Private Sector Transit/TOD in the Longwood Medical and Academic Area (LMA)
• Who We Are: LMA/MASCO

• Why We’re Engaged in Transit/TOD

• What We Do
LMA’s educational, cultural and health economy are central to the State’s future.

LMA: 215 acres – 23 institutions

- Eight of the nation’s top medical institutions
- One of Boston’s most revered museums
- The six Colleges of the Fenway
- The largest Reform Temple in New England

MASCO: 501c3

- Promote sense of community
- Deliver shared services
The largest employer in Boston’s Life Sciences economy

- Major teaching hospitals, research facilities, and academic institutions
- Significant NIH funding
  - $950 million in FY2008
- Boston’s second-largest job center
- $1.7 billion in payroll
- $90.7 million in state income tax

### Principal Life Sciences Centers
- LMA
- BMC
- Tufts/NEMC
- MGH/Navy Yard
- Allston
- Cambridge
- Under 1,000
- 1,001 – 10,000
- 10,001 – 20,000
- 20,001 – 30,000
- 30,001 – 40,000
LMA institutions touch the lives of people across the region and the state

In 2005, students, faculty and staff of Colleges of the Fenway dedicated more than 760,000 hours of their time—95,000 work days—at 2,125 sites across the state.
The LMA fills nearly three Fenway Parks every workday.

Enough people commute to the LMA daily to fill Fenway Park nearly THREE TIMES:

– 73,500 people
  • Including 40,000 LMA employees, 18,200 students, 12,900 additional vendors, construction workers, contract employees, volunteers
– Plus more than 26,000 patients and visitors
The LMA has grown consistently over the decades

LMA development (sf) 1900 to 2000

Total SF (millions)

The LMA continues to grow

LMA development (sf) projected through 2020+

- **2005**: 15.4 million square feet
- **2005-2010**: 17.8 million square feet
- **2010-2015**: 21.2 million square feet
- **2015-2020**: 22.7 million square feet
- **2020+**: 23.4 million square feet

Existing Development: 15.4 million square feet
The LMA is adding new jobs

LMA employment growth projected through 2020+

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<td>Total Jobs (thousands)</td>
<td>40,000</td>
<td>45,300</td>
<td>52,700</td>
<td>55,800</td>
<td>57,600</td>
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Additional Employment (Proposed and Projected)
The future relies on attracting workers to the LMA

There’s tremendous need for more workers:
- More than 2,000 openings at any given time
- Plus 1,000 new jobs per year

But auto, bus and rail congestion are blocking the ability to fill these jobs

...and by being difficult to get here, we’re undermining the Commonwealth’s Life Sciences initiative, and giving away our competitive edge to other centers

Source: Bio-Link.org
Regional traffic issues shape traffic in the LMA

- The LMA is at the center of several regional routes
- **60%** of regional auto trips on nearby roadways are not going to the LMA
- Congested routes (Rte 9, Rte 28, Riverway) and local streets (Brookline Ave) create bus service disruptions and delays
- Limited cross town connections further increase congestion
Less parking will be available for workers

Employee growth exceeds parking growth 1992-2022

- Employment
- Off-Site Employee Parking
- On-Site Employee Parking

Number of Jobs or Parking Spaces

- 1992
- 1997
- 2002
- 2007
- 2012
- 2017
- 2022
What We Do
Employer Subsidies Encourage Transit Use

- $4.5 million in annual subsidies (22% increase since 2001)
- 50 - 100% of face value up to IRS cap
- 12,800 passes sold on-site/mo. (>142,000/yr.)
Private Shuttles Supplement Public Transit

- Over 3 million passenger trips annually prevent 12,000 daily auto trips
- >$7 million annual cost
- Three fixed routes connecting LMA to rapid transit/commuter rail stations and crosstown (Cambridge-Boston)
- Park and Ride shuttles serve >2,140 spaces off-site
- Clean diesel fleet since 2005
CommuteWorks ~ Stressed out by your commute?

- Ridematching
- Pool Aide
  - part-time parking 5x/mo.
- T Party ~ 3 mo. free T pass
- Personalized Assistance
- Zipcar discounted membership

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Emergency Ride Home
- Taxi or rental car 5x/yr.
- Carpool/Vanpool/T-Rider

Commute Fit
- Departmental Bike Share Program

Resources
- Bike Maps
- MBTA Schedules
- MASCO Shuttle Schedules
Transportation Planning and Capital Improvements

- Multimodal Studies
  (i.e., New Yawkey Commuter Rail platform, Green Line improvements, signal corridor, bike rack inventory)

- Improvement of Public Property using private $$
  (i.e., signal timing/equipment upgrades, thermoplastic, handicap ramps, travel lane improvements)
Advocacy ~ More transit capacity needed to support economic growth

Estimated LMA transit demand with nominal new employee parking

- Current Daily Transit Commuters
- Additional Daily Transit Commuters

- 17,600 More Riders
- 12,703 More Riders
- 5,302 More Riders

Daily Transit Commuters

- 1992
- 1997
- 2002
- 2007
- 2012
- 2017
- 2022

Current Daily Transit Commuters
Additional Daily Transit Commuters
Advocacy

- MBTA service
- Capital improvements

- Long-range planning
New Crosstown Urban Ring
EOT RDEIR/DEIS Tunnel Alignment Options
A solution for the Urban Ring through the LMA

**URBAN RING TUNNEL**

- Buses travel through bus-only tunnel
- Faster boarding with fare collection in station
- Provides service reliability throughout the Urban Ring
- Avoids congested LMA streets
- Weather protected
- Increases potential capacity
Learnings

Density is good!
  • Vibrant community is built

New transit is more achievable because of critical mass
  • Plan well before you need it
  • Build multi-layered constituency groups

Private sector should be prepared to fill in:
  • Short-term transit service gaps
  • Financially contribute to planning studies and development of transit solutions
Questions?

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