

**JOURNEY TO 2030**  
**Open House Summary**  
**March 21, 2006, 12:00 PM and 5:00 PM**

The MPO held its third bi-monthly Open House related to JOURNEY TO 2030 on March 21. 28 members of the public were in attendance (19 in the afternoon, 9 in the evening), along with MPO members and staff.

Presentations were given on the environmental justice outreach and analysis to be undertaken for JOURNEY TO 2030, as well as the results of the 2000 base case model run and the 2030 baseline model. The PowerPoint files will be available for download on the JOURNEY TO 2030 page on the MPO Web site.

Attendees asked questions about the topics and submitted their comments, which will be incorporated into the comments matrix and the list of identified projects and programs, if applicable. Comments included:

- Regarding the criteria used to determine whether a community is an environmental justice target community, communities that fall just short of one of the criteria should not be overlooked
- Environmental justice communities do not receive amenity improvements at transit stations and stops as often as in other communities
- The MBTA should improve the on-time service for buses to meet the on-time record of its subway and commuter rail operations
- Gentrification is forcing low-income, transit-dependant residents from their neighborhoods. Remedying this should be addressed in the analysis for the Plan.
- The pedestrian network should be incorporated into the model in terms of safety and quality. It is often left out because it often does not involve large, expensive projects. Many transit stations and bus stops are not easily accessible to pedestrians.
- Transit-oriented development (TOD) should be considered in planning efforts, especially due to the recently-announced state funding for TOD projects
- There is a need for north-south transit in the urban ring corridor
- The MPO should tailor its certification documents to people with limited English proficiency
- MPO staff should plot changes anticipated in 2030 in absolute change in addition to percent change
- The MPO should conduct analysis on particulate matter and fine particulates in addition to its current air quality analysis
- The MPO needs to account for the aging of the population in its model and other planning efforts
- Capacity should be increased on the Fitchburg Commuter Rail Line to reduce congestion on Route 2. Parking capacity should be increased or shuttle services should be established at the stations.