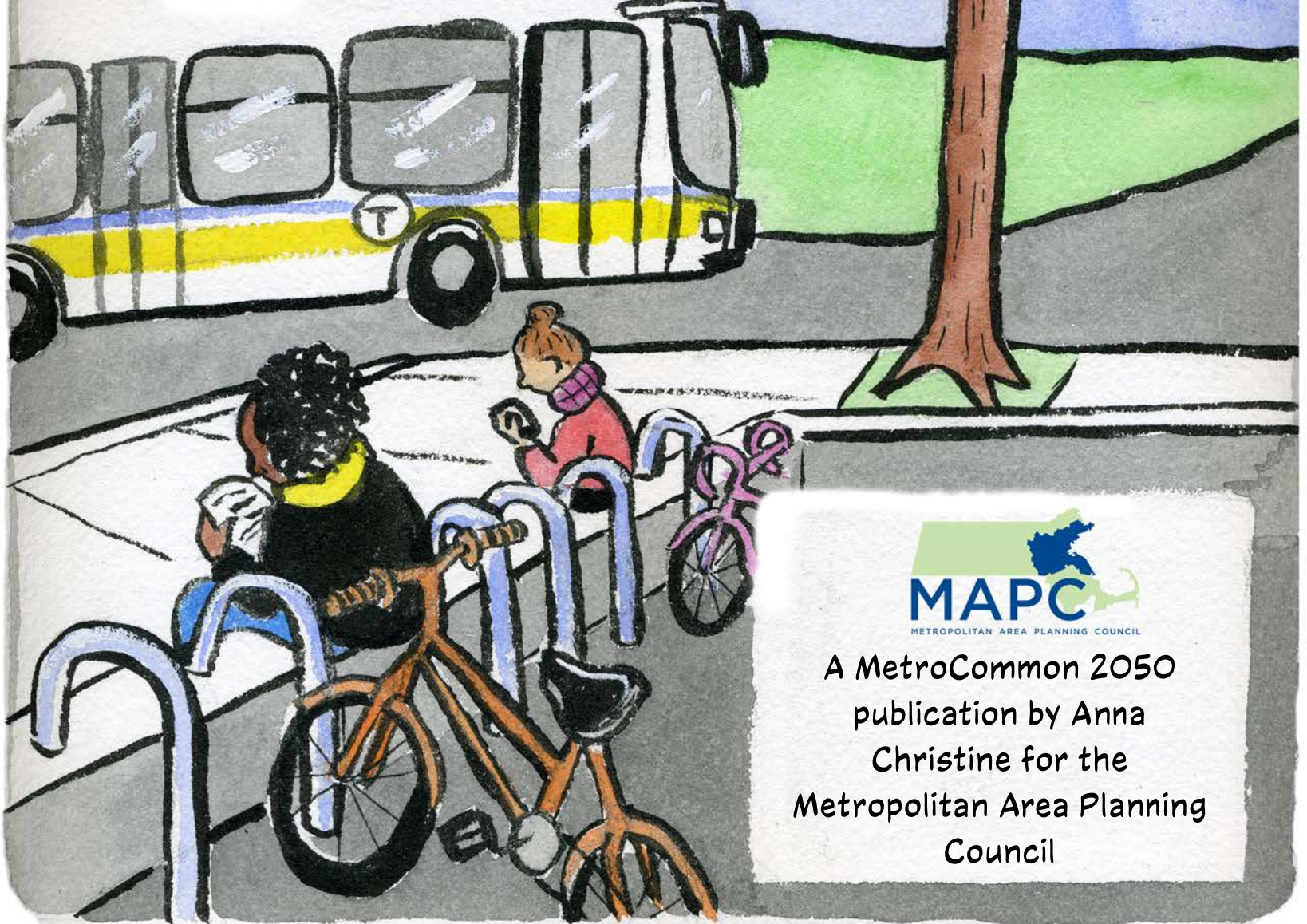


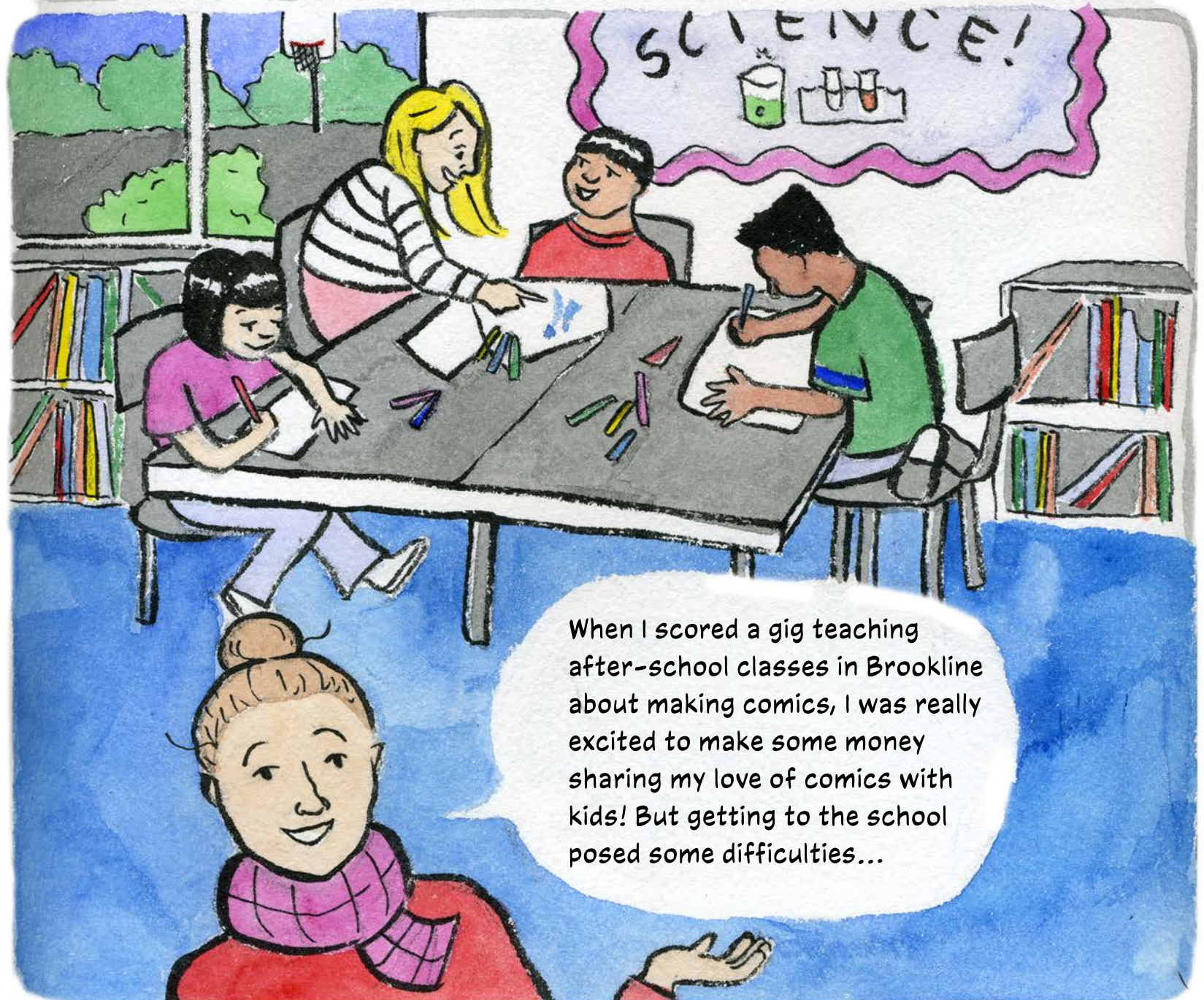
MetroCommon x 2050 INCLUSIVE GROWTH AND MOBILITY



A MetroCommon 2050
publication by Anna
Christine for the
Metropolitan Area Planning
Council



In March 2018, I learned the full
meaning of the phrase, "You can't
get there from here."



52% of all trips in Massachusetts are 3 miles or less, but 80% of those trips are made using cars. I can understand why! By car, my commute would have taken me 45 mins. By public transportation, it took an hour and a half.

TUFTS

BAKER
SCHOOL

And that's not even counting the fact that the 51 bus only came once an hour, so I had to leave extra early to make sure I got to my class on time!



Car ownership adds another piece to this story. While car use makes up a big percentage of trips in Massachusetts, car ownership broken down by race shows that white households, on average, have greater numbers of vehicles per household than other households.



Think of all the trips you make per week. Do you take public transit on your daily commute?



Do you take it to the grocery store? When you go to the bank or the laundromat?



Lots of us rely on buses that only come once an hour for essentials like groceries or laundry.

And in 2020, The COVID-19 pandemic revealed just how important public transit is for frontline and service workers.



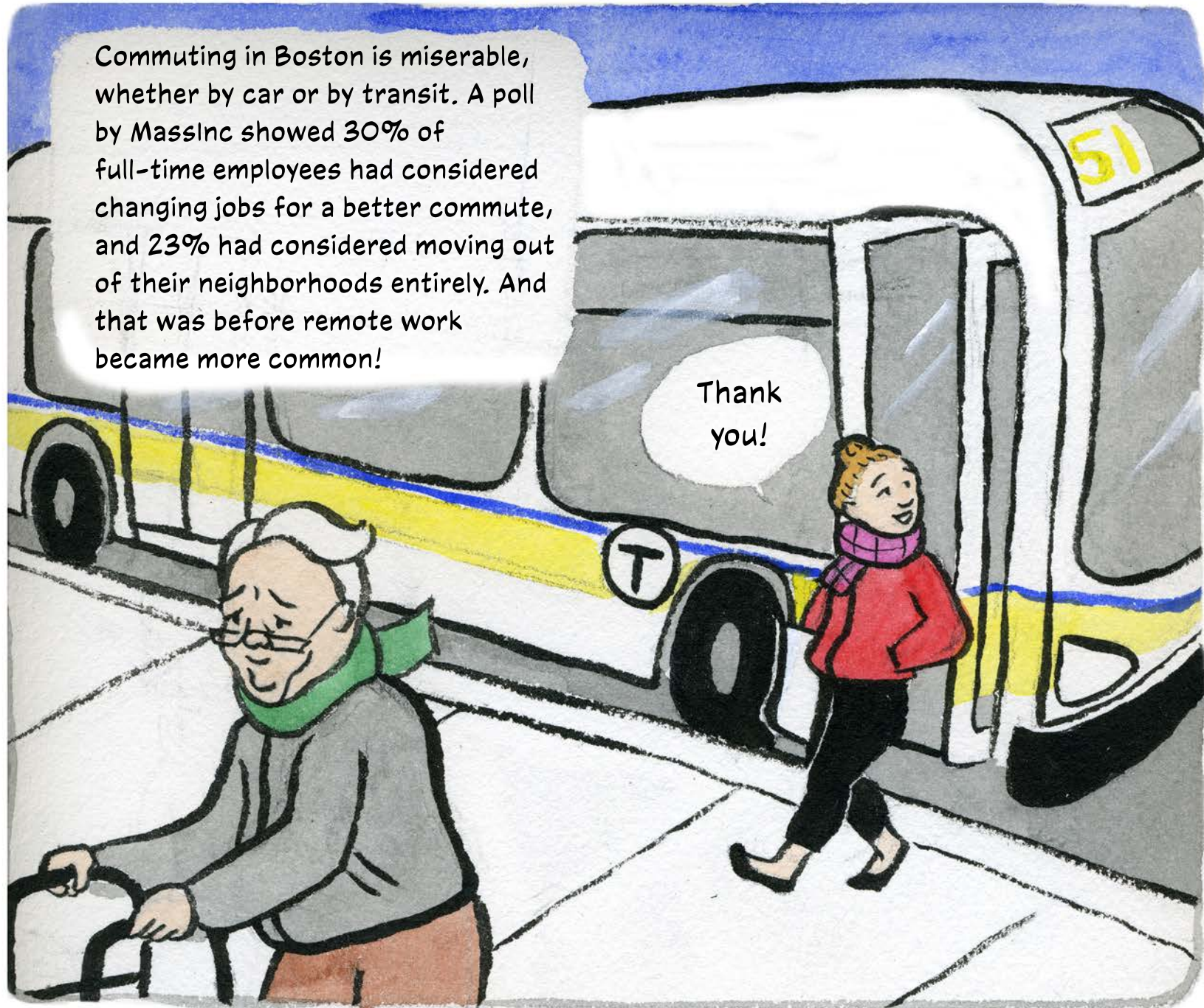
THANK YOU, ESSENTIAL WORKERS!

The disconnect between where we live and where we need to go -- jobs, stores, schools -- is hard for many. That includes for some low-income communities, communities of color, and suburban communities.

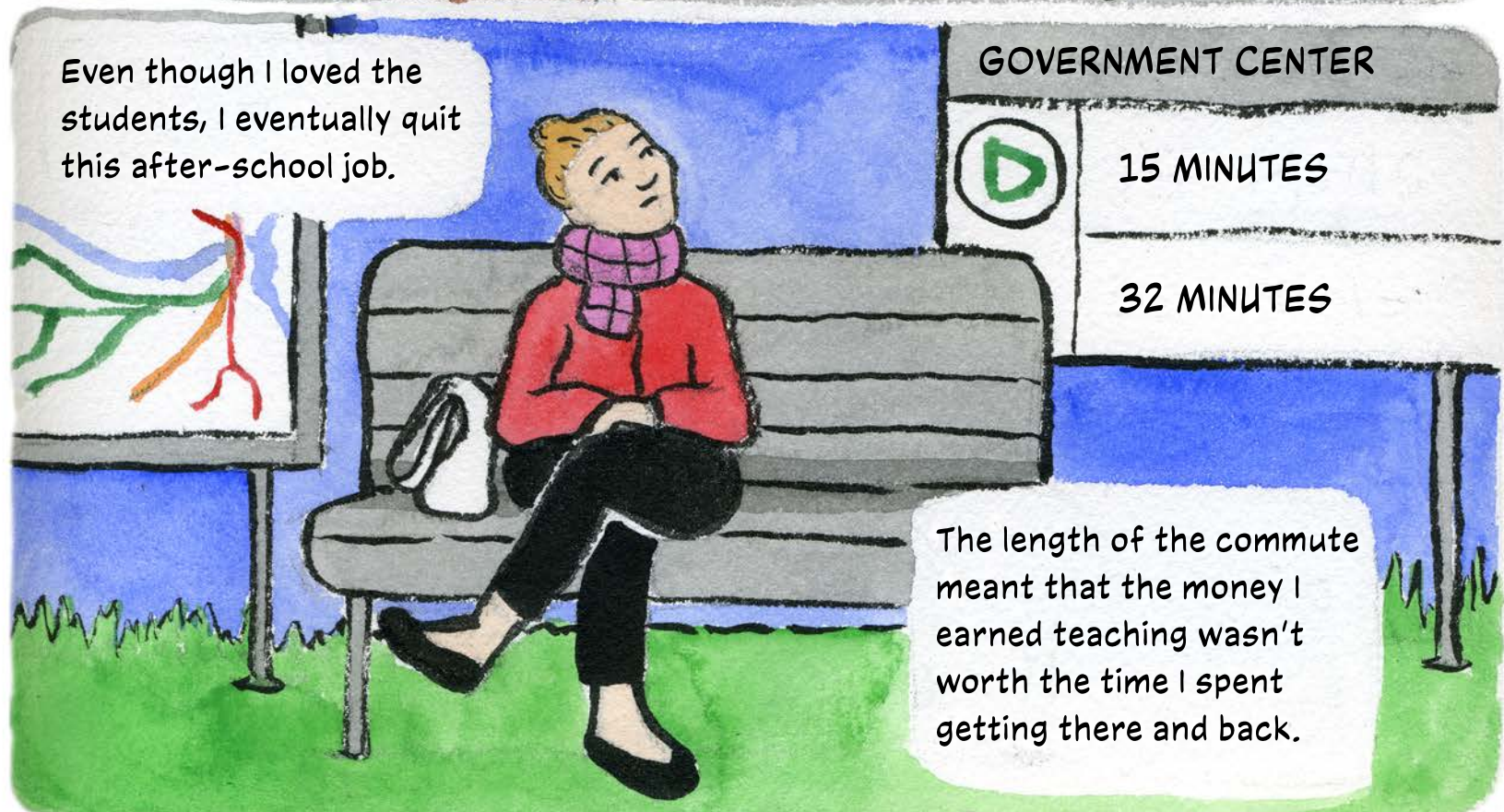


And this also has a negative impact on our environment: Transportation emission accounts for 40% of the Commonwealth's greenhouse gas emissions!

Commuting in Boston is miserable, whether by car or by transit. A poll by MassInc showed 30% of full-time employees had considered changing jobs for a better commute, and 23% had considered moving out of their neighborhoods entirely. And that was before remote work became more common!



Even though I loved the students, I eventually quit this after-school job.



The length of the commute meant that the money I earned teaching wasn't worth the time I spent getting there and back.

So how do we make Greater Boston into an accessible and well-connected network of places, jobs, and green space - where all can thrive?

Transit infrastructure is well-maintained and funded.

Public art builds human-centered, inclusive, and inspiring place-making.

GROCERY

BANK

cafe

SCHOOL

Housing, jobs, schools, grocery stores, transit and other amenities are planned together to make accessible and walkable.

Our natural resources are clean and protected.

Bicycling is safe and easy.

We can make sure our transportation investments match our land use decisions, benefiting the community as a whole and not just a lucky few!



Looking for ways to make these goals a reality? Check out the MetroCommon 2050 recommendations at <https://metrocommon.mapc.org/> for actionable steps!

Let's shape
our region
together!



MetroCommon is Greater Boston's new policy and land use plan. For more information, please visit MetroCommon.mapc.org. For information about the Metropolitan Area Planning Council, please visit MAPC.org.