Transformative TOD in Gateway Cities

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The Full City

“The footprints of the city are all over [the village, the town, the countryside], in the form of city commuters, tourists, teleworking, the media, and the urbanization of lifestyles. The traditional divide between the city and the countryside has been perforated.” Amin and Thrift, 2002

“Today spatial difference no longer assumes the form of an urban/rural divide but is articulated through an explosion of developmental patterns and potentials within a thickening, if unevenly woven, fabric of worldwide urbanization.” Brenner, 2013
Gateways: From Periphery Cities to Urban Hubs
<table>
<thead>
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<th>Gateway Cities by the Numbers</th>
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<td>1.7 m of 6.6 m residents</td>
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<td>26 of 351 cities &amp; towns</td>
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<td>297 arts &amp; cultural organizations</td>
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<td>40% of annual state capital spending</td>
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<td>25% of all residents &amp; jobs</td>
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<td>3 national &amp; 7 state parks</td>
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21 college & university campuses

45% of state residents living in poverty

2/3 of residents in high-poverty areas

75% of K-12 students in underperforming schools
Horizontal Skyscrapers

millions of underutilized square feet
Car-Oriented Streetscapes

- Parking
- Bike lane
- Wide sidewalks for snow
- Parking lots
- No urban wall
- Narrow sidewalks w/ infrastructure

Lowell
Fitchburg
• 351 Municipalities
• 10,565 mi² (27k km²) < Belgium
• No county or regional governance
• Home rule
• Concentrated growth (no annexation)
• Limited transit in W. Mass.
Spatial Mismatch

Dimensions of Disparity
- Household Wealth & Income
- Transportation & Transit Access & Burdens
- Job Access
- Municipal Governance & Capacity
Disparity: Wealth & Income

Comparison Annual Household Income in Downtown Transit-Oriented Districts to City Medians, 2017 ACS 5-Year Estimate

Municipality | Half Mile | TOD % of City

- Brockton: $52
- Fitchburg: $19
- Haverhill: $54
- Lawrence: $19
- Lowell: $54
- Lynn: $66
- Salem: $76 (116.6%)
- Springfield: $37
- Worcester: $14 (38.8%)
Disparity: Transit Access

Transit Access within 1km
Source: GTFS Data Exchange

Transportation Burden
Source: HUD Location Affordability Index
Disparity: Job & Housing Access

Source: 2013 - 2017 ACS 5-Year Estimates (Housing) and Census 2016 Business Profiles (Employment)
Disparity: Municipal Governance & Capacity

Percent (% of Revenues from State Aid, 2019

Source: Mass. DOR Municipal Databank

Boston: 39.5%
Attleboro: 13.29%
Brockton: 41.15%
Fall River: 31.94%
Fitchburg: 64.12%
Haverhill: 35.47%
Lawrence: 53.04%
Leominster: 66.95%
Lowell: 25.67%
Lynn: 38.18%
New Bedford: 30.58%
Peabody: 30.99%
Salem: 18.41%
Springfield: 62.21%
Taunton: 36.25%
Worcester: 52.81%

Total: $15

Note: The data represents the percentage of revenues from state aid for various municipalities in Massachusetts for the year 2019.
Costs of Spatial Mismatch: Vicious Cycle

- **Disinvestment**
- Declining Wealth & Municipal Revenues
- Declining Land Values
- Declining Home Ownership
- Relocating Residents & Businesses
- Low Livability
Virtuous Cycle of Transformative TOD Benefits

- **Environmental**: Improve proximity, efficiency, activity, and resiliency to mitigate GHGs, pollution, and climate sensitivity
- **Fiscal**: Diversified revenues for stronger, more competitive regional economies
- **Equitable Growth**: Attract and retain residents and employers = more job/housing choices
North View from Union Station Main Entrance

To Downtown

To Salisbury St.
Walk to Salisbury St.

Halfway across four lanes of traffic
Where's the crosswalk???

Could turn around, but...
Back to Station and Downtown

Underpass

No lighting
Narrow passage

Underutilized space
Rail line barrier

Look back at Union Station
“The greatest asset a city can have is something different than every other place.”  
— Jane Jacobs
Thank you!

Resources & Gateways Podcast available at [www.massinc.org/ttod](http://www.massinc.org/ttod)
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