

# North Shore Coalition

a local initiative facilitated by the Metropolitan Area Planning Council

## Transportation Vision for the North Shore Coalition

Updated April 29, 2019

### Vision Statement

The North Shore will have a transportation system with a diversity of travel modes (walking, cycling, transit, and automobile) that provides access and mobility to all. Residents, workers and visitors will have greater access to jobs, housing, educational opportunities, tourist and recreational destinations, and services without the need of a personal automobile. The North Shore will have more options to avoid congestion on our roadways and transit system, and the economic vitality of our region will be enhanced by a well-functioning transportation network.

For too long, the North Shore's transportation has been underfunded. Our region has been depending on a crumbling infrastructure that must be updated to enhance our residents' quality of life, the vitality of our businesses and educational institutions, and our natural and recreational treasures. The North Shore and its residents deserve a 21<sup>st</sup> century transportation system and it requires both short-term and long-term actions.

### Guiding Principles and Goals

**Geographic Diversity:** The 18 cities and towns in the North Shore are urban, suburban and rural, and require varied solutions to meet the access and mobility needs of all the residents who live there.

**Economic Development:** Local transportation and housing investments will prioritize not just moving traffic, but focus on connecting workers, employers, students and tourists in our region to foster economic growth.

**Mobility:** Residents, workers and visitors in the North Shore will have more reliable access to their destinations in and around the region, both trips to the inner core, reverse commutes, and east-west travel, along with good alternatives for avoiding traffic congestion.

**Efficiency:** We will find innovative ways of using existing resources to help meet mobility and access needs.

**Equity:** Seniors, persons with disabilities, low-income people, youth, and households without automobiles will have greater affordable access to places to expand their opportunities and to meet their daily needs. Changes in our transportation system will not place disproportionate impacts on vulnerable and disadvantaged populations.

**Natural and Human Environment:** Transportation investments and policies will prioritize reducing greenhouse gases emissions and be resilient to the effects of climate change. Public transit, walking, cycling and other non-automobile travel modes will have precedence in our public streets and spaces.

To reach this vision, the North Shore Coalition will aspire to achieve the following goals.

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**Goal 1:** All North Shore residents will be able to access their daily needs and most North Shore workers will be able to access their jobs without the need to own a personal automobile.

Measures: Transit access with a 45 minute commute by fixed route bus, rail, and water transportation, in both the peak and off-peak periods, with an emphasis on the impacts to vulnerable populations; geographic coverage of on-demand and microtransit for the general public; transit ridership in the North Shore; number of North Shore businesses offering carpool, vanpool, or employer-sponsored shuttles; geographic coverage of taxi and TNC services, including subsidized taxi/TNC services for vulnerable populations.

Actions: 1, 2, 4, 6, 7, 9, 10, 11, 14

**Goal 2:** The North Shore will be a leader in reducing greenhouse gas pollution from transportation and in combatting climate change, including meeting the goals set by the Global Warming Solutions Act (GWSA) and the Transportation and Climate Initiative (TCI).

Measures: Number of motor vehicles in the North Shore, including number of zero-emission and hybrid vehicles; VMT per household and per capita; automobiles per household; transit ridership; mode share of non-automobile travel; number of electric vehicle charging stations; adoption of zero-emission vehicles and hybrid vehicles by municipalities; miles of rail electrification and adoption of zero-emission transit vehicles in the North Shore; asthma rates for the North Shore; greenhouse gas emissions from transportation (measured at the statewide level).

Actions: 2, 3, 4, 5, 14, 15, 17, 18, 19

**Goal 3:** The North Shore will see an increase in transit and active transportation. Non-automobile travel modes such as transit, walking, cycling will have precedence in our policies, public streets and spaces, particularly for populations that are cost-burdened and/or do not have access to a private automobile.

Measures: Number of municipalities with adopted complete street policies and prioritization plans; miles of sidewalks, bicycle lanes, and trails; miles of transit priority lanes, particularly for areas with vulnerable populations; transit ridership in the North Shore; mode share of transit and active transportation (walking, cycling); percent of population within one-half mile of shared use path; number of mobility hubs; geographic coverage and time of day services for fixed route and on demand transit (see Goal 1); geographic coverage and usage of shared bicycle and micro-mobility shared services; number of affordable housing units within one-quarter mile of transit; asthma rates for the North Shore.

Actions: 1, 2, 4, 7, 12, 13, 14, 15, 16, 19

**Goal 4:** The North Shore will better manage traffic congestion, and the impacts of traffic congestion will not hinder economic growth in our communities.

Measures: Average commute time by travel mode (as measured by the US Census or others); Vehicle Miles Travelled (VMT) per capita and per household (data from the Mass Vehicle Census); posted travel time and on-time performance for buses and trains serving

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the North Shore; transit ridership and transit mode share in the North Shore (see Goals 1 and 3).

Actions: 1, 2, 5, 6, 7, 8, 9, 11, 19

**Goal 5:** Traffic fatalities and severe injuries will be eliminated, while increasing safe, healthy, and equitable mobility for all.

Measures: Reported fatalities and serious injuries; crash rates, with an emphasis on impacts to vulnerable and disadvantaged populations such as those who do not have access to a private automobile.

Actions: 7, 12, 13, 15, 16

## **Transportation Actions**

To help achieve this vision and goals, by 2022, each of the cities and towns making up the membership of the North Shore Coalition must develop and/or update at least four of the transportation actions listed below:

1. Assess what current transportation options and access challenges exist in the North Shore communities; this is a critical first step to comprehensively tackle the other action steps below and is the baseline for the evaluation of actions and commitments.
2. Support the implementation of regional transportation efforts (including water transportation, bus, and rail), which advance the Vision and Guiding Principles and Goals above, in collaboration with MassDOT, the MBTA, and neighboring municipalities, through joint planning, design and funding of projects and programs.
3. Advocate for the modernization of our region's transportation system to substantially reduce greenhouse gas emissions from transportation – including electrification of our rail networks, adoption of zero-emission transit vehicles by local and regional transit, and adoption of zero-emission privately-owned vehicles.
4. Advance water and coastal transportation services to enhance travel options to, from, and within the North Shore region.
5. Support equitable roadway tolls for the North Shore by advocating for a 21<sup>st</sup> century smart toll system for the entire Boston region.
6. Coordinate and/or consolidate existing municipal transportation services, including Council on Aging and medical transportation to make these services more efficient and effective.
7. Develop a transportation action plan for the most vulnerable populations in the community, including households without automobiles, seniors, persons with disabilities, low-income households, and young people.
8. Implement local transit services, or work with neighboring municipalities jointly to create regional transit services.

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9. Implement bus priority infrastructure (including bus priority lanes, shelters, and signal prioritization) on municipally-owned streets.
10. Evaluate the feasibility of implementing newer on-demand transit services (microtransit) in areas with housing and employment densities, and service times (e.g., mid-day) that do not support fixed-route transit.
11. Join a Transportation Management Association (TMA) to develop partnerships with businesses and non-profits to provide employees alternative transportation options.
12. Create mobility hubs in downtowns, major employment centers, and commuter rail stations to provide sites for mobility options, including regional and local transit, bicycle and e-bicycle share, scooter-sharing, car-sharing, ride-hailing (taxis, transportation network companies), and rail trails.
13. Adopt Complete Streets policies and plans, and implement projects in locations that provide critical links to jobs, schools, and daily services.
14. Substantially increase Equitable Transit-Oriented Development (ETOD), by establishing and continuing to enhance zoning and land use measures consistent with the scale and character of high-density, mixed-use developments, including affordable housing.
15. Expand active transportation infrastructure and services that encourage biking and walking, including implementing a bicycle-share program and expanding the LandLine and other trails.
16. Evaluate the feasibility of allowing micro-mobility personal vehicles and shared services (battery powered personal scooters, skateboards, etc.) and, where necessary, adopt appropriate regulations.
17. Substantially increase the placement of electric vehicle and/or hydrogen fuel cell charging stations through regional purchasing, partnerships with employers and developers, and zoning reform.
18. Adopt a green fleet policy for new and replacement municipal vehicles.
19. Limit required parking for new residential and commercial development in downtowns and near transit to reduce vehicular traffic congestion and to encourage active transportation and transit use.

## **Evaluation of Actions and Commitments**

To help ensure that the most efficient and effective actions are adopted that support the North Shore transportation vision and guiding principles, the North Shore Coalition will undertake the following:

- Working with MAPC staff, local staff will conduct an access study to determine the connections and transit services that would have the most utility in providing greater access to jobs, destinations, housing and services for the North Shore.

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- MAPC and local planning staff will publish reports every five years documenting progress, including number of commitments per each locality, and achievement of measureable goals, using available sources of data.

## **Local Action Creating Local and Regional Benefits**

A transformed transportation system for the North Shore will require a combination of local action as well as statewide and regional efforts; likewise, the efforts by the North Shore to create a 21<sup>st</sup> century transportation network will have local and regional impacts. Governor Baker's *Commission on the Future of Transportation in the Commonwealth* in December 2018 included 18 recommendations to better prepare our state's transportation network for the future. Additionally in late 2018, as a member of the Transportation and Climate Initiative, Massachusetts joined eight other states and the District of Columbia proposing a regional approach to cap greenhouse gas pollution from transportation. Collectively, the 18 cities and town in the North Shore Coalition will use this transportation vision to support these statewide and regional transportation and climate goals.