



REDUCING COMMUTERS DRIVING ALONE TO WORK

OUR GOAL

The Go Boston 2030 plan set an aspirational goal to decrease the number of Boston commuters driving alone to work by **50%** and increase the percentage of commuters taking public transit by a third. This means a dramatic shift in mode choices, incentivizing non-auto travel and infrastructure, and an increase in multimodal connectivity and transit options.



Between 2008-2009, the number of people over 16 who drive alone to work dropped over 4 percentage points. Since then, the percent of Boston residents driving to work has hovered around 38% (Figure 1). Considering that Boston's working population has increased 17% since 2010, it means that even though less miles are driven per person, the total number of vehicle miles traveled has increased due to economic and population growth (Figure 2).

Figure 1. Means of Transportation to Work for Boston Residents: Drive Alone vs Public Transit, 1-year ACS estimates.

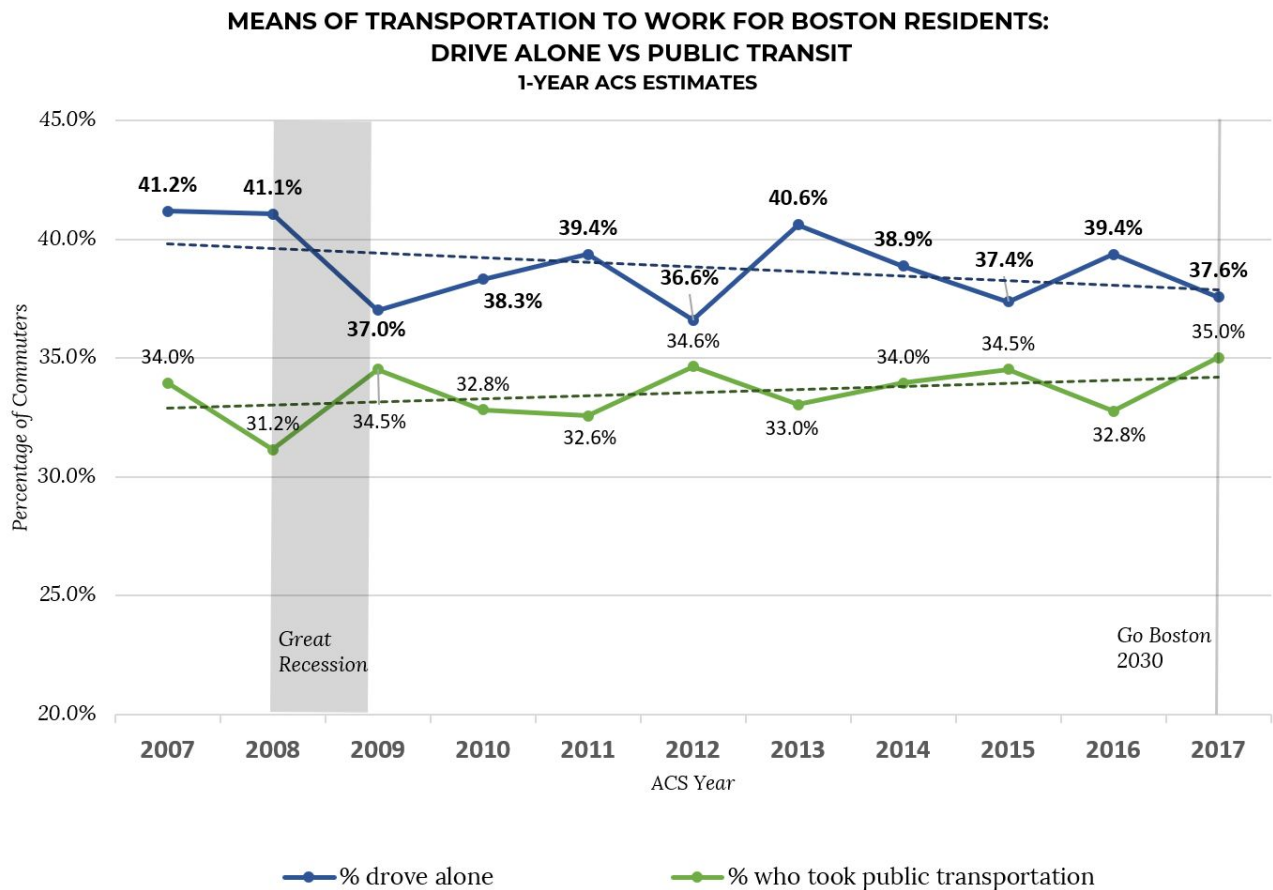
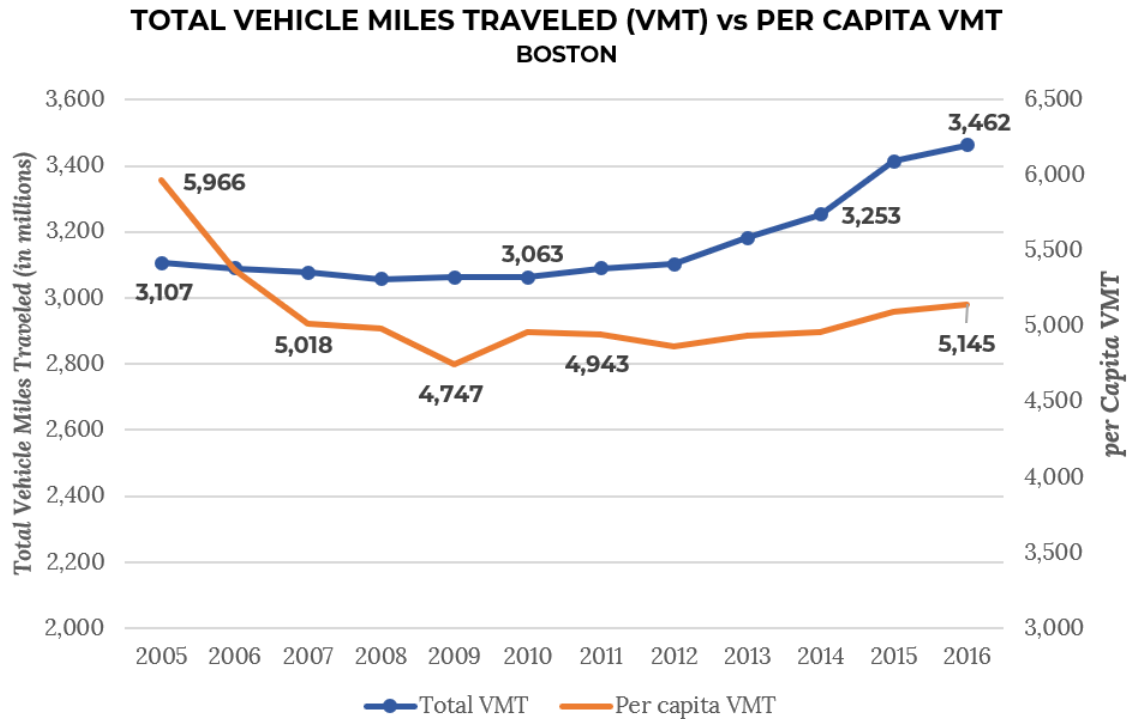




Figure 2. Total vehicle miles traveled (VMT) in Boston versus per capita VMT.



Sources: City of Boston, CTPS

TRANSPORTATION DEMAND MANAGEMENT

Boston Transportation Department’s New Mobility team is taking steps to implement a Transportation Demand Management (TDM) Framework for the City. The TDM program goals build off of the vision and goals of Go Boston 2030. The initiative will work with developers, employers, and state and city agencies to forge policy that will seek to achieve the following goals:

- 1. Promote dramatic mode shift**
- 2. Reduce GHG emissions**
- 3. Improve multimodal connectivity**

Reducing drive alone rates is closely related to upgrading infrastructure, building out pedestrian and bicycle networks, and improving the convenience of choosing modes other than single occupancy vehicles. Figure 3 shows that areas with the highest drive alone rates are also areas with limited accessibility to frequent and reliable transportation choices.



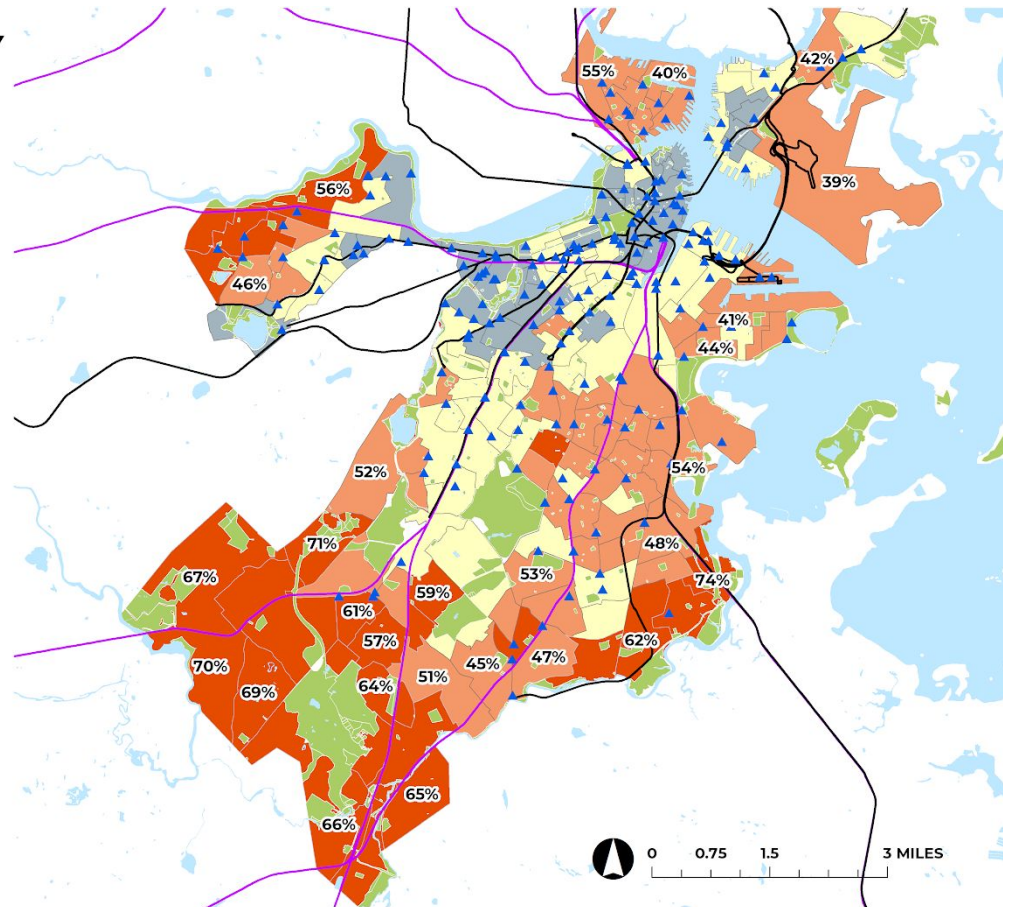
JOURNEY TO WORK BY DRIVE ALONE RATES

- BlueBikes Stations
- Subway Lines
- Commuter Rail
- Protected Open Space

Percentage of People Who Drive Alone to Work by Census Tract, ACS 2013-2017

- No Data
- 0.1% - 25%
- 25.1% - 38%
- 39.5% - 56.2%
- 56.3% - 100%

The City average is 38% based on 2017 ACS 1-year estimate. The Go Boston 2030 goal is to reduce the drive alone rates by 50%, to 19%.



Date: 8/6/2019

Data Sources: City of Boston, Census 2010, MBTA, MassGIS, MassDOT, ZipCar

Produced by: Boston Transportation Department

Figure 3. Journey to Work: Drive Alone Rates by Census Tract, American Community Survey 5-year estimates, 2013-2017.

Those initiatives include revamping the large development review process, developing new metrics that prioritize pedestrians, transit, and bikes, creating a TDM point system for new developments, and expanding electric vehicle infrastructure. A TDM point system will standardize TDM measures across developments and can be adjusted to ensure that developments are consistently making progress towards reduced drive alone rates.

Concurrently, the Transit Team is working to implement priority bus lanes throughout the city, the most recent include the Brighton Ave bus lane. The Active Transportation team is expanding both bicycle lane infrastructure and BlueBikes stations.