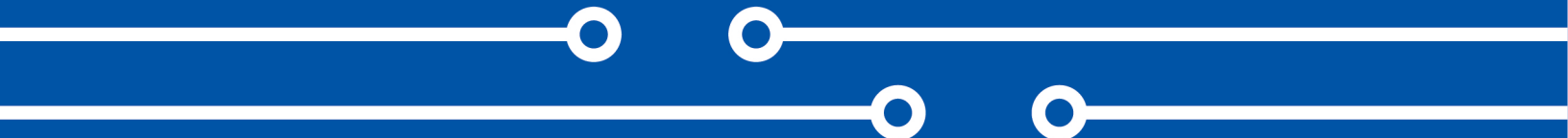


July 2024



Appendix E

Draft Report Comments and Responses





1.1 Summary of Sources of Comments Received

The 60-day public comment period for Beyond Mobility ran from April 1st, 2024 through May 31st, 2024. During that time, 509 total comments were received through the following means:

- Individual letters
- The Beyond Mobility online comment form
- The Beyond Mobility email address (both individual comments and advocacy “action alert” comments)

The table below summarizes the number of comments by each source. The remainder of this document provides the full text all comments received, as well as MassDOT’s responses. All comments received were analyzed by MassDOT staff and coded into categories using an intercoder reliability process to ensure that the same considerations were made by all staff involved in coding comments.

Table 1 Summary of Sources of Comments Received

Format	Affiliation/ Organization	Count	Summary of Comments
Letter	495/MetroWest Partnership	1	<ul style="list-style-type: none"> • Support for emphasis on issues such as reliability, destination connectivity, and safety in Beyond Mobility as well as the consideration increasing transit connections among more rural communities • Support for improved travel experience across all modes and request to prioritize the affordability and competitiveness of Commuter Rail trips
Letter	A Better City	1	<ul style="list-style-type: none"> • Support for performance-based planning approach and request to move toward more quantifiable targets, particularly in the areas of vehicle miles traveled (VMT) reduction and traffic-related fatalities • Request for clear statements committing MassDOT to facilitate mode shift
Letter	Berkshire Regional Planning Commission	1	<ul style="list-style-type: none"> • Increased emphasis on the importance of expanding passenger rail and improved connectivity in rural communities • Several suggestions for action item and problem statement edits (e.g. importance of improvements to electrical grid occurring in advance of when they are needed)
Letter	City of Lowell / UMass Lowell (Joint Letter)	1	<ul style="list-style-type: none"> • Broad support for the Beyond Mobility plan and framework established as it is consistent with many City and UMass goals
Letter	Conservation Law Foundation / TransitMatters (Joint Letter)*	1	<ul style="list-style-type: none"> • Requests for VMT reduction targets, more detailed commitments to Vision Zero and mode shift, more emphasis on regional rail, and the alignment of land use policy and transportation planning.



Format	Affiliation/ Organization	Count	Summary of Comments
Letter	Nantucket Planning & Economic Development Commission	1	<ul style="list-style-type: none"> Request to document existing conditions of all statewide transportation facilities Consideration of "Affordability" as a Priority Area Increased emphasis on ferry operations, aviation, and freight
Letter	Pioneer Valley Planning Commission	1	<ul style="list-style-type: none"> Increased emphasis on the importance of expanding passenger rail and improved connectivity and affordability in rural communities and for RTA riders Request for scenarios on potential GANs repayment schedules that may have been considered or could be required based on future need.
Letter	Rural Policy Advisory Commission	1	<ul style="list-style-type: none"> Request for more specificity on the definition of "rural" Request to reference Chapter 90 and geographic equity implications Increased emphasis on the importance of expanding passenger rail and improved connectivity and affordability in rural communities and for RTA riders
Beyond Mobility Online Comment Form	Members of the Public	126	<ul style="list-style-type: none"> Comments coded into themes (see remainder of document)
Beyond Mobility Email Address (Individual)	Members of the Public	9	<ul style="list-style-type: none"> Comments coded into themes (see remainder of document)
Beyond Mobility Email Address (Advocacy Action Alert)	Members of the Public	366	<ul style="list-style-type: none"> Requests for VMT reduction targets, more detailed commitments to Vision Zero and mode shift, more emphasis on regional rail, and the alignment of land use policy and transportation planning.
TOTAL		509	

*The letter submitted by the Conservation Law Foundation and Transit Matters was co-signed by representatives of Transportation for Massachusetts (T4MA), Alternatives for Community and Environment (ACE), WalkMassachusetts, the Acadia Center, LivableStreets Alliance, Sierra Club Massachusetts, Transportation Working Group (350 Mass), Stavros Center for Independent Living, Public Health Institute of Western Massachusetts, Safe Roads Alliance, Massachusetts Bicycle Coalition, CALSTART, Newton EV Task Force, Neighbor to Neighbor (N2N), the Capital Investment & Finance Subcommittee of the MBTA Rider Oversight Committee, Somerville Alliance for Safe Streets, League of Women Voters of Massachusetts, Black Economic Council, IBEW Local 103, and the Union of Concerned Scientists.



1.2 Action Orientation

Thank you to those who provided comments related to making sure the Beyond Mobility plan is action-oriented. The final plan contains nearly 100 action items and an online Action Items Progress Report has been developed to track progress on these actions (<https://beyond-mobility-massdot.hub.arcgis.com/pages/action-items-progress>). Additionally, MassDOT is undertaking a Strategic Business Plan to ensure the accountable departments have appropriate organizational capacity to deliver the items. Taken together, these efforts will ensure that accountability and sufficient resources are in place to advance the Action Items and priorities documented in Beyond Mobility.

Table 2 Comments on Action Orientation

Comment Number	Comment
1	<p>Stop spending so much time on feedback and just build the darn system people are asking for.</p> <p>Per your survey, we want more frequent, reliable transit. Less focus on auto-centrism. Better street safety. These happen to also be environmentally friendly options.</p> <p>Stop wasting time and money, just do it. Build now. Have some urgency.</p>
2	<p>I love the plan. I would just try to really encourage the plan to be as actionable as possible. It feels like we often have plans in Mass that state a goal to improve biking, transit, walking, etc, and acknowledge the car-dominated ecosystem, but then the status quo largely continues. Having clear and aggressive direction and actions related to reducing vehicle miles traveled overall would be the best and boldest approach to take from this. Otherwise all the great vision and tactics will fall on deaf ears</p>
3	<p>Please remove the explore from "Explore options," "Explore creation," "Explore investments" Etc. and explicitly commit to doing those things: Expand regional rail services. Create a funding program for transit priority projects on municipal roadways. Invest in multimodal freight movement. Actually do it.</p>
4	<p>Fix what you should be fixing now</p>
5	<p>I'm concerned that the current plan does not feature enough specific and measurable actions for the state, leading to little accountability.</p>
6	<p>I'm going to echo the feedback provided by TransitMatters and other advocacy organizations -- the goals in "Beyond Mobility" are meaningless without measurable benchmarks for, at minimum, a reduction in statewide VMT, transit service increases across all modes, and a commitment to vision zero. Please include these things in future versions of Beyond Mobility.</p>
7	<p>Honestly, transportation in Massachusetts is a mess. In fact, living in a car free household (by choice) and dealing with the terrible state of our public transportation system has made me and my husband reconsider living in this state.</p> <p>Unfortunately, this plan does little to help me feel optimistic. While I agree with many of your priorities and vision statements, I do not see any concrete ways you will achieve this given the state of our system today: laughable safety for pedestrians and cyclists, extremely unreliable public transit, stubborn refusal to invest in clean transit i.e. electrification (bus depot rebuilds delayed and unfunded, regional rail plan with electrification unfunded and flirting with gadgety new technology rather than doing what every other system in the world is doing, even ripping out overhead wires for the bus system) and the travel experience is, of course, as poor as you would expect from a system that has been left to rot for 30 years.</p> <p>Your plan, however well-intentioned, seems to beat around the bush constantly and tries to avoid even the slightest suggestion that a single person may be inconvenienced or required to change their behavior.</p> <p>Explore options to expand regional rail services..... (how else are you going to achieve mode shift?)</p>



Comment Number	Comment
	<p>Address systemic issues that lead to rapid transit delays... (what does that even mean?)</p> <p>etc etc</p> <p>All of this means nothing. Explore options, consider etc.... We need action. We need rail electrification, subway extensions, better bus, even entirely new subway lines, we need it all and if this state is too scared to even say those things and make concrete goals then, of course nothing will happen, and in 2043 people will wonder why nothing has changed. And so slowly, gradually those of us who have a choice on where to live will start to look at places that can not only have visions but actually create concrete plans.</p> <p>Maybe you should take a look at Toronto, for example, where the region (only slightly bigger than Boston) identified public transportation needs and then funded them. So the citizens of that city and region can look forward to a steady improvement of better service, expanded routes and services, public transit gaps filled with high quality service. And cities around the globe including US cities like Seattle and LA are doing the same sometimes building entirely new systems where nothing exists. But no, it seems we don't have any ambition here just a vague vision board.</p> <p>Please do better.</p>
8	<p>Page 109, Problem Statement 1 Action Items fail to reflect problem statement detailed needs (page 78), including "improvements in network connectivity and coverage" and "the importance of microtransit and/or first and last mile connections to fixed route transit." Expanding network connectivity will require additional Action Items to facilitate inter-district rides (as reflected in FY25 Senate Ways and Means budget), and to add coverage to areas where public transit is not currently available.</p>
9	<p>While I appreciate the effort put into identifying immediate action items in the plan, it lacks a bold and visionary approach necessary for the future of transportation in our state. Specifically, the plan falls short in setting concrete goals and holding the agency accountable for achieving them. Without clear targets, measuring progress and ensuring the plan effectively addresses critical issues such as climate change, safety, and equity becomes challenging.</p>
10	<p>Even if MassDOT believes that they should pursue different goals, at the very least those goals should be explicitly stated in a measurable way. I believe that MassDOT is moving in the right direction on the type of projects it is pursuing. However, it will be impossible to say if they fall short of Beyond Mobility, because there are exceedingly few concrete goals. Since junior high, I have been told to right "SMART" goals: specific, measurable, achievable, relevant, and time-bound. This information is necessary to both track progress on goals, and know when you come up short. The least MassDOT could do in a final Beyond Mobility report is use a similar framework to provide measurements and timelines by which they will assess their progress on the goals set out.</p>
11	<p>Page 153 suggests a lack of vision in this document, describing Action Items in Chapter 5 as "ongoing activities, projects, and programs that MassDOT and the MBTA are already involved in that address these needs. Although current initiatives represent great progress, we know there is more work to do." Overall, this project seems to identify resident priorities and describe what MassDOT already does, without proposing Action Items that would address gaps between needs and existing activities.</p>
12	<p>On page 153, "MassDOT encourages all Massachusetts communities to use this Plan as a call to action to highlight key problems and serve as a foundation for ongoing planning, research, and advocacy." As the state's lead agency managing how people get from place to place, where does the next available state-level dollar need to go to improving it? Can this conclusion highlight what unfunded or underfunded ideas would make the best bang-for-buck improvements in resident satisfaction with the state transportation system?</p>

1.3 Safe Bicycle Travel

Thank you to all those who provided comments encouraging MassDOT to prioritize the safety of people using bicycle and the connectivity of the bicycle network. MassDOT views safe bicycle travel



as an important priority for the future. In Beyond Mobility specifically, Action Items SAI3.1 (Sidewalk and Bicycle Facility Gaps), SCTAI1.1 (Complete Streets), DCAI2.1 (Funding Program for Multimodal Transit Connections), DCAI2.2 (Shared Use Path Program and MassTrails Grants), all make reference to the importance of advancing safe bicycle travel in the Commonwealth. In addition to continuing our ongoing efforts to advance this goal as described in Beyond Mobility and MassDOT's Bicycle and Pedestrian Plans, MassDOT's Office of Transportation Planning is developing a resource known as the NextGen Bicycle and Pedestrian Vision Map, which will document gaps in the active transportation network as a basis for future investment.

MassDOT acknowledges comments received during the Beyond Mobility public comment period referencing a need to incorporate stronger standards and design criteria when it comes to bicycle safety and the need for more bicycle racks on buses. This feedback has been shared with the appropriate Highway Division and Rail and Transit Division staff at MassDOT for consideration.

Table 3 Comments on Safe Bicycle Travel

Comment Number	Comment
1	I'm really happy that non-car ways of transportation are encouraged. As someone who bikes a lot, my biggest fear is my son being hit while he bikes. More safe biking lanes everywhere please
2	Mobility has to reflect that traditional bikes are in the minority at this point in life and yet have to contend with heavier, faster and larger vehicles, from electric motorized bicycles to full blown motorcycles as well as scooters and onewheels, sharing their traditional space. Add in the fact that the normative behavior of almost all non-car vehicle operators is to completely blow off traffic regulations and that much of the "bike" related infrastructure is poorly designed and badly maintained and it has become terrifying to ride a bicycle in the Greater-Boston area. Before expanding "Mobility," we should understand what this "Mobility" is and why our designs for it and use of those designs is currently so problematic.
3	Bike lanes must be established as isolated lanes, separated from the main road by a curb at the very least. A painted line does nothing to prevent vehicles from straying into bicycle lanes, and does not enforce the idea that bike lanes are for bicyclists, not vehicles. I would point concerned parties to Eugene, OR, where their bicycle infrastructure makes it possible to traverse the entire city as fast as if you were driving...give or take a couple minutes. Along with some bike routes that do not follow the same roads that cars travel on, the routes that do follow main roads all have a rounded curb with reflective plastic posts to effectively isolate the bike lane from automobiles without presenting a significant barrier that would cause damage to people/equipment in either lane should a crossover occur.
4	I would like to see a higher bar for exemptions to multimodal infrastructure along roads not conforming to the Controlling Criteria established on 1/2/2020 by MassDOT, especially along designated bicycle routes. Additionally, I would like to remove special statutory exemptions for higher speed limits than the statutory limits based on road type along any such road without conforming infrastructure until projects are completed to create the required multimodal infrastructure. I think this could be tied into the planned analysis of sidewalk gaps.
5	Need wide bicycle lanes and security from cars and buses. allow bicycle stopping box in front of car lane to give bicycles quick start lead. Eliminate left turn lanes. have north bound bikes turn right to bicycle box in front of west bound lane to go straight at green light and end up going west (avoiding the left turn and high risk). Need clean, dry and secure bicycle parking at stations near entrances. monthly discount fees. Allow bicycles in last train car? or specific car space. more bicycle racks on buses.
6	One major area that needs to be addressed as part of the SAFETY effort is the matter of e-bikes and delivery drivers. Every day in Boston is like a scene out of Mad Max. They go 30 miles an hour, ignoring automobile laws, and abusing the bike lanes, going the wrong way, etc. It is literally a fatality waiting to happen.
7	I have been very happy with recent local developments where bicycle and pedestrian infrastructure have been implemented, and they have increased commerce and enjoyability of



Comment Number	Comment
	where I live. Please continue to prioritize helping local community projects, and empowering them to provide input on and shape the positive changes they want to see rolled out.
8	The 2015 MassDOT Bike Lane Planning and Design Guide recommends the use of floating bus stops but does not acknowledge the challenges this poses to riders who are Blind/low vision who no longer can rely on common techniques for locating the bus stop. Even more concerning is that the Guide supports the use of constrained bus stops. Although the guide supports placing a "Do Not Pass When Bus is Stopped" sign before the first pedestrian crossing a bicyclist approaches, bicycles aren't subjected to the same level of enforcement and regulations as motor vehicles. As a result, some bikers might not be fully aware of all the rules they are expected to follow, and some tend to make rolling stops instead of coming to a complete stop.
9	I commend the focus on active transportation, and the need to fill in gaps in the sidewalk and bicycle networks.
10	Finally, I recommend adding a section of low cost, high impact action items that should be costed, funded, and executed as soon as possible. Examples include - dedicated bicycle travel lane / trail connectivity (leverage existing infrastructure, make it safe by adding lights, crosswalks. I should be able to get anywhere within 30 miles of Fanueil Hall in less than an hour by bicycle, SAFELY.) - automated speeding detection on state owned roadways - sidewalk development in high priority areas.

1.4 Improved Coverage of Transit Network/Transit Investment Needs

Thank you to all those who provided comments encouraging MassDOT to increase investment into transit. MassDOT views transit as critical to people's everyday transportation needs. In Beyond Mobility specifically, Action Items RAI1.2 (Rapid Transit Delays), DCAI2.1 (Funding Program for Multimodal Transit Connections), RAI2.1 (Roadway Investments for Transit Reliability), RAI1.6 (Regional Rail Service), RAI2.3 (Funding Program for Transit Priority Projects), all make reference to the importance of advancing transit investments in the Commonwealth. MassDOT's investments in transit focus on moving towards expansion and a more interconnected network as well as electrification.

MassDOT also acknowledges the funding challenges associated with transit. Within the Beyond Mobility document, under the "Cross-Cutting Theme #2: Financial and Staffing Resources" heading, the following statement reflects this challenge and the need to collaborate with our partner agencies to address it in the future. In the final plan, in response to comments received, a reference to the RTAs has been added to this paragraph, as well. "During the development of Beyond Mobility, MassDOT staff have reported particularly insufficient Federal and State funding for rail and transit needs, which leads to funding shortfalls in areas required to maintain a consistent level of service on passenger and freight railways in the state. For example, the MBTA is under pressure to deliver new projects even as it struggles to maintain the system in a state of good repair, which would better facilitate reliability. It has therefore become important to document project types that enhance both operational efficiency and reliability. Massachusetts' RTAs face similar financial challenges, as well."

With respect to location-specific transit expansion projects, please note that rather than providing a list of unfunded projects, the Beyond Mobility plan articulates meaningful action steps that can be taken to move the needle on advancing key priorities, including transit expansion. Future Capital



Investment Plans (CIPs) for both MassDOT and the MBTA will provide more detail on specific investments made in this area.

With respect to web-based resources that speak to needs related to improved travel experience and available transportation options, please visit: <https://massridematch.org/>. Additionally, please see Action Item 3.4 "Regional Mobility Manager Network."

Table 4 Comments on Improved Coverage of Transit Network/Transit Investment Needs

Comment Number	Comment
1	"This leads to funding shortfalls in areas required to maintain a consistent level of service on passenger and freight railways in the state." Yes this is true, so explicitly commit to funding railways better. You already spend far more on highways. Align your budget priorities with your stated goals. The state will not meet its climate goals (which coincide with the end of this plan if you do not change this dynamic fundamentally. Flex funds all the time. Invert the 80-20 ratio. See what happens when you adequately fund transit.
2	The "Supporting Clean Transportation section" Needs to have a commitment not only to electrifying public transit but also to expanding it. What about critical public transit infrastructure gaps? Why do those go unmentioned?
3	There is only a single mention of VMT (Vehicle Miles Traveled) in the Executive Summary document, and it appears in an item devoted to studying the impact of congestion pricing. The goal of Reducing VMT naturally leads to plans to expand transit infrastructure, expand cycling and walking infrastructure, and supporting widespread land-use and zoning changes to enable people to live closer to the amenities that make day to day living possible.
4	"MassDOT believes that fully achieving decarbonization goals must involve a multi-pronged strategy that goes beyond electrification to emphasize the importance of moving more people with fewer vehicles." Again this is great but actually demonstrate this. Even in this document you explicitly address expanding electric car supporting infrastructure but you do not explicitly call for public transit expansion. That is backwards if you actually believe this.
5	In the "Destination Connectivity" section again you should explicitly call for expanding public transit. It is great to invest in Microtransit "in communities served by Regional Transit Authorities (RTAs) that may not have and/or lack the density to support fixed-route service." but you should also invest in fixed-route transit in the places that do have that density. Develop a BRT-LRT-HRT plan for the whole commonwealth, especially looking at the gateway cities, and disadvantaged neighborhoods in the inner urban core of Boston. If you truly believe "MassDOT believes that the primary purpose of the transportation system is to connect people to the places that they need and want to go." You need to expand public transit to do that. It doesn't currently meet that standard in many places.
6	"MassDOT is committed to the principle that a "regional rail" system with expanded service throughout the day is critical to building a stronger and more inclusive state economy." This is also great. I hope you are looking at best practices around the world (German SBahns, Paris RER, London's Overground, even Philly's Regional Rail). Many of these systems have involved one or more central tunnels to connect legacy disconnected suburban networks. I hope you recognize the lesson this tells for NSRL. I also wonder, Is this including the whole commonwealth? Does it include the Cape? Does it include the Pioneer Valley? Does it include Northern Tier? Does it include the Berkshires? It should.
7	The vision for "travel experience" mentions "transportation network will be expanded throughout the Commonwealth" but the values do not mention target transit expansions for underserved areas to encourage mode shift only improving the "travel experience" which is very vague. In general though the Commonwealth cannot afford to simply maintain overall system quality, it must actively improve it.
8	In the problem statement "Though the Commonwealth supports reduced vehicle travel as a climate change strategy, people traveling in Massachusetts find it difficult to get around using



Comment Number	Comment
	other modes including transit, bicycling, and water transportation." Add a commitment to expand transit, bicycling, and water transportation.
9	Create a public inter-city bus service across the commonwealth servicing every corner from Provincetown to Williamstown, Rockport to Great Barrington. Filling gaps created by the separate RTAs and MBTA Boston oriented service. Private passenger busses have atrophied since covid and they served a crucial transportation role for a lot of working class people. These routes should be brought into public ownership and expanded upon to preserve and grow these connections. NJ Transit is a decent model to look to, although frequencies on many routes could be better.
10	One of the most important segments of rail not owned/controlled by MassDOT is the Attleboro Secondary (ATS), between Taunton and Attleboro. One failure of South Coast Rail has been focusing on rail transportation between South Coast communities and Boston, while ignoring an equal or greater need for transportation between Providence RI while also bypassing Taunton (East Taunton is no better than going to Mansfield or Attleboro). Utilizing the ATS would allow: Rail service connecting Taunton, SC communities, and other communities (Cape, Buzzards Bay, Middleboro, etc) with PVD, Amtrak, TF Green Airport and more. Direct Amtrak service between NYC and the Cape (seasonal or year round), and connections at PVD to/from SC Communities via MBTA service. Increased service on SCR/Middleboro line during peak hours bypassing choke point, by routing returning (less demand) via Foxboro and ATS.
11	I am concerned at the lack of straightforward statements that regional transit authorities like PVTA, MBTA, and GATRA need more funding to do what they do. Electrification and frequency are clearly two very important topics to meeting climate goals and increasing ridership and I am assuming they will be expensive.
12	This also means that our public transit system should be more extensive than just in large cities. Shared transportation would help decrease CO2 and methane in the air. This shared transportation should be citizen owned not corporate owned!! (The corporate owned electric system has leaky transmission lines and is in bed with other corporations that supply Artificial Intelligence.) All this implies more mining and more climate change gasses expelled!
13	I have lived in various communities outside of the T's service area, and have worked in Kendall Sq. For 5 years. I have never lived in an area where public transit would be the easier / cheaper / faster option, with the exception of 3+ hour commutes to and from Lowell. While I could provide detailed feedback on the measurements of success, I'll stick to 2 major points: the measurements should be defined against the ideal scenarios, such as zero transit based emissions, zero transit deaths, minimized average commute times across public and private transit, etc. In addition, the plan should detail the accountability steps - who is responsible for securing funding? Who should the citizens of the Commonwealth of Massachusetts look to when no specific transit goals are defined or achieved?
14	Connectivity: Develop an extensive, integrated rail and bus network to enable statewide connectivity, enhance walkability to transit, and expand bike infrastructure.
15	Destination Connectivity Action Item DCAI3.1 predicates expanding local/regional funding opportunities based on increases in federal funding. State funding should also be made available for destination connectivity purposes.
16	I was expecting to see a discussion of web-based resources and apps in addressing Travel Experience and Destination Connectivity Problems. Could MA DOT or some other entity develop one platform that could be used by all in the Commonwealth?
17	Destination connectivity is another action item that heavily influenced the creation of our vision and priority statements. The Partnership has been a staunch advocate for increasing the interconnectivity of our region's transportation system. The Partnership supports innovative and pragmatic approaches to improving public transit accessibility and connectivity across the Commonwealth to further induce ridership. The Partnership has committed to work with stakeholders to explore location-specific strategies and opportunities to improve connectivity and accessibility, including the interspersing of small-scale park and ride lots throughout connecting communities on interlocal routes. Seamless travel also includes supporting strategies to ensure the rider's experience is both affordable (especially when compared with the cost of travel via private vehicle) and minimally cumbersome.
18	Develop an extensive rail and bus network to enable statewide connectivity, enhance walkability to transit, and expand bike infrastructure.



Comment Number	Comment
19	Page 111, Problem Statement 3 Action Items fail to reflect problem statement detailed needs (page 79), including "a lack of ongoing and sustained funding" for "pilots of microtransit and fixed route service in rural and suburban areas [which] provide important access to critical destinations." On page 87, a Values statement includes, "MassDOT is committed to supporting robust on-demand transit services using dedicated drivers and vehicles across the Commonwealth, especially in communities served by Regional Transit Authorities (RTAs) that may not have and/or lack the density to support fixed route service." The values statement overshoots and overly limits the method by which a reasonable goal could be achieved, while the Action Items undershoot what would be needed to reach a reasonable goal. Consider MassDOT's responsibility to ensure sustained access to critical destinations for rural and suburban populations who cannot drive. MassDOT should investigate pathways and ensure fiscal sustainability for lifeline services for rural and suburban non-drivers including low-income and disabled residents.

1.5 Roadway Capacity

Thank you to all those who provided comments emphasizing that roadway expansion is detrimental to a sustainable and connected transportation network. Per our value statement listed under the Reliability Priority Area, Beyond Mobility makes clear that "MassDOT does not believe in roadway expansion as a means to reduce congestion." Values like this will be referenced when decision points arise surrounding project design to ensure that all future projects undertaken and overseen by MassDOT adhere to the Beyond Mobility values statements and broader plan.

Table 5 Comments on Reduced Roadway Capacity

Comment Number	Comment
1	"MassDOT does not believe in roadway expansion as a means to reduce congestion" Again this is wonderful (finally), but demonstrate this in your projects. The plans for route 2 are a highway expansion. You plan highway expansions for both Cape bridges. Stop doing that if you claim you don't believe in that. I would encourage you to go even further here and explicitly commit to shrinking roadway space and using it for active travel and public transit, expanding public spaces, and adding green infrastructure.
2	In the action areas for safety I would encourage you to develop a plan for low traffic neighborhoods, which are proven to dramatically improve safety for all road users and especially pedestrians and bicyclists, across the commonwealth.
3	"MassDOT is committed to prioritizing reduced car travel" This is fantastic but demonstrate that in your projects. Shrink roadway capacity and expand walking, biking, and transit options. Start at the throat in the Allston project. Shrink 90 into 3 lanes, which it has operated with due to construction for years with a little further down little discernible difference, and shrink Storrow/SFR to one lane in each direction. Use the freed up space for park lands and storm water retention and/or public transit expansion.
4	This plan looks great you guys have all the right ideas. The only problem is it is too little too late. We need to change faster the climate crisis is here now, and children are being mowed down by f-150s now. 2050 is too late. We need radical change and we need it now. We need to do everything possible to reduce private vehicle usage and reclaim the space lost to cars.
5	"Massachusetts traffic fatalities and fatality rates have risen since 2019, despite lower vehicle miles travelled." This is because capacity has not reduced comparatively. Many roads that were slowed by congestion, making them safer in fact, were much more free flowing during the pandemic and so people were able to drive much faster on roadways that encouraged vehicle flow not safe speeds. You need to recognize that your goal of reducing congestion is at odds with your



Comment Number	Comment
	<p>goals around keeping pedestrians and bicyclists safe. Not only should it be more inconvenient to drive, to encourage mode shift to more sustainable and healthy options, making driving slower also keeps everyone else safe. You should specifically study the relationship between congestion level and road safety particularly with a focus on speed in crashes that kill and injure vulnerable road users.</p> <p>Stop prioritizing congestion reduction for private vehicles. Reduce the impacts of congestion imposed by private vehicles on public transit instead. If that means making private vehicles more congested, good. That will only incentivize using the traffic free transit options more, and improve road safety for pedestrians etc.</p>
6	<p>Thank you for putting together this presentation. Something of note is transportation systems are tied deeply to other aspects of our society - and improving transportation will have to reach outside of its bubble. For example, transportation is most cost effective when it can serve many people in a small area ("hubs"). Parking mandates and exclusionary zoning prevent this kind of gathering, making transportation less effective.</p> <p>I'd like to see more *emphasis* on *deemphasizing* the car - by re-configuring roadways, installing pedestrian safety measures, and more we enable people to choose other modes of transportation which are cleaner, cheaper, and more equitable than the car.</p> <p>For example, we should never again need to widen a highway. Those billions of dollars can be spent much more effectively as described here and in other comments you've received.</p> <p>Thank you for your consideration.</p>
7	<p>Another concern of mine is the constant highway and road expansion - even just recently, the DOT announced a highway expansion project near my workplace. We don't need more lanes - we need more train tracks, bike lanes, and thriving local communities so people have the things they want nearby!</p>
8	<p>We must go on a road diet, removing unneeded capacity from our highway network</p>
9	<p>MassDOT should commit halting road expansion. They should prioritize electrified commuter rail and build the NSRL.</p>

1.6 Resiliency Impacts on Infrastructure

Thank you to all those who provided comments emphasizing the urgency of implementing climate adaptation and resiliency changes. MassDOT views resiliency as central to a system that withstands the effects of climate change and critical to the preservation of existing assets. In Beyond Mobility specifically, Action Items RAI1.1 (High Risk Asset Identification), RAI1.5 (Resiliency Grant Program), RAI1.9 (Climate Change Adaptation and Guidance), RAI1.4 (Comprehensive Culvert and Drainage Inventory Mapping), all make reference to the importance of resiliency policy and program changes to mitigate climate risks in the Commonwealth. MassDOT's Resiliency Improvement Plan (RIP) currently under development lays out a framework that accounts for both future infrastructure's impact on resiliency and the impacts of current infrastructure.



Table 6 Comments on Resiliency Impacts on Infrastructure

Comment Number	Comment
1	In the "Resiliency" section you should add to the vision the idea of minimizing the contribution of our transportation to environmental and climate impacts (urban heat island effect, stormwater runoff, air quality issues, and even climate change in general). Our transportation infrastructure isn't simply vulnerable to these issues, in many ways it actively worsens them. You should not only look to make current and future infrastructure resilient to environmental impacts you should look to reduce the impact that that infrastructure has on the environment. This would align well with a goal to reduce roadway size.
2	In the Resiliency section I would again urge you to add action items about using transformational infrastructure investments to mitigate environmental hazards not limit yourselves to protecting existing infrastructure from them.
3	Ensure the climate resilience of critical infrastructure and plan for alternative routes.
4	Drains don't work. 253 n.end boulevard
5	A concern of mine is regarding the climate change adaptability and future-proofing of infrastructure. In particular, low-lying depots such as Salem need work started soon in order to avoid regular flooding according to current predictions of sea level rise over the next several decades.
6	The Resiliency section is well done. Regarding action item RSAI1.11, it is not clear if the Highway Resiliency Improvement Plan includes a section on rapid response to be able to respond to climate change (severe weather) events when transportation infrastructure is damaged. It is imperative that such a plan/section exists to be able to respond immediately with an emergency repair. Similarly, action item RSAI1.12 should be expanded, and a similar program with standards be adopted for the entire transportation system. Furthermore, RSAI1.14, Resilient design research and planning efforts should be accelerated. Impacts of climate change have already begun and all regions of the Commonwealth have experienced severe impacts to their transportation infrastructure.
7	Please note that the resiliency concerns listed on P.95 are only a small subset of the actual needs. It would be interesting to see who provided the information on the survey. Since rural communities have limited staffing, I suspect they are probably very much underrepresented in survey responses. Including the Figure 4.7 map in a report may cause people to assume there are no resilience problems in North Central MA and other rural areas. Could the final report include some of the MVP data instead?
8	MassDOT should fully develop and fund plans to make all critical transportation infrastructure climate-resilient. One key goal is to outline alternative routes and prepare infrastructure that will allow for continued service in case of disruption. Increasingly hot summers expand and buckle train tracks. Record snowfalls lead to the MBTA failing to operate vehicles necessary to maintain daily service. Worsening floods submerge parts of the transit system, leaving people stranded without a way home. In September 2023, Leominster suffered nearly a foot of rainfall in four hours, decimating infrastructure, including the Commuter Rail tracks. "Climate resilience is no small concern – it's a safety, economic, and social justice issue." And when the transit system fails to withstand the worsening elements, people turn to their cars—if they have the privilege of transportation options—which adds to vehicle emissions and moves us further from our climate goals.
9	Ensure the climate resilience of critical infrastructure and plan for alternative routes.

1.7 Congestion Pricing and Tolling

Thank you to all those who provided comments regarding tolls and increased revenue to fund the transportation system. In Beyond Mobility, Action Items RSAI1.5 (Roadway Pricing Study) and RAI2.3 (Funding Program for Transit Priority Projects) make reference to the innovative ways to increase revenues to fund transit capacity in the Commonwealth. This issue will be further explored



in the future as part of ongoing discussions regarding transportation financing. Concerns surrounding any future policies' impacts on rural, low-income, and other impacted communities will be thoroughly addressed as part of any future work on this topic.

Table 7 Comments on Congestion Pricing and Tolling

Comment Number	Comment
1	In the reliability section: Please also study the use of VMT to fund the transit capacity needed for success, as has been done in London. This is a revenue stream, the lack of transit capacity is a revenue issue. Use that revenue to address that issue.
2	To pay for road infrastructure the state should adopt a toll system equal to New Hampshire. With a push towards carbon free transportation the states ability to raise taxes from the fuel tax will be reduced year over year, tolls will fill the gap. The toll fee can be set very low compared to other states if strategically placed to raise the most funds possible. Locations such as 93/95 interchange and similar high volume areas, border locations, and into major population areas. By setting the fee low say .10 cents drivers will be less inclined to complain. The fee can be raised over time to maintain the infrastructure as more shift to other forms of transportation.
3	Please remember that roadway pricing without viable and affordable other mobility options is a regressive way of approaching the situation. RAI 1.5 (Roadway pricing study) must carefully consider the impacts to all affected, including those traveling from rural areas and other places without other mobility options.
4	On page 145, a discussion on the impact of VMT as it relates to gas tax and toll revenue is presented. This discussion fails to mention several disparities which rural areas face. As rural areas are more sparsely developed, residents must travel further to reach their destinations, increasing their VMT. Rural areas also have very limited transit options, in comparison to urban areas. This disparity requires the use of personal vehicles, which increases VMT. Instituting a VMT fee/tax would adversely impact rural area residents who do not have access to robust transit systems in urbanized areas.

1.8 Free/Reduced Fares

Thank you to all those who provided comments regarding reduced fares and a fare free system. MassDOT views reducing costs for transit riders as critical to advancing equity and increasing the use of public transit. In Beyond Mobility specifically, Action Items TEAI1.1 (Fare Program Results) and TEAI1.2 (Fare-free transit options), all make reference to the innovative ways to implement fare policy to make transit more affordable in the Commonwealth. MassDOT's commitment to equity is made evident as we strive to ensure transit is financially accessible for all those who use the network. In response to comments provided during the Beyond Mobility comment period, the final plan has been updated to reflect additional future performance measures focused on all transit riders (not just MBTA riders) that are low-income. The analyses done on the percentage of just MBTA riders who are low-income was performed as part of the plan due to data availability, but reference to expanding this analysis to cover all RTAs has been added and is a priority for future work.



Table 8 **Comments on Free-Reduced Fares**

Comment Number	Comment
1	In the "Travel Experience" section take out "Explore" and simply expand access to the MBTA's Free/Reduced Fare Program for eligible riders with disabilities, older adults, young people, and low income individuals. I am a recipient of Somerville's free Carlie card program for low income people and it has been massively beneficial to me. So many people would benefit from expanding this to all eligible people.
2	Rather than "Coordinate with Massachusetts' RTAs to continue piloting" free fares, simply make all public busses in the commonwealth free. MBTA and RTA. The positive impacts in terms of ridership, boarding speed, safety, and personal finances for those who need it most are clear and obvious. Commit to giving this the funding it needs.
3	I would like to be able to get on demand transportation that I can afford. Right now I have no transportation to see my friends, go out to eat, to events, and lots more.
4	The Travel Experience performance metric on page 136 – "Measuring Over Time: Percentage of MBTA Riders who are Low Income" is too focused on the MBTA. MassDOT should consider adding additional content in this section on how they aspire to develop this performance metric for the entire Commonwealth to assess low-income transit riders for all regional transit authorities, not just the MBTA. It should also be expanded to assess equity for passenger rail service in the Commonwealth.

1.9 Urban Environmental Justice Transit Service

Thank you to all those who provided comments regarding not overlooking the burdens Environmental Justice (EJ) communities face with the transportation network. MassDOT recognizes the inequities in terms of connectivity for EJ communities who experience a disproportionate number of barriers to opportunities. In Beyond Mobility specifically, Action Items DCAI1.1 (Commuter Time Disparities), DCAI1.2 (Tracker Metrics for Destination Connectivity), DCAI1.3 (Options for People who are Low Income or who have Disabilities), all make reference to the challenges and policy levers to better connect EJ communities to critical destinations in the Commonwealth. MassDOT strives to invest in the needs of EJ communities from a state and federal perspective. The MBTA's Better Bus Project (<https://www.mbta.com/projects/better-bus-project>) describes other ongoing efforts that address comments related to bus network connectivity, including MBTA's Bus Network Redesign.

Table 9 **Comments on Urban EJ Transit Service**

Comment Number	Comment
1	In problem statement "Residents outside of inner core areas across the Commonwealth, particularly those in rural areas, lack convenient transit services and other non-vehicular transportation options and feel disconnected from cultural, economic, and other opportunities." Please also recognize that many residents inside of inner urban core areas also lack convenient transit services and other non-vehicular transportation options and feel disconnected from cultural, economic, and other opportunities. This is particularly pronounced in minority communities. Not recognizing or planning to address this issue is a major oversight with profound implications on equity.
2	"There is a lack of network connectivity in rural areas, particularly related to public transportation including Commuter Rail, trains, and buses. Currently, there is insufficient connectivity and coverage in much of western and coastal Massachusetts. Users describe a fragmented system that prioritizes urban areas like Boston while leaving rural and suburban areas out of the picture."



Comment Number	Comment
	<p>There is also a lack of network connectivity in Boston particularly in Roxbury, Mattapan, Hyde Park, and the South end. The state has never lived up to its promise of "equal or better" service after removing the Orange Line from Roxbury. Chelsea, Everett, and Lynn are all also urban communities with disproportionate minority populations lacking meaningful network connectivity. This seems to take for granted that the network is well connected in the inner core and it simply isn't. Many urban areas, which actually have densities to support transit already, have been left out of the picture as well.</p>
3	<p>In the "Destination Connectivity" section problem statement "People living in Environmental Justice communities are burdened by connectivity inequities across our transportation system, limiting their access to opportunities." Add a commitment to expand public transit in Environmental Justice communities.</p>
4	<p>Surprise! There are a few areas in the city of Boston which are very isolated! Charlestown is one! If you don't have a car it can be almost impossible to venture beyond our community space. You see, every means in and out is over a bridge (we are a functional island) to add to that about 40% of the Cities core traffic passes through us in some form over us, on our street space and even under us!</p> <p>So we need more connectivity! And no not cars and not buses over our most congested streets fighting for access from all of the other regional traffic! We have an innovative means using an old rail line to get us to the Orange Line transit system which is just out of reach for most of us! Along the North side of the hills and along the harbor and river. We need a first/last transit solution to get us to our Orange Line stations and then onwards to the Green Line stations near us. But we also need walkable and cycle access across our bridges not only for us but for those who want to bike into the city and Cambridge through a enhanced Gilmore bridge crossing by adding a parallel cycle/small shuttle bus to get to Cambridge and Lechmere T station as well as for us to find the nearest sizable green space to us in Medford MacDonald Park! Venturing up the river to Draw Seven Park.</p>
5	<p>Please Extend Bus 119 Route to Point of Pines FULL SCHEDULE from the NEW FIRE STATION along Revere Beach Blvd. & Ocan Ave to Beachmont Station to Northgate Shopping center. This will SERVE MORE RESIDENTS with BETTER SERVICE than they have now! A way for people to get to and from work. A way to REDUCE the number of cars on streets. A way for people to go to pharmacies, churches, restaurants, shopping malls, stores downtown. THIS WILL GIVE ACCESS TO MORE PEOPLE TO TWO SHOPPING MALLS.</p> <p>People looking to rent or buy need convenient bus service. There is MUCH NEW HOUSING along this extension. MORE people would interested IF THERE IS REGULAR, CONVENIENT BUS SERVICE.</p> <p>Many people have written the mayor of Revere to ask for this. 'EVERY PERSON ON A BUS REPRESENTS ONE LESS CAR ON THE ROAD'</p>
6	<p>Surprise! Most will be trekking through Charlestown! So any event at the stadium will shut us down! Can't get out and can't get in! This won't do!</p> <p>And NO!! Altering Rutherford Ave is not a solution. The 2019 design we worked so hard on is what we need or do nothing!! I can live with the pain I know not what you will create onto us with any other solution.</p> <p>The correct answer is to create what Everett has asked for in the past, opening up a Orange line spur into them. They only need two stations one for the stadium and end point for the Silver Line and one more up a piece near Revere Beach Parkway to serve the needs of the rehab of the Exxon fuel farm area no matter what it developed within it and offer the staging space for the Orange line carriages to wait for the exiting stadium crowd. This is a better plan than the Silver line to Sullivan Sq. Building a new bridge next to the commuter rails and adding into it the multi-use bridge element into Draw Seven park.</p> <p>BTW - This is a threefer! As you also open up the third rail landings in both Sullivan and BHCC stations so we have for our expansion goals as laid out in PLAN: Charlestown the needed support. Oh, what's the third? A bigger tax base with all of this new development! But! You need to break the eggs to get the reward of the omelet!</p>



1.10 Updated Active Transportation-Oriented Design Standards

Thank you to all those who provided comments on following the most up to date active transportation guidelines and standards for our multimodal transportation system. MassDOT's internal design expertise is continuously updated using external guidance on design and construction for bicycle, pedestrian, and transit infrastructure. In Beyond Mobility specifically, Action Items SCTAI1.1 (Complete Streets), DCAI2.1 (Funding Program for Multimodal Transit Connections), DCAI2.2 (Shared Use Path Program and MassTrails Grant), RAI1.9 (Expand Roadway Asset Management Activities), and TEAI4.2 (Inventory of Active Transportation Amenities) all make reference to making use of the latest policy, funding, and construction mechanisms to improve on a multimodal system that is connected and prioritizes all users in the Commonwealth. MassDOT Highway Division's Engineering Directives, Design Justification Workbook (DJW) process, and design guidelines require project proponents to include bicycle, pedestrian, and transit infrastructure as part of all projects MassDOT oversees, ensuring that infrastructure is as safe and connected as possible for all users of the transportation system. Waivers are only granted in extenuating circumstances.

Table 10 Comments on Updated Active Transportation-Oriented Design Standards

Comment Number	Comment
1	A commendable statement of goals. Now to adopt standards that ensure they are put into place. Changing roadway design standards to require certain levels of pedestrian, cycling, or transit accommodations on any road meeting given criteria, as under the City of Cambridge's Cycling Safety Ordinance (or perhaps more notably the CROW manual in the Netherlands), can help cut through red tape when implementing such improvements.
2	The goal of Reducing VMT naturally leads to plans to expand transit infrastructure, expand cycling and walking infrastructure, and supporting widespread land-use and zoning changes to enable people to live closer to the amenities that make day to day living possible.
3	The creation of separated biking infrastructure is vital for providing people safe ways of getting around their areas. Local municipalities fight these items tooth and nail, and the mechanisms for feedback to localities often exclude those who don't or can't use a car (IE town meetings during working hours on weekdays). State level mandates and design requirements make these local political groups very angry, but are the most effective way to get infrastructure built. At one meeting we attended, a town official put forward a motion to remove the possibility of adding a bike lane on a dangerous street. He removed the motion when he was informed this would result in a loss of state funding for that road due to non compliance. The executive summary indicated many admirable and lofty goals, with a specific emphasis on reducing car dependency and meeting our climate goals, which was great to see. Please ensure there are specific methods to force local politicians to implement standards of infrastructure for more than just cars. The use of standards and mandates for compliance, while leaving the option of how to accomplish those goals and implement those standards to individual towns, will give the towns some say over how a project is done without letting them end/stall the project.
4	The Travel Experience performance metric on page 136 – "Measuring Over Time: Percentage of MBTA Riders who are Low Income" is too focused on the MBTA. MassDOT should consider adding additional content in this section on how they aspire to develop this performance metric for the entire Commonwealth to assess low-income transit riders for all regional transit authorities, not just the MBTA. It should also be expanded to assess equity for passenger rail service in the Commonwealth.



1.11 Expanded Passenger Rail

Thank you to all those who provided comments on expanding the passenger rail network. MassDOT's Compass Rail initiative calls for expanding the passenger rail network in Massachusetts to expand transportation options, support economic development, improve the freight network, and shift car trips to greener modes. In Beyond Mobility specifically, Action Items DCAI1.1 (Commuter Time Disparities), RAI1.6 (Regional Rail Services), and DCAI3.3 (Compass Rail), all make reference to the expansion of the rail network that increases reliability and accessibility for all users in the Commonwealth. MassDOT's focus on the importance of access to critical destinations emphasizes passenger rail as a central mode of transportation to get people around safely.

In response to comments received during the Beyond Mobility public comment period on the topic of passenger rail, the final plan has been updated to add the following language to the third Destination Connectivity problem statement: "Current passenger rail service opportunities for the western half of the Commonwealth are extremely limited" and additional detail has been added regarding the status of the Compass Rail initiative in Chapter 5 (Action Items) in the "Ongoing Destination Connectivity Efforts" section. Additionally, Action Item DCAI3.3 Compass Rail, has been updated to note that as the Compass Rail initiative advances, MassDOT will provide a defined mission statement, key milestones, and detailed project schedules as projects obtain funding."

Table 11 Comments on Expanded Passenger Rail

Comment Number	Comment
1	Hello there! Thank you so much for all of the hard work you do. However, I would have loved to see the Northern Tier Rail form a part of the Statewide Long Range Transportation Plan. I believe it is an integral part of transportation infrastructure the state must make, which will improve transportation for hundreds of thousands of residents. Is there any way for it to just be added? Moreover, it would be wonderful to see more references to rail in general! As we as a society must pivot away from carbon-centric infrastructure (such as highways), the state should greatly seek to invest in rail travel.
2	I would love to see some planning studies on rail transportation (either commuter rail, subway, light rail, etc) corridors that do not just connect people to or from downtown Boston. Existing freight and historic ROW connect many gateway cities, especially in the Merrimack Valley. New passenger rail service could be transformative to these communities.
3	goodmorning, I live in Western Ma. Turners falls, and voices from the entire state are important in your beyond mobility plans. accessible routes, ada sidewalks, accessible vans, Amtrak(next towns) and few buses traverse here. MOre to be done for accessible boarding for local bus service, shelters,, accessible buses. and realize we need help for sidewalks, as seniors do not use bikes. accessible boarding for amtrak in Greenfield, Ma. sidewalks on bridges, crosswalks, .. thanks you for your response, betty tegel/ advocate
4	I am impressed with the work that has gone into this plan, the future model scenarios and the effort to get resident input. I am a bike commuter in Springfield and travel to Boston a few times/ month for work. The streets are filled with broken glass and I play chicken with cars, busses and trucks to get to work on my bike. When I go to Boston, I wish I could easily take a train from the recently renovated station in Springfield. I FULLY support moving infrastructure away from cars and towards biking, walking and rail.
5	Western Mass needs both light rail and high speed trains. Light rail for relatively local areas, maybe only just the a tri-county area. But W Mass residents need high speed access to at least Boston and New York City. People could live here in Western MA where it's relatively affordable and work and also just visit and enjoy other areas without 3 hour car rides.



Comment Number	Comment
6	more connectivity across the state with electric rail
7	<p>That is indeed quite a collection of documents and I will slowly digest it over time. My main interest/concern other than the the disgraceful level of disrepair many road and street have fallen into in Berkshire County, mostly in Pittsfield and Adams, but in other locations as well, is intercity (West/East and North/South) passenger/regional rail. And you spent some time in your NEPR interview on the latter.</p> <p>What bothered me when you ran down the list of existing train services, which remember was supposed to illustrate routes we who live here can ride, was your inclusion in that listing the Berkshire Flyer. Is it your feeling that residents of Berkshire County can, as a practical matter, use that service? Do you think that service actually adds to our travel options in that Berkshires to New York City travel market? I sure hope not.</p> <p>I will only add on proposed development of intra-state and interstate passenger rail, I am very skeptical that it will ever expand enough to make a significant difference in how folks in this state chose to travel. With the possible exception of restoration of the Inland Route in concert with CT, where the "heavy lifting" will be borne by CSX, Amtrak, and ConnDOT, I do not believe MassDOT has the appetite to engage in any other route expansions.</p>
8	<p>The 2024 Update to the Regional Transportation Plan (RTP) for the Pioneer Valley Metropolitan Planning Organization includes the following problem statement: "Existing passenger rail and transit service does not meet the needs of residents of the Pioneer Valley. Expanded passenger rail and transit connectivity, particularly to eastern Massachusetts, is integral to education, economic development, and workforce development." There is a strong desire to expand passenger rail service in the Pioneer Valley region. Results from the RTP Public Outreach survey show that over 50% of respondents would ride the train monthly if the frequency of rail service was increased between the Pioneer Valley and Boston. While the Vision and Values statements for the Destination Connectivity priority area somewhat reflect the need for improved passenger rail options, this is not accurately addressed in the Problem Statements on page 77. This could be best addressed by adding the sentence "Current passenger rail service opportunities for the western half of the Commonwealth are extremely limited." To the end of the third problem statement on page 77.</p>
9	<p>- Please consider Old Colony Main Line Bottlenecks by implementing double tracking along Old Colony Main Line. Funding is included in the Proposed FY 2025-2029 MBTA CIP to initiate some planning work on the significant bottlenecks existing on the Old Colony Main Line in Braintree, Quincy, and Boston. This funding nests under line item Rail Modernization Early Actions - Old Colony Double Track (P1209).</p> <p>- With the pending implementation of South Coast Rail Phase 1, the MBTA should work to minimize service disruptions and maintain levels of service on Old Colony Middleborough/Lakeville Line stations as once revenue service begins.</p> <p>- As the Commonwealth moves towards a greener and more sustainable future, the MBTA should continue demonstrating its commitment to Regional Rail, building on the efforts in this CIP. Investing in regional rail infrastructure is becoming increasingly urgent. The Old Colony Lines can provide frequent, affordable connections from the communities of Southeastern Massachusetts to the metropolitan Boston job market and to each other. Regional Rail would further provide an alternative to the congestion on the Southeast Expressway.</p>
10	<p>Passenger rail is specifically addressed in Action Items RAI 1.6 and DCAI 3.3. Both Action Items would be strengthened by a commitment to specific implementation milestones to achieve expanded rail service. It is recommended that the last sentence of Action Item RAI 1.6 "Similarly, RTD will continue efforts to develop Compass Rail." be modified and included as its own individual action item. We recommend "Continue efforts to expand Compass Rail with a defined Mission Statement, key milestones, and implementation schedule." Ideally, this would have a "Short Term" timeframe.</p>
11	<p>please make sure that the western Mass commuter or Amtrak rail service is electric trains only. we need to make the investment in order to decarbonize transportation. especially new service routes should be electric from the get go even if electrification costs more. better spent now than adding to future costs.</p> <p>don't kick the can down the road. we need to decarbonize all transportation ASAP. we can do</p>



Comment Number	Comment
	<p>this.</p> <p>and have bicycle racks on the train for traveling in to and out of stations by bicycle feasible. have bicycle parking containers lockable for bike commuting as well.</p> <p>add solar PV canopies where possible over parking lots to generated 100% renewable energy and contribute to Gov's goal of 10GW by 2030.</p> <p>thank you</p>
12	<p>I am happy that others have provided input about improving rail service in Massachusetts. I want to echo the calls for increasing rail and bus service frequency and expanding rail service throughout the state. Looking to my home state of CT as an example, reliable rail is achievable and can provide good quality service not to just to major cities like New York but also throughout the state such as the CT rail project that brought service to the Hartford Line. Here in Massachusetts we have an opportunity to do the same through projects like the Compass Rail project, the Northern Tier proposal, and working to fix the subway in Boston. Building bigger roads and adding lanes to highways is only a bandaid for traffic problems and it doesn't help low income families or help the state meets its climate change goals.</p>
13	<p>Rail travel, particularly electric trains, need to play a larger part in the Beyond Mobility plan. In particular, our state needs more investment in rail projects which can serve destinations other than Boston.</p> <p>The long term goals of Compass Rail, with several trips on the inland route between Boston, Springfield and New Haven are admirable, but I feel the timeline is too long. We already have a decent station in Springfield, so why is the state not putting in more money now to increase track capacity so we can send trains there to actually use it? I acknowledge that negotiations with CSX will continue to be required to minimize conflicts with freight, but more concrete steps in the short term would be nice.</p> <p>I also would like to see service between Lowell and Providence via Worcester like that proposed by the Boston Surface Railroad get studied as part of Beyond Mobility. If a private company thought they could make money on such a service, then surely the MBTA could do a decent job supplying it. I imagine it would be infeasible to provide high frequency via the existing rail network on such a route, but it could still do something to help take cars off the road during rush hours.</p> <p>Finally, the state needs to get serious about overhead electrification of the existing MBTA commuter rail system. Battery electric is fine for busses and cars, but simply cannot support the demands of rail travel. Overhead electrification is more expensive up front, but investment now would bring operational savings later, to say nothing of the health and climate benefits.</p>
14	<p>I wish this plan had more talk about the commuter rail specifically. Trains need to run more frequently to convince more people to take the commuter rail instead of driving to Boston. I work my entire schedule around when the commuter rail runs but that only works because I don't have kids. My coworkers can't do that because the infrequent, overcrowded, and sometimes late trains don't work with school pickup and daycare schedules. There isn't enough flexibility. The other issue is within Boston. North Station has no easy connection to the red line and I have missed many evening trains due to an unreliable red line. The poor ted line service has led many of my colleagues to insist they have no choice but to drive. The problem with that? The shuttle bus from North Station to Cambridge is useless for 10 months of the year because the traffic from all the people who insist on driving, means that passengers can walk faster than the bus can move. Please make the commuter rail and T more reliable. Make it hurt to drive, do congestion pricing in Boston and then our buses can actually function.</p>
15	<p>I am writing to express my concerns regarding the Beyond Mobility plan and to provide feedback on how MassDOT can improve it to better address the needs of all Massachusetts residents. While I appreciate the effort put into identifying immediate action items in the plan, it lacks a bold and visionary approach that is needed for the future of transportation in our state.</p> <p>First, there needs to be more emphasis on transforming the Commuter Rail into an electric one that serves the whole Eastern region (and beyond). To meet the diverse needs of our communities, it is critical to prioritize a robust, clean public transit network that integrates electric long-distance rail, regional rail, and bus stretching across the state.</p>
16	<p>Expand rail to Western mass. To Pittsfield or Albany. Must be electric trains to reduce pollution and greenhouse gas emissions. Need consistent service into Boston North station. and transfer to other lines.</p>



Comment Number	Comment
	<p>best for express train into North station early morning and return evening.</p>
17	<p>I live in Salem MA near the Commuter Rail station, and my workplace is in Woburn, also near a Commuter Rail station. While I would love to take the train, the added commute time compared to driving makes this an unacceptable option for me. I strongly favor a rapid, large-scale expansion of all forms of rail infrastructure, including freight. In particular, connectivity projects such as north-south rail link, red-blue connector, and a ring line to connect various commuter rail stations should be prioritized as they represent relatively low hanging fruit for large-scale projects with longstanding plans. Break ground today!</p>
18	<p>Numerous comments and suggestions have been submitted to MassDOT over recent years that offered ideas for transformational improvements to the transportation infrastructure in Mass. I would like to highlight 2 areas that have not been adequately explored as to their benefits vs cost.</p> <p>First: one of the most important segments of rail not owned/controlled by MassDOT is the Attleboro Secondary (ATS), between Taunton and Attleboro. One failure of South Coast Rail has been focusing on rail transportation between South Coast communities and Boston, while ignoring an equal or greater need for transportation between Providence RI while also bypassing Taunton (East Taunton is no better than going to Mansfield or Attleboro). Utilizing the ATS would allow: Rail service connecting Taunton, SC communities, and other communities (Cape, Buzzards Bay, Middleboro, etc) with PVD, Amtrak, TF Green Airport and more.</p> <p>Direct Amtrak service between NYC and the Cape (seasonal or year round), and connections at PVD to/from SC Communities via MBTA service.</p> <p>Increased service on SCR/Middleboro line during peak hours bypassing choke point, by routing returning (less demand) via Foxboro and ATS.</p> <p>Second: An additional bridge crossing to Cape (Marion-Pocasset) would allow development of Otis as a Regional Airport serving Cape and SC communities, linked via rail to/from Boston and Providence, reduce volume of traffic on other new Cape Bridges, shorten drive time/distance for many going to/from Cape.</p>
19	<p>There should be really plans timeline goals for implementation or regional rail frequent service, North-south rail link, and funding for decarbonizing the MBTA. Additionally there is a lack of meaningful targets for safe bike network infrastructure and reducing average vehicle speed on roads with pedestrian usage.</p>
20	<p>There is a strong desire to expand passenger rail service in the Berkshires, both west and east to Albany and Boston and south to New York City. Despite numerous obstacles, the success of the Berkshire Flyer demonstrates that passenger rail service is a viable mode of transportation. While the Vision and Values statements for the Destination Connectivity priority area somewhat reflect the need for improved passenger rail options, this is not accurately addressed in the Problem Statements on page 77. This could be best addressed by adding the sentence "Current passenger rail service opportunities for the western half of the Commonwealth are extremely limited." To the end of the third problem statement on page 77.</p>
21	<p>Passenger rail is specifically addressed in Action Items RAI 1.6 and DCAI 3.3. Both Action Items would be strengthened by a commitment to specific implementation milestones to achieve expanded rail service. It is recommended that the last sentence of Action Item RAI 1.6 "Similarly, RTD will continue efforts to develop Compass Rail." be modified and included as its own individual action item. We recommend "Continue efforts to expand Compass Rail with a defined Mission Statement, key milestones, and implementation schedule." Ideally, this would have a "Short Term" timeframe.</p>
22	<p>The Destination Connectivity Problem Statement 3 rightly identifies the problem residents in rural areas face regarding the lack of transit services and lost opportunities. However the Action items do not adequately address those problems. For instance, there is no mention of the Northern Tier Passenger Rail effort. North Adams has some of the lowest median wages in the state. Passenger rail service would provide opportunities for those residents. In Berkshire County, many of the employees that support the region's tourist economy which is concentrated in South County live in the Gateway City of Pittsfield, which is in the central part of the county. A short line passenger rail service between Pittsfield and south Berkshire County on track MassDOT owns and where the Commonwealth has recently invested millions of dollars to improve the track could provide economic opportunities for those residents as well as significantly support the Berkshire economy. In addition to DCAI3.3, an action item should</p>



Comment Number	Comment
	be added stating MassDOT’s commitment to seek out and explore other options for passenger rail service.
23	<p>Inclusion of the Northern Tier Passenger Rail Plan</p> <p>I was surprised to see no mention of the Northern Tier Passenger Rail study in the Draft Plan. The public meetings for this project have been very well attended by citizens, municipal officials and legislators. There seems to be broad support for the project’s potential as a mobility option, a greenhouse gas reduction strategy and an economic development tool. The Compass Project which may be further along in the planning process, was mentioned several times in the Draft Plan but there was no reference to the Northern Tier project. I heard reference to the Compass Project at the Northern Tier meetings. There were discussions of how connections between the two to connect the northern and southern parts of the Commonwealth could benefit the local communities and the Commonwealth as a whole. Both these projects are needed. Since we are talking about a 2050 planning horizon I would hope to see the Northern Tier project identified and referenced along with the Compass Project every time the Compass Project is referenced in the final draft.</p>
24	<p>Expansion of passenger rail has been consistently identified as a top priority of Massachusetts citizens, especially in western Massachusetts. To create a more expansive and responsive passenger rail system will take money but will also take the prioritized commitment of MassDOT. We recommend that the Plan give greater attention to the implementation of the Compass Rail Plan, include passenger rail expansion on the Northern Tier and the needed Springfield improvements to reduce travel time on Vermonter/Valley Flyer line.</p>

1.12 Mode Shift

MassDOT believes in the criticality of mode shift with respect to meeting a host of goals not only for the quality and reliability of the transportation network, but for meeting the state’s environmental and sustainability goals as well. Mode shift helps reduce vehicle miles travelled (VMT), which is otherwise primarily driven by a reduction in overall trip-making. MassDOT’s commitment to encouraging mode shift is demonstrated throughout the Beyond Mobility plan and referred to in several Vision and Values statements that define our six priority areas. Additionally, several Action Items defined under various priority areas encourage investment in and expansion of non-vehicular travel services and infrastructure, with the ultimate goal of promoting use of non-vehicular travel modes.

As the document establishing the strategic vision, values, and activities that the MassDOT will undertake, those policies and processes that execute Beyond Mobility’s directives will also be updated. These include MassDOT’s framework for performance evaluation and target-setting, which is an ongoing and iterative process that culminates with the publication of the yearly MassDOT Tracker report. Chapter 6, Performance-Based Planning, introduces a number of measures that could be implemented to quantify progress on various Action Items.

Unlike MassDOT’s system performance targets, those set by other agencies such as the Executive Office of Energy and Environmental Affairs (EEA) are regulatory in nature. Statewide greenhouse gas (GHG) reduction targets for transportation are established in the Massachusetts Climate and Clean Energy and Climate Plan (CECP) for 2025 and 2030 per 2021 law. MassDOT and EEA are



strong partners in leading initiatives intended to meet these targets and will be responsive should further transportation-based emission regulations be enacted.

Table 12 Comments on Mode Shift

Comment Number	Comment
1	<p>"By 2030, Massachusetts will need to have 900,000 new electric vehicles (EVs) to meet climate goals.⁴⁵ While vehicle cost and range are the largest barriers to those interested in buying an electric vehicle, seven percent of survey respondents cite the availability of charging on, or adjacent to, highways as the most important barrier to buying an electric vehicle."</p> <p>Or you could shift at least some of those trips to transit, walking, and biking.</p>
2	<p>For the problem statement: "Transportation is the largest contributor of Massachusetts' carbon emissions and transportation-related emissions are disproportionately concentrated in historically marginalized communities."</p> <p>You should figure out a way to measure mode shift.</p>
3	<p>Explicitly plan for modal shift and provide the funding that requires for expansions in transit infrastructure.</p>
4	<p>I am impressed with the work that has gone into this plan, the future model scenarios and the effort to get resident input. I am a bike commuter in Springfield and travel to Boston a few times/ month for work. The streets are filled with broken glass and I play chicken with cars, busses and trucks to get to work on my bike. When I go to Boston, I wish I could easily take a train from the recently renovated station in Springfield. I FULLY support moving infrastructure away from cars and towards biking, walking and rail.</p>
5	<p>PLEASE focus on modes alternative to cars. We should be doing everything we can to mode shift to mass transit, biking, walking. Supporting these modes will decrease vehicle miles travel, which is an essential part of a greener future. EVs won't solve the problem of congestion or pollution, as they take up the same amount of space as traditional ICEs, and still produce particulate pollution from tire dust and brake wear.</p>
6	<p>Anything involving cars needs to be totally de-prioritized. It should be the priority of the commonwealth to spend more money on non-car transportation than it spends on car transportation, in every part of the commonwealth.</p> <p>Micro mobility (including bikes) and pedestrians need FULL NETWORKS not just disjointed and disconnected paths here and there. So does public transit. Public transit needs to be funded so that it is frequent (< 10 minutes) and runs most hours of the day.</p> <p>We need to STOP WASTING MONEY ON CARS.</p>
7	<p>As an electric car owner, I am biased in favor of electric cars, however if every dollar that went into charging infrastructure, vehicle rebates, etc. just went to diesel buses and trains it would be better for the environment and safety. Obviously we should do both, and have electric regional rail but that's rarely an option. Taxing gas cars might be a good way to make EVs more attractive without any cost to the state.</p>
8	<p>Please Extend Bus 119 Route to Point of Pines FULL SCHEDULE from the NEW FIRE STATION along Revere Beach Blvd. & Ocan Ave to Beachmont Station to Northgate Shopping center. This will SERVE MORE RESIDENTS with BETTER SERVICE than they have now! A way for people to get to and from work. A way to REDUCE the number of cars on streets. A way for people to go to pharmacies, churches, restaurants, shopping malls, stores downtown. THIS WILL GIVE ACCESS TO MORE PEOPLE TO TWO SHOPPING MALLS.</p> <p>People looking to rent or buy need convenient bus service. There is MUCH NEW HOUSING along this extension. MORE people would interested IF THERE IS REGULAR, CONVENIENT BUS SERVICE.</p> <p>Many people have written the mayor of Revere to ask for this. 'EVERY PERSON ON A BUS REPRESENTS ONE LESS CAR ON THE ROAD'</p>
9	<p>I am concerned at the lack of straightforward statements that regional transit authorities like PVTA, MBTA, and GATRA need more funding to do what they do. Electrification and</p>



Comment Number	Comment
	frequency are clearly two very important topics to meeting climate goals and increasing ridership and I am assuming they will be expensive.
10	<p>There is only a single mention of VMT (Vehicle Miles Traveled) in the Executive Summary document, and it appears in an item devoted to studying the impact of congestion pricing.</p> <p>Without a firm, legally-binding, state-level commitment to REDUCING VMT, these plans are a sad joke. Reducing VMT MUST be a primary goal of a transportation plan for the year 2050. By that time, our coastline will have been inundated and we'll be dealing with massive storm surges, excessive rainfall, and extreme heat.</p> <p>The goal of Reducing VMT naturally leads to plans to expand transit infrastructure, expand cycling and walking infrastructure, and supporting widespread land-use and zoning changes to enable people to live closer to the amenities that make day to day living possible.</p>
11	<p>Hello, thanks for this draft. There's lots of exciting stuff in here. It would be great to see some additional elements, as well as more firm commitments based on real metrics and real accountability to those metrics.</p> <p>For instance, we can't just say we want people to use cars less. There needs to be a metrics-based commitment to getting people out of cars, and accountability to those metrics. What happens if the state is failing to meet metrics? There needs to be mechanisms in place to ensure that we can't just fail and get away with it. That doesn't solve the problems at hand.</p> <p>Additionally, we can talk about getting people out of cars til the cows come home, but unless there are real, monetary commitments to critical infrastructure projects that will actually serve to get people out of cars, it's not particularly useful to talk about. We need hard commitments to these projects:</p> <ul style="list-style-type: none"> - Funding for regional rail, including electrification and ability for more than one (accessible) boarding track at each station station - Red-blue connector - Green line extension further into Medford - Serious discussion of a north-south rail link
12	In addition to defined metrics, clear statements that commit MassDOT to specific actions reinforce critical measures that will support mode shift. We encourage you to reaffirm and clarify commitments to implement Regional Rail and statewide rail connectivity, as well as strategic rapid transit capacity expansion.
13	Additionally, there needs to be more emphasis on Regional Rail. The plan over relies on bus electrification to meet climate goals""this is short-sighted and discards mode-shift as a viable strategy. A comprehensive vision for bus transit within the MBTA and Regional Transit Authorities (RTAs), and a plan for expanding rapid transit capacity linked to highway capacity, bus utilization, and mode shift are missing. To meet the diverse needs of our communities, it is critical to prioritize a robust and integrated public transit network that stretches across the state from Florida to Falmouth.
14	<ol style="list-style-type: none"> 1. We must make a shift from dependency on single occupancy vehicles to greater use of shared / public transportation, 2. We must shift from motorized transportation to active transportation for short trips by making our municipalities more walkable and bikeable.

1.13 Scenario Planning

Thank you to those who provided comments on the Scenario Planning exercise in Beyond Mobility. MassDOT recognizes the importance and criticality of taking into consideration the entire Commonwealth when conducting scenario planning exercises and that what may be forecasted in one region of the state may not be widely applicable to other regions in terms of local economies,



travel patterns, cost of living, and more. Many people have begun to call Western Massachusetts home since the start of the COVID-19 pandemic and many more may seek to move in the future given rising housing and living costs in urban centers in other parts of the state. Geographic equity is a cross cutting theme in the Beyond Mobility plan and is critical to MassDOT's every day work.

Throughout the plan there are identified obstacles and problems specific to the western part of the state, for example under the Destination Connectivity Priority Area, existing challenges are called out, "Residents also express challenges commuting or traveling from the western to eastern sides of the state and recognize the importance of connectivity via non-SOV modes," and "There is a lack of network connectivity in rural areas, particularly related to public transportation including Commuter Rail, trains, and buses. Currently, there is insufficient connectivity and coverage in much of western and coastal Massachusetts. Users describe a fragmented system that prioritizes urban areas like Boston while leaving rural and suburban areas out of the picture." Other challenges identified in the plan specific to communities in Western Massachusetts and in more rural parts of the state include: "Equitable access to transportation is a key element of a connected system. Residents acknowledge that, often, wealthy neighborhoods or downtowns are prioritized, leaving residents in other communities feeling disinvested in and disconnected. This lack of geographic equity leads to higher fares, increased travel time, and large gaps in the transportation network. Ultimately, this leads to lost opportunities and low levels of destination connectivity."

MassDOT recognizes the utility of scenario planning exercises to anticipate what impacts may affect trends in local and regional economies, travel patterns, and population changes. MassDOT also recognizes that this exercise is limited in its ability to forecast exactly what the future will hold for Massachusetts and refers to the exercise as one of many tools to use in building a transportation network for the future, however it may look, across the entire Commonwealth.

Table 13 Comments on Scenario Planning

Comment Number	Comment
1	<p>Overall, a very impressive and remarkable plan and roadmap for MassDOT. As a Western Mass (Pioneer Valley) native and current resident, I do take some issues with the scenarios provided as they are extremely Boston-centric and do not take into account 2 potential trends that could re-shape life in Western MA and Mass as a whole.</p> <ul style="list-style-type: none"> - One is the high potential for the "knowledge" economy to spread to the highly educated populations of Western Mass. - The second is a trend where scores of people move to Western Mass to work remotely and commute to Boston via east-west rail 1-2 days a week. <p>Both trends could very likely happen. I understand this is not an Economic Development Plan but there are a lot of folks in local, regional, and state government working to boost the knowledge economy of Western Mass and I think this Transportation Plan would benefit from encompassing this scenario. This is a missed opportunity given the lower cost and high-quality of living (and safety from coastal hazards) in this area, and the future of east-west rail.</p> <p>The "Hybrid and Diverse" hints at this possibility with "laboratory facilities centered in mixed-use "villages" in inland areas of the Commonwealth" but it seems to be framed as a negative. Please consider framing this as a positive and don't focus so much on bio-tech sector. Our economy is more diverse than that. I'm also not sure housing prices would soar everywhere.</p> <p>The Close and Connected scenario talks about recent trends reversing/plateauing. Why is it that "knowledge inside 495, industrial outside" is maintained? First of all, that ignores the existing diverse economy of Western Mass and seems to maintain the geographic inequities</p>



Comment Number	Comment
	<p>that exist in Mass.</p> <p>I fully support all the transportation related initiatives. However, my fear is that by codifying these scenarios in a State document that will serve as a roadmap for 25 more years, it will serve to further close-off Western Mass from the economic opportunities in the Boston Metro Area.</p>

1.14 Accessibility

Thank you to those who provided comments on the Beyond Mobility plan regarding accessibility and supporting the transportation needs of those with disabilities and other unique mobility needs. MassDOT recognizes that a universally accessible transportation system benefits not only those with disabilities or other mobility needs but everyone. There remains work to be done in order to achieve a universally accessible transportation system and to this end, MassDOT has identified the following problem statements in the plan and associated action items:

- Travel Experience Problem Statement 3: "Transit riders, people with disabilities, and limited English proficient (LEP) community members find it challenging to understand and navigate transit infrastructure, including stations, service changes involving diversions, and alternative routing options."
- SAI3.1: Sidewalk and bicycle facility gaps. MassDOT will continue to develop and prioritize an inventory system of the bike and sidewalk networks throughout the Commonwealth while accounting for facility condition and ADA accessibility issues, with a priority on Gateway Cities and rural areas.
- DCAI2.1 Funding program for multimodal transit connections. MassDOT will create a new program (either as part of the Capital Investment Plan or as a state-funded grant program) intentionally prioritizing a list of non-vehicular modernization projects. This program could potentially start with projects on state-owned roadways that contain MBTA or RTA stops (including flag stops) or stations, to promote access to transit and ADA accessibility.
- DCAI2.3 Municipal Sidewalk Program. MassDOT will explore the creation of a new sidewalk formula program for municipalities to support expansion, accessibility, maintenance, and operations (including supporting snow and ice operations) of local networks.
- DCAI4.1 Vehicle vs. transit accessibility ratios. MassDOT will analyze and compare accessibility outcomes for vehicle versus transit trips to better understand the competitiveness of transit versus private vehicle travel in the interest of improved and more efficient transit service planning.
- TEAI3.1 Station and vehicle improvements. The MBTA and RTAs will continue to invest in station and vehicle improvements that increase accessibility for people with disabilities including installing new elevators in stations, enabling the real-time broadcast of information audibly and visually, purchasing new buses, and launching initiatives that provide riders with accessibility resources. Those stations, stops, and vehicles that are currently inaccessible will be prioritized.



In response to comments received during the Beyond Mobility comment period, MassDOT has added the following Action Item as a commitment to further expand upon work to improve ADA accessibility: DCAI2.4 Americans with Disabilities Act (ADA) Transition Plan Update. 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. This assessment will document (among other items) missing ramps (coordinates of the locations); ADA compliance for each ramp; ramps at driveways; ramp cracking and other defects; and ramp material types.

Additionally, MassDOT has added the following Action Item as a commitment to further study the needs of people with disabilities as part of a separate effort: TEA2.3 Issue briefs for traditionally underrepresented communities. MassDOT will develop issue briefs that more fully document unique transportation challenges and concerns of traditionally underrepresented demographic groups. These groups include but are not limited to people with disabilities; residents of rural communities; people of color; older adults; the LGBTQIA+ community; Asset Limited, Income Constrained, Employed (ALICE) people; the immigrant community; women; indigenous people; and youth. These Massachusetts-specific issue briefs will provide an in-depth summary of these communities’ unique transportation needs and document action items and best practices for addressing them.

Table 14 Comments on Accessibility

Comment Number	Comment
1	National Grid, Verizon and other utilities should not be allowed to place poles within sidewalks and other pedestrian pathways that force specifically wheelchair bound pedestrians to move onto the roadway to pass. There are a variety of poles all around Swansea prohibiting safe passage because they are placed directly in the sidewalk. A National Grid representative stated publicly that they prefer that method for their systems. It blocks ADA-guaranteed access and is a direct contradiction of the tenants of the ADA.
2	<p>Thank you for all your work in an effort to meet the public's transportation needs. I am a commuter rail passenger, clinical social worker, and parent to a child who is blind and also uses a wheelchair. In order to ensure we are meeting ALL community members' mobility needs, we need to see more specific/intentional plans to support the mobility of persons with disabilities.</p> <p>I'd suggest that each priority area have a section that addresses a plan for meeting the needs of people with disabilities. I am not seeing any plans addressing the accessibility, safety, equity, etc. needs of persons with disabilities. According to Massachusetts Rehabilitation Commission, "In 2019, there were 6,821,140 individuals living in the community in Massachusetts, of which 787,330 were persons with disabilities; a prevalence rate of 11.5%."</p> <p>The voices/input of persons with disabilities, and their families, etc. should be uplifted/prioritized in this process. Centering the input of members of the heterogeneous disabilities' community helps ensure that targeted/essential mobility needs are met and experienced by ALL passengers (universal design).</p> <p>Universal design matters. Access matters. Mobility matters -- especially to those who need public transportation for work/leisure/social engagement. Please make sure to infuse accessibility needs of persons with disabilities into this important long-term planning.</p>
3	<p>goodmorning, I live in Western Ma. Turners falls, and voices from the entire state are important in your beyond mobility plans.</p> <p>accessible routes, ada sidewalks, accessible vans, Amtrack(next towns) and few buses traverse here.</p> <p>MOre to be done for accessible boarding for local bus service, shelters,, accessible buses. and realize we need help for sidewalks, as seniors do not use bikes. accessible boarding for amtrak in Greenfield, Ma.</p> <p>sidewalks on bridges, crosswalks, ..</p> <p>thanks you for your response, betty tegel/ advocate</p>



Comment Number	Comment
4	<p>Yes, I certainly agree that there's certainly room for improvement in providing some extra bus or commuter rail transportation to heavily traveled areas for persons w/ disabilities (i.e. Solomon Schechter School in Newton & JFCS in Waltham, respectively). Beth Budner, Auburndale, MA!</p>
5	<p>Please Please Please include Berlin, Massachusetts in your travel area. No one services Berlin, MA. Aging on the Council only has one part-time van and it is always occupied by medical appointments for seniors first therefore no other rides can be booked. I'm a person with IDD, Trisomy 21, and need transportation from my home in Berlin to get to and from my job, doctor appointments and other social activities. Every other town that surrounds Berlin such as, Hudson, Clinton, Marlborough all have door to door paratrasit accessible to them but I do not. Thank you for your time and consideration. Denise and Jasmine</p>
6	<p>I hope this message finds you well. I wanted to share some thoughts on MassDOT's Beyond Mobility statewide long-range transportation plan, particularly concerning accessibility. While the plan presents a promising vision for the future of transportation in Massachusetts, I believe there's an opportunity to prioritize accessibility even more for all residents, especially those with disabilities, those in underserved communities who may not be able to provide their opinion, and for those who are unaware of these services.</p> <p>Here is a bullet point list to highlight my ideas:</p> <ul style="list-style-type: none"> • Improve access to public transit stations, bus stops, sidewalks, and bike lanes for everyone's safety and convenience. • Invest in accessible vehicles and technologies, such as low-floor buses and real-time transit information systems, to improve accessibility for people with disabilities and promote transit services for newcomers. • Make transit times accessible throughout the day to accommodate late-night workers and ensure safety for those out at night. • Enhance sidewalk infrastructure, particularly in high-traffic areas, to provide safe and comfortable walking options for all ages, addressing concerns raised by community members, including youth, about safety on busy roads.
7	<p>We need more low cost or no cost transportation options for people with disabilities who do not drive.</p>
8	<p>There needs to be safe, reliable, timely transportation for those with intellectual disabilities.</p>
9	<p>Although the introduction of the Ongoing Travel Experience Efforts section references travel experience as the ability to use Massachusetts transportation system with comfort and ease, it is crucial to emphasize the word accessibility. While you touch upon affordability and wayfinding, it's equally important to include accessibility.</p>
10	<p>Although the introduction of the "Ongoing Travel Experience Efforts" section references travel experience as the ability to use Massachusetts' transportation system with comfort and ease, it is crucial to emphasize the word accessibility. While you touch upon affordability and wayfinding, it's equally important to include accessibility.</p>
11	<p>Although the MassDOT guidelines state that it is "consistent with all applicable accessibility standards and guidelines and shall maintain equal access for disabled individuals, as required by the Americans with Disabilities Act, it is crucial to design and implement accessible bus stops with the input and perspective of people with disabilities, who directly face unique challenges in navigating built environments.</p>
12	<ul style="list-style-type: none"> - Accessibility considerations should not be sidelined in favor of other urban planning objectives and should be included in the planning and design process from the beginning. Considerations for individuals with disabilities must be central to decision-making to ensure that infrastructure changes like floating bus stops and bike lane installations do not create barriers to access or roll back progress made in improving accessibility in other areas, such as bus services. - The perspectives and experiences of people with disabilities are important in identifying potential obstacles and developing effective solutions. Collaborative efforts involving stakeholders from the disability community, transportation agencies, urban planning groups, and biking groups can lead to more inclusive design outcomes.



Comment Number	Comment
	<ul style="list-style-type: none"> - While guidelines may exist to promote accessibility and safety, effective enforcement processes are important to ensure compliance. Efforts to raise awareness among all road users, including cyclists, about their responsibilities and the importance of adhering to regulations can contribute to safer and more accessible environments. <p>Travel Experience Problem Statement 3: Transit riders, people with disabilities, and limited English proficient (LEP) community members find it challenging to understand and navigate transit infrastructure, including stations, service changes involving diversions, and alternative routing options.</p> <ul style="list-style-type: none"> - The MBTA effectively provides both visual and audible information concurrently. - Issuing audio-only messages over a microphone constitutes an accessibility violation, despite its widespread acceptance in the transit industry. - Implementing a redundant announcement backup system within train cars is essential to mitigate failures in the station system. - Communication technology should not exclusively rely on smartphones, as this excludes individuals with lower incomes or limited access to technology and Wi-Fi or the inability, because of disability or health condition, to use a smartphone. - There is a need for increased regulation concerning real-time information. - Audible announcements should be available at all bus stations, not just centralized hubs. - Both bus and train operators must adhere to consistent standards for ensuring that all announcements are relayed when the automated speakers are inoperable. - Ensure visual boards and audible announcements are present throughout the system, utilizing high-contrast colors and minimizing flashing lights. <ul style="list-style-type: none"> o The transit industry's reliance on low-resolution, dot-matrix light-emitting diode (LED) screens is problematic. These screens have severe character limitations, fail to capture people's attention effectively (lacking features like color, animation, images, or video, especially crucial during emergencies), and are unable to leverage modern web-based technologies. o Due to the absence of ADA guidance for character heights on digital signage, it's essential to align all digital signage information with ADA guidance for character heights on static signage (ADA Table 703.5.5). This aspect should factor into determining the "minimum distance from a screen on a subway platform." - Consider establishing designated signage information areas. o Implementing either a strict information hierarchy or segregating types of digital signage can ensure that critical transit rider information (emergency updates, arrival times, service details) remains distinct from marketing, public service announcements, and other secondary information, etc.). o Installing screens exclusively at recognized decision points is crucial. A scattered deployment lacking coherence regarding information availability risks failure. o Priority should be given to installing primary screens""those addressing transit riders' primary information needs""overhead. - To adapt to evolving technology, it's crucial to utilize wording that encompasses the latest and most pertinent assistive technology instead of specifying a particular technology (ie. Application). - People serve as the most effective wayfinding mechanism; therefore, stations (system-wide) should be staffed with an adequate number of transit personnel who can offer assistance to passengers. - Opting for lower-tech solutions involving human assistance proves to be both cost-effective and efficient for wayfinding. - Eliminating any visual clutter that detracts from directional signage in stations is crucial. - Many individuals rely on buttons to request assistance, yet many of the push buttons within the elevator system are functional. - It is essential to have a minimum of two elevators in transportation facilities. - When both ramps and elevators are present: <ul style="list-style-type: none"> o Ramps should be protected by a canopy to prevent weather-related damage. o Regular maintenance to clear ice and snow from ramps is necessary. o Rest areas or benches should be provided along ramps for individuals to rest. o Elevators must be maintained in a clean and sanitary condition at all times of operation. - The accessible pathway must be the shortest and most convenient pedestrian route in and around a station or stop, making it the preferred route for users of all abilities. - Accessible paths of travel should align with stairs. If the endpoints of all vertical circulation elements are not aligned, priority should be given to designing the endpoint closest to the public way to align.



Comment Number	Comment
13	Page 77 Problem Statement 3: The focus needs to be on access to the necessities in life such as medical and economic, not cultural opportunities.
14	Please expand and provide for more affordable on demand transportation for people with disabilities. Thank you!
15	We don't have any public transportation where I live. I have a disability and I am unable to get where I need to go.
16	I have places where I want to go. I am in a wheelchair. I can't always get there because of staff, but if there was a wheelchair van I could go more places.
17	I have a disability. I can't get to meetings and things from where I live to Worcester because I don't drive there. I need on demand transportation that is affordable.

1.15 Roadway Safety and Speeding

Thank you to those who provided comments on the Beyond Mobility plan regarding speeding and safety concerns of vehicles. MassDOT is committed to a safe-systems approach to safety and recognizes that reducing vehicle speeds is one of the primary ways to address injuries and fatalities on our roadways. Addressing speeding and other unsafe driving behaviors on our roadways is identified in various action items throughout the Beyond Mobility plan. These include:

- SAI1.2 Tracking safety action plans + prioritization plan.
- SAI1.4 Tracking crashes through an equity lens.
- SAI2.1 Back-casting toward Vision Zero. In line with the “back-casting” approach (identifying the actions closest to the achievement of a long-term target) MassDOT will define a series of actions working backwards from zero long-term fatalities and serious injuries on all roadways in Massachusetts and implement those activities. Among other initiatives, this will involve the continued data-driven implementation of systemic improvements and intersection safety interventions prioritizing areas with the highest crash rates with a focus on social and geographic equity.
- SAI2.2 Funding towards areas driving high fatality rates.
- SAI2.3 Systematically invest in and deploy low-cost interventions with proven safety benefits.
- SAI5.1 RMV guidelines. MassDOT’s RMV will perform a formal review of and update the driver’s education curricula to promote road safety by educating bicyclists, pedestrians, and motorists to be aware of their actions as they travel.
- SAI5.2 Driver education content.
- SAI5.4 Education resources for new drivers.



As stated in Beyond Mobility and in MassDOT's most recent Strategic Highway Safety Plan, MassDOT is committed to Vision Zero goals and recognizes the many steps it will take to realize this vision.

Table 15 Comments on Roadway Safety and Speeding

Comment Number	Comment
1	<p>"Residents perceive an unsafe environment Number of safety events resulting on public transportation."</p> <p>Provide education on the relative safety risk of driving compared to transit. Even at its absolute worst the T is meaningfully safer than driving, but the coverage does not give this impression.</p>
2	<p>"Through its ongoing initiatives and projects, as well as additional Action Items described in Chapter 5, MassDOT aims to address the disparities in travel time across modes presented here to make transit travel times more competitive with driving."</p> <p>Make driving less convenient. While speeding up transit times should be a huge part of this you should also make driving slower. So much money has been spent shaving fractions of a second off drive times at the expense of everything else. Start doing that everything else at the expense of drive times. Make places for people first, not for driving through. Take the highways out of the cities. Slow speeds down so every city street is safe enough for children to play.</p>
3	<p>I would like to see a rudimentary analysis of those paths and routes with portions designated as bicycle routes and paths to assess if they conform to the Engineering Directive from MassDOT dated 1/2/2020 establishing new Controlling Criteria for Bicycle Facilities. I understand that infrastructure is expensive and takes time to build. However, on any portion that does not have conforming facilities, I would like to see the speed limit reduced to 35MPH until the roadway is made conforming. Changing speed limits is relatively cheap and one of the biggest factors in accident outcomes.</p>
4	<p>I also hope to stop using the 85th percentile rule when determining road speeds across the state. It does not reflect what speeds should be, and can be weaponized to promote car traffic over other modes of transportation.</p>
5	<p>There appears to be a conflict between Action Items that improve Safety and those that improve Reliability. Action items that improve Safety (SAI2.2 and SAI2.3) may negatively impact Reliability and Reliability action items (RAI1.4) may not improve Safety. MassDOT should consider adding additional detail to Chapter 5 to clarify and coordinate safety and reliability action items.</p> <p>Safety Action Items SAI5.1, SAI5.2, and SAI5.4 appear to address education for new drivers but do not include information on how MassDOT can continue to educate all drivers (not just new drivers) on new laws and reinforcement of existing laws. We recommend that SAI5.4 be changed from "Education resources for new drivers" to "Education resources for all drivers" to clarify the need for education for both new and experienced drivers. It is also recommended that SAI5.1 and SAI5.2 be modified to clarify that updated educational resources will be developed for all drivers.</p>
6	<p>One major area that needs to be addressed as part of the SAFETY effort is the matter of e-bikes and delivery drivers. Every day in Boston is like a scene out of Mad Max. They go 30 miles an hour, ignoring automobile laws, and abusing the bike lanes, going the wrong way, etc. It is literally a fatality waiting to happen.</p>
7	<p>It's very important to me that the plan pushes for safety: This means no fatal crashes or serious injuries on roads, rails, bikeways, or paths, and that all intersections and crossings be updated to safe design standards. That means NO AI should be included!! AI has a terrible record of directing people down dead ends and off bridges. Drivers need to think for themselves!!</p>
8	<p>Enforcement of speed limits, regulations against driving on shoulders, aggressive driving, and obscured license plates should be rigorously pursued and offenders duly penalized.</p>
9	<p>Safety action items SAI3.2 and SAI3.4 related to Sidewalk Performance Measures and Prioritizing Maintenance Activities should be amended to specifically call out maintenance of crosswalk markings. Additionally, consideration should be given to including an action on</p>



Comment Number	Comment
	maintaining roadway pavement markings as a safety measure and including an action item in the appropriate section.
10	Safety is paramount when addressing the future of transportation in the Commonwealth. Safety was the first component of our vision statements in each of our transportation areas of focus. Traffic congestion and accidents are both an economic and quality of life concern, and these impacts should be considered when prioritizing the allocation of transportation investments. The Beyond Mobility plan identifies safety concerns as a deterrent to increased utilization of alternative transportation modes. The Partnership believes the region's transportation options should be safe and reliable; achieving this aim is essential for residents to explore alternatives to single-occupancy vehicle commuting, and thus reduce roadway congestion.

1.16 Vehicle Safety and Design

MassDOT recognizes the role it plays as an agency in affecting change when it comes to vehicle design and the criticality that vehicle design plays in reducing roadway fatalities and injuries. To this end, MassDOT has identified vehicle design in one of the Safety Action Items in Beyond Mobility:

- SAI2.5 Vehicle design. Consistent with the SHSP, MassDOT will take an active role in affecting change in vehicle design (e.g., vehicle size, use of sideguards), which is a significant factor for injuries sustained in the instance of a crash. In the short term, this analysis will include a review of the impacts of electric vehicle specifications including weight on crash severity.

Table 16 Comments on Vehicle Safety and Design

Comment Number	Comment
1	"Massachusetts traffic fatalities and fatality rates have risen since 2019, despite lower vehicle miles travelled." Study the role of vehicle size, hood height, and weight as a contributing factor for this and develop policies disincentivizing dangerous designs.

1.17 Transportation Integration with Land Use, Housing, and Economic Development

Thank you to those who provided comments on the intersection of transportation, land use, housing, and economic development and its criticality to the goals, visions, and action items outlined in the Beyond Mobility plan. MassDOT acknowledges the important role between land use and transportation in achieving climate goals and improving access to critical destinations. One problem statement in the Beyond Mobility plan reads, "Existing land use patterns reinforce vehicle travel and exclude many Massachusetts residents from having sufficient modal choices." In response to this problem, Action Item DCAI5.1, "Identify areas for high-impact transit-oriented investments, both in the MBTA service area and elsewhere in the state," calls for the future study of areas across Massachusetts in need of improved connectivity between land use and transportation policies and transit-oriented development across all of our communities.



In response to many of the comments received on land use and housing, the following language has been added to DCAI5.1, "'Identify areas for high-impact transit-oriented investments, both in the MBTA service area and elsewhere in the state:' Outside of the MBTA service area, particular attention in this analysis will be paid to areas where there is existing or planned passenger rail service as part of the Compass Rail initiative."

Table 17 Comments on Transportation Integration with Land Use, Housing, and Economic Development

Comment Number	Comment
1	Equally concerning is the limited connectivity to land use policy across the state. As we anticipate significant growth in population and housing by 2050, transportation planning must align with land use policies to sustainably accommodate this growth without increasing VMT.
2	Very thorough assessment, and a plan to address problem areas. One caution - do not isolate to transportation, but rather consider integrated plan with housing and economic development. By distributing these other developments to various areas around the state, and tightly integrating housing, commercial and recreational development within these communities, the State will be able to lessen transportation demand. Otherwise we will always be fighting a losing battle.
3	Something of note is transportation systems are tied deeply to other aspects of our society - and improving transportation will have to reach outside of its bubble. For example, transportation is most cost effective when it can serve many people in a small area ("hubs"). Parking mandates and exclusionary zoning prevent this kind of gathering, making transportation less effective.
4	Codify transportation safety by contextualizing road segments with land use.
5	These are the most important hurdles in this layman's opinion. I want to like living in Massachusetts but the quality in roads, other drivers, and general travel infrastructure leaves a lot to be desired. I believe in scrapping a system that's been built on so much it is not longer an efficient system, which I feel is the situation we're in. The Big Dig took a long, long time...but I haven't met a single person that's upset with the results. It is worth investing in our future, not just the present moment. I currently feel as though I'm being taken advantage of by Massachusetts, we pay a lot in taxes and I can't drive to work without worrying about getting a flat tire...and this is just between Salem and Swampscott.
6	People looking to rent or buy need convenient bus service. There is MUCH NEW HOUSING along this extension. MORE people would interested IF THERE IS REGULAR, CONVENIENT BUS SERVICE. Many people have written the mayor of Revere to ask for this. 'EVERY PERSON ON A BUS REPRESENTS ONE LESS CAR ON THE ROAD'
7	An additional bridge crossing to Cape (Marion-Pocasset) would allow development of Otis as a Regional Airport serving Cape and SC communities, linked via rail to/from Boston and Providence, reduce volume of traffic on other new Cape Bridges, shorten drive time/distance for many going to/from Cape.
8	In section 5.5, the Destination Connectivity introduction, MassDOT highlights the initiatives taken to promote access to and from critical destinations that provide opportunities and call for the need to address the housing and land use context on network operation. There is, however, a missed opportunity related to Compass Rail to promote and support greater density near intercity passenger rail service stations. An action item should be added or integrated into related action item to promote and support greater housing density near intercity passenger rail areas. Action Item DCAI5.1 related to the identification of areas for high-impact transit-oriented investments should also focus on passenger rail connection points.
9	We recommend enhancing the connectivity between transportation and land use policies to ensure that future development is efficient and responsible.



Comment Number	Comment
10	MassDOT should coordinate with other statewide agencies to ensure progress on climate goals and to support housing production. MassDOT will need to coordinate with other statewide agencies to meet the objectives set out in Beyond Mobility. Concerning public EV charging infrastructure, MassDOT should explicitly plan to coordinate its efforts with the Massachusetts Executive Office of Energy and Environmental Affairs (EEA) and the other participants in the Electric Vehicle Infrastructure Coordinating Council. MassDOT should also coordinate with the Executive Office of Housing and Livable Communities to support sustainable land-use policy that promotes dense, transit-served development and sustainable industry.
11	MassDOT must prioritize enhancing connectivity between transportation and land use policies to ensure that future development is efficient and environmentally responsible. Massachusetts will need to build more than 500,000 new homes by 2050. If we are to meet our climate goals, the Commonwealth must closely coordinate this housing development with the transit development that will serve it. Without such coordination and concerted effort to integrate transportation and land use planning, the state risks exacerbating congestion, greenhouse gas emissions, and inequitable access to housing and transportation options.

1.18 Age-Friendly Planning

Thank you to all those who provided comments on the Beyond Mobility plan and the importance of age-friendly design and planning in MassDOT's work. Ensuring our transportation system at all levels is universally accessible will not only benefit older adults and others who face mobility challenges but every user of the system. A universally accessible transportation system takes shape in many forms from accessible transit vehicles with no stairs and ensuring the height of platforms align with train doors, amenities such as seating and lighting, and planning transit routes and schedules that take into account those who cannot or do not choose to drive.

The Beyond Mobility Plan identifies action items to achieve a more universally accessible system such as:

- TEAI3.1 Station and vehicle improvements. The MBTA and RTAs will continue to invest in station and vehicle improvements that increase accessibility for people with disabilities including installing new elevators in stations, enabling the real-time broadcast of information audibly and visually, purchasing new buses, and launching initiatives that provide riders with accessibility resources. Those stations, stops, and vehicles that are currently inaccessible will be prioritized.
- DCAI2.1 Funding program for multimodal transit connections. MassDOT will create a new program (either as part of the Capital Investment Plan or as a state-funded grant program) intentionally prioritizing a list of non-vehicular modernization projects. This program could potentially start with projects 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 are network gaps referenced in the NextGen Bike/Pedestrian Vision initiative, high potential for everyday walking and bicycling and that contain transit stops, and that receive less investment dollars than other places, will be prioritized as part of this framework.



- DCAI2.3 Municipal Sidewalk Program. MassDOT will explore the creation of a new sidewalk formula program for municipalities to support expansion, accessibility, maintenance, and operations (including supporting snow and ice operations) of local networks.
- DCAI4.1 Vehicle vs. transit accessibility ratios. MassDOT will analyze and compare accessibility outcomes for vehicle versus transit trips to better understand the competitiveness of transit versus private vehicle travel in the interest of improved and more efficient transit service planning.

In response to comments received during the Beyond Mobility comment period, MassDOT has added the following text to Safety Problem Statement 3: "Older adults are particularly vulnerable to serious injury or death when they are involved in crashes as pedestrians" as well as the following additional text Safety Action Item 3.3: "MassDOT will also explore 'dementia-friendly' design considerations presented by the Massachusetts Executive Office of Elder Affairs"

Additionally, MassDOT has added the following Action Item as a commitment to further study the needs of older adults as part of a separate effort: TEAI2.3 Issue briefs for traditionally underrepresented communities. MassDOT will develop issue briefs that more fully document unique transportation challenges and concerns of traditionally underrepresented demographic groups. These groups include but are not limited to people with disabilities; residents of rural communities; people of color; older adults; the LGBTQIA+ community; Asset Limited, Income Constrained, Employed (ALICE) people; the immigrant community; women; indigenous people; and youth. These Massachusetts-specific issue briefs will provide an in-depth summary of these communities' unique transportation needs and document action items and best practices for addressing them.

Table 18 Comments on Age-Friendly Planning

Comment Number	Comment
1	As a Senior I find the newer model trolleys and buses with stairs in the center to be dangerous for commuters, and a waste of valuable space. There's also the issue of the height of the steps at the entrance/exits to the trolleys, which are considerably high for anyone that has balance or mobility issues which creates a danger when entering or exiting the trolley. Buses can be lowered to accommodate a mobility issue, trolleys can't. Please keep Seniors and Mobility Issues in mind re: transportation equipment purchases.
2	Downtown and back bay have more bus routes. I am a senior not a car owner and frequent Copley and would like to go to Downtown Crossing. Bus 55 used to go there. Not anymore. Please replace. Even if it's weekdays from 10:00 am to 5:00 pm. And there would be a stop to allow us to get off to shop on Charles Street. Seniors need more options to get around Boston proper
3	When unable to drive or no longer able to drive due to aging, no family in the area, getting anywhere is unaffordable, not safe, not clean, not available.
4	I no longer have my driver's license. Hence, I am at the mercy of others and/or learning other ways to do online. Hence, my need/reason to turn to MASS Gov on line. Upon many failed attempts and much frustration I finally completed the application form(s) EXCEPT for the last requirement.... an appearance at the local RGM office (Easthampton) which is about 8 miles from where I live, and I have no car and no license. I will be 90 yrs. old on my next birthday and in dire need of acceptable identification, Transportation is a/the problem for me. My question is--is there another way (for people my age) to complete the process online or email attachment?.
5	Thank you for being inclusive of older adults as part of the plan.



Comment Number	Comment
	We suggest an additional problem statement and corresponding action items to address how older adults are disproportionately impacted in pedestrian accidents and fatalities.
	We support and suggest advancement of mobility managers that can assist older adults and people living with disabilities to access public transit.
	We support increased safety and improved wayfinding around bus stops and suggest prioritizing the installation of benches (with backs and arms) at bus stops.
	We support MassDOT's attention to snow and ice management in this plan as it can make the difference between older adults traveling outside of the home in winter months, whether for exercise, social engagement, or to obtain basic necessities.
	We encourage MassDOT to continue the trend of including older adults in how funding programs prioritize projects - Complete Streets and the Shared Streets and Spaces Program are great examples.
	We also encourage MassDOT to explore "dementia friendly" design considerations, which are outlined Here: https://www.mass.gov/doc/af-df-design-considerations-for-physical-infrastructure-0/download
	We encourage MassDOT to create workshops that digital navigators can use to assist older adults and other in connecting with online resources for transit access.

1.19 Electric Vehicle Charging

Thank you to those who provided comments on the importance of widely available and accessible electric vehicle charging infrastructure and its incorporation in the Beyond Mobility plan. MassDOT has completed an Electric Vehicle (EV) Infrastructure Deployment Plan as required by the Infrastructure Investment and Jobs Act's National Electric Vehicle Infrastructure (NEVI) Formula Program and Beyond Mobility references various parts of the NEVI plan's efforts in the following action item:

- SCTAI2.1 EV Alternative Fuel Corridors. By implementing the MassDOT NEVI Plan, MassDOT will eliminate all gaps greater than 50 miles between 4x150kW fast charging stations on the Federally designated EV Alternative Fuel Corridor network. Federal NEVI Program and CRP funding may be used to support this effort, with the goal of ensuring drivers of personal and commercial vehicles have ease of access to charging on all designated Alternative Fuel Corridors.

Additionally, Beyond Mobility outlines suggested new measures to be included in MassDOT's annual performance report, Tracker, including: the share of vehicles registered in Massachusetts that are EV or hybrid, the average miles per day driven by EV vs. fossil fuel vehicles, and the number of electric charging station sessions (overall and broken down by REJ+ vs. non REJ+ communities and by rural vs. urban communities). These measures will help MassDOT ensure that the implementation of expanded EV infrastructure is done in an equitable way across the Commonwealth.



Table 19 Comments on Electric Vehicle Charging

Comment Number	Comment
1	<p>Low-cost EV charging should be a part of this plan - by strategically placing long dwell EV charging (Level 1) near commuter rail stops, park & rides, bike hubs, etc. we will do more to encourage carpooling, public transit and micromobility. Right now too many people in Massachusetts live out of reach of public transit or micromobility hubs so reliance on passenger vehicles will continue. EV charging can be a "carrot" that incentivizes commuters to choose a hybrid commute method like driving to a park & ride and then carpooling that will reduce vehicle miles traveled, instead of driving their own vehicle all the way to the office. Since EV charging costs are already high and continue to increase it's important to focus on having these be low-cost chargers, i.e. Level 1 chargers that can replenish the mileage used in that commute during the time the driver is at work. By 2050 these chargers will also enable bidirectional charging so that batteries in cars can help to power the grid during high daytime usage hours. It's critical that as many commuter vehicles as possible are plugged into some source during the day to enable grid stability.</p>
2	<p>Clean Transportation: Electrify the public transit system, reduce VMT by at least 25% by 2030 and 50% by 2050, and better collaborate with partner agencies on land use and decarbonization.</p>
3	<p>Finally, with the push to move to electronic vehicles two issues must be addressed. The dearth of "fueling" stations in rural areas needs to be addressed. What is the point of having a vehicle that can only be used in limited areas? The Massachusetts population, as well as the American population in general, is highly mobile for both work and play and the lack of sufficient access to charging stations would impact peoples lives and the economy. The second issue that needs to be addressed is the safety regarding e-cars. There is less of a spontaneous combustion issue with regards to gas powered cars.</p>
4	<p>Need more EV charging stations at all parking facilities around Boston.</p> <p>setup for multiple possible EV car parking configurations. not just a wall mounted charging unit with access only to car space in front. Setup in the middle of pull through parking to allow more cars to access charging cable if another car has completed charging. can switch to another car parked beside or across the charging unit.</p>

1.20 Funding Support for Gateway Cities

Thank you to those who provided comments on the Beyond Mobility plan and the importance of providing funding to Gateway Cities through various MassDOT funding programs. MassDOT, through the Beyond Mobility plan, has outlined various strategies it will implement to prioritize communities across the Commonwealth who need fiscal and other types of support from the agency. These strategies include the following action item from Beyond Mobility:

- SAI3.1 Sidewalk and bicycle facility gaps. Building on MassDOT’s Next Generation Bicycle/Pedestrian Vision mapping effort, MassDOT will continue to identify the gaps in sidewalk and bicycle facility coverage that contribute to crashes and prioritize funding to address these gaps. For example, in line with recent research that finds a correlation between gaps and sidewalk coverage and pedestrian crashes, MassDOT will continue to develop and prioritize an inventory system of the bike and sidewalk networks throughout the Commonwealth while accounting for facility condition and ADA accessibility issues, with a priority on Gateway Cities and rural areas.



Further, when considering geographic equity, Gateway Cities are included as part of this commitment and are prioritized for investments to address gaps in infrastructure which contribute to higher rates of crashes, injuries, and fatalities.

Table 20 Comments on Funding Support for Gateway Cities

Comment Number	Comment
1	To ensure equitable access to transportation resources, MassDOT should prioritize funding, such as through programs like Complete Streets, specifically to Gateway cities with low administrative barriers. These municipalities often lack sufficient municipal staff and transportation planners, making it crucial to allocate targeted funding to address their unique transportation needs effectively and promote safer, more accessible streets for all residents.

1.21 Commuter Rail/Contract Workers' Safety and Welfare

Thank you to those who provided comments on the commuter rail contracting process. MassDOT acknowledges the concerns raised.

Table 21 Comments on Commuter Rail/Contract Workers' Safety and Welfare

Comment Number	Comment
1	The state needs to add protections for Commuter Rail workers in the RFP for the "regional rail" operator contract. This must include fair wages and sick time. The practice of letting a low bid contractor increase their profits on the backs of Massachusetts workers must end.
2	Contracting practices should prioritize selecting consultants capable of delivering sustainable solutions rather than exacerbating future issues.
	Employee welfare should be a central focus, with provisions for adequate personal protective equipment (PPE) and modern technology conducive to efficient work environments.
	Implementation of a four-day work week option, in addition to work-from-home (WFH) policies, ensures equitable treatment of all employees and addresses individual circumstances that may affect remote work capabilities.
	Flexible work schedules should be offered to accommodate diverse employee needs.

1.22 Needs of Rural Communities/Geographic Equity

Thank you to those who provided comments as part of the Beyond Mobility comment period regarding the needs of rural communities. A presentation on Beyond Mobility was provided to the Massachusetts Rural Policy Advisory Commission (RPAC) on May 31st, 2024 and the project team received excellent feedback as part of that meeting and through our online comment form. MassDOT recognizes that rural communities in Massachusetts face unique challenges when it comes to mobility, funding, accessibility, electric vehicle charging, transit service expansion, passenger rail expansion, and many other transportation issues. The cross-cutting theme in Beyond Mobility of "Social and Geographic Equity" encapsulates MassDOT's commitment to geographic equity in all of the agency's work. Additionally, special attention was paid during public outreach performed as part of Beyond Mobility to ensure voices from rural communities were heard. Many of



the major themes from our public engagement activities are reflective of rural communities' needs, which then translated into the Plan's problem statements and action items. These include but are not limited to the following:

- Users of active transportation modes like pedestrians and cyclists often experience unsafe, low-comfort, and disconnected facilities, especially in Gateway Cities and rural areas.
- Rural areas have 2.61 times higher percentage of roadway miles at high risk for lane departure crashes
- Inconsistent cellular service in rural areas results in slow emergency response times and more severe crash outcomes
- Around 66 percent of rural respondents from rural communities identified transit system expansion and/or better connectivity and frequency as aspects of a flawless transportation system for Massachusetts
- 57 percent of rural respondents from rural communities selected “transit elements” as their first choice
- Missing sidewalks, curb ramps, and crosswalks limit mobility options, especially for older adults, people with disabilities, and children. This is a particular issue in rural communities, where many such residents live
- Rural communities have 1.65 times more sidewalk gaps as a percentage of total roadway miles, 3.5 times more poor/fair road conditions per capita, 4.4 times more poor/deficient bridges per capita, and 1.3 times more deficient curb ramps than urban communities
- SAI3.1 Sidewalk and bicycle facility gaps. Building on MassDOT’s Next Generation Bicycle/Pedestrian Vision mapping effort, MassDOT will continue to identify the gaps in sidewalk and bicycle facility coverage that contribute to crashes and prioritize funding to address these gaps. For example, in line with recent research that finds a correlation between gaps and in sidewalk coverage and pedestrian crashes, MassDOT will continue to develop and prioritize an inventory system of the bike and sidewalk networks throughout the Commonwealth while accounting for facility condition and ADA accessibility issues, with a priority on Gateway Cities and rural areas.
- DCAI3.1 Expand local and regional funding opportunities for destination connectivity purposes. As increased Federal and state funding becomes available, MassDOT will expand existing programs and develop more robust and targeted funding opportunities focused on closing first- and last-mile gaps to fixed route transit, as well as access to healthcare services, employment, and other critical destinations to include more types of transit service through local transportation providers (e.g., municipalities, non-profits, RTAs, and the MBTA). These programs include, but are not limited to, the Community Transit Grant Program and future discretionary grant programs when funding allows.

Additionally, several performance measures have been identified in the Beyond Mobility plan specifically in response to concerns from rural communities, including:



- Difference of sidewalk gaps as a percentage of total roadway miles between rural and urban communities
- Percent of absolute statewide GHG emissions attributed to transportation sources (in line with the statewide goal to achieve Net Zero by 2050).
- Number of electric vehicle charging stations between rural and urban communities and between EJ and non-EJ communities
- Percent of sidewalk gaps on roadway miles near rural transit stops
- Difference of percent of poor/fair road condition per capita between rural and urban communities
- Difference of poor/deficient bridges per capita between rural and urban communities
- Difference of deficient curb ramps between rural and urban communities

In response to comments received during the Beyond Mobility comment period, MassDOT has added the following Action Item as a commitment to further study the needs of rural communities as part of a separate effort: TEA12.3 Issue briefs for traditionally underrepresented communities. MassDOT will develop issue briefs that more fully document unique transportation challenges and concerns of traditionally underrepresented demographic groups. These groups include but are not limited to people with disabilities; residents of rural communities; people of color; older adults; the LGBTQIA+ community; Asset Limited, Income Constrained, Employed (ALICE) people; the immigrant community; women; indigenous people; and youth. These Massachusetts-specific issue briefs will provide an in-depth summary of these communities' unique transportation needs and document action items and best practices for addressing them.

MassDOT recognizes the unique needs and concerns of rural residents in Massachusetts. While MassDOT does not currently own any gravel or non-paved roadway facilities and does not have access to funding streams that support their maintenance, we know that many municipalities do, and are facing increasing asset management needs due to challenges introduced by unreliable weather especially in the colder months. MassDOT will continue to explore options for enhancing our ability to provide support to municipalities with these assets, and will work one-on-one with municipalities to craft mitigation strategies that are environmentally responsible and fiscally feasible.

Table 22 Comments on Needs of Rural Communities/Geographic Equity

Comment Number	Comment
1	<p>Why does it seem like the transportation issues focus on urban areas. Distributed working environments may come with their own challenges, but they bring benefits to employers as well as employees. Less stress on population dense areas where traditional work places have collected (route 128 and now 495 zones), with the need to better track workers time working at home kind of balance out.</p> <p>The need to force communities to provide affordable housing close to MBTA terminals serves these communities how? Not everybody works in the Boston metro area. This program may only lead to congestion around T Terminals due to parking needs.</p>
2	<p>There needs to be connectivity between communities, as well as to hubs (e.g. Lowell, Worcester, Boston, Hyannis, etc)</p>



Comment Number	Comment
3	We do not have enough transportation out here where I live in Athol. On-demand transportation would also be great if it was affordable.
4	Please don't forget the mobility needs of rural residents and the 2019 Mass Rural Policy Plan.
5	more focus on rural regions and statewide connectivity
6	There should be more in the Plan on work related to dirt and gravel roads. On performance measures, assessing the condition of dirt and gravel roads and then prioritizing them for funding is critical. This is becoming a huge issue, as we continue to encounter more frequent freeze/thaw cycles.
7	I need on demand transportation that is affordable. I travel to many places around the state and have to rely on getting a ride. There is no transportation in my town.
8	<p>Thank you to the entire MassDOT that has been involved in the preparation of this ambitious and important statewide long range transportation plan. The last paragraph of this report sums up the urgency of this work: "A reliable transportation system is critical to ensure that our residents"especially those who do not have the luxury of owning one or more vehicles"can access their jobs, important health care for themselves or loved ones, recreational opportunities, and other places they need to go. Transportation is more than just a way to get around; it is a lifeline. This is why we must continue to move beyond planning for the sake of mobility alone, and toward planning for a sustainable transportation system that prioritizes safe and reliable access to opportunity for those who need it most."</p> <p>For many residents in Massachusetts, especially those in rural areas, they do not have the luxury of choosing between different vehicles, ride shares, modes (including biking or walking), or transportation services -- because often times they cannot afford those options, the options are unsafe (e.g., lack of sidewalks and bike lanes), or they do not exist. The plan references the importance of transportation to rural residents -- among survey respondents, rural residents were by far the least satisfied with transportation connections, and they responded that connectivity should be a top priority. In addition, rural residents expressed dissatisfaction with being able to access key destinations which are critical to overall health, wellbeing, and productivity -- food retailers, educational optional opportunities, and health care services.</p> <p>Historically, there has been underinvestment of transportation in rural areas. While the destination connectivity priority area signals MassDOT's investments in historically underserved communities statewide, it should seek not just to support robust on-demand transit services "especially in communities served by Regional Transit Authorities (RTAs) that may not have and/or lack the density to support fixed-route service," but it should also expand support to non-RTA transit services that operate in regions that have no RTA service at all or no meaningful service. There are many gaps in existing RTA services, and relying just on RTAs to fill that service will be inefficient and ineffective, especially when there are existing independent microtransit providers that are filling that gap and that need access to federal and state funding without onerous requirements for local matches. As an example, the Quaboag Connector rural microtransit service in the Ware region has been described as a lifeline for residents of that region who face many barriers to access to things that many of us take for granted due to the rural nature of the region. Thank you for your consideration. Please reach out for additional information or discussion.</p>
9	At the Rural Planning Commission meeting on May 31, 2024, there was discussion on local unpaved roads. BRPC communities experience similar issues with poor unpaved road conditions and maintenance issues. We strongly support the inclusion of action items in the plan which will lead to improving unpaved road conditions.
10	There should be an emphasis on the need for electric vehicle charging in rural areas.
11	<p>Inclusion and Alignment with the 2019 MA Rural Policy Plan Thank you for addressing rural concerns throughout the report. I worry that, as in the past, rural concerns may one again be left behind as strategies moving forward. The MA Rural Policy Plan, released in October 2019, provides recommendations and suggested priorities to address the concerns of the 170 rural communities in the Commonwealth.</p> <p>As noted in that Plan: - Rural areas of Massachusetts face different challenges than the rest of the Commonwealth. Unlike the economic growth engine of Greater Boston, rural areas</p>



Comment Number	Comment
	<p>are dealing with issues such as: small, aging and often declining populations; limited fiscal resources and staffing constraints; inadequate infrastructure and mobility options; and acute public health challenges. It would be helpful to our under-resourced communities to have a section of a final report where the MA Rural Policy Plan is referenced and where rural concerns are categorized together so they would be easier to track and follow.</p> <p>- Here in North Central MA, many of our rural communities are clustered outside of the small cities of Gardner, Fitchburg, and Leominster which are also dealing with limited fiscal and staffing resources and inadequate mobility options. It's important to note that rural communities have residents who have the same income, language, age and disability classifications as those living in nearby cities with EJ neighborhoods. While there may not be a sufficient concentration to have an EJ designation in these towns, their needs are real and must be addressed as we plan for MA Mobility in 2050.</p> <p>- Access to mobility is not just a problem for under-resourced people living in EJ neighborhoods, it is also a problem for under-resourced people living in neighborhoods that don't have an EJ designation. It is also a problem for people who are not under-resourced but do not have access to a vehicle or can not drive for a number of reasons.</p>
12	<p>The Partnership greatly appreciates the consideration of more rural communities in the discussion on transit connectivity. Ideally, the right mix of services would enable passengers to travel extensively within their own community and between other 495/MetroWest communities, however, the current transportation system in our region cannot support this. The Partnership continues to support innovative First and Last Mile solutions designed to connect transit riders from the rider's point of origin to a transit station, and then from another station to their final destination. First and Last mile solutions should be carefully coordinated and foster collaboration amongst Transportation Management Associations (TMAs), RTAs, municipalities, and regional employers. The Partnership believes the Demand Response Transit service model is dynamic and well suited for moderate-density suburban communities lacking access to, or with limited access to, traditional fixed-route transit and that current service should be expanded. By providing increased flexibility regarding destinations and commuting patterns, these services are available to the public at substantially more affordable rates than private Transportation Network Companies.</p>
13	<p>The largest rural transportation providers in the state are school bus operators. The unmet rural public transportation needs are so large that sharing of the resources used in school transportation needs to be fully explored, even though regulations make the sharing of school vehicles extraordinarily difficult. Drivers, dispatching systems, and maintenance facilities could be shared even if vehicles could not be.</p>
14	<p>As discussed at the RPAC meeting, the definition of "rural" used in the plan is unclear. The Executive Office of Economic Development (EED) has proposed a clarified definition of rural that should be used by all state agencies to ensure uniformity and to ensure that performance metrics evaluating progress are consistently applied. EED has defined rural as communities that have a population density of less than 500 people per square mile or have a population of less than 7,000. This totals 181 municipalities. The list of rural and small towns can be found here. Without a clear definition of rural, it would be easy to forget that many of these communities, especially the most rural, experience the same level of inequity and disinvestment as Gateway Cities. The Plan's focus on EJ areas in Gateway Cities is, again, important but not to the sacrifice of equally important needs throughout the Commonwealth. We recommend that a clear definition, preferably the same one that is used by the EED, be included in the Plan.</p>
15	<p>There is a great deal of focus on the MBTA, which is understandable. However, expansion of public transit, interconnection between transit authority boundaries and innovative microtransit solutions is a needed priority for the entire state. We recommend that where the Plan discusses the MBTA only, it acknowledge the needs of all RTAs.</p>
16	<p>There is little specific mention of the municipal responsibility to care for and maintain the local road network. The Ch.90 formula that is based on population, road miles and jobs has historically and continues to be unfair to rural municipalities. In Franklin County the average municipal Chapter 90 allocation is \$229,000. The average per mile cost to repave a road is \$340,000. The allocation prevents rural municipalities from pursuing TIP federally funded projects because they must prioritize their limited funding for road maintenance and from pursuing full-depth reconstruction of local roads, especially dirt and gravel roads because they do not have enough money for basic maintenance of the roads, bridges and culverts under their responsibility. We recommend that the Plan note that the Chapter 90 and other local road</p>



Comment Number	Comment
	funding programs should be increased and reformulated to more equitably benefit rural areas throughout the Commonwealth.

1.23 Congestion and Travel Time Reliability

Thank you to all those who provided comments highlighting the importance of addressing congestion. MassDOT views congestion as a critical issue that affects the entire transportation system and acknowledges that, in line with research on the topic of congestion, widening roadways is not a sustainable solution. Ensuring that our transportation infrastructure not only serves private vehicles, but makes efficient, consistent, and predictable public transportation a uniform experience for the full range of modal choices on our road and railways is a key aspect of MassDOT's mission to serve residents of the Commonwealth.

MassDOT has identified reliability as a top priority throughout Beyond Mobility starting with the overarching reliability vision statement of "By 2050, people travelling by any mode or for any trip purpose in Massachusetts will be able to expect consistent travel times at any time of the day". MassDOT has also cited specific problem statements related to reliability including:

- Reliability Problem Statement 1: 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.
- Reliability Problem Statement 2: Roadway congestion diminishes the reliability of public transit bus service, limiting its attractiveness and competitiveness.
- Reliability Problem Statement 3: Congestion and freight bottlenecks impact the efficient movement of goods, which drives up labor costs, lowers capital productivity, and often results in higher costs for households and businesses.

In order to address these reliability concerns, MassDOT has also created the following related Action Items:

- RAI1.1 Initiate projects flowing from prior planning studies and reports on travel time reliability; to ensure each unique opportunity for reliability improvements is studied and well-documented
- RAI1.4 Roadway bottlenecks and delay; to identify major roadway congestion and slow-down locations
- RAI1.9 Expand roadway asset management activities; to ensure transit and roadway asset conditions are documented and flagged for reliability improvement
- RAI2.1 Roadway investments for transit reliability; to reinforce the partnership between MassDOT, the MBTA, Municipalities, RTAs, and other transit providers in supporting projects which have the potential for roadway improvements related to reliability on our roadways across modes



- RAI2.3 Funding program for transit priority projects; to identify high priority projects which both increase the reliability of public transportation modes and reduce delays created by roadway congestion
- RAI3.2 Multimodal freight movement, to improve the experience of freight and other logistically important commercial goods moving into and through Massachusetts

MassDOT understands that there continues to be opportunities for reliability to be improved across the transportation network and we are committed to advancing projects and policies which facilitate this ongoing effort regardless of location, mode, or destination.

In response to comments received regarding coordination with rail-based freight transportation providers, the following Action Item has been added to the final Plan: RAI3.3 Coordination with Rail-Based Freight Providers. MassDOT's Rail and Transit Division will continue to coordinate with rail-based freight transportation providers that own railroads to improve collaboration with the goal of reducing the delay of passenger rail service that operates on freight lines,

Table 23 Comments on Congestion and Travel Time Reliability

Comment Number	Comment
1	<p>As for the 93/95 interchange it is a nightmare and needs a major overhaul. This could include burying portions to allow for wider lanes or flyovers.</p> <p>To enhance driver safety and vehicle efficiency there are portions of our current highway infrastructure that would benefit from being buried. Examples include 495 between 93 interchange and exit 94, 495 between 93 interchange and exit 99A, 93 between 43B and 45. When heavy trucks are climbing the hill they impede the flow of traffic and when they are going down the hill they often reach speeds above 75mph. By providing a tunnel speeds will be maintained, fuel efficiency preserved and the land above the tunnel returned to nature.</p> <p>495 in Lowell between the Lowell Connector and exit 91 needs to be widened to 4 lanes with one lane dedicated to exit 91. The three remaining lanes can continue to exit 92 and portions of this area can be buried. This interchange area is consistently backed up at all times of the day on both sides as drivers cannot manage the merge efficiently. Some of this widening can be done now with minimal bridgework by utilizing the breakdown lane.</p> <p>The Lowell Connector was planned to be extended into downtown Lowell in the 1960s however the project was tabled. With the amount of traffic congestion and the state of the buildings and neighborhood the extension was proposed to pass through this project should be reconsidered. However instead of having an above ground road network the extension should be underground with green space covering it.</p>
2	<p>I was thrilled to see "MassDOT does not believe in roadway expansion as a means to reduce congestion." I believe this is the right approach; the best way to reduce congestion is to facilitate a mode shift away from personal vehicles, and single-occupancy vehicles in particular.</p>
3	<p>Traffic mobility is poor in the AM hours eastbound on route 2 from Fitchburg, through the route 190 intersection and into the Lancaster area. In the PM hours the backup can start as early as Devens and continue westbound past the Leominster intersections. Planning for expanded lanes should be a priority for the next decade, plus.</p>
4	<p>Maintain high equipment uptime and ensure timely departure and arrival of scheduled trips.</p>
5	<p>Section 5.3, Reliability, should be expanded to include an action item which will direct the RTD to work with freight host railroads to improve collaboration. This can result in reducing the delay of passenger rail service which operate on freight lines.</p>
6	<p>Reliability was a major concern for the Partnership when creating our updated vision and priorities statements. The reliability, or lack thereof, of the transportation network across the Commonwealth and in the 495/MetroWest region acts as a deterrent for the use of public</p>



Comment Number	Comment
	transportation options beyond single-occupancy vehicle commuting. The Beyond Mobility Plan reinforces this sentiment by stating that Massachusetts travelers by any mode experience congestion, resulting in low confidence about the conditions they will encounter and diminished access to everyday needs. The Partnership greatly appreciates the effort of MassDOT to prioritize locations within the roadway network that are prone to bottlenecks and delays. The Partnership's updated Roadway Vision and Priorities statement identified 10 major roadways of concern within our service area and three locations of concern outside of our service area. The prioritization of these areas will contribute to the improvement of reliability and safety throughout the Commonwealth. Improving the reliability and competitiveness of public transit was also of major concern to the Partnership when looking at improving RTA and Commuter Rail service.
7	MassDOT should prioritize improving the travel experience for all road users, particularly transit users and vulnerable road users. This involves improving reliability, access, and comfort. All services should arrive at their destination within 5 minutes of their scheduled arrival time. MassDOT should ensure that all transportation infrastructure, especially for active transportation, is in a good state of repair. Using public transit and active transportation infrastructure should be safe, seamless, and easy to understand. MassDOT should also seek to eliminate political barriers, such as travel between RTA service areas, and logistical obstacles, such as paying for different modes of transit/different transit services.
8	Maintain high equipment uptime and ensure timely departure and arrival of scheduled trips.

1.24 Green Gentrification

Thank you for the comment on implementing multimodal travel in a way that avoids green gentrification. MassDOT has a vision to ensure sustainability principles are applied on the ground in communities in an equitable manner. In Beyond Mobility specifically, Action Items DCAI2.1 (Funding Program for Multimodal Transit Connections), DCAI2.3 (Municipal Sidewalk Program), all make reference to the expansion of an interconnected multimodal network that serves all users in the Commonwealth. Through coordinating with municipalities on important local policy issues, MassDOT's focus on equity for all users ensures that green gentrification is not the outcome of green infrastructure.

Table 24 Comments on Green Gentrification

Comment Number	Comment
1	I really like the plan overall, including the process used to develop it, the structure and the translation of public input into priority areas and action items. I'm excited to see the emphasis on more and better multi-modal travel. My only comment is that the plan should acknowledge and address potential unintended consequences of transportation improvements that will flow from it. For example, there is growing evidence of "green gentrification" (see Alessandro Rigolon's work). Avoiding this problem requires recognizing potential for it, as well as other unintended consequences, and taking intentional action to prevent it from happening.

1.25 VMT and Mode Shift Targets

MassDOT believes in the criticality of mode shift with respect to meeting a host of goals not only for the quality and reliability of the transportation network, but for meeting the state's environmental and sustainability goals as well. Mode shift helps reduce vehicle miles travelled (VMT), which is



otherwise primarily driven by a reduction in overall trip-making. MassDOT’s commitment to encouraging mode shift is demonstrated throughout the Beyond Mobility plan and referred to in several Vision and Values statements that define our six priority areas. Additionally, several Action Items defined under various priority areas encourage investment in and expansion of non-vehicular travel services and infrastructure, with the ultimate goal of promoting use of non-vehicular travel modes.

As the document establishing the strategic vision, values, and activities that MassDOT will undertake, those policies and processes that execute Beyond Mobility’s directives will also be updated. These include MassDOT’s framework for performance evaluation and target-setting, which is an ongoing and iterative process that culminates with the publication of the yearly MassDOT Tracker report. Chapter 6, Performance-Based Planning, introduces a number of measures that could be implemented to quantify progress on various Action Items.

Unlike MassDOT’s system performance targets, those set by other agencies such as the Executive Office of Energy and Environmental Affairs (EEA) are regulatory in nature. Statewide greenhouse gas (GHG) reduction targets for transportation are established in the Massachusetts Climate and Clean Energy and Climate Plan (CECP) for 2025 and 2030 per 2021 law. MassDOT and EEA are strong partners in leading initiatives intended to meet these targets and will be responsive should further transportation-based emission regulations be enacted.

Table 25 Comments on VMT and Mode Shift

Comment Number	Comment
1	One of the most significant concerns is the absence of a target for reducing Vehicle Miles Traveled (VMT). Despite acknowledging elsewhere the importance of VMT reduction in mitigating transportation emissions and combating climate change, the plan fails to set a specific goal in this regard. Establishing a VMT reduction target is essential for ensuring our transportation system’s sustainability and environmental impact.
2	Equally concerning is the limited connection the plan has with land-use policy. As we anticipate significant growth in population and housing by 2050, transportation planning must align with land-use policies to sustainably accommodate growth without increasing VMT. I am also significantly concerned about the absence of a target for reducing VMT. Despite acknowledging the importance of VMT reduction in mitigating transportation emissions and combating climate change, the plan fails to set a specific goal. Establishing a VMT reduction target is essential for ensuring our transportation system’s sustainability and environmental impact. Likewise, I am concerned that the plan lacks a detailed commitment to Vision Zero. MassDOT must create a more comprehensive and effective plan by tying VMT reduction to safety metrics. Unfortunately, although electric vehicles will likely reduce greenhouse gas emissions from the sector, they are not a panacea for the number of road



Comment Number	Comment
	deaths every community in our state experiences every year.
3	I am concerned at the lack of straightforward statements that regional transit authorities like PVTA, MBTA, and GATRA need more funding to do what they do. Electrification and frequency are clearly two very important topics to meeting climate goals and increasing ridership and I am assuming they will be expensive.
4	<p>This plan needs firm commitments to reduce VMT and commit to Vision Zero. There need to be objective measurements of progress with these initiatives, and clear steps for what will happen if progress is not made quickly enough.</p> <p>MassDOT should fully commit to public transit as the future of transportation, and stop investing so heavily in highway projects.</p> <p>Good first steps would be: Take parkway ownership from DCR and commit to long-term plans for fully removing cars from the parkways.</p> <p>Commit to and build the North-South rail link. The London Elizabeth line is enough evidence to show this would be a boon for the Massachusetts economy no matter the cost.</p> <p>Fully electrify the regional rail network with proven and affordable overhead catenary electrification. Stop wasting money on battery technology that is not capable of matching the performance, efficiency, and range of technology we've had for over 100 years.</p> <p>Commit to vision zero and leave no tolerance for unsafe conditions in any roadway. Road deaths are a choice, and MassDOT continues to choose vehicle speed over the safety of people.</p>
5	Commit to a reduction in Vehicle Miles Traveled by private vehicles. More concrete language is required to ensure that these goals are actually pushed for and accomplished.
6	The general tone and gist of the vision statements is laudable, but the plan lacks clear targets for things like pedestrian and bicycle safety, mode share shift and reductions in vehicle miles travelled. The mass transit options are terribly lacking in Massachusetts and YOU should be setting specific targets for improvement.
7	The performance-based planning approach demonstrates a clear recognition of the importance of data, metrics, and timelines to track and measure progress—moving from qualitative metrics such as “decrease” and “increase” to quantifiable metrics (e.g., percentage metrics) would improve MassDOT’s ability to more effectively monitor progress and refine strategies to increase the chance of achieving the stated goal. In the near



Comment Number	Comment
	<p>term, we urge you to consider establishing quantifiable metrics for priority climate and safety objectives, including VMT reduction targets for 2030 and 2050 that are aligned with climate action targets, and traffic-related fatalities reduction targets and related improvements that support Vision Zero by 2050.</p>
8	<p>MassDOT should establish VMT reduction targets of at least 25% by 2030 and 50% by 2050, aligned with climate action targets. Despite recognizing the importance of reducing Vehicle Miles Traveled (VMT) in other contexts (such as the McGrath Highway Reconstruction Project), MassDOT does not mention reducing VMT in Beyond Mobility. Other states have recognized that meeting ambitious climate goals will require a statewide shift away from cars. Washington State includes a goal of reducing VMT by 50% by 2050.⁴ California (25% by 2030 and 30% by 2045),⁵ Maine (10% reduction by 2025 and 20% by 2030),⁶ and Minnesota (20% reduction by 2050)⁷ all have percentage metrics for reducing VMT. Having fewer cars on the road in Massachusetts would also improve road safety and shorten traffic jams. It will also be a cost-saving measure for the Commonwealth in our roadway maintenance and repair budget. We urge MassDOT to add a clear and measurable VMT reduction goal – preferably one as ambitious as Washington’s -- into future versions of Beyond Mobility. Additionally, we recommend that the state expand the existing Industrial Rail Access (IRAP) grant program, which has already significantly reduced the number of heavy trucks on our commonwealth’s roads.</p>
9	<p>one glaring omission stands out to us: the lack of an ambitious and clear goal to reduce Vehicle Miles Traveled (VMT) in the state of Massachusetts.</p> <p>Despite acknowledging elsewhere the importance of VMT reduction in mitigating transportation emissions and combating climate change, the plan fails to set a specific and concrete goal in this regard. Establishing a VMT reduction target is essential for ensuring our transportation system's sustainability and environmental impact. In addition, there must be means of holding the agency accountable for achieving them.</p> <p>Without clear targets, measuring progress and ensuring the plan effectively addresses critical issues such as climate change, safety, and equity becomes challenging.</p>
10	<p>WalkMedford has repeatedly seen the lack of a specific goal for reduction in VMT manifest itself in projects from the Wellington Circle project to the recent proposal for the Main St. and South St. intersection. The lack of a clear goal for VMT reduction means that we are offered plans that lack real and transformative change towards a denser, more walkable city with a variety of true choices in transportation, because engineers are bound to plan for a projected increase in automobile traffic. We believe the goal should be to decrease this</p>



Comment Number	Comment
	<p>traffic -while building infrastructure that provides choices in transportation, from safer, more pleasant bus stops, to multimodal mobility lanes, and safe and pleasant sidewalks.</p> <p>We should build for the state, cities and towns we want - ones with a healthier, safer populace living in cleaner and quieter places.</p> <p>In conclusion, we urge MassDOT to revise Beyond Mobility to reflect a genuine commitment to sustainability, equity, and innovation in transportation. This commitment would include setting measurable goals for reducing VMT as well as enhancing safety, expanding public transit, and promoting equitable access to transportation options.</p>
11	<p>Furthermore, the plan lacks a detailed commitment to Vision Zero and mode shift, which is crucial to creating a safer and more sustainable transportation network. MassDOT can create a more comprehensive and effective plan by tying VMT reduction to metrics beyond greenhouse gas reduction, such as safety targets and cost-saving potential for road maintenance.</p>
12	<p>I appreciate how the plan is very upfront about the need to reduce vehicle miles traveled, both to reduce congestion and greenhouse gas emissions.</p>
13	<p>Though I think the intentions of the plan are good, they are not nearly explicit nor aggressive enough given the severity of our climate crisis. Unless we are transparent that Vehicles Miles Traveled must be reduced and by large quantities the steps towards climate goals and road safety are largely meaningless. This report should go further to identify roadways that can be narrowed, highways that can decommissioned, and ways that biking, walking and transit can become reliable alternatives to driving for more of the citizens of the commonwealth.</p>
14	<p>Electrify the public transit system, reduce VMT by at least 25% by 2030 and 50% by 2050, and better collaborate with partner agencies on land use and decarbonization.</p>
15	<p>There is only a single mention of VMT (Vehicle Miles Traveled) in the Executive Summary document, and it appears in an item devoted to studying the impact of congestion pricing.</p> <p>Without a firm, legally-binding, state-level commitment to REDUCING VMT, these plans are a sad joke. Reducing VMT MUST be a primary goal of a transportation plan for the year 2050. By that time, our coastline will have been inundated and we'll be dealing with massive storm surges, excessive rainfall, and extreme heat.</p> <p>The goal of Reducing VMT naturally leads to plans to expand transit infrastructure, expand cycling and walking infrastructure, and supporting widespread land-use and zoning changes to enable people to live closer to the amenities that make day to day living possible.</p> <p>A plan for 2050 that omits any commitment to sharply reducing VMT isn't worth the pixels it's printed with.</p>



1.26 Vision Zero

Vision Zero is a key priority for MassDOT. In the Beyond Mobility plan, one of our values explicitly states, "MassDOT is committed to moving toward a future with zero roadway fatalities and serious injuries statewide in line with the Vision Zero initiative."

This commitment is also echoed within MassDOT's 2023 Strategic Highway Safety Plan (SHSP). The SHSP lays out a vision for zero roadway fatalities and serious injuries and the most impactful actions identified to date that can be taken to move towards zero deaths. These actions include speed management to realize safer speeds; addressing top-risk locations and populations; taking an active role in vehicle design, features, and use; and accelerating research and adoption of technology.

With respect to measuring progress toward Vision Zero goals, the Beyond Mobility plan contains several items. Action Item SAI2.1, "Back-casting toward Vision Zero," states that "In line with the 'back-casting' approach (identifying the actions closest to the achievement of a long-term target), MassDOT will define a series of actions working backwards from zero long-term fatalities and serious injuries on all roadways in Massachusetts and implement those activities. Among other initiatives, this will involve the continued data-driven implementation of systemic improvements and intersection safety interventions prioritizing areas with the highest crash rates with a focus on social and geographic equity." Additionally, Chapter 6 of the Plan (Performance-Based Planning) identifies several performance measures MassDOT's Office of Performance Management and Innovation (OPMI) will explore tracking as part of the development of MassDOT's annual performance management report, Tracker, to document progress toward reducing fatalities and serious injuries on our roadways. Many of these safety performance measures emphasize the need to track safety performance across demographic groups to acknowledge the disproportionately high number of crashes in Environmental Justice communities.

Table 26 Comments on Vision Zero

Comment Number	Comment
1	The plan lacks a detailed commitment to Vision Zero and mode shift, which is crucial to creating a safer and more sustainable transportation network. MassDOT can create a more comprehensive and effective plan by tying VMT reduction to metrics beyond greenhouse gas reduction, such as safety targets and cost-saving potential for road maintenance. Every year, over 350 people are killed on Massachusetts roads, thousands more injured and traumatized. There are 15,000 new cases of asthma from air pollution and 2800 deaths every year. We must do more for the health of our citizens. More access to walkability, bikeability and reliable transit both intercity and between cities is essential.
2	Likewise, I am concerned that the plan lacks a detailed commitment to Vision Zero. MassDOT must create a more comprehensive and effective plan by tying VMT reduction to safety metrics. Unfortunately, although electric vehicles will likely reduce greenhouse gas emissions from the sector, they are not a panacea for the number of road deaths every community in our state experiences every year.
3	Thank you for the opportunity to provide comments on the Draft Beyond Mobility Plan. While there are many needs and opportunities already covered in the Draft Plan, please consider these comments as the Plan moves forward: - Please provide emphasis on developing a safer transportation system that minimizes the risk of serious injury to motorized and vulnerable users of the system and the Commonwealth move towards its Vision Zero goals. Thankfully, many are developing Safe Streets for All



Comment Number	Comment
	<p>(SS4A) Action Plans. The Safety Action Plans will allow for a systematic analysis and set of solutions to tackle the root causes of all crashes, with an emphasis on those involving non-motorists. The Action Plans will consider a range of low-cost, high-impact strategies that can be deployed. Completing the Action Plans will allow communities to be eligible for SS4A Implementation Grants to leverage federal funding to implement strategies. With the SS4A Regional Action Plan under development, communities can apply for demonstration grants.</p>
4	<p>The Melrose Pedestrian and Bicyclist Committee is writing to express our enthusiastic support for the vision and spirit of the Beyond Mobility draft plan. Our committee is particularly encouraged by the plan's emphasis on increasing funding for complete streets programs and providing technical assistance to help municipalities implement "Vision Zero" safety initiatives.</p> <p>The proposed use of Federal Carbon Reduction Program funds to bolster MassDOT's Complete Streets and Safe Routes to Schools Programs is a crucial step in creating more walkable, bikeable, and transit-friendly communities across the Commonwealth. Moreover, the creation of a dedicated funding program to prioritize non-vehicular modernization projects, especially in environmental justice communities and near transit stops, demonstrates a commendable commitment to equity and sustainability. These initiatives align perfectly with our committee's mission to promote safe, accessible, and enjoyable walking and biking in Melrose.</p> <p>We are also heartened by MassDOT's plans to provide targeted technical assistance to municipalities developing safety action plans aligned with "Vision Zero" policies. Fast-tracking this assistance in environmental justice communities and helping cities and towns access Federal grants for safety projects will undoubtedly save lives and make our streets more welcoming for pedestrians and cyclists of all ages and abilities. However, we would like to highlight a significant barrier that municipalities like Melrose face when it comes to implementing transportation improvements: limited technical capacity. Most municipal governments are stretched thin, and the complex work of developing and executing "Vision Zero" plans and complete streets projects often requires the expertise of a dedicated transportation planner. For many smaller cities and towns, funding a full-time transportation planning position is not feasible. As a result, the responsibility for these initiatives often falls on overburdened mayoral staff, Department of Public Works personnel, and Town Engineers who are juggling numerous competing priorities.</p> <p>To truly empower municipalities to take advantage of the funding and technical assistance opportunities outlined in the Beyond Mobility plan, we urge MassDOT to consider ways to help cities and towns build their in-house transportation planning capacity. This could include providing grants for municipalities to hire dedicated transportation planners, offering more robust technical training for existing municipal staff, or creating a shared regional transportation planning staff that can assist multiple communities. By addressing the technical capacity limitations faced by many municipalities, MassDOT can ensure that the visionary goals and programs set forth in the Beyond Mobility plan are achievable for communities of all sizes across the Commonwealth.</p> <p>Finally, we urge MassDOT to take this opportunity to commit to actionable ways to track and measure progress towards our shared goals. We as a state absolutely must act to reduce vehicle miles traveled, rapidly decarbonize our transportation sector, and eliminate fatal traffic injuries. We are concerned that the plan does not seem to set meaningful targets or benchmarks towards the visions expressed in the goals. We need to be well-beyond the planning stage at this point. It's time to make firm commitments towards our goals and do what it takes to achieve them.</p> <p>The Melrose Pedestrian and Bicyclist Committee, and other community groups throughout the commonwealth, stand ready to partner with MassDOT and the City of Melrose to implement the complete streets and "Vision Zero" initiatives outlined in the Beyond Mobility plan. We are excited about the potential to create safer, more vibrant streets that prioritize the needs of pedestrians and cyclists, and we believe that the plan's emphasis on equity and sustainability will lead to a healthier, more connected community for all.</p>
5	Also commit to vision zero for 0 roadway deaths.
6	Needs accountability and achievable goals for vision zero
7	MassDOT should develop a detailed timeline and interim steps for achieving Vision Zero (0 deaths or serious injuries on all Massachusetts roadways) by 2050, including metrics for safety



Comment Number	Comment
	improvements and reductions in traffic-related fatalities. While Beyond Mobility sets a broad statewide safety goal for 2050, it does not provide specific plans or timelines for achieving Vision Zero — a future with zero transportation-related serious injuries or fatalities. 2021 saw a 40-year high of pedestrian deaths due to vehicular crashes nationwide, and 2022 saw a 41-year high—with Massachusetts seeing an increase of 21 deaths compared to 2021. ⁸ While several regional planning authorities throughout Massachusetts are committed to Vision Zero (most notably the Boston MPO), these regional goals will be difficult to achieve without a broader statewide effort. We encourage MassDOT to pledge to implement systemic policy, enforcement, and infrastructure design changes and eliminate deaths and serious injuries on our roads, rails, and waterways.

1.27 Regional Rail and Electrification

Advancing regional rail is a key priority for MassDOT. One of the Beyond Mobility's values statements reads, "MassDOT is committed to the principle that a 'regional rail' system with expanded service throughout the day is critical to building a stronger and more inclusive state economy." Additionally, Action Item RAI1.6, "Regional Rail Services," states that, "The MBTA will continue to explore options to expand its regional rail services in response to changing travel patterns and behaviors, and be proactive in executing the recommendations codified in the Rail Vision report. Similarly, RTD will continue efforts to develop Compass Rail." Please see section 1.11 regarding expanded passenger rail for additional detail on changes made to the final Beyond Mobility plan in this area.

Table 27 Comments on Regional Rail and Electrification

Comment Number	Comment
1	I am concerned at the lack of straightforward statements that regional transit authorities like PVTA, MBTA, and GATRA need more funding to do what they do. Electrification and frequency are clearly two very important topics to meeting climate goals and increasing ridership and I am assuming they will be expensive.
2	<p>This plan needs firm commitments to reduce VMT and commit to Vision Zero. There need to be objective measurements of progress with these initiatives, and clear steps for what will happen if progress is not made quickly enough.</p> <p>MassDOT should fully commit to public transit as the future of transportation, and stop investing so heavily in highway projects.</p> <p>Good first steps would be: Take parkway ownership from DCR and commit to long-term plans for fully removing cars from the parkways.</p> <p>Commit to and build the North-South rail link. The London Elizabeth line is enough evidence to show this would be a boon for the Massachusetts economy no matter the cost.</p> <p>Fully electrify the regional rail network with proven and affordable overhead catenary electrification. Stop wasting money on battery technology that is not capable of matching the performance, efficiency, and range of technology we've had for over 100 years.</p> <p>Commit to vision zero and leave no tolerance for unsafe conditions in any roadway. Road deaths are a choice, and MassDOT continues to choose vehicle speed over the safety of people.</p>
3	There needs to be more emphasis on Regional Rail. The plan over relies on bus electrification to meet climate goals—this is short-sighted and discards mode-shift as a viable strategy. A comprehensive vision for bus transit within the MBTA or Regional Transit Authorities (RTAs)



Comment Number	Comment
	and a plan for expanding rapid transit capacity linked to highway capacity, bus utilization, and mode shift are missing. To meet the diverse needs of our communities, it is critical to prioritize a robust and integrated public transit network that stretches across the state from Florida to Falmouth.
4	The Partnership also included efforts to support clean transportation in our vision and priority statements. The Partnership supports prioritizing the electrification of the Framingham/Worcester line; given that this line connects the Commonwealth's two largest cities, it should not be left out of the first tier of electrification. The Partnership has also been supporting the RTAs in our region as they look to upgrade their fleets to more sustainable and fuel-efficient transportation options.
5	MassDOT should commit to Regional Rail and statewide rail connectivity; MassDOT should also commit to strategic rapid transit capacity expansion to enhance connectivity and mode shift. While we are pleased that Beyond Mobility explicitly mentions the Compass Rail project, we are disappointed that it does not articulate a more expansive vision for regional and intercity rail in Massachusetts. Continuing the state's pivot towards regional rail by pledging to provide frequent, electrified, all-day service on the commuter rail would put thousands of Massachusetts residents within range of frequent transit service for the first time. Electric trains would also be faster, quieter, and significantly more reliable than the diesel trains currently in service. Electrified Regional Rail has the potential to provide a feasible alternative to the car for millions of Massachusetts residents. MassDOT should also follow the lead of states like California, Minnesota, and Virginia by developing a robust- actionable, and fundable plan for statewide rail service to the Cape, the Northern Tier region, and the Housatonic River Valley. Strategic rail rapid transit expansions, which have the potential to improve system efficiency by freeing up buses and bus operators, should also be explored.

1.28 2025, 2030, and 2050 Climate Goals

MassDOT is eager to support opportunities where transportation investments can be leveraged to advance Massachusetts' climate goals and recognizes that many other agencies and stakeholders have established strategies to meet similar goals. Statewide greenhouse gas (GHG) reduction targets stemming from reductions in vehicle miles travelled (VMT) are established in the Massachusetts Climate and Clean Energy and Climate Plan (CECP) for 2025 and 2030, released by the Department of Energy and Environmental Affairs (EEA) in 2022, and MassDOT is continuously working with our partner agencies including EEA and the Governor's Office on progress towards meeting this goal.

In response to comments received during the public comment period for Beyond Mobility on this topic, several changes to the final document have been made, including but not limited to:

- Specific reference to the Global Warming Solutions Act (as amended by An Act Creating A Next-Generation Roadmap for Massachusetts Climate Policy) and acknowledgement of MassDOT's role in achieving the Commonwealth's goal of a Net Zero emissions limit for 2050.
- The target for reducing GHGs has been updated in Chapter 6 to reflect consistency with statewide goals.
- Several performance measures recommended to be established in this area have been moved from the section of "Measures MassDOT Will Explore Further" to "Measures Recommended for Inclusion in Tracker" (see Table 6.1: Measures Recommended for Inclusion in Tracker):



- Ozone precursor pollutants (e.g., particulate matter, nitrogen oxides, volatile organic compounds, etc.) and other emissions from transportation sources broken down by EJ vs. non-EJ communities
- Percent of absolute statewide GHG emissions attributed to transportation sources (in line with the statewide goal to achieve Net Zero by 2050)
- GHG avoided through electric charging station sessions
- Fuel-use avoided through electric charging station use
- Number of miles of shared paths, separated bike lanes, and bicycle-friendly streets
- Number of bicycle miles traveled
- Non-single-occupant-vehicle mode share
- Percent of rental housing units in transit overlay zoning districts, year-over-year
- Housing units per acre near transit stops

Table 28 Comments on Climate Goals

Comment Number	Comment
1	Supporting Clean Transportation and State Climate Goals: Electrify the MBTA Commuter Rail system with overhead catenary (not batteries), reduce VMT by at least 25% by 2030 and 50% by 2050, and better collaborate with partner agencies on land use and decarbonization.
2	I am concerned at the lack of straightforward statements that regional transit authorities like PVTA, MBTA, and GATRA need more funding to do what they do. Electrification and frequency are clearly two very important topics to meeting climate goals and increasing ridership and I am assuming they will be expensive.
3	Please make the goals here align with 2050 zero emissions.
4	Reducing Vehicle Miles Traveled (“VMT”), the CECP’s other primary strategy for reducing transportation-sector emissions, and other essential strategies need clear metrics to be fully realized. “Decrease” and “increase” as “desirable metric[s],” as included in Beyond Mobility, are insufficient for leveraging funding and political will for action. Percentage metrics give agencies and legislatures a goal to cognize, whereas a general “decrease” is intangible and does not lend itself to political coalescence. These are not quantifiable metrics to guide planning, project development, maintenance, and operations decisions. If MassDOT adopts metrics now, it will be taking steps to prepare for the next Clean Energy & Climate Plan report, due January 1, 2028. ³ MassDOT has an obligation to plan for this report, and the time is now. Later is too late. As the State progresses on EV infrastructure rollout, land use decisions are made that will foreclose the possibility of alternative uses, including bus lanes, bike lanes, and other non-automobile infrastructure. Adopting metrics now is also the most equitable outcome for EJ communities in Massachusetts. Low-income community members engaged in the stakeholder process for Beyond Mobility placed more importance on transit features on roadways than other groups. Beyond Mobility indicates that EJ communities suffer more crashes, and at greater rates of fatality, compared to non-EJ communities. Many folks responded to the stakeholder process, indicating that their mobility needs prohibit them from driving. Thus, they face significant barriers due to a lack of accessible, affordable, reliable transportation options. The robust Beyond Mobility stakeholder process elicited transportation needs of communities all around the State directly from said communities, yielding especially important information from EJ communities. People want options, safety, connectivity, and reliability. Setting metrics on our suggested goals is the best avenue for MassDOT to meet these needs and meet our climate targets.



Comment Number	Comment
5	In the initiative with the problem statement "Transportation is the largest contributor of Massachusetts' carbon emissions and transportation-related emissions are disproportionately concentrated in historically marginalized communities." further measures should be included, such as fine particulate matter from tire wear and brake dust, as well as measures for the chemicals and matter present in roadway surfaces and markings. Also, when touting the growth of electric vehicles in the United States, please showcase the rapid rise in e-bikes, which were comparable in scale to electric vehicle sales in 2021.
6	If possible, please consider installing solar panels on new construction. Renewable energy is a no-brainer unless there's incentive not to install it. It's time to start thinking long-term, and if that includes new protocols for new technology, so be it. Change is inevitable. If possible, please offer incentives for switching to electric vehicles. I own an older pickup (2005) and while it still works well, I would switch to an electric vehicle if they weren't financially out of reach.
7	Section 5.4, Supporting Clean Transportation, must be expanded to include hydrogen as a fuel for transit buses. Electric bus technologies do not meet all the needs for transit service providers, especially those in rural areas, and a number of RTAs have identified hydrogen powered buses as a preferred alternative. It is recommended that this section acknowledge this fact and that the appropriate problem statement be modified to include an action item for hydrogen as an acceptable fuel.
8	The action item related to Modernizing Power Infrastructure for the Purpose of Increasing Capacity to Accommodate Electrification (SCTAI2.4) is certainly applicable and necessary. In addition to coordination, it is imperative that improvements occur in advance of when they are needed. If these needed improvements are not in place at the time of need, significant problems will result. Additionally, necessary measures must be taken to ensure that these costs do not create additional financial burdens on residents.
9	Since we are talking about a 2050 planning timeline, is there a space for mobility improvements that are tied to Grid Modernization efforts? The identification and a discussion of the possibility of using electric or gas transmission corridors could be useful in planning for our 2050 mobility needs. Identifying these existing rights of ways would be of value in future planning efforts.
10	I really support the priority areas: 1. Safety 2. Destination Connectivity 3. Travel Experience 4. Reliability 5. Supporting Clean Transportation 6. Resiliency I would just add that we really emphasize a transition away from car first design. I appreciate supporting "clean transportation" but for me, it's more about who we prioritize. I hope that we prioritize people first, then cars. This speaks to all priority areas.

1.29 Expanded Rail Trail Network

Thank you to all those who provided comments highlighting the importance of extending the trails network. MassDOT views trails as central to improving the quality of life for residents and reducing GHG emissions. In Beyond Mobility specifically, Action Items DCAI2.2 (Shared Use Path Program and MassTrails Grant), TEAI4.2 (Inventory of active transportation amenities), all make reference to the importance of supporting existing and new trails in the Commonwealth. MassDOT has many trails projects funded and anticipated which will add to the trail network.



Table 29 Comments on Expanded Rail Train Network

Comment Number	Comment
1	Please connect and expand the rail trail network. I live in Maynard, MA and use the Assabet River rail trail all the time on my e-bike to run errands and get to the commuter rail. I'll bike to my office in Boston over 25 miles away using Route 62 for 10 miles through Concord to the Bedford depot where the Minuteman rail trail starts. Then it's 15+ miles on the rail trail to Alewife in Cambridge, then the Somerville Community Path Extension into Boston. If the Minuteman were extended to West Concord's Bruce Freeman rail trail and the Assabet were connected (via commuter rail Fitchburg line right of way), I'd have 25+ miles car free trail to commute. This would greatly reduce the stress of riding and allow many people to get around without fear of getting hit by a car or deal with the horrendous traffic. I encourage MassDOT to implement this type of connection across the state. I know that there is rail trail planned to go across the whole state and this is a great start. Please continue connecting trails and the bike network. It's a great car alternative and a very fun way to get around (even in winter) and allows people ages 8-80+ to get around safely and comfortably.

1.30 Bus Lane Enforcement

Thank you to all those who provided comments highlighting the importance of bus lane enforcement. MassDOT sees our independent bus lanes as a vital part of our public transportation network and we are committed to ensuring they are both well positioned to help reduce congestion and unobstructed by private or commercial vehicles. In Beyond Mobility this is specifically addressed in Action Item RAI2.2 (Enforcement of Traffic Violations), in which MassDOT and the MBTA will coordinate with municipalities and other state agencies, including the State Police, to facilitate stricter enforcement of traffic violations involving transit priority infrastructure. This action item also describes MassDOT's commitment to creating a statewide authority for the automated enforcement of bus stops and bus lanes. Additionally, MassDOT has identified the number of bus lane citations as a key metric which will continue to be explored and developed in the future. MassDOT will continue to prioritize measures which expand the effectiveness of this transit priority infrastructure as a key component of our public transportation system.

Table 30 Comments on Bus Lane Enforcement

Comment Number	Comment
1	In SAI2.6 Automated enforcement pilots, it is critical to include the usage of automated enforcement for transit vehicles in recommendations and plans for the Commonwealth. Transit improvements that benefit marginalized groups are not effective without enforcement. The Boston region has seen the effectiveness of its bus lanes neutered by parked cars or drivers who don't care. This exacerbates equity issues for transit users who you know are often marginalized. Many regions, including New York City, have used automated bus lane enforcement incredibly effectively with a focus on equity. For the Commonwealth to reach its environmental and equity goals, transit vehicles must be included in the language for automated enforcement.
2	Your plan, however well-intentioned, seems to beat around the bush constantly and tries to avoid even the slightest suggestion that a single person may be inconvenienced or required to change their behavior. For example, in the safety section you have this bullet under action items: "2.6 Pilot automated enforcement technologies for running red lights and speeding, and develop recommendations for the Massachusetts Legislature's approval." So you're telling me your 25 year goal is to pilot automated enforcement and make



Comment Number	Comment
	recommendations? This is laughable. This technology has been successfully deployed around the globe. It needs neither study, nor piloting, nor developing recommendations, it just needs implementation.

1.31 State of Good Repair (Roadways)

Thank you to all those who provided comments highlighting the importance of improving and maintaining the state of good repair on Massachusetts' roadways. MassDOT is committed to ensuring that all roadways, roadway markings, and other roadway assets are of the highest quality to allow Massachusetts residents to safely and efficiently travel throughout the state.

In order to demonstrate MassDOT's goals around roadway state of good repair and high quality roadway assets, the following Beyond Mobility Action Items articulate important actions in this area:

- RAI1.8 Pavement and bridge reliability improvements. MassDOT's Highway Division will continue to address state of good repair issues that affect reliability along roadways according to MassDOT TAMP recommendations
- RAI1.9 Expand roadway asset management activities. MassDOT will develop a plan for expanding asset management activities to include additional assets, including the condition of sidewalks and bicycle facilities as well as safety treatments to improve reliability.

MassDOT is also committed to ensuring the long term resiliency of these roadway assets, demonstrated by the following action items:

- RSAI1.11 Implement the Highway Resiliency Improvement Plan; This will ensure MassDOT and other agencies overseeing roadway conditions are able to strategically plan roadway maintenance work, especially that being necessitated by extreme weather events
- RSA1.13 Resilience improvement prioritization. Screen and prioritize resilience improvements to vulnerable roadway/bridge assets utilizing information from the MassDOT Resiliency Improvement Plan evaluation, CAVA, MaPIT, and similar sources. Coordinate with other agencies and engage stakeholders, as applicable, through the project development process. Ensure transparency to communities on the process.

Table 31 Comments on State of Good Repair (Roadways)

Comment Number	Comment
1	Have any of you folks travelled on the MA Turnpike lately. Last week I attended a funeral in Springfield, I live in Kingston MA. I trek over to Rte 495 to gain access to the MA Turnpike. I was appalled by the state of that highway. As a citizen of MA for my whole life, I was shocked and saddened by the state of that highway. The potholes are not only numerous, they are huge. That road has made plenty of money and is still making money. Please tell me and the public why the MA Pike is not being reinvested. It is quite a challenge to drive trying to avoid those large holes.



Comment Number	Comment
2	Maintaining state owned roads. Some are in horrible shape. North end blvd salisbury ma. Drains don't work. 253 n.end boulevard
3	<p>Roads need to be repaired on a much more regular basis. It is to the point that potholes are causing people to swerve around them to avoid damaging their vehicle, causing unsafe driving practices. I don't know why roads aren't repaired more frequently, but where things are isn't nearly sufficient. I drive daily which makes this a high priority to me.</p> <p>Alongside regular road repair we need those repairs to be reliable after being done. Far too many times have I seen a pothole filled, only for the new asphalt to sink into the former hole, making a new, slightly smaller pothole that requires a second repair. Its just as easy to do it right the first time as it is to get it wrong, the difference being a desire/incentive to follow best practices.</p> <p>I do understand that the winters here cause road damage, but I do not understand why that damage goes unaddressed for years at a time before finally being patched insufficiently. Extremely frustrating.</p>
4	<p>Urgent attention is needed for line painting on all roads, with particular emphasis on essential routes such as 95 and 495. Painting activities, especially on highways like the Pike, should avoid scheduling during Sunday nights in the summer to minimize disruptions. Concerns regarding the use of SuperPave technology, which may contribute to unstable slopes and flooding issues, warrant examination and proactive solutions to mitigate adverse impacts.</p> <p>Concerns regarding the use of SuperPave technology, which may contribute to unstable slopes and flooding issues, warrant examination and proactive solutions to mitigate adverse impacts.</p> <p>Strategic investments in paving major corridors that have not undergone resurfacing for extended periods are crucial for maintaining infrastructure integrity.</p>

1.32 Transportation Finance

The Transportation Funding Task Force (TFTF) will be meeting monthly throughout 2024 and will develop recommendations surrounding funding for the next generation of transportation investments in the Commonwealth.

With respect to comments regarding cost increases on projects, MassDOT acknowledges that recent project cost increases have been higher than normal. We will be coordinating with Federal partners in the coming months on assumptions for year of expenditure (YOE)/inflation adjustments as part of project budgets. With respect to amendments to the Statewide Long Range Transportation Plan, MassDOT's Public Participation Plan (PPP) includes procedures that dictate any changes. The document is able to be amended in the event of an update to the Grant Anticipation Notes (GANs) repayment schedule change.

MassDOT also recognizes that capacity and resource constraints limit the ability of some of our partners like municipalities to apply for and use various funding opportunities like discretionary grants. As stated in TEA12.2, MassDOT is committed to helping smaller organizations and entities apply for these sources of funds, with respect to Complete Streets initiatives and beyond.



Table 32 Comments on Transportation Finance

Comment Number	Comment
1	The State must make public transportation safe, reliable and affordable. A gasoline (not diesel) tax is the best way to subsidize public transportation so it can run 24/7. Sometimes, it is that easy.
2	<p>Chapter 7 of Beyond Mobility discusses the increased investments that are projected to be made through 2050. Beyond Mobility does not address the exponential increase that has recently been experienced with project implementation across the Commonwealth. Projects cost estimates included in regional Transportation Improvement Programs (TIP) have doubled in cost between the 75% and 100% design submittals. While MassDOT is proposing to invest significantly more money in the regional transportation system, increases in the actual cost of construction may minimize the overall benefits. This is addressed somewhat at the top of page 144, but could be reinforced by including information on how historic project costs have increased over time.</p> <p>The discussion in Chapter 7 on Grant Anticipation Notes (GANs) repayment assumes no repayment from 2027 – 2031 and very modest repayments from 2023 – 2044 (Page150 Table 7.1). This is unrealistic based on historic trends. Chapter 7 should include scenarios on potential GANs repayment schedules that may have been considered or could be required based on future need. Information should also be included on how Beyond Mobility will be amended if in fact a GANs repayment is required prior to the next update to the Commonwealth's Long Range Transportation Plan.</p>
3	It is imperative for the Department of Transportation (DOT) to prioritize responsible fiscal management in serving the public interest. Advocacy for legislation empowering DOT to impose property liens on violators and adjustments to unit pricing to attract high-quality contractors should be pursued.
4	The section on projected revenue, Section 7.4 Funding Forecast for Beyond Mobility, is absent from any discussion or assessment of whether these projections are adequate to meet future needs. The annual percentage increases are very low and may not keep pace with inflation. The long-range plan should contain an estimate of future needs and any potential shortfalls should be acknowledged. This information could help inform current and future discussions on transportation funding needs.
5	Could there be a discussion of The Fair Share Amendment (“Millionaires’ Tax”) in the funding section? Perhaps some data on what funds have been allocated to mobility efforts so far and what the projections may be for the future? Many of us worked to promote passage of this hoping to see more funding for mobility needs.
6	Also in the funding section, it would be nice to see something about helping under-resourced communities and areas access funds. All too often grant funds end up being accessed by the more affluent communities who have the staffing and resources to research and apply for grants. How can the Commonwealth help the under-resourced areas better access any public or private funds that can help move mobility planning efforts forward.
7	The report should consider action items utilizing transportation providers that receive little or no DOT funding.
8	We are grateful that Beyond Mobility acknowledges that “Financial and Staffing Resources” are a significant obstacle to properly addressing all six priority areas. We are concerned that the draft version of this report does not properly estimate the impact that is expected from the transition to electric vehicles and the goals set in the Commonwealth’s Clean Energy and Climate Plan. The Commonwealth is facing a transportation funding crisis both in the near-term and long-term at the MBTA and in the statewide road and bridge program. The transition to electric vehicles and the decline in gas tax revenue will accelerate this gap and require the Commonwealth to find new ways to support current transportation programs. Beyond Mobility could help raise public awareness about this critical issue by calculating the projected funding gaps at MassDOT over the next twenty years under current revenue projections. This information would improve the final version of this report, help inform the Governor’s Transportation Funding Task Force, and ultimately lead to solutions that can deliver many of our shared policy goals.
9	We must shift the proportion of spending to public and active transportation modes and away from highway modes,



Comment Number	Comment
10	From a rider perspective, bus could mean MBTA/RTA fixed route, employer/housing development/community-operated fixed route or many-to-one shuttle, and/or RTA/municipal curb to curb microtransit. If you combine the prioritization of bus and shuttle services, combined points for investment are exceptionally high, especially for low-income and disabled riders.
11	Page 61, discussion of financial resources for Rail and Transit mentions shortfalls for rail services, without reference to the bus, shuttle and microtransit network that covers significantly more ground in the state and also face challenges with fiscal sustainability. Please insert the following text in brackets: "However, during the development of Beyond Mobility, MassDOT staff have reported particularly insufficient Federal and State funding for rail and transit needs, which leads to funding shortfalls in areas required to maintain a consistent level of service on passenger and freight railways [as well as bus and microtransit coverage] in the state."□
12	Chapter 7 misses funding that is used for transportation in MA but not currently administered by MassDOT. The Human Services Transportation office at EOHHS receives significant federal and state funds to operate non-emergency medical rides for large segments of the population. This is important enough to highlight with a bullet on page 141. On page 143, a nod to municipal spending takes up less than 2 full lines of text. In terms of the resident experience, locally financed transportation projects and services heavily impact day-to-day living and property taxes/rent. Quantifying how much municipalities spend on transportation would be helpful here as matter of scale.
13	On page 143, the editors summarize that, "Over time, the Commonwealth's transportation budget has grown steadily to keep pace with resource needs for existing transportation infrastructure and to secure funding for new projects."□ This sentence is in direct conflict with frequent headlines about MBTA disinvestment, and the "lack of ongoing and sustained funding"□ for microtransit described on page 111.

1.33 Improved Public Transit Amenities (Including Improved Cell Service) and Fare and Schedule Coordination

Thank you to those who provided comments related to the improvement of public transportation amenities across the Commonwealth. MassDOT understands that the provision of high quality services and amenities, whether they facilitate multimodal travel on our roadways or provide enhanced comfort for public transit riders, are critical to the effectiveness and competitiveness of our transportation options and we are committed to continuing to improve these assets in the future.

In order to address public transit amenity quality improvements as they relate to the full range of transportation modes and services MassDOT, and its partner agencies, offer; the following Action Items have been developed:

- SAI3.1 Sidewalk and bicycle facility gaps; to ensure all gaps in our active transportation network are prioritized for connection and that users of this infrastructure are safe throughout their journey
- SAI4.4 Station and vehicle safety improvements; to ensure all MBTA and RTA public transportation stations and vehicles are accessible, safe, adequately lit, clean, and otherwise in working order



- DCAI4.2 Coordinating bus transit improvements with RTA providers; to explore opportunities for targeted improvements addressing reliability, frequency, coverage, and on-time performance of MBTA and RTA public transit services
- TEAI1.3 Capital enhancements for transit station access improvements; to identify bus stops and other transit system access points and customer service amenities which require improvements including increased comfort and safety of these facilities

Table 33 Comments on Improved Public Transit Amenities (Including Improved Cell Service) and Fare and Schedule Coordination

Comment Number	Comment
1	Improve overall infrastructure and the quality of public amenities, especially for public transit riders, pedestrians, and cyclists, while eliminating barriers to transit like fare and schedule coordination.
2	PLEASE FIX THE PUBLIC TRANSIT SYSTEM. I WOULD LOVE TO USE THE T EVERY DAY IF IT ACTUALLY WORKED. (THERE'S ALSO SOME REALLY LOW BALL FIXES THAT WOULD MAKE A DIFFERENCE SUCH AS NEW (AND CLEAN) SUBWAY CARS THAT DON'T SCREECH UNTIL YOU'VE LOST YOUR HEARING, OR PROVIDING CELL-PHONE CONNECTIVITY THROUGHOUT).

1.34 Paratransit Services and Vendor Consistency and Retention

MassDOT acknowledges the concerns surrounding paratransit among paratransit riders and caregivers. Ensuring that people of all abilities are able to travel freely and unencumbered throughout the Commonwealth is a top priority for MassDOT and is a critical step towards creating a more equitable transportation system. As stated in Travel Experience Problem Statement 3, MassDOT is also aware that "transit riders and people with disabilities find it difficult to navigate the transit options available to them", and often do not have these fixed route transit services available outside of urban areas. MassDOT is therefore committed to ensure that paratransit is not only available, but affordable, reliable, and efficient across all regions of Massachusetts.

In response, MassDOT has expanded Travel Experience Problem Statement 1 and added an additional Paratransit-Related Action Item (TEAI1.4): "Develop more robust collaboration efforts between all agencies involved in providing human services transportation, including seniors, paratransit, and non-emergency medical and social service needs. MassDOT's Rail and Transit Division will look to further develop its partnership and collaboration with other agencies that support these services, particularly the Executive Office of Health and Human Services' Human Service Transportation Office, the Department of Developmental Services, the Massachusetts Rehabilitation Commission, the Massachusetts Commission for the Blind, the Department of Mental Health, Councils on Aging, the MBTA, RTAs, and other identified agencies and their relevant departments and offices.



Table 34 Comments on Paratransit Services and Vendor Consistency and Retention

Comment Number	Comment
1	<p>My daughter, who has profound autism, recently turned 22. The next day she left the comfort and safety of her 17 year undergraduate program and van ride/driver. Finding transportation to her adult program was very stressful. Due to the nature of her disability, she rides over an hour to a specialized program. She has done this since she was 6. Over those years I worked with the van company to ensure she had a reliable, safe, and tolerant driver (as her behavior is challenging at times). Over those many years, she had only 3 drivers who very much forged a connection with her. I cannot tell you how much consistency and the correct matching of driver/student matters on these long rides. They are travelling on multiple busy highways with a lot of traffic and a driver who is comfortable with my daughter and understands my daughter is incredibly important for both of their safety. My daughter has very limited communication. She could never tell me if something inappropriate happened to her. Having the appropriate driver is almost as important as the program she is travelling to. Getting her to that program in a good frame of mind is essential and the driver plays a big part of that. My daughter is extremely complex and knowing her idiosyncrasies is key. Consistency is key, rotating drivers do not work and produce high anxiety and behavior. My daughter's behavior often is escalated by the emotions of others so calm is key. That is often hard to find in a driver driving a very stressful and long route. This all being said, the reason finding suitable adult transportation was difficult is because of the work force shortage and no routes/drivers being available. There is not an abundance of MART vendors in my area that are equipped to run a "school/program" route. Consumers/parents are also not allowed to be part of the MART/vendor process. I had to seek out help from many people to allow my daughter's undergraduate driver to quit her current job and join a MART vendor to continue to drive my daughter. This woman is an angel but I know other driver's who drive severely disabled students who have expressed that they would do the same! I think this is something that should be considered and allowed! Possibly even offered as the process to get this done for us was in no way easy! My driver also had to give up some benefits going from driving under a school contract as opposed to MART. For instance, school contracts are more lucrative and she drove a brand new mini van. She now drives a van with 200k+ miles that has broken down 3 times. I have heard from her company that they would consider getting her a newer van if they felt secure that the contract would be renewed/consistent! This would be safe and beneficial for everyone involved. Now, as MART contracts are up for renewal we find ourselves in the same anxious spot. We, as the parents of special needs young adults, received the EOHHS/Changes in HST Route letter of May 22nd with dread! Many of us love our drivers and have worked hard to find/keep them. Many of them are such an important part of the daily lives of our children. This is not just a random ride to an appointment. It is day in and day out on very long drives in very busy traffic routes. I am panicking if our vendor (and driver who quit her job for us!) is not picked up! I understand transportation is vast and challenging but I think this piece of the transportation puzzle (disabled/DDS program recipients) is often overlooked and not considered. Consistency is key. Parent, guardian, and consumer input is key (maybe a choice/survey before renewals or changes are considered!) Keeping something that is working for everyone in tact is immensely important! I am praying my daughter's vendor and driver are renewed, I have no idea what we will do if they are not. Thank you for your time in listening to my feedback.</p>
2	<p>I would like on demand transportation that would take me (I am in a wheelchair) where I want to go, to see friends and family. I want to be able to pay a small amount like bus fare (\$2.00).</p>
3	<p>There needs to be safe, reliable, timely transportation for those with intellectual disabilities.</p>
4	<p>I would like to see Milford have handicapped accessible public transportation on demand. I would like to pay the same as bus fare for that service. right now I can't go to as many places as I would like to, like the movies, restaurants, dates with my girlfriend, and other things.</p>
5	<p>Please note currently my daughter commutes from her apartment in Hyannis to her Community Based Day Program in Sandwich, she relies on CCRTA's Dart service. This ride is 16 miles, however in the morning, it takes about an hour. But that does not include the 30 minute wait time that she often has before the scheduled DART bus arrives at her apartment. Her return ride at 2 PM often takes 2 hours to return her to Hyannis. That is just not acceptable. Whatever plans you have in place need to ensure that the young adult disabled population needs to have better transportation options available to them that are more convenient, take less time, and are not cost prohibitive.</p>
6	<p>I have cut and paste and email I sent this morning to our State Senator & State Rep, Our DDS Area Director, our former area director who had a passion for transportation, and a couple of people on a non-emergency HST transportation committee. None of the links that I embedded</p>



Comment Number	Comment
	<p>in the original email are active. If you would like me to forward you a copy of the email with active links, please email me at [redacted].</p> <p>Jillian qualifies for ADA Paratransit transportation. We have sat on Regional Coordinating Council meetings, and Board of selectman meetings advocating for better transportation options. Our advocacy got a bus stop added to Westminster, but our home did not fall within the three quarter mile buffer zone, so Jillian did not qualify for rides.</p> <p>When asking the Councils on Aging (COA) for non-medical transportation, families are told things like "we don't do that", "that's not what we do", "you're not in the buffer zone, so you don't qualify", some COAs say; "she's only 34?, we only transport senior citizens", "if we receive a request for a medical transport Jillian will get bumped, and you'll have to find another ride", the list goes on... (Westminster was the most supportive COA. They provided 4 rides per week when we lived in Westminster. In Ashburnham Jillian sometimes got one COA ride per week, and in Winchendon Jillian has no COA rides)</p> <p>The Human Service Transportation (HST) line item for DDS is just under \$25million dollars to provide segregated transportation to dayhabs and work programs.</p> <p>The way HST is set up, it does not work for people who want to self-direct their services in rural areas of the state.</p> <p>MART provides this "brokerage" transportation in some large areas of the state. However, MART does not provide this service in many of the cities and towns in North Central MA (as seen on this map from their website). It is unclear why...</p> <p>Jillian is on the Federal Home & Community Based Service waiver (HCBS waiver 1115. Specifically, the Community Living Supports Waiver, which brings federal dollars into the state via the Commonwealth's General Fund). It is my understanding that legislators are tasked with deciding how these funds are spent. Here is a link to the HCBS Waiver handbook that lists the services covered (transportation is included). We are not sure how to access waiver funds to cover Jillian's additional transportation costs.</p> <p>Since 2011, when we started self-directing Jillian's supports & services, the agency we worked with suggested that we pay \$15.00 per ride from her DDS budget to get Jillian into the community to work, volunteer, and participate in a meaningful life. At that time, Jillian also received 6 hours of skills training per week. Last year, we decided that with the cost of everything (i.e.; insurance, gas, oil, car payments, maintenance, etc...) going up and in order to keep people who are willing to provide rides, we increased to \$20.00 per ride.</p> <p>Think about how many times you get in and out of your car during the day, and how many rides you would have to pay for if you could not drive. What would that look like, and how much would it cost?</p> <p>On average we pay for 40 rides per month (around \$800) that are reimbursed by her DDS Agency with Choice budget (by taking money away from her ten hours per week of skills training funds). For reference, typical Day programs are 30 hours - plus transportation, Jill only gets 10 ten hours - and that's only when there is staff available. Transportation money is taken away from Jillian's skills trainer line items in order to pay for transportation.</p> <p>If Jillian's transportation were included on her Plan of Care, I believe her rides could be paid for from waiver funds, not her DDS budget that pays for skills training for independent living skills, fitness and tutoring.</p> <p>Human Service Transportation is segregated transportation, that costs the state way more than \$20.00 per ride.</p> <p>Jillian's 2023-24 Budget included funds for 10 hours of skills trainer support per week. However, due to the lack of staff available, Jillian only had three hours per week staffing available to her from July 1, 2023 through the end of November, 2023. Although this allowed shifting of funds to cover some of Jillian's additional transportation costs (which are less than \$10K for the fiscal year), it left seven support hours per week unstaffed, and the bulk of unpaid skill building to the caregiver (me), while trying to work 30 hours per week to make ends meet.</p> <p>On February 8, 2024 we received an email from DDS sharing that MART would be offering</p>



Comment Number	Comment
	<p>"FREE" Saturday inter-city ridership through the end on the fiscal year. This is of no use to Jillian. Jillian currently needs transportation to/from Leominster on weekdays, not Saturdays. I'd be interested in seeing what this MART ridership data looks like. I'd also be interested in knowing what, if any, money MART receives from the state to offer this free service.</p> <p>The Real Lives law should provide an opportunity for a great person centered, self-determined meaningful and inclusive life in the community to all persons found eligible for DDS...</p> <p>Systems do not like change, but without change there is no room for growth and systems improvement. The DDS self-determined self-direction models have very little chance to grow if the burden of transportation in rural communities remains on families.</p> <p>I asked that transportation be included on the agenda of our recent DDS Citizen's Advisory Board meeting on May 23rd. At this meeting I talked about the recent CHNA9 Future of Mobility in North Central MA meeting that Jillian and I attended on May 7th. At this May 7th meeting a representative from Mass-DOT spoke about Beyond Mobility 2050. Jillian and I were the only people who talked about transportation hurdles that are experienced by people who have disabilities who can not drive. So many people are not aware of meetings like this, and they don't have time to find out because they are providing transportation for their loved one, or trying to find them rides.</p> <p>I will share this feedback with Beyond Mobility 2050. Please let us know if there is anything that Senator Comerford's office can do to help increase affordable on-demand transportation options for families like ours in North Central MA.</p> <p>I found this picture posted on FaceBook by another Massachusetts parent which pretty much says it all: "I'd like to hang out but I can't... My kid is lining their #BESTLIFE & I am their ride"</p> <p>I'm not sure who else I should share this information with, but I have copied our DDS Area Director (Sharon Brown) and our past Area Director and now Acting Assistant Commissioner at DDS (Michelle Harris - transportation was one of her passions when she was in the Fitchburg office). Also, I found this webpage and have copied Leo Sarkissian, Executive Director of the Arc of Mass, and Sharna Small Borsellino from the Non-emergency Human Service transportation talk-force list</p> <p>Thank you so much for listening. Any support/guidance any of you can provide will be greatly appreciated! Kind regards,</p> <p>ðŸœ—Ann & Jillian</p>
7	<p>Our children with disabilities need to have more options. They cannot drive and their self direction services are very limited to where they can go. Mass HTS model need to consider the limits it is putting on people with disabilities. They need on-demand transportation that is reliable to live and engage in their community. There needs to be more options than just transportation to the traditional day programs and doctor's visit. What about transportation to go shopping, to the cinemas, to restaurants, meet up with friends and family at important events. More options will give them more independence and determination to be within their community.</p>
8	<p>I would like to see if transportation could be cheaper like using Uber or Lyft: on demand transportation for people with disabilities. It is not fair how they have to wait and sometimes rides are not available so epopel miss out on seeing family, friends, evenst. Transportation should be spread out like Uber and Lyft, that can go everywhere. Thank you!</p>

1.35 Public Information Communications and Driver Education

Thank you to all those who provided comments relating to public awareness, communication, and education regarding work zone safety and driver behavior. Providing clear public messaging around



the importance of safe travel through work zones and mindfulness when traversing areas monitored by MassDOT Highway Division staff is crucial not only for the well-being of these staff members, but also for the prevention of safety incidents at these possible conflict points.

MassDOT is committed to improving safety on our roadways for both MassDOT staff working on roadway infrastructure projects and for the general public travelling through these work-zones, as articulated in the following Action Items:

- SAI2.3 Systematically invest in and deploy low-cost interventions with proven safety benefits; this can be applied in the case of driver education and clear signage to alert drivers of work taking place and to provide clearly visible markers defining areas where drivers should proceed with caution
- SAI2.6 Automated enforcement pilots; these automated enforcement mechanisms can be deployed within work zones to provide a means of simple and consistent enforcement of temporary speed limits designed to protect MassDOT highway workers
- SAI5.2 Driver education content; which can be deployed to provide public educational content ensuring residents are aware of proper safety precautions when navigating work zones
- SAI5.4 Education resources for new drivers; which can be catered to ensure that new drivers are educated about the possible dangers of unsafe driving behavior such as speeding and are aware of high-crash-potential areas such as active highway work zones

In addition to these Action Items, MassDOT will continue to work with stakeholders and the public to ensure that project timelines and opportunities for engagement around emerging safety concerns are clearly articulated and appropriately publicized in the future. We understand that this is an iterative process and will continue to support roadway safety initiatives that protect both the public and highway workers alike.

Table 35 Comments on Public Information Communications and Driver Education

Comment Number	Comment
1	An ongoing public awareness campaign should educate motorists about the importance of yielding to DOT vehicles and personnel on highways, with corresponding legal measures to deter endangerment of employees. Improved communication strategies, inspired by successful models such as those in Maine and New Hampshire, are necessary to convey vital information to motorists effectively. Enhancing communication between project management and residents is essential. Robust project controls should be implemented to regulate traffic, prevent speeding, and minimize disturbances to residential areas during non-working hours.

1.36 Travel Experience

Thank you to all those who provided comments encouraging MassDOT to improve the travel experience for users. MassDOT views an optimal travel experience as a priority for the future. In Beyond Mobility specifically, Action Items TEAI1.3 (Capital enhancements for transit station access improvements), TEAI2.1 (Data layers), TEAI3.1 (Station and vehicle improvements), TEAI3.2 (Signage and customer information), all make reference to an enhanced travel experience in the



Commonwealth. MassDOT will be ensuring that each improvement benefits users and enhances the travel experience for all.

With respect to comments received on rest areas, Action Item TEA15.3 Improvements to MassDOT Highway Service Centers and Rest Areas, notes that MassDOT's Highway Division will identify and implement improvements for highway service centers and rest areas under its jurisdiction.

Table 36 Comments on Travel Experience

Comment Number	Comment
1	Reliability: Maintain a high equipment uptime and ensure timely departure and arrival of scheduled transit trips.
2	Improve overall infrastructure and the quality of public amenities, especially for public transit riders, pedestrians, and cyclists, while eliminating barriers to transit like fare and schedule coordination.
3	The Green line and other transit is still so slow. So many daily signaling issues and no new trains. Can we fix these issues quickly? Why do all the trains need to be made in Mass? Please repeal this law as it limits the options. Millions of riders suffer from these old trains because of these antiquated laws.
4	Fuel pump layouts at travel plazas should prioritize safety, with pumps positioned perpendicular to traffic flow. Moreover, measures should be taken to ensure fair pricing at these facilities. Persistent closures of rest areas, particularly along critical routes like I-95, I-495, and I-195 East/West, must cease. Essential amenities such as functional restrooms, adequate parking for larger vehicles, and fuel services should be maintained to meet travelers' basic needs.
5	When I use the bus I use the front door for going out too because they are supposed to kneel the bus. I have bad knees and they don't always kneel it for me. Friday they do fewer busses and that is NOT good. The busses are over full. Sometimes the driver leaves the hub and won't take any more riders even when the bus is not overfull. When you wait at City Hall it at other stops it is like you are being penalized for not walking to the bus station and getting a ride from there. One bus has no seat in the front. It is the one that is supposed to be put down when the wheelchairs aren't using it. The seat is missing!

1.37 Tourism in Mobility Planning Efforts

Thank you to all those who provided comments regarding synergies between tourism and transportation. As part of our outreach for Beyond Mobility, MassDOT staff met with staff from the Massachusetts Office of Travel and Tourism. Although not explicitly stated in the Beyond Mobility plan, efforts to further improve collaboration with this office to connect transportation assets to tourist destinations is something MassDOT will consider for future work.

Table 37 Comments on Tourism in Mobility Planning Efforts

Comment Number	Comment
1	I was also surprised to see no mention of mobility efforts related to tourism. Tourism is an important and growing part of the North Central MA economy. The region is rich in historical, cultural and natural resources. Organizations supporting these resources are looking for ways to attract visitors. Many of our local communities as well as the North Central Chamber of Commerce have included tourism as part of their Master Plans and Economic Development Work. As we plan for 2050, we need to plan for supporting tourists with mobility options. This includes day tourists from other parts of the Commonwealth as well as longer term visits from



Comment Number	Comment
	tourists to the Commonwealth from other states and countries. The Commonwealth and others have made significant investments in preserving land and water resources in our North Central MA region and have plans to do more to protect our biological diversity and naturally sequester carbon. Most of these natural treasures are inaccessible to those without a private vehicle. This leaves those without vehicles no access to these common lands and the health benefits outdoor recreation provides. This recent article in Northern Woodlands summarizes a partnership in New Hampshire that provides urban residents access (transportation) to nearby outdoor spaces. (https://northernwoodlands.org/articles/article/transit-trails)

1.38 Addressing All Statewide Transportation Facilities

Thank you to all those who provided comments on improving transportation facilities. MassDOT views all transportation facilities as complementary to each other. In Beyond Mobility specifically, Action Items SAI3.4 (Prioritizing maintenance activities) and RSA1.6 (UAS for disaster assessment) make reference to maintaining and protecting all transportation facilities in the Commonwealth. MassDOT will focus on encompassing all transportation facilities.

Table 38 Comments on Addressing All Statewide Transportation Facilities

Comment Number	Comment
1	We request consideration of adding a section or separate addendum addressing each asset of the statewide transportation system – highway, transit, active transportation, freight, aviation, ferry, and parking facilities – with a brief description of existing conditions, identified needs, relationship with the Priority Areas, and investment strategies. A discussion of each asset in this format would be helpful for regional agencies to better understand how regional and statewide priorities may align or conflict. This would also help the public understand the array of statewide transportation assets and associated management strategies. Understanding how the Priority Areas impact these assets would help the region develop more specific comments.

1.39 Affordability

Thank you to all those who provided comments on ensuring the transportation system is affordable. MassDOT views affordable transportation options as crucial to a well-functioning system for users. In Beyond Mobility specifically, Action Items TEAI1.2 (Fare-free transit options) and TEAI1.1 (Fare program results) make reference to affordable fare implementation in the Commonwealth. MassDOT will continue to strategize on fare policy to ensure an affordable transportation system for all.

Table 39 Comments on Affordability

Comment Number	Comment
1	I have disabilities but I get around independently. I would like more busses on Fridays. I would love on demand transportation that I could afford to pay,
2	We support the inclusion of Complete Streets, transit-oriented development, and multi-modal transportation action items. We request consideration of including Affordability as a Priority Area with fare free transit, reduced reliance on the automobile, and other initiatives that would reduce the burden of transportation costs and also contribute to the vision for a cleaner transportation system.



1.40 Ferry Operations and Aviation

Thank you to all those who provided comments on highlighting ferry and aviation as important modes of transportation. With respect to comments on further exploring improvements to ferry operations, Action Item DCAI4.3, "Expanded water transportation options," notes that "MassDOT and the MBTA will coordinate to expand water transportation options. This expansion of water transportation service will be informed by a Water Transportation Plan and emphasize connections from waterfront communities that lack convenient public transportation service to employment centers and other critical destinations."

With respect to Advanced Air Mobility, Action Item RAI3.2, "Multimodal freight movement," notes that "MassDOT will continue to explore and support investments in innovative multimodal freight movement opportunities like Advanced Air Mobility (AAM) that may improve reliability of freight travel and reduce the negative externalities of existing transportation systems."

Table 40 Comments on Ferry Operations and Aviation

Comment Number	Comment
1	<p>We request consideration of including a discussion of ferry operations and aviation assets. The Nantucket region has various priorities related to aviation and ferry operations – affordable travel between the mainland and guaranteed year-round access to the Steamship Authority for residents. These assets are vital to ensuring the island region has access to the mainland as there are no bridges or tunnels connecting to the mainland. The Plan is silent on policy and investment for both ferry operations and aviation facilities.</p> <p>This discussion should also include emerging technologies, such as the emerging development of aircraft electrification and deployment of Advance Air Mobility (Unmanned Aerial Systems, Electric Vertical Takeoff and Landing (eVTOL), etc.). This technology provides an untapped potential to regain decadal losses in Commuter Air Taxi operations and enplanements. Massachusetts is currently one of five locations chosen by NASA to participate in Advanced Air Mobility Community Planning and Integration Partnership Opportunity. Including this in the Plan will help ensure participation in development of best practices for early community demonstrations (such as the demonstration currently planned on Nantucket), policy solutions, and initial operations of eVTOL aircraft, which would operate essentially as Uber/Lyft-in-the-air.</p>

1.41 Freight

Thank you to all those who provided comments on highlighting the importance of freight transportation. MassDOT views freight transportation as a mode that is critical to the nexus of transporting goods and keeping the economy moving forward. In Beyond Mobility specifically, Action Items SAI2.4 (Develop Capital Freight Program), RAI3.2 (Multimodal freight movement), SCTAI1.3 (Freight greenhouse gas emissions), SCTAI1.4 (Equity in freight projects), and RSAI1.7 (Freight system assets) all make reference to policy and program changes to improve freight as a mode of transportation in the Commonwealth. MassDOT will be implementing these freight changes with a funding driven approach.



Table 41 Comments on Freight

Comment Number	Comment
1	We request consideration of including a discussion of freight assets, including truck, rail, ports and waterways, and air cargo. The NP&EDC has previously provided comments on MassDOT’s recent Freight Plan. The strategies for improving movement of goods, such as expanded truck parking, was difficult to find in the Plan’s Reliability section, and could have also been included in the Safety section. Organizing priorities by the Freight assets would have allowed a better understanding of conditions, identified issues and opportunities, and policy and investment priorities.
2	Opportunities to shift freight from road to rail were seldom mentioned. Even relatively small modal shifts to rail would improve safety and potentially significantly reduce highway congestion.

1.42 Performance Measures

Thank you to all those who provided comments regarding performance measures. We will share these performance measure recommendations with the Office of Performance Management and Innovation for consideration as part of MassDOT’s annual Tracker report.

Table 42 Comments on Performance Measures

Comment Number	Comment
1	MassDOT should ensure 75% of residents and jobs are within a ¼ mile (15-minute) walk of frequent transit service by 2030, increasing to 90% by 2050. We need a bold vision for comprehensive statewide transit that includes the Regional Transit Authorities (RTAs) and local mobility. Commendably, Beyond Mobility does include plans to increase statewide transit service. However, this increase is incredibly narrow in scope – providing increased funds to Regional Transportation Agencies (RTAs) for increased weekend bus service is an acceptable short-term goal but not a visionary long-term one. Promoting transit as a real alternative to the private car will be difficult if service on many routes continues to show up less than once an hour or stops running in the early evening. Our neighbors in Rhode Island have committed themselves to ensuring that 50% of their residents (including 71.6% of low-income households) are within half a mile of transit service that arrives at least every 15 minutes by 2040, including nighttime service. In the final draft of Beyond Mobility, Massachusetts should commit to a service expansion plan that is even more ambitious than Rhode Island’s. This plan should also include a permanent funding source for the MBTA and a rolling program of bus infrastructure design and construction that includes the RTAs.
2	Destination Connectivity performance measures: It is a mistake to highlight only disparities between white and non-white residents. Performance measures should target positive impact on an inclusive group of people reliant on public transit (representing all environmental justice groups). Specifically disabled resident needs should be highlighted in measuring equity.
3	Ensure 75% of residents and jobs are within a ¼ mile (5-minute) walk of separated bicycle lanes and paths connecting nearby businesses and residential areas by 2030, increasing to 90% by 2050. People of all ages and abilities should have safe routes to school, work, grocery stores, businesses, and recreation. This will expand access and promote active transportation, improve the health of communities, and support transit-oriented development statewide. MassDOT should increase amenities (benches, countdown clocks, water fountains, restrooms) available to transit riders, bicyclists, and pedestrians – whether on MassDOT property or in collaboration with municipalities, transit providers, or peer agencies.
4	Page 124, Measures for Destination Connectivity do not capture progress toward meeting needs highlighted in Chapter 4. Block groups by racial categories do not capture overall availability of rides for non-drivers. Low-income and disabled riders have distinct priorities that are not measured. 1. % of low-income residents living in geography outside public fixed route (outside ¼ mile)



Comment Number	Comment
	transit, without access to public demand-response transit for their necessary employment and medical destinations. 2. % of disabled residents living in geography outside public fixed route (outside ¼ mile) transit, without access to public demand-response transit for their necessary employment and medical destinations.
5	Row 73 - I'd suggest adding "parking spaces percapita" to the list of metrics that MassDOT tracks. This may be a useful metric for tracking how car dependence changes over time.

1.43 Other

During the Beyond Mobility comment period, MassDOT heard several pieces of feedback that were about specific locations or were items of personal interest but not related to specific plan components. Comments referring to specific locations or personal concerns have been referred to the appropriate MassDOT Division or Highway District office for review.

Table 43 Comments on Other Topics

Comment Number	Comment
1	"the bids for the new MBTA Bus Maintenance Facility in Quincy came in at nearly \$80 million over the engineer's estimate of \$280 million in the Spring of 2022, during the height of inflation and economic uncertainty." Go back to catenary busses/ trackless trolleys. Removing them has been a downgrade ecologically and service wise.
2	I think the Plan is very good - well thought out and clearly presented. I agree with the priority areas, vision and value statements, problem statements and action items - especially Supporting Clean Transportation and Resiliency. Thanks for all the hard work that went into preparing this.
3	I have been here so many times and I am not able to get appt on a walk in day I have a great job I need unexpired zID n ii am pleading w your office to send me an unexpired mass ID card at 140 Clarendon st unit 606 Boston MA 02116
4	The hearing scheduled needs have an option as to if it's an an emergency I'm going to lose my car and job and can't get my son to where he needs to go because the rmv can't make a phone all to take my money for My registration for over a month while my car rots in a tow lot collecting 40 dollars a day
5	Where do you Marxist-Socialist people get your ideas. This is an expensive state so this effects people of color more than others? I guess if you are a border jumper and don't have many skills or speak English you go to lower rent places, such as Lynn, Chelsea, Fall River or Fitchburg. Is that racist? It wasn't when the Irish, French, Poles and Italians came over legally. Now it is and they need more money and assistance then their predecessors ever thought of getting because they could not become a public charge. Oh... life is unfair. Learn to speak English, get an education and working hard is a capitalist illusion. DEI is not for transportation issues.... it is geography that determines most of transportation for the average resident of this state. Try waiting for the bus in most middle class suburbs....nothing much there and they don't want to pay for them. The MBTA is a disaster and their DEI hiring is a major part it. Cut my taxes, stop supporting illegals and use my money for replacing bridges, instead of supporting border jumping economic migrants. You assholes can't even fill in the spring crop of potholes!
6	Please add more lanes to Route 3, 53, 3A and 93 to ease the daily bottlenecks for travel from the South Shore to Boston. Please erect a sound barrier wall in Norwell on Route 3 as the roadway was significantly raised when a bridge was replaced over High St.



Comment Number	Comment
7	Is this a plan? I don't see a plan here. I see three possible outcome scenarios for a number of issues, with no sense of which is more likely to happen, or what solutions would suffice for several outcomes. It's not a plan, it's an obfuscation. Prioritize plan based on transit users needs, and make clear decisions.
8	there is something with this site when you need to set up an appointment with DMV
9	I no longer have my driver's license. Hence, I am at the mercy of others and/or learning other ways to do online Hence, my need/reason to turn to MASS Gov on line. Upon many failed attempts and much frustration I finally completed the application form(s) EXCEPT for the last requirement.... an appearance at the local RGM office (Easthampton) which is about 8 miles from where I live, and I have no car and no license. I will be 90 yrs. old on my next birthday and in dire need of acceptable identification, Transportation is a/the problem for me. My question is--is there another way (for people my age) to complete the process online or email attachment?.
10	The Final Draft plan looks good. Didn't see anything objectionable, and I support a lot of the proposals (e.g. reducing single-occupancy miles, exploring automated enforcement for red lights and speeding, and so on)
11	I am really excited about this project.Cape Cod Commission is proud to be a partner with MassDOT for its long-term vision to improve the Commonwealth's multimodal transportation network. We admire the comprehensive and ambitious goals set forth in the Beyond Mobility Plan to improve the user experience for all modes, reduce fatalities and serious injuries, support clean transportation, build climate resilient infrastructure and prioritize transit investments. The Beyond Mobility Plan lays the groundwork for much-needed investments improvements across all regions with a strong focus in our Environmental Justice communities, who have been disproportionately affected. The Cape Cod region is facing many of the challenges detailed in the plan, from aging bridge infrastructure, low lying roads, lack of multimodal accommodations to support transit usage and high crash roadways and intersections. We look forward to working alongside MassDOT towards implementation of this long-term plan.
12	I would like to see more emphasis on the role of municipalities in improving bus service. Putting a bus in slow and congested traffic makes for slow and unreliable bus service. Dedicated bus lanes and boarding islands can make significant improvements to reliability -- if the municipalities are willing to allow them. This likely means having difficult conversations about parking and how roadways are "budgeted" to accommodate different modes of travel. As a matter of policy, I feel that communities that are willing to provide bus infrastructure should be the first in line for service improvements.
13	I'd suggest adding "parking spaces percapita" to the list of metrics that MassDOT tracks. This may be a useful metric for tracking how car dependence changes over time.
14	Change "'Waltham' as a control city signed on 95/128 up in Peabody by the route 1 interchange. Waltham is a fine city, and is signed for US20, and the close proximity to the pike, but it is secondary signage worthy. Providence RI should be signed from that junction to avoid through traffic on 93 in the city. Providence is signed from over 80 miles up in Georgetown but gets no mention until passing route 2 when you're already in Waltham. Waltham being signed on 95S from 93 is good and makes sense since you'd be coming from Boston making providence a bit of a stretch.

