

MVISION  
2050

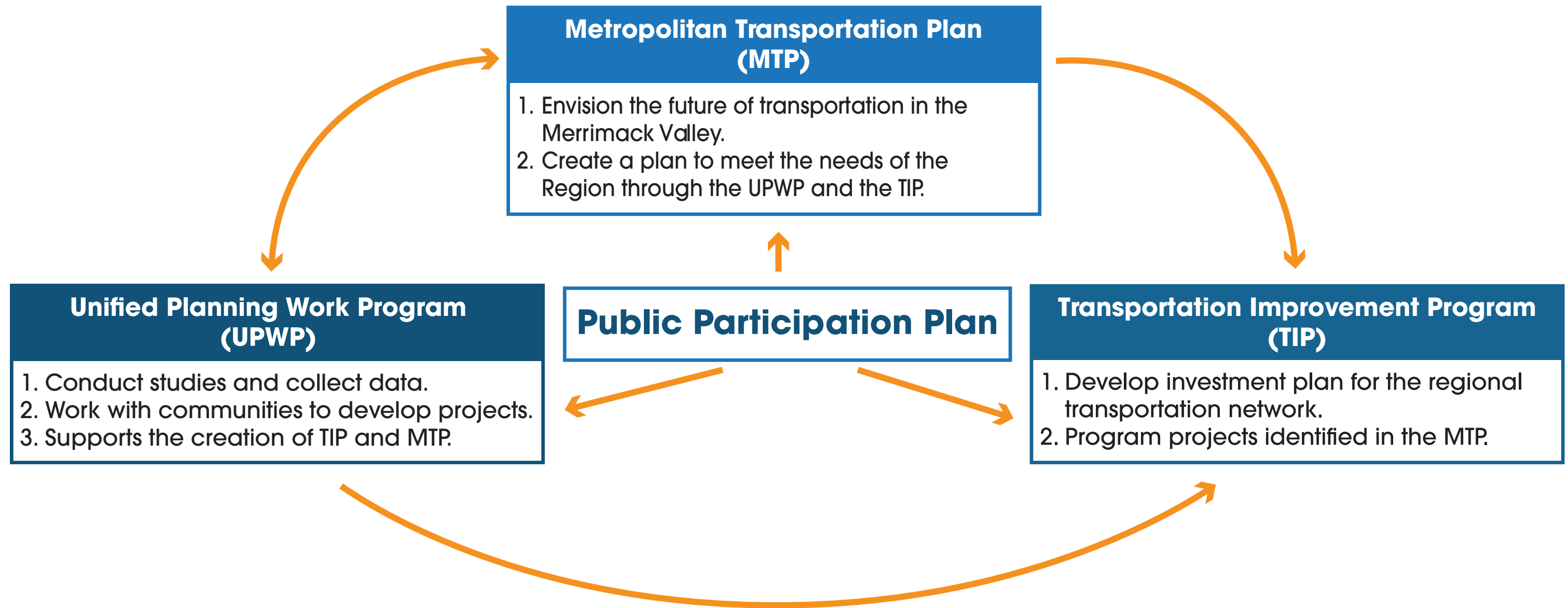


METROPOLITAN TRANSPORTATION PLAN

August 23, 2023

# MV MPO

## 3C Documents Infographic



# METROPOLITAN TRANSPORTATION PLAN

- 25-year plan for federally funded transportation projects programmed for implementation.
- Financially Constrained
- Planning horizon: 2024-2050
- Projects must be in the MTP or address the goals or performance measures to be funded through the Transportation Improvement Program (TIP).

# What is in the Plan?

- 1. Introduction**
- 2. Vision, Goals, and Objectives**
- 3. Public Engagement**
- 4. Coordination with State, Regional, and Local Plans**
- 5. Federal Performance Measures**
- 6. Merrimack Valley Today and Tomorrow**
- 7. Transportation Network Performance**
- 8. Implementation**
- 9. GHG Emissions Impact**
- 10. Conclusion**

# Vision & Goals

# Vision

**The MVMPO envisions a multi-modal transportation system that is safe, equitable, accessible, sustainable, cost-effective and ensures our region is livable for people today and in the future.**

# Goals

**Significantly Reduce Severe and Fatal Injuries**

**Improve Transportation Mode Share Balance**

**Ensure Environmental Sustainability**

**Promote Economic Vitality**

**Ensure Equitable Access**

**Advance Resilient Networks**

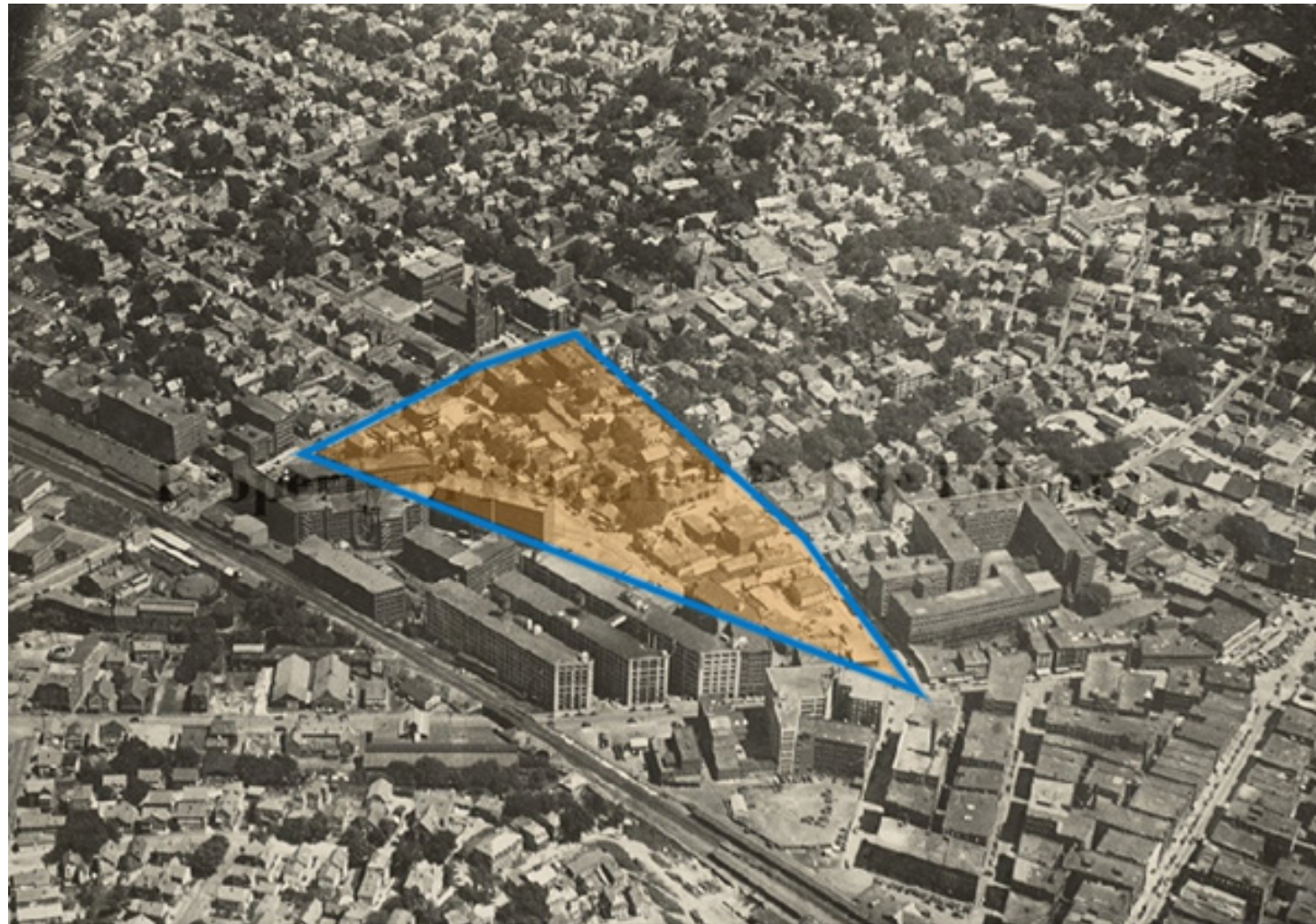
**Maintain a State of Good Repair**

**Support Compact Land Use and Attainable Housing**

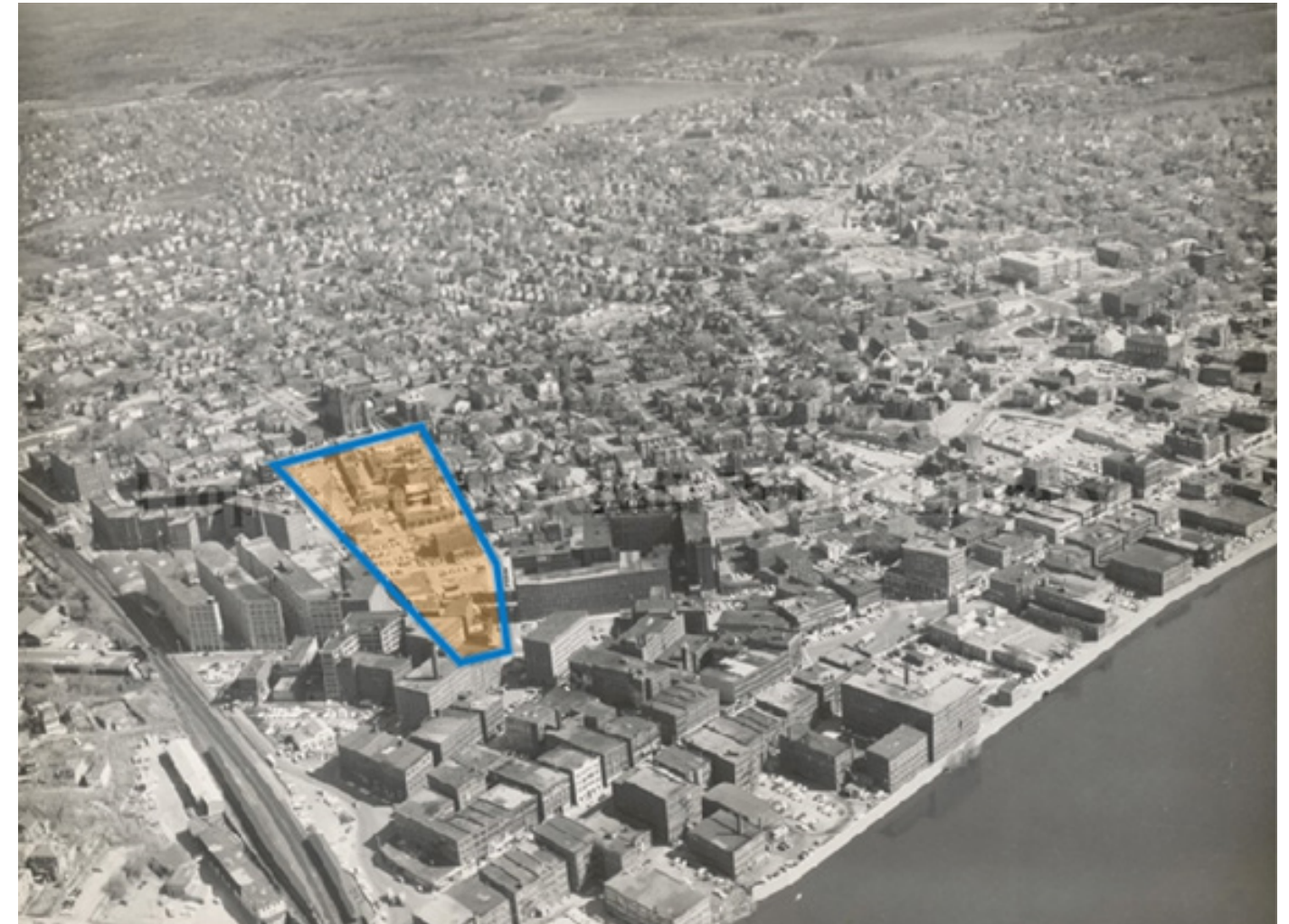


# Merrimack Valley Today and Tomorrow

# A Brief History of Transportation and Land Use



Downtown Haverhill 1935  
(Source: Haverhill Public  
Library)



Downtown Haverhill 1962  
(Source: Haverhill Public  
Library)

Views of Downtown Haverhill on Locke Street Early 1900s (Source: Haverhill Public Library).

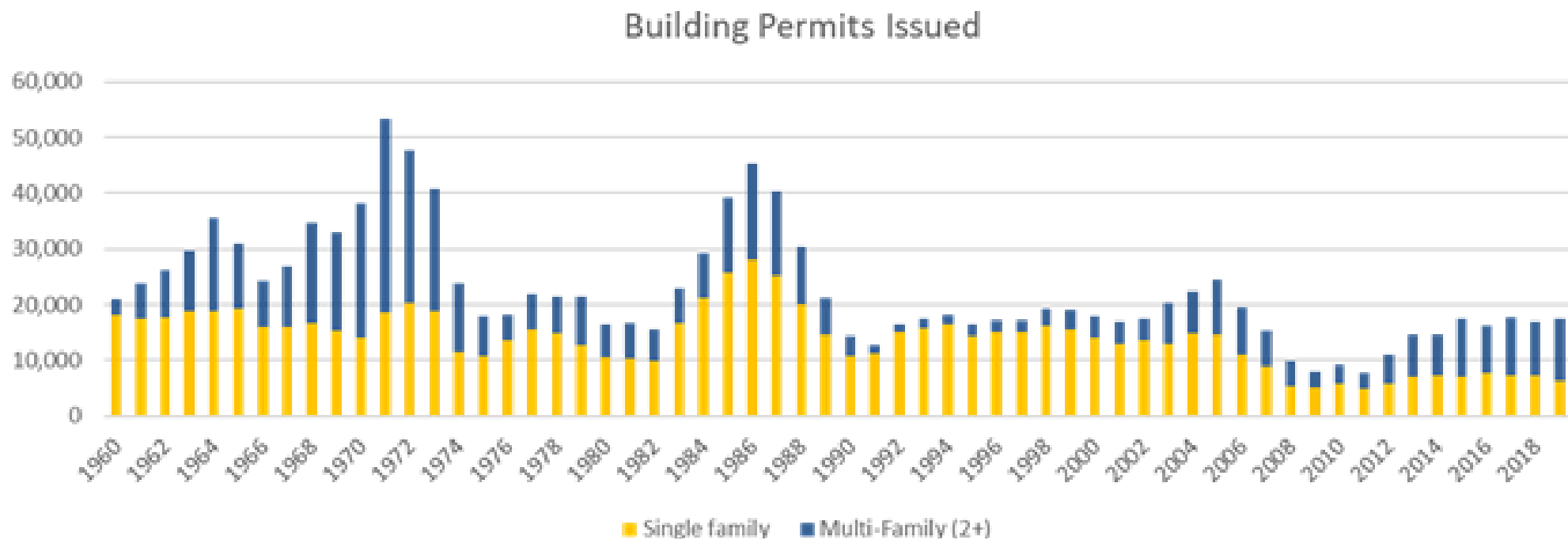


A View Down Locke Street Towards Downtown Haverhill, 2019 (Source: Google Maps)

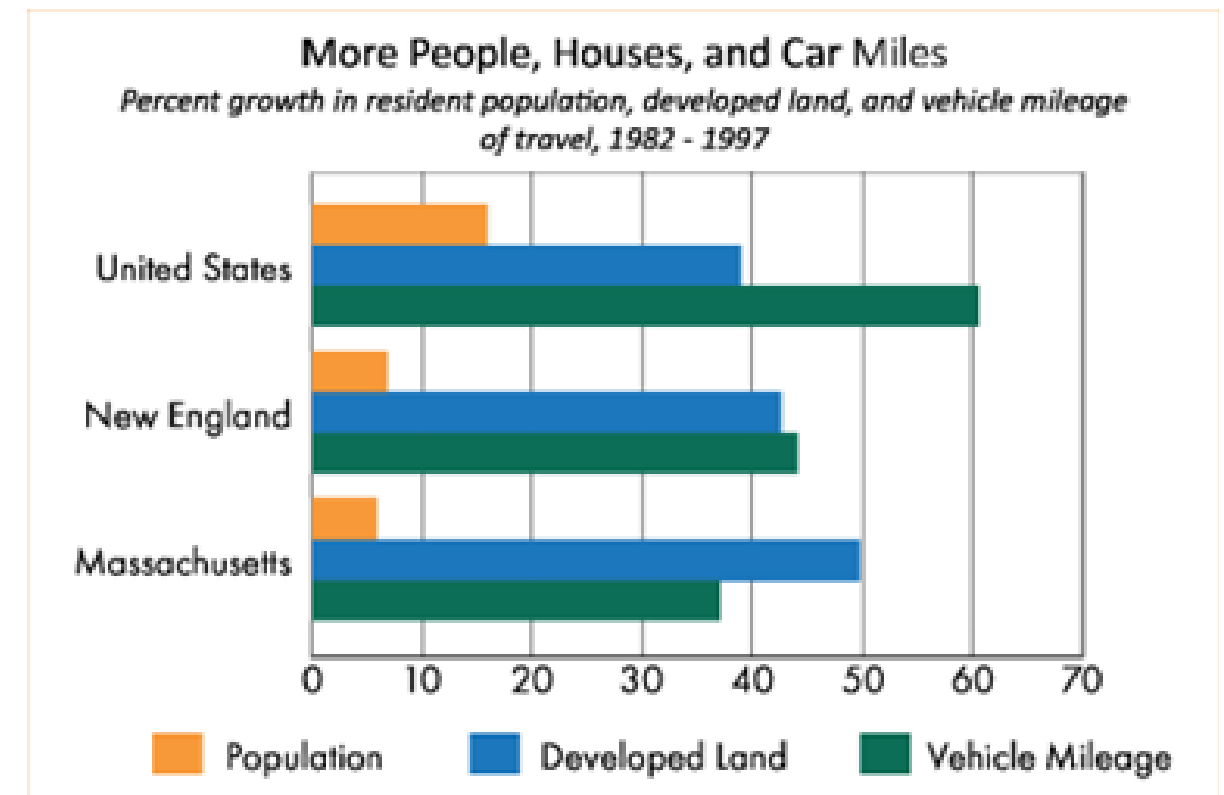




Location of Surface Parking Lots in Downtown Haverhill (Source, MassINC).

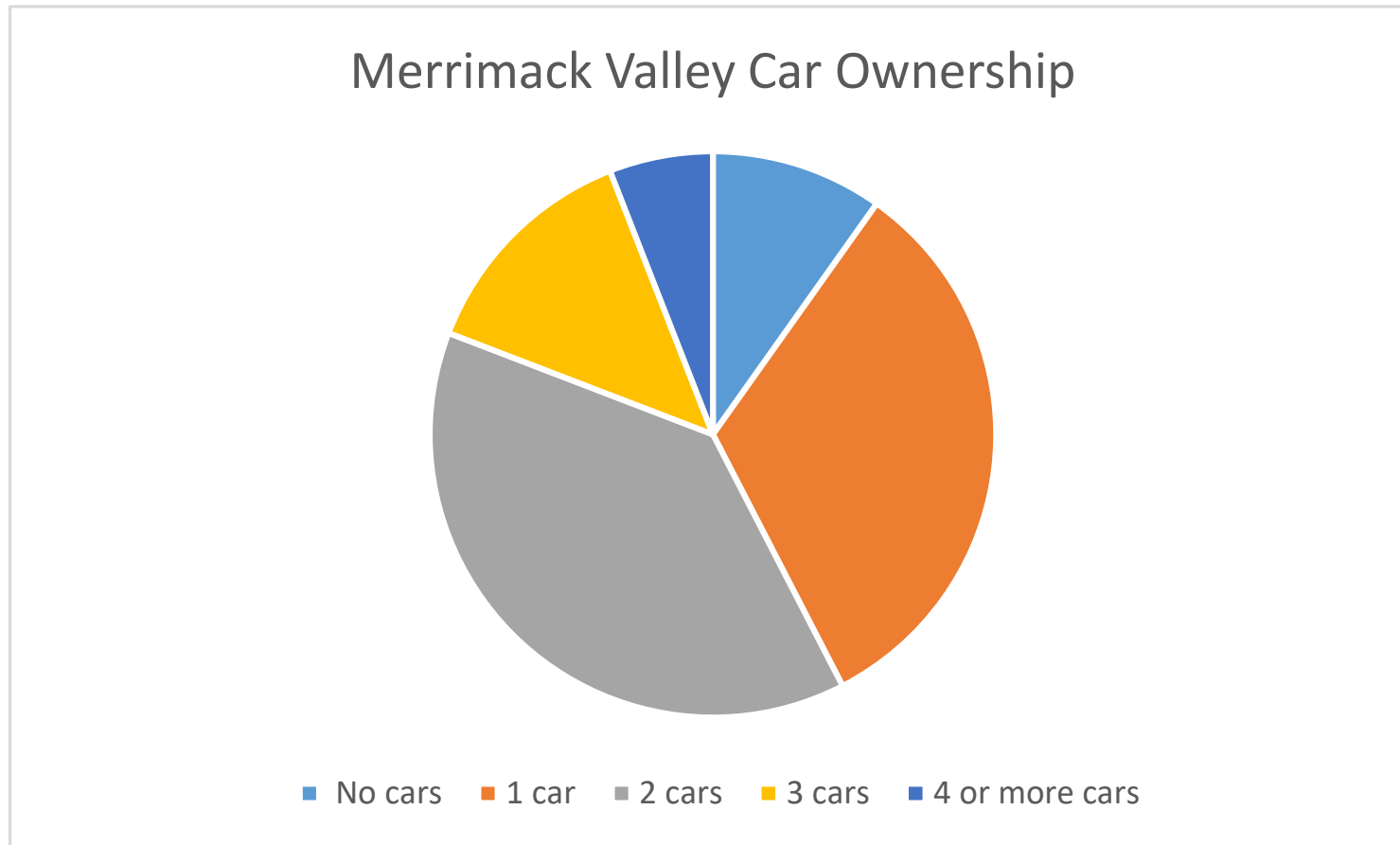


**Building Permits Issued in Massachusetts  
1960-2018 (DHCD)**

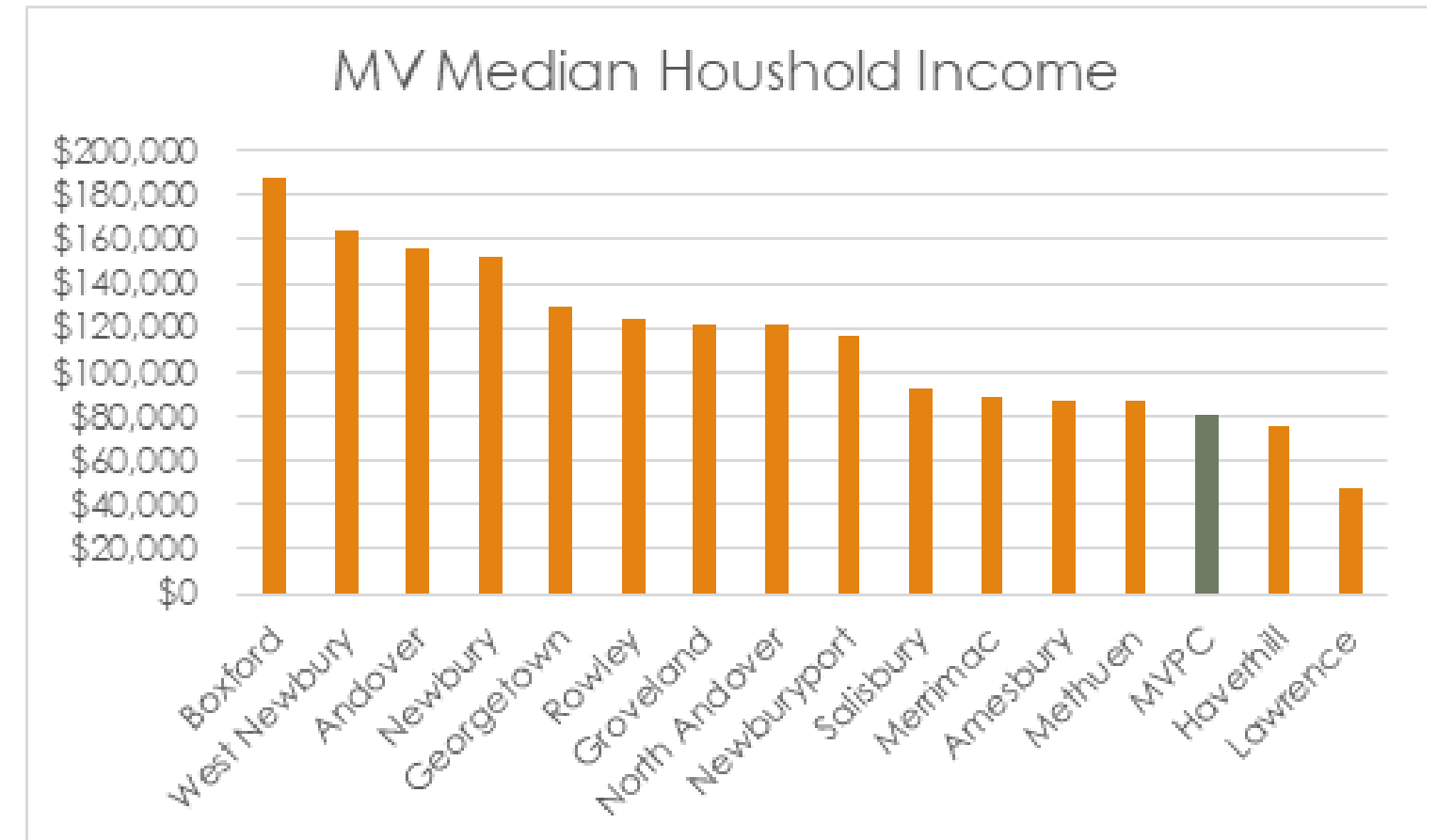


**Percent growth in resident population, developed land, and vehicle mileage of travel, 1982-1997. (source: U.S. Census Bureau, USDOA, and USDOT)**

# Transportation Today



According to AAA, the average cost of car ownership was **\$10,728** a year, or **\$894** a month, in 2022.



Regional household income is \$81,134. Car ownership accounts for **13%** or more of the median household income.

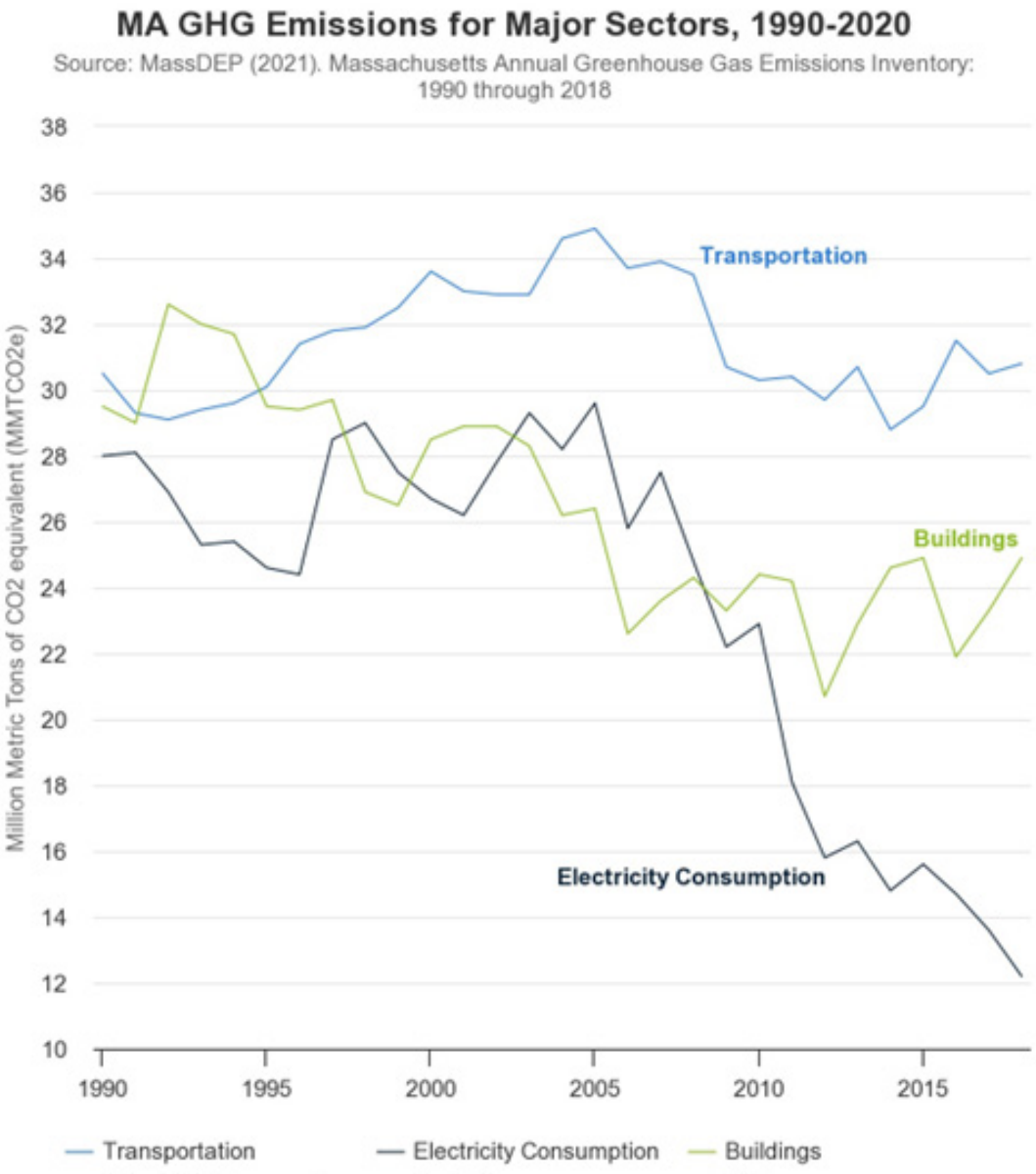


In the leftmost image, one bus carries 44 people in a space about three car lengths. In the rightmost image, 44 cars carry one person each. (Source: Cycling Promotion Fund)

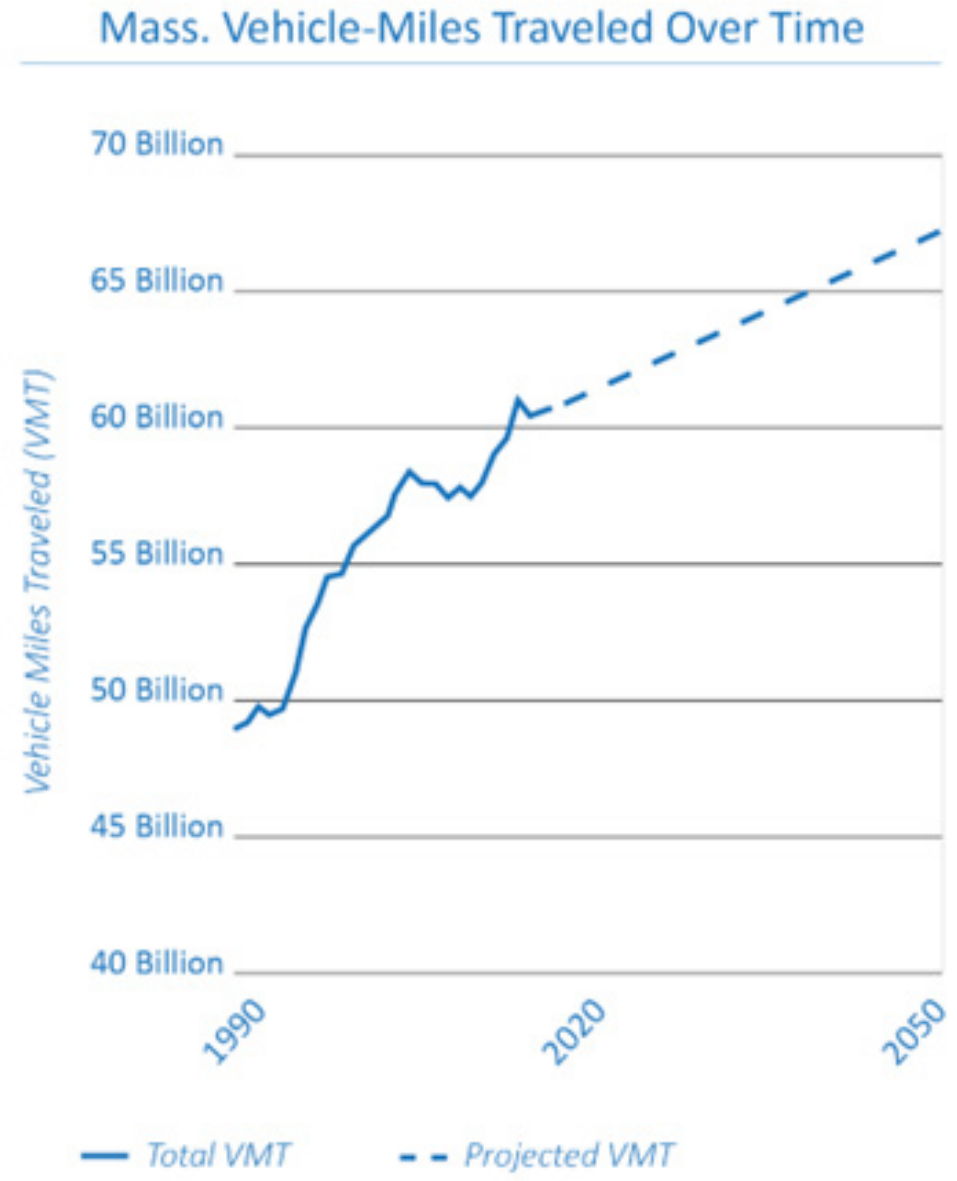


Casa Blanca Restaurant on Main Street in Andover and other restaurants have outdoor dining (Source: Eagle Tribune).

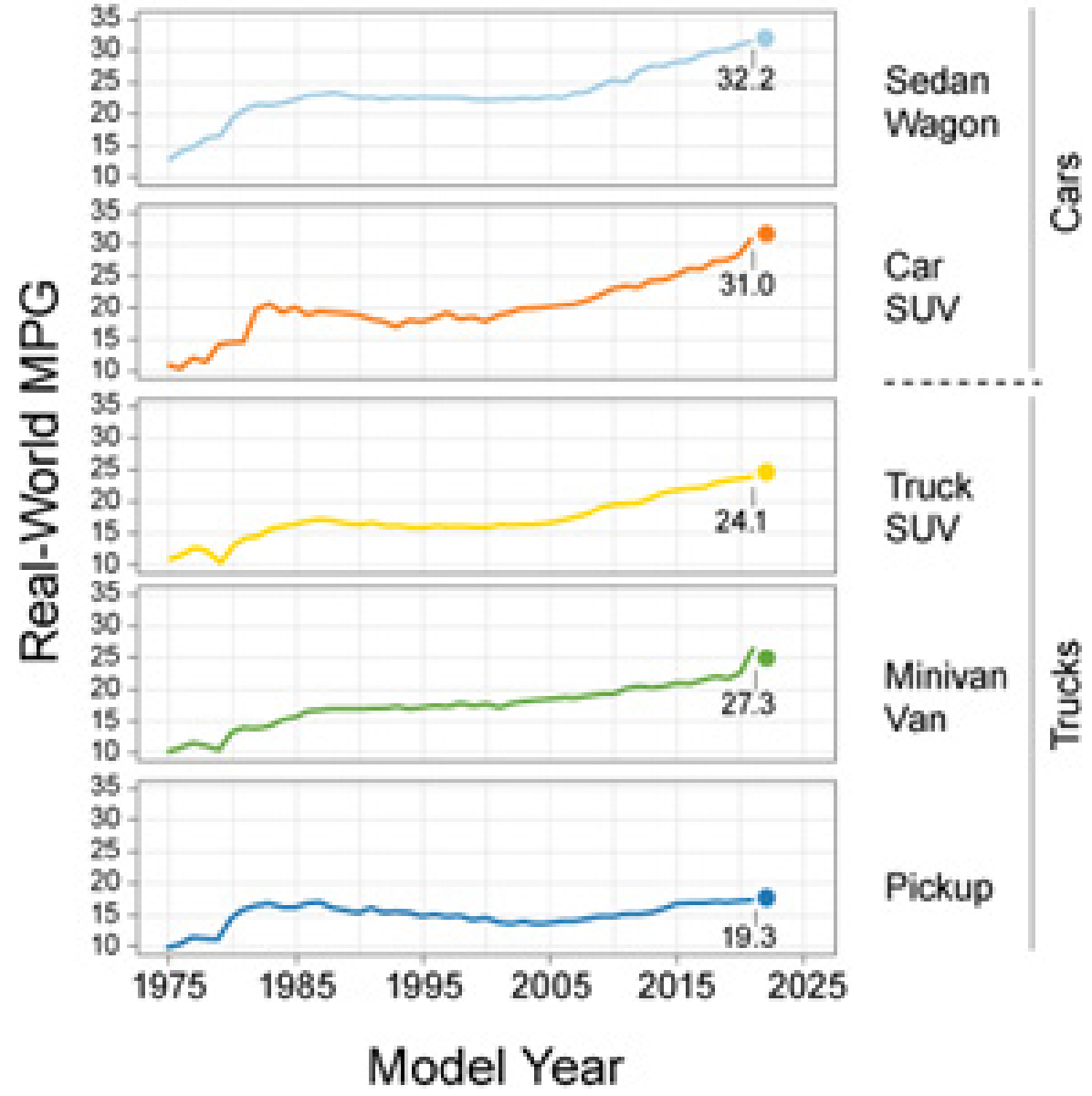
# Environment



MA GHG Emissions for Major Sectors (Source: MassDEP)



Massachusetts Vehicle Miles Traveled 1990 to 2020 and 2050 forecast (Source: MassDEP).



Vehicle Production share and fuel economy, 1975 to 2025 (Source: U.S. EPA)



6. Do you own or lease an electric vehicle (car or bike)?

[More Details](#)

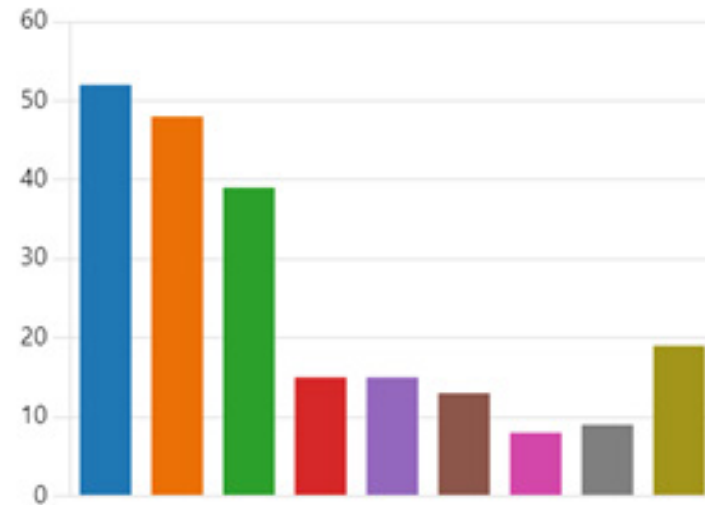
- Yes 27
- No, but I plan to in the next 5 y... 87
- No, and I do not plan to in the n... 92



7. Are any of the following factors holding you back from purchasing or leasing an electric vehicle?

[More Details](#)

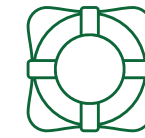
- Price 52
- Availability of charging stations 48
- Range (miles per charge) 39
- Vehicle size/seating/cargo capa... 15
- Reliability 15
- Safety 13
- Available dealer inventory 8
- None, I do not see any obstacles 9
- Other 19



Reducing VMT by driving less and walking, biking, and taking transit more can:



Reduce health risks



Improve the safety of roadways



Encourage compact land use



Preserve open space



Improve local economy

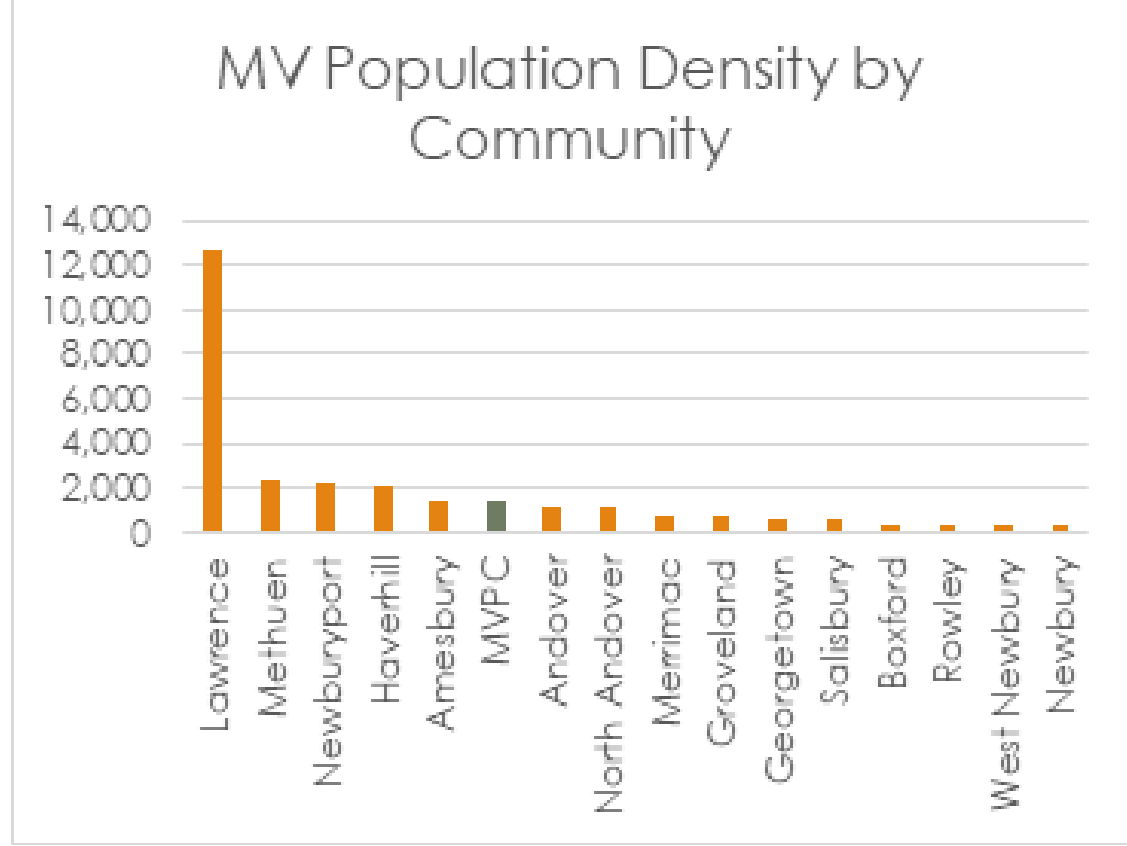
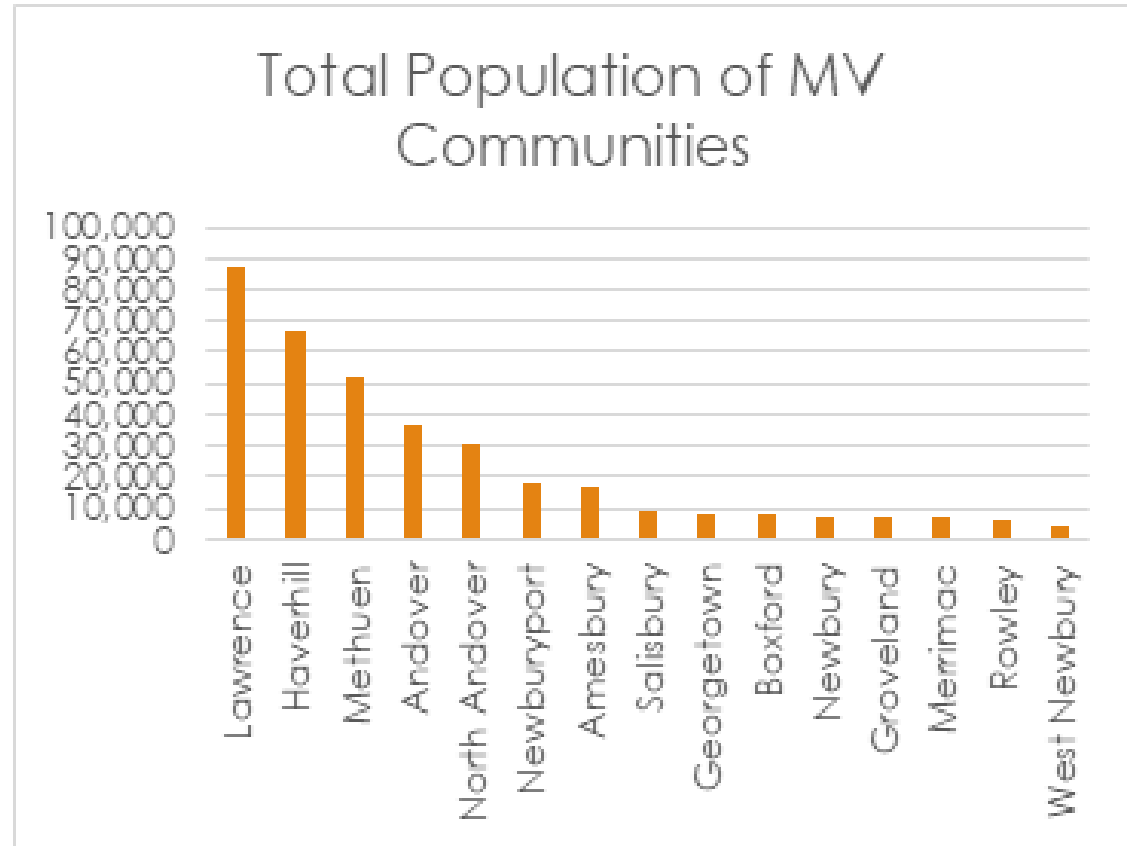


Support community building



Allow independent mobility

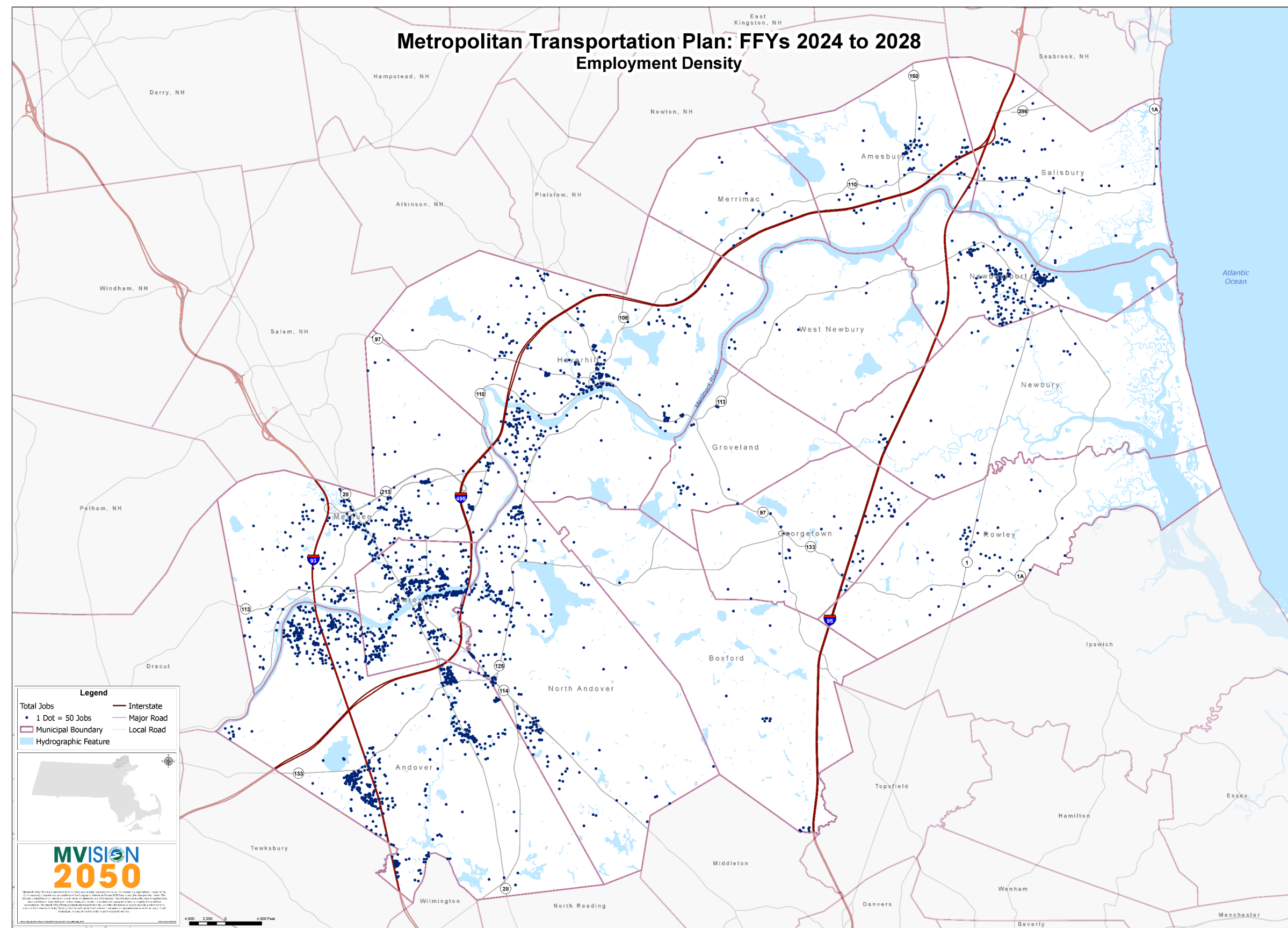
# Population



- The MVMPO Region has just over 366,000 residents
- 56.6% of residents live in the region’s gateway cities of Lawrence, Haverhill and Methuen
- Newburyport and Amesbury are the largest cities in the eastern Merrimack Valley
- Lawrence is by far the most densely populated community- more than 5 times more densely populated than Methuen, Newburyport, and Haverhill

# Employment

- The MVMPO region had 144,164 jobs in 2021
- Andover had the most jobs- 35,391
- Lawrence and Newburyport rank ahead of Andover in terms of jobs per square mile



# Population and Employment Projections

## Population Projections and Share of Population by Region

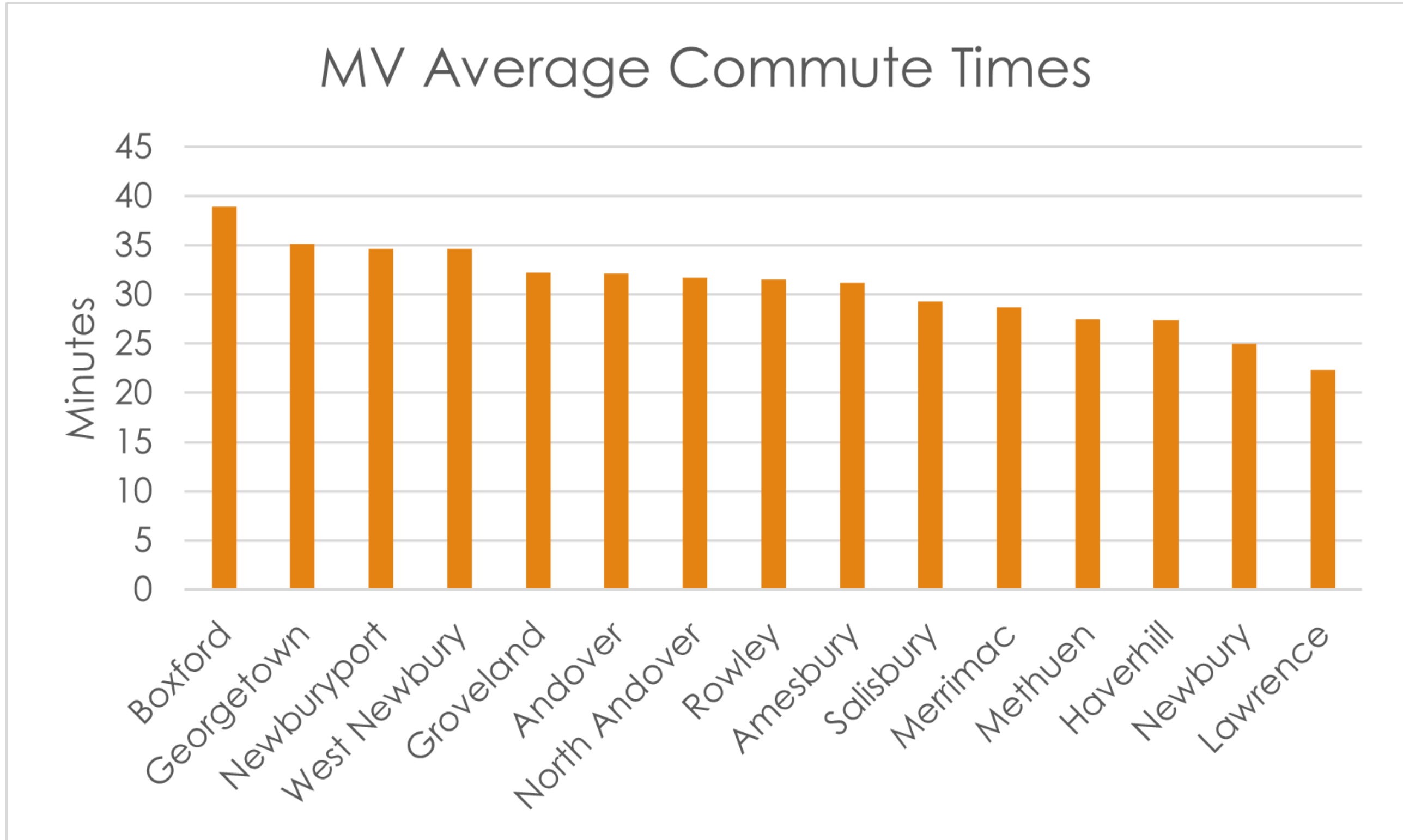
	2020 Population (Decennial Census)	Regional Population Rank 2020	Percent of State Population	2050 Projected Population	Regional Population Rank 2050	Percent of Projected State Population	Percent of Change of Share of State Population
<b>Berkshire Region</b>	129,026	10	1.84%	120,612	10	1.66%	-9.58%
<b>Cape Cod</b>	228,996	9	3.26%	176,123	9	2.42%	-25.61%
<b>Central Massachusetts</b>	604,631	4	8.60%	621,469	3	8.55%	-0.58%
<b>Franklin</b>	71,029	11	1.01%	52,999	11	0.73%	-27.83%
<b>Boston Metropolitan Area</b>	3,357,194	1	47.76%	3,678,402	1	50.61%	5.98%
<b>Montachusett</b>	250,531	8	3.56%	229,206	8	3.15%	-11.51%
<b>Martha's Vineyard</b>	20,600	12	0.29%	19,226	13	0.26%	-9.73%
<b>Merrimack Valley</b>	369,889	6	5.26%	403,707	5	5.55%	5.57%
<b>Northern Middlesex</b>	310,009	7	4.41%	316,493	7	4.35%	-1.25%
<b>Nantucket</b>	14,255	13	0.20%	19,434	12	0.27%	31.87%
<b>Old Colony</b>	393,249	5	5.59%	398,695	6	5.49%	-1.94%
<b>Pioneer Valley</b>	628,133	3	8.94%	580,865	4	7.99%	-10.55%
<b>Southeastern Region</b>	652,375	2	9.28%	650,730	2	8.95%	-3.52%

## Projected Municipal Growth and Decline

Town	Census 2000	Census 201	Census 2020	2030 Projection	2040 Projection	2050 Projection	2000-2010 Growth/Decline	2010-2020 Growth/Decline	2020-2030 Projected Growth/Decline	2030-2040 Projected Growth/Decline	2040-2050 Projected Growth/Decline	2020-2050 Projected Growth /Decline	Population Rank 2020	Population Rank 2050	Growth Rank 2020-2050
Amesbury	16,450	16,283	17,366	16,727	15,450	13,842	-1.03%	6.24%	-3.82%	-8.27%	-11.62%	-20.29%	7	7	13
Andover	31,247	33,201	36,569	38,830	41,448	42,743	5.89%	9.21%	5.82%	6.32%	3.03%	16.88%	4	4	3
Boxford	7,921	7,965	8,203	7,682	7,266	6,602	0.55%	2.90%	-6.78%	-5.73%	-10.06%	-19.52%	10	11	12
Georgetown	7,377	8,183	8,470	9,008	9,428	9,491	9.85%	3.39%	5.97%	4.45%	0.66%	12.05%	9	8	4
Groveland	6,038	6,459	6,752	7,031	7,142	6,818	6.52%	4.34%	3.97%	1.55%	-4.75%	0.98%	11	10	7
Haverhill	58,969	60,879	67,787	69,931	70,632	70,304	3.14%	10.19%	3.07%	0.99%	-0.47%	3.71%	2	2	6
Lawrence	72,043	76,377	89,143	96,484	103,093	109,125	5.67%	14.32%	7.61%	6.41%	5.53%	22.42%	1	1	2
Merrimac	6,138	6,338	6,723	6,872	6,801	6,182	3.16%	5.73%	2.17%	-1.04%	-10.01%	-8.05%	12	12	9
Methuen	43,789	47,255	53,059	58,869	64,037	69,168	7.33%	10.94%	9.87%	8.07%	7.42%	30.36%	3	3	1
Newbury	6,717	6,666	6,716	6,311	5,504	4,511	-0.77%	0.74%	-6.42%	-14.66%	-22.01%	-32.83%	13	14	14
Newburyport	17,189	17,416	18,289	17,628	16,791	15,375	1.30%	4.77%	-3.75%	-4.98%	-9.21%	-15.93%	6	6	11
North Andover	27,202	28,352	30,915	31,500	32,486	32,366	4.06%	8.29%	1.86%	3.04%	-0.37%	4.69%	5	5	5
Rowley	5,500	5,856	6,161	6,208	6,012	5,610	6.08%	4.95%	0.76%	-3.26%	-7.17%	-8.94%	14	13	10
Salisbury	7,827	8,283	9,236	9,504	9,228	8,642	5.51%	10.32%	2.82%	-2.99%	-6.78%	-6.43%	8	9	8
West Newbury	4,149	4,235	4,500	3,899	3,428	2,928	2.03%	5.89%	-15.41%	-13.74%	-17.08%	-34.93%	15	15	15
<b>TOTAL</b>	<b>318,556</b>	<b>333,748</b>	<b>369,889</b>	<b>386,484</b>	<b>398,746</b>	<b>403,707</b>	<b>4.55%</b>	<b>9.77%</b>	<b>4.29%</b>	<b>3.08%</b>	<b>1.23%</b>	<b>9.14%</b>			

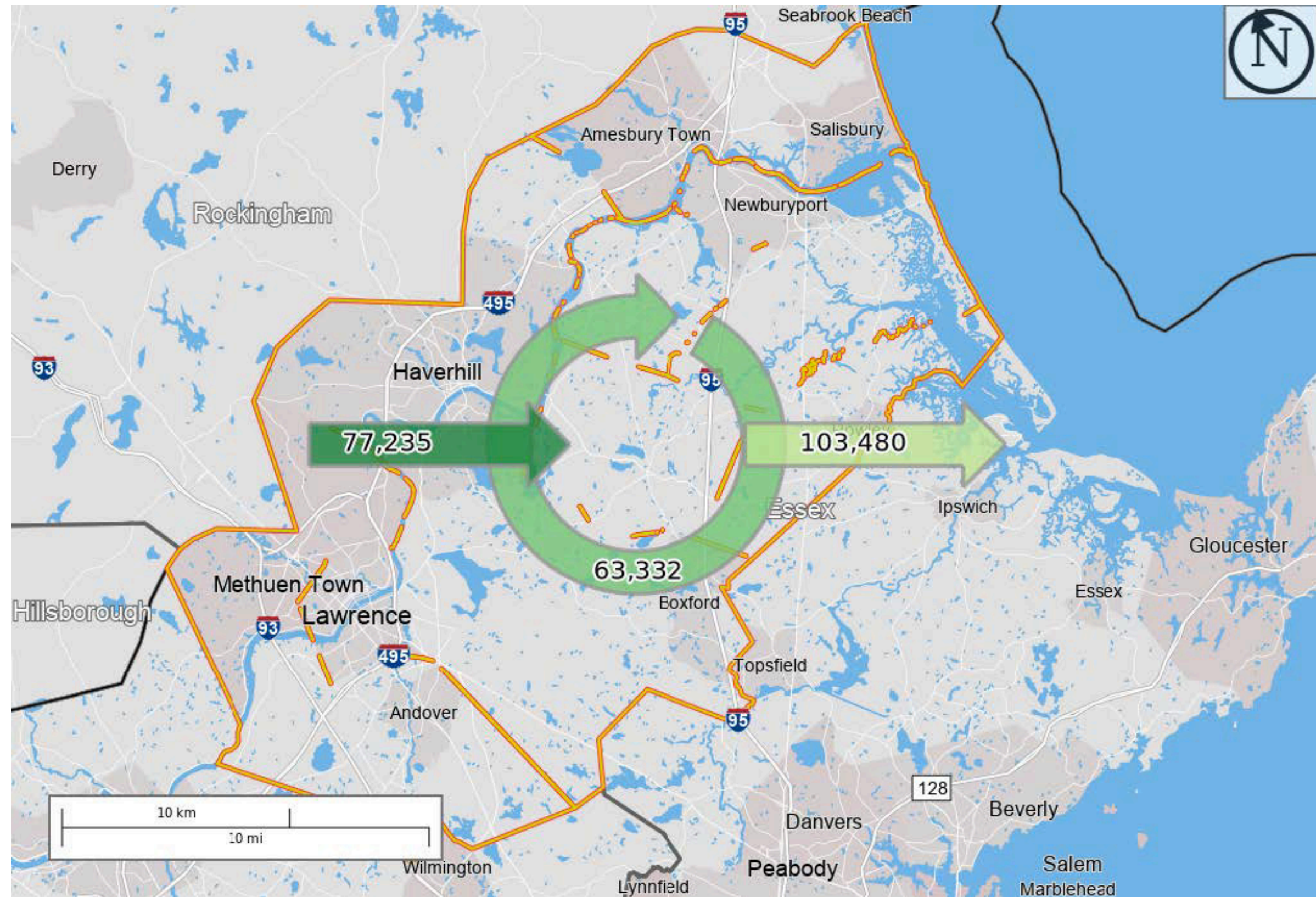
# Transportation Network Performance

# MV Average Commute Times

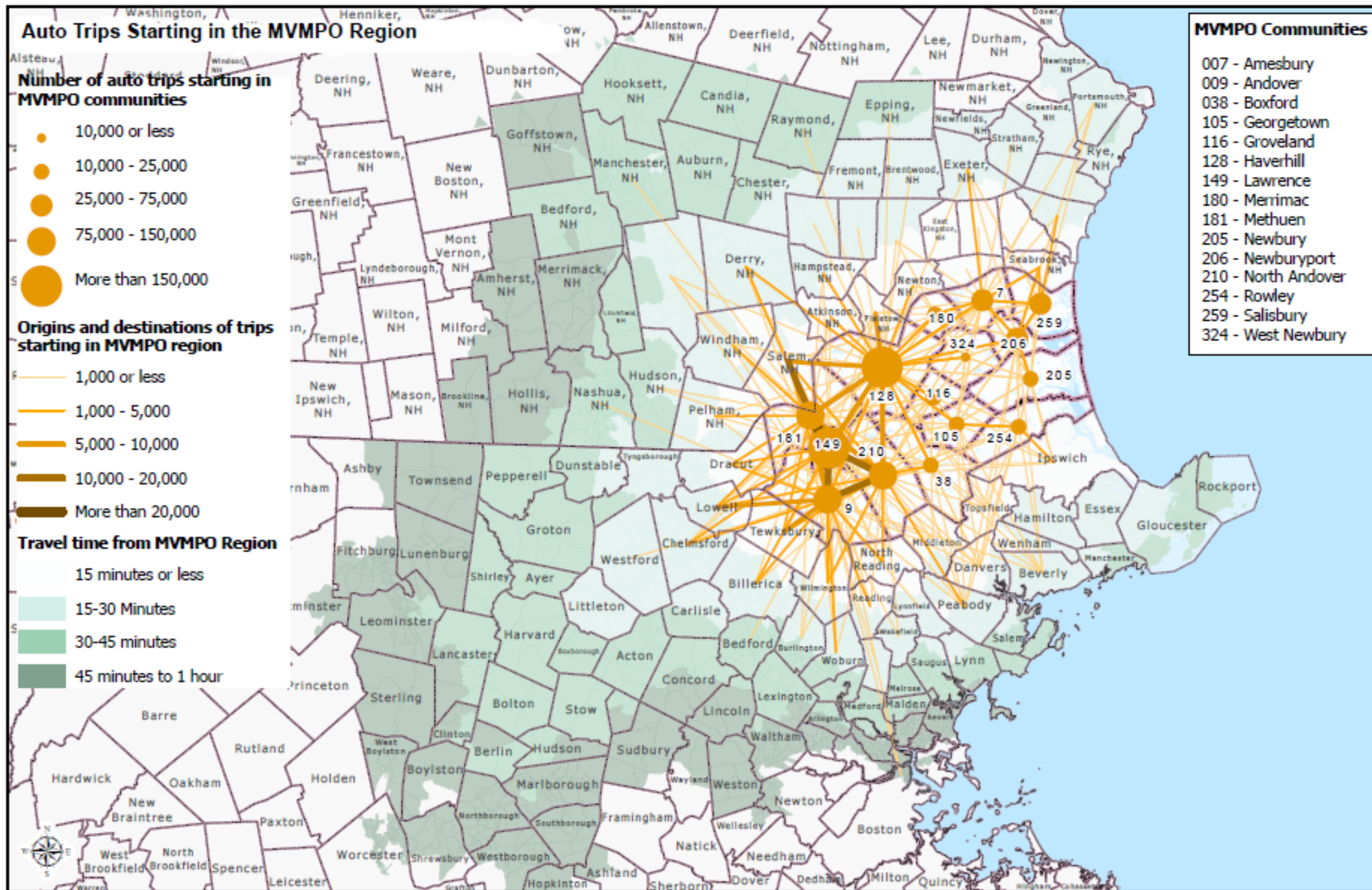


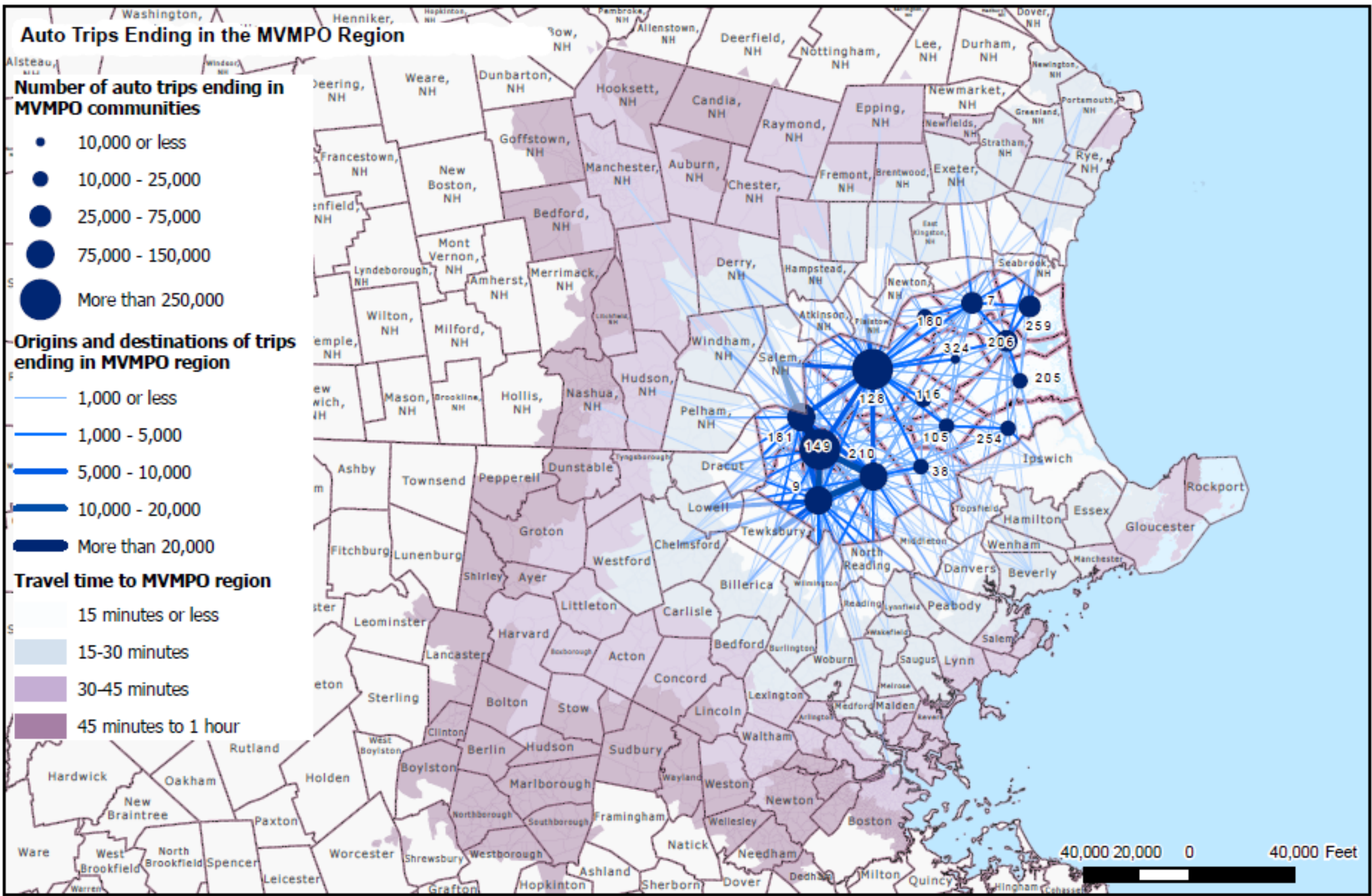
# Inflow & Outflow of Workers 2020

- 62% of workers living in the Merrimack Valley are employed outside the region
- 55% of people employed in the Merrimack Valley live outside the region

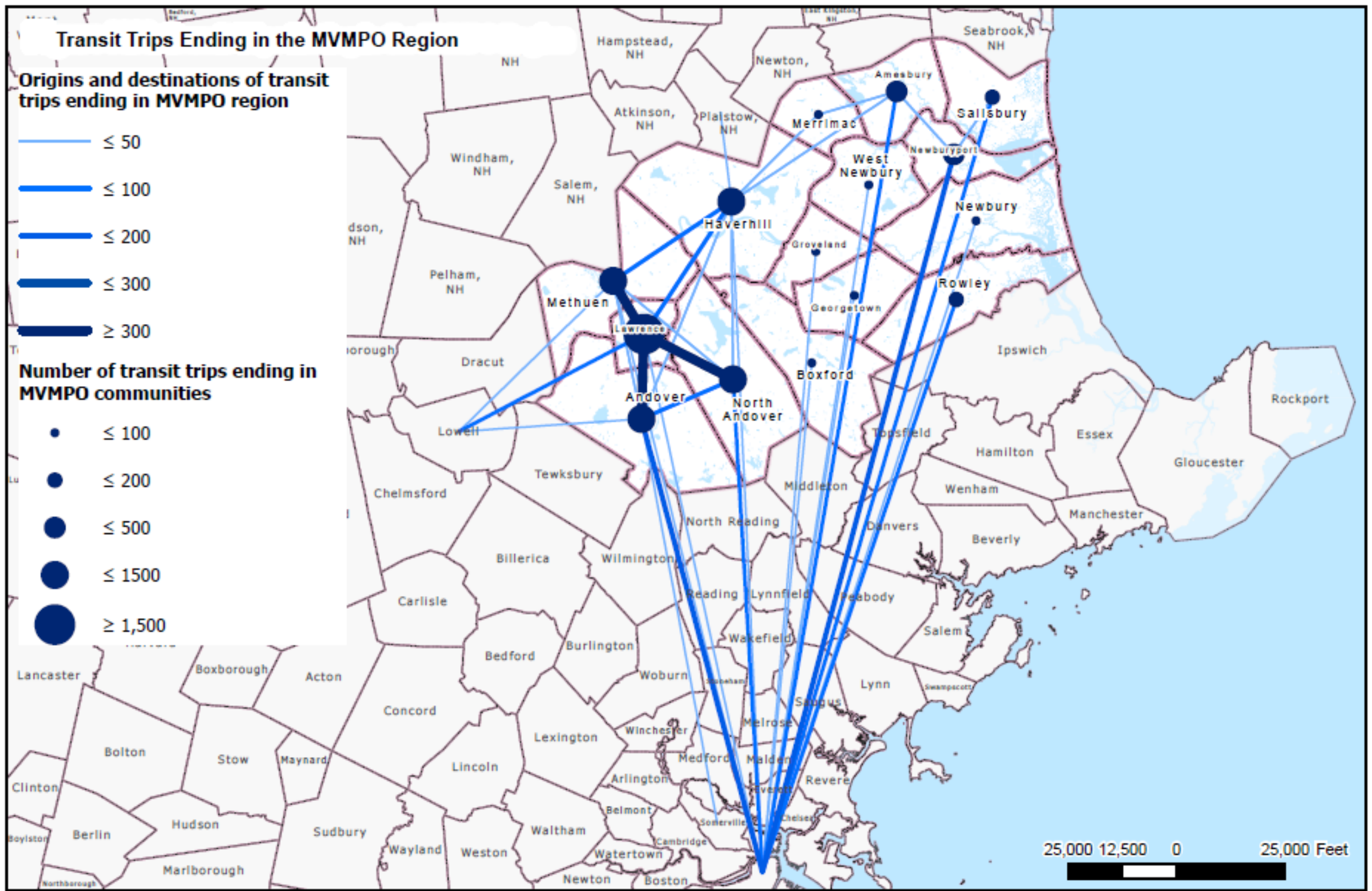




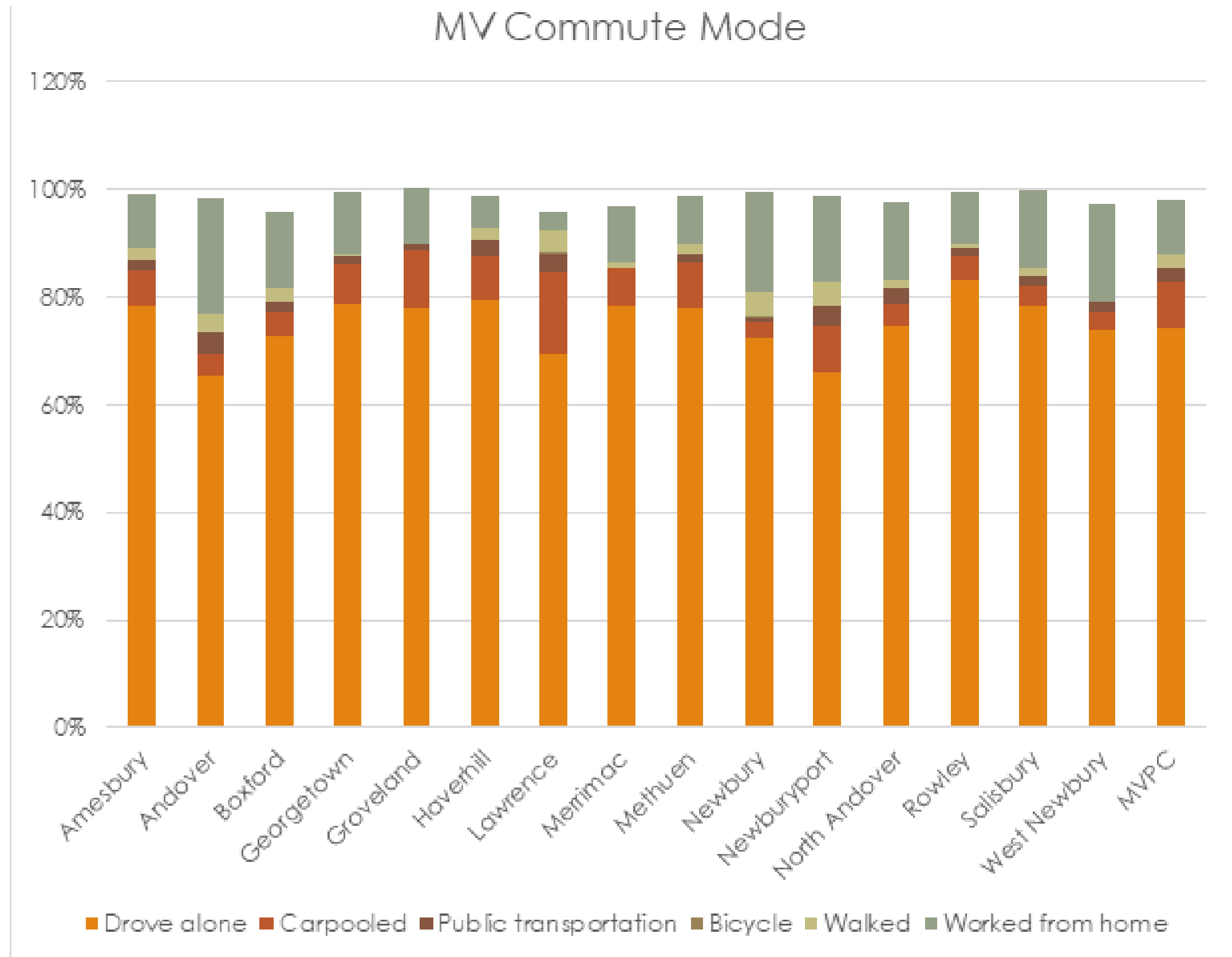




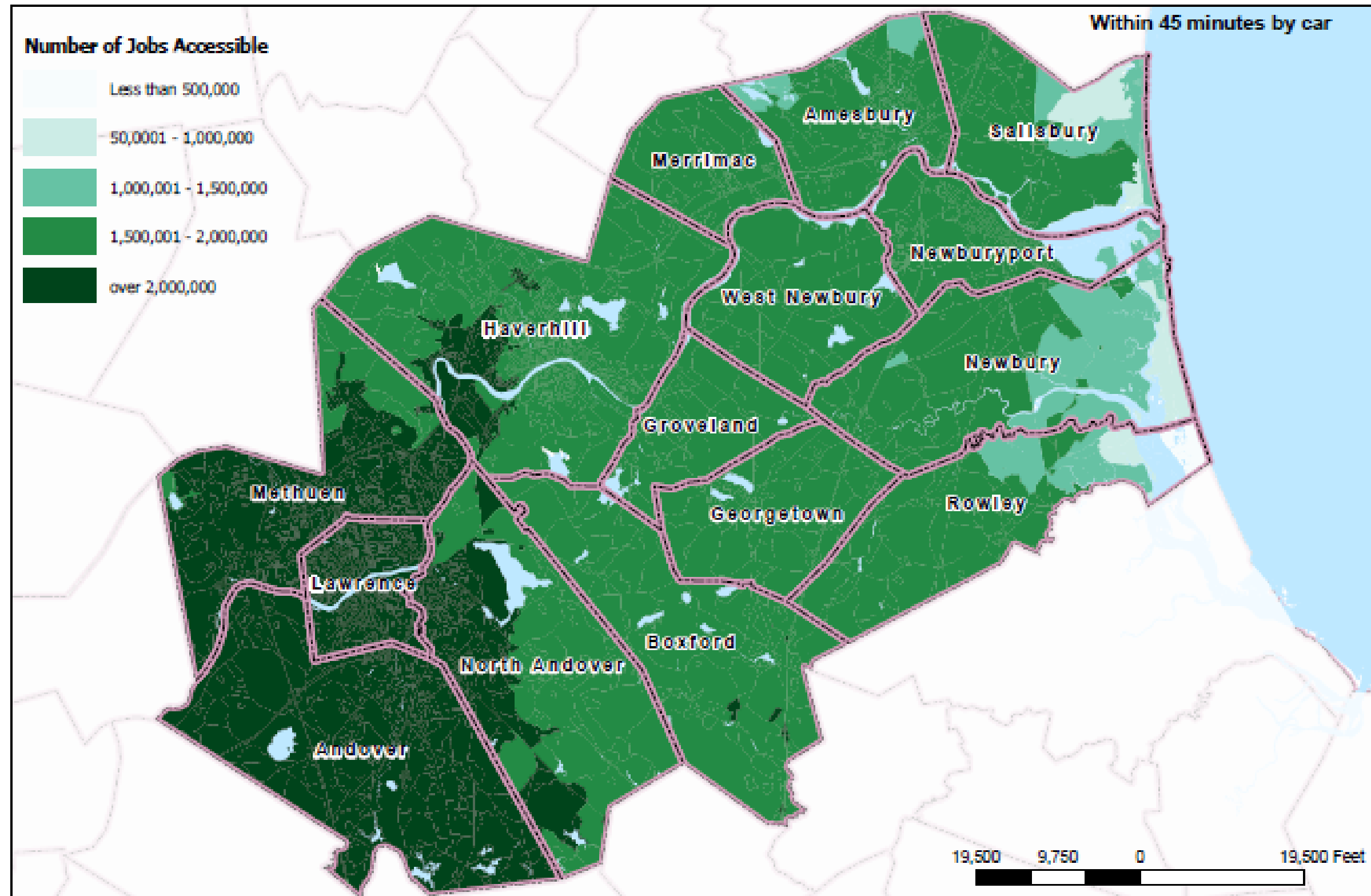




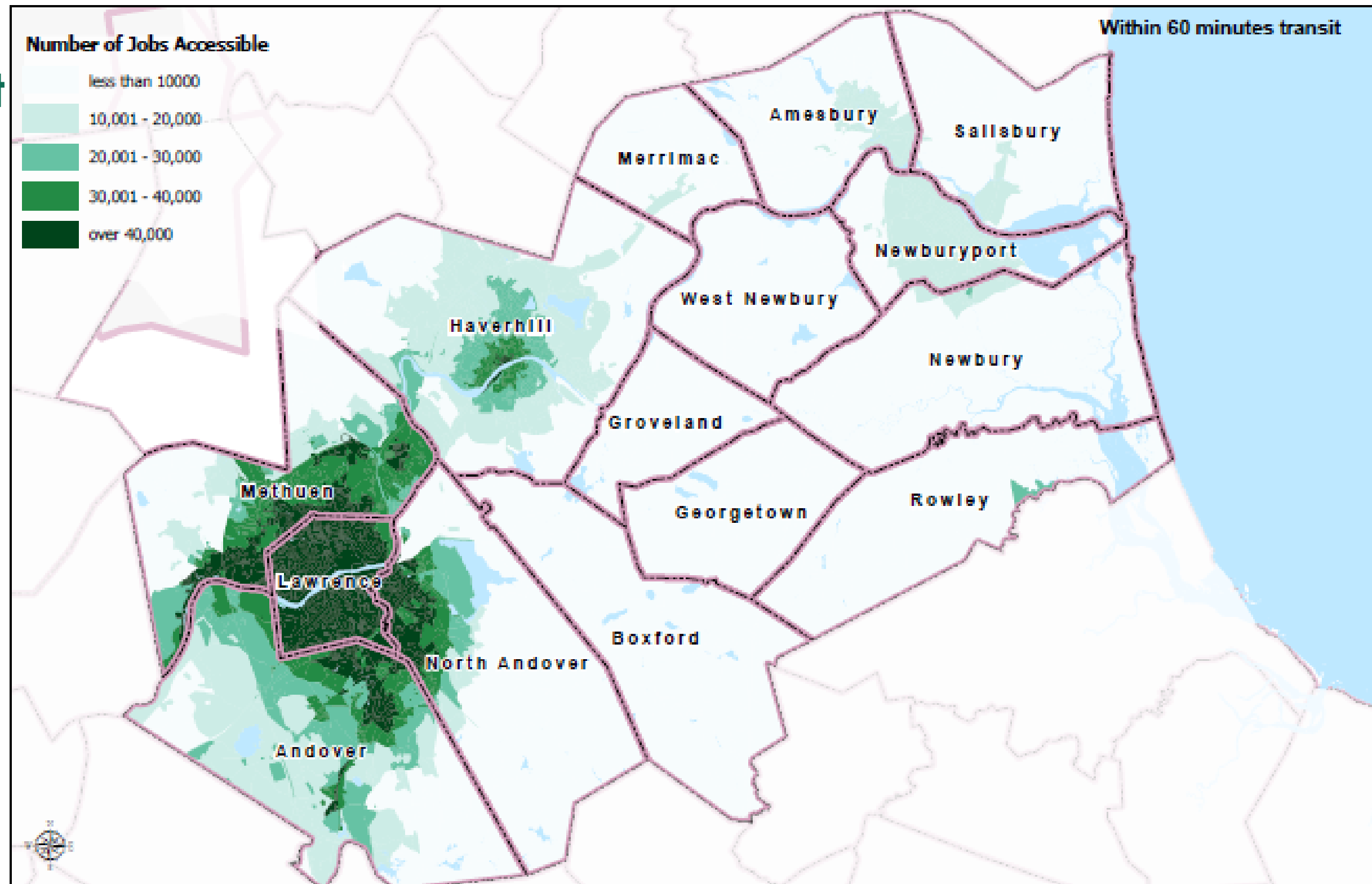
- 74% of commuting to work by MV residents is done by driving alone
- Andover (65.2%), Newburyport (66.1%), and Lawrence (69.4%) have the lowest rates of driving alone to work
- Andover has the highest rate of working from home (21.7%)
- Lawrence has the highest percentage of people who carpool (15.3%) and higher rates of walking, biking, and public transit trips to work
- Newburyport has the highest percentage of walking to work (4.6%)



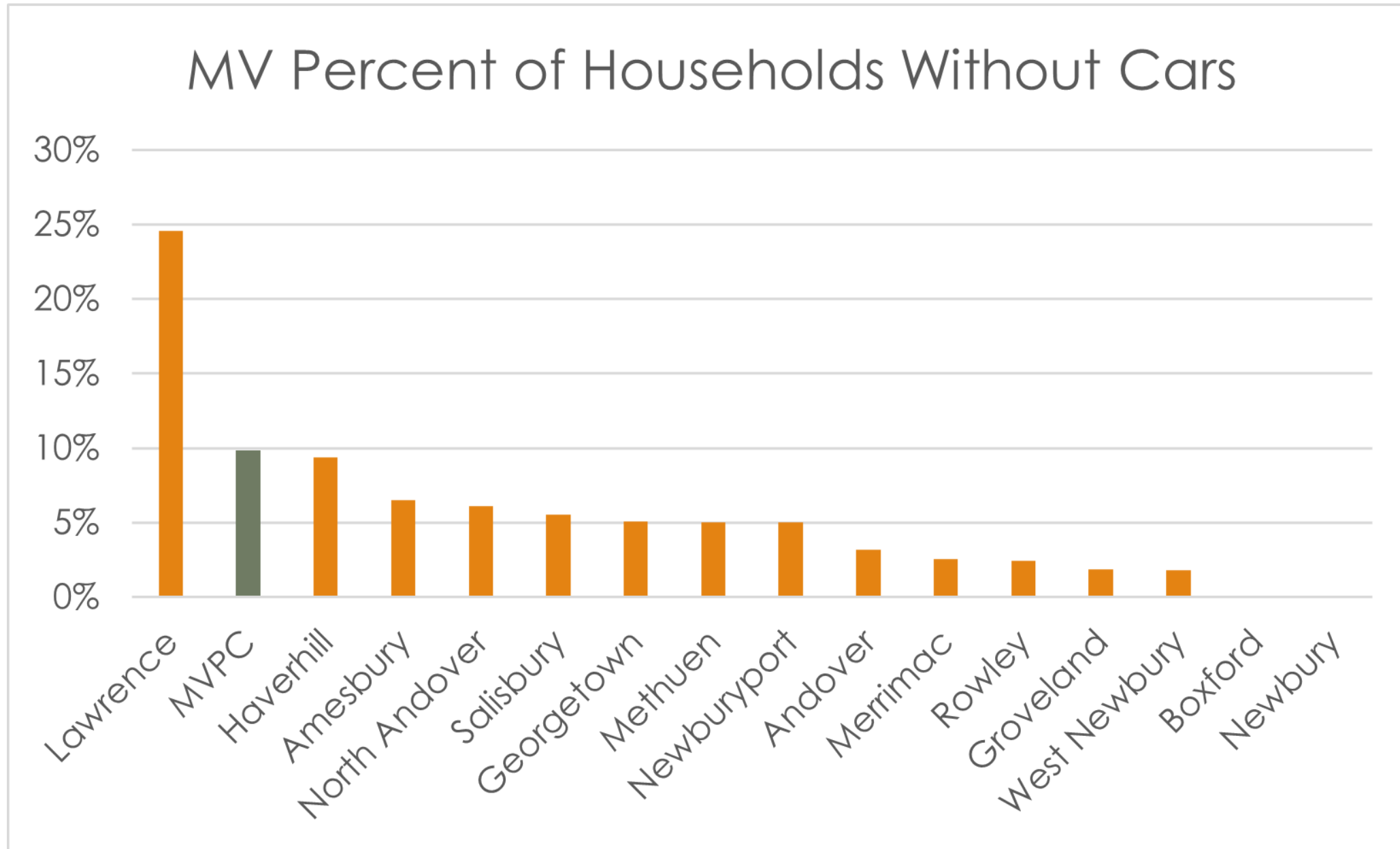
# Jobs Accessible 45 min. by Car



# Jobs Accessible 60 min. by Transit



## MV Percent of Households Without Cars

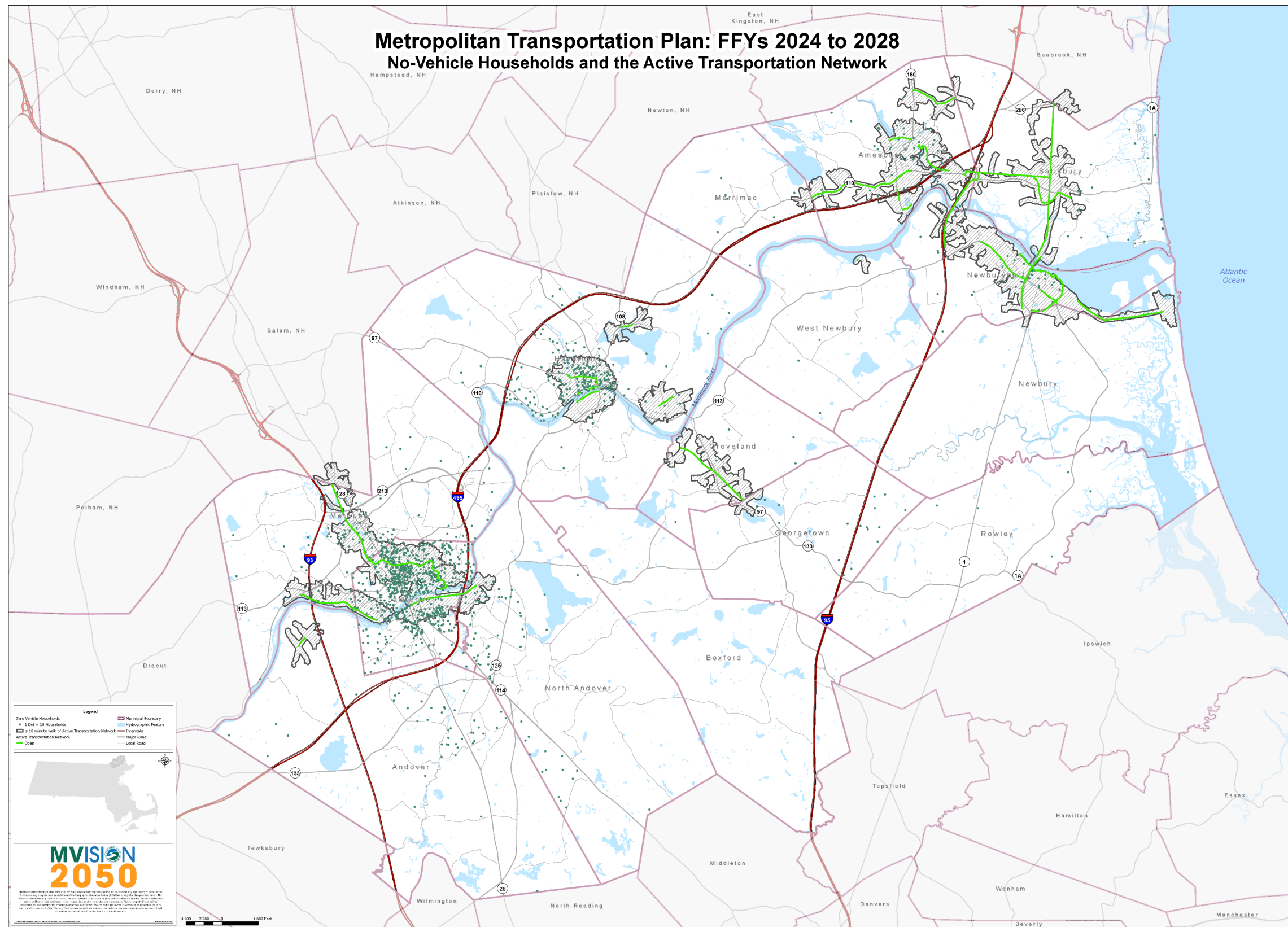


- 9.8% of MV households have no vehicles
- 24.6% of Lawrence households have no vehicles
- While Lawrence has a high percentage of households with no vehicles, 84.7% of commuting by Lawrence residents is done by car, truck, or van, either by driving alone or carpooling

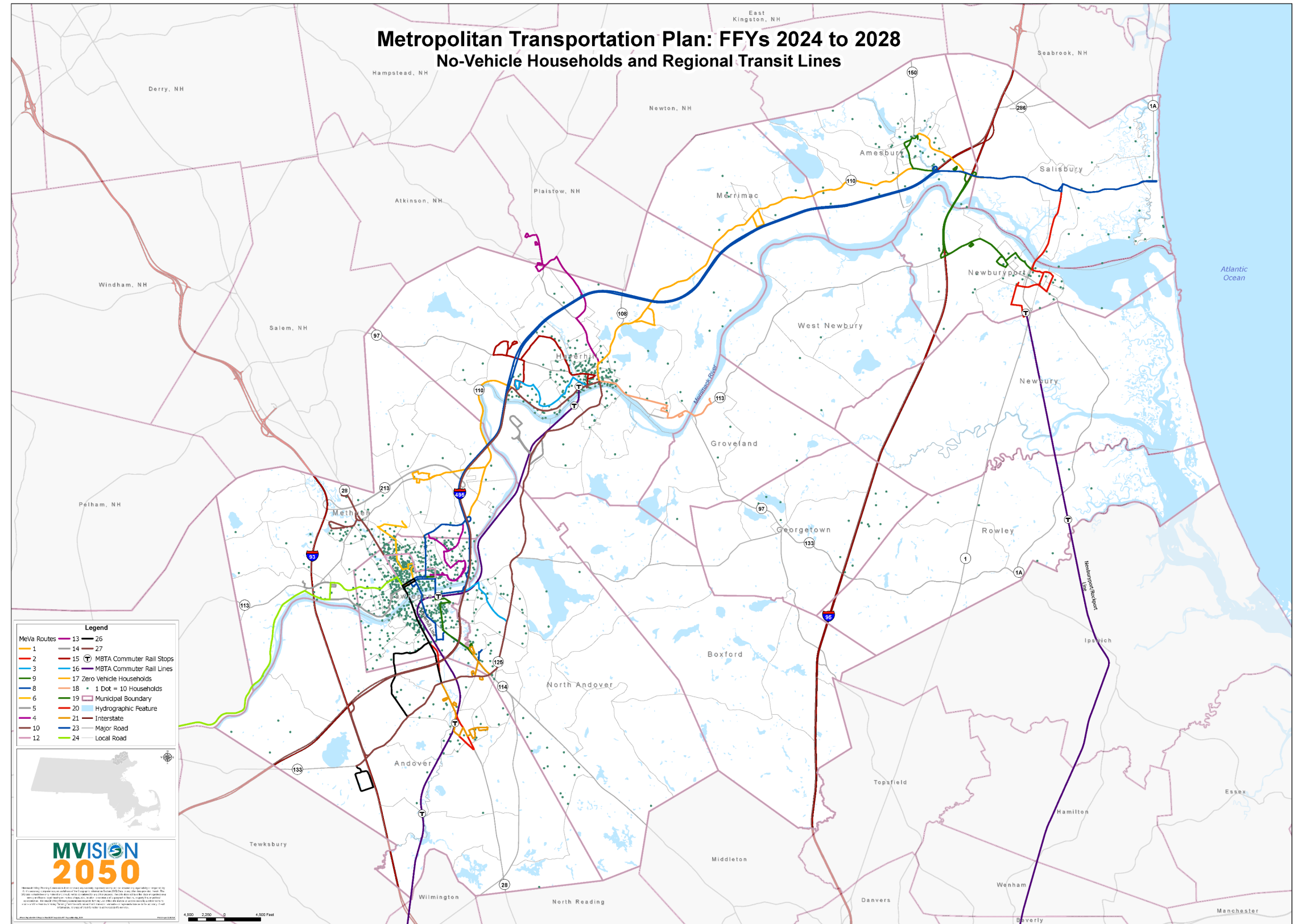


### Metropolitan Transportation Plan: FFYs 2024 to 2028 No-Vehicle Households and the Active Transportation Network

- 56% of households live within a 10-minute walk of a bike lane or shared-use path.

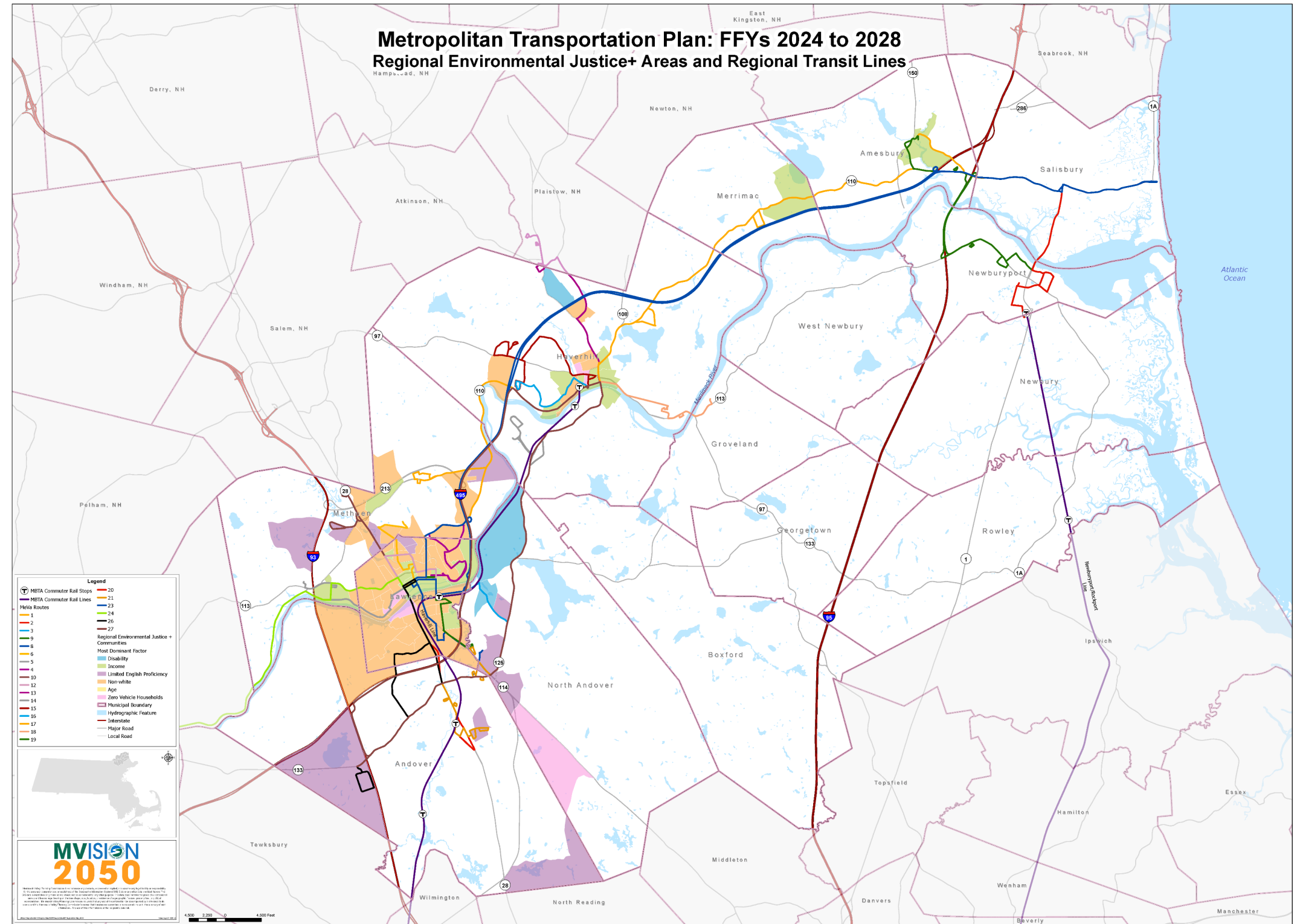


- 83% of Households with no vehicles live within a 10-minute walk of a MeVa Bus Route or MBTA Commuter Rail stop.





- 88% of residents in REJ+ communities live within a 10-minute walk of a MeVa Bus Route or MBTA Commuter Rail stop.

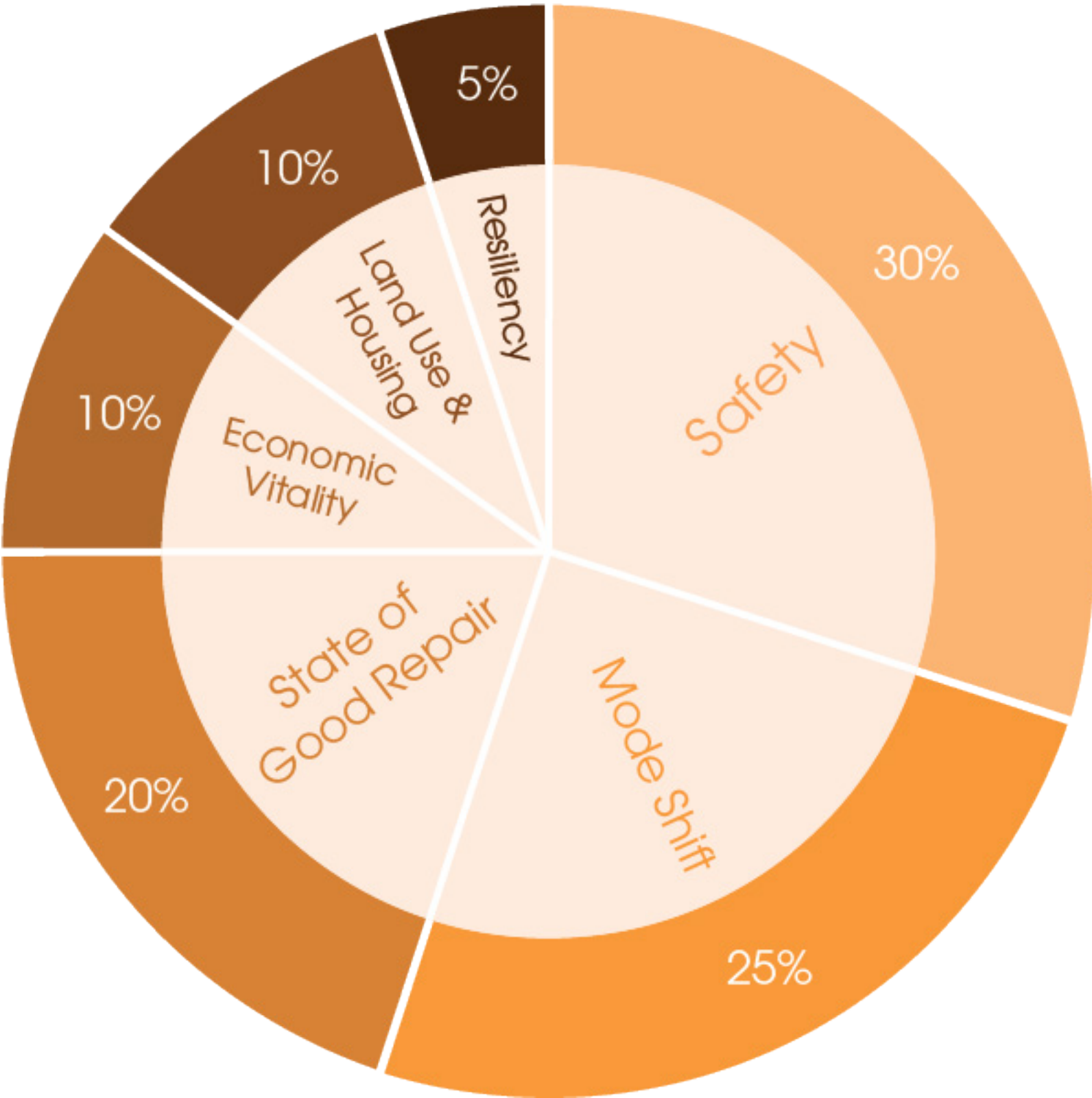


# Implementation



Community	Project Name	MTP Years	Investment Goal	Adjusted TFPC	Project Status
Haverhill	North Avenue Reconstruction	24-28	Good Repair	\$ 23,600,997.00	Design
Lawrence	Marston Street and East Haverhill Street Intersection Reconstruction	24-28	Safety	\$ 1,739,232.00	Design
Lawrence	Merrimack Street and South Broadway (Route 28) Intersection Reconstruction	24-28	Safety	\$ 1,425,381.00	Design
Methuen	Riverside Drive and Burnham Road Intersection Improvements	24-28	Safety	\$ 2,020,503.00	Design
Georgetown	West Main Street (ROUTE 97) Reconstruction from Moulton Street to Groveland TL	24-28	Good Repair	\$ 11,179,434.00	Design
Andover	Lowell Street (Route 133) Reconstruction from Beacon Street to N. Main Street (Route 1)	24-28	Modeshift	\$ 15,390,800.00	Design
Newburyport	Route 1 and Merrimac Street Intersection Improvements	24-28	Safety	\$ 2,688,000.00	Design
Amesbury	Riverwalk to Salisbury Ghost Trail Connector	24-28	Modeshift	\$ 2,364,320.00	Design
Salisbury	Lafayette Road (Route 1) Reconstruction	24-28	Good Repair	\$ 23,503,619.00	Design
North Andover	Corridor Route 114 between Waverly Road and Willow/Mill Street	24-28	Modeshift	\$ 45,240,498.00	Design
Boxford	Pye Brook Culvert Replacement	29-33	Resiliency	\$ 948,989.26	Design
Methuen	Milk Street, Prospect Street, and East Street Intersection Reconstruction	29-33	Safety	\$ 3,289,829.45	Concept
Lawrence	Andover and South Broadway Intersection Reconstruction	29-33	Safety	\$ 2,631,863.56	Concept
Haverhill	Water Street Reconstruction	29-33	Modeshift	\$ 27,042,924.44	Design
Amesbury	Route 150 Resurfacing and Pedestrian Accommodations	29-33	Good Repair	\$ 9,963,182.69	Concept
Newburyport	Three Roads Intersection Reconstruction	29-33	Safety	\$ 7,116,559.06	Concept
North Andover	Downtown Shared-Use Path	29-33	Economic	\$ 2,960,488.57	Design
Salisbury	Northend Blvd to NH State Line Resurfacing and Pedestrian Accommodations	34-38	Good Repair	\$ 20,012,902.73	Design
Lawrence	Manchester/Broadway/Daisy Street Intersection Reconstruction	34-38	Safety	\$ 3,078,908.11	Concept
Lawrence	Water/Broadway/Canal Intersection Reconstruction	34-38	Safety	\$ 3,078,908.11	Concept
Methuen	Merrimack Street Business Corridor Reconstruction	34-38	Economic	\$ 4,710,729.41	Concept
Andover	Essex Street Corridor Reconstruction	34-38	Modeshift	\$ 4,755,065.69	Concept
Groveland	Main Street Sidepath Connection	34-38	Modeshift	\$ 2,401,548.33	Concept
Lawrence	Salem Street/Newton Street Intersection Improvements	34-38	Safety	\$ 3,202,064.44	Concept
Newbury	Route 1 and Boston Road Intersection Reconstruction	34-38	Safety	\$ 3,202,064.44	Concept
West Newbury	Main Street Reconstruction (Phase 1)	34-38	Economic	\$ 16,010,322.19	Concept
Rowley	Main Street Reconstruction from Railroad to Mill River	34-38	Modeshift	\$ 24,961,076.99	Concept
Amesbury	Beacon Street/Route 150 Reconstruction from Merrimack Street to I-495	39-43	Good Repair	\$ 23,936,700.32	Concept
Methuen	Pelham Street Corridor Reconstruction	39-43	Good Repair	\$ 58,437,014.87	Concept
Haverhill	Ward Hill access improvements	39-43	Economic	\$ 21,911,231.43	Concept
Andover	Haverhill Street Corridor Reconstruction	44+	Modeshift	\$ 21,911,231.43	Concept

# CAPITAL AND STRATEGIC INVESTMENT GOALS





# Questions and Comments

