

**Memorandum for the Record
Transportation Planning and Programming Committee of the
Boston Region Metropolitan Planning Organization (MPO)**

October 21, 2010 Meeting

10:00 AM – 11:15 PM, State Transportation Building, MPO Conference Room, Suite 2150, 10 Park Plaza, Boston

Clinton Bench, Chair, representing Jeffrey Mullan, Secretary and Chief Executive Officer, Massachusetts Department of Transportation (MassDOT)

Decisions

The Transportation Planning and Programming Committee voted to take the following actions:

- approve the work program for *2010 – 2011 HOV Monitoring on I-93 North and the Southeast Expressway*
- approve the minutes of the meeting of October 7
- release Draft Amendment One of the federal fiscal year (FFY) 2011 element of the FFY 2011 – 2014 Transportation Improvement Program (TIP) for a 30-day public comment period

Meeting Agenda

1. Public Comments

There were none.

2. Chair's Report – Clinton Bench, MassDOT

C. Bench reported that the City of Somerville received a challenge grant from the U.S. Department of Housing and Urban Development, that the Metro Boston Consortium for Sustainable Communities (led by the Metropolitan Area Planning Council) was awarded a grant from the federal Sustainable Communities Initiative, and that MassDOT received a Leading By Example award for its GreenDOT initiative.

He also informed members that Lucy Garliauskas is leaving her position as Division Administrator at the Federal Highway Administration (FHWA) to become FHWA's Director of Climate Change and Livability.

3. Subcommittee Chairs' Reports

There were none.

4. Regional Transportation Advisory Council – Steve Olanoff, Regional Transportation Advisory Council

The Advisory Council will meet on November 10. There will be a presentation on the MPO's pedestrian plan.

The October meeting included a presentation on the Statewide Airport Systems Plan.

5. Director's Report – *Arnie Soolman, Director, Central Transportation Planning Staff*
There was none.

6. Work Program for 2010 – 2011 HOV Monitoring on I-93 North and the Southeast Expressway – *Karl Quackenbush, Deputy Technical Director, Central Transportation Planning Staff*

Members heard a presentation on the work program for *2010 – 2011 HOV Monitoring on I-93 North and the Southeast Expressway* at the meeting of October 7.

A motion to approve the work program for *2010 – 2011 HOV Monitoring on I-93 North and the Southeast Expressway* was made by John Romano, MassDOT Highway Division, and seconded by Tom Bent, City of Somerville. The motion passed unanimously.

7. Meeting Minutes

A motion to approve the minutes of the meeting of October 7 was made by Tom Kadzis, City of Boston, and seconded by Christine Stickney, Town of Braintree. The motion passed unanimously.

David Koses, City of Newton, asked if staff had followed up on his request to post audio recordings of the Transportation Planning and Programming Committee meetings on the MPO's website. K. Quackenbush replied that staff is looking into this and talking about technical issues.

8. Draft Amendment, FFYs 2011 – 2014 Transportation Improvement Program – *Hayes Morrison, TIP Manager, MPO Staff*

Members were provided with TIP tables for Draft Amendment One of the FFY 2011 element of the FFY 2011 – 2014 TIP. (See attached.) The proposed changes are to:

- re-program an \$800,000 High-Priority Program earmark, which was originally intended for the *Quincy – Quincy Concourse* project, for the *Quincy – Adams Green Design* project (the Concourse project was funded with American Recovery and Reinvestment Act funds; see attached letter regarding the clarification of the purpose of the earmark)
- program \$3.1 million for the *Wayland – Pelham Island Road over the Sudbury River* bridge project
- make adjustments to funding for three Advance Construction Bridge projects:
 - *Boston – Route 99 (Alford Street) over Mystic River*
 - *Dedham, Needham, and Westwood – Route 128 Improvement Contract 4*
 - *Lynn and Saugus – Route 107 (Fox Hill) Bridge, Year 5*
- program \$70 million for the *Medford – Interstate 93 Superstructure Replacement and Related Work* project (see attached project description)

Member asked questions and made comments:

T. Bent asked if the MPO could have access to the list of bridges that are awaiting funding so that the MPO will have that information in the event that funding becomes

available. H. Morrison noted that MassDOT Highway Division has this information and she explained how MassDOT Highway prioritizes bridges for funding, which involves using PONTIS, a system for managing bridge inspection data.

D. Koses asked if the changes to funding for the *Dedham, Needham, and Westwood – Route 128 Improvement Contract 4* project would impact the project's schedule. H. Morrison stated that the contract for that project extends over six years and that the period for construction has not changed. Less money is needed for the bridge contracts in this year because the redistribution funds given to the state were used to pay down these advanced construction balances.

T. Kadzis raised the issue of there being an overall \$5 million reduction in the Advance Construction Bridge element of the FFY 2011 TIP element. Mary Pratt, Town of Hopkinton, expressed concern about the lack of MPO control over bridge funds and stated that the issue needs to be addressed when the MPO revises its Memorandum of Understanding. C. Bench recognized her point as a policy issue, but also noted that the Boston region is now receiving an additional \$70 million for the *Medford – Interstate 93 Superstructure Replacement and Related Work* project.

The Medford project will have significant traffic impacts (explained in the attached project description). C. Bench reported that MassDOT is developing mitigation plans and working with MassRIDES to define alternate routes and to conduct public outreach about those impacts.

A motion to release Draft Amendment One of the FFY 2011 element of the TIP for a 30-day public comment period was made by T. Bent, and seconded by M. Pratt. The motion passed unanimously.

9. Transportation Equity Report – *Alicia Wilson, Transportation Equity Project Manager, and Mike Callahan, Public Involvement Manager, MPO Staff*

M. Callahan reported that the MPO staff posted a Transportation Equity survey on the web in June. Staff mailed postcards to over 100 social service and environmental justice organizations in the region. Staff received 31 responses as of October 4. Twenty-nine of those responses came from residents and organizations of Boston neighborhoods; one came from Somerville, and one from Quincy. (See attached spreadsheet for complete, unedited responses.)

Several themes appeared among the responses:

- There is a need for improved bicycle and pedestrian infrastructure.
- The speed of traffic going through neighborhoods is too fast.
- Faster or more frequent bus service is needed.
- There is a need for more late night bus service.
- Better circumferential bus or rail service is needed.
- Rapid transit service should be restored to neighborhoods in the southern portion of Boston (Roxbury, Dorchester, Mattapan, Jamaica Plain) that were previously served by the Orange Line.

The next steps are to continue to collect survey responses, summarize the responses received, send letters to implementing agencies and municipalities that can address the concerns, and send responses to people who filled out the survey to thank them for their participation and to explain how the MPO is using the survey responses. This winter staff will conduct more outreach and also target residents and organizations of those neighborhoods that did not respond to this survey.

A. Wilson stated that as part of the MPO's ongoing inventory of transportation services in MPO communities, staff has identified transportation services available to seniors in the 101 municipalities in the region. Staff gathered information about the trips served by those services, accessibility, service days and hours, destination limitations, and suggested fees. The next step is to call Councils on Aging and elder services to verify the information and to fill in missing information. The complete inventory may be posted on the MPO's website.

Members then discussed the topic.

Ginger Esty, Town of Framingham, suggested that the MBTA might consider using smaller buses to provide late night service. J. Cosgrove noted that the MBTA would still have to pay capital expenses for smaller buses. C. Bench added that the MBTA would have to buy those smaller buses (since larger buses would still need to be used during peak travel hours) and it would result in the MBTA having a more expensive service to operate.

D. Koses recommend that staff reference the work the City of Boston is doing in improve bicycle infrastructure in the responses to survey participants who raised concerns about the need for better bicycle and pedestrian infrastructure. T. Kadzis concurred.

T. Bent also asked staff to inform the survey participant from Somerville that an MPO funded project to add bicycle lanes to Somerville Avenue in Somerville is nearly complete and that the City of Somerville is addressing bicycling issues in Union Square.

M. Pratt asked staff to check to see if people who had not previously responded to MPO surveys had responded to this one. She indicated that social service organizations that are invited to comment should be informing the MPO of problems that they are aware of.

C. Bench stated that the MPO should be working toward identifying mobility gaps in the MPO's Coordinated Human Services Transportation Plan so that the MPO may receive applications for Job Access and Reverse Commute Program (JARC) and New Freedom Program funds that are more responsive to transportation needs in the region. John Romano, MassDOT Highway Division, suggested that the MPO could define those needs and inform communities of them, which could encourage applications that meet those needs. A. Wilson and Lynn Ahlgren, MetroWest Transit Authority, also pointed out that the MPO learns about gaps in transportation service when it receives proposals for JARC and New Freedom funds.

S. Olanoff noted that some of the issues raised in the survey responses would have to be addressed by the Department of Conservation and Recreation (DCR). He asked about how the City of Boston would be coordinating with DCR on those issues. T. Kadzis replied that he would provide the survey results to the staff at the city who deal with bicycle projects. He also noted that the city coordinates with DCR on a project specific basis.

10. GreenDOT

The discussion of this agenda item was postponed.

11. State Implementation Plan Update – Steve Woelfel, MassDOT

MassDOT's monthly report on the State Implementation Plan (SIP) projects was distributed. S. Woelfel summarized the report and noted several highlights regarding the projects in the SIP.

Fairmount Line Improvement Project

The Four Corners Station is on schedule for completion by December 2012. This month a notice to proceed will be issued for the *Talbot Avenue Station and Talbot and Woodrow Avenue Bridges Replacement* project. The MBTA has awarded a contract to S & R Construction Enterprises for the construction of Newmarket Station and the notice to proceed for that work will be issued soon. Regarding the Blue Hill Avenue Station, the MBTA continues to have discussions with abutters to address their concerns about the location of the station.

Construction of 1,000 New Parking Spaces

MassDOT will meet its commitment to build 1,000 new parking spaces at transit stations. Work is progressing on the parking garage at Wonderland Station, which will fulfill part of the commitment. The construction of new parking spaces at the Beverly and Salem commuter rail stations will not be counted as part of the commitment, though work is continuing on those projects.

Green Line Extension to Somerville and Medford

MassDOT approved a contract amendment for Vanasse Hangen Brustlin, Inc. to continue the boring program. That contract extends to January 31, 2011. An Environmental Assessment will be filed with the Federal Transit Administration by the end of the year for the federal environmental review of the project. The MBTA and MassDOT are soliciting requests for qualifications from firms to conduct construction management and finish the preliminary engineering.

12. Members Items

T. Bent requested information on the construction and lane closures at Route 28/Leverett Circle that will occur during the *Craigie Drawbridge Rehabilitation* project, noting that there will be impacts in Somerville due to traffic detours. J. Romano stated that closures will begin on November 6 and there will be detours for a month. Construction will also

occur in February. More information is available at www.mass.gov/massdot/charlesriverbridges.

13. Adjourn

Transportation Planning and Programming Committee Meeting Attendance
Thursday, October 21, 2010, 10:00 AM

Member Agencies

MassDOT
MassDOT Highway

City of Boston
City of Newton
City of Somerville

Federal Highway
Administration

MAPC

MBTA

Regional Transportation
Advisory Council

Town of Braintree
Town of Framingham
Town of Hopkinton

Representatives and Alternates

Clinton Bench
John Romano
Steve Woelfel

Tom Kadzis
David Koses
Tom Bent
Michael Chong

Eric Halvorsen
Joe Cosgrove
Laura Wiener
Steve Olanoff
Christine Stickney
Ginger Esty
Mary Pratt

MPO Staff/CTPS

Mike Callahan
Maureen Kelly
Anne McGahan
Hayes Morrison
Karl Quackenbush
Arnie Soolman
Alicia Wilson

Other Attendees

Lynn Ahlgren

Karen Pearson

Chris Reilly

MetroWest Regional Transit
Authority
MassDOT Office of
Transportation Planning
Town of Lincoln

DRAFT Amendment One

FFY 2011 Element

Indicates a change in project cost

Indicates removed from TIP (cost not reflected in total)

Indicates a project moved in from another TIP element

Indicates a project moved out to another TIP element (cost not reflected in total)

Indicates a new addition to the TIP (action taken as denoted)

Indicates a new funding category

Regional Highway Program

FEDERAL-AID TARGET PROJECTS

Congestion Mitigation and Air Quality Improvement Program

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$8,000,000	\$2,000,000	\$10,000,000
Milford	606142	Route 16 Intersection Improvements	\$2,800,000	\$700,000	\$3,500,000
Somerville	604331	Somerville Community Path, Phase 1	\$2,790,089	\$697,522	\$3,487,611
			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Boston Region	456661	Clean Air and Mobility Program	\$1,600,000	\$400,000	\$2,000,000
	<i>Acton</i>	<i>Acton Shuttle Year 2</i>	<i>\$99,913</i>	<i>\$19,983</i>	<i>\$119,896</i>
	<i>Boston</i>	<i>Boston Bike Maps Year 2</i>	<i>\$30,000</i>	<i>\$6,000</i>	<i>\$36,000</i>
	<i>Hull</i>	<i>Hull Ferry Service Year 2</i>	<i>\$33,116</i>	<i>\$6,623</i>	<i>\$39,739</i>
Congestion Mitigation and Air Quality Improvement Program Total			\$15,190,089	\$3,797,522	\$18,987,611
			<i>Minimum CMAQ Regional Target</i>		<i>\$0</i>

National Highway System

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Canton, Randolph & Westwood	087800	Route 128 Improvement Program Contract 3, Year Five of Six	\$4,800,000	\$1,200,000	\$6,000,000
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Three of Six	\$9,600,000	\$2,400,000	\$12,000,000
National Highway System Total			\$14,400,000	\$3,600,000	\$18,000,000

Surface Transportation Program

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$831,590	\$207,897	\$1,039,487
Hudson	604812	Route 85	\$8,651,584	\$2,162,896	\$10,814,480
Marshfield	604915	Route 139	\$4,546,128	\$1,136,532	\$5,682,660
Surface Transportation Program Total			\$831,590	\$207,897	\$17,536,627

DRAFT Amendment One

FFY 2011 Element

FEDERAL-AID TARGET PROJECTS cont.

Highway Safety Improvement Program (HSIP) Project			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$3,867,039	\$429,671	\$4,296,710
Highway Safety Improvement Program Total			\$3,867,039	\$429,671	\$4,296,710
			<i>Minimum HSIP Regional Target</i>		<i>\$4,296,710</i>

Surface Transportation Program/Enhancement			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Ipswich	604945	North Green Improvements (Construction)	\$860,988	\$215,247	\$1,076,235
Surface Transportation Program/Enhancement Total			\$860,988	\$215,247	\$1,076,235

Total Regional Target Programming	\$59,897,183
<i>Boston Region MPO Regional Target with State Match</i>	<i>\$59,897,183</i>

FEDERAL AID NON-TARGET PROJECTS

High-Priority Projects (TEA-21)			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Boston	604871	Huntington Ave/Symphony Area Streetscape Constriction (HPP 447)	\$2,140,232	\$535,058	\$2,675,290
Boston	604871	Huntington Ave/Symphony Area Streetscape Construction (HPP 1811)	\$820,080	\$205,020	\$1,025,100

High-Priority Projects (SAFETEA-LU)			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Boston	605791	Warren St/Blue Hill Ave Construction (HPP 2129)	\$240,000	\$60,000	\$300,000
Boston		Northern Avenue Bridge Design (HPP 4271)	\$800,000	\$200,000	\$1,000,000
Boston		Rutherford Ave Design (HPP TI 174)	\$2,400,000	\$600,000	\$3,000,000
Boston		Sullivan Square, Phase 1 Design (HPP 3568)	\$897,498	\$224,375	\$1,121,873
Boston		North Washington St Bridge Design (HPP 2586)	\$1,760,000	\$440,000	\$2,200,000
Quincy		Adams Green Design (HPP 4272)	\$640,000	\$160,000	\$800,000

Somerville	604331	Somerville Community Path Design and Construction (HPP 2782)	\$809,911	\$202,478	\$1,012,389
Somerville	605219	Improvements to Broadway in Somerville Construction (HPP 431)*	\$1,987,798	\$496,950	\$2,484,748
Somerville		I-93 Mystic Avenue Interchange Study (HPP 792)	\$359,000	\$89,750	\$448,750
Somerville	604778	Union Square Improvements Study (HPP 999)	\$73,961	\$18,490	\$92,451
Walpole	605187	Washington St Construction (HPP 2431)	\$1,259,860	\$314,965	\$1,574,825
Weymouth	601630	Route 18 Design (HPP 1236)	\$1,336,000	\$334,000	\$1,670,000

Section 117			<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>
Somerville		Adaptive Reuse and Streetscape Improvements Construction	\$350,000		\$350,000

PLHD Awards (2003)			<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>
Boston		Long Island Pier Improvements	\$198,700		\$198,700

DRAFT Amendment One

FFY 2011 Element

FEDERAL AID NON-TARGET PROJECTS cont.

Section 112

Cambridge	605684	Kendall Square/Broadway Streetscape Construction	\$750,000	\$0	\$750,000
2004 Ferry Boat Discretionary Commuter Ferry			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Winthrop		Winthrop Ferry Improvements Construction	\$264,232	\$66,058	\$330,290
2005 Ferry Boat Discretionary Ferry Infrastructure			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Winthrop		Winthrop Ferry Improvements Construction	\$208,167	\$52,042	\$260,209
Transportation Community and System Preservation (TCSP)			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Cambridge	604361	Longfellow Bridge Gateway Improvements	\$889,200	\$222,300	\$1,111,500
High-Priority Projects Total			\$18,184,640	\$4,221,485	\$22,406,125

*Additional money to be provided from outside sources

FEDERAL-AID BRIDGE PROJECTS

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Hudson	604006	Houghton St over the Assabet River	\$2,033,058	\$508,264	\$2,541,322
Newton	605106	Hammond St over the MBTA	\$739,912	\$184,978	\$924,890
Wayland	602723	Pelham Island Road over the Sudbury River	\$2,505,648	\$626,412	\$3,132,060
Bridge Total			\$5,278,618	\$1,319,654	\$6,598,272

Advance Construction Bridge

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	Previous Programming
Boston	604517	Chelsea Street Bridge	\$8,000,000	\$2,000,000	\$10,000,000	
Boston	603370	Route 99 (Alford Street) over Mystic River	\$9,600,000	\$2,400,000	\$12,000,000	\$15,000,000
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4	\$1,600,000	\$400,000	\$2,000,000	\$4,500,000
Lynn & Saugus	26710	Route 107 (Fox Hill) Bridge, Year Five	\$400,000	\$100,000	\$500,000	\$4,000,000
Advance Construction Bridge Total			\$19,600,000	\$4,900,000	\$24,500,000	

Accelerated Bridge Program - Federal Aid GANs Projects**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston/Cambridge	604361	Longfellow Bridge (Cambridge Street over the Charles River)			\$281,496,436
Medford	606255	Interstate 93 Superstructure Replacement and Related Work			\$70,000,000
Quincy/Weymouth	604382	Fore River Bridge (Route 3A over the Fore River)			\$310,000,000
Accelerated Bridge Program Total					\$661,496,436
Federal-Aid Bridge Total					\$692,594,708

**GANs conversion to federal aid to begin in 2015



U.S. Department
of Transportation
**Federal Highway
Administration**

Massachusetts Division

April 26, 2010

55 Broadway, 10th Floor
Cambridge, MA 02142
617.494-3657
617.494.3355 (fax)
www.fhwa.dot.gov/madiv

In Reply Refer To:
HDA-MA

The Honorable William D. Delahunt
Member, U.S. House of Representatives
1250 Hancock Street
Suite 802-N
Quincy, MA 02169

**Subject: Construct Phase II of the Quincy Center Concourse Extension
SAFETEA-LU High Priority Project No. 4272, Demo ID MA 191**

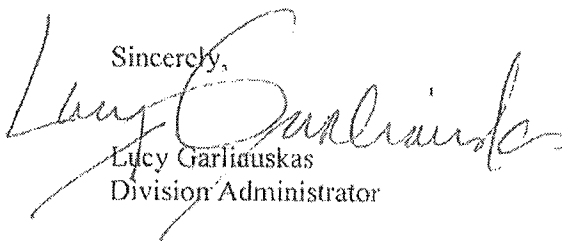
Dear Congressman Delahunt:

This letter is in response to your correspondence dated October 21, 2009 that clarified the intent of the SAFETEA-LU earmark to "Construct Phase II of the Quincy Center Concourse Extension in Quincy." The City of Quincy wishes to use the earmark for transportation improvements in Quincy Center for design and construction of downtown roadway and streetscape improvements at Quincy Center.

Design and construction are eligible for Federal aid, and the Federal Highway Administration (FHWA) accepts your clarification that these activities are consistent with the intent of the original earmark. The FHWA will authorize these funds in accordance with our routine Federal aid procedures.

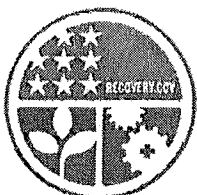
Please feel free to contact my office if you have any additional questions on this matter.

Sincerely,



Lucy Garliauskas
Division Administrator

cc: U.S. Senator John Kerry
U.S. Senator Scott Brown
Luisa Paiewonsky, MassDOT Highway Division Administrator
David Mohler, MassDOT Director of Planning



MEDFORD – Interstate 93 Superstructure Replacement and Related Work Project # 606255

MassDOT Highway Division is proposing to address the structural deficiency of fourteen bridge superstructures on Interstate 93 in Medford using Accelerated Bridge Construction techniques in order to complete the project as efficiently as possible while minimizing disruption to this heavily traveled route. Major components of the proposal are as follows:

- The fourteen locations include Interstate 93 over Route 16, the Mystic River, Riverside Avenue, Salem Street Eastbound, Salem Street Westbound, Webster Street and Interstate 93 over Valley Street and the Fellsway. Each location has a northbound and southbound component.
- The project will be procured using the Design Build delivery system to expedite the procurement.
- MassDOT has contracted with a consultant to determine the feasibility of utilizing steel beams with precast deck sections which would allow the completion of one half of a bridge over a weekend.
- The method has been used successfully in Virginia.
- The cost of the project has been estimated at **\$70,000,000** and will be funded with State funding through the Accelerated Bridge Program.
- The construction window for the project is expected to start on **June 1, 2011** and be complete by **September 1, 2011**.
- Weekend closures of Interstate 93 and the local roadways beneath them will be required to achieve the schedule and allow the use of the Accelerated Bridge Techniques being proposed.
- A full closure of one barrel of Interstate 93 is being proposed with bi-directional travel on the other barrel.
- The use of a temporary cross over in the median at the limits of the project is being reviewed to allow a reduced amount of traffic to continue to travel in both directions during the weekend closures.
- The Interstate must be restored to its full eight lane configuration in advance of the start of the Monday commute.
- The weekend closure will not be allowed during the July 4th weekend.
- An Incentive/Disincentive clause will be utilized for this work, as has been done successfully on other projects with compressed schedule requirements. The clause will be submitted for approval to the Inspector General and will contain significant penalties for late delivery, not specifically for just the end date of September 1, 2011, but also for late openings after the weekend closures.
- An intensive public outreach campaign will be necessary to communicate the details of the plan for the closures and detours.
- In addition to Medford, surrounding towns will be briefed regularly on the project and coordination with police, fire and other emergency response will be critical.
- Several working groups are in place at MassDOT to address such areas as traffic issues and restrictions, develop the public outreach campaign, detail the expected parameters for the bridges and determine the values for the Incentive/Disincentive clause.

Transportation Equity Survey - Narrative Responses (as of October 4, 2010)

Municipality or Neighborhood	Are there any unmet transportation needs in your community? Please list any below.	Is there any part of your neighborhood negatively affected by the existing transportation system? If so, where are the problems?	How could transportation service be improved in your community?	Does your community need improved transportation system connections to specific destinations and parts of the region? If yes, please describe.	Do you have any other comments or suggestions for improving transportation in your community?	MPO Staff's Proposed Action
Boston	Comprehensive service for the elderly. The City, not the State or MBTA, should take care of its elderly citizens. The Rte. 48 bus is a joke.	Arborway Yard is kind of ugly. Just build a simple roof and walls around the existing fueling stations and call it a day.	Look at the Rte. 41 bus. Could this be extended to Forest Hills? Run more frequently? How about promoting this great bus a little?		Time for the MBTA to conduct a study of southwest bus operations.	Submit comments to MBTA Service Planning and MBTA Planning & Development, and consider during UPWP development.
Boston	No automobile rental agencies. Bus service is thin to top of Fort Hill area.		Car rentals, bus on Highland Avenue and Fort Avenue.			No Action Proposed.
Boston	Boston needs better bike infrastructure. This can best be accomplished not by painting more bike lanes, but by creating streets that we can all share (motorists, bikers, and pedestrians)	Columbus Avenue is too car-centric. The city needs to make better pedestrian crossings (bulbs, bridges, wider sidewalks, whatever), so it isn't like crossing a highway.	Extend the Silver Line into Roxbury and Dorchester!	Build another light rail line from Dorchester through Roxbury and Jamaica Plain towards Brookline & and Allston going over the river to Cambridge and even Somerville.		Submit comments to the Boston Transportation Department and MBTA Planning & Development. Consider the Silver Line extension, circumferential transit, and healthy transportation comments during the development of the LRTP.
Boston	Service from my address to 1010 Mass Ave can take about an hour on the bus. The distance is only 2.2 miles. On nice days I can walk in about a half hour, but we don't always have nice days.	No.	Lines 41, 10, CT3 and 15 could run with more frequency after 5 PM.	Roxbury is not well connected to other Boston neighborhoods.		Submit comments to MBTA Service Planning.
Dorchester	Living in the Polish Triangle, we are fortunate to be serviced by 2 stations on the Red Line (Andrew Sq.) and (JFK/UMASS) for easy access into downtown. However, walking and cycling around our neighborhood is treacherous. Boston Street is a very busy street, we constantly have heavy industrial trucks in our area (can they be re-routed to Mass Ave?), school buses and MBTA buses plus regular neighborhood traffic. We need traffic calming and safe ways to cross the street (perhaps a few speed bumps or light protected crosswalks, more needed than just the one at Harvest). Can the speed limit be reduced on Boston Street? I hope Dorchester Street will be improved with the bike lanes, but it is also not designed for pedestrians/cyclists.	I would say that the number of buses that run in our area make it quite congested (esp. Columbia Rd and Dorchester Ave) and I hope the new Fairmount Line will alleviate some of this congestion while providing a much needed service for the people in those parts of Dorchester. Buses are so inefficient though, esp. since they do not have dedicated lanes. Light rail would be much better, Columbia Road used to have street cars, those need to come back.	<ul style="list-style-type: none"> -Add residential parking permits for Boston Street (that would remove all the commuters who park and ride from other areas). -Remove the on and off ramps for I-93 SB at Columbia Road and Morrissey Blvd I-93 NB (it is very dangerous crossing around the traffic circle). If not the removal, at least install traffic lights at the circle. -Reduce speed limits in neighborhoods to 15, 20 mph max -Columbia Rd at Edward Everett Sq. where meets Mass Ave needs to remove street parking for the lane that goes straight and also reduce the 2 turning lanes to 1. -There needs to be more light protected crosswalks on long streets like Columbia and Dorchester Ave. People jay walk all the time because crosswalks are not frequent enough, it is very dangerous. -Morrissey Blvd needs bike lanes and an easy connection to the Neponset River trail. -Need sidewalk improvements on Dorchester Ave-many not wide enough, I feel like a second class citizen walking. 	The T is great for getting downtown and Cambridge but not for traveling to the surrounding neighborhoods. You have to go into the city to go back out again, we need a better regional connection. I like the urban ring idea but not buses that can get stuck in traffic, better to have dedicated bus lanes or light rail. If the streets felt safer, more people would walk and cycle to the beach, Franklin Park, Southie, downtown, etc.	Yes, charge user fees for roads and make transit free or more heavily discounted. And/or, charge more for using the T during the peak hours and the distance traveled. This would be more equitable for riders in the inner city versus the wealthier suburbs. Congestion charging would also change driving behavior. Remove parking minimums, replace with parking maximums.	Submit comments to the Boston Transportation Department and MBTA Planning & Development. Consider comments on circumferential transit, extending light rail into Dorchester, and healthy transportation during the development of the LRTP.
Dorchester	The transit (bus mainly, some red line) is terrible. Late, overcrowded and expensive. No safe spaces for bikes either.	Absolutely. The T fares are so expensive people have to make choices between passes and other basic needs. And the buses are so crowded that people are treated like animals, herded and packed in.	More buses, more spaces for bikes, faster buses. Less travel time.	To places across town and downtown. The only buses go to Dudley and Forest Hills, which is ok. What about to Grove Hall and Egleston? Also, more connections to downtown and a red/blue line connection station would be nice.		Submit comments to MBTA Service Planning and Planning & Development. Consider comments on healthy transportation and the Red-Blue Connector during development of the LRTP.
East Boston	Lack of bicycle transport across harbor during rush hours and lack of ferry service.	Airport noise.	Resume ferry service and provide for bicycle transport across harbor.	Urgently need Urban Ring to connect workers to employment centers in greater Boston and reduce congestion in the downtown hub.	Thanks you for asking for the survey.	Submit comments to the Boston Transportation Department and MBTA Planning & Development. Consider comments on circumferential transit and healthy transportation during the development of the LRTP.

Transportation Equity Survey - Narrative Responses
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Municipality or Neighborhood	Are there any unmet transportation needs in your community? Please list any below.	Is there any part of your neighborhood negatively affected by the existing transportation system? If so, where are the problems?	How could transportation service be improved in your community?	Does your community need improved transportation system connections to specific destinations and parts of the region? If yes, please describe.	Do you have any other comments or suggestions for improving transportation in your community?	MPO Staff's Proposed Action
Jamaica Plain	No.	Traffic around the Forest Hills T stop is horrible. The Casey overpass should be taken down and the roads around the T - from Ukraine to Washington, the Arborway, and Hyde Park Ave to South Street - reconfigured to work more effectively as a feeder for the T station and as a node in the neighborhood.	More commercial offerings at the subway stops.			Submit comments to the Boston Transportation Department.
Jamaica Plain	Yes. There are no efficient crosstown bus routes connecting Jamaica Plain to Brookline, Landmark Center, Kenmore Square, and Cambridge.	Yes. Drives routinely speed through red lights at the crossing of Pond Street and the Jamaica way near the Boathouse. Many pedestrians and bikers cross at this intersection. I have NEVER seen a car ticketed for this infraction, which occurs constantly.	Better crosstown bus routes. Better scheduling of buses to avoid gaps and bunching, which leads to crowding and delays. More bike lanes and bike paths. ANY law enforcement of auto traffic laws.	We need direct service to Brookline, Landmark Center, Kenmore Square, and Cambridge. Existing bus connections are too unpredictable or time consuming.		Submit comments to MBTA Service Planning. Consider comments on healthy transportation and circumferential transit during development of the LRTP.
Jamaica Plain	I work in Franklin Park and it is hard to access by T - either a long walk from the Orange Line stations in JP or buses that do not run often enough during leisure (park) hours. Looking at the Boston subway map, the only stretch from downtown without a train line is the swath that goes down Blue Hill Ave into Dorchester. The #16 bus that runs through the park is particularly infrequent.	The articulated double buses along South Huntington, Centre and South Sts in Jamaica Plain are so noisy! None of the buses run regularly outside of rush hour. Many times I have waited 45 minutes for a #39 bus and ended up walking home from Brigham Circle to Moraine St in JP. Likewise the #16 bus involves as long as a 45 minute wait at Forest Hills to get into Franklin Park.	It is frustrating that cars and commuters seem to take precedence over public transit in Boston. I would like to see Centre/South St in JP closed and a trolley line restored. The same would be great from Jackson Square to Mattapan Square - along Columbus and Blue Hill Ave	To Franklin Park From JP across to Dorchester		Submit comments to MBTA Service Planning and MBTA Planning & Development. Consider transit expansion comments during the development of the LRTP.
Jamaica Plain	There are dead ends & gaps in the bike path along the Emerald Necklace: e.g., the well-known Route 9 crossing, and the Jamaica way path dead ends right after Jamaica Pond, but the Emerald Necklace continues to Franklin Park. It would be great to connect to Forest Hills T station. Also, there's a dead end sidewalk/path at Casey Overpass (Arborway Hillside).	These gaps prevent a safely useable network that could accommodate bicycle commuters and recreational users. The current highway design is confusing and dangerous - with sudden lane drops, redundant U-turns etc.	Completion of these gaps in the bike path to create a safely useable network. For example, there is consensus for a plan to improve the crosswalk at Francis Parkman Drive/Kelley Circle in JP. Funding is needed for this piece, and then continue along the Emerald Necklace until it is safe for all users.	"Beyond the Pond" - The Emerald Necklace parks & Forest Hills T Station - access could be improved by bike or on foot. Also, the area between Franklin Park & Casey Overpass & Forest Hills T Station: sidewalks in bad shape (no ramps), tough crossings, faded crosswalks. Small gaps that prevent the residents (many of whom are elderly and not affluent) from safe access to the park, the bus stop, and Forest Hills T. Small changes would make a big difference.	Thank you! Sarah Freeman 617-524-0602	Submit comments to the Boston Transportation Department. Consider comments on healthy transportation during development of the LRTP.
Jamaica Plain	Not enough cross town buses such as Watertown to JP. Need more late night public transportation	Not enough bike racks and designated bike sharing lanes; also gutters need to be cleaned for bikes to ride safely in them.	Buses are irregular and run at long intervals making them useless for commuting to work	Cross town buses and very late night transportation	There need to be incentives for people to ride their bikes to work and school and leave their cars behind. Also need to have free or very low cost access to bikes and bike repair, especially for low income residents. How about some big outlying parking lots, where people could safely leave their bikes, for commuters to use the car part way and bike into the city from low cost parking lots.	Submit comments to the Boston Transportation Department and MBTA Service Planning. Consider comments on healthy transportation and circumferential transit during development of LRTP.
Roxbury	Buses that go directly downtown without the change necessary at Ruggles Station Better service on the 41 bus line. I have waited in Jamaica Plain for the 41 bus in the cold and counted thirteen 39 buses before one lone 41 bus came along.		See #1 Also the 48 bus is extremely slow. It might get more service if it ran just a little more often. One more bus added to that service would change things a lot for the better.	Need connections to the Green Line. It seems to be a maze at present The Commuter and Amtrak stops at Ruggles are not in use. Need to be.		Submit comments to MBTA Service Planning.

Municipality or Neighborhood	Are there any unmet transportation needs in your community? Please list any below.	Is there any part of your neighborhood negatively affected by the existing transportation system? If so, where are the problems?	How could transportation service be improved in your community?	Does your community need improved transportation system connections to specific destinations and parts of the region? If yes, please describe.	Do you have any other comments or suggestions for improving transportation in your community?	MPO Staff's Proposed Action
Roxbury				There should be a more direct way to go to the Longwood medical community from Fort Hill that does not require walking all the way to Tremont. Given it is so close to the neighborhood, it would be great to have fewer cars around and more options to get to the medical community and other parts of downtown more easily. For example, there are several shuttles from other popular areas. Maybe we should have a shuttle as well.		Submit comments to MBTA Service Planning.
Roxbury	<p>Road Repair at this intersection (Centre & Cedar Streets) through 141 Centre St. There many tiny potholes in this section causing a major concern for off-street parking and general driving conditions. The road disrepair provides a rumble strip effect for buses and commuter traffic.</p> <p>Also provide working pedestrian crossing lamps at major intersections and minor intersections with heavy traffic. Primarily focusing on community and shopping centers, bus routes, and high traffic areas.</p> <p>Traffic cameras have also been a concern. I was a victim of a hit and run accident. My car was parked on a heavily traveled route near a traffic light. Having these devices in neighborhoods not only deters violators from running red lights, but can also act as Boston's 2nd pair of eyes.</p> <p>Making sidewalks handicap accessible, especially after road and sidewalk work is done. I know I primarily focus on my residential locale Centre St. I know that there are many areas that need this type of access.</p>	I am unaware of any transportation problems that negatively affect the neighborhood.	Provide road repair plans and repairs for heavily traveled routes like Centre St, Walnut, and Humboldt. The points I made in the 1st question can also apply here.		Thank you for providing this survey so that I may voice my opinion and concerns.	Submit comments to the Boston Transportation Department. Consider comments on healthy transportation during LRTP development.
Roxbury	Dudley Square lacks a one-seat RAIL connection into the subway, as was originally promised when the plans were formulated to move the Orange Line from Washington Street to the Southwest Corridor. The "Silver Line" bus is so slow, jerky and unreliable that I avoid it whenever I'm traveling between Downtown and Dudley--if I walk from Roxbury Crossing, I'll invariably beat that bus by 10 minutes. It is, at best, second class public transportation for a community the authorities deem to be second class citizens.	While Cedar Street on Fort Hill has become a major cut-through route between Dorchester and the Hospitals, one that is especially congested during rush hours, the neighborhood lacks any crosstown public transportation linking it to these areas. The intersections along Columbus Avenue abutting the neighborhood are dangerous, and the excessive width of the street encourages speeding. The corner with Cedar has been the scene of repeated high-speed accidents and is particularly hazardous for pedestrians. Traffic calming needed!	Extend the Mission Link to Fort Hill, perhaps also combining it with the 48-JP Loop bus.	Brigham Circle and the Longwood Medical Area		Submit comments to the Boston Transportation Department and MBTA Service Planning. Consider comments on healthy transportation, and extending rapid transit rail service to Dudley Square during LRTP development.
Roxbury	No. This is an excellent transportation hub.	Unfortunately my neighborhood a few blocks away is a steep hill and it is had for people to negotiate even though buses are near by. The cross town bus system from here to 1010 Mass. Avenue is non-existent.	The major problem is the timing of the buses -- they are awful when you rely on them to be on time. I have waited from 10 minutes to over 45 minutes! Not a dependable source of transportation at all.	The top part of the hill, Highland Park/Fort Hill, needs greater access to both Jackson Square and Dudley Square if it is going to attract residents who do not depend on cars.	Make sure you get a copy of our report. We put a lot of time and thought into our transportation assessment and it should not sit on the shelf.	Submit comments to MBTA Service Planning.

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Municipality or Neighborhood	Are there any unmet transportation needs in your community? Please list any below.	Is there any part of your neighborhood negatively affected by the existing transportation system? If so, where are the problems?	How could transportation service be improved in your community?	Does your community need improved transportation system connections to specific destinations and parts of the region? If yes, please describe.	Do you have any other comments or suggestions for improving transportation in your community?	MPO Staff's Proposed Action
Roxbury	<p>Bicycle lanes. Bicycle lanes. Bicycle lanes.</p> <p>Running Owl Service buses and trains.</p> <p>Tunnel crossings for pedestrians and for bicycles. There are three harbor crossings (four if the Tobin is included) for motorized vehicles and not a single sensible way for a pedestrian or a bicyclist to get across the harbor.</p> <p>A cheap way to get to Lynn and the North Shore without having to change at Wonderland: either more and cheaper buses from Haymarket or extending the Blue Line to Lynn or Salem.</p>	<p>There is too much idling of school buses waiting to begin or to continue their routes.</p> <p>Too many school buses occupy MBTA bus stops impeding boarding. The school buses also obscure waiting passengers to MBTA bus drivers.</p>	<p>Intra-city express buses.</p> <p>Routes such as 22, 23, 28 (and Roxbury/Dorchester routes) provide commuters with slow service home. Rather than ridiculous plans to tear up the recently planted median along Blue Hill Avenue (try suggesting that for Commonwealth Avenue), rapid access to Jackson Square and Ruggles Station could better be provided by running express buses from principle stops (say Columbia Road, Talbot, etc.).</p> <p>More innovative thinking about A/B service, where designated A buses stop at every other bus stop and B buses stop at the ones the A buses do not. Both A & B buses stop at the principle stops.</p> <p>Both of these idea are better than the anti-rider solution of eliminating buses stops.</p>	<p>Better & cheaper ways to get to the North Shore, Lynn and Salem.</p> <p>It is agony to get from Roxbury to Cambridge.</p> <p>It is annoying to have to read it as it is to have to write it, but: Replacement Service on Washington Street from Chinatown to Forest Hills. We were promised it. It was denied us. Buses, painted silver or no, are not a replacement for fixed rail rapid transit.</p>		<p>Submit comments to the Boston Transportation Department, MBTA Planning & Development, and MBTA Service Planning. Consider comments on extending the Blue Line to the North Shore, circumferential transit, rapid transit service on Washington Street from Chinatown to Forest Hills, and healthy transportation during the development of the LRTP.</p>
Roxbury	<p>We need more bike lanes and more car sharing. We need traffic calming measures on Columbus Ave (big time) and Washington Streets.</p>	<p>Air pollution and noise pollution due to traffic are big problems due to lack of bike lanes and too many cars.</p>	<p>More bike lanes. Less emphasis on cars in both transportation and development. When a house is built, the emphasis should be on housing and any parking requirements should include car sharing parking requirements and bike parking requirements.</p>	<p>Hard to get to Cambridge from here. Be nice to have that T Ring service.</p>	<p>There is so much going on in this community that requires vigilance and organizing that it would be hard to add another meeting/organization to the mix. The hard part is that everything is connected (development, transportation, jobs, environment) and most people still don't get that. You can't and shouldn't divorce transportation from development - even in old neighborhoods.</p>	<p>Submit comments to the Boston Transportation Department and MBTA Planning & Development. Consider comments on circumferential transit and healthy transportation during the development of the LRTP.</p>
Not Known	<p>High speed transit to replace the old Orange Line (Egleston, Dudley, Northampton, Dover, et al.)</p>	<p>Buses are crowded, service is poor, buses add to congestion on major roads. The people who can least afford to spend an hour or more transporting to work and spend the most money on buses and trains. The rapid (and direct) transit that was taken away without community input has placed a heavy burden on those in my community who relied on it.</p>	<p>See #1.</p>	<p>The old Orange Line provided rapid transit for communities of color to the downtown area for jobs, recreation, and commerce. The community most effected was promised service as good as or better. That promise has never been met.</p>	<p>See #1.</p>	<p>Submit comments to MBTA Service Planning & MBTA Planning & Development. Consider comments on rapid transit service on Washington Street from Chinatown to Forest Hills during the development of the LRTP.</p>
Hyde Park	<p>I am not aware of any unmet needs except to have more scheduled stops for the Fairmount Commuter Train to and from downtown.</p>	<p>Hyde Park residents pay a greater fee for the commuter rail than others in the city limits.</p>	<p>Reduce the fees for the commuter lines to be comparable to other city neighborhoods.</p>		<p>No</p>	<p>Submit comments to MBTA Service Planning.</p>

Municipality or Neighborhood	Are there any unmet transportation needs in your community? Please list any below.	Is there any part of your neighborhood negatively affected by the existing transportation system? If so, where are the problems?	How could transportation service be improved in your community?	Does your community need improved transportation system connections to specific destinations and parts of the region? If yes, please describe.	Do you have any other comments or suggestions for improving transportation in your community?	MPO Staff's Proposed Action
Roslindale	I see two problems: In Rozzie square the cars go too fast right at the spots where the pedestrian crosswalks are. The cars are a difficulty because they feel they don't need to slow down anywhere, really. Not a good thing. The other problem is parking. People seem to stop walking when they have driven to the square. It would be good if there were a large secondary parking lot (a little further away from the square-- maybe there are space that aren't being used. At this point Bank of American has a largely empty parking lot. They could make the people who want to park in some BofA empty spaces donate money to ... the bicycles and help getting kids to ride bikes. We don't really need much. Cars are a problem, a nuisance. Some cars are OK, but mostly there is a significant amount of being obnoxious on the part of the car people.	There are places where cars just plain speed up and it's scary at times. Very few are driving at safe speeds--more like 40-45 in Rozzie square. We need some significant changes with that.	Maybe a few more bicycle stands in the Square--near the parking lot for the grocery store, near the library, a bike stand behind the drugstore, and a few other serious places to be able to leave the bike. Somehow we have to slow down the traffic that zooms through the village--they are really dangerous drivers.	We should have an extension built to get Rozzie folks to the JP train station without having to drive alone. How could we do that?	We need a little less speeding and a lot more walking.	Submit comments to the Boston Transportation Department. Consider comments on healthy transportation during the development of the LRTP.
Boston	I am concerned about conditions in the vicinity of my job in the Newmarket area of South Bay between Roxbury, Dorchester and the Southeast Expressway ramps. 1) Bus stops are not conveniently located not well marked and completely skipped by the CT3 "express" bus. (no stop here 3 at the Boston medical centre --- Why?) Busses going toward the Orange Line are on opposite sides of the street from each other because of their snaked routes. 2) Sidewalks are terrible, even life threatening. Four inch vertical discontinuities at both ends of the bridge over the Old Colony on Southampton St, on one side of Mass Ave near Albany St 6 foot wide sidewalk with 3 feet useless due to obstructions --- can the lighting control boxes be moved to the other side of the street where the buildings have a 20 foot setback? 3) I would like to bicycle to work and find the traffic to heavy, too fast, and too threatening (even in daylight!). Fix the streetlights especially on the bridges. Crosswalks are long and traffic is threatening to pedestrians there are no provisions at some of the expressway ramps at all.	I want better bus connections to the South Bay area.	Make the CT3 available in the South Bay area at Atkinson St on Southampton St.	In Jamaica Plain a community circulator bus is needed to make connections throughout the community between residential streets in the middle where the Orange Line is and stores on Centre Street, South Street, Washington Street and Columbus Avenue. This service using a small agile handicapped accessible jitney bus should be useful to shoppers with packages, families with small children, and the elderly who can no longer walk long distances. The MBTA #48 Jamaica plain loop is trying to do jitney service with too large of a vehicle to get to where it should offer service.		Submit comments to the Boston Transportation Department and MBTA Service Planning. Consider comments on healthy transportation during development of the LRTP.
East Boston	No pedestrian access to downtown Boston (no bridge over harbor). No bicycle access to downtown during rush hour (not allowed on subway). No safe bicycle route through Chelsea connecting East Boston to the West. Rails to trails path is very short and should continue along MBTA Blue Line to the north.	There are loud planes taking off and landing over the neighborhood and new runway construction has increased their frequency. Taxis cut through residential areas to avoid paying tunnel toll to get to Boston. Visitors have to pay a toll just to come to our neighborhood.	Remove tolls on tunnels to Boston. Allow bikes on Blue Line Subway at all hours. Finish East Boston Greenway path to the north, connecting to Revere. Build a pedestrian bridge over the harbor or suspend a pedestrian bridge from the Tobin Bridge.	Pedestrian/Bike access to our own city center, downtown Boston. Bike paths linking northern and western towns.		Submit comments to the Boston Transportation Department and MBTA Service Planning. Consider comments on healthy transportation, pedestrian and bicycle connection between East Boston and Boston proper, and extending the East Boston Greenway to Revere during development of the LRTP.

Municipality or Neighborhood	Are there any unmet transportation needs in your community? Please list any below.	Is there any part of your neighborhood negatively affected by the existing transportation system? If so, where are the problems?	How could transportation service be improved in your community?	Does your community need improved transportation system connections to specific destinations and parts of the region? If yes, please describe.	Do you have any other comments or suggestions for improving transportation in your community?	MPO Staff's Proposed Action
Jamaica Plain	<p>We need buses to run more frequently, especially #39. (Or we need the trolley or subway reinstated on Centre.) I've seen the #39 so crowded that the driver stops taking passes. And then the T misses out on money and on the very data showing how overcrowded the #39 is.</p> <p>Also, we need dedicated bus lanes/bus traffic lights and dedicated bike lanes, especially down through Dorchester. "Walk/Don't Walk" timers need to be re-tweaked to come on sooner and last longer. Sometimes I'm lucky if I get 20 seconds after two cycles of cars going through! This is especially bad at Centre and Green and near the Green Street station. On the other hand, the timers at the Catholic church near South and St. Joseph's are incredibly responsive! They should all be like that.</p>	<p>All along the Arborway, people drive too fast, way above posted speed limits (ex: 40 in 25 mph zone).</p> <p>Centre/South is often jammed, and when it's not, people drive too fast and run red lights, etc. All of this spills into the neighborhood streets. And yes, I have even seen some bicyclists run red lights, etc.</p> <p>I think we need greater enforcement of traffic laws, especially speeding. Similarly, traffic calming measures (speed bumps, stop signs, traffic lights, what does it take?) on neighborhood streets would help. A while back, there was a "pedestrian crossing" sign in the middle of Centre Street, and a vehicle knocked it over. Similarly, a vehicle hit the "walk/don't walk" sign at the Green Street T stop. Those are bad indicators of the relationship between drivers and pedestrians! The "pedestrian crossing" sign has yet to be replaced!</p>	See #1,2,4.	<p>Despite how close Brookline is, it easily takes an hour to get there by bus or subway from JP.</p> <p>Dorchester is also hard to get to, in part because the Dorchester buses (8, 16, 41) are so slow and infrequent.</p> <p>Similarly, more cross-neighborhood transit would be great.</p>		<p>Submit comments to Boston Transportation Department, MBTA Service Planning, and MBTA Planning & Development. Consider comments on healthy transportation and circumferential transit during development of the LRTP.</p>
Somerville	<p>We need more bike lanes. Union Square is horrendously dangerous. Bikers either avoid it or put themselves in perilous situations. There aren't even properly marked car lanes. Somerville Ave could similarly use marked bike lanes.</p>		It would be nice if there was a closer T stop, maybe in or around Union Square.			<p>Submit comments to the City of Somerville's Office of Strategic Planning and Community Development. Consider comment on healthy transportation and adding an MBTA station at Union Square during the development of the LRTP.</p>
Roxbury	<p>Roxbury is divided by the Dudley-Ruggles axis. In order to get to Cambridge, Brookline, the South End (Tremont St), the LMA, or the Fenway without using the train, passengers from areas further south of Malcolm X and Melnea Cass Blvds have to transfer at Dudley or Ruggles to keep moving north. It would be useful to have more buses that go to Cambridge, Brookline, Tremont St, or the Fenway that start and end at Jackson Square so that more people can reach those areas in one ride rather than 2.</p> <p>For example:</p> <ul style="list-style-type: none"> - Extend #1 bus to Jackson Sq. - Extend #14 bus to Brookline Village - Extend #43 bus to Jackson Sq. 	<p>Most of my neighborhood is only served by buses. They are slower, have less capacity, and generate more particulates than trains. Roxbury has one of the highest rates of asthma in the city and I believe the number of buses is one of the reasons.</p>	Build and extend rail lines throughout Roxbury, both into downtown and across from Dorchester to Brookline. Also, run some buses (esp. 41 and 42) on time and more frequently.	Tremont St in the South End. Later service on the #42 bus. Direct connections from Jackson Sq. to the LMA.	Bring rail back to central Roxbury!	<p>Submit comments to MBTA Service Planning and MBTA Planning & Development. Consider comments on circumferential transit and extending rapid transit service to Roxbury during the development of the LRTP.</p>
Mattapan	<p>Yes, there are very few safe paths for bicyclists in our community: Blue Hill Ave is an overused speedway; drivers hostile to bicyclists and little to provide a counter narrative; few side streets offer safe alternative routes; streets are not well maintained so surface conditions in general don't favor bicycling; etc.</p>	<p>Mattapan is a "transportation hub" so, yes, it's "negatively affected"--everything from air quality to traffic congestion--makes it a hostile environment for walking, let alone biking.</p>	Some of the auto traffic could be redirected through Milton and the T parking lot should go 'public' to encourage more drivers to take the T, for one... environmental laws could be enforced (trucks violate the 5-minute idling rule, for example all the time with impunity), for another.	Getting to a job in Allston or Watertown, for example, would take half a work day; so many job options are foreclosed on that basis alone.	Care about the quality of life for the people who live, work, and play here.	<p>Submit comments to the Boston Transportation Department and MBTA Planning & Development. Consider comments on healthy transportation, and poor transit connectivity between Mattapan and areas north and west during development of the LRTP.</p>

Municipality or Neighborhood	Are there any unmet transportation needs in your community? Please list any below.	Is there any part of your neighborhood negatively affected by the existing transportation system? If so, where are the problems?	How could transportation service be improved in your community?	Does your community need improved transportation system connections to specific destinations and parts of the region? If yes, please describe.	Do you have any other comments or suggestions for improving transportation in your community?	MPO Staff's Proposed Action
Boston (Jamaica Plain)	I feel my commute is dangerous, especially in the vicinity of its end in the Newmarket section of Dorchester/South end/Roxbury(?). By bicycle this area is scary due to the fast traffic and the large number of heavy-duty vehicles in the area. Also the area is subject to frequent pavement defects due to the large number of heavily loaded vehicles. When I commute by public transportation I frequently have to walk to/from either Andrew Station with poorly designed pedestrian crossings at highway ramps, pavement discontinuities at highway/railway overpasses and highway infrastructure arbitrarily placed in the middle of the sidewalk. From the city hospital end I encounter sidewalks restricted to under 4 feet at heavily used bus stops on both sides of Massachusetts Avenue near Albany Street. Also across Albany Street where the street continues as Southampton Street along the yakey building(former EMS headquarters) there are irregular surface and several unplanned constrictions including a 3 foot!!! space between a lighting control box and a lamppost base. THE CONTROL BOX IS COMPLETELY UNEXCEPTABLE IN SO NAROW A DOWNTOWN SIDEWALK! Crosswalks and sidewalks at the intersection with the highway ramps are poor. the bus stops and routes through South Bay are not well located and the service too infrequent to not walk completely out of the area for frequent service.	Jamaica Plain needs a light bus system designed to circulate mothers with small children, people carrying their shopping and the elderly from residential areas to stores, transportation, city services and health facilities.	Get a small bus, and improve bicycle facilities.	Better circulation between residential areas and stores.	Wider sidewalks on Massachusetts Avenue	Submit comments to the Boston Transportation Department and MBTA Service Planning. Consider comments on healthy transportation during development of the LRTP.
Hyde Park	1. Train service every half hour to downtown 2. Bike lanes here there and everywhere 3. Sidewalks of decent width, no cross slope or poles in the middle of them 4. A REAL physical commitment to traffic calming rather than hot air and claims of "we'll step up enforcement". Folks fly down our street and it's a wonder no one is run over.	Traffic...little bike/ped accommodation = fat kids and bad air. Politicians representing the neighborhoods need to personally use the transit and bike/ped infrastructure to understand the need for improvements.	1. Train service every half hour to downtown 2. Bike lanes here there and everywhere 3. Sidewalks of decent width, no cross slope or poles in the middle of them 4. A REAL physical commitment to traffic calming rather than hot air and claims of "we'll step up enforcement".	DOWNTOWN - S. STA Express 32 service to Forest Hills	Bring MPO into compliance with Title VI and document how each project complies with the Green Transportation initiatives.	Submit comments to the Boston Transportation Department and MBTA Service Planning. Consider comments on healthy transportation and on evaluating projects for their consistency with green transportation initiatives during development of LRTP and TIP.
Quincy	Quincy does not have much of a cycling infrastructure. Comments I have made to that effect at planning/information meetings have been met with lukewarm reception at best. For example, Quincy is in the middle of a large road project connecting Burgin Parkway with 3A and no bike lanes are planned. Also, the proposed designs I have seen for the new downtown development do not seem to include any bike lanes or bike parking facilities. Aside from cycling infrastructure, Quincy's bus service leaves a bit to be desired. Routes seem more or less adequate (at least where I live), but times between busses are much longer than nearby communities.	None in my part of Quincy, but I can't speak for the rest of the city.	More frequent bus service. Maybe bring back the street cars that used to run throughout the city?		We need to start somewhere. Let's start with better public transit.	Submit comments to the City of Quincy, MBTA Service Planning, and MBTA Planning & Development. Consider comments on green transportation and restoring streetcars in Quincy during development of LRTP.