Photo by Derek Yu, Wikimedia

Transportation and Mobility

"The street is the river of life of the city, the place where we come together, the pathway to the center."

— William Whyte[1]

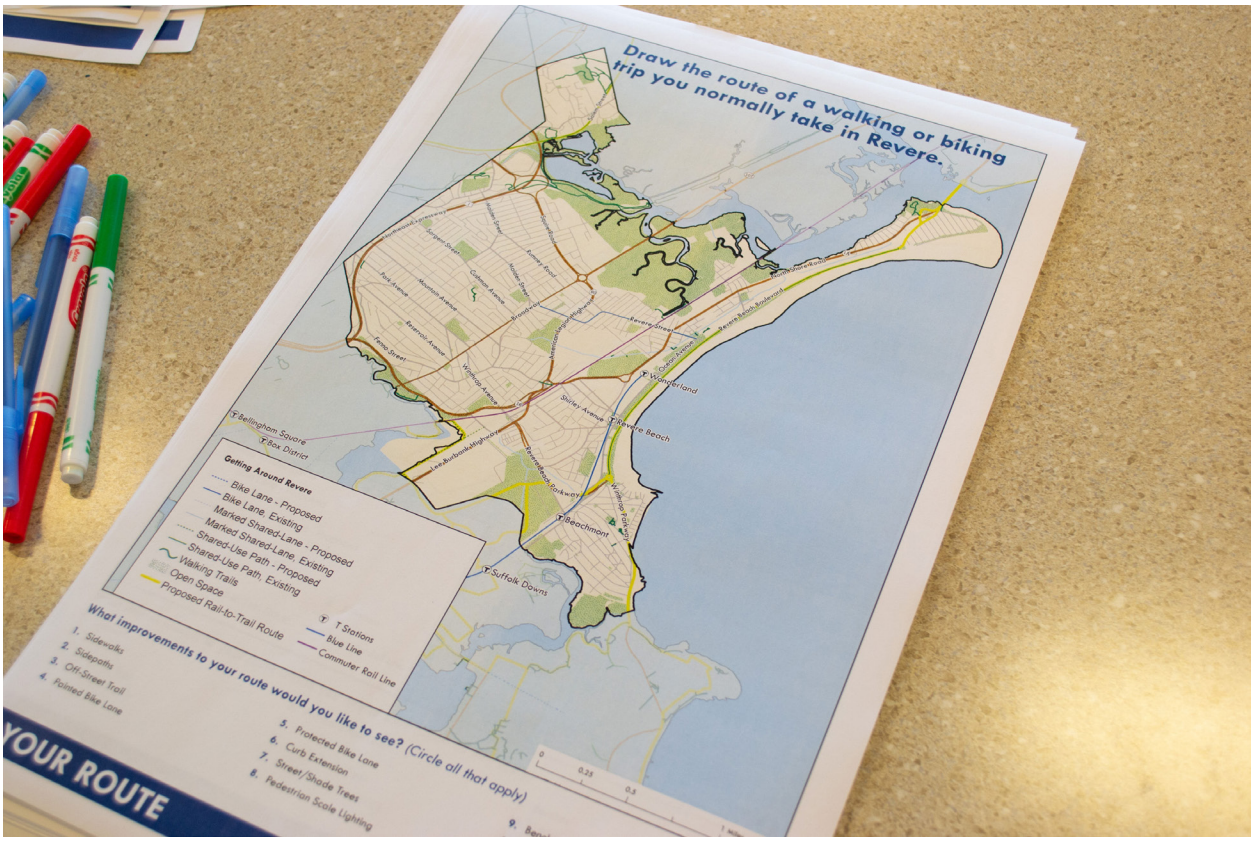
An affordable, well-connected, and safe transportation network is a critical component of a thriving and vibrant community and the backbone of a strong economy.

Introduction

Ensuring there are strong connections between homes, jobs, and services is fundamental to support residents' livelihood and promoting local job growth. It is important local and regional transportation concerns not be considered in a vacuum, but rather, viewed as part of a cohesive strategy toward making it easier for people to live and work in Revere. Whether the focus is commuting to and from work, finding parking at a favorite downtown destination, or enjoying a bike ride on a rail trail, transportation has a significant influence on the quality of life for residents, employees, and visitors alike.

Revere is fortunate in that the city is served by three MBTA subway stations, twelve MBTA bus lines, and two MBTA commuter rail tracks (though no stations), as well as some pedestrian and cycling facilities, including the Northern Strand Trail and the waterfront side paths on Revere Beach Boulevard. It is also intersected by several heavily trafficked regional roadways and is located within a short distance of Logan International Airport in neighboring East Boston. However, the City is grappling with significant traffic issues, as well as major pedestrian and bicyclist safety concerns. These issues, along with how to leverage the existing public transit service available in Revere, will be key challenges and opportunities for Revere in the coming years.

1 William H. Whyte (2012). "City: Rediscovering the Center", p.7, University of Pennsylvania Press



Historical Context

The evolution of Revere's transportation network is closely tied to the growth and development of the city itself. In 1875, the Boston, Revere Beach, and Lynn railroad (also known as the Narrow Gauge) opened. The opening of the railroad spurred rapid population growth in Revere—between 1870 and 1885, the city's population more than tripled. Additionally, increased accessibility to Revere Beach made the waterfront a popular summer destination among visitors and tourists. Between 1896 and 1900, the portion of the railbed in Revere was moved 400 feet to the west, and what is known today as Revere Beach Boulevard was built in its place.

Over time, the Great Depression and the subsequent growing popularity of automobiles meant declining ridership on the Narrow Gauge. The railroad ultimately filed for bankruptcy, and the Narrow Gauge was closed in January 1940. From 1952-1954, the Massachusetts Bay Transportation Authority (MBTA) constructed the East Boston Tunnel & Revere Extension (later known as the Blue Line), which included Beachmont, Revere Beach, and Wonderland Stations in Revere.

Efforts to modernize the Blue Line have been underway since the 1990s. All stations north of Orient Heights were either rebuilt or significantly renovated in 1994-1995. With these improvements came the ability to house longer trainsets in all Blue Line stations. In 2009, the MBTA completed the transition of the entire Blue Line fleet from four-car trains to six-car trains, effectively increasing capacity by 50%. Proposals for extending the Blue Line to Lynn and building a direct connection to the Red Line at the Charles/MGH station have been circulated for some time, and advocates have revived calls for these projects as the Commonwealth's traffic congestion crisis grows more dire.

Several of the major roadways in Revere have long served as important connections to some of the region's major destinations. Much of this highway building took place in the 1950s and 1960s when urban renewal was happening across the region. The East Boston Expressway, the first expressway constructed in Boston, was constructed in 1951 to serve as the primary roadway connection between Logan Airport and downtown Boston. Today, we know the East Boston Expressway as Route 1A. While there were plans to extend Route 1A through Revere and Saugus (generally along where Routes 60 and 107 exist now), these plans were canceled in the early 1970s as part of Governor Frank Sargent's moratorium on highway construction within Route 128. Nevertheless, this corridor remains an important regional connection.

Another major north-south highway that serves Revere is Route 1. The stretch north of Boston, also known as the Northeast Expressway, was originally proposed in 1948 as a primary connection between the North Shore and Boston. The portion of the corridor between Charlestown and Peabody carried the Interstate 95 designation until further construction of I-95 within Route 128 was canceled. While improvements to the corridor have been made over time, Route 1 remains one of the most heavily trafficked highways in the region. Reconstruction and widening on Route 1 have long been proposed, and redesign of the section of the corridor in Malden, Revere, and Saugus is in its early stages today.

Revere Beach Parkway and Winthrop Parkway hold a different kind of historical significance for the city. The two corridors are among the earliest parkways designed in the Commonwealth, and both are listed on the National Register of Historic Places. Both were owned and maintained by the Metropolitan District Commission (today known as the Department of Conservation and Recreation).

Considering that MassDOT owns routes 1A and 1, there is a long history of the city being deeply impacted by sizeable state roadway projects. The Parkway was DCR owned and had several different modes of travel (horses and other modes of transit), so that then influences how people conceive of roads as public and multi-modal. The transition of ownership to DCR and DOT has played a role in Revere's transportation management.

Transportation Baseline Information

ROADS

A well connected, maintained, and safe network of roadways is crucial for ensuring all users (drivers, bicyclists, and pedestrians alike) can travel safely.

Such a roadway network not only facilitates travel to different destinations within Revere but also connects the city to neighboring municipalities and regions.

Given Revere's central location between Boston and the North Shore, the roadway network provides connections to several different job centers. The main corridor connecting these two regions is Route 1, which is a principal arterial that runs along the western edge of the city. Other principal arterials in Revere include Route 60 (American Legion Highway), which runs to East Boston and connects to Route 1 via Squire Road, as well as Route 1A (North Shore Road), which runs along the eastern edge of the city. Another major north-south roadway is Broadway, a principal urban arterial that bisects the city. These roadways (and others) often experience severe congestion during peak commuting hours. Some of this congestion can be attributed to North Shore residents traveling south through Revere to Boston for work and then traveling home at the end of the day.

Other corridors that provide more local connections include Revere Beach Boulevard and Ocean Ave, which are two corridors that run parallel to the Blue Line and provide access to the waterfront. Additionally, Revere Beach Parkway is a historic east-west corridor that provides connections between Route 1 and Route 1A.

Roadway Jurisdictions

Regional transportation corridors have different issues from local and neighborhood roadways, and strong coordination between the various jurisdictions is essential.

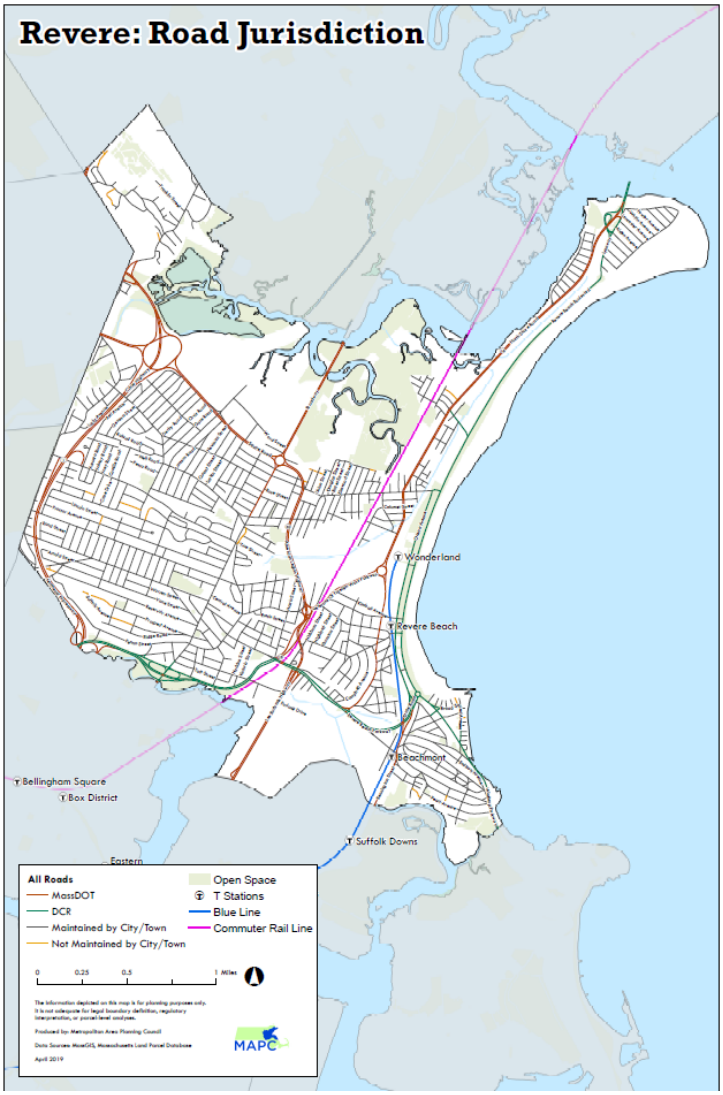


Figure 1: Revere Road jurisdiction. Source: Massachusetts Land Parcel Database

There are just over 107 miles of roadway in Revere, the majority of which (approximately 84 miles) are owned by the City of Revere. The vast majority of the remaining roadway is owned by the state—nearly 15 miles are MassDOT owned, and just over 7 miles are owned by the Department of Conservation and Recreation (DCR).

It is important to note that MassDOT and DCR own the vast majority of major roadways in Revere, and all of the major traffic circles (see Figure 1). These include Route 1, Squire Road, and American Legion Highway (owned by MassDOT), as well as Revere Beach Boulevard, Ocean Avenue, and Revere Beach Parkway (owned by DCR). Ownership by multiple entities presents significant coordination challenges for the City, as municipal staff will often receive complaints about roadways for which the City has no jurisdictional authority. Working in close coordination with these state agencies, as well as neighboring municipalities, will be essential for the City to make progress toward its goals of alleviating traffic congestion.

Traffic Volumes

Figure 2 below demonstrates annual average daily traffic counts for select roadways in Revere. Not surprisingly, Route 1, which runs from Chelsea to points north beyond Massachusetts, providing connections to Route 93 and Route 95, is the busiest corridor in Revere. Route 1 is a major link in the regional highway network, thus making it a major chokepoint for commuters as well. This has implications for smaller streets as well—Squire Road, which provides access to Route 1, also carries a significant amount of traffic. This demonstrates the importance of considering the consequences of highway congestion on local streets.

Location	Annual Average Daily Traffic Count	Year
Route 1 (Northeast Expressway), north of Revere Beach Parkway	83,982	2017
Squire Road between Lantern Road and Newman Street	42,989	2017
American Legion Highway south of Revere Street	34,777	2010
Route 60 on-ramp to Route 1 northbound	17,473	2017
Ramp: Route 1A northbound to Route 1A southbound (Route 145 on-ramp)	10,129	2017
Ramp: Route 1A northbound to Route 1A southbound (Route 145 off-ramp)	7,645	2017

Figure 2: Annual Average Daily Traffic Counts for Select Roadways. Source: MassDOT Transportation Data Management System, https://www.mass.gov/traffic-volume-and-classification.

Recognizing the toll traffic congestion takes on the region's economic vitality and residents' wellbeing, Governor Baker directed MassDOT to assess what is causing this growing problem in the Commonwealth. The 2019 report, "Congestion in the Commonwealth," noted that while congestion is the sign of a healthy economy, traffic volumes have reached such levels that it is reducing access to jobs.[2] These trends are evident in Revere. This report notes that Route 1A from Revere to the Sumner Tunnel begins to experience

2 Congestion in the Commonwealth: Report to the Governor 2019, Massachusetts Department of Transportation, https://www.mass.gov/files/documents/2019/08/12/MassDOTCongestAug19Acc.pdf.

congestion at 6 a.m. on the average weekday morning, and these volumes persist through morning commuting hours. The portion of Route 1 (which carries traffic from I-95 and communities farther north) in Revere is congested by 8 a.m.

Route 1A southbound in Revere and Route 60 (American Legion Highway) are noted in this report as two of the most congested corridors in the Commonwealth. In fact, Route 1A southbound is congested from 6 am-6 pm and Route 60 southbound is congested from 6 am-5 pm. While many will say traffic is a long-standing problem in the Boston region, on some corridors, congestion has worsened. Route 60 in Revere is one of several Greater Boston corridors where travel time has increased by more than 50% during the morning peak travel period. As evidenced in this report, traffic congestion is taking a toll on local and regional economies, and it will take a combination of sound transit investments and strategic local land-use decisions to alleviate these concerns.

Traffic Safety

Traffic safety remains a major concern in Revere. As demonstrated in Figure 3, vehicle crashes between 2013 and 2016 have occurred in numerous locations throughout the city. In general, crashes have occurred on busier, higher-traffic roadways, with a notable amount of incidents on Broadway and Revere Beach Parkway. Data from this same period reveals that while most of the crashes involve either no injury or a non-fatal injury, it is important to note the clustering of crashes that occur at the rotaries throughout the city. (It is important

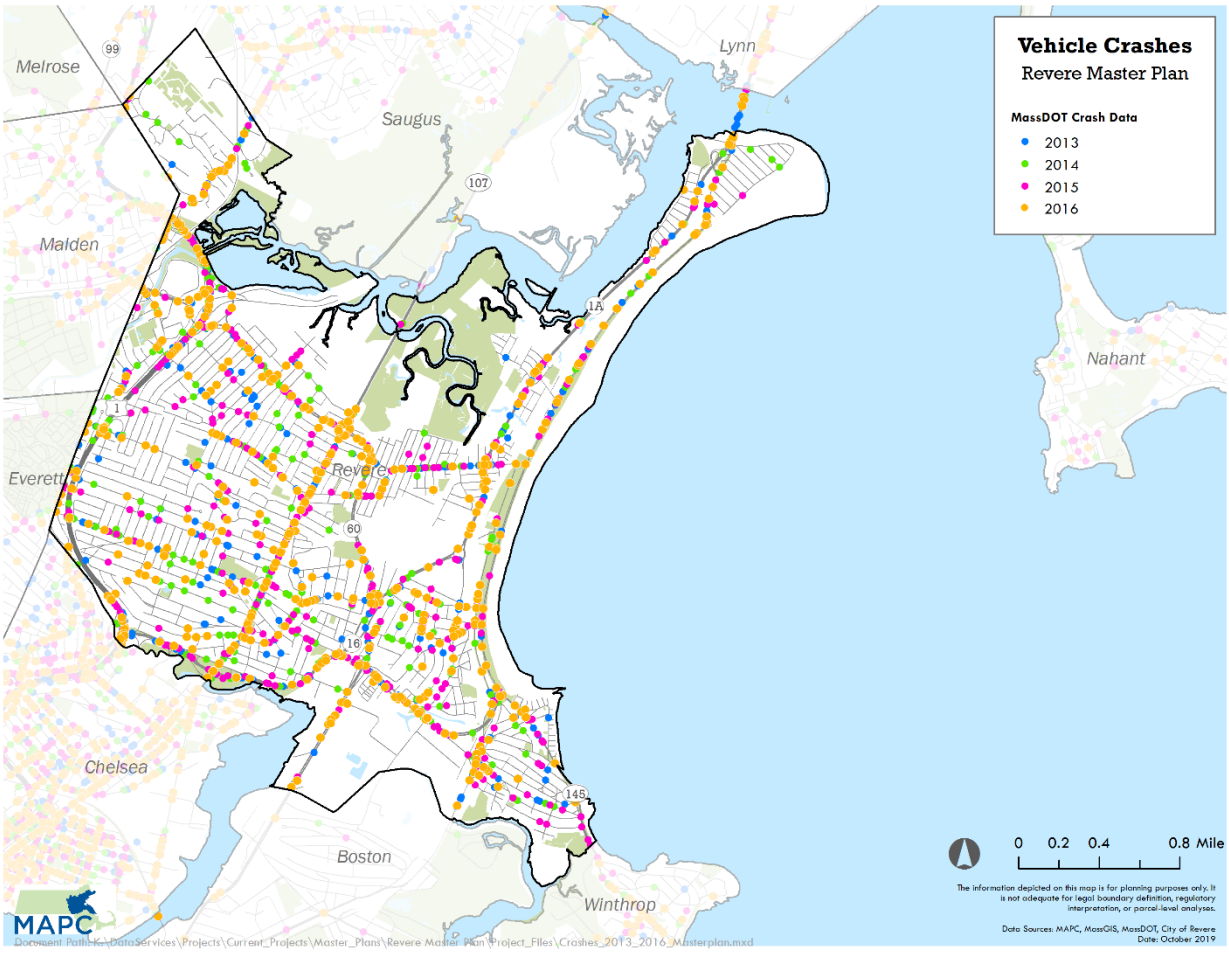


Figure 3: Vehicle Crashes (2013-2016). Source: MAPC, MassGIS, MassDOT, City of Revere.

to note that this map might have obscured the severity of the problem at key intersections.) Not only is navigating through these rotaries challenging at times, particularly during peak traffic congestion hours, but the roadways feeding into the rotaries generally carry fast-moving traffic, which can increase the risk of more severe crashes.

When determining what kind of safety improvements can help address these traffic safety concerns, it is particularly crucial to think about these crashes in the context of the most vulnerable roadway users—pedestrians and cyclists. In December 2018, two young children were tragically struck and killed by an impaired driver while walking on Revere Beach Parkway near North Shore Drive. As noted in Figure 5 below, this intersection is one of several crash clusters located in the city. Given the multiple high volume roadways crossing through the city, as well as the number of complicated rotaries, ensuring pedestrians have sufficient infrastructure to travel safely and comfortably should be a top priority.

Figure 5 details MassDOT crash data from 2013-2016 for incidents that involved a non-motorist (i.e., a pedestrian or bicyclist). The figure also includes bicycle crash cluster data from the Highway Safety Improvement Program (HSIP), which is a federal effort designed to reduce traffic fatalities and serious injuries on all public roads. Most non-motorist involved crashes involve bicyclists than pedestrians, likely because bicyclists are more likely to be operating in the roadway with motor vehicles. Crashes occur on both high traffic streets as well as some less busy corridors, but many of the bicycle crash clusters are located on major

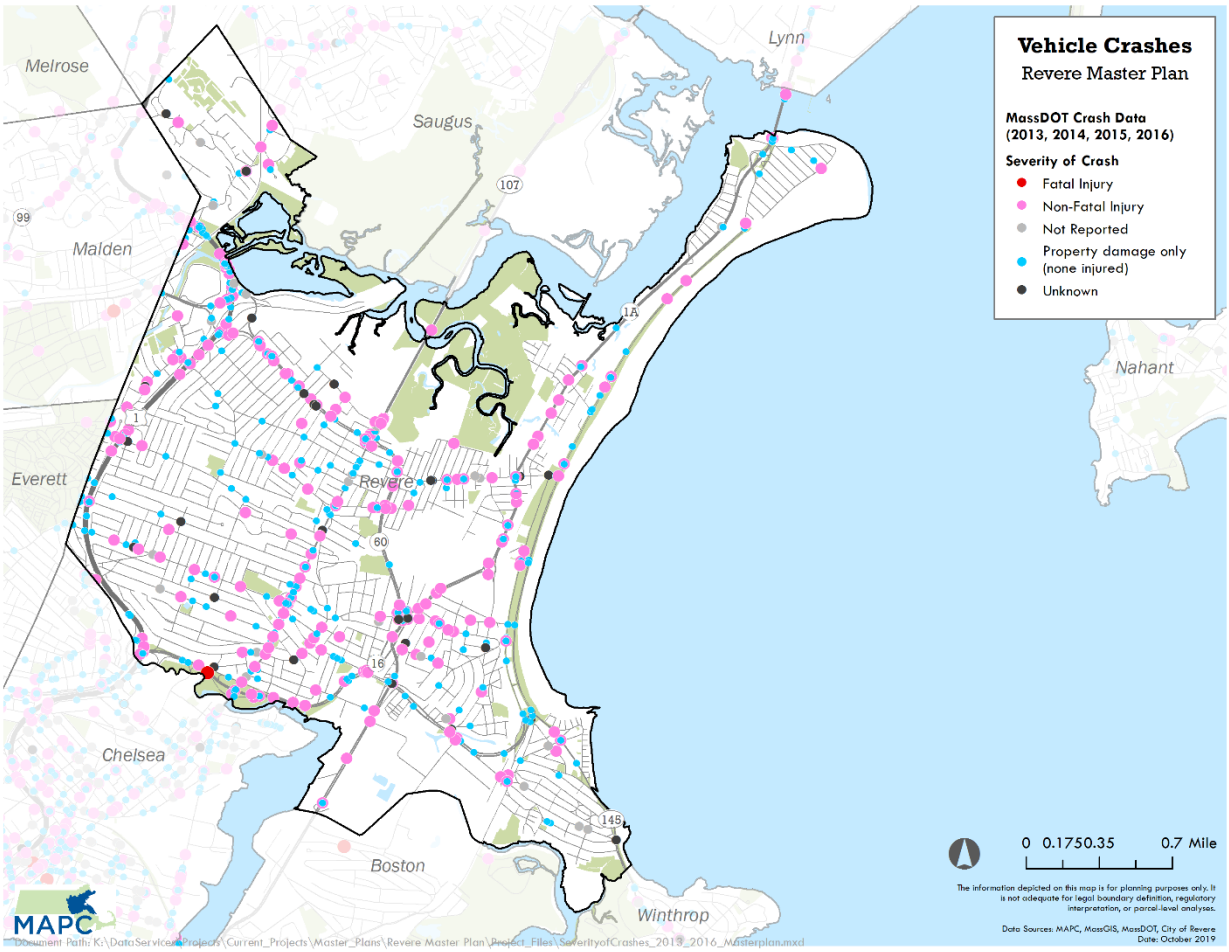


Figure 4: Vehicle Crashes (2013-2016) by Severity of Crash. Source: MAPC, MassGIS, MassDOT, City of Revere.

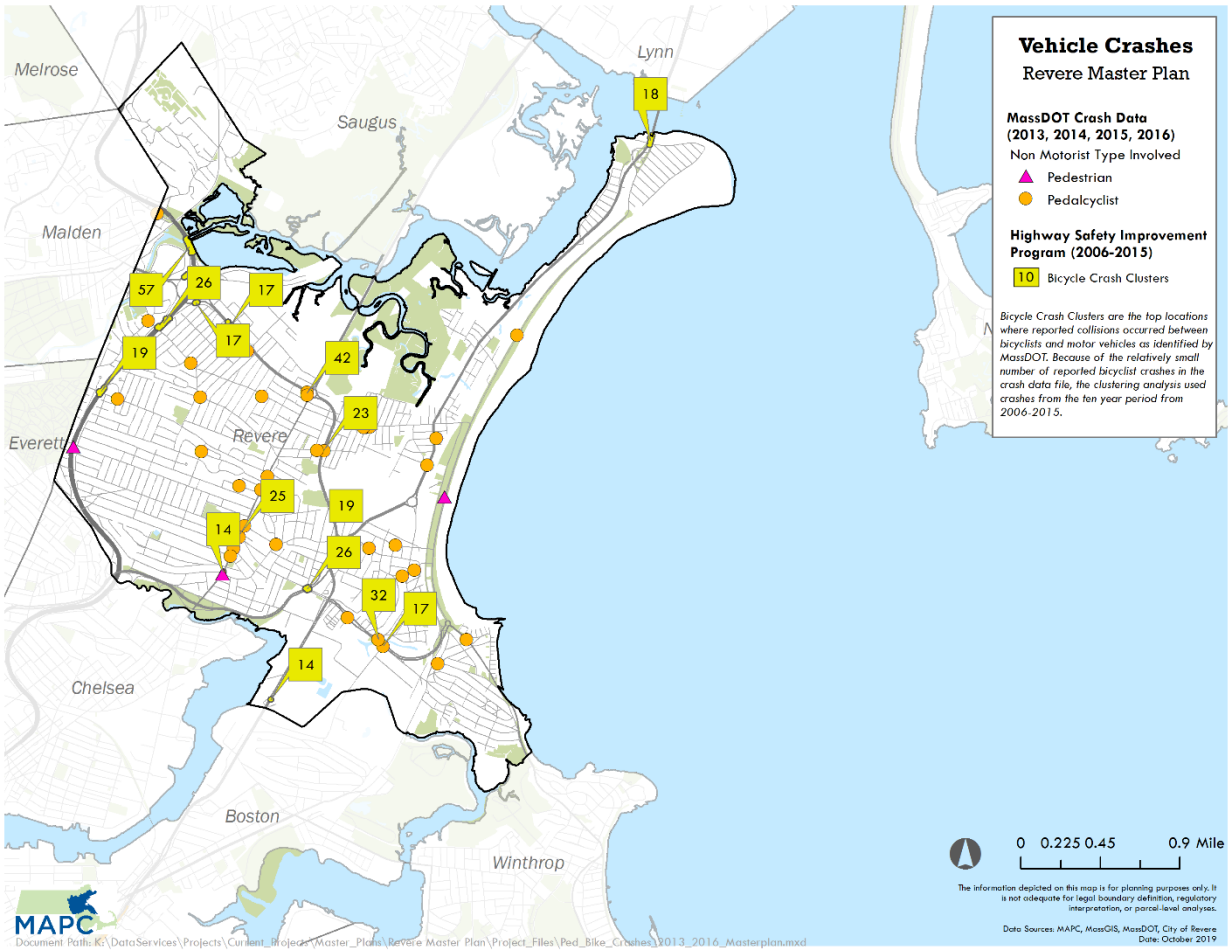


Figure 5: MassDOT Crash Data by Non-Motorist Type Involved. Source: MAPC, MassGIS, MassDOT, City of Revere.

roadways like Squire Road, Broadway, and Revere Beach Parkway. Not only should this data help inform future infrastructure investments, but monitoring future trends in traffic safety incidents in the city can help determine the effectiveness of different interventions.

PUBLIC TRANSIT

Public transit has played a key role in the growth and development of Revere. The Blue Line not only provides Revere residents with a direct connection to thousands of jobs in Boston but also provides visitors with access to Revere Beach and other local destinations. Furthermore, Revere is serviced by multiple bus lines, several of which connect to the Blue Line stations in the city. Leveraging these public transit assets will be important for alleviating concerns around traffic and congestion. A map of major public transit and bike facilities in Revere is available in Figure 6.

Rapid transit

There are three MBTA Blue Line stations located in the eastern part of Revere—Beachmont, Revere Beach, and Wonderland. Wonderland is the terminus of the Blue Line. The Blue Line is one of the shorter MBTA rapid transit lines, running from Wonderland Station through East Boston to Bowdoin Station near Government Center. In comparison to other heavy and light rail service available on the MBTA, the Blue Line is the least utilized by a sizeable margin. See Figure 7 below.

Figure 6: Getting Around Revere. Source: MAPC, MassGIS, MassDOT, City of Revere

MBTA Line	Typical Weekday Ridership
Red Line	251,000
Green Line (Light Rail and Trolley)	164,000
Orange Line	210,000
Blue Line	74,000

Figure 7: MBTA Ridership. Source: MBTA Back on Track Dashboard, April 2019.

Given the lower ridership on the Blue Line, in comparison to other rail lines, it is not surprising that the stations in Revere are among the least frequently utilized in the MBTA network. As indicated in Figure 8 below, Revere Beach and Beachmont Stations are the 11 and 12th lowest trafficked stations, with slightly higher onboarding rates at Wonderland Station. These numbers should be considered in the context of the rapid development happening in East Boston, Revere, Chelsea, and Lynn. Maverick Station and potentially additional stations in the future could run the risk of surpassing peak period capacity should the demand continue at current rates. Furthermore, as Logan Airport is seeing one of the fastest rates of passenger traffic growth in the U.S., it is important to consider future impact on Airport Station capacity, as well as the Blue Line as a whole.

MBTA Station	Entrances	Rank (of 63 MBTA stations)
Wonderland	6,752	31
Revere Beach	3,091	54
Beachmont	3,105	53

Figure 8: Select MBTA Blue Line Station Boardings. Source: MBTA Back on Track Dashboard, April 2019.

In November 2018, the MBTA presented an update on ridership trends to the Fiscal and Management Control Board (FMCB). Interestingly, while the Red Line, Orange Line, and bus service all experienced a decline in ridership (anywhere from 0.6% to 7.9%), the Blue Line has experienced an 18.1% increase in peak ridership since January 2014.[3] This remarkable increase could be indicative of several trends—the Blue Line had greater capacity to absorb additional riders, and there has been a wave of development in East Boston and Revere. These trends will likely continue, particularly with the recent permitting of more than $5 million square feet of mixed-use development in the Revere portion of Suffolk Downs alone. Fortunately, the peak-period commuting trips to Suffolk Downs will benefit to some extent from the fact that they will be reverse-commute, which will make the best use of available peak-period capacity both on the trains and in the stations."

It will be important to continue to monitor how projected growth along the Blue Line will influence service in

3 Massachusetts Bay Transportation Authority (2018). Quarterly Ridership Update: First Quarter FY19. Boston, MA. Retrieved February 12, 2019, from https://www.mbta.com/events/2018-11-26/fiscal-management-control-board-meeting.

the future. The MBTA has previously indicated that the Blue Line was the only subway line that could be over capacity at the peak load point by 2040.[4] This is likely due to a couple of factors. First, the MBTA currently has no major capacity improvements planned for the Blue Line. Additionally, the population is growing faster than anticipated, and major new developments such as Suffolk Downs will only add further demand to the Blue Line. With redevelopment also slated for the former Wonderland greyhound track and other opportunity sites throughout the city, it will be important to monitor how this growth impacts transit ridership and work in partnership with the MBTA to ensure high quality and reliable service. Future plans for signalization improvements would allow for shorter headways, which could permit additional trainsets on the line as well as additional throughput capacity on the system, which will likely be needed in the foreseeable future."

As development continues in Revere and throughout the region, demand for transportation services will likely continue to grow. Additional strategic investments in public transportation infrastructure could not only help accommodate this demand but also help alleviate the burdens of traffic congestion. Investments could be made in expanding/improving the Blue Line and/or expanding commuter rail access to Revere. Two Blue Line related projects that have long been in discussion include an extension of the Blue Line to Lynn and a direct connection between the Blue and Red Lines. Extending the Blue Line to Lynn would help alleviate some of the traffic congestion that occurs when commuters drive and parking at Wonderland Station, and offering a direct connection between the Blue and Red Line would better connect Somerville and Cambridge residents to employers in Revere (and vice versa). While both projects are still in the exploratory phases, they would expand the accessibility and utility of public transit to additional residents.

While no commuter rail stations directly serve Revere, investments in the commuter rail network could also help meet growing local and regional transportation demand. While there was a $25 million line item in the 2014 Transportation Bond Bill for a commuter rail station at Wonderland, it was not included in the 2019 bond bill. If this new station were to come to fruition, it would provide direct benefit to Revere residents and employees and could potentially eliminate the need for the Blue Line extension. This would be significant due

4 Massachusetts Bay Transportation Authority (2017). Developing a Capacity Target- Part 3. Boston, MA. Retrieved August 8, 2019, from https://cdn.mbta.com/sites/default/files/fmcb-meeting-docs/2017/december/2017-12-04-fmcb-ridership-goal-part3-capacity-target.pdf.

to the prospective development of Wonderland and the planned development of the Amazon Distribution Center among other development opportunities. The potential North-South Rail Link (tunnels that would connect North and South Stations in Boston) would greater improve the efficiency of the commuter rail network, although questions and concerns about financial viability have long plagued this project. As this project is being considered, the MBTA has been embarking on its Rail Vision planning effort, which will identify cost-effective strategies to improve the commuter rail. While at this time no preferred alternative has been selected, all the alternatives suggest more frequent service within the urban core, which would greater improve the reliability of the commuter rail and allow it to run more like rapid transit.

As described above, there are several major transportation projects and planning efforts underway that have the potential to make transformative changes to our public transportation system. As the City begins to pursue redevelopment of its major opportunity sites, it's worth considering how these local and regional transportation projects can help the city's residents, employees, and visitors all get around more easily. Furthermore, investments in public transit also directly inform how both on- and off-street parking should be managed. As the public transit networks expand to serve a larger proportion of residents and employees and dependence on a vehicle decreases over time, not only will demand for parking decrease, but regulations on existing parking can be modified to ensure the most efficient use of spaces.

Looking ahead, it is important for the City to continue working in collaboration with its neighbors as these major transportation projects are proposed and advocate for those that will not only provide the most reliable and affordable options for its residents but also help strengthen local and regional workforce development goals.

Transit-Oriented Development

To develop context-specific transit-oriented development policies and practices and to showcase the diversity of station area types in the region, MAPC developed a set of station area typologies in 2012. Different characteristics were considered in developing these station area types, including population and employment density, transit service type, land use, demographics, and travel behavior.

Beachmont and Revere Beach Stations are both identified as Neighborhood Subway stations, while Wonderland is highlighted as a Transformational Subway station. Neighborhood Subway stations are in predominantly residential, moderate-density, transit neighborhoods; a new development in these station areas is likely to occur through parcel-by-parcel infill and redevelopment. Given the scale of the Suffolk Downs development, that site may have the potential to recharacterize that station to Transformational. Transformational Subway stations are those that have the potential for transformative change through district-scale land development projects involving the redevelopment of multiple city blocks and the creation of new street networks. Much of the new development slated for the city (including Suffolk Downs, the NECCO site, and several sites near Wonderland), is already transit-oriented. Thinking about future development near Revere's transit stations through these lenses may help guide land use decisions, particularly as additional redevelopment is projected in Revere and East Boston, and land use patterns evolve. Additionally, continued growth along the Blue Line corridor could add to growing calls for more regional public transportation connections, such as to extend the Blue Line to Lynn, or to building a commuter rail station at Wonderland.

Bus

Revere is served by several bus lines, all of which provide connections to rapid transit. The 110, 116, and 117 all provide connection to Boston, Everett, Chelsea, and other communities within the Inner Core, while the 400 buses connect Revere with North Shore cities and towns. All routes connect to at least one rapid transit line, but routes vary in frequency of service. See Figure 9 for further route details. In addition to these changes, there is a request for the 119 pilot to extend into Winthrop.

Route Number	Route	Transit Connections	Weekday Hours of Operation	Weekday Boardings (Inbound & outbound combined)
110	Wonderland Station-Wellington Station	Blue Line, Orange Line	5:30 AM-1:00 AM	3,515
116	Wonderland Station-Maverick Station via Revere	Blue Line	5:15 AM-12:55 AM	6,144
117	Wonderland Station-Maverick Station via Beach	Blue Line, Orange Line, Green Line (C, E)	4:25 AM- 2:00 AM	5,385
411	Malden Station- Revere/ Jack Satter House	Blue Line, Orange Line, Haverhill Line	6:15 AM- 8:00 PM	1,140
424	Eastern & Essex-Haymarket or Wonderland	Orange Line, Green Line (C, E)	5:50 AM-8:00AM (inbound); 4:00 PM-5:40 PM (outbound)	273
426	Central Sq Lynn-Haymarket or Wonderland Sta Via Cliftondale Sq	Orange Line, Green Line (C, E)	5:15 AM-1:15 AM	1,681
441/442	Marblehead- Wonderland	Blue Line	5:10 AM-2:35 AM	3,359
448/449	Marblehead- Downtown Crossing	Blue Line	6:00 AM-6:25 PM (no weekend service)	354
450	Salem Depot- Haymarket or Wonderland	Orange Line, Green Line (C, E)	4:45 AM-1:10 AM	1,442
455	Salem Depot- Wonderland	Blue Line	4:45 AM-12:30 AM	2,255

Figure 9: MBTA Routes with Revere Services.
Source: Massachusetts Bay Transportation Authority.
Weekday boardings source: MBTA Ridership and Service Statistics, 2014.

In February 2019, the MBTA announced proposals for modifications to 63 routes that would promote more efficient and effective service. This effort, as part of the MBTA's Better Bus Project, would affect several routes that currently serve Revere. Ultimately, the MBTA decided to move forward with modifications to 47 of these routes. The routes that include services to Revere are described in Table 5, and these changes went into effect in September 2019. One of the goals of rerouting the regional buses to Wonderland or Beachmont was to avoid the need for those buses to travel through tunnels into Boston, which will ideally alleviate peak period congestion in Revere and Each Boston. Ultimately, these route modifications could potentially offer significant improvements in service between Revere and the North Shore.

Route	Proposed Changes
411	▪ Provide faster and more reliable service between Malden and Kennedy Drive during peak ▪ Provide only midday service to Jack Satter House
424	▪ Provide faster, more reliable service from Boston to Lynn by terminating PM routing at Wonderland instead of Haymarket (AM already terminates at Wonderland) ▪ Use Revere St. for travel to/from Wonderland
441/442, 448/449	▪ Faster, more reliable service between Boston and the North Shore with all service starting/ending at Wonderland ▪ Routes 448/449 combined with Routes 441/442 ▪ New peak Route 441 route variation to/from Ocean St. ▪ Existing Routes 441/442 route variations serving Vinnin Square loop ▪ Existing local route variations and new express route variations (between Lynn Central Sq. and Wonderland) on Routes 441 and 442 serving Paradise Rd. and Humphrey St., respectively
455	Faster, more reliable service between Boston and the North Shore with all service starting/ending at Wonderland (remove Route 459 and reinvest in Route 455

Figure 10: Better Bus Service Changes—Routes with Revere Service. Source: Massachusetts Bay Transportation Authority, https://www.mbta.com/projects/better-bus-project/update/first-round-better-bus-changes-start-september-1.

BICYCLE AND PEDESTRIAN AMENITIES

On-road infrastructure

Revere has limited on-road cycling infrastructure. Revere Beach Boulevard is one of the most popular places to walk and bike, given the scenic route and access to several destinations. DCR owns Revere Beach Boulevard, and the agency has received recommendations to construct bike lanes along the corridor. There is potential for funds allocated in the Environmental Bond Bill, or through a recent MassWorks application, to support the construction of these facilities as well. There is some on-street bicycling infrastructure on Broadway and Revere Street, including sections of dedicated bicycle lanes. As part of the Broadway signalization plan, the City is exploring signalization for bike and bus lanes only. Park Avenue and Malden Street have sharrows and are noted as "bicycle-friendly streets," but otherwise, there is a great opportunity to build a well-connected network of on-street bicycling facilities.

The City is currently pursuing funding through the Complete Streets program through MassDOT, which could provide a source of funding to support expanding cycling infrastructure.

Another important piece of on-road infrastructure includes sidewalks. Sidewalks that are compliant with the American Disabilities Act, well-maintained, and outfitted with street furniture and amenities can go a long way in making pedestrians feel safer in Revere. The City currently keeps track of sidewalk maintenance needs via its 311 constituent services system and works with a private contractor, in addition to its Public Works Department, to manage maintenance and repairs.

Off-road infrastructure

The most notable off-road cycling amenity in Revere is the Northern Strand Community Trail, a short portion of which passes through the northern part of the city. The Northern Strand Trail, which is also known as the Bike to the Sea Trail, connects Everett, Malden, Revere, Saugus, and Lynn. The trail is part of the East Coast Greenway, which is a vision for a 3,000-mile protected walking and biking route from Maine to Florida. The Northern Strand trail is an excellent recreational amenity that provides important regional walking and biking connections. The City is coordinating a $13 million grant from the Executive Office of Energy and Environmental Affairs that will improve and expand the trail. Funding for the three-year project will be used to upgrade and pave the trail in Everett, Malden, Revere, Saugus, and Lynn. Upgrades will include trail signage and signalization at intersections, bike racks, pocket parks, and rest areas.

For future regional off-road infrastructure investments, a resource that should be consulted is MAPC's Land Line initiative, which proposes a vision of 1,400 miles of connected trails and greenways throughout the Boston region. The plan includes an "envisioned greenway" that would extend the cycling infrastructure on Revere Beach Boulevard further north and directly into Lynn.

PLANNED AND FUTURE DEVELOPMENT

There are several opportunity sites throughout Revere whose redevelopment will significantly influence the city's transportation future. Wonderland and Caddy Farms represent significant opportunities to promote development that positively impacts transit within and to and from Revere. Suffolk Downs has been noted as an example of a project that will not only include several important transportation mitigation measures but will also potentially leverage additional developments in the future. The developer, HYM, has advocated for Silver Line connectivity to the site, which will complement private shuttle services provided by the developer to connect to existing MBTA service. Furthermore, the developer intends to invest significantly in promoting bicycle and pedestrian circulation. Suffolk Downs redevelopment plans include bicycle, pedestrian infrastructure, and amenities into the design of the overall site. HYM will be providing off-site and on-road bicycle and pedestrian connections between Revere & East Boston Greenway along Bennington Street to Revere Beach. Overall, the developer will apply the most rigorous Complete Street standards to the site. These practices should set a precedent for future development in the city so that these opportunity sites can support the city's (as well as the region's) transportation goals.

OTHER PROGRAMS AND SERVICES

Complete Streets

A Complete Street is one that provides safe and accessible options for all travel modes— walking, biking, transit, and vehicles— for people of all ages and abilities. MassDOT's Complete Streets program provides funding for eligible communities that have an approved Complete Street policy and a Complete Street prioritization plan.

In November 2018, Revere's Complete Streets policy was approved, and the City has developed a prioritization plan which was approved. Ideally, the City will continue through the program and secure construction funding to support infrastructure improvements aligned with Revere's transportation goals. The City should explore leveraging CS and Municipal Ride Share Funding to improve pedestrian and bike safety, as well as the pedestrian and bicyclist experience.

Transportation Network Companies

Ridesharing services provided by transportation network companies (TNCs) like Uber and Lyft have dramatically changed how cities and towns think about local mobility needs. In Massachusetts, Uber and

Lyft trips are now subject to a $.20 surcharge, and half of these funds go to the city or town in which the trip originates. In 2017, 722,136 Uber and Lyft trips originated in Revere, meaning the City received $72,213 in revenue during this timeframe. In 2018, there was a 30% growth in TNC trips originating in Revere, with over 942,000 trips beginning in the city. This revenue must be used to support transportation improvements and could support a range of small-scale efforts in the city for years to come.

Bike Share

The City has been exploring different options for bike share for the past several years. Bike share allows users to rent bikes for short-term trips and is often used as a first mile/last mile connection to transit. Revere had some dockless bike-share services (which allow users to pick up and drop off bikes anywhere in the city) for about two years and is currently in discussion with Lyft to join the BlueBikes network in the spring of 2020. BlueBikes, a station-based bike-share system, currently serves Boston, Brookline, Cambridge, Everett, and Somerville.

PARKING

Parking is a complex, multi-faceted land use and transportation issue that merits a nuanced discussion specific to the users it intends to serve. Not only is parking extraordinarily expensive to build and maintain, but studies have indicated that there is a demonstrated relationship between the amount of parking provided and the number of vehicle-owning households, and thus, more driving and traffic. As future public transit investments are made, and it becomes easier to navigate throughout the city and the region without a vehicle, decisions about parking must be made with these trends in mind. In addition to building less parking, or offering more flexible requirements, this also means getting creative with the spaces that are already built and making sure existing parking is used as efficiently and effectively as possible. Parking decisions also need to be made at the district level to reflect the unique characteristics of each district.

Commercial Parking

Parking is a challenging issue for all communities in the region, and Revere is no exception. For downtown business districts, good parking management ensures that visitors and patrons can find parking spaces without excess circling around and looking for a space, but also ensure that existing parking spaces are being used as efficiently and effectively as possible. This generally means an occupancy rate of 85% for on-street parking during peak hours, so that parking is nearly at capacity, but there are at least a few spaces available for drivers arriving in the area. Given the high demand for on-street spaces, it is recommended that short-term parking be reserved for these spaces, while nearby off-street lots accommodate drivers, such as local employees, that need to park longer-term.

In addition to posted regulations, one effective way to manage parking demand is through metering. Installing parking meters and pricing for parking in a manner that reflects demand encourages turnover and generates crucial revenue for the City. Currently, Revere has parking meters on Broadway (from Revere Beach Parkway to Prince Street), and Shirley Avenue (from Walnut Avenue extending east to a portion of Centennial Avenue and Garfield Avenue). There is one municipal off-street parking lot on Broadway. The City is currently exploring different strategies for managing parking demand on Broadway to enhance the vibrancy and accessibility of this commercial corridor. Additionally, there is interest in working with DCR to install meters on Revere Beach Boulevard and Ocean Avenue, corridors that become particularly congested during summer months when events are happening on the beach.

Residential Parking

Not only does good parking management play a crucial role in promoting the vitality of a commercial business district, but right-sizing parking for residential developments is also a best practice for limiting

pervious surfaces, reducing housing costs, and even opening up the amount of land that can be put to higher and better uses. MAPC's Perfect Fit Parking Initiative, which explores parking supply and demand at multifamily developments in Metro Boston, identified an average parking supply of 1.0 spaces/unit at surveyed multifamily sites, but a demand of only 0.73 spaces/unit.

Revere's baseline zoning requires two parking spaces per residential unit at multifamily buildings. It should be noted that there are several exceptions, and these exceptions vary depending on neighborhood type, primary uses, transit accessibility, and other factors. These cases notwithstanding, two spaces per unit is not only higher than how many vehicles Revere residents own, on average (see below), but also some of the highest parking requirements in the region. The findings of MAPC's Perfect Fit analysis indicate that parking supply drives parking demand; thus, building more parking can attract more car-owning residents, contributing to the region's growing traffic congestion problem.

To integrate further flexibility into local parking requirements, the City can explore parking maximums, or requiring a fee-in-lieu of parking if a developer constructs less than what is required by zoning. This approach is somewhat currently in effect with the Community Development Trust Fund, which developers must pay into if they construct less parking than is required (in certain circumstances). The main difference is that the revenue would be allocated to a fund specifically designated to support transportation-related improvements in the city. Another recommendation the City has already pursued includes allowing for a reduction in parking minimums for sites near transit, as is the case with the Wonderland Transit-Oriented Development Overlay District. This concept may be further explored along the Shirley Avenue business corridor as part of Utile's District Study analysis. Limiting excess parking at these transit-oriented sites, in particular, is crucial to ensuring overbuilding parking does not serve counter to other TOD goals of walkability and transit accessibility.

As the amount of developable land area decreases over time, and congestion continues to be a persistent issue in Metro Boston, another approach to using our scarce parking resources more effectively is allowing for shared parking. Most often, this strategy is employed with mixed-used sites on a single parcel. To determine the amount of parking to be constructed on-site, rather than calculate the minimum number of spaces required for each individual use, shared parking takes advantage of different peak demand times, and limits the overall number of spaces required on-site. The City's zoning ordinance currently requires that lots containing more than one principal use must build according to the requirements of each individual use. Shared parking is already integrated into the Suffolk Downs redevelopment strategy, and the planned new hotel on Revere Beach Boulevard will have its event parking provided in the MBTA garage at Wonderland, which is underutilized during weekend and evening hours. Exploring the feasibility of codifying these practices and adopting a shared parking ordinance could limit the number of excess spaces constructed, which can ease traffic congestion and support more pedestrian-friendly development.

Finally, the City is exploring a change in zoning that would allow the use of appropriate automated parking technology to satisfy parking regulations more efficiently and effectively. For example, the City is considering utilizing license plate scanning technology that could determine whether vehicles parked on-street violate any residential parking restrictions. Such arrangements are not contemplated in the current zoning code, and therefore they are not allowed. They could/should be an element of future parking policy and practice.

Enforcement

Enforcement of parking regulations is a key element to meeting citywide and district level parking management goals. Enforcement includes both staff-level operations, as well as city policies, regulations, meters, and other enforcement mechanisms.

COMMUTING CHARACTERISTICS

Vehicle Ownership

On average, Revere residents own approximately 1.2 cars per household. This is about in line with vehicle ownership rate in comparable communities, although Chelsea residents own fewer vehicles (average of 1.08 vehicles per household), and Lynn residents own more (average of 1.4). Understanding vehicle ownership rates is important not only for understanding residents' mobility options and likely reliance on public transit but also helps inform parking requirements. Aligning parking requirements with actual parking demand, as measured in part by vehicle ownership, can help reduce excess parking and make development more affordable.

Commute Mode Share

While two-thirds of Revere residents drive to work, a sizeable portion (27%) commute by public transit. In the Inner Core, while a similar percentage of employees take public transit to work (26%), only 55% drive to work, and 12% walk or bike. While it should be noted that traffic congestion on Revere's streets cannot solely be ascribed to Revere residents driving, by any stretch, shifting some commuters to public transit, walking, biking, and even carpooling can help alleviate some of the traffic concerns in the city. Looking at commute mode share at a more granular level, residents living closer to transit tend to have a higher public transit mode share and lower driving mode share than average. Therefore, as more development is planned along the Blue Line corridor, and other complementary regional transportation investments are made, there is potential for the public transit mode share to increase in the future.

While most Revere residents drive to work, the miles driven is about average for among similar communities, particularly Everett and Malden. It should be noted the relationship between vehicle ownership and miles driven evident in this data—Chelsea residents generally own fewer vehicles and drive less on average, while Lynn residents drive more and own more vehicles per household. While there is no one-size-fits-all approach, given that transit access varies across Revere, understanding this relationship can help inform how decisions around traffic mitigation are made. It should also be noted that there is likely a larger portion of residents who commute via public transit in transit-oriented development districts, such as along the waterfront. In addition, it should be noted that there is a distinction between car ownership and car usage, particularly considering commuting travel choices versus travel choices for other purposes.

Regardless of mode, most Revere residents have a commute of 45 minutes or less. However, mode influences commute time significantly—among Revere residents that drive to work, 55% have a commute time of fewer than thirty minutes, and 8% have a commute time of over sixty minutes. Among Revere residents that take public transit to work, 13% have a commute time of fewer than thirty minutes, and 31% have a commute time of over thirty minutes. Furthermore, 57% of Revere residents that take public transit to work, earn less than $35,000 per year, underscoring the notable equity implications of

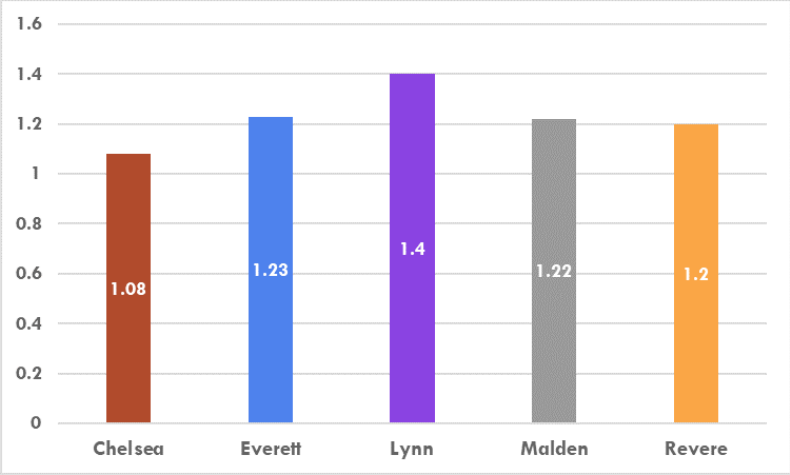


Figure 11: Vehicles per household. Source: 2014 Massachusetts Vehicle Census

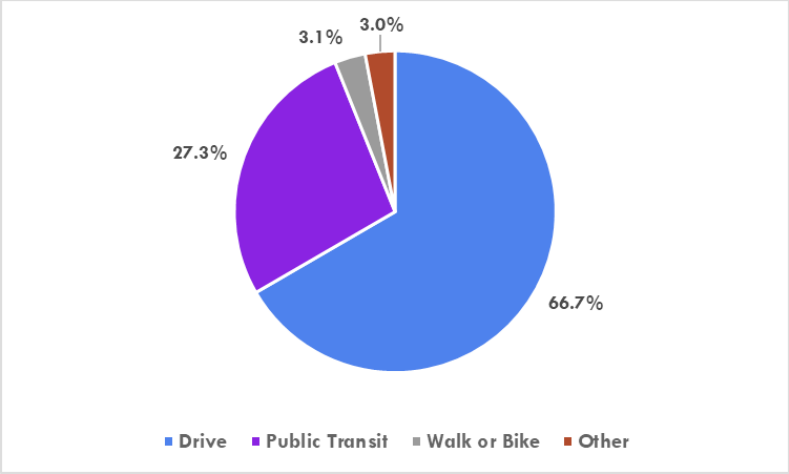


Figure 12: Revere Commute Mode Share. Source: 2012-2016, American Community Survey

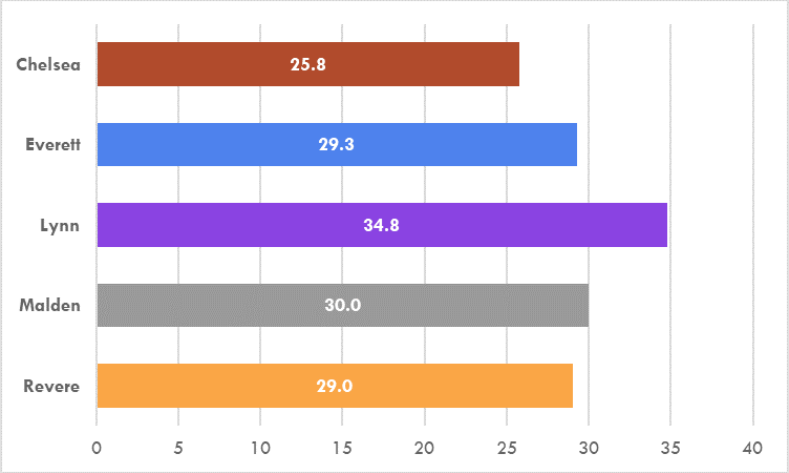


Figure 13: Average Daily Passenger Miles Traveled per Household; Source: 2014, Massachusetts Vehicle Census.

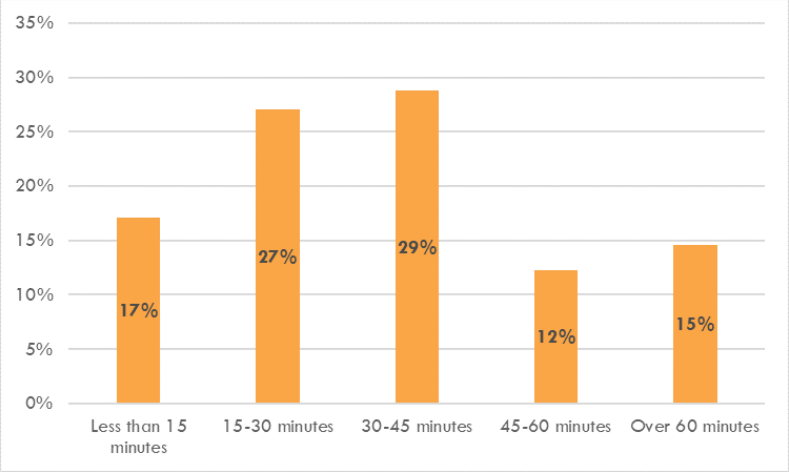


Figure 14: Commute Time to Work; Source: American Community Survey, 2012-2016

investing in high-quality public transit. Investing in public transit projects designed to reduce delay, improve quality of service, and expand access not only will help address issues of transportation equity but also help alleviate some traffic congestion as transit becomes a more viable option over driving. For public transit to be a more appealing option to a wider range of commuters, service improvements should focus on reliability and affordability. (See Figure 14).

One reason so many Revere residents drive to work, despite the public transit options available, may be determined by where they work. Figures 15 and 16 shed further light on how commuting patterns may influence traffic congestion in the city. Figure 15 demonstrates where Revere residents work. 39% of Revere residents work in Boston, and while many of them likely commute via public transit, it is reasonable to assume that a sizeable portion of those commuters, as well as commuting to neighboring Cambridge, Chelsea, and Everett, are driving to work. When considering where Revere employees live (Figure 15), though 34% live in Revere, many of those commuting to the city from Chelsea, Everett, and Saugus are likely driving in. These trends demonstrate the critical connection between economic development and transportation. As the City continues to work toward redeveloping opportunity sites like Suffolk Downs, Wonderland, and NECCO, the potential to employ more residents grows. As residents comprise a larger share of employees, and simultaneous

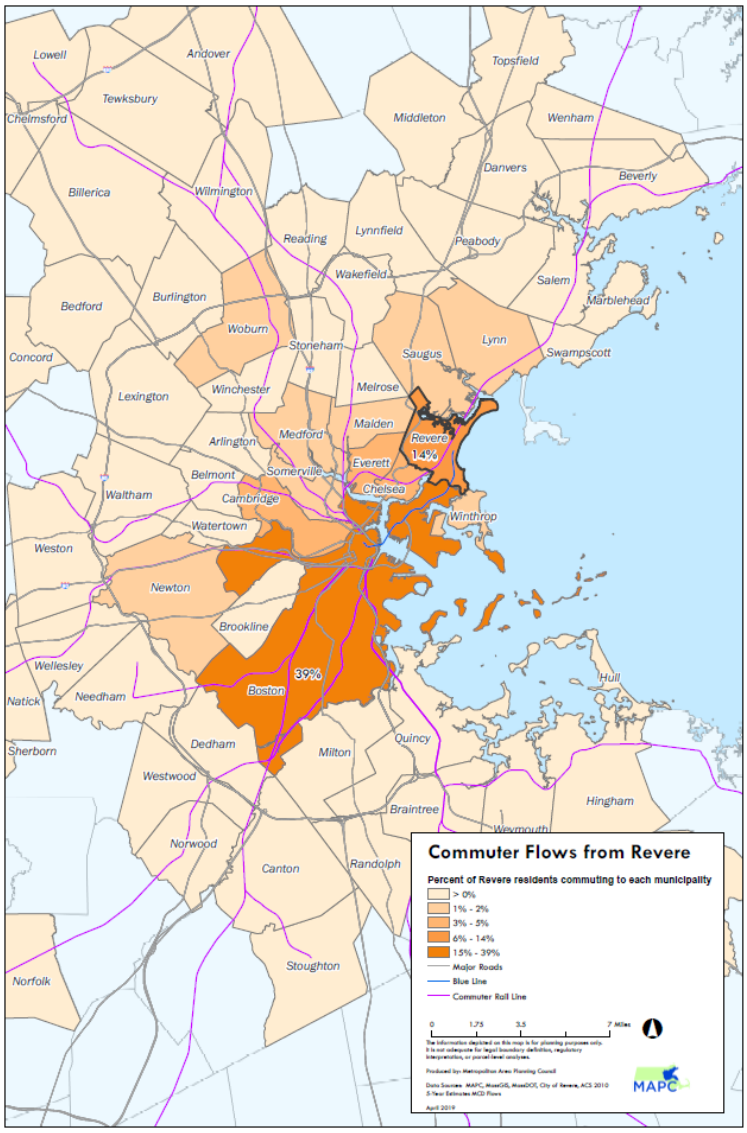


Figure 15: Commuter Flows from Revere (where Revere residents work). Source: MAPC, MassGIS, MassDOT, City of Revere

investments in local transportation options are made, the driving commute mode share can decrease over time.

TRANSPORTATION PLANNING IN REVERE

Local planning

Several departments within the City work on local transportation efforts. Many active transportation projects are housed in the Healthy Community Initiatives Department and managed by the Director of Healthy Community Initiatives and Active Transportation Manager. In addition to neighborhood organizing and food justice, the department also spearheads active transportation projects, such as bicycle sharing, developing bike lanes and urban bike trails, and Complete Streets programming. This work often happens in close coordination with the Office of Strategic Planning and Economic Development, given the crucial link between transportation improvements and fostering local economic development. This office also oversees the maintenance, improvement, and construction of key public facility projects, which includes sidewalks and local roadway improvements.

The Office of Strategic Planning and Economic Development also oversees all zoning and permitting approval processes for new or modified projects, and the Site Plan Review Committee plays a critical role in ensuring that projects that trigger their review will benefit Revere's residents. Transportation issues, parking, in particular, are often a heavily discussed component of site plan review.

On the infrastructure side, the Department of Public Works manages street sweeping, streetlight repairs, and additional roadway maintenance and repair work. Revere 311 in the Office of Innovation and Data Management works closely with DPW to share documented issues from residents (e.g., potholes, cracks in the sidewalk), that are in the Department's purview to address. For traffic and parking, Revere Police and the Parking Department work in coordination with one another on enforcement and ticketing. While the Parking Clerk manages the resident and visitor parking permit program and oversees parking payment processing, the Traffic Division within the Police Department is tasked with enforcing all local and state motor vehicle laws and ensuring all users are safe on the city's roadways. The City's Traffic Commission works closely with

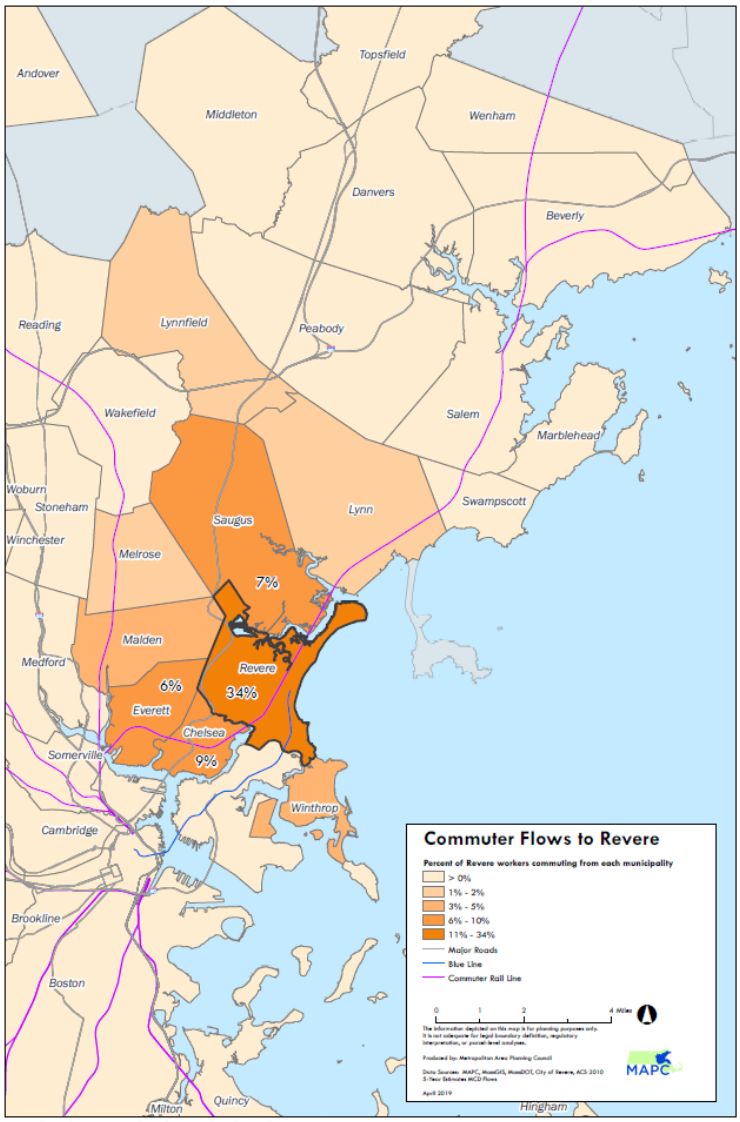


Figure 16:Commuter Flows to Revere (where Revere employees live). Source: MAPC, MassGIS, MassDOT, City of Revere

these departments and is involved in discussions about proposed amendments to the local parking and traffic regulations.

There are many individuals in several departments within the City that touch issues of traffic, parking, and transportation more broadly. With many of these issues deeply interconnected, a significant amount of internal coordination needs to take place for all relevant staff and volunteers to discuss transportation projects and issues as they arise. A potential means for facilitating this coordination is to hire a designated transportation planner. Unlike several neighboring communities, including Everett and Chelsea, Revere does not have a designated transportation planning staff person. This staff member could also manage relationships with external transportation planning partners like the MBTA, MassDOT, and DCR.

In terms of how some of these local transportation improvements are funded, the Chapter 90 program, which is administered by MassDOT, entitles cities and towns to reimbursements on approved highway construction, preservation, and improvement projects. The City receives around $780,000 annually in Chapter 90 funding. This amount is aligned with previous years of funding, although Revere did receive significantly more (nearly $1.2 million) in 2015 due to a supplemental budget. Additionally, the City has allocated $1 million in funds to street and sidewalk repairs throughout the community, and the state recently committed $1.7 million to re-signalizing Broadway with state-of-the-art equipment as a fully interactive multi-modal roadway.

Regional planning

Revere has a history of participating in regional planning efforts, such as Overlook Ridge, Weylu's, the Forbes site, and Suffolk Downs. Regional transportation is key to regional planning efforts, and Revere can continue to play a key role in advocating for such regional collaboration.

Revere is part of the Boston Region Metropolitan Planning Organization (MPO), which is the agency responsible for conducting the federally required metropolitan transportation planning process for the Boston metropolitan area. MPO staff, the Central Transportation Planning Staff (CTPS), provide further technical transportation assistance to the City.

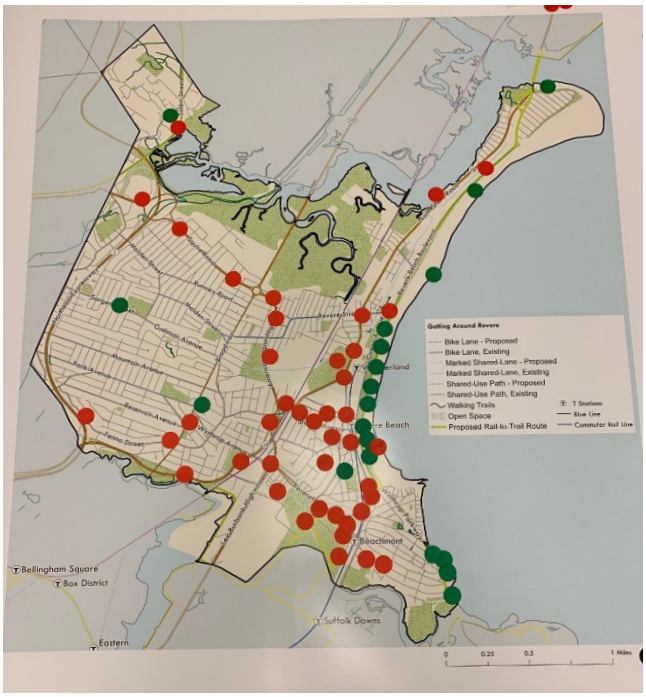
Outside of participation in the MPO, Revere engages in several collaborative transportation and development planning initiatives with various surrounding municipalities, including Boston on Suffolk Downs, Malden on Overlook Ridge, Saugus on Weylu's/Caddy Farms, Chelsea on Forbes site.

In addition, Revere has received $1M from Mass Gaming Commission for a collaborative Revere/Saugus traffic study involving the section of Route 1 between Copeland Circle and Route 99. In the last two years, Revere received over $5M of MassWorks funding for the improvement of Revere Beach Parkway and Shirley Avenue District, with a $4.5M application pending for Ocean Avenue improvements.

Community Input

FEEDBACK FROM FORUMS

This section provides a summary of feedback received from members of the public. At the kick-off meeting and follow up community forum, residents raised a plethora of comments, questions, and insights about transportation in Revere. The image below was captured at the *Next Stop Revere* kick-off event in January 2019. Participants were asked to indicate where they felt unsafe walking or biking with red dots and where they enjoyed walking or biking with green dots. One of the most popular areas to walk or bike included Revere Beach Boulevard, which is not surprising given its scenic views and accommodating bicycle and pedestrian facilities. Areas where residents felt unsafe, however, were more dispersed throughout the city. Areas of particular concerns were the rotaries throughout the city, as well as high use corridors that connect residents to transit stations.



In addition to pedestrian safety, traffic congestion was a major concern shared at the kick-off meeting and community forum. To address these issues, residents expressed interest in improved and expanded MBTA services (both bus and light rail), better and more well-connected walking and biking infrastructure, and roadway safety improvements to make walking and biking a more comfortable option. Additionally, there was significant discussion about the need for coordination with MassDOT and DCR, given their ownership of the major roadways through Revere, and the desire to work regionally to address local traffic congestion concerns.

FEEDBACK FROM THE SURVEY

80% indicated that addressing traffic congestion was very or extremely important to include in the master plan, and 59% said improving public transit was very or extremely important. This was reflected in what other topics survey respondents thought was important to include in a master plan. In the open-ended responses, respondents indicated not only a desire to see traffic congestion mitigated in the city but also a desire for physical improvements to roadways and sidewalks, as well as streetscape improvements. Another common theme was a call for safety improvements for pedestrians and bicyclists, including a specific desire for more bicycle amenities (such as bike lanes and bike racks), as well as better connected sidewalks. Several of these comments were made in the context of wanted to promote more multi-modal access to open space.
When asked about how Revere residents get around, the most commonly selected responses were a personal vehicle (30%), walking (22%), and the MBTA Blue Line (20%). With so many Revere residents getting around on foot, pedestrian safety improvements are highly desired in the city. When asked what would best improve travel needs in Revere, the most commonly selected responses were sidewalks (27%) and safer street crossings (26%).

KEY THEMES

As expressed in the community forums and survey, traffic congestion, particularly during peak commuting hours, remains a top concern among residents.

Many residents indicated their only option to travel to work was to drive, and even if commuting by public transit was feasible, the frequency and reliability of MBTA service, especially buses, limited transit's utility to residents. Pedestrian safety was the other chief issue raised. For some residents traveling on foot may be the only option, but it is not the safest, given the major roadways and high-throughput rotaries across the city. Several residents suggested pedestrian bridges, which effectively remove pedestrians from traffic entirely, demonstrating how many folks feel unsafe walking next to high-speed roadways.

In addition to safety improvements, such as wider sidewalks and modifying signal timing, residents expressed a desire to see a stronger network of pedestrian and bicycle facilities in the city. Such facilities can contribute to safety improvements but also encourage more residents to walk and bike and, therefore, can help alleviate traffic congestion as well. Finally, better coordination with state agencies, particularly MassDOT/the MBTA and DCR, was another key priority. Better connecting residents to transit, as well as managing congestion on major roadways owned by these state agencies, can help expand transportation options available to residents, employees, and visitors alike.

Challenges

TRAFFIC

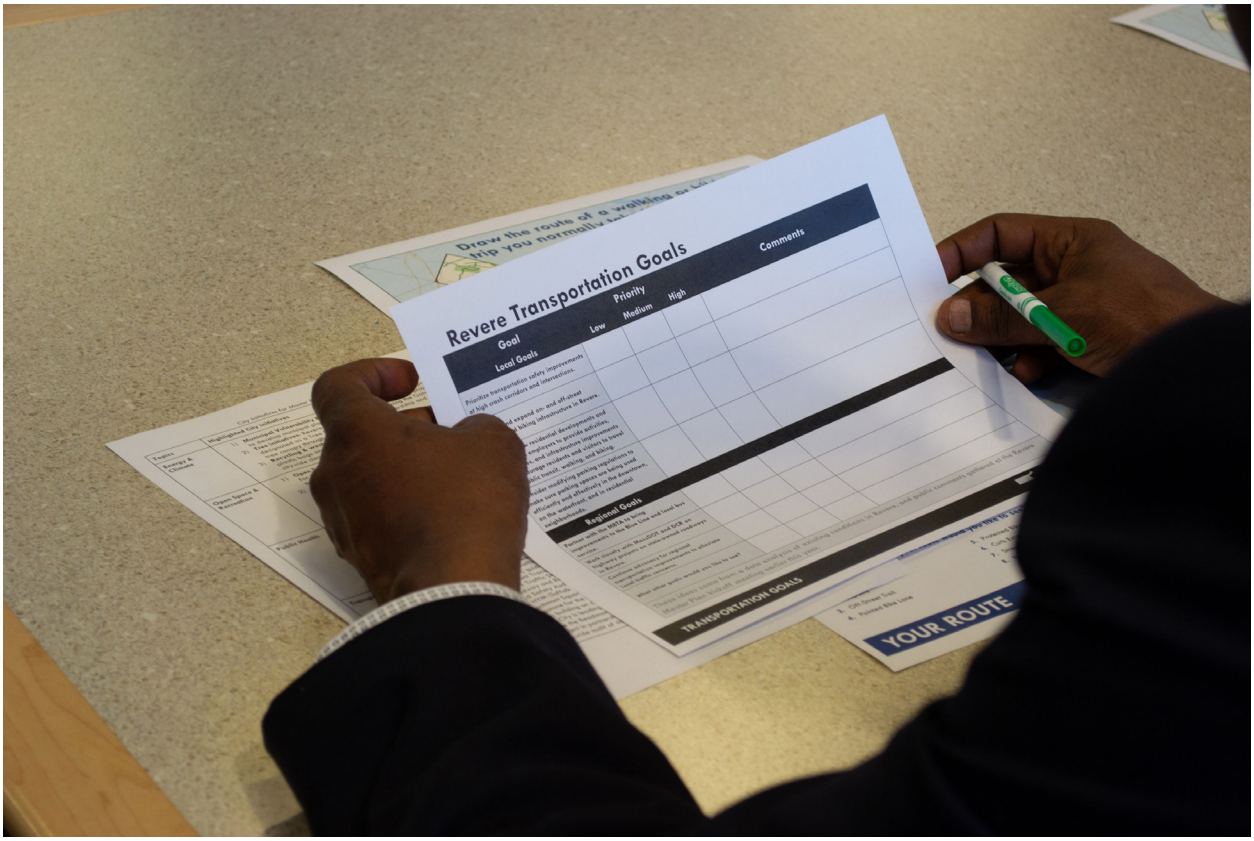
One of the top mobility concerns in Revere is traffic, both traffic generated by Revere residents as well as regional commuters traveling to and from Boston. Traffic can be caused by several factors—inefficient roadway design, lack of reliable and accessible alternatives to driving, and limited access to transit at employment centers. Fortunately, there are many policy and planning tools at the City's disposal to help mitigate congestion. This will not only help improve quality of life, but also help reduce greenhouse gas emissions, improve air quality, and serve active transportation goals.

PEDESTRIAN AND BICYCLIST SAFETY AND COMFORT

To make walking and biking appealing alternatives to driving, people must feel safe traveling on foot or by bicycle. Revere has some sections of pedestrian and cycling infrastructure scattered throughout the city, but building on these investments and creating a protected, cohesive network would go far in improving safety. Furthermore, safety should be a major factor in any future infrastructure improvements, including any roadway work. Safety includes both verified data regarding crashes and injuries, as well as a perception of safety due to adequate lighting, well-maintained infrastructure, etc. To improve interconnectivity of bike infrastructure, thoughtful discussion is needed regarding parking, including potential parking redesign or reduction, to allow for implementation of designated bike lanes either permanently or at low traffic times (early morning and late-night).

JURISDICTIONAL COORDINATION

Given that MassDOT and DCR own the vast majority of the major roadways in the city, the City faces the unique challenge of needing to coordinate with two major state entities, as well as neighboring communities, on some major roadway projects. Working in coalition with neighboring communities on these major roadway projects (as is being done with Saugus for Route 1, for example), can help create a unified regional message and offer additional support to move these projects forward.



Opportunities

WATERFRONT ACCESS

Revere's waterfront is not only easily accessible by public transit, but also serves as a great recreational walking or bicycling amenity. Revere residents have highlighted the waterfront as a top place to walk or bike, and access to the beach can highlight the importance of ensuring local destinations are accessible by multiple modes of transportation.

TRANSIT-ORIENTED DEVELOPMENT

With three rapid transit stations and additional growth projected in the region in the future, the City has the opportunity to leverage transit-oriented development opportunities. This is currently most evident at Wonderland Station, where several new residential projects are underway as part of the master-planned Waterfront Square, and may also be true for any future investments in commuter rail. There are also large state-owned properties that could facilitate transit-oriented development. Building under a TOD framework can help balance the City's housing and economic needs while creating vibrant transit-oriented destinations.

Recommendations

LOCAL GOALS

Goal 1

Continue to prioritize transportation safety improvements at high crash corridors and intersections

Programming, Partnerships and Internal City Operations
Strategy 1.1: Implement the Complete Streets prioritization plan and pursue project funding that addresses safety concerns on high-use, high-crash corridors and intersections. Consider Suffolk Downs Complete Streets implementation as an example for future major development projects.

Strategy 1.2: Continue to work with neighboring communities and state agencies on major roadway safety projects, such as planned efforts on Route 1 with Saugus.

Planning
Strategy 1.3: Re-evaluate signal timing at City-owned intersections (as is being done on Broadway) and determine whether any changes can be made to ensure pedestrians can comfortably and safely move through intersections.

Land Use and Regulatory
Strategy 1.4: In coordination with the Police and Public Health Department, adopt a Vision Zero ordinance that outlines a strategy to reduce traffic fatalities.

Goal 2

Continue to improve and expand on- and off-street walking and biking infrastructure in Revere

Programming, Partnerships and Internal City Operations
Strategy 2.1: Pilot potential project ideas to build support for additional walking and biking infrastructure and to test ideas with the public.

Strategy 2.2: Continue to work with neighboring communities, including Saugus and Lynn, to expand upon regional off-street cycling connections, such as the Northern Strand Trail.
Strategy 2.3. Install pedestrian-scale street lighting, using dark sky friendly fixtures, at key locations to improve the sense of security along public ways and to enhance safety at pedestrian crossings.

Planning
Strategy 2.4: Develop a bicycle and pedestrian master plan to document existing local infrastructure, determine gaps in the pedestrian and cycling network, and prioritize future infrastructure investment decisions.

Strategy 2.5: For future development projects, consider Suffolk Downs multimodal plan as an example of integrating the City's transportation goals into new developments.

Land Use and Regulatory
Strategy 2.6: In alignment with local bicycle planning efforts, adopt an ordinance that requires bicycle lane striping when roadway reconstruction projects occur.

Goal 3

Require new residential developments and new large employers to provide activities, incentives, and infrastructure improvements to encourage residents and visitors to travel by public transit, walking, and biking

Land Use and Regulatory
Strategy 3.1: Adopt a transportation demand management ordinance to require commercial and residential developments of a certain scale to invest in measures to alleviate traffic congestion, such as offering transit pass subsidies, requiring bike parking on-site, and joining a transportation management association.

Strategy 3.2: Expand the existing Community Trust Fund program by allowing developers to pay a fee-in-lieu of parking if they construct less than the amount of parking required on-site. Specifically, this revenue should be allocated to a fund designated to support transportation-related improvements in the city.

Goal 4

Consider modifying parking regulations to make sure parking spaces are being used efficiently and effectively in the downtown, on the waterfront, and in residential neighborhoods

Programming, Partnerships and Internal City Operations
Strategy 4.1: Consider piloting removal of parking lane at certain times of day to accommodate a shared bus/bike lane on high-use, high-delay corridors.

Strategy 4.2: Ensure adequate resources, such as for staffing, capital investments, and oversight, for the equitable design and enforcement of parking management strategies established or under consideration by the City.

Planning
Strategy 4.3: Conduct a parking management study on Broadway to determine existing on-street and off-street parking utilization and determine whether any changes to parking regulations are necessary. As part of this study, consider whether any nearby residential corridors would benefit from striping to better delineate the number of spaces available and ensure the most efficient use of space.

Land Use and Regulatory

Strategy 4.4: Adopt a shared parking ordinance that would allow for less parking to be constructed on-site at mixed-used sites where the principal uses have demonstrated different peak demand times.

Strategy 4.5: Modify parking requirements at a district-level based on neighborhood type and transit accessibility to limit the over-construction of parking at multifamily developments. Work in coordination with the Zoning Board of Appeals so that changes in parking requirements reflect common issues addressed in recent local parking variance decisions.

Strategy 4.6: Allow developers to count off-site parking spaces toward a parking minimum provided residents/commercial tenants are legally able (through lease, easement, or other means) to utilize those off-site spaces, and they are located a reasonable distance (500-1,000 feet) from the site.

REGIONAL GOALS

Goal 5

Continue to partner with the MBTA to bring improvements to the Blue Line, Commuter Rail, and local bus service

Planning

Strategy 5.1: Assess whether there are any high-use, high-delay bus corridors that would benefit from dedicated bus lanes, improvements to signal timing, or other related bus improvements.

Strategy 5.2: As was the case with Suffolk Downs, for any large scale transit-oriented developments that are anticipated to add significant demand to the Blue Line, continue to work with the MBTA to determine whether the developer can offset this impact by contributing to improved operations or additional train service.

Strategy 5.3: Advocate for local and regional improvements at MBTA Fiscal and Management Control Board meetings, MassDOT board meetings, and other venues.

Strategy 5.4: Advocate for a new commuter rail station in Revere.

Strategy 5.5: Advocate for increased frequency and fare adjustments along the purple line running between Lynn and Revere.

Strategy 5.6: Advocate for the Blue Line/Red Line connector.

Strategy 5.7: Advocate for signalization improvements on the Blue Line to improve efficiency and capacity.

Goal 6

Continue to work closely with MassDOT, DCR, and neighboring communities on highway projects on state-owned roadways in Revere

Programming, Partnerships and Internal City Operations
Strategy 6.1: Coordinate with DCR to have parking meters installed on Revere Beach Boulevard and Ocean Avenue.

Planning
Strategy 6.2: Continue work with neighboring communities on regional traffic studies, such as the Route 1 study being completed in partnership with Saugus.

Strategy 6.3: Advocate for improvements in commuter rail services by participating in the Commuter Rail Communities Coalition to promote greater accessibility to Revere by region's workforce.

Goal 7

Continue advocacy for regional transportation improvements to alleviate regional traffic congestion and minimize its local impacts

Programming, Partnerships and Internal City Operations
Strategy 7.1: Hire a transportation planner to have a dedicated staff person to work in close coordination with the MBTA, MassDOT, DCR, Massport, transportation planning staff from neighboring communities, and other stakeholders to advance local and regional transportation goals.

Planning
Strategy 7.2: Attend and participate in Boston MPO meetings to advocate for local and regional projects during the development of the Transportation Improvement Program (TIP) and Long-Range Transportation Plan (LRTP).