



MetroCommon × 2050

Inclusive Growth and Mobility

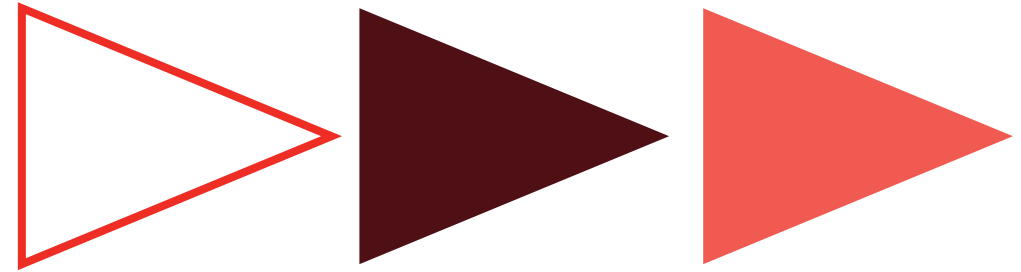
How do we make greater Boston into an **accessible** and **well-connected network** of places, jobs, and green space - where all can thrive?

What is inclusive growth and mobility?

- ▶ **Connecting** jobs, recreational places, homes, and businesses while ensuring that all – including low-income people, people of color, and people with disabilities, elders – can equitably **access those opportunities** and fully share in its benefits.



Why is inclusive growth and mobility **important**?



▶ **To spur**

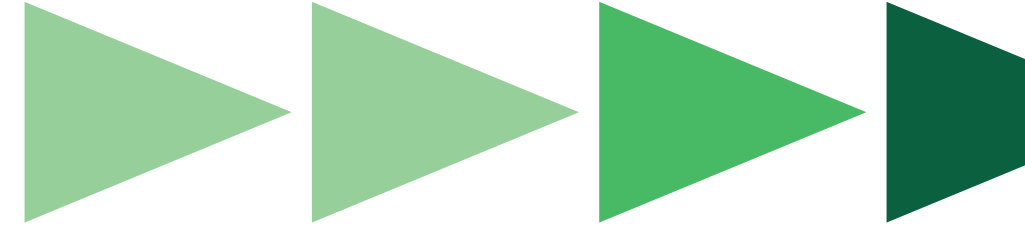
social connections, physical activity, economic opportunity, and equity.

▶ **To preserve**

wetlands, wildlife habitat, cultural spaces, farms, and water quality, while providing high-quality open space access for all

How?

Locate jobs, schools, shopping, recreational, cultural destinations, basic amenities, e.g. banking, laundromat, near **homes and high-quality transit**



- ▶ And we can make sure our **transportation investments match our land use decisions**, while benefiting the community as a whole and not just a lucky few.

Greater Boston continues to **grow** and **change**.

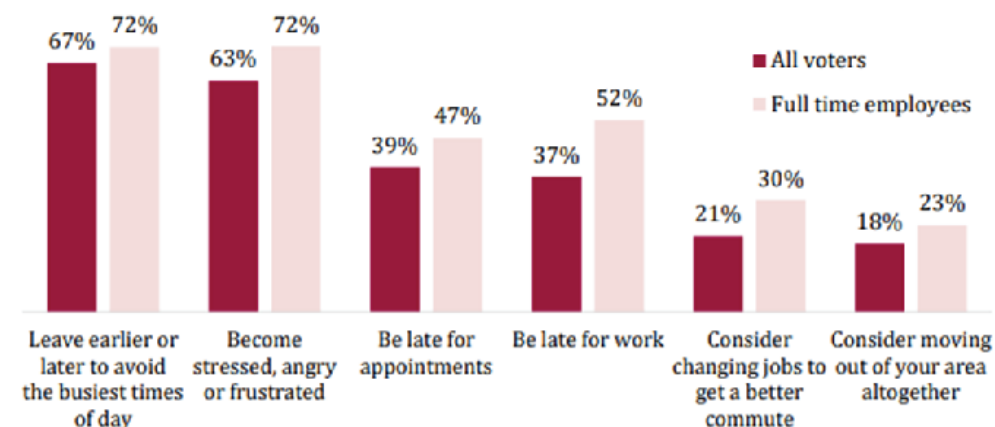
Now is the time to align our transportation investments and land use decisions, **including how and where we will develop/not develop**, to create a more environmentally, financially, and socially sustainable future region for ourselves and our children.



Where are we now?

- ▶ Traffic congestion and transit service have worsened to the point where it hurts.
- ▶ Results in **lost income, lost jobs, and lost opportunities.**

Figure 2: Delays bring stress, tardiness, even thoughts of moving and changing jobs
Q: In the past few months, have delays on the roads or public transportation caused you to...

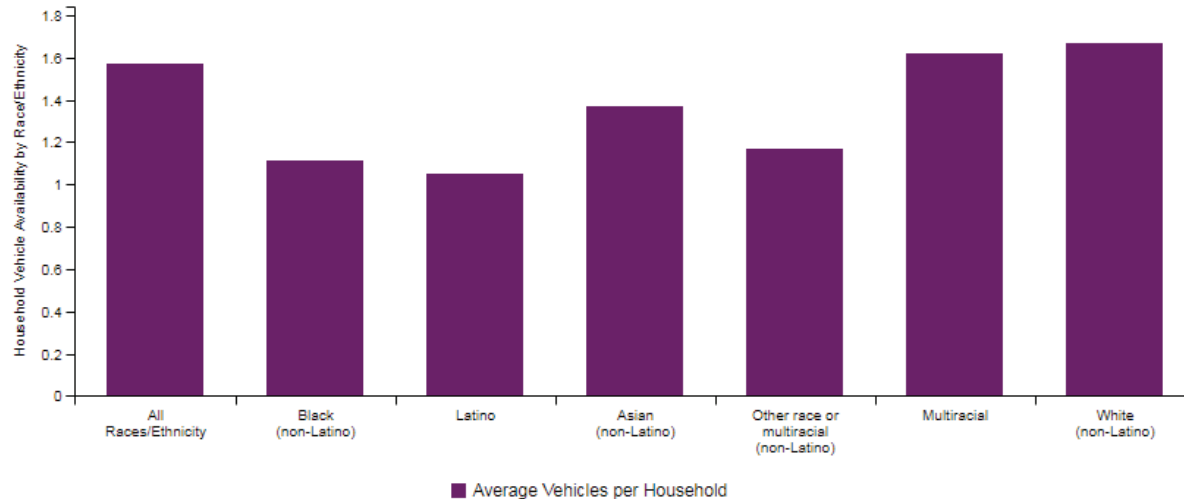


MassINC Polling Group, "Gridlock: Stopped in Traffic, Delayed on Transit"

Historical and ongoing disparities in transit service provision for low-income communities and communities of color

▶ Even more so for **low income communities** and **communities of color**.

Vehicle Ownership by Race



Annual **Bus** Travel Time Disparity Compared to White Riders



+64 hrs
Black Riders

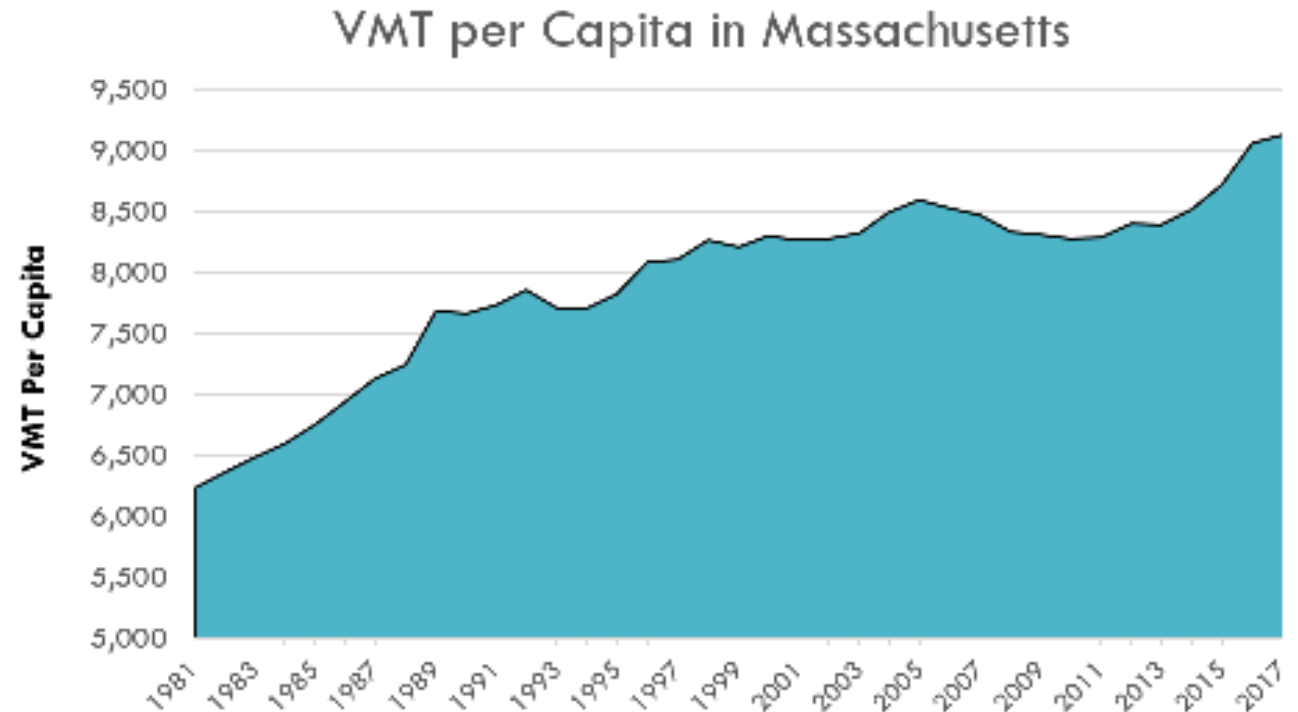


-15 hrs
Latinx Riders

Source: MAPC Regional Indicators, 2014

We're driving more...

- ▶ In **2017**, commuters of all modes of travel spent **4% to 8% more** time getting to work than they did in 2014.
- ▶ Total miles traveled in the state increased 24% from 1990-2017.



Source: US DOT, FHWA, Highway Statistics Series, Table VM-2; U.S. Census Bureau

The way we locate neighborhoods, workplaces, businesses, and the ways we get around add up to a lot of fossil fuel usage accounting for **40%** of all the Commonwealth's greenhouse gas emissions.



We need more housing and are using land more efficiently

Encouraging trends started in 2010, when the number of housing units became less correlated with amount of developed acres. This is likely due to either or both:

1. Use of developed land
2. More units, likely multifamily, per development acre



Figure I.1: Land use change (acres) in Massachusetts, 2005-2013

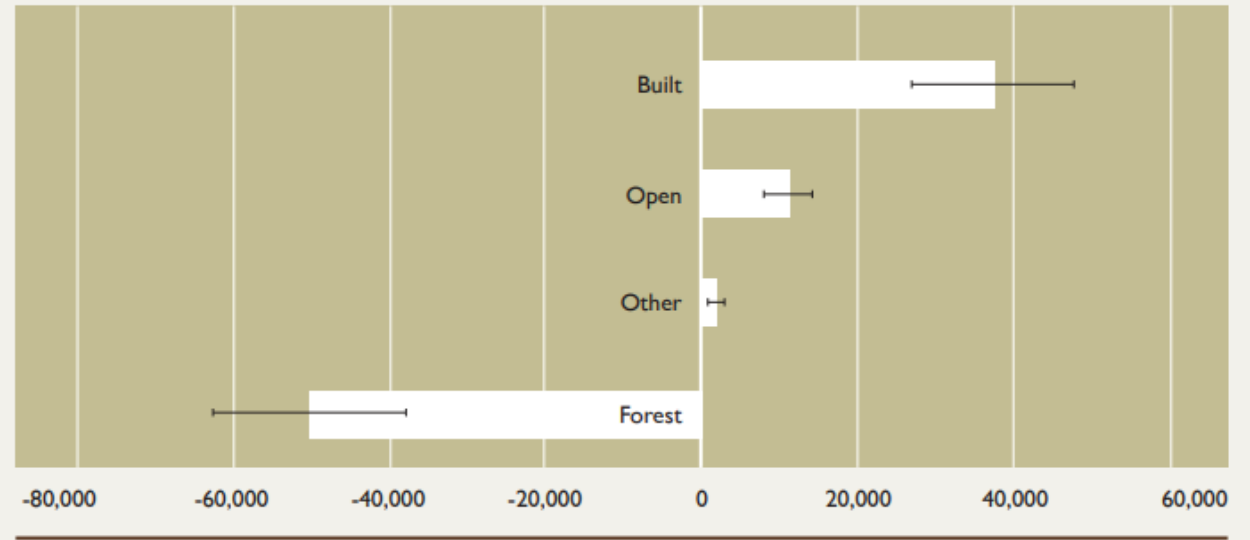
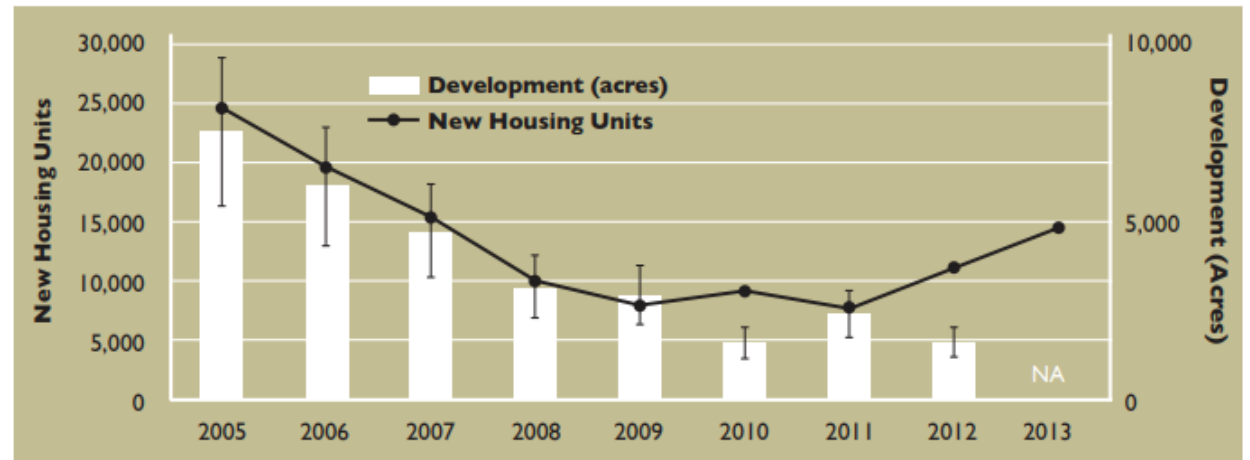


Figure I.2: New development and permitted housing units in Massachusetts

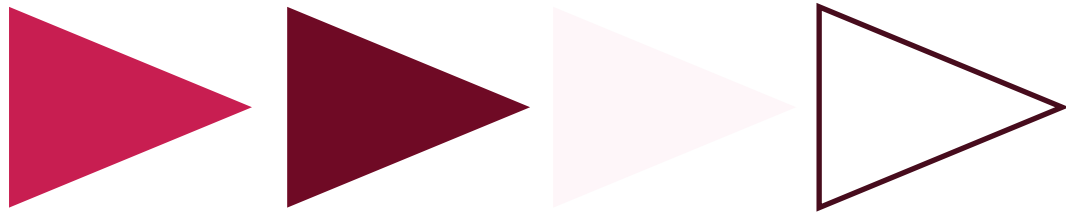


And the conditions of our roads, bridges and transit systems are in broad decline.

The state's Transportation Finance Commission estimated that over the next 20 years, the cost just to maintain our transportation system exceeds available resources by \$15 - 19 million



And transportation trends are shifting...



Transit ridership, on the whole, is declining (Blue Line and Commuter Rail are exceptions)

Walking and biking mode share as increased modestly, particularly in the Inner Core

We are grappling with the advent of many new transportation technologies, including Transportation Network Companies, micromobility, and autonomous vehicles

This is a topic that touches on many others...

Racial, Age, Ability



Climate Resilience



Energy



Housing



Public Health



Culture



Economic Wellbeing





How did we get here?
We made choices...

We made transportation investment decisions and built places to live, work, and play, in **disconnected** and **exclusionary** ways.



The National Highway System

cut through low-income communities, dividing neighborhoods and separating them from economic opportunity by not investing high-speed/dedicated transit infrastructure.



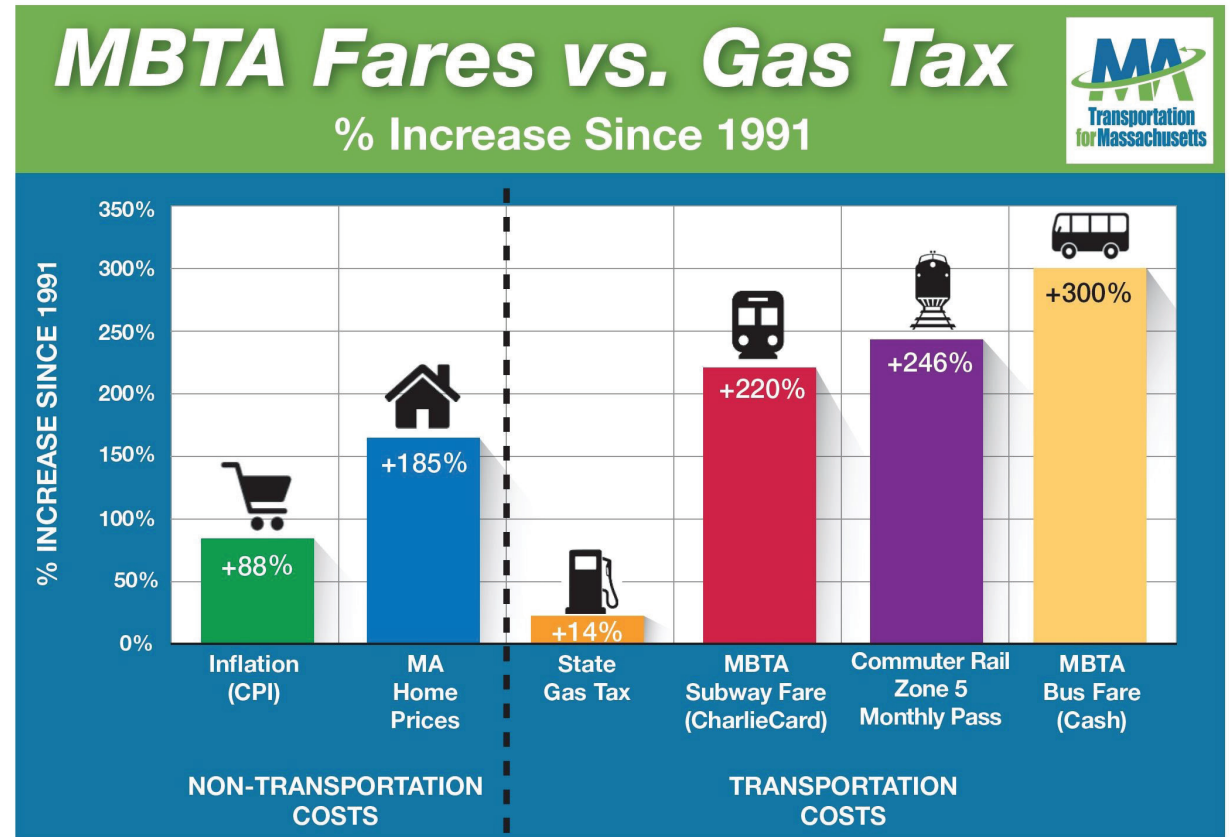
Zoning laws **isolated homes from job centers**, fostering a dependence on motor vehicles as predominately white, segregated suburbs and exurbs **moved** away from the diverse urban core, aided by government-sanctioned redlining practices.



Car is King.

- ▶ **Designed for cars rather than people**
Personal vehicles are prioritized on our streetscapes over pedestrians and cyclists.
- ▶ **52 percent** of all trips in Massachusetts are three miles or less.
- ▶ But despite how close the destinations are, **80 percent** of those trips are made using automobiles, according to the MA Bicycle Transportation Plan.

- ▶ In many places, we make it easier to drive than to take transit. Transit user fees have increased at a vastly disproportionate rate compared to the gas tax.
- ▶ Minimum parking requirements that yield more parking than is needed further encourages more driving.



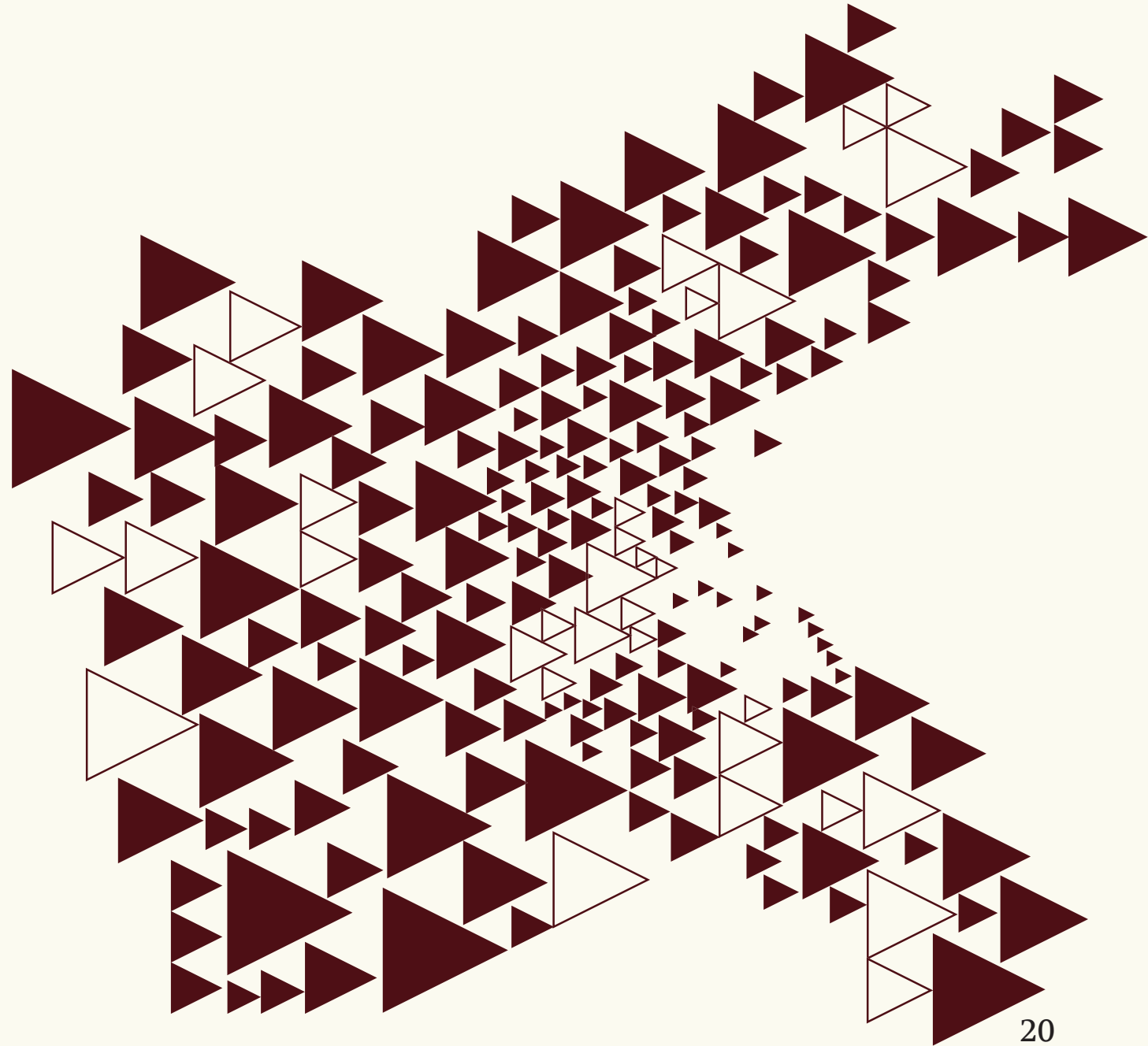
We often place housing, parks, schools, workplaces, and shopping far from each other, and our policies allow streets to be unsafe for walking and biking. We also restrict mode choice and accessibility by what transportation networks and infrastructure we repair, build, and enhance.

- ▶ Increasingly, families require cars to transport children to school and activities.
- ▶ In 2009, 31% of students between kindergarten and 8th grade lived within one mile of school.
 - ▶ Of those children, only 35% walked or biked – compared to the 89% that walked or biked in 1969

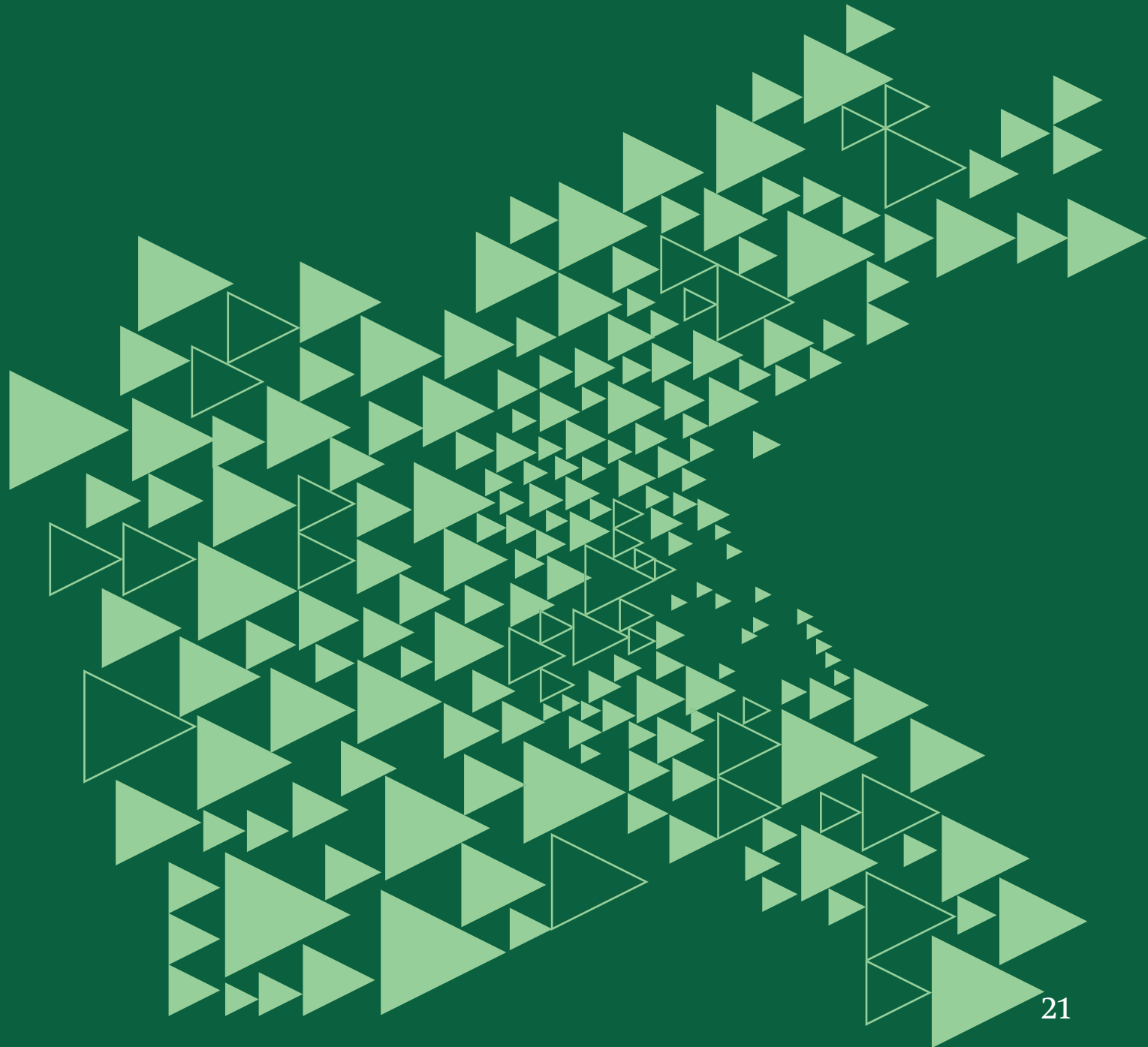


People are using active transportation, but like all forms of transportation, it's unsafe. In 2017, there were nearly 60,000 crashes in the MAPC region, a 12% increase from 2014.

We know how to
plan for inclusive
growth and mobility,
and we can reverse
these trends.



Our MetroCommon
goals for where we
want to be by 2050



▶ New housing and new jobs are primarily in walkable neighborhoods that have easy access to goods, services, amenities, and public transportation.

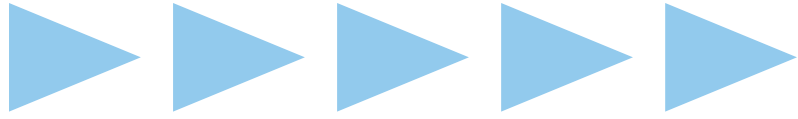
▶ Transit infrastructure is well-maintained and funded, and its capacity is greatly expanded. Daily travel is convenient, pleasant, reliable, and affordable.

▶ Getting around on foot and bicycle is safe, easy, and preferred by many more people.

▶ Greater Boston's air, water, land, and other natural resources are clean and protected – for us and for the rest of the ecosystem.

▶ Urban design, public art, and new development contribute to a human-centered, inclusive, safe, and delightful public realm.





What makes this hard?

Private ownership and investment in land – investors want to see a return on their investments and want to develop land

Balancing priorities of current, new, and future **residents** is dynamic and complex.

Infrastructure has a growing **maintenance backlog**

Development patterns are **not sustainable or consistent** with our infrastructure investments in water, sewer, energy, and transportation, and vice versa

Technological advances, like e-bikes, scooters, EVs, and rideshare, tend to outpace our understanding of good or bad public consequences.



What's been done
so far in our region

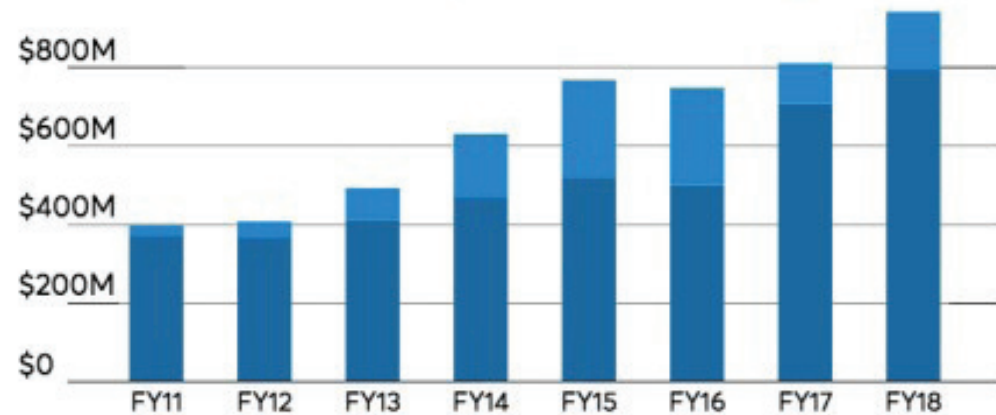
We've made good choices in our cities and towns that align with these goals

240 communities statewide have registered for complete streets.

Catching Up

The MBTA is ramping up capital spending, focusing on good repair

● State of good repair ● Expansion



Source: MBTA

Lots of Statewide Policies and Investments, such as



**Smart Growth
overlay districts
(40R)**

**MassDOT
Complete
Streets Program**

**Community
Preservation
Act Amended**

176 communities
statewide have
adopted CPA

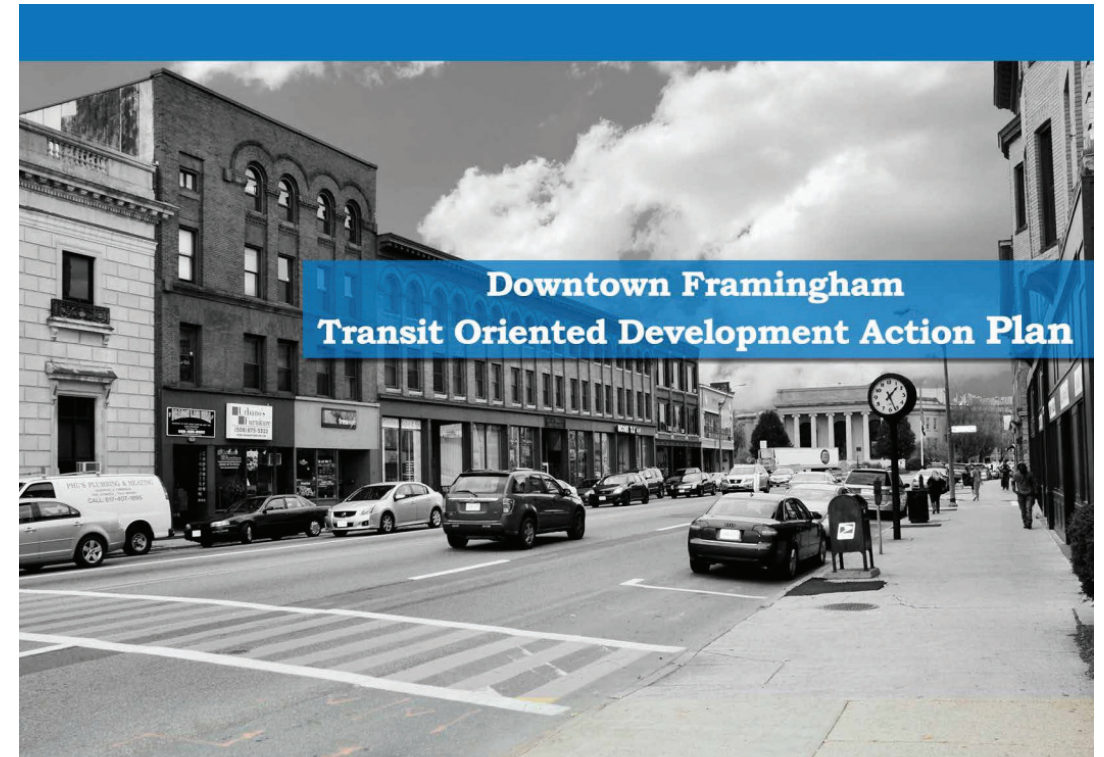
Regional Projects



- ▶ MBTA Better Bus Project (e.g., bus priority corridors)
- ▶ RailVision
- ▶ Revision to MPO Transportation Improvement Program (TIP) favoring active transportation
- ▶ Metro Boston Bike Share

Municipal Policies and Initiatives

- ▶ Framingham Transit Oriented Development Strategy
- ▶ Western Greenway in Waltham and Belmont



Community-led Plans and Efforts

Mystic River Green
Infrastructure initiative



Fields Corner Transit Oriented
Development Strategy



- ▶ **Bethel Center in Chicago, IL**
is a mixed-use transit-oriented development with a job training center
- ▶ **11th Street Bridge Project in Washington, DC**
is creating a healthy community and generating new jobs and economic activity by establishing a safe place for residents to exercise and play, by connecting the community with the Anacostia River

- ▶ **California's Cap-and-Trade-Funded Affordable Housing and Sustainable Communities Program**
has awarded \$701 million to 77 location-efficient developments across the state that combine affordable housing and transportation infrastructure

- ▶ **San Francisco's Cultural Heritage Districts**
have been effective in advancing inclusive cultural heritage and preventing displacement. The Calle 24 Latino Cultural District has seen particular success.

Some of the hard
questions....

Inclusive Growth and Mobility

- ▶ Revitalization of urban areas can exert displacement pressures and transportation improvements. How do we balance growth while minimizing and mitigating displacement of local businesses, cultural communities, and residents to ensure a feeling of belonging?
- ▶ How do we make space for active transportation in public ways where there's no room to widen the road?
- ▶ How do we preserve the past while we transform our built environment to respond to demographic, environmental and economic changes?

MetroCommon × 2050

Inclusive Growth and Mobility

- ▶ What does sustainable mobility that is not reliant on personal vehicles look like in rural and suburban locations where populations are aging?
- ▶ Is it possible to move towards a ‘seven generation’ approach when thinking about future growth and its intended and unintended consequences – planning that will work for the next seven generations?
- ▶ How do we increase the density of development in urban areas while still providing for adequate parks and recreation space for current and future residents?
- ▶ How do we overcome the lack of infrastructure (water, sewer) that prevent dense development in many suburban and rural towns and village centers?