

Appendix A: Public Outreach Efforts

The goal of the SMMPO's Public Participation Program is to ensure that all citizens, regardless of race, color, national origin, age, gender, gender identity or expression, disability, religion, ancestry or ethnicity, sexual orientation, Limited English Proficiency (LEP) or veteran's status have an equal opportunity to participate in the SMMPO's decision-making process. This program is designed to develop partnerships with, and enhance the participation in the transportation planning process, by groups and individuals of traditionally underrepresented and underserved populations.

Public participation is an ongoing activity and an integral part of one-time activities, such as corridor studies, and also of regularly repeated activities, such as the annual Transportation Improvement Program (TIP) process and this long range Regional Transportation Plan update. A public outreach effort is initiated before the start of any new project to solicit feedback, garner support or consider objections. An array of public participation techniques are utilized to disseminate information and to seek feedback from the public. Some of these techniques include public meetings, open houses, legal ads, mailings, the SRPEDD newsletter, flyers, brochures and surveys, as well as the SRPEDD website and social media such as Facebook and Twitter. Other regular efforts include the conducting of meetings at times and locations that are accessible and on transit routes; the routine translations of documents, meeting materials and surveys; and the availability of SMMPO documents in non-technical, web-based or other easily accessible formats as necessary and appropriate for purposes of obtaining input and comment.

Staff regularly responds to requests from residents, business owners, town officials, town planners, DPW and other municipal employees, as well as local agencies, committees, and community groups concerning a vast array of questions and concerns through a number of means, including phone, e-mail and social media. Examples include requests for traffic counts, concerns about local safety and congestion issues, concerns regarding bus scheduling and service, information regarding the use of Chapter 90 funds, updates on the South Coast Rail project, and specific concerns such as the removal of trees as part of the JFK Highway/Route 18 project. Staff regularly updates projects, documents, and meetings on the SRPEDD website and regularly posts pertinent information, such as weather alerts, road projects and closures, public surveys, public meeting information and many other items of interest on the SRPEDD Facebook page and Twitter account. Staff distributes translated informational pamphlets on pedestrian safety tips and other materials at meetings, at events and to social service agencies. All of these efforts are to promote and inform the public of transportation projects, programs, and issues, as well as to garner feedback.

Staff regularly reviews and updates all contact lists, including a EJ Master mailing list of nearly 700 contacts, a city and town clerk list, a COA director's list, etc., to better manage and target our Public outreach efforts. For example, staff reviewed and updated the Environmental Justice list for a mailing to seek nominations for at-large commissioners to represent low-income and minority populations on the SRPEDD Commission.

In an effort to better reach our Underserved Populations, additional efforts are made to engage and involve EJ populations (minority and low-income), Limited English Proficiency populations and a variety of age groups.

RTP Specific Efforts

For the RTP Public Survey: Staff developed a Regional Transportation Survey to garner feedback from the public on various transportation issues in the region. In an effort to better reach our Underserved Populations the survey was translated and posted on Survey Monkey in English, Portuguese, Spanish, and Haitian Creole. Staff created posters and postcards and conducted a wide distribution throughout the region over several months' time. Additional efforts also included distributing these materials in EJ neighborhoods, to Councils on Aging, transit terminals and buses, and public libraries to reach those populations.

Starting in September 2018, over **150** survey Posters, **100** survey pamphlets and **500** survey postcards were distributed to communities for posting and distribution by both JTPG members (in their own communities) and by SRPEDD staff. The survey was posted on Facebook, through a webpage created for the RTP on the SRPEDD website (See Figures A-1 & A-2), which includes an interactive Wiki Map to locate areas and issues for on-going public feedback.

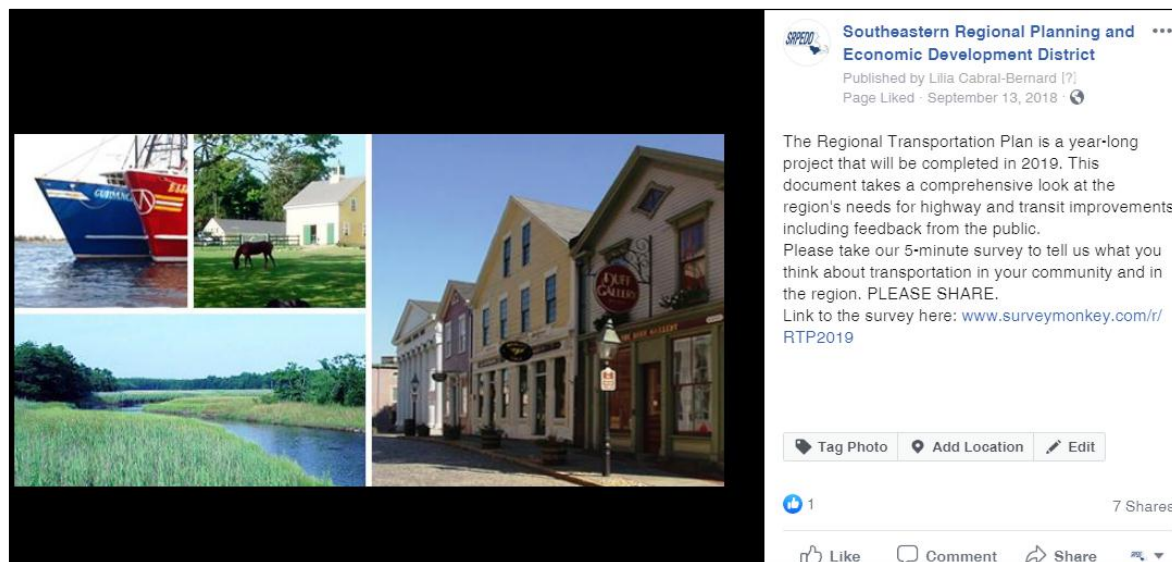


Figure A-1 - RTP Survey announcement pinned to SRPEDD's Facebook Page

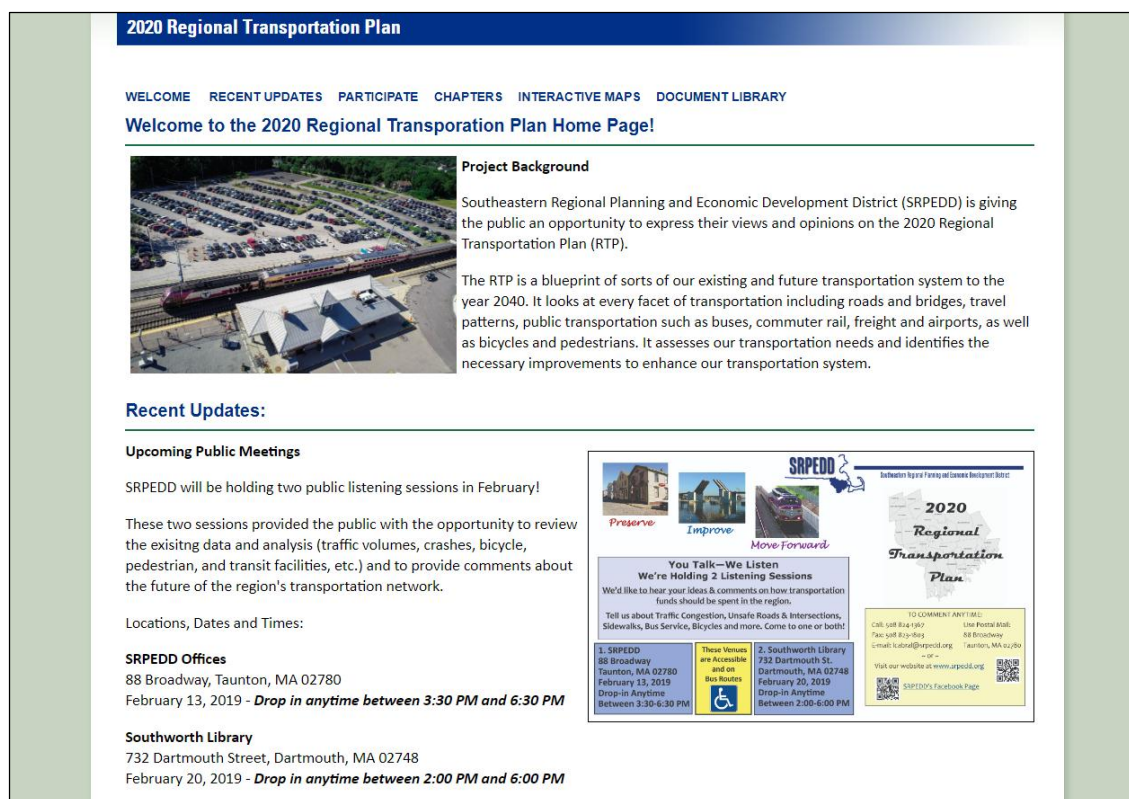


Figure A-2- RTP Page on SRPEDD's Website

An RTP poster with a link to the survey was distributed by e-mail to over 200 recipients, including every town clerk in the SRPEDD region for posting. The survey was also distributed at town meetings, a community Master Plan Workshop, STEM Career Family Night at Attleboro BCC, the South Coast Bikeway Alliance Meeting, at a MassDOT Moving Together presentation, as well as in cafés and barbershops. (See posters and postcards in the Attachment at the end of the chapter.)

Portuguese and Spanish translations of the RTP survey were forwarded to the Community Economic Development Center in New Bedford to be utilized as an exercise in ESL classes, garnering us 28 completed surveys in Spanish and Portuguese.

The survey was closed at the end of February 2018. Survey responses received were a total of 685 in English, 21 in Spanish, 8 in Portuguese and 0 in Haitian Creole for a total of **714 responses**.

Survey Results - Most respondents were residents of the SMMPO/SRPEDD region (93%), with 61% of these having less than a 30-minute commute to work; 26% experiencing a commute from 30-60 minutes and 13% having a commute of over an hour. (The SMMPO average is 29.1

minutes.) 84% of respondents most often drive alone (the SMMPO average is 84.8%) but 16% use another form of transportation.

Although there are users of public transit, a majority 57% would only consider that or another form of transportation besides their car if there was one available near their home or workplace, or if it was easier or more convenient.

The top 3 responses to the roads and / or intersections that are avoided because there is too much traffic were Route 24, the Middleborough Rotary and Faunce Corner Road in Dartmouth. Two of these, the Middleborough Rotary and Route 24 were also mentioned in the question concerning which roads and / or intersections to avoid because they are dangerous, as well as again in the comments sections. Other areas of concerns include Route 44 at Route 118 in Rehoboth, as well as many locations along the entirety of Route 6 in the region.

Finally, on the question of how to spend our transportation dollars, the first 3 choices were to repair and maintain existing roads and bridges, improve the existing system for walking, biking, and recreation (add sidewalks, bike lanes, trails, etc.), and rail service to Boston.

RTP Public Meetings: Two public ‘Listening Session’ meetings were held, the first on February 13, 2019 in Taunton at the SRPEDD office and the second on February 20, 2019 in Dartmouth at the Southworth Library. These sessions were widely advertised and allowed the public to learn more about the RTP and voice their concerns on existing and future transportation issues. (See Figure A-3.)



Figure A-3- Attendees at the Dartmouth RTP Listening Session

Staff created posters and postcards for distribution and e-mailed over 200 community contacts to request postings in municipal buildings and on community websites. SRPEDD posted a meeting notice to their website and Facebook page and twelve of the 27 SRPEDD communities posted the meeting information on their websites. (See Figure A-4.) (See screen captures of other web postings in the Attachment at the end of the chapter.)

Angela spoke to Lloyd Mendes of Somerset about intercity bus service between Somerset and Boston, as well as from Somerset to Providence. He was particularly concerned about young people getting to work in Boston. He also talked about the need for affordable parking at and around the Fall River terminal in order to catch the Peter Pan bus from there.

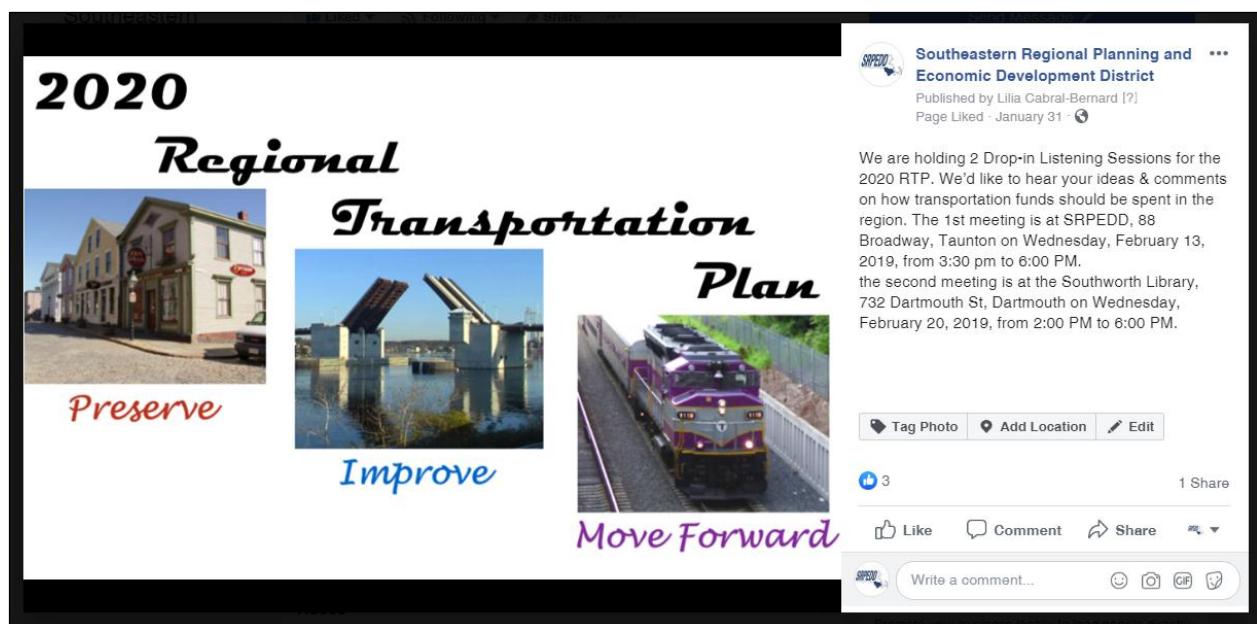


Figure A-4- Meeting Notice for Listening Sessions on SRPEDD's Facebook Page.

Lilia spoke to Andy Pollack who works for Coastal Neighbors Network which provides Dartmouth residents with a range of services to allow them to “age in place.” He was very concerned about the lack of transportation that would allow older adults to remain independent. Lilia and Angela answered some questions and provided him with some materials and our contact information for further assistance at a later date.

We provided tablets at these meetings for any translations that may have been needed and to give all attendees the opportunity to fill out a survey. We also offered comment sheets (in 4 languages) as another option to participate. Comments sheets are preferred by some people because they do not have to interact with anyone and they can send in their comments at a later time. We also received a written comment via e-mail from Jim Oliveira from Mass Hire /

Greater New Bedford Workforce Board concerning traffic on Braley Road due to the New Bedford Business Park. (Please see the Attachment at the end of the chapter.)

We also provided boards (translated) for attendees to choose where transportation dollars should be spent, with a limited amount of dollars at their disposal. (See Figure A-5.)

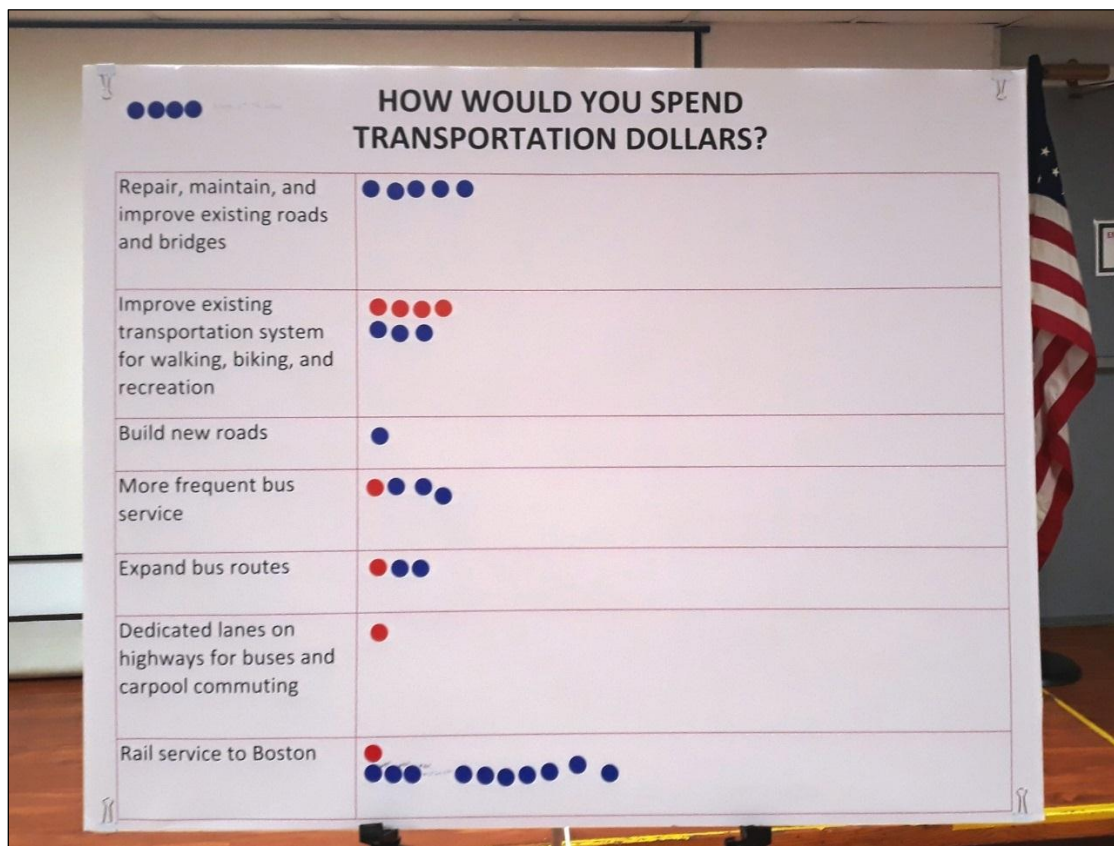


Figure A-5 - How would you spend transportation dollars?

Wiki Mapping: Staff utilized Wiki mapping to receive public input. Wiki mapping is a public engagement tool for planners that allows the public which includes to add points on a custom interactive base map of our region. This allows people to identify the location of their concern and to offer feedback. It allows comments to be added, as well as view comments made by others. This tool will be continued to garner feedback. (See Figure A-6.)

Staff is involved in New Bedford Connect which offers services, including transportation options, for low-income and homeless populations.

General outreach was conducted in the New Bedford and Fall River SRTA terminals to garner feedback on SRTA transit services. SRPEDD staff in attendance acted as a Portuguese interpreter as necessary and a SRTA staff member acted as a Spanish interpreter for these events.

SRPEDD staff assisted GATRA in Community Accessing Rides (C.A.R.) training. This is a pilot program where GATRA subsidizes the use of Uber in an effort to bridge transportation gaps in the system for low-income users.

Staff made a presentation at the United Neighbors of Fall River meeting concerning available transportation options for all underserved populations, including LEP and low-income.

Staff assisted GATRA in conducting a Fare Equity Analysis by providing data, conducting analysis and conducting all of the public outreach for the effort which included five separate public hearings in Attleboro, Franklin, Taunton, Plymouth and Wareham.

During the process to update the 2018 Coordinated Human Services Transportation (CHST) Plan staff included direct participation requests to relevant advocacy and affinity groups in our region. Our staff, working with the South East Regional Coordinating Council on Transportation (SERCCOT) directly requested feedback from social service providers, including having partner organizations conduct stakeholder interviews. The CHST plan identifies the transportation needs of older adults, persons with disabilities, and low-income individuals. Public outreach for the CHST consisted of presentations at Coastline Elderly Services and at Bristol Elder services, as well as a public meeting to hear comments and to garner feedback.

Transportation staff assisted SRPEDD's Homeland Security staff in researching the availability and pricing on ASL interpreters for their Children in Disaster conference hosted by SRPEDD; and assisted the Comprehensive staff to apply for a DOER grant by providing information and text for the section regarding low-income populations and mapping for our region.

We include a variety of age groups in our engagement strategies that may appeal to both school-aged and older adult audiences. We have created a coloring book on bicycle safety for children. We have also created a brochure on Pedestrian Safety Tips that is geared toward older adults. The brochures utilize a large font, as well as photos to visually display each point. These brochures have been translated into Portuguese, Spanish and Haitian Creole and are regularly distributed to Councils on Aging and targeted agencies that do extensive work with EJ and LEP populations.

Highlights of On-Going Efforts

We ensure that public outreach materials are available in all appropriate languages and have interpretation ready where need is anticipated. We regularly and preemptively have a Portuguese and/or Spanish translator available for public meetings in areas that are known to have Portuguese and/or Spanish-speaking populations.

We ensure engagement opportunities via several modes, including comment sheets (in 4 languages), tablets at meetings for surveys and translations, surveys, notices and other information, including materials available in 4 languages and linked via mobile phone by using QR readers for Smart Phones.

Staff regularly sends public meeting notices, press releases, study information affecting a particular community, etc. to the town clerks in each community for posting. Staff maintains contact lists with local media outlets for press releases and other media outreach. Staff is regularly contacted and interviewed by the media for stories and information on various transportation issues, studies, projects, etc. (See Figure A-7.)



Figure A-7 - Wicked Local Foxborough Article Concerning SRPEDD Study

Staff develops public surveys for Transportation Studies (the Route 140 Corridor Study, the Route 1 Corridor Study and the Route 6 Corridor study), for the RTP, for Master Plans, Regional Plans (Regional Pedestrian Plan) in Survey Monkey to garner feedback from the public. These surveys are translated into 3 additional languages and distributed widely for each effort.

Staff regularly posts materials on SRPEDD's Facebook page and Twitter feed. Some examples include local roadwork and road closures, work zone safety, an upcoming extended closure of the Padanaram Bridge in Dartmouth, test openings of the Veteran's Memorial Bridge, the release of the draft Statewide STIP, the dangers of summer driving for teens, and local bike safety events for children. (See Figure A-8.)

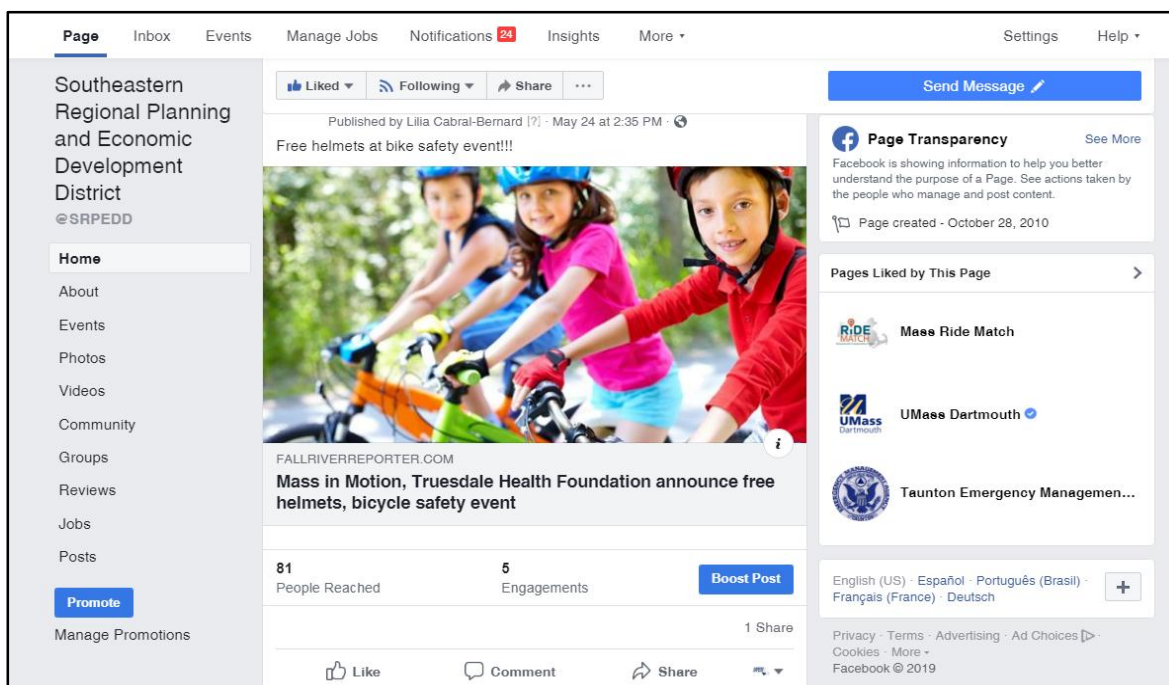


Figure A-8 – A Recent SRPEDD Facebook Post.

Staff regularly updates vital and other documents, including the PPP, LAP, the Title VI Annual Update, the Title VI Notice of Discrimination & Title VI Complaint Forms. These are completed based on requirements, guidance updates from MassDOT, and simple conscientiousness. The documents are then uploaded to the SRPEDD website.

Staff regularly facilitates meetings: including the SMMPO and JTPG meeting; stakeholder meeting for studies such as the Route 140 study in Norton, Mansfield and Foxborough, the Route 1 study in North Attleborough and Attleboro and the Route 6 study in Wareham, Marion,

Mattapoisett and Fairhaven; outreach meetings in communities for Master Plans, and for local studies.

Staff completed work to update the SRPEDD Public Participation Program and distributed the draft document widely for review and comment during the required 45-day public comment period. That included posting the draft to the SRPEDD website and e-mailing it to over 80 e-mail contacts, including Councils on Aging, community liaisons and social service agencies in the region, to request comments. Staff also updated the Language Access Plan as part of the PPP update process, including the review of the four factor analysis as required by Executive Order 13166 through US DOT.

Staff sends out the SRPEDD quarterly newsletter distributed through Constant Contact. The newsletter includes articles and graphics that update projects and programs. Examples of articles include MassDOT's GeoDOT Open Data Portal, RTP public meetings, Green Communities designations in the SRPEDD region, SRPEDD's Drone Program, and the Coordinated Human Services Transportation (CHST) Plan. This is to keep those on our mailing list (numbering 843 contacts at present) informed of transportation and planning issues and to encourage participation and feedback.

Staff regularly attends community events, such as the Taunton Job Fair, the Bristol County Celebration of Seniors in Westport, Coastline Elderly Services' Annual Health Fair in Dartmouth, and a Health Fair at Bedford Towers in New Bedford to distribute transit schedules, pedestrian safety pamphlets and other transportation information.

Staff regularly coordinates with partners, including MassDOT, SRPEDD communities, social service providers, and consultants for municipalities in responding to requests for assistance, information or collaboration. Examples of this include:

- With Lourenço Dantas, the Manager of MPO Certification Activities at CTPS, with contact information for Spanish and Portuguese translators;
- With Nikki Tishler (MassDOT OTP), for contact information for the Immigrant's Assistance Center (IAC) and the Community Economic Development Center (CEDC) in New Bedford for a Bicycle and Pedestrian safety campaign being developed by MassDOT. Staff coordinated with Helena DaSilva of IAC and Ms. Tishler for the safety campaign and to seek out additional contact information for SRPEDD EJ and Title VI efforts;
- With BETA Group for Appendices from the SRPEDD Route 152 Corridor Study completed

for North Attleborough and Plainville in 2014;

- With Rick Colon at MassDOT and Sen Marc Pacheco to share the meeting notice of a public forum for the South Coast Rail Project. Staff posted the notice on social media;
- With Jill Barret, (Fitzgerald and Halliday) to coordinate the distribution of Portuguese and Spanish translated versions of meeting notices for the MassDOT Rail Plan meeting held on November 21, 2016 in Attleboro. Staff posted these notices on the SRPEDD website and social media pages; (See Figure A-9)
- With the City of Taunton with edits and distribution of a public meeting notice for the Route 138 project;
- With OCPC regarding our Assistive Listening Devices that SRPEDD purchased in 2014;
- With Town Administrator David DeManche of Freetown for information on the MAPC LED streetlight retrofit grants;
- With Heather Ostertog, P.E. (CDM McGuire) regarding growth rates for the I-195/Route 18 bridge project;
- With phone calls from Buddy Andrade, a former at-large Commissioner and local community leader, concerning the removal of trees near the Gomes School in New Bedford as part of a walking path with Phase II of the JFK Highway TIP project;
- With Bonne DeSousa (Friends of Mattapoissett Bike Path) regarding requirements for a town project currently seeking a grant funding;
- With Representative Angelo D’Emilia regarding to the Raynham Route 138 resurfacing project status and funding;
- With Greg Lucas (BETA Group, Project Manager) and to the new Norton town planner, Paul DiGiuseppe concerning a Signal Warrants Analysis Technical Memo for the West Main Street (Route 123) at North Worcester Street and South Worcester Street intersection; and
- With Janis Akerstrom, the recently hired Director of Economic & Community Development for Middleborough, to supply her a history on the Middleborough Rotary and its transportation issues.

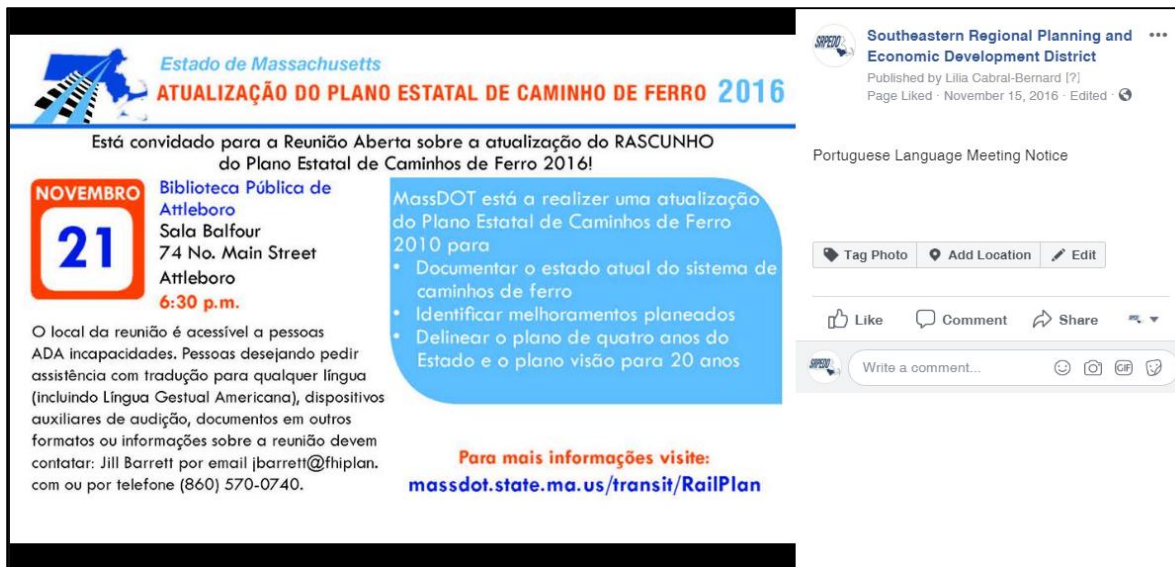


Figure A-9 - Portuguese Meeting Notice

Staff regularly attend Webinars, workshop and conference sessions on Community Engagement and other pertinent and helpful subject matter including: a webinar on FHWA’s EJ Tools; a webinar on Fixing America’s Surface Transportation Act (FAST Act); a webinar on Online Community Engagement; a webinar entitled "Driving Distraction-Free and Defensively", sponsored by the National Safety Council; a webinar entitled “A Recipe for Award-Winning Online Community Engagement”; “10 Must Know Social Media Strategies for Business”; sessions at the Moving Together Conference including “Making the Commonwealth Safer”, “Climate Resiliency” and “Working to Become an Age-Friendly State”.

Staff reviewed four years of Facebook postings to evaluate the subject matter and consistency of postings to determine improvements in SRPEDD’s social media outreach.

Staff continues effort to create Limited English Proficiency (LEP) and Minority maps for each SRPEDD community to be posted onto our website. The intent of these maps is to assist communities to identify the numbers and the locations of their under-represented populations to reference for planning and for improved public outreach.

Staff regularly distributes Portuguese, Spanish and Haitian Creole translated informational and safety pamphlets in New Bedford to the Community Economic Development Center, the Immigrant’s Assistance Center, and the Casa de Saudade, the Portuguese language branch of the New Bedford Free Public Library system.

Detailed Public Outreach by Staff Listed Chronologically

2015

Staff began identifying community liaisons and other appropriate parties to begin the 45-day public comment period for the upcoming update of the Public Participation Program.

Staff completed the required Title VI report for submittal to the MassDOT on the 31st. The submittal included, but was not limited to the completion of a regional equity analysis of TIP funding and projects in Title VI and EJ areas within the SMMPO, information on an upcoming Public Participation Program public engagement strategy, and numerous examples of SRPEDD public outreach efforts in the development of the RTP. Other submissions addressed concerns with reporting the resources expended on Language Access; the Equity Analyses methodology with development of TIP and UPWP; and the equity impacts on MPO Activities, as well as Internal and External Compliance, Equity Impacts on MPO Activities, Public Engagement and Capacity Building.

Staff provided Nikki Tishler (MassDOT OTP) contact information for the Immigrant's Assistance Center (IAC) and the Community Economic Development Center (CEDC) in New Bedford. This was necessary for a Bicycle and Pedestrian safety campaign being developed by MassDOT. Staff coordinated with Helena DaSilva of IAC and Ms. Tishler for the safety campaign and to seek out additional contact information for SRPEDD EJ and Title VI efforts.

Staff attended Regional Transit Plan Public Meetings held in Plymouth and in Taunton.

Staff distributed announcements and public outreach materials for the TIP Workshop scheduled for November 10, 2015 entitled "From Wish List to Bid List". This was co-hosted by District 5 staff and was an effort to make community officials more comfortable with the TIP process.

Staff contacted the JTPG representatives of five communities with no projects listed on the TIP to encourage attendance and participation at the monthly meetings.

SRPEDD staff co-chaired monthly meetings of the South East Regional Coordinating Council on Transportation (SERCCOT). This group works to identify service gaps and barriers in the transportation system, and to create and facilitate out-of-the-box solutions to local transportation issues. SERCCOT is comprised of regional transit authorities and planning agencies, community and social service agencies and advocates representing elders, education, labor and independent living, as well as private transportation providers.

Staff facilitated all JTPG, SMMPO and public meetings.

2016

Staff responded to a request from New Bedford city officials for assistance with public outreach for the Hathaway Four Corners improvement project.

Staff updated the contact list for public outreach to EJ groups and organizations. Staff addressed accessibility issues within the SRPEDD office and updated signs for public meetings offering interpretations for Portuguese and Spanish speakers. Staff continued the update of the Language Access Plan, including e-mails to advocates and to transit agencies for information and feedback on the existing plan

Staff contacted MassDOT regarding the replacement of newspaper classified advertisements as part of the public outreach efforts for major transportation programs. As a result, staff developed guidelines for the process of public notification for major programs, studies, and related amendments through media such as direct email, Constant Contact, press releases, posting in town halls and libraries and through social media to replace legal ads as part of the Public Participation Plan (PPP).

Staff completed the update of the Language Access Plan, including the review of the four-factor analysis as required by Executive Order 13166 through US DOT.

Staff responded to a request from Lourenço Dantas, the Manager of MPO Certification Activities at CTPS with contact information for Spanish and Portuguese translators.

Staff assisted Jill Barrett (of Fitzgerald & Halliday) regarding locations in the city of Attleboro to host the Mass State Rail Plan Update meeting for November.

Staff began review and discussion of the Public Participation Program to identify text for an amendment at the January SMMPO meeting to change the current 30-day public comment period to a 21-day public comment period for all transportation planning programs documents and related amendments.

Staff responded to a phone call from Buddy Andrade, a former at-large Commissioner and local community leader, concerning the removal of trees near the Gomes School in New Bedford as part of a walking path with Phase II of the JFK Highway TIP project.

SRPEDD staff co-chaired monthly meetings of the South East Regional Coordinating Council on Transportation (SERCCOT). Staff facilitated all JTPG, SMMPO and public meetings.

Staff facilitated all JTPG, SMMPO and public meetings.

2017

Staff completed the translations of the 'Pedestrian Safety for Older Adults' pamphlet into Spanish which has been translated into Portuguese. Staff completed a minor re-design of this pamphlet to accommodate the Haitian Creole translation which requires additional text, making it difficult to fit into an existing template.

Transportation staff assisted SRPEDD's Homeland Security staff in researching the availability and pricing on ASL interpreters for their Children in Disaster conference hosted by SRPEDD.

Staff attended SRTA Public Outreach at the New Bedford Terminal.

Staff distributed Community LEP maps to the towns of North Attleboro, Freetown, Lakeville, Middleborough and fifteen Bristol Elder Services upon request.

Staff updated the abbreviated version of the Title VI Non-discrimination statement for meeting notices.

Staff updated the public outreach contact list for the Route 140 Study and discussed the meeting and study with the Attleboro Sun Chronicle newspaper.

Staff updated the standard Offer of Accommodation statement for all public meeting notices to include the phrases "auxiliary aids and services" and "free of charge" and then sent it out for translation into the 3 Safe Harbor languages of Portuguese, Spanish and Haitian Creole.

SRPEDD staff co-chaired monthly meetings of the South East Regional Coordinating Council on Transportation (SERCCOT). Staff facilitated all JTPG, SMMPO and public meetings.

Staff facilitated all JTPG, SMMPO and public meetings.

2018

Staff reviewed the ADA transition Plan and added the dates of all physical ADA improvements made to the offices of SRPEDD.

Staff provided SRPEDD Commissioner Ralph Stefanelli (Norton) with a presentation on Title VI and the LEP maps for all SRPEDD communities and LEP maps of Norton, Attleboro and North Attleborough.

Staff met to discuss and assist each other with font types and sizes and other accessibility issues.

Staff provided SRPEDD Commissioner Julie Boyce of North Attleboro with maps and a Power Point presentation on Title VI & LEP upon request.

Staff emailed member communities encouraging participation at the JTPG meeting regarding the TIP process and the opportunity to take advantage of services offered by SRPEDD.

Staff responded to requests from GATRA and SRTA with information on MassRelay, the free state phone calling service that we utilize for persons who are deaf, hard of hearing or have difficulty speaking. Staff also provided information regarding translations services available at UMASS Dartmouth Translation Lab.

Staff completed public outreach materials for the RTP effort, including updated graphics and a list of issues, as well as a design and slogan for this effort. Materials include postcards, a tri-fold pamphlets and mini-posters for posting in public venues.

Staff responded to an e-mail from a resident in Somerset clarifying the content of the Regional Transportation Plan and outlining our public process plan.

Staff held internal meetings to discuss public outreach and promotional materials including drone flights over the region for a future video to promote the development of the 2019 Regional Transportation Plan.

Staff e-mailed individual communities with specific Regional Transportation Plan update posters/flyers and a requested their assistance to distribute posters/flyers in town halls and libraries as well as the community's website. Recipients included town managers, mayors, community planners, COA directors, SRPEDD Commissioners and JTPG representatives.

Staff continued work on the Route 6 study public engagement process (finalized a project brochure, posted project related info to the project website and Facebook pages, worked with study area towns to publicize the project) and finalized plans for the first public workshops.

Upon request by Corinn Williams (New Bedford Community Economic Development Center), staff distributed paper versions of the RTP survey and other SRPEDD materials in English, Portuguese, Spanish, Haitian Creole. Several of her clients requested paper copies of the survey due to the lack of access via Smart Phones, computer and other electronic devices.

SRPEDD staff co-chaired all meetings of the South East Regional Coordinating Council on Transportation (SERCCOT). Staff facilitated all JTPG, SMMPO and public meetings.

Staff facilitated all JTPG, SMMPO and public meetings.

2019

Staff coordinated two public 'Listening Session' meetings on February 13, 2019 in Taunton at the SRPEDD office and on February 20, 2019 in Dartmouth at the Southworth Library. These sessions were widely advertised and allowed the public to learn more about the RTP and voice their concerns on existing and future transportation issues.

Staff facilitated all JTPG, SMMPO and public meetings.

Attachment to Appendix A- Public Outreach Materials

SRPEDD
Southeastern Regional Planning and Economic Development District

Please take our 5 minute survey to tell us what you think about transportation in your community and in the region.

www.surveymonkey.com/r/RTP2019

Portuguese
Por favor, faça nossa pesquisa de 5 minutos para nos dizer o que você acha sobre o transporte em sua comunidade e na região.

www.surveymonkey.com/r/RTP-Port

Spanish
Responda nuestra encuesta de 5 minutos para decirnos qué piensa acerca del transporte en su comunidad y en la región.

www.surveymonkey.com/r/RTP-Span

Haitian Creole
Tanpri, pran sondaj 5 minit nou an pou fè nou konnen sa w panse sou transpò nan kominote ou ak nan rejyon an.

www.surveymonkey.com/r/RTP-HC

The Regional Transportation Plan

Multi-lingual Outreach Poster with QR readers for Surveys

Acushnet
Attleboro
Berkley
Carver
Dartmouth
Dighton
Fairhaven
Fall River
Freetown
Lakeville
Mansfield
Marion
Mattapoisett
Middleborough

*The
Regional
Transportation
Plan*



New Bedford
N. Attleborough
Norton
Plainville
Raynham
Rehoboth
Rochester
Seekonk
Somerset
Swansea
Taunton
Wareham
Westport

SRPEDD is updating the Regional Transportation Plan. We need feedback & comments about congestion, transit needs, unsafe intersections, sidewalks, bike lanes & other issues.

PLEASE TAKE OUR 5-MINUTE SURVEY.
Link and QR reader for SmartPhones below.




www.surveymonkey.com/r/RTP2019

English Language Survey Postcard

Acushnet
Attleboro
Berkley
Carver
Dartmouth
Dighton
Fairhaven
Fall River
Freetown
Lakeville
Mansfield
Marion
Mattapoisett
Middleborough

*O
Plano
Regional de
Transportes*



New Bedford
N. Attleborough
Norton
Plainville
Raynham
Rehoboth
Rochester
Seekonk
Somerset
Swansea
Taunton
Wareham
Westport

SRPEDD está atualizando o plano de transporte regional. Estamos à procura de comentários sobre trânsito, trânsito de ônibus, interseções perigosas, calçadas, ciclovias e outras questões.

POR FAVOR, TOME A NOSSA PESQUISA DE 5 MINUTOS.
Link e leitor de código de barras QR para Smart Phones abaixo.





www.surveymonkey.com/r/RTP-Port

Portuguese Language Survey Postcard

Acushnet
Attleboro
Berkley
Carver
Dartmouth
Dighton
Fairhaven
Fall River
Freetown
Lakeville
Mansfield
Marion
Mattapoisett
Middleborough



*Plan
Transpòtasyon
Rejyonal
la*



New Bedford
N. Attleborough
Norton
Plainville
Raynham
Rehoboth
Rochester
Seekonk
Somerset
Swansea
Taunton
Wareham
Westport

SRPEDD ap mete ajou Plan Transpòtasyon Rejyona lan. Nou ap chèche kòmantè sou trafik, otobis transpò, entèseksyon danjere, twotwa, liy bisiklèt ak lòt pwoblèm.

TANPRI RIVE 5 MINUTE SURVEY
Link ak QR bar lektè pou Smart Telefòn anba a.

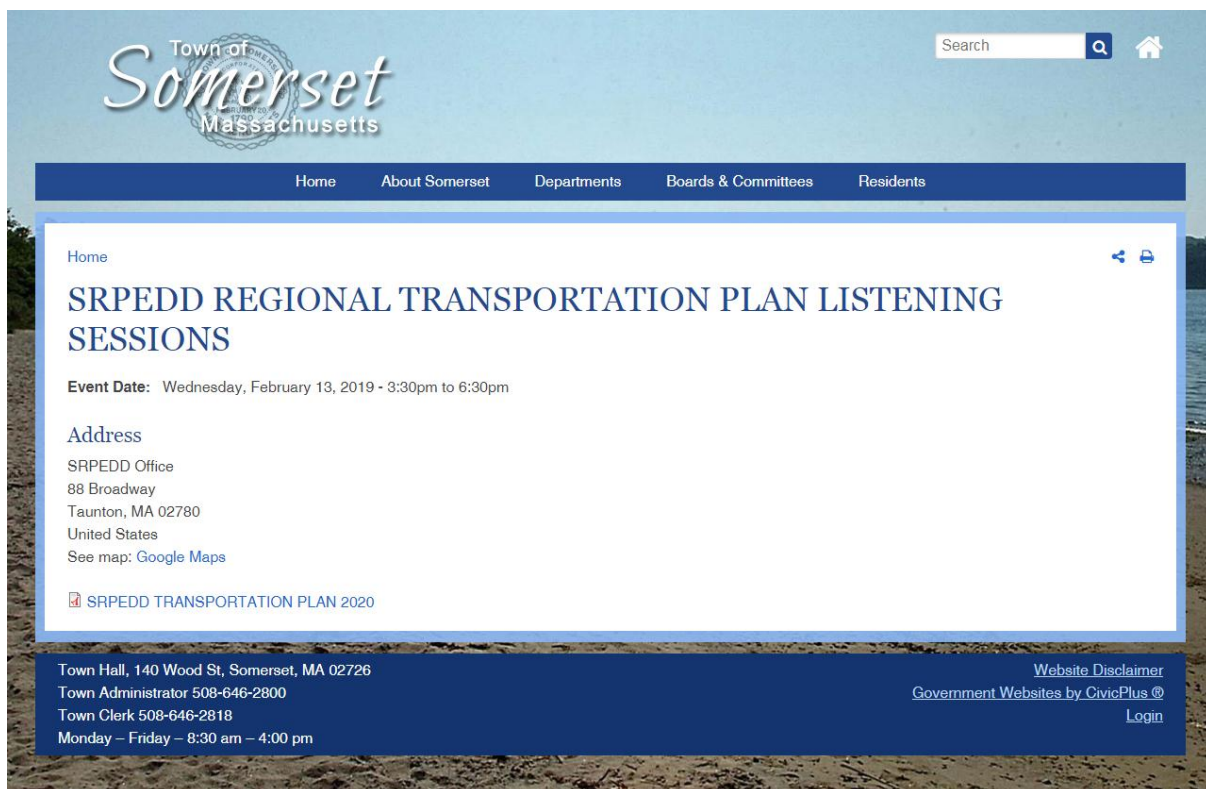



www.surveymonkey.com/r/RTP-HC

Haitian Creole Language Postcard

<p>Acushnet Attleboro Berkley Carver Dartmouth Dighton Fairhaven Fall River Freetown Lakeville Mansfield Marion Mattapoissett Middleborough</p>	<p><i>El plan regional de transporte</i></p> <p>SRPEDD</p> 	<p>New Bedford N. Attleborough Norton Plainville Raynham Rehoboth Rochester Seekonk Somerset Swansea Taunton Wareham Westport</p>	<p>SRPEDD está actualizando el Plan Regional de Transporte. Estamos buscando comentarios sobre tráfico, tránsito de autobuses, intersecciones peligrosas, aceras, carriles para bicicletas y otros asuntos.</p> <p>POR FAVOR TOME NUESTRA ENCUESTA DE 5 MINUTOS Lector de código de barras Link y QR para Smart Phones a continuación.</p> <div>   </div> <p>www.surveymonkey.com/r/RTP-Span</p>
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Spanish Language Survey Postcard



Town of Somerset, Massachusetts

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SRPEDD REGIONAL TRANSPORTATION PLAN LISTENING SESSIONS

Event Date: Wednesday, February 13, 2019 - 3:30pm to 6:30pm


Address
SRPEDD Office
88 Broadway
Taunton, MA 02780
United States
See map: [Google Maps](#)

 [SRPEDD TRANSPORTATION PLAN 2020](#)


Town Hall, 140 Wood St, Somerset, MA 02726
Town Administrator 508-646-2800
Town Clerk 508-646-2818
Monday – Friday – 8:30 am – 4:00 pm

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SRPEDD RTP Meeting Notice on Town of Somerset Website



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Westport
 MASSACHUSETTS
The Coastal Agricultural Resource Community of New England



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Westport News

[Holiday Closings in February »](#)

Town Offices will be closed on Monday February 18, 2019 in observance of President's Day. Please plan accordingly.


[Regional Transportation - Listening Sessions »](#)

FEBRUARY 13 & 20 ** You Talk—We Listen
You're Invited to 2 Listening Sessions

We'd like...

[Rabies Warning for the Fallon Drive Area »](#)

The Westport Board of Health has issued a RABIES WARNING for Fallon Drive area. Please...

February

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28		

Upcoming Events


CAPITAL IMPROVEMENTS PLANNING COMMITTEE MEETING AT TOWN HALL 2ND FL
February 6, 2019 - 3:00pm

LONG TERM BLDG COMM MEETING AT TOWN HALL 2ND FLR
February 6, 2019 - 4:00pm

SRPEDD RTP Meeting Notice on Town of Westport Website

POR FAVOR COMENTE

Diga-nos onde você quer dólares de transporte gastos ouonde você gostaria de ver melhorias ou mudanças.





2020
*Regional
Transportation
Plan*


Para comentar a qualquer momento:

Ligar: 508 824-1367	Correlo: 88 Broadway
Fax: 508 823-1803	Taunton, MA 02780
E-mail: lcalbra@srpedd.org	

~ OF ~

Visite nosso website at www.srpedd.org


[SRPEDD's Facebook Page](#)




[illegible]

Lilia Cabral-Bernard

From: Angela Constantino
Sent: Wednesday, February 13, 2019 1:15 PM
To: Lilia Cabral-Bernard
Subject: FW: SRPEDD Regional Transportation Plan - Listening Session

Importance: High

Hi Lil,

Here is a comment I received from Mass Hire.

Angie

From: Oliveira, Jim <Jim@masshiregreaternewbedford.com>
Sent: Tuesday, February 12, 2019 10:25 AM
To: Angela Constantino <aconstantino@srpedd.org>
Subject: RE: SRPEDD Regional Transportation Plan - Listening Session
Importance: High

Hi Angela,

Sending you a quick comment to consider as a priority. The New Bedford Business Park is booming nowadays with more jobs than ever on multiple shifts. With more jobs comes more vehicles – both commercial and commuter. It would be greatly appreciated if a study could be conducted on traffic issues on Braley Road that occur on a daily basis associated with drive times at the beginning and end of the day. I witness this daily as I reside in the development that has to enter onto Braley Road to either go east or west. Traffic is backed up from the entrance to the park in some cases almost ¼ mile east near the Pulaski School. Traffic exiting Rt. 140 both north and south is backed up. And on the north exit, many drivers do not stop at the designated stop sign. There have been accidents and many near misses. My opinion is it doesn't take a rocket scientist to conclude traffic needs to be slowed down by lights and they need to be coordinated so as not to have the queue backed up as I described earlier. Funny, I have lived in the neighborhood for 40 years when Rt 140 was just being built out and the Business Park consisted of 2 main thoroughfares. Now there are several and employees have increased a conservative estimate of 3 -400%. You may or may not be aware I was the Councillor representing this area for the period of 2011 -2017. In this time period alone I noted an exponential increase of traffic in and out of the park. In one sense good for our economy, in the other sense a major traffic boondoggle that needs to be resolved. Thanks for considering this as a priority.

E-mail Comment Received

Public Comments Received



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



July 8, 2019

Jeffrey Walker, Executive Director
Southeastern Massachusetts Regional Economic Development District
88 Broadway
Taunton, MA 02780

Dear Mr. Walker:

The Massachusetts Department of Transportation (MassDOT) Office of Transportation Planning (OTP) has reviewed the draft Federal Fiscal Year (FFY) 2020 Regional Transportation Plan (RTP) released by the Southeastern Massachusetts Metropolitan Planning Organization (MPO) on June 18, 2019. The following MassDOT comments include both general guidance and specific comments on the MPO's 3C planning process related to the content of this document as released for public review.

Please note the following comments specific to the information contained in the MPO's draft FFY 2020 RTP.


- Please address typos and grammar as noted.
- Please include all referenced maps, graphics, and charts, or remove these references.
- Please remove all references to GreenDOT.
- Please provide a Table of Contents.
- Please provide internal bookmarks in the digital file for accessibility.
- Page 14: Please describe more specifically how public input informed the recommendations and selected projects in the plan.
- Page 16: Please comment on the accuracy and timeliness of data used for the Title VI & Environmental Justice Demography and Equity Analysis.
- Page 16: Please provide an equity analysis for selected projects in the RTP.
- Page 21: Please consider a more granular analysis of housing occupancy in the region.
- Page 22: Please describe assumptions made during the projection of retail and non-retail employment figures.
- Page 27: Please consider amending Tables 5 and 6 to show the same time periods and data descriptions.
- Page 38: Please describe the MPO's perspective on the interim improvements at Middleborough Rotary.

- Page 40: Please connect recommended analysis on actuated or adaptive signal controls to appropriate current or future planned UPWP tasks.
- Page 42: Please connect recommended analysis on charging station locations to appropriate current or future planned UPWP tasks.
- Page 51: Please describe the MPO's formal role in assisting municipalities with traffic control engineering.
- Page 57: Please describe ongoing efforts, if any, to identify funding for the demolition of the Brightman Street Bridge.
- Page 58: Please reference historical data on openings of the New Bedford/Fairhaven Bridge, if available. Please clarify whether the feasibility study working group is still ongoing.
- Page 67: Please clarify whether long-term operating funds for the Wareham-New Bedford Connection have been identified.
- Page 75: Please describe any known barriers to electronic fare collection on Greater Attleboro Taunton Regional Transit Authority (GATRA) operated fixed route transit services.
- Page 75: Please consider connecting the identification of needed passenger amenities to an appropriate current or future planned UPWP task.
- Page 76: Please connect recommended study needs to appropriate current or future planned UPWP tasks if anticipated to be studied by the MPO staff.
- Page 88: Please consider margins of error and data quality when drawing conclusions about existing bicycling activity from the American Community Survey.
- Page 93: Please consider including commitments such as a minimum of 10% annual regional target funding be used for bicycle and pedestrian infrastructure improvements in the region's selected projects list by either tagging relevant selected projects or as a program in time bands where no or insufficient projects have been selected and where funding is still available.
- Page 96: Please describe how the MPO will coordinate with municipalities to initiate projects related to pedestrian infrastructure improvements.

- Page 100: Please incorporate air-based freight needs into recommendations if information is available.
- Page 105: Please clarify the federal requirement for 30' mean low tide depth.
- Page 106: Please include the MassDevelopment Ferry Boat Program (FBP) award for improvements to the New Bedford State Pier.
- Page 114: Please consider discussing the new transportation emissions cap-and-trade interstate agreement, if relevant.
- Page 118: Please describe how identified flood hazard project needs will be initiated and/or prioritized for funding.
- Page 144: Please include the 2030–2034 and 2035–2040 time bands to show the amount of available funding that exists.

Please contact me at (857) 368-8865 or Benjamin Muller at (857) 368-8882 if you have any questions.

Sincerely,



David Mohler
Executive Director
Office of Transportation Planning

Cc: Jeffrey McEwen, Division Administrator, Federal Highway Administration
Peter Butler, Acting Regional Administrator, Federal Transit Administration
Mary-Joe Perry, District 5 Highway Director
Astrid Glynn, Rail and Transit Division Administrator

The following are in response to comment letter dated July 8, 2019 from David Mohler, Executive Director of MassDOT Office of Transportation Planning (OTP) regarding the FFY 2020 Regional Transportation Plan. These responses were presented to the SMMPO on July 16, 2019. The comments are indicated with the bulleted line while the response is shown immediately following the comment and is indented with a separate bullet indicator (“o”).

- Please address typos and grammar as noted
 - Typos and grammar errors corrected.
- Please include all referenced maps, graphics, and charts, or remove these references.
 - Reference to map 3 removed.
- Please provide internal bookmarks in the digital file for accessibility
 - Bookmarks added in pdf version.
- **Page 14:** Please describe more specifically how public input informed the recommendations and selected projects in the plan.
 - Page 14 updated to reflect how public/community input assists in validating specific project needs.
- **Page 16:** Please comment on the accuracy and timeliness of data used for the Title VI and Environmental Justice Demography and Equity Analysis.
 - 2005-2009 was a typo. Data used for SRPEDD’s Title VI and Environmental Justice analysis is from the 2010-2014 ACS.
- **Page 16:** Please provide an equity analysis for selected projects in the RTP.
 - An updated equity analysis for projects in SRPEDD’s Regional Transportation Plan has been completed and added to the RTP.
- **Page 21:** Please consider a more granular analysis of housing occupancy in the region.
 - SRPEDD does not have more specific data available for housing occupancy. However, the regional occupancy is intended to support the statewide and national trend where there is a growing elderly population that reduces the occupancy rates and less of a younger population (smaller family size) that also contributes to a lower rate. This is similar to the assumptions supported by UMASS Donahue Group who are responsible for the socio-economic data provided to the regional planning agencies in the development of their respective regional transportation plans.
- **Page 22:** Please describe assumptions made during the projection of retail and non-retail employment figures.
 - The breakdown of retail and non-retail employment is the result of work from previous Regional Transportation Plan and the Regional Land Use Assessment explained in greater detail in Appendix B: Trends, Projections & Travel Patterns.
- **Page 27:** Please consider amending Tables 5 and 6 to show the same time periods and data descriptions.
 - Table 5 updated.
- **Page 38:** Please describe the MPO’s perspective on the interim improvements at Middleborough Rotary.
 - SRPEDD’s perspective has been added to the document.

- **Page 40:** Please connect recommended analysis on actuated or adaptive signal controls to appropriate current or future planned UPWP tasks.
 - Updated to identify UPWP task.
- **Page 42:** Please connect recommended analysis on charging station locations to appropriate current or future planned UPWP tasks.
 - Updated to identify UPWP task
- **Page 51:** Please describe the MPO's formal role in assisting municipalities with traffic control engineering.
 - Updated to identify UPWP task
- **Page 57:** Please describe ongoing efforts, if any, to identify funding for the demolition of the Brightman Street Bridge
- **Page 58:** Please reference historical data on openings of the New Bedford/Fairhaven Bridge, if available. Please clarify whether the feasibility study working group is still ongoing.
 - Historical data added to document.
 - Provided more context to the feasibility study.
- **Page 67:** Please clarify whether long-term operating funds for the Wareham-New Bedford Connection have been identified.
 - Updated to state long term funding has yet to be identified.
- **Page 75:** Please describe any known barriers to electronic fare collection on Greater Attleboro Taunton Regional Transit Authority (GATRA) operated fixed route transit services.
 - Updated to state funding as a barrier to GATRA implementing an electronic fare collection system.
- **Page 75:** Please consider connecting the identification of needed passenger amenities to an appropriate current or future planned UPWP task.
 - Updated to identify UPWP task
- **Page 76:** Please connect recommended study needs to appropriate current or future UPWP tasks if anticipated to be studied by the MPO staff.
 - Updated to identify UPWP task
- **Page 88:** Please consider margins of error and data quality when drawing conclusions about existing bicycling activity from the American Community Survey.
 - Updated to reflect ACS margins of error/data quality.
- **Page 93:** Please consider including commitments such as a minimum of 10% annual regional target funding be used for bicycle and pedestrian infrastructure improvements in the region's selected projects list by either tagging relevant selected projects or as a program in time bands where no or insufficient projects have been selected and where funding is still available.
 - We have experienced difficulty determining the amount of funding allocated towards bicycle and pedestrian infrastructure improvements with any level of accuracy. We do have a number of projects that incorporate bicycle and pedestrian infrastructure improvements; however, we have little or no access to the breakdown of costs for a project and therefore cannot determine how much of the funding goes towards these improvements. We also have very few standalone bicycle and pedestrian projects that are at a level where we feel confident including them in project lists. We could tag relevant selected projects

that include bicycle and pedestrian infrastructure improvements in the project lists. We also plan to request cost breakdowns from project managers and consultants moving forward to better assess our progress towards this goal as well as inform programming.

- **Page 96:** Please describe how the MPO will coordinate with municipalities to initiate projects related to pedestrian infrastructure improvements.
 - Updated to reflect coordination
- **Page 100:** Please incorporate air-based freight needs into recommendations if information is available.
 - There is currently no air-based freight in the region. There are no plans to expand any of the airports to accommodate freight and not likely to be any due to lack of available space.
- **Page 105:** Please clarify the federal requirement for 30' mean low tide depth.
 - Reworded to reflect the US Army Corps of Engineers and the National Oceanic and Atmospheric Administration requirements.
- **Page 106:** Please include the MassDevelopment Ferry Boat Program (FBP) award for improvements to the New Bedford State Pier.
 - Included FBP as an additional bullet point
- **Page 114:** Please consider discussing the new transportation emissions cap-and-trade interstate agreement, if relevant.
 - Updated to include the Transportation Emission Cap and Trade Interstate Agreement.
- **Page 118:** Please describe how identified flood hazard project needs will be initiated and/or prioritized for funding.
 - Updated to include how projects needs will be initiated/prioritized.
- **Page 144:** Please include the 2030-2034 and 2035-2040 time bands to show the amount of available funding that exists.
 - Update to include additional tables.

SMMPO RTP draft public comments 28JUN19 by Lloyd Mendes

Paul & Lisa (cc to Holly McNamara and Nancy Durfee, csimons@town.somerset.ma.us):

Here, changed into narrative format from pdf-annotated format, as you requested, are my comments on SRPEDD's draft Regional Transportation Plan. My comments are arranged in two parts: First, my requests for non-substantive editing changes (in order to make the document easier to read) are presented in Part 1. In general, I'm concerned that the RTP maps with much detailed local information are not good enough in resolution to allow zooming by local planning officials. I also feel that modern document references (tables of contents, bookmarks, hyperlinks) would make this huge document, chock full of information, more accessible for municipal readers; see my suggestions below.

The second part of my comments are substantive, dealing with SRPEDD's priorities. Specifically (and mostly in these comments) I point out when you do not seem to give as much attention in analysis to my home area, greater Fall River and more specifically Somerset. I commented strongly on what I perceive to be your lack of attention to Somerset's industrial port assets. I insisted on equal analysis of constraints to mass transit use in greater Fall River. However, I also have many general comments that pertain to the entire South Coast of the SRPEDD region. I feel that SRPEDD should encourage and support mass transit in ways that are possible now, and not wait eternally for the long-promised South Coast Commuter Rail to solve all our problems. To that end, I ask SRPEDD to treat private commuter bus service in our region as a valid form of mass transit. You do recognize private commuter bus service in the RTP, but I ask you to explicitly plan for intermodal connections to these private commuter buses, particularly when their boarding zones are close to the planned terminals for South Coast Rail: intermodal links at these places will accustom commuters to using mass transit, and South Coast Rail (if it ever comes) will then easily capture these habitual bus riders. This is of vital importance for the hypothetical SCRail, because it is projected to have chronically low ridership and require unending operational subsidies (which are required by the rest of MBTA as well). I ask you to legitimize the discussion of commuting within the Region to major industrial parks and not focus solely on commuting to Boston and Providence. I also request that you explicitly recognize the costs of transportation for low-income workers, specifically parking. In Massachusetts, we are traditionally generous with welfare payments for the poor but stingy with services that would allow the poor to enter the workforce and become independent. We brag of providing transportation to low-income, minority and non-English-speaking residents, but the transportation we provide is often not useful for reaching jobs (for example, most Fall River residents served by SRTA cannot use SRTA buses to link intermodally with the Boston commuter bus because SRTA service begins too late in the morning). SRPEDD cannot make budget or policy changes to public spending, but it can do something more long-lasting: it can legitimize budget and policy changes by changing the public narrative. Finally, regarding Appendices J & K, Regional Bicycle & Pedestrian Plans, I ask you to study the latest Massachusetts Draft Bicycle and Pedestrian transportation Plans and adapt your local recommendations to changes in MassDOT policies. The Baker administration has made some significant changes in sidewalk policy that will benefit my town, Somerset, because MassDOT owns many of our sidewalks. The Governor has made significant changes to policy regarding cycling, encouraging short-distance, everyday trips and de-prioritizing occasional, long-distance recreational cycling by enthusiasts. It is particularly

important for SRPEDD to recognize new MassDOT priorities when you talk of dedicating at least 10% of official TIP funds to bicycle and pedestrian infrastructure -- public funding should go to public priorities.

I comment as a member of the public during the 21 day public comment period. However, to avoid confusion with my role as Somerset's commissioner to SRPEDD, I cc my town's Administrator and Planner, as well as my town's other representatives to SRPEDD, Holly McNamara (SMMPO) Christopher Simmons (JTPG) and Rich Fenstermaker (Planning Board/SRPEDD Commission). I apologize for the typographical errors; in order to meet your sudden demand for reformatting, I'm typing this in a hotel room with no access to a spell checker.

FIRST PART: EDITING, NON-SUBSTANTIVE ISSUES:

PAGINATION: Thank you for using one series of Arabic numerals to paginate the entire main document. This makes it easier for a reader to navigate to a page shown in the Table of contents using Adobe Reader. (compare to last year's Regional Pedestrian Plan, now incorporated as Appendix K to the RTP, in which a mixture of small Roman numerals, Arabic numerals, and hyphenated letters-numbers for appendices made it impossible to use Adobe Reader's page finder to navigate. Pagination with a mixture of Roman numerals, Arabic numerals, and hyphenated letters-numbers for appendices made sense in an earlier, pre-digital age, but it is obsolete now.

SRPEDD Response: Noted, no action will be taken.

TABLES OF CONTENTS: I salute you for your decision to separate the appendices from the main document: this keeps the size of your downloadable files smaller even if you increase the resolution of your graphics. Keeping file size low helps citizens actually access your publications on their hand-held devices and low cost personal computers at home. However, I now ask you to devote more thought to linking these appendices to the main document so that readers do not need to scroll through hundreds of pages to find a particular topic.

- First, please add a Table of Contents at the beginning of the main document: 153 pages are too many for a reader to scroll through, looking for a vaguely remembered topic. This Table of contents should be bookmarked to the internal pages of the text; see how you did this for last year's Regional Pedestrian Plan, now incorporated as Appendix K in the current RTP 2020 draft.

SRPEDD Response: Staff has added a table of contents

- Second, provide an online link to each appendix from the Table of Contents so that the reader can easily switch back and forth from the main document. In this way (through hyperlinked bookmarks) you can effectively make your entire RTP one virtual document, even if it is split into separate files for downloading ease.

SRPEDD Response: Noted, no action will be taken.

- Third, flesh out the subtopics in subheadings of your appendices in this Table of Contents; see last year's Regional Pedestrian Plan on how NOT to do this: In last year's Pedestrian plan, you

simply listed the Appendices, yet each Appendix had many varied and richly developed topics.

SRPEDD Response: Noted, no action will be taken.

- Fourth, provide a Table of Figures: your figures are chock full of information and will be consulted time and again by urban planners: make these figures more accessible to the reader.

SRPEDD Response: Noted, a List of Figures will be provided in the final version.

- Fifth, for all of your figures that are maps from active websites, provide a link in the Figure title or legend so that readers can effortlessly switch back and forth between your document map (necessarily low resolution and static) and a dynamic version of your map. You have provided an admirable level of detail in your maps -- often too much detail to be readable in your document. The solution is to help readers easily jump to the web to delve deeper into a map (by zooming in for details about the reader's particular town, or by zooming out and panning for regional context).

SRPEDD Response: Noted, a List of Maps will be provided in the final version.

MAP RESOLUTION: Maps should be zoomable because SMMPO serves local municipal government planners, who will each want to zoom into the specific streets of their own town to see where they need to address specific problems. In Appendix K: Regional Pedestrian Plan, the map on page 3 of the document (page 11 of the digital pdf) is of too poor resolution to be zoomed: it gives only an impressionistic view and cannot be used by town planners. If you prefer pixelated maps over node-and-vector maps (although I can't imagine why you would) then present this poor resolution map in Fig. 2 as a rough approximation of the map available online at MAPC, but then give the URL of the zoomable map (or a base map and the search terms needed to recreate the map shown on Fig. 2) so that your readers can find a useable map online. Maps like the one on page 3 of Appendix K are not useable.

In contrast to the resolution problem I raise with Fig 2 above, the resolution of Figure 3: SMMPO Region Title VI and Environmental Justice Areas (document page 3 pdf page 13) is sufficient because no detailed streets are mapped and none are needed: This map is intended to impressionistically convey only general information and does not need to be zoomed much by local municipal planners. Unsearchable text: This huge document is intended to be read digitally, which allows the modern reader to use digital tools like <Find>. Therefore, you should avoid putting text into non-searchable graphic format whenever possible. Presenting "SRPEDD definitions" in a sidebar to Figure 3: SMMPO Region Title VI and Environmental Justice Areas (document page 3 pdf page 13) as a graphic image instead of text prevents readers from searching for these definitions later on in the document. Please convert the following graphic sidebars and tables into searchable text:

- Appendix K Regional Pedestrian Plan, Figure 1: WalkScore Range Descriptions
- Figure 3: SMMPO Region Title VI and Environmental Justice Areas (sidebar only)

MAP QUALITY: There are two reasons to worry about map quality: conceptual understanding and local relevance. Some of your map legends are simply illegible, and readers won't be able to understand the concepts presented by the maps:

- Appendix B, map 2, document page B-28
- Appendix B, map 4, document page B-30
- In contrast, see the excellent quality of Map 5 on page B-31, for an example of what you can provide in quality if you put your mind to it: this map has tremendous amount of information and yet is legible. One solution to the illegibility of maps 2 and 4 could be in using lighter colors to show background information.

Other maps have legible text legends but have only tantalizingly local municipal information (like streets, enticing readers to zoom in to their own town and see the relevance of the planning concept for their own town). Here are examples of low resolution maps that cannot be zoomed to the municipal level but only give a vague understanding impressionistically of each town's mapped issues:

- Appendix B, map 6, document page B-32 shows the problem of using pixelated, low-resolution maps to show specific localized information on a map: your pie-charts obscure each other on this map, so the very fine level of information provided by the pie charts is not available to the reader. This problem occurs only in pixelated maps, not in line-and-vector maps, which expand infinitely as the reader zooms in. This problem could be fixed by using a line-and-vector format for maps (see how you did this already in Appendix B, Map 5 on page B-31). However, for those maps that are created automatically online from search terms, it would be better to give the reader a link next to your impressionistic map: this solution would allow the reader to pan East and West, North and South, as well as to zoom in and out -- that's better for regional context and comparing one town to another.

In general, summing up all the above comments, I ask you to remember that this excellent, multi-volumed plan should be read and re-read digitally by municipal planners and local committed citizens, using the extensive research you have provided. It is not meant to be a coffee table book. Please make it easy for local readers with local interests to go back to topics and think about how each topic relates to their own hometown.

SRPEDD Response: SRPEDD staff produces the best product possible through the resources, tools and materials available, as well as following the guidelines established with our state and federal contracting partners.

Although this plan addresses issues that focus on individual communities where those issues reside, the intent of this plan is to address issues on a regional perspective. SRPEDD does not have the resources to focus on the issues for every community within this plan. However, if there is a specific issue within a certain community that might require analysis, community officials have the ability to request a meeting with SRPEDD staff to discuss and determine if a study is warranted.

Although some of the maps in this document are more difficult to read than others, municipal planners and local committed citizens are more than welcome to request maps from the RTP in larger print, where details would be more visible.

To address the comments related to Appendix K, Figure 2 - A link to the walkscore website was added in the text of the Pedestrian Plan. As for the resolution of the map, the map was provided as a courtesy from MAPC, and as they received the content from a private company, we are not allowed to publically release that data, nor do they provide an interactive version of the mapping. The map is provided to illustrate the relative walkability of cities and compact neighborhoods over more rural areas, it is not meant to provide information at the street level.

Unsearchable text was addressed by adding the Walkscore ranges into the text of Appendix K as suggested.

SECOND PART: SUBSTANTIVE COMMENTS:

2020 SMMPO Regional Transportation Plan comments:

- Page 42, Table 13 – Location of Electric Fueling Stations ERROR: Chili's in Somerset no longer has an Electric Fueling Station.

SRPEDD Response: Staff has updated the table

- page 46, Table 14, 100 most dangerous intersections: Shouldn't you delete line 24 from this table (Somerset's intersection between GAR Highway and Rte 138 at Brightman Street bridge, since it no longer exists?

SRPEDD Response: upon a quick examination of the data we noticed a coding error, we will review and update.

- p. 57, The Berkley/Dighton Bridge: Why do you devote an entire paragraph to an old bridge problems that no longer exist? Describe instead the vital commuting role that the current bridge plays. For commuters in my town, it is a back-up in case of a chain reaction of congestion caused by aging Braga Bridge repairs.

SRPEDD RESPONSE: A more comprehensive analysis of the Berkley/Dighton Bridge and its role within the region can be found in the Appendix under "Berkley/Dighton Bridge" of the Bridge Section.

- P. 57, "Brightman Street Bridge/Veterans Memorial Bridge: The existing Brightman Bridge was a double-leaf bascule ..." REPLACE "existing" with "former"

SRPEDD RESPONSE: The comment has been addressed.

- p. 57-58, subheading "Braga Bridge": PLEASE! ADDRESS OUR LONG-RANGE CONCERNS FOR THIS AGING STRUCTURE, BUILT IN THE 1960s, in the same level of detail that you gave to the New Bedford/Fairhaven swing-span bridge. If the age of a bridge that carries 18,000 vehicles per day is important enough to discuss, so is the age of a bridge that carries 80,000 per day.

SRPEDD RESPONSE: The Braga Bridge has maintenance issues but does not rank as structurally deficient. The Route 6, New Bedford/Fairhaven Bridge, on the other hand, is Structurally Deficient and will continue to have structural issues unless major reconstruction is addressed. A more comprehensive analysis of the Braga Bridge can be found in the Appendix under “Charles M. Braga, Jr. Bridge” of the Bridge Section.

p. 68, under the heading, Public Transit/SRTA Service, please address a reality by adding a sentence to this paragraph, distinguishing SRPEDD's two RTAs: "Because of its greater distance from the booming economy and high wages of Boston, SRTA must find a more nuanced role in facilitating the use of mass transit by commuters, by intermodally linking workers both to Boston express buses and to nearby industrial parks in the SRPEDD region. Therefore, while GATRA's service in the north may continue to be dendritic and Boston-centric, SRTA's can serve more workers by becoming more mycelial with many cross-links to small, regional hubs. "

SRPEDD RESPONSE: SRTA serves connections at both terminals to intercity bus service to Boston, as well as service to both industrial parks in their region. Both of which is stated in the transit and commuter bus chapters.

p. 71, under the heading, "Changing Characteristics and Issues," para 2, last line, after "... demand response service budgets," add a sentence: "There is a fundamental mismatch between mass transit -- which implies independent changes between modes of transportation made by self-reliant travelers -- and public transportation of debilitated patients to and from physically exhausting medical treatments. The latter is more akin to ambulance or taxi service. In some cases, in which medical treatment exhausts a traveler, an outpatient might be capable of independently accessing mass transit for the trip to treatment but need assisted taxi service to return home. Planners must disaggregate the concepts of mass transit and demand response transit for medical outpatients living in the community."

SRPEDD RESPONSE: Demand response non-emergency medical transportation is a component of public transit. They do not need to be or should they be seen separately.

p. 72, add to the end of the paragraph titled "Development and Employment Characteristics of the Region," after the sentence, ..."financially unsustainable," the following discussion: "However, several major industrial and business parks in the SRPEDD region are essentially "cities" in terms of the number of jobs they offer. RTAs should seek to adjust schedules of existing service to help workers reach jobs at major industrial and business parks in Taunton, Norton, Mansfield, Raynham, New Bedford, Wareham and Fall River. While it is not possible for RTAs to serve every small business park, the economies of scale offered by major parks should be exploited."

SRPEDD RESPONSE: We are working with the RTAs to identify ways to serve the Industrial Parks both traditionally and non-traditionally using options like micro-transit.

Page 74, under recommendations add, within the second bulleted paragraph, first line, insert a sentence thus: "The SMMPO region needs increased levels of service for fixed route transit. INSERT: However, because of financial constraints, RTAs must strategically choose priorities: access to jobs or access to services. To prioritize the former, some transit routes need to operate earlier in the morning to allow

linkage with early morning commuter service, some need to operate later into the evening to allow commuters from Boston to regain their homes, and some routes need to operate on Sundays to allow workers in health care and retail to work weekend shifts. No mass transit system can drive all potential passengers to every desired destination at their desired time. :END INSERTION Transit routes need to operate later..."

SRPEDD RESPONSE: Both needs as described in this person's opinion are described within the Transit chapter.

Page 75, continuation of paragraph from previous page, after "... feeder service to the commuter rail," please discuss the importance of commuter bus service from Fall River to Boston: "In the interim, scheduling feeder service to Pettaquamscutt Bus terminal for Boston-bound commuters will boost jobs and economic development in the short term. In the long term, it will create a ridership among commuters accustomed to mass transit. If South Coast Rail does reach Fall River and New Bedford, these habitual bus commuters will easily switch to faster, cheaper and more comfortable rail, giving the new MBTA service a quick boost in ridership."

SRPEDD Response: The Fall River Terminal is served by all bus routes and provides a connection to commuter bus, as stated in the chapter.

Page 76, under Study Needs, sentence #4: Add to the end of this sentence, "at a lower public cost."

SRPEDD Response: Noted, no action will be taken.

Page 80, in first paragraph under the block, "Multimodal connections," after the sentence, "South Attleboro is the only station not served by a fixed route bus," please insert the following discussion, which is important to commuters along the western side of the South Coast: "However, the South Attleboro station is easily accessible by highway and serves commuters from a hinterland stretching through Swansea, Rehoboth, and Dighton, as well as through eastern Rhode Island, thus keeping many private vehicles off Boston's streets."

SRPEDD Response: South Attleboro is served by Route 16.

Page 82: In the first paragraph, continuing the paragraph from the previous page, "Extension of Commuter Rail to Wareham," I salute you for intelligently discussing costs (which you often fail to discuss elsewhere in this plan, when you recommend more service).

SRPEDD Response: Noted, no action will be taken.

Page 83, in the block entitled "Commuter and Intercity Bus," please disaggregate the confusing final phrase of the third paragraph, which is currently: "...and Peter Pan Bus Lines provides service between Fall River/New Bedford and Boston, Cape Cod, Rhode Island, and New York," to read instead, "...and Peter Pan Bus Lines provides service between Fall River and Boston, between Wareham and Boston, and between Cape Cod, New Bedford, Fall River, Providence, and New York City." This restatement shows the actual economic potential of this daily bus service for commuters.

SRPEDD Response: The comment has been addressed.

Also on page 83, in the block entitled, "Private Company Intercity Bus Service," in the first paragraph (beginning with "Bloom Bus Lines") please insert the following congestion-related information at the end of the second sentence: "Bloom Bus does not enter South Station Bus Terminal and therefore does not worsen the congestion of that over-strained facility." At the end of this same paragraph, please add the following sentence: "All of Bloom Bus's scheduled and flag stops in Taunton, Raynham and Easton have free parking, either at formal Park & Ride lots or at underused mall parking lots."

SRPEDD Response: The suggestion regarding South Station is speculative and is not within southeastern Massachusetts for the purpose of this plan. The second suggestion is incorrect as the service does not stop at a mall.

Also on page 83, in the same block entitled, "Private Company Intercity Bus Service," but in the second paragraph (beginning with "DATTCO") please add a clause at the end of the second sentence, which is at the end of line 3 of the paragraph: "... Park and Ride lot in Taunton; both intermediate lots provide abundant, free parking."

SRPEDD Response: Noted, no action will be taken.

On page 84, in the block entitled, "Private Company Intercity Bus Service," in the first paragraph (entitled "Peter Pan Bus Lines") please add similar mention of the cost of parking for commuters in the same manner as above: In the second sentence of this paragraph, at the end of line 2, edit to "...and Woods Hole stops in Wareham (commuter service only; free parking is available at a Park & Ride lot)." In line 6 of this same paragraph, edit the following: "... the Newport to Boston line stops in Fall River [ADD] (with no intermodally linked Park & Ride or other low-cost parking for daily commuters) [END OF ADDED TEXT]"

SRPEDD Response: Noted, no action will be taken.

Also on page 84, in the same first paragraph (entitled "Peter Pan Bus Lines") there is an error at the end of the 6th line of the paragraph: I know of no Peter Pan service from New York to Newport that stops in Fall River (nor of any PP service from NY to Newport, although that's outside the scope of the RTP).

SRPEDD RESPONSE: There is Peter Pan bus service between Newport (RI) and New York with stops at Portsmouth (RI), Fall River (MA) and Providence (RI).

Page 84, last paragraph and last line: please modify the last sentence to not rub salt in the wound of no commuter rail service on the South Coast: the last sentence should read: "Intermodal centers provide passengers a safe and convenient location to transfer between intercity bus service and local bus service; Attleboro's intermodal center links also with commuter rail service. "

Page 85, first paragraph, second sentence should read: "Intermodal centers provide parking for passengers in Attleboro but not in Fall River; Fall River Intermodal Terminal's 35 slot underground parking garage is not a significant parking solution for increasing use of transit by daily commuters." In order to frankly address concerns by commuters, particularly women travelling alone, please add the following at the end of the first paragraph: " In the SMMPO region, intermodal centers are located in the

urban cores with convenient pedestrian access to downtown areas. [ADD TEXT: "Real and perceived security for late-evening arrivals is an issue to be addressed in high-crime downtown areas."]

SRPEDD Response: Noted, no action will be taken.

pAGE 85, last paragraph, entitled, "Joint Ticketing with MBTA" please add at the end of the paragraph: "Another inequity in treatment of commuters who rely on private bus service is the lack of equal tax treatment: MBTA commuters may claim commuting costs on their Massachusetts Income Tax submission, but private bus commuters may not. It may be easier for local officials to petition the State Legislature for equal treatment than to petition the MBTA."

SRPEDD Response: Noted, no action will be taken.

Page 86, second paragraph (entitled Lack of Connectivity): Why do you focus so much energy on a bus link between the economically dead downtowns of both cities? There is a greater, more economically important need for direct service between downtown Fall River's potential laborers and Miles Standish Industrial Park's jobs in Taunton, and between downtown Taunton's potential laborers and the Industrial Park's in northern Fall River. In contrast, there is little economic travel between the downtowns of both cities, except criminal defendants who must return home to Fall River after court hearings in Taunton. While there may be a humanitarian justification for serving this significant population, there is no benefit for economic development, which is a prime legal consideration for SRTA and other RTAs. I, as a member of the public concerned more with jobs for young workers, ask you to edit your recommendation for a direct link between the downtowns of Taunton and Fall River to the industrial parks of the other city.

SRPEDD Response: Although there is and always has been a need to connect to various employment centers, the generalization by Mr. Mendes suggesting the primary users of intercity connections are criminals is inappropriate.

Also on page 86, in the penultimate bullet, add the following: "... and 110V power outlets will make commuter bus service much more attractive and help to increase ridership. [ADD TEXT: Another way to encourage ridership is to improve real and perceived security, particularly for late-evening arriving commuters, at high-crime downtown stations and at isolated Park & Ride lots. Security measures may particularly benefit women who wish to commute independently and earn higher wages in metropolitan Boston.]

SRPEDD Response: Noted, no action will be taken.

Page 87, first paragraph, entitled "Study Needs," please add the following at the end of the paragraph: "The BusPlus program is intended to boost cross regional, non-hub-centric bus service, particularly for economic development. Planners may find funding from BusPlus for direct service from dense, urban centers with high unemployment to regional industrial parks. Additionally, employers at regional industrial parks may be willing to share the costs of bus service that helps them find workers in a tight labor market."

SRPEDD RESPONSE: BusPlus is no longer an active program.

On Page 90, in the second paragraph (entitled "Challenges/Barriers") why do you give pre-eminence to the demands of bicycle enthusiasts for long-distance, recreational routes? MassDOT has issued a new Bicycle Transportation draft plan, and these types of long-distance scenic routes for enthusiasts are no longer a State priority. Instead, MassDOT has prioritized short, everyday bike trips by residents, on the principle of the greatest good for the greatest number. You should update your planning to reflect funding opportunities likely to be available from MassDOT. In this spirit of conforming to MassDOT priorities, please edit the first sentence of the first paragraph on page 91 to read: "These locations should be [CHANGE TEXT: studied within a wider strategic analysis of cycling and its broader role in regional and local transportation, consistent with MassDOT's new policy of encouraging short, everyday trips by many residents.]

SRPEDD Response: These priorities were not identified for long distance recreation purposes. The Challenges/Barriers paragraph referenced specifically states "Transit connections, employment, health and retail designations were identified as the highest priority among participants." The locations listed include major number routes, specifically 6, 28, 44 and 123, which were identified for shorter, everyday trips such as commuting, connectivity with other modes, access to retail and access to health facilities and are not considered to be long distance recreational routes. It should be noted that many of these routes were also identified in the DRAFT Statewide Bicycle Plan as part of their Everyday Biking priorities.

The Massachusetts Statewide Bicycle Plan is currently in draft form. We do not include specific recommendations from plans that are in draft form as they are subject to change.

Page 94, under the block "Pedestrian transportation," second paragraph: It's justifiable that you didn't recognize MassDOT's new policies stated in its Massachusetts Pedestrian Transportation Plan: it was not yet published when you were preparing your own Regional Pedestrian Plan. However, you must now integrate MassDOT's stated policies for local pedestrian investments in this main document (I don't expect you to change the Appendix, which was published last year). Most important is that MassDOT will invest its own funds (including for winter snow removal) in the sidewalks that it owns in towns throughout the Commonwealth. I say "towns" because many cities are short-changed by this policy: for historical reasons, MassDOT-owned highways and their sidewalks tend to be in historic rural areas and not in old urban centers. In our area, Fall River and Taunton will both be denied support for sidewalks under this new MassDOT priority. Nevertheless, it's state policy, so we need to see it explained in your SRPEDD Pedestrian Plan.

SRPEDD Response: The Massachusetts Statewide Pedestrian Plan is currently in draft form. We do not include specific recommendations from plans that are in draft form as they are subject to change, hence why we chose to support the important work of the Statewide Plan as a recommendation instead of referencing specific aspects of the plan. The policy in reference has not been officially adopted by MassDOT.

Page 95, para 3, last line: TYPO: "and are listed in Appendix L: Pedestrian ..." should read "Appendix K: Pedestrian..." Also, last line of paragraph 4.

SRPEDD Response: Typo – fixed in text

Page 96, 5th bullet (line 22 on the page): To give Fall River, New Bedford and Wareham equal treatment with Middleborough, Lakeville and Attleboro, please change the text "Access to the existing and proposed commuter rail stations ..." to "Access to the existing and proposed commuter rail stations and commuter bus stations..."

SRPEDD Response: Added text to sentence

Page 97, line 3 (first full bullet): Please think about the weakness of the Safe Routes to School program: it explicitly excludes high schools (unless they have lower grade student in the same building). Yet HS students are more likely to be required to walk, either to school or to a distant school bus stop. Please think about ways SRPEDD can work with school districts to make walking safer for HS students. This may be easier in cities, in which the mayor is integrated into school boards. It will be harder in towns, where school boards and boards of selectmen do not cooperate.

SRPEDD Response: We do not currently support this in our UPWP and do not have the budget to do so based on our other planning commitments.

Page 97, last bullet: You say, "Support the recommendations of the 2018 Massachusetts Statewide Pedestrian Plan as it relates to the SMMPO Region," but few readers will know what you mean. No where in this document do you mention the new state policies for pedestrian transportation, which are significant: MassDOT will spend its own funds to improve and maintain (including clear winter snow) sidewalks that it owns, i.e. along state-owned highways. This could be a major, cost-free benefit for communities with extensive state-owned sidewalks. You should alert SRPEDD communities to this new state policy.

SRPEDD Response: The Massachusetts Statewide Pedestrian Plan is currently in draft form. We do not include specific recommendations from plans that are in draft form as they are subject to change, hence why we chose to support the important work of the Statewide Plan as a recommendation instead of referencing specific aspects of the plan. The policy in reference has not been officially adopted by MassDOT.

Page 98 (Airports) 1st paragraph, last bullet: Please recognize the economic role of TF Green Airport to the southwest part of the SRPEDD region. You don't hesitate to mention Plymouth Municipal Airport, which is outside the SRPEDD region, because it serves SRPEDD'S eastern communities. TF Green provides the same function to western SRPEDD.

SRPEDD Response: The Plymouth Airport extends into Carver physically, as shown on the access map for the airport, which is why we include it in our regional analysis. Our economic benefits information referenced was obtained through the Massachusetts Statewide Airport System Plan, which does not include impacts from TF Green. Rhode Island does not have an analysis that covers impacts from TF Green on the SRPEDD region. It would be very difficult for us to quantify the impacts of an out-of-state airport without this information.

Page 99, paragraph 4, first line "While many airports can justify the long term cost savings that may be

realized..." Is this a copy paste error? What cost-savings are being referred to here?

SRPEDD Response: Copy and paste error, paragraph removed from text.

Page 102, Seaports: you are conflating municipal harbors in Fall River and Somerset (which are not unified in management or planning in the same way as in Fairhaven/New Bedford) with the Designated Port area of Mount Hope Bay (which is unified but has no local planning function). Have you checked with the town administrator of Somerset? The confusion created here may harm Somerset's ability to convince federal agencies to fund our own many freight harbors along the Taunton River. Why is there no discussion here of Somerset's industrial harbors: Brayton Point's and Breeds Cove ("old Montaup station") channels and berths, Gladding-Hearn's littoral working pier? There is abundant discussion online and in public records of these industrial harbors.

SRPEDD RESPONSE: According to the Somerset Town Planner there is no formal harbor to speak of but there are hopes in the future to remedy this issue. The area of Slade's Ferry Crossing is another area in question and at this point nothing has been developed yet. A more comprehensive analysis of the Brayton Point Power Plant can be found in the Appendix under "Electric Power Generating" in the Freight and Intermodal section.

Page 103 (Freight) You label a major discussion at the top of the page, "Fall River/Somerset" yet you discuss only Fall River's port, implying that Somerset's port is part of the same Fall River planning. Have you asked Somerset's Town Administrator and Planner their opinion on this? If not, kindly delete reference to Somerset at the top of this page.

SRPEDD RESPONSE: According to the Somerset Town Planner there is no formal harbor to speak of but there are hopes in the future to remedy this issue.

Page 110: under your recommendations for freight Infrastructure/Service Improvements, you have recommended nothing for Somerset's freight harbors, while recommending many things for New Bedford's and Fall river's. Did you talk with Somerset's officials regarding potential investments in infrastructure? We have a working, littoral harbor area on Sewammock Neck, opposite Fall River's tourist water front, with Gladding Hearn ship-builders, Fortier Boat construction, Pearson Harbor Pilings -- all marine industries that do our could benefit from harbor infrastructure. I see no indication in this report that you have considered this area. And regarding Brayton Point, while it's specific future may be now in the hands of its new owners, some general issues could certainly be discussed by a regional plan addressing freight: access to the pier from both the marine side (the lone channel) and from the highway side (I-195 and its interchanges). Please do not lump Somerset's future marine freight role with Fall River's municipal planning, unless you have vetted this with Somerset Town officials.

SRPEDD RESPONSE: According to the Somerset Town Planner there is no formal harbor to speak of but there are hopes in the future to remedy this issue. There are currently no plans from Somerset or MassDOT for infrastructure improvements to the Somerset waterfront. A more comprehensive analysis of the Brayton Point Power Plant and its accessibility can be found in the Appendix under "Electric Power Generating" in the Freight and Intermodal section.