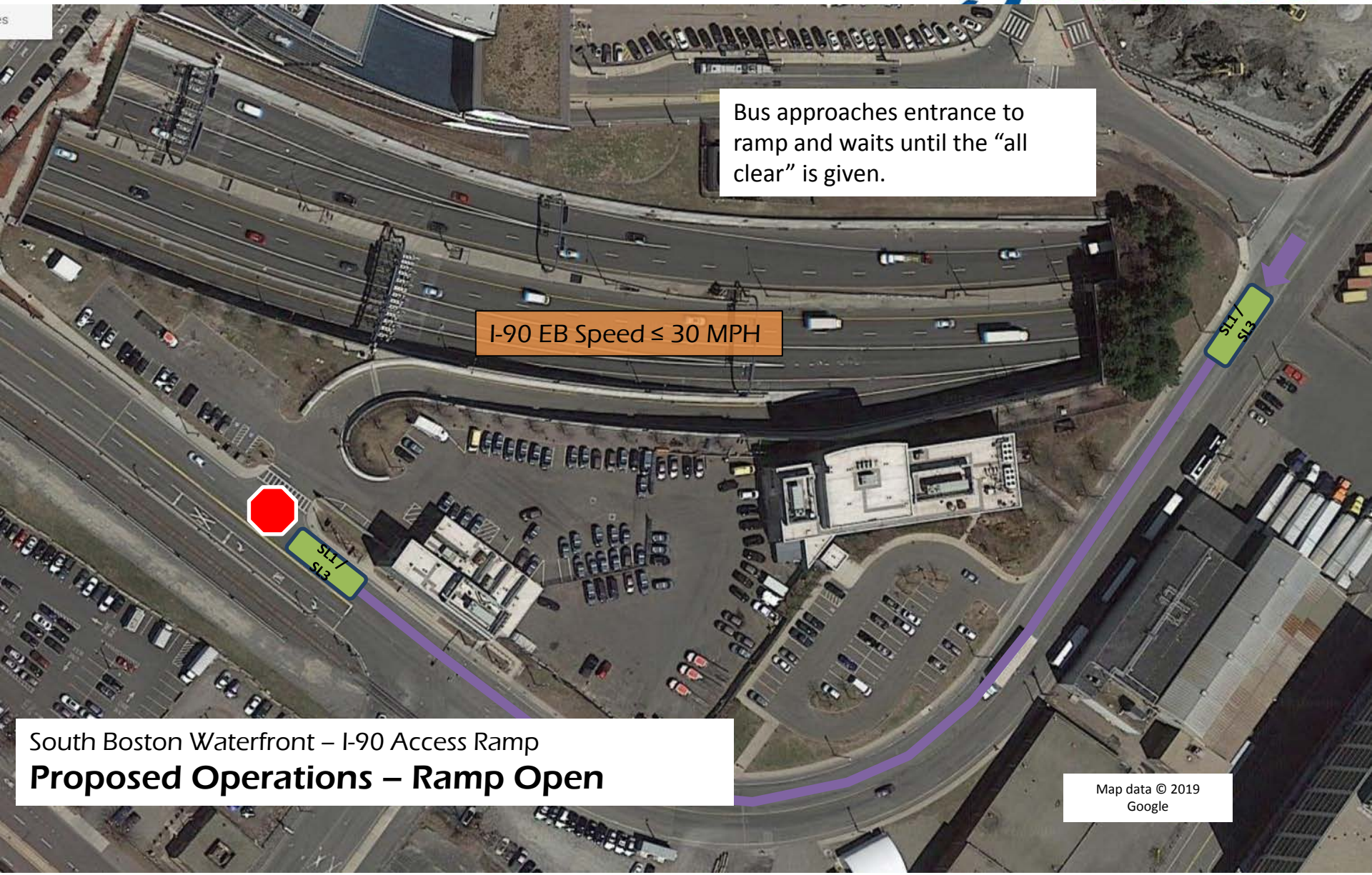
I-90 Access Ramp – South Boston Conceptual Operations for Silver Line

- Travel time savings
  - Approximately 4-5 minutes saved per bus
  - 36 outbound trips (SL1 and SL3) between 3-6PM
  - Fall 2018: approximately 1,000 outbound passengers use TWT between 3-6PM each weekday
    - **67 passenger hours saved *each weekday***
- Travel time savings may be “reinvested” into more frequent Silver Line service
  - Ripple effects on savings for all Silver Line Waterfront customers



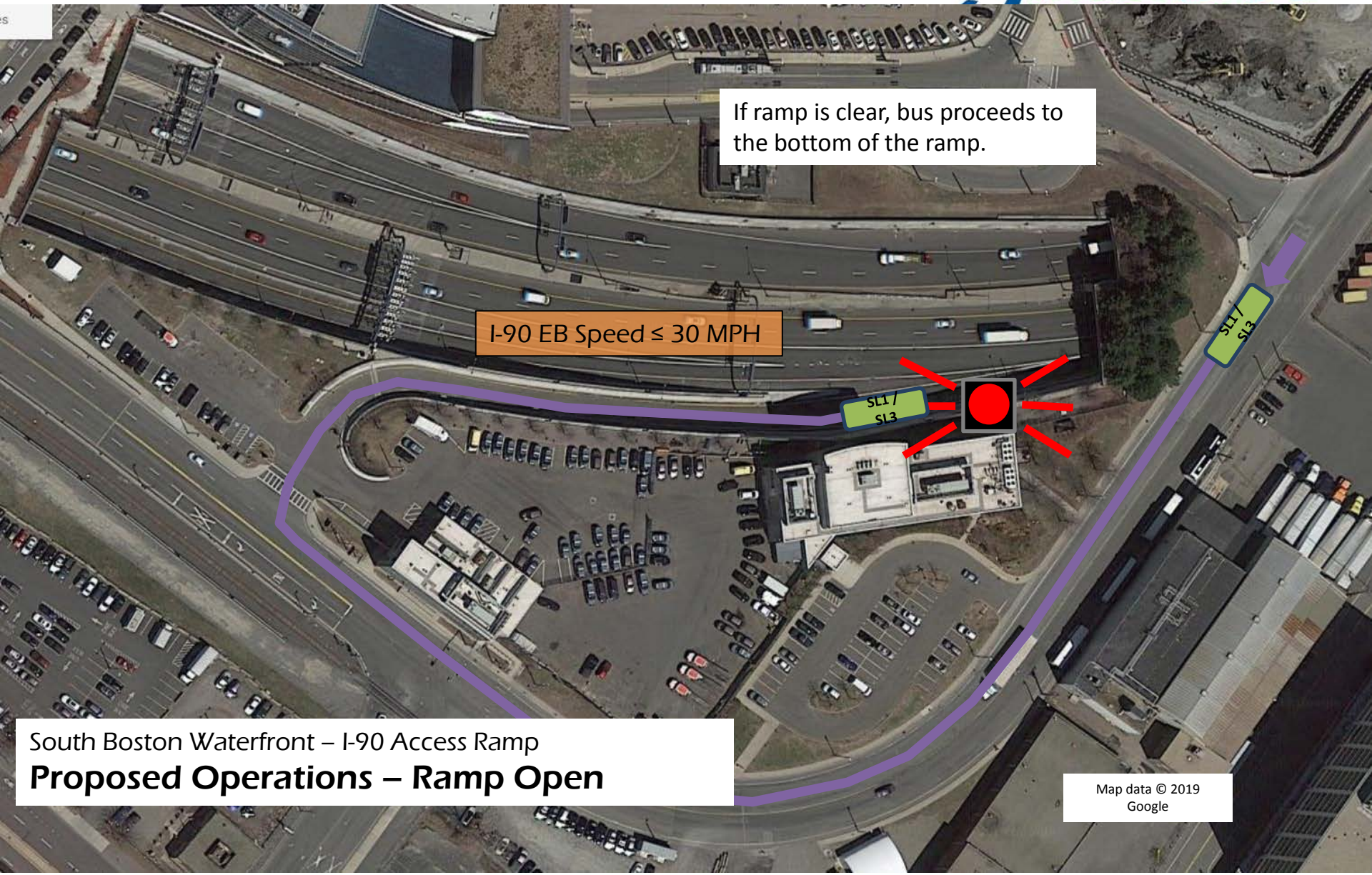
South Boston Waterfront – I-90 Access Ramp

Proposed Operations – Normal Operations



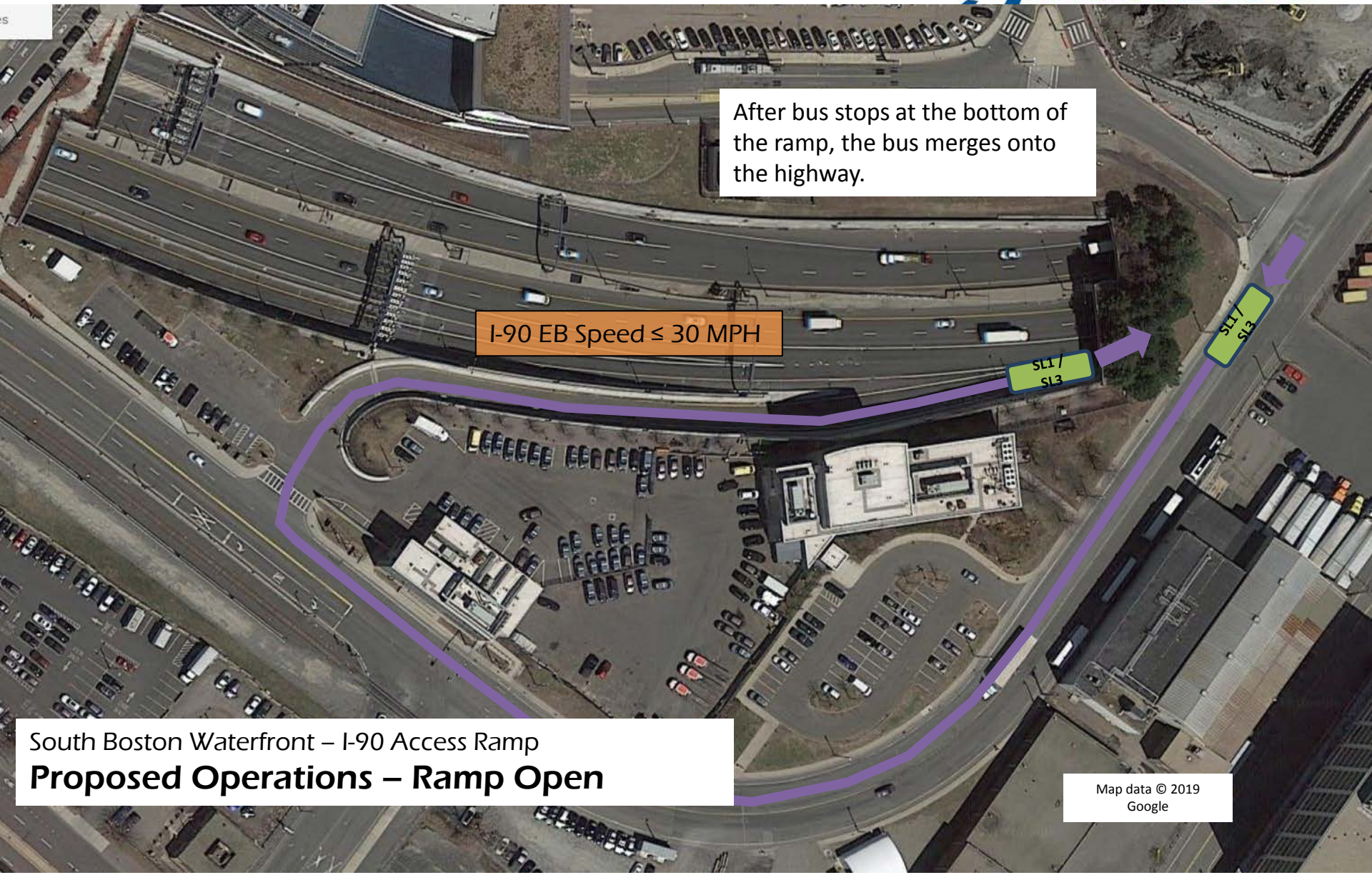
South Boston Waterfront – I-90 Access Ramp

Proposed Operations – Ramp Open



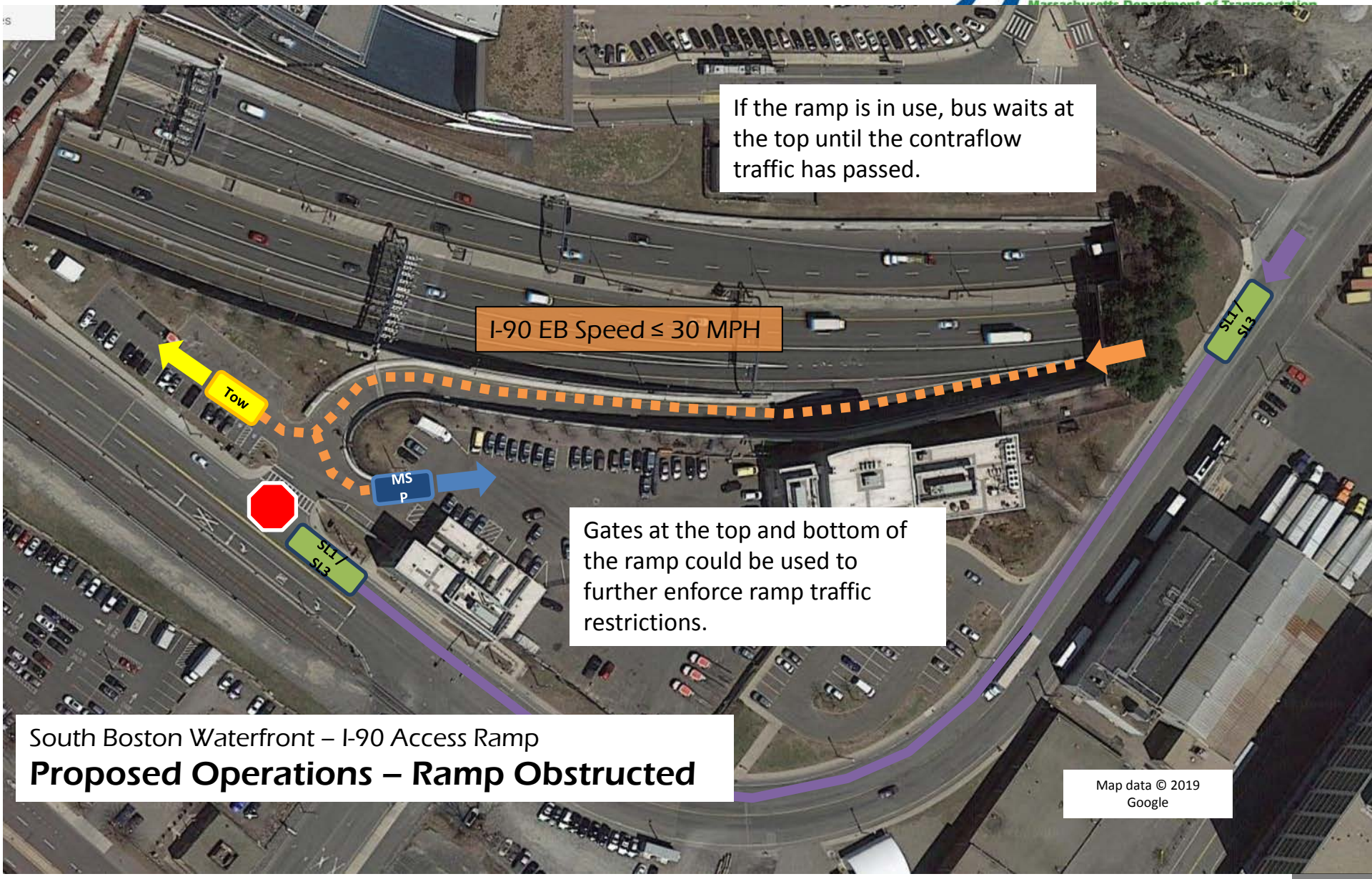
South Boston Waterfront – I-90 Access Ramp

Proposed Operations – Ramp Open



South Boston Waterfront – I-90 Access Ramp

Proposed Operations – Ramp Open



South Boston Waterfront – I-90 Access Ramp

Proposed Operations – Ramp Obstructed

I-90 Access Ramp – South Boston
Conceptual Operations for Silver Line

Next Steps:

- Identify options for a pilot demonstration
- Engage with ITS consultant
- Develop cost estimate
- Identify funding source

Sumner Toll Demolition Update

- Construction:
  - 2018 November: Full Beneficial Use
  - 2019 Spring: Swing Gate and ITS system complete
  - Operation protocol will be set by data

- Review by FHWA Resource Center national transportation engineering experts

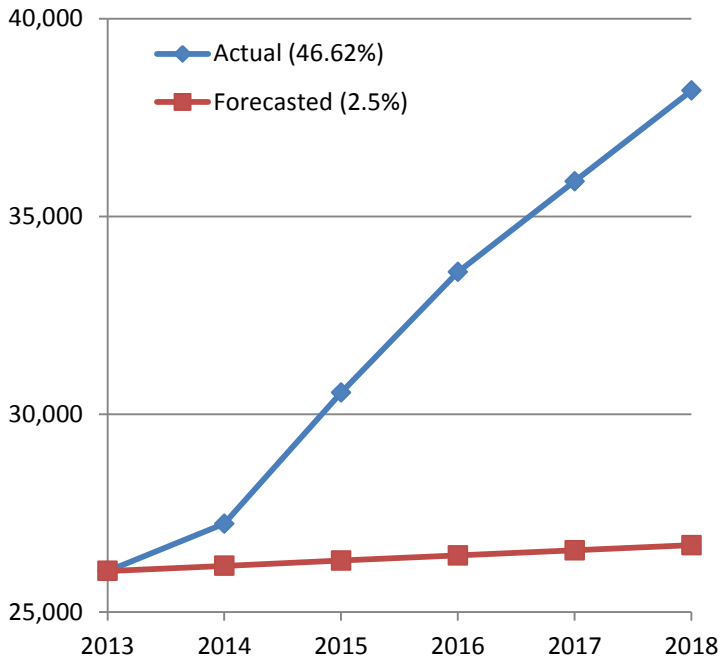
- Data working group
  - Working with Massport, DCR, MBTA, and the City of Boston to share, collect, and evaluate data
  - Collecting Bluetooth, tolling, and Google data

- Storrow Drive Pilot

Sumner Traffic Volume Increases

- Since 2013 there has been an increase of 46.62% in daily traffic volume in the Sumner Tunnel
- 2013 Projections used Boston MPO model as a basis for design at 0.5% per Year (2.5% total)

Sumner Volumes 2013-2018



Volume based on AET Gantry Data

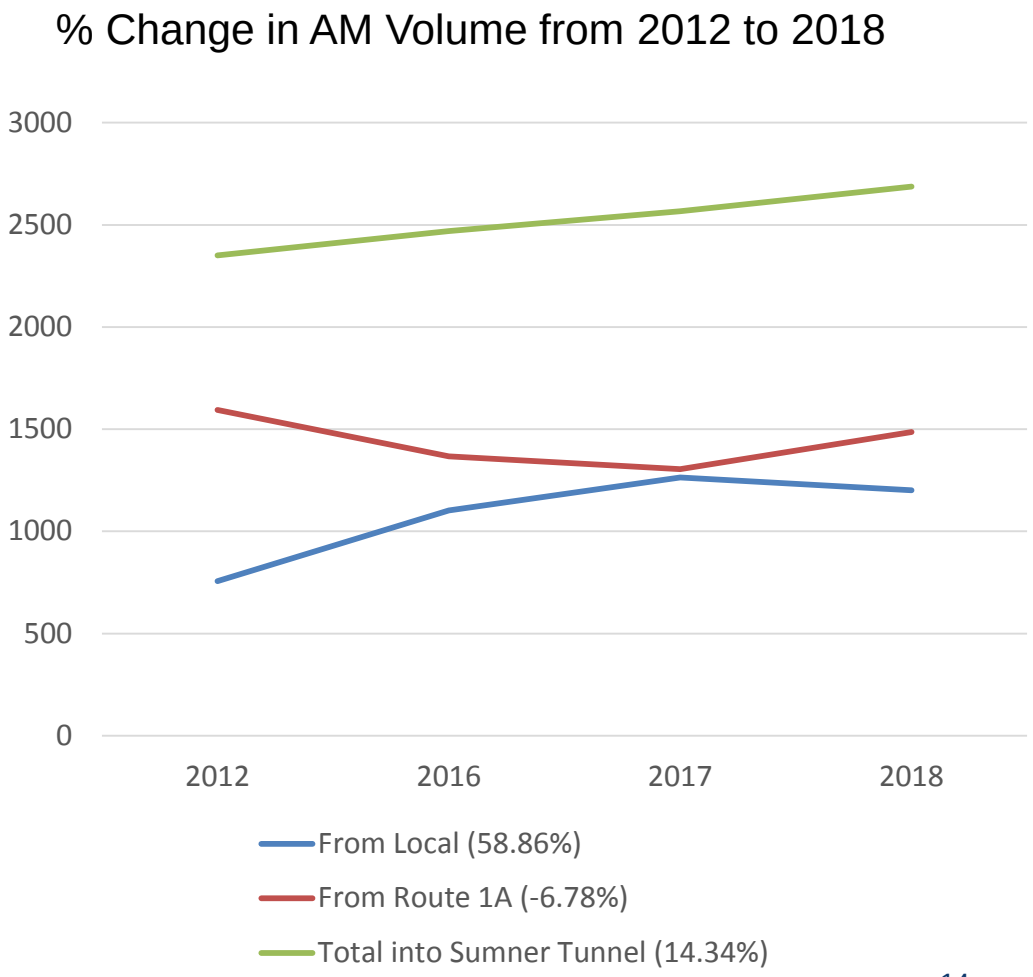
Sumner Morning Peak Hour (7am-8am)

Typical AM Volumes, 2018	Total Vol	% Total
East Boston Streets	1,201	45%
Route 1A	1,486	55%
Total 7-8am	2,606	

AM East Boston Resident Plates	537

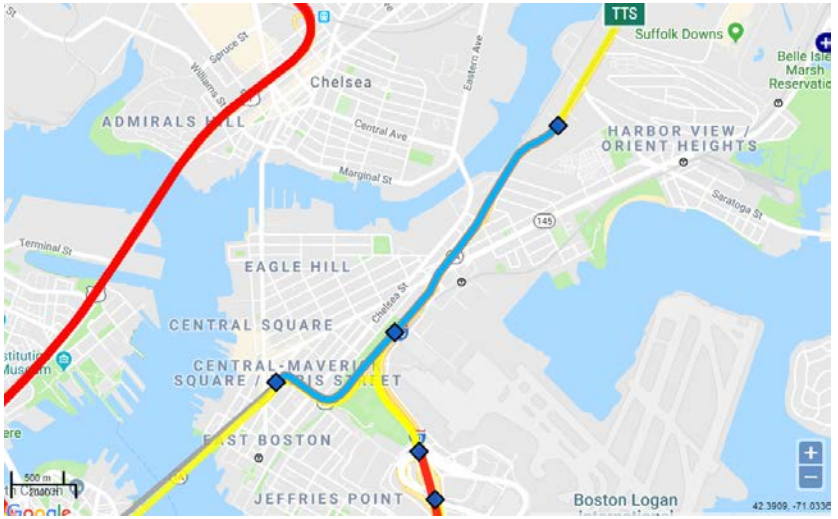
Toll gantry data indicates that the majority of all traffic entering the Sumner Tunnel from East Boston streets:

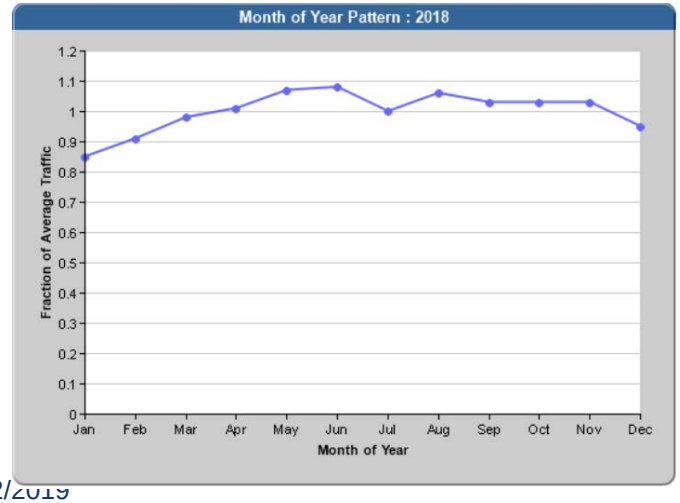
- At least 55% during the AM peak are non-residents
- This assumes that all 537 East Boston vehicles use the local access to Sumner.

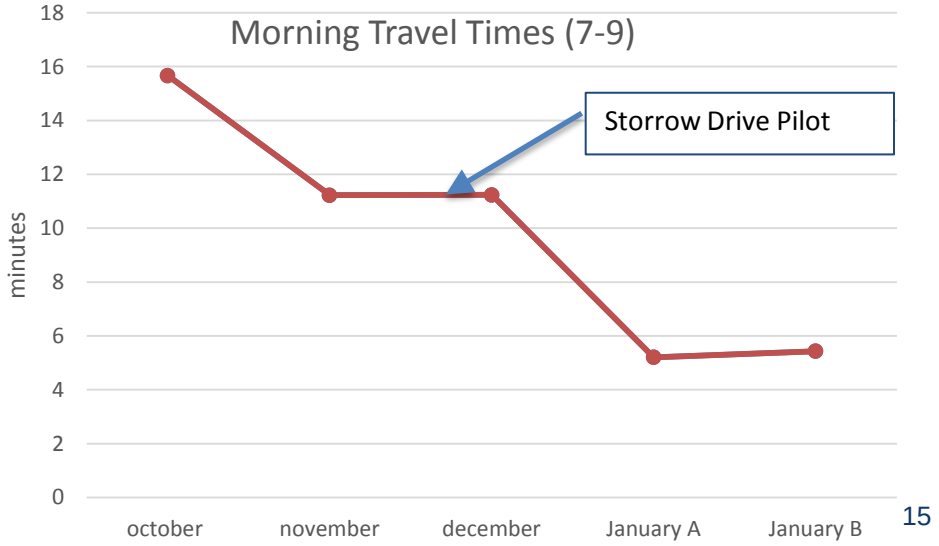


Data Is Telling Us

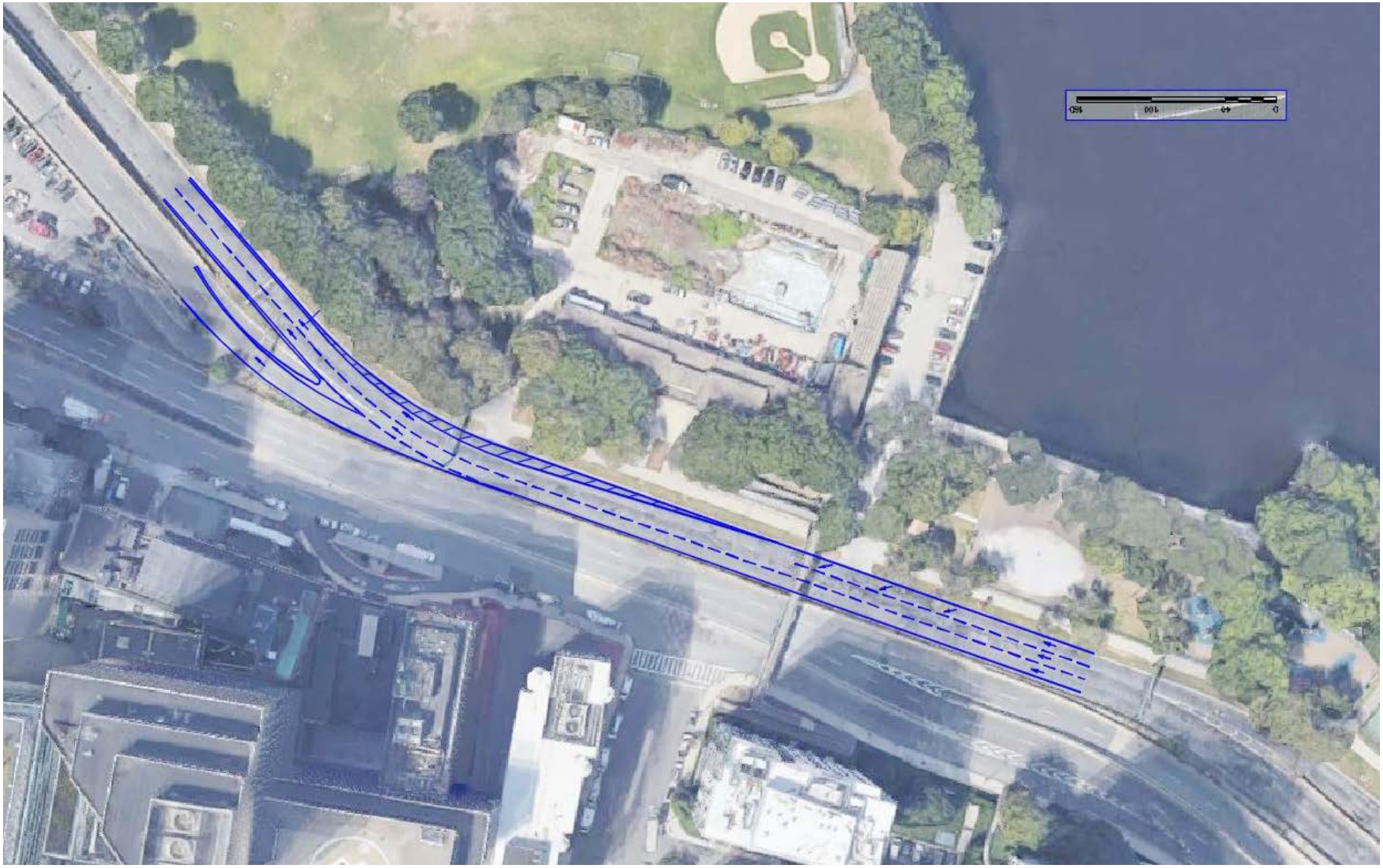
- Decreased morning travel times since Storrow Pilot
- Reduced congestion on East Boston streets
- Data shows that it is a congestion problem not a design problem







Storrow Drive Re-Stripping



Additional and Ongoing Work

- Analyze FHWA's options
- Continue to monitor Storrow Drive
- Study East Boston network
  - Massport – Environmental Status and Planning Report
  - BPDA/BTD – East Boston Development and Traffic Study