

MAPC's Transportation Team

Promoting Sustainable, Equitable Mobility &
Accessibility Throughout Greater Boston

North Shore Task Force Meeting

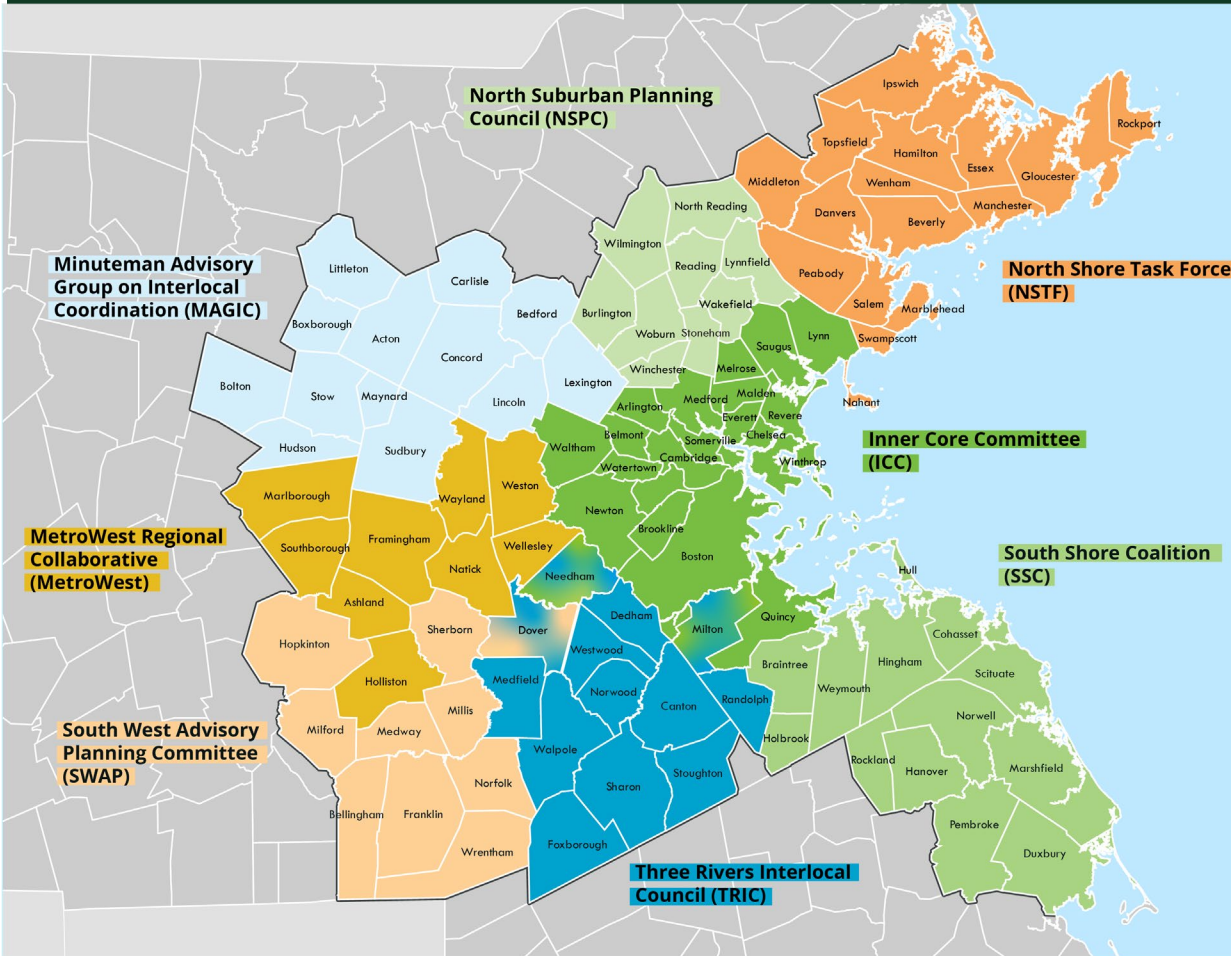
Thursday 12/12/24

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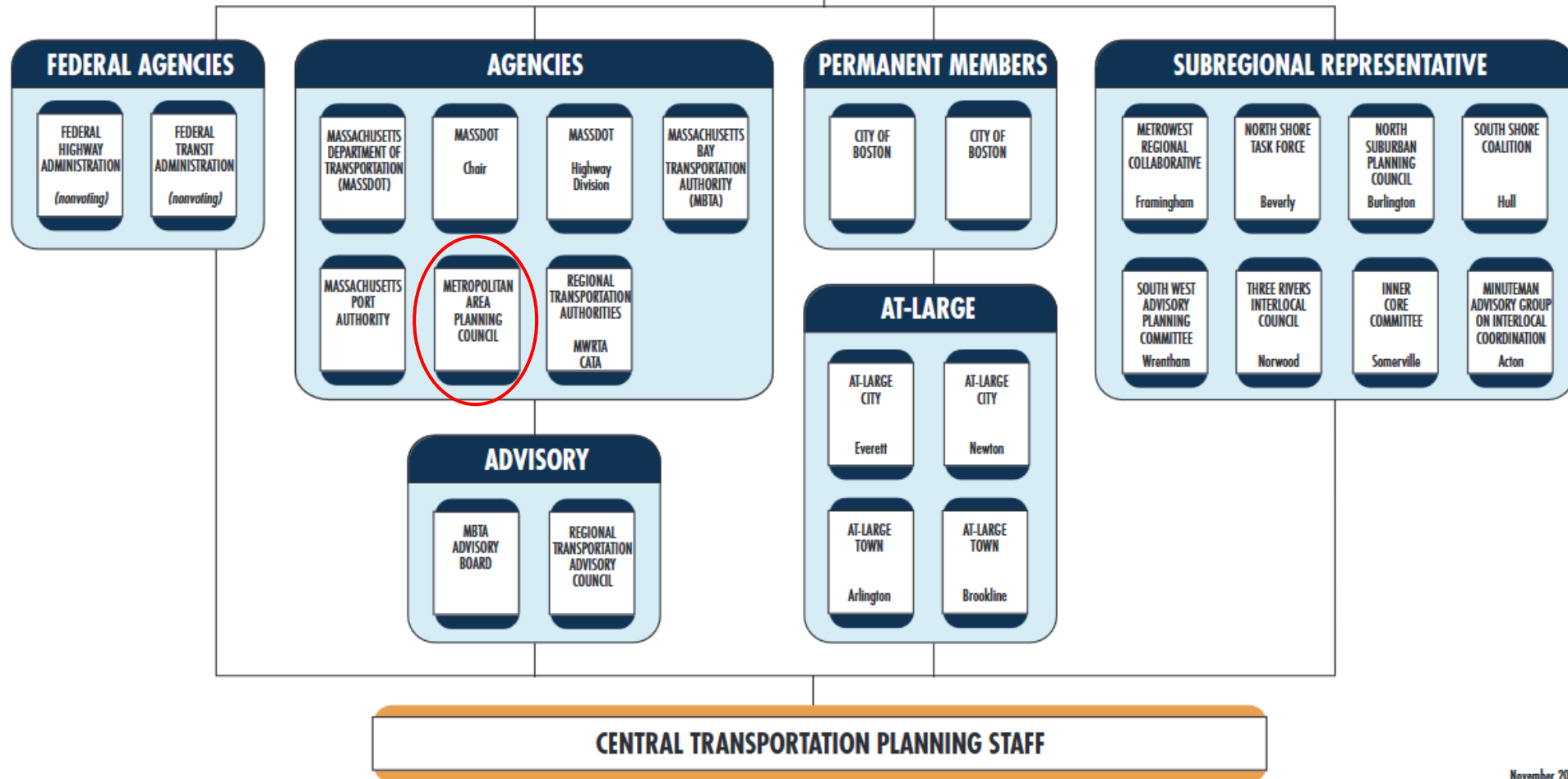


Metropolitan Area Planning Council



- The Metropolitan Area Planning Council (MAPC) is the regional planning agency serving the people who live and work in the 101 cities and towns of Metropolitan Boston. Our regional plan, MetroCommon 2050, guides our work as we engage the region into a more equitable, and resilient future.
- In the MetroCommon 2050 goal, Inclusive Growth and Mobility, we outline our recommendations focused on investing and expanding our public and active transportation systems in order to support more affordable, reliable, and safer connections to jobs and homes.

MEMBERSHIP OF THE BOSTON REGION METROPOLITAN PLANNING ORGANIZATION



North Star



Our mission is to promote smart growth and regional collaboration

Our regional plan directs our work

Our strategic priorities provide further areas of focus:

- Climate mitigation and adaption
- Advancing social and racial equity
- Promote regional collaboration and municipal effectiveness; and
- Encourage smart growth, particularly through housing production, innovative transportation solutions, and transit-oriented development

Inclusive Growth & Mobility



- ✓ Parking and Land Use
- ✓ Streets and Transit Priority
- ✓ Trails and Greenways
- ✓ Bikeshare
- ✓ Regional & Municipal Planning



MetroCommon x2050: Key Transportation Goals

RECOMMENDATION

Reduce vehicle miles traveled and the need for single-occupant vehicle travel through increased development in transit-oriented areas and walkable centers

- ▶ Action Area: Inclusive Growth and Mobility
- ▶ Facilitate transit-oriented and other smart growth development through incentives and requirements
- ▶ Ensure site design, land use program, and development characteristics prioritize walkability and affordability
- ▶ Require new developments to focus their transportation mitigation on producing fewer single-occupant vehicle (SOV) trips

RECOMMENDATION

Improve accessibility and regional connectivity

- ▶ Action Area: Inclusive Growth and Mobility
- ▶ Improve the reliability and affordability of the region's public transit service to promote access to opportunity
- ▶ Reimagine roadway corridors that connect into downtown Boston to encourage higher-occupancy modes to discourage single-occupancy vehicle travel
- ▶ Create safe, accessible, and well-connected network of safe cycling and walking infrastructure
- ▶ Shape new and emerging mobility services to support local and regional transportation goals, including safety, reduced traffic congestion, lower GHG emissions, and equitable access for all people



We cannot build out of congestion

The image shows a multi-lane highway with heavy traffic. In the foreground, a yellow school bus is visible on the left side of the road. To its right, a white FedEx truck is driving. Further right, a large white Ryder truck is visible. The road is filled with many cars, and the traffic appears to be moving slowly. In the background, a city skyline is visible, including a tall building with a pointed top. A large billboard for MetroPCS is visible on the left side of the highway. The text "We cannot build out of congestion" is overlaid in the center of the image.

MODE SHIFT IS THE ANSWER!



“...we simply must move more people in fewer vehicles if we are serious about reducing congestion and greenhouse gas pollution” – former MA Transportation Sec. Stephanie Pollack, 2018

But how do we get people from here



...to here



Transportation Mode Shift Checklist

- ✓ Transit Supportive Land Use
- ✓ Transportation Demand Management
- ✓ Robust, multimodal transportation options
- ✓ Reliable, frequent, affordable public transport



What is TDM?

A combination of strategies used to influence travel behavior and encourage the use of alternative travel modes to the single-occupancy vehicle (SOV).

TDM improves the efficiency of the existing transportation by addressing how, when, and where people travel.





Walking



Driving



Biking



Transit

TDM Strategies

- **Parking Management**
- **Pedestrian and Bicycling Improvements and Facilities**
- **Site Design/Land Use**
- **Employer-Based Incentives**
- **Public Transit**
- **Transportation Management Association (TMA) Membership**
- **Car & Ride Sharing**

Parking Management

- Parking Cash-Out
- Parking Pricing (charge market rate/charge for on-street parking)
- Preferential Carpool/Vanpool Parking
- Shared Parking

Pedestrian & Bicycling Improvements and Facilities

- Secure and safe bicycle parking and storage
- Showers and lockers for bicyclists
- Bicycle sharing
- Connectivity between adjacent sites and paths
- Infrastructure improvements (traffic calming, bicycle lanes)

Site Design/Land Use

- Require new buildings to locate parking behind buildings, away from the street
- Limit driveway curb cuts
- Require densifications/mixed-use elements for new developments
- Promote location efficient residential and commercial development (oriented to transit, good walking/bicycling conditions)

Employer-Based

- Subsidize transit
- Flexible employee work schedules (compressed work week, flexible arrival/departure times)
- Teleworking
- Ride-sharing services (guaranteed ride home, ride-matching)
- Education (inform employees of options)
- Provide incentives and rewards programs (offer transit passes pre-tax or subsidize purchase)

Public Transit

- Coordinate with transportation providers to bring service to the project site
- Employer-provided shuttle bus services

Taking a Ride with the Transportation Team



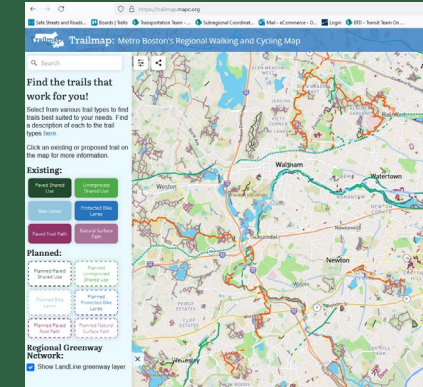
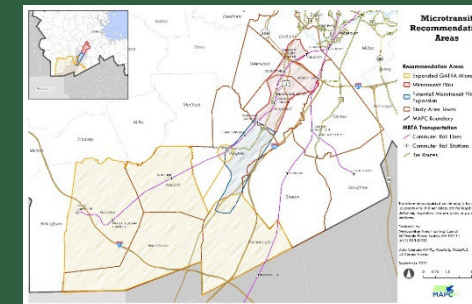
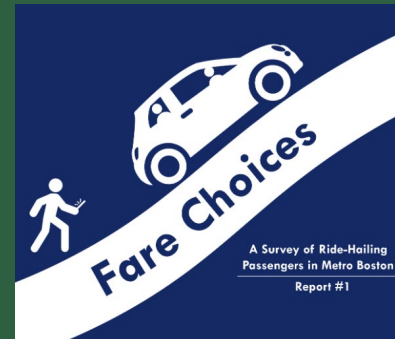
Eric Bourassa, Julia Wallerice, Alison Felix, Travis Pollack



David Loutzenheiser, Adi Nochur, Marah Holland

What Do We Do?

- Place-based planning projects
- Policy
- Research
- Convening
- Capital planning



Issue Areas and Connections

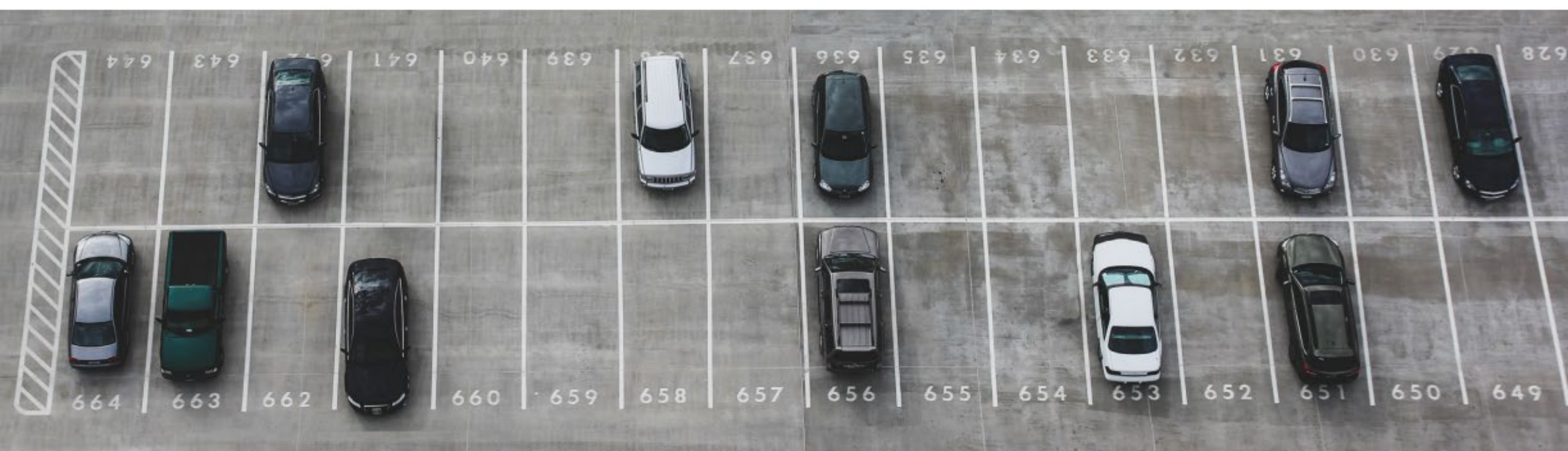
We work on:

- Electric Vehicles
- Public Transportation (bus priority, MBTA finance, Bus Network Redesign)
- Parking
- Bike and Pedestrian Plans
- Regional Trails and Greenways (LandLine)
- Transportation/Land Use Coordination (e.g. MBTA Communities/3A)
- ...and more!



Source: FHWA.

Perfect Fit Parking Initiative



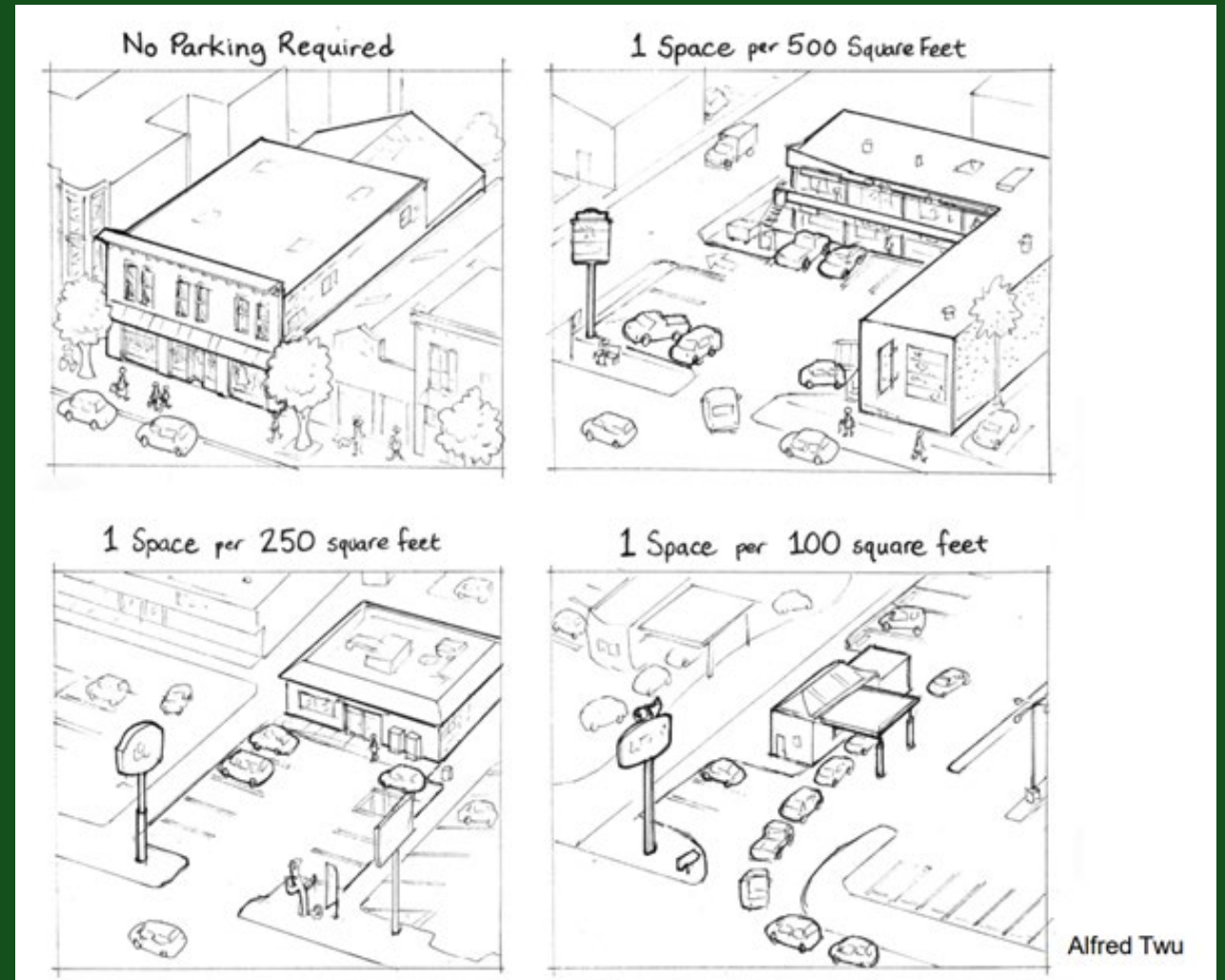
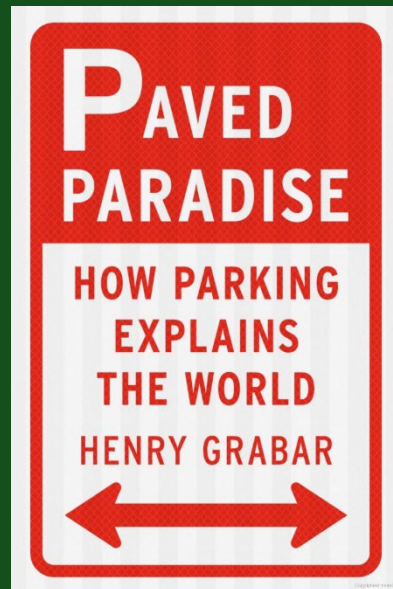
**Metropolitan Area
Planning Council**



“Finding the Fit”

“The approach to parking will determine whether the MBTA Communities Act succeeds.”

– Henry Grabar, March 19, 2024



Getting Parking Right Matters



Before



After

By achieving the perfect fit, we can:

- Reduce housing costs
- Encourage more sustainable transportation
- Alleviate congestion and reduce greenhouse gas emissions
- Free up land area for more housing units, open space, and other community-focused uses

Addressing the intersection between housing affordability & parking requirements

25 Garvey Street, Everett, MA

- Parcel previously planned as parking garage for adjacent development to meet parking requirements
- Now approved as 125 affordable apartments
- *How did they do it???*



EVERETT
TRANSIT
ACTION PLAN



RESOURCES

DataCommon is MAPC's open data website of tabular and spatial data for Massachusetts, the MAPC region, and all subregions, counties, municipalities, census tracts, and block groups. The site contains data on topics such as population demographics, the economy, the environment, housing, land use, and public health.

<https://datacommon.mapc.org/>

Perfect Fit Parking is a newly expanded body of research now including municipalities west of Boston, adding another contribution to an increasingly robust dataset that highlights how most communities have built more residential off-street parking than is needed or utilized:

<https://perfectfitparking.mapc.org/>

MBTA Communities Toolkit is MAPC's resource aiming to empower municipal stakeholders and housing advocates as they educate community members about the MBTA Communities Law and its role in helping to solve Massachusetts' housing crisis:

<https://www.mapc.org/resource-library/mbta-multifamily-zoning/>

Trailmap is an interactive map showcasing existing and planned trails, bike facilities and greenways (including on and off street) throughout the region <https://trailmap.mapc.org/>

MetroCommon 2050 plan includes numerous research reports that explore some of the most important realities of our region including issues around climate change, land use, housing, and employment.

<https://metrocommon.mapc.org>

If happiness is the objective...






Travel Behaviour and Society

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Does Car Dependence Make People Unsatisfied With Life? Evidence From a U.S. National Survey

Rababe Saadaoui ^a  , Deborah Salon ^a, Huê-Tâm Jamme ^a, Nicole Corcoran ^a, Jordyn Hitzeman ^b

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<https://doi.org/10.1016/j.tbs.2024.100954>

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Highlights

- There is a threshold effect of car dependence on life satisfaction.
- Using a car for over 50% of out-of-home activities lowers life satisfaction.
- Strategies to promote multimodality and reduce car dependence are warranted.