

Beyond Mobility Update

Massachusetts 2050 Statewide Transportation Plan

June 18, 2024



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Plan Schedule – Key Closeout Milestones

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- **April 1st**: Public comment period opened
- **May 31st**: Public comment period closed
- **Today, June 18th**: MassDOT Board meeting
- **July 15st (*tentative*)**: Final plan posted online

Background

Plan Development

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Highlighted Action Items

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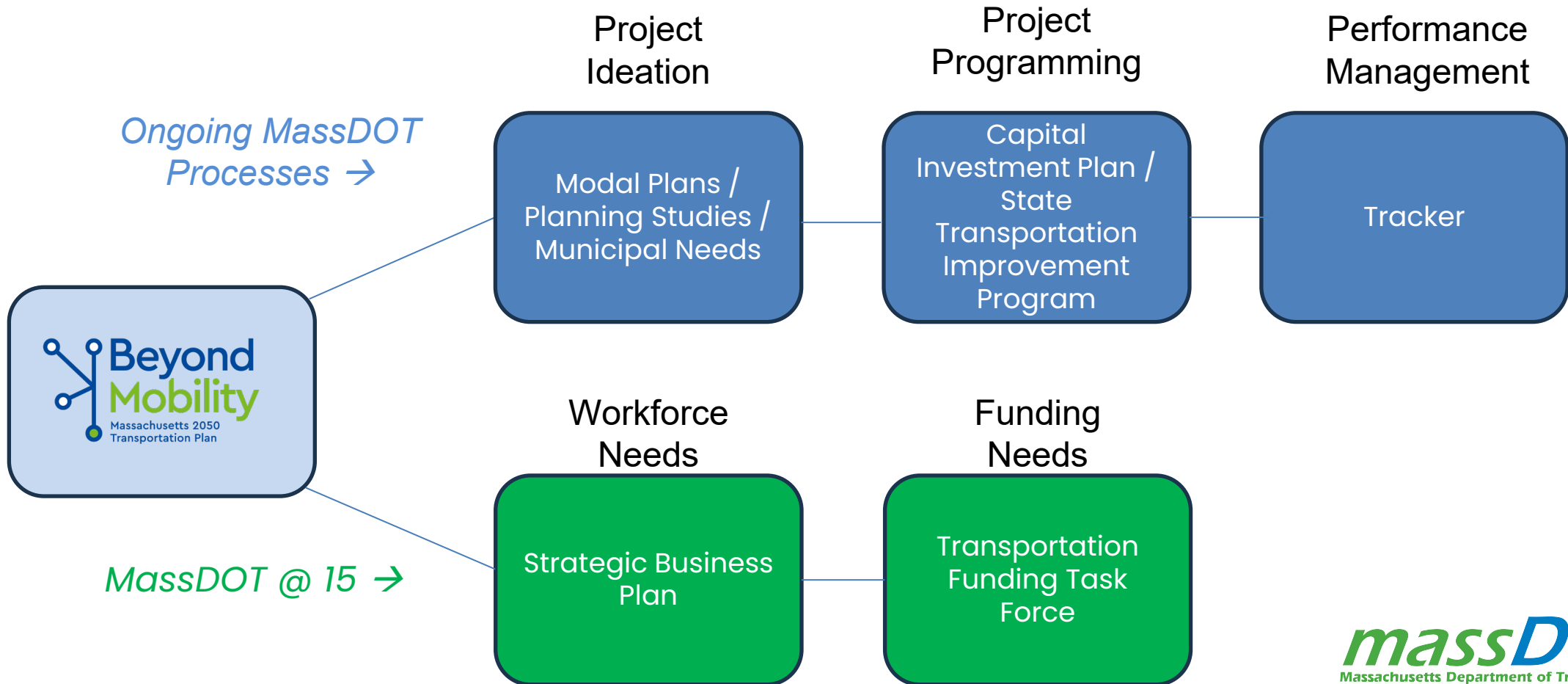
- Over 100 Action Items were developed for MassDOT and the MBTA to take to address the Beyond Mobility vision statements Highlighted Action Items include:
 - **Identify gaps in sidewalk and bicycle facility coverage** statewide as a basis for capital investment.
 - Develop **sidewalk performance measures** for MassDOT's Tracker report.
 - **Install fast-charger ports** on Alternative Fuel Corridors to eliminate all gaps greater than 50 miles.
 - Seek and spend funds on **MBTA projects focused on addressing first- and last-mile gaps**, potentially involving microtransit service and public private partnerships in lower-density areas within the MBTA's service areas.



Impacts on Other MassDOT Processes

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- Beyond Mobility will directly inform future planning and decision-making at MassDOT, including (but not limited to):

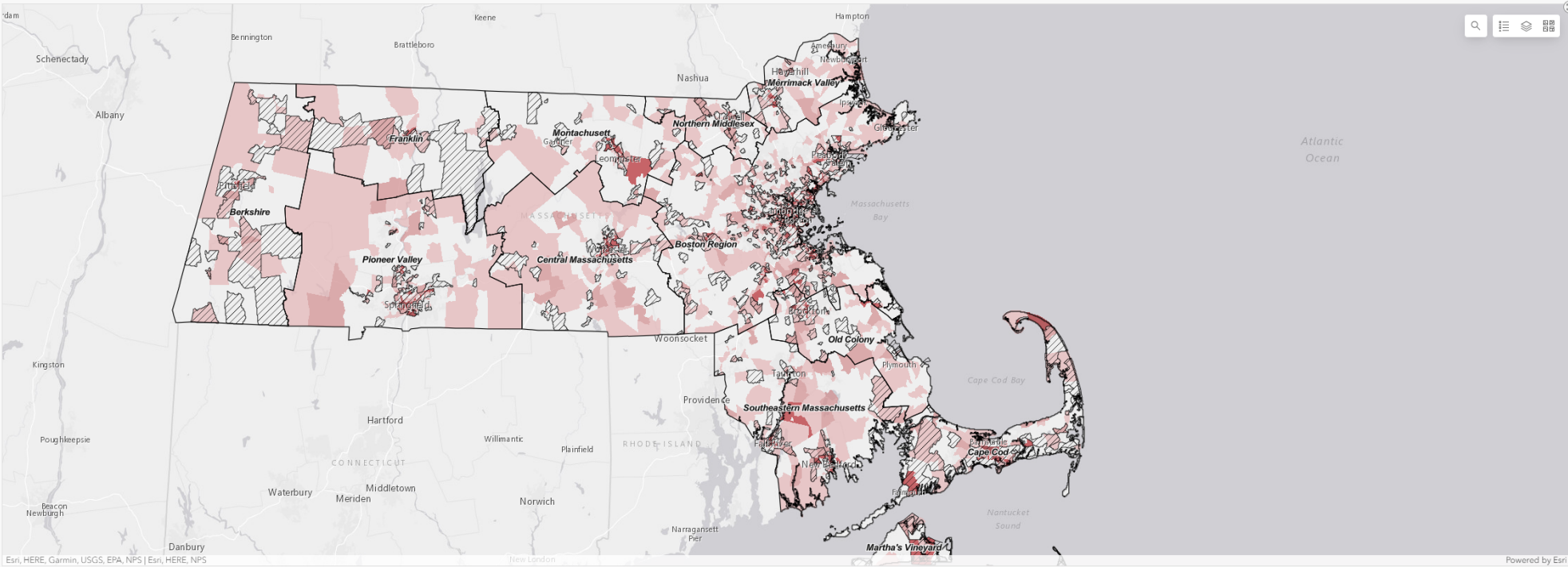


Data Tools and Resources

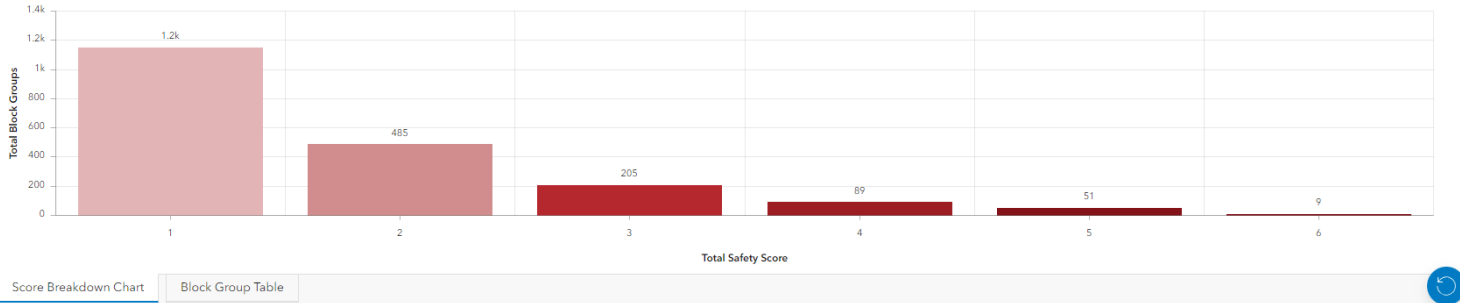
7

BMob Data Exploration Tool - Safety Data

- Filter by Total Safety Score
1 - 6
- Filter by MPO
None
- Filter by EJ
None
- Fatal Crash Score
None
- Lane Departure Risk Score
None
- Bicycle Risk Score
None
- Speed Risk Score
None
- Ped Risk Score
None
- Bike Crash Cluster Score
None
- Pedestrian Cluster Score
None



Total Block Groups
 **2k**
with Safety Risk Factor



Data Tools and Resources

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Beyond Mobility Action Items Progress Report

The Beyond Mobility planning process identified over 100 unique Action Items for MassDOT Divisions and the MBTA to take to address the vision statements and problem statements included within Beyond Mobility. This progress report contains all of these Action Items and is filterable by Division (both lead and supporting), status, and timeframe. This webpage will be updated periodically to reflect progress in implementing these actions.

Apply Filters Total: 91

Priority Area
0 Selected

Category
0 Selected

Lead Division
0 Selected

Other Divisions
0 Selected

Item ID
0 Selected

Action Item
0 Selected

Timeframe

SAI1.1 Bench of safety projects.

Priority Areas	Category	Lead Division	Other Division	Timeframe	Status
Safety	Policy and Program Capital Planning	Highway	OTP	Mid term	New

MassDOT will coordinate with municipalities on prioritizing current projects and building a bench of future projects to address safety concerns throughout the state and in communities most disproportionately burdened by unsafe conditions. This bench of projects will culminate in a formal Capital Investment Plan (CIP) program dedicated to addressing safety issues for vulnerable road users.

SAI1.2 Tracking safety action plans + prioritization plan.

Priority Areas	Category	Lead Division	Other Division	Timeframe	Status
Safety	Partnerships	Highway		Mid term	New

Summary of Public Comments Received

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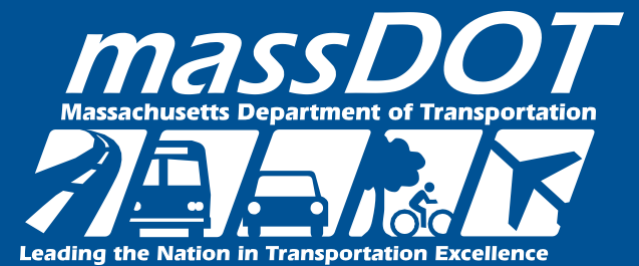
- 347 individuals provided responses on the Beyond Mobility plan during the public comment period
 - 134 comments through the online survey form
 - 8 comment letters
 - 6 unique emails to the Beyond Mobility email address
 - 199 form emails to the Beyond Mobility email address
- All comments were coded and categorized into 48 themes, including but not limited to the importance of expanded coverage of the transit network, Americans with Disabilities Act (ADA) accessibility, age-friendly planning, expanded passenger rail service, unique needs of rural communities, and roadway safety.
- Responses are being prepared for each thematic category and will be posted publicly with the final version of the plan document.

Examples of Document Changes in Response to Comments

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Comment Summary Highlights	Summary of Proposed Document Changes
19 comments referenced the importance of expanding passenger rail throughout Massachusetts	More explicit language will be added to the Plan to highlight the status and needed actions on ongoing rail initiatives (including Compass Rail, the Northern Tier Passenger Rail Corridor, and Berkshire Flyer). Problem statements were revised to call greater attention to this priority.
16 comments referenced the importance of Americans with Disabilities Act (ADA) accessibility compliance across the Commonwealth, many of which also referenced the importance of paratransit	An Action Item called “ADA Transition Plan Update” will be added: “MassDOT will continue efforts to update its ADA Transition Plan by 2025, which will include a new sidewalk accessibility assessment and updates to MassDOT’s curb ramp inventory.”
7 comments referenced the unique needs of rural communities (separate from the need for enhanced passenger rail service)	Language will be added to the performance measures section proposing to break future performance outcomes down by urban vs. rural areas (e.g. electric vehicle charging availability, sidewalk condition, and the condition of dirt and gravel roads).
6 unique comments referenced the need to include vehicle miles traveled (VMT) reduction targets	A statement on mode shift and VMT reduction highlighting these issues’ place within the Plan and MassDOT’s role in implementing existing clean energy targets has been prepared for inclusion in the final Plan. Additionally, the Commonwealth’s Net Zero by 2050 target and other GHG reduction goals in the performance-based planning section of the document were made more explicit.

Thank You



Appendix

Safety

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VISION: By 2050, Massachusetts will have made significant progress toward advancing a future without transportation-related serious injuries and fatalities and will have eliminated the disparity in crash rates between Environmental Justice communities and all other groups. Residents will experience no infrastructure-related safety risks when walking, bicycling, rolling, driving, and riding transit within any community in Massachusetts.



HIGHLIGHTED VALUE: MassDOT is committed to addressing safety risks through a human-centered lens and a Safe System Approach.



HIGHLIGHTED PROBLEM STATEMENT: Environmental Justice communities are disproportionately burdened by transportation-related injuries and deaths, particularly those involving pedestrians and people on bicycles.



HIGHLIGHTED ACTION ITEM: MassDOT will prioritize current projects and build a bench of future projects to address safety concerns throughout the state and in communities most disproportionately burdened by unsafe conditions. This bench of projects will culminate in a formal Capital Investment Plan (CIP) program dedicated to addressing safety issues for vulnerable road users.

Reliability

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VISION: By 2050, people traveling by any mode or for any trip purpose in Massachusetts will be able to expect consistent travel times at any time of day.



HIGHLIGHTED VALUE: MassDOT does not believe in roadway expansion as a means to reduce congestion. Additionally, MassDOT is committed to prioritizing reduced car travel and reliance on single-occupancy vehicles as the priority strategy for reducing the recurring congestion that contributes to unreliable travel times.



HIGHLIGHTED PROBLEM STATEMENT: Massachusetts travelers by any mode experience congestion and travel delay, resulting in low confidence about the conditions they will encounter and diminished access to everyday needs.



HIGHLIGHTED ACTION ITEM: MassDOT will work with the MBTA, RTAs, and municipalities to expand access to transit-priority infrastructure that reduces delay due to congestion for the state's transit riders. Additionally, MassDOT will explore the potential to further study the implications of roadway pricing on mode shift, vehicle miles traveled (VMT) reduction, and transit ridership while accounting for social and geographic equity.

Supporting Clean Transportation

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VISION: By 2050, MassDOT will have made significant progress in electrifying public transit and investing in other low or no-emission technology, strategically leveraged assets to address critical electric vehicle charging infrastructure gaps, and made investments in infrastructure and initiatives to promote significantly more trips using carbon-free modes such as walking and bicycling.



HIGHLIGHTED VALUE: MassDOT believes that fully achieving decarbonization goals must involve a multi-pronged and systems thinking approach that goes beyond electrification to emphasize the importance of moving more people with fewer vehicles and cross-disciplinary problem solving.



HIGHLIGHTED PROBLEM STATEMENT: Transportation is the largest contributor of Massachusetts' carbon emissions and transportation-related emissions are disproportionately concentrated in Environmental Justice communities.



HIGHLIGHTED ACTION ITEMS:

- Consistent with both MassDOT's Carbon Reduction Strategy and Phase II of the Zero-Emission Bus/Battery Electric Bus Implementation Plan, MassDOT and the MBTA will support the electrification of public transit buses to work toward existing state electrification targets.
- Through geospatial analysis, MassDOT will identify locations that contain high concentrations of households with no vehicle access and high demand for transit in order to prioritize investments and service delivery as well as better coordinate transportation with housing production goals.

Destination Connectivity

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VISION: By 2050, due to targeted investments that have expanded access to everyday destinations for transit-critical and traditionally underserved communities statewide, there will be significantly more modal options, more equitable travel times, increased transportation choices, and far fewer first- and last-mile gaps for these communities.



HIGHLIGHTED VALUE: MassDOT believes in the importance of measuring how people, rather than just vehicles, move through the transportation system.







HIGHLIGHTED PROBLEM STATEMENT: The lack of contiguous, safe, high-comfort bike or pedestrian pathways connecting existing bicycle facilities limits the ability of people walking, biking, and using other non-motorized modes, including mobility-assistive devices, to access critical destinations.



HIGHLIGHTED ACTION ITEM: MassDOT will intentionally prioritize a list of non-vehicular modernization projects to initiate, starting with those on state-owned roadways that contain MBTA or RTA stops (including flag stops) or stations, to promote access to transit and ADA accessibility. Environmental Justice communities where there is a high potential for everyday walking and bicycling and contain transit stops will be prioritized as part of this framework.

Resiliency

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	<p>VISION: By 2050, significant investments to mitigate climate threats have protected transportation assets against natural hazards and climate change impacts.</p>
	<p>HIGHLIGHTED VALUE: Acknowledging that a whole-of-government approach is needed to tackle the climate crisis, MassDOT will collaborate on resiliency efforts across the government and ensure resiliency efforts are consistent with other state agencies' efforts.</p>
	<p>HIGHLIGHTED PROBLEM STATEMENT: Significant transportation infrastructure in Massachusetts is potentially exposed to natural hazards. For example, approximately 81 MBTA rapid transit stops, 15 commuter rail stops, and 1,249 bus stops would be inundated by 10 feet of sea level rise according to MBTA vulnerability assessment data.</p>
	<p>HIGHLIGHTED ACTION ITEM: MassDOT will explore the creation of a state-managed discretionary capital improvements program focused on soliciting resiliency projects from communities based upon vulnerability assessments performed as part of planning grants through the Municipal Vulnerability Preparedness (MVP) program.</p>

Travel Experience

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VISION: By 2050, equitable access to a high-quality and well-maintained transportation network will be expanded throughout the Commonwealth, with special attention to Environmental Justice and rural communities. The system's state of good repair will be routinely positive and maintenance backlogs will be minimal. Enhanced wayfinding and information will support systemwide navigation for users of all ages, abilities, and languages. Transit facilities will be safe, clean, and comfortable with modern seating, lighting, and features that improve users' experience.



HIGHLIGHTED VALUE: MassDOT believes that all travelers in the state deserve a transportation system that is easy to understand, ADA accessible, inclusive of signage and wayfinding on transit and roadways, and contains dynamic traveler information services and resources.



HIGHLIGHTED PROBLEM STATEMENT: Transit riders, people with disabilities, and limited English proficient (LEP) community members find it challenging to understand and navigate the transit options available to them.



HIGHLIGHTED ACTION ITEM: MassDOT, in coordination with regional planning partners and municipalities, the MBTA, and the RTAs, will develop an inventory of bus stops and transit stations that lack sufficient wayfinding signage and the translation of information into appropriate languages to inform a capital funding program targeting improved wayfinding for critical locations.