



Town of Medway
OFFICE OF THE TOWN ADMINISTRATOR

155 Village Street, Medway MA 02053

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Suzanne K. Kennedy
Town Administrator

April 7, 2011

Mr. David Mohler
Transportation Planning and Programming Committee
Boston Region MPO
10 Park Plaza, Suite 2150
Boston, MA 02116-3969



**RE: Route 109 Reconstruction Project
Designer Selection Process**

Dear Mr. Mohler:

In the interest of the continued collaboration between the Town of Medway and the Massachusetts Department of Transportation, we are pleased to provide this overview of the process undertaken by the Town of Medway toward the selection of a design firm associated with the Route 109 reconstruction project.

In response to the project advertisement in the Central Register, Town website and local press, ten consultants, including GPI, submitted qualifications for review on June 3, 2009. A four member committee comprised of the Department of Public Services Director & Deputy Director, Southwest Area Planning Committee representative, and Planning & Economic Development Board member reviewed the submittals. The submittals were graded in six categories:

- Prior similar experience.
- Familiarity with the Route 109 corridor and the general project location.
- Past performance on public and private projects.
- Project Managers availability.
- Financial stability.
- Identity and qualifications of the Engineers who will work with the applicant on the project, including professional registration when required.

The following time table illustrates the process used in the recommendation of GPI.

- June 3, 2010 - Qualifications received from 10 firms.
- June, 2010 - Qualifications reviewed and ranked by Selection Committee.
- July 1, 2010 - Four firms are selected for interview; Design Consultants, GPI, Hoyle Tanner, and STV. Interviews held with proposed project teams.
- July 8, 2010 - Selection Committee narrows selection to two firms; GPI and Design Consultants.
- July, 2010 - Supplemental material gathered, references checked.
- August 4, 2010 - Selection Committee recommends GPI.

We hope that this information is helpful in demonstrating the Town's strong commitment in taking appropriate project management actions consistent with Department of Transportation procedures and protocols. Please don't hesitate to contact me with any questions or concerns you may have regarding this or other project matters.

Very truly yours,



Suzanne Kennedy
Town Administrator

Copy: Thomas Holder, DPS
David D'Amico, DPS
Arthur Frost, MassDOT
Ann Sullivan MassDOT
Paul Yorkis, SWAP



March 28, 2011

Mr. James Gillooly
Deputy Commissioner
Boston Transportation Department
Boston City Hall
Boston, MA, 02201

RE: Commonwealth Avenue Phase 2A Improvements, Boston, MA

Dear Mr. Gillooly:

Thank you for the opportunity to meet, discuss and provide input to the Commonwealth Avenue Phase 2A improvement project during the 25% design phase.

As currently envisioned, Phase 2A will extend the highly acclaimed improvements of Phase 1 from Kenmore Square to the BU Bridge to further west to Alcorn Street. As with the Phase 1 project, we strongly support the improvements planned for Phase 2A. The proposed project will provide much needed safety improvements to vehicular, pedestrian, bicycle and MBTA Green Line operations as well as significantly enhance the overall streetscape.

The recently completed Phase 1 safety and streetscape improvements have been well received by our students, faculty, staff and the local community.

We look forward to the completion of Phase 2A and look forward to working with you and other stakeholders on the completion of this important local and regional project.

Yours sincerely,

A handwritten signature in black ink that reads "Gary Nicksa".

Gary Nicksa
Vice President for Operations

Yvette V. Lancaster
100 Mountfort Street, #2
Boston, Massachusetts 02215

April 7, 2011

Boston Metropolitan Planning Organization
c/o: Michael Callahan
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Mr. Callahan:

I am writing to offer my support for the planned phase II of Commonwealth Avenue Project.

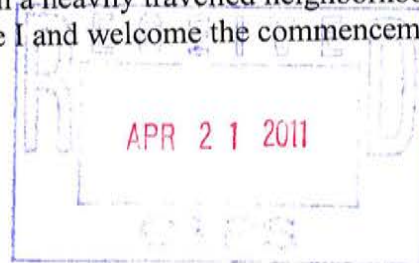
I have been a neighbor for more than a decade and understand the importance of safer pedestrian areas and beautifully landscaped surfaces in a heavily travelled neighborhood. I see first-hand the remarkable improvements in phase I and welcome the commencement of the next phase.

I, therefore, am happy to support this project.

Sincerely,



Yvette V. Lancaster
President, Audubon Neighborhood Citizens Group



*Kenmore Residents Group
464-466 Commonwealth Avenue
Boston, Massachusetts 02215*

April 13, 2011

Boston Metropolitan Planning Organization
c/o: Michael Callahan
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Mr. Callahan:

As President of the *Kenmore Residents Group* and as a long-time resident of Kenmore Square, I wish to express strong support for one specific project under discussion at this time. I refer to the plans to continue improvements along Commonwealth Avenue (CAP II).

I would certainly be in favor of an approval of this project. The residents in and around Kenmore Square and Commonwealth Ave have worked very hard to improve the neighborhood. Neighbors stay involved and attend meetings for ongoing projects. What once was an area that was someone unappealing has turned into a beautiful corridor on the way to the downtown area with marked improvements for pedestrians and cyclists.

The *Kenmore Residents Group* respectfully supports the continuation of the Commonwealth Avenue improvements.

Sincerely,

Terri North

KENMORE ASSOCIATION
P.O. BOX 15644
BOSTON, MA 02215

10 April 2011

Boston Metropolitan Planning Organization
c/o: Michael Callahan
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Mr. Callahan:

I am writing regarding the proposed plans to continue improvements along Commonwealth Ave west of Kenmore Square. As President of the Kenmore Association and a local business owner, I am always concerned about projects that will affect the neighborhood especially in and around the area.

For many years, I have attended countless meetings regarding the plans for improvements and beautification in and around the Kenmore Square area. The area is well traveled by local residents and students as well as visitors to the University, the City, and Fenway Park.

We have worked hard in this area to rid the neighborhood of any trash or graffiti and see it replaced with beautiful landscape, benches and brick enhance sidewalks. The continuation of improvements along Commonwealth Avenue further substantiates that progress. We believe that the extension of the project is imperative in the continuity of beautification and safety throughout our beautiful city and therefore, we would wholeheartedly support this effort.

If you have any questions, please feel free to contact me at 617-262-6246.

Sincerely,

Pam Beale, President
Kenmore Association

566 Commonwealth Avenue
Boston, M A 02215

April, 2011

Boston Metropolitan Planning Organization
c/o: Michael Callahan
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Mr. Callahan:

I understand there are plans pending for substantial improvements to Commonwealth Avenue west of the Boston University Bridge. I can assure you that phase one of the project revealed amazing results and we welcome a continuation of that development.

I gladly offer my support.

Sincerely,

Bob Church
Kenmore Towers

April 8, 2011

James Gillooly, Deputy Commissioner
City of Boston Transportation Department
One City Hall Square
Boston, MA 02201

Dear Mr. Gillooly:

I am contacting you relative to the next phase of improvements along Commonwealth Avenue.

As a resident of Commonwealth Avenue, I believe the first phase of the project has made such a positive impact in our community providing wonderful landscape, and substantial improvements to pedestrian and motor vehicle travel.

I am pleased to support this effort and look forward to the project's completion.

Sincerely,

Elizabeth Walsh
566 Commonwealth Avenue
Boston, MA 02215



The Bay State Road Neighborhood Association

131 Bay State Road, 4F • Boston, Massachusetts 02215 • 617-262-8566

5 April 2011

**Boston Metropolitan Planning Organization
c/o: Michael Callahan
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116**

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Jennifer Battaglino
Alice D. Seale
Carlos Tosi
Marge Saluti

Dear Mr. Callahan:

I am writing regarding the plans to expand the Commonwealth Avenue Improvement Project west of the Boston University Bridge.

As a longtime area resident and President of the Bay State Road Neighborhood Association, I was delighted to see the completion of the improvements along Commonwealth Avenue up to the BU Bridge. The beautifully landscaped areas, widened sidewalks and bicycle paths make travelling Commonwealth Avenue delightful. I was so pleased to share the news that discussions are in the works about the continuation of the next phase.

On behalf of the Bay State Road Neighborhood Association, we strongly support this project and look forward to its completion.

Thank you for your attention to this matter.

Sincerely,

**Alan Weinberger
President**

100 Mountfort Street
Boston, Massachusetts 02215

7 April 2011

Boston Metropolitan Planning Organization
c/o: Michael Callahan
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Mr. Callahan:

I am writing to offer my support for the planned phase II of Commonwealth Avenue Project.

I have been a neighbor for more than a decade and understand the importance of safer pedestrian areas and beautifully landscaped surfaces in a heavily travelled neighborhood. I see first-hand the remarkable improvements in phase I and welcome the commencement of the next phase.

I, therefore, am happy to support this project.

Sincerely,

Yvette Lancaster
President, Audubon Circle Citizens Group

downtown north association

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Suffolk Construction
JOHN NUCCI
Suffolk University
DAVID GREANEY
Synergy Boston
MARTHA GUERRERO MAGUIRE
West End Community Center

April 20, 2011

Michael Callahan, Central Transportation Planning Staff
Boston Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

RE: Support for the Causeway Street Crossroads Initiative - Project # 606320

Dear Michael,

The purpose of this correspondence is to reiterate the longstanding, consistent and continuing support of the Downtown North Association and the Downtown North/West End community that we represent for the Causeway Street Crossroads Initiative and the larger Boston Crossroads Initiative of which it has long been an integral and important element. Given its crucial location, Causeway Street supports exceptionally high pedestrian volumes to and from regional centers of employment, recreation and transportation at North Station, TD Garden and major institutions like Massachusetts General Hospital; and it clearly needs the kind of physical and functional modernization that will accommodate this remarkably multimodal urban environment safely and efficiently well into the future. In that important respect, the Causeway Street Crossroads Initiative is completely consistent with the visions and policies outlined in the preliminary 2035 Long Range Transportation Plan, and the nature and scope of the regional multimodal traffic that continually traverses this now deficient roadway provides a clear rationale for identification of the project as a regional need.

As an active participant in the collaborative Joint Development Group that developed the Boston 2000 Plan, of the Boston 2000 Working Group that reviewed, reaffirmed and amplified that Plan, and of the Mayor's Central Artery Completion Task Force that worked to implement it, I am well aware of the thoughtful origins and planning significance of the Crossroads Initiative as an urban design and development strategy. It was appropriately intended to re-establish and then sustain twelve major historical corridor connections across the redeveloping CAT corridor in Downtown Boston, from Causeway Street to Kneeland Street, which had been interrupted and disrupted by the elevated Central Artery -- and in the case of Causeway Street, by the elevated MBTA Green and Orange Lines as well.

For the Causeway Street Crossroads Initiative in particular, which has now fully and finally emerged from the shadows of the elevated transit and highway viaducts that had long been blighted and divided of community, that involves restoring important connections between the West End and North End neighborhoods. It involves supporting and sustaining the ongoing residential and commercial redevelopment of the adjacent Bulfinch Triangle Historic District, which, along with Causeway Street itself, had long been blighted and divided by transit and highway viaducts. And it involves making Causeway Street an active and attractive connection between Downtown Boston and the Kennedy Greenway on the one hand and North Station,

PRESIDENT
RICHARD BERTMAN
bertman@cbtarchitects.com
617-262-4354

DOWNTOWN NORTH ASSOCIATION
c/o CBT Architects
110 Canal Street,
Boston, MA 02114

EXECUTIVE DIRECTOR
ROBERT B. O'BRIEN
rbobrien@rbobrien.com
617-461-6730



TD Garden, the Nashua Street Quadrant and the new Charles River parklands on the other. All of this can and will be accomplished by making Causeway Street the vibrant multi-modal urban boulevard that has long been envisioned by the Causeway Street Crossroads Initiative. This is an especially appropriate goal in the case of Causeway Street because it been an urban crossroads for many decades. It is an important center of our regional commuter rail and transit network, with direct links to the Green, Orange and Purple Lines as well as the MBTA parking garage; it is the front door to TD Garden, home to the Celtics and Bruins and long the most active an import entertainment venue in New England; and it is a focal point of the notably mixed-used community that is the contemporary West End, with its diverse residential, professional, cultural civic, institutional and commercial constituencies.

As such, Causeway Street is almost continually traversed by countless residents and workers, patients and patrons, tourists and commuters from across the region and beyond; and they are variously pedestrians, motorists and transit users in the tens of thousands. The purpose of the Causeway Street Crossroads Initiative is to provide the physical and functional foundation that will support its inherent multi-modal crossroads role:: to formulate and implement a redesign and reconstruction strategy that will do justice to this thoroughfare and its environs as a urban nexus.

That effort has been informed and influenced by an active and engaged community participation process under the aegis of the Bulfinch Triangle Citizens Advisory Committee, which has also been involved in all other aspects of the redevelopment phases of the CAT and MBTA North Station Improvements Projects. Throughout that community participation process, it has been and remains abundantly clear that the Downtown North/West End community supports the Causeway Street Crossroads Initiative; and it does so because it is consistent with values and priorities of our neighborhood and because it reflects and reinforces what will continue to make our community as special and successful in the future as it has been in the past.

On that basis, the Downtown North Association hereby recommends and requests that the Metropolitan Planning Organization join us and other community-based organizations and public agencies in also supporting the Causeway Street Crossroads Initiative and the Boston Crossroads Initiative as a whole. What is at stake is improved livability, mobility, safety and aesthetics, as well as an enhanced quality and variety of life for all concerned -- not only in our neighborhood but also throughout the Boston metropolitan area.

Sincerely,



Robert B. O'Brien

DNA Executive Director

Co-Chair of the Bulfinch Triangle Citizens Advisory Committee

cc: James Gillooly of the Boston Transportation Department
Jonathan Greeley of the Boston Redevelopment Authority'
Richard Bertman, President of the Downtown North Association

DOWNTOWN NORTH ASSOCIATION & COMMUNITY

The Downtown North Association (DNA) is a not-for-profit coalition, which represents the business, institutional, professional, recreational and residential interests in the mixed-use community historically known as the West End. It is bounded by City Hall Plaza on the south, Charles River on the north, Beacon Hill on the west and the North End on the east. The purpose of the Association is to encourage and contribute to the continued economic, social and physical revitalization and redevelopment of the Downtown North/West community as a whole. The strategies employed to accomplish that mission include collaborative planning and proactive advocacy regarding the full range of issues and opportunities that challenge and confront our neighborhood, emphasizing communication, coordination and cooperation with the public agencies and private organizations that will influence and facilitate a more cohesive and successful community.

The more than one hundred member organizations of the Downtown North Association represent a broad cross-section of the Downtown North/West End community, which encompasses a variety of major districts including:

- * The residential neighborhood that includes the former Charles River Park, West End Place, the Hawthorne Place, Whittier Place and Strada 234 Condominiums, the Amy Lowell House and the Blackstone as well the new Charles River Plaza retail and office complex, Holiday Inn Select, a major professional building on Staniford Street, the West End Library, Old West Church and the Harrison Gray Otis House.*
- * The Bulfinch Triangle, immediately south of Causeway Street, which is home to most of the retail, bar, restaurant and hotel establishments and professional firms in the area and contains more than five acres of redevelopment parcels to be made available with the demolition of the CAT and Green Line elevated structures.*
- * The North Station Economic Development Area, immediately north of Causeway Street, which includes North Station itself, TD Garden, the Tip O'Neill Federal Building, the Causeway/Strada 234 and Lovejoy Wharf buildings, and the southern portal of the Zakim/Bunker Hill Bridge, as well as the major redevelopment parcels on the site of the old Boston Garden.*
- * The adjacent Nashua Street Quadrant, which includes Spaulding Rehabilitation Hospital, the new Nashua Street Residences Project and the new Nashua Meadows Park, as well as a number of important new development parcels.*
- * The medical sector, in the Cambridge Street/Charles Street area, which includes Massachusetts General Hospital, Massachusetts Eye & Ear Infirmary, Shiners Burns Hospital for Children and the Scheppens Eye Research Institute, as well as the new Liberty Hotel & Conference Center in the former Charles Street Jail.*
- * The northern portion of Government Center, which includes the new Edward Brooke Suffolk County Courthouse, the Lindemann Center and Hurley State Office Building, Government Center Garage, the Area A-1 Police Station, the New Chardon Street Post Office, Channel 7, One Bowdoin Place and One Bulfinch Place.*



For a thriving New England

CLF Massachusetts 62 Summer Street
Boston MA 02110
P: 617.350.0990
F: 617.350.4030
www.clf.org

April 12, 2011



David Mohler
Executive Director
Office of Transportation Planning
Massachusetts Department of Transportation
10 Park Plaza, Room 4105
Boston, MA 02116-3969

RE: GreenDOT Implementation in Transportation Planning

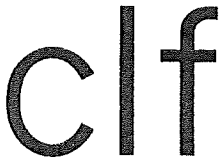
Dear Mr. Mohler:

Thank you for your leadership in developing the innovative and forward-looking GreenDOT policy directive ("GreenDOT"). I write to express our strong interest in MassDOT's plans to account for greenhouse gas (GHG) emissions in transportation planning, as required by GreenDOT. I, and my colleagues Nancy Goodman of the Environmental League of Massachusetts and Wendy Landman of WalkBoston, recently had the pleasure of meeting with Ned Codd and Catherine Cagle of your office to discuss our efforts as part of the new Transportation for Massachusetts (T4MA) Coalition, and to enquire about the status of GreenDOT implementation, particularly with respect to transportation planning.

At the suggestion of Mr. Codd and Ms. Cagel, CLF also contacted the Boston Metropolitan Planning Organization ("Boston MPO") and spoke with Anne McGahan in an effort to gain a better understanding of how the MPO is planning to incorporate GreenDOT's requirements into its regional planning, including the 2011 MPO long range transportation plan, *Paths to a Sustainable Region*, due to be completed in August 2011 (2011 LRTP). Despite these efforts, many of our questions remain unanswered. We hope that you can help us better understand this important component of GreenDOT.

A key GreenDOT goal is GHG emissions reductions. The Commonwealth has specifically incorporated GreenDOT into its Global Warming Solutions Act implementation plan, the Massachusetts Clean Energy and Climate Plan for 2020 ("Climate Plan"). See Climate Plan at pp. 66-67. The Climate Plan makes plain that "GreenDOT is intended to fulfill the requirements of several state laws, regulations, Executive Orders, and MassDOT policies, including the Global Warming Solutions Act, the Green Communities Act, the Healthy Transportation Compact, and the 'Leading by Example' Executive Order Number 484 by Governor Patrick." *Id.* at 66.

Specifically, the Climate Plan provides that:



conservation law foundation

Transportation long-range planning and project prioritization and selection: Long-range planning documents, including statewide planning documents (e.g. the Strategic Plan, State Freight Plan, and MassDOT Capital Investment Plan), as well as the long-range Regional Transportation Plans from the Metropolitan Planning Organizations (MPO), *must address MassDOT's three sustainability goals and plan for reducing GHG emissions over time.* Similarly, the shorter-range regional and state Transportation Improvement Programs (TIPs and STIP), under which particular projects are chosen for funding in the coming four years, *must be consistent with the Commonwealth's GHG reduction target.* This will require that the MPOs and MassDOT balance highway system expansion projects with other projects that support smart growth development and promote public transit, walking and bicycling. In addition, the project programming mix included in the RTPs, TIPs and STIP can contribute to GHG reduction through prioritizing roadway projects that enable improved system operational efficiency, without expanding overall roadway system capacity.

Id. (emphasis supplied). GreenDOT, as incorporated into the Climate Plan, requires that:

Statewide planning documents (including the Strategic Plan and Capital Investment Plan) and the Metropolitan Planning Organization's (MPO) long-range Regional Transportation Plans (RTPs) will integrate the three GreenDOT Goals. *These planning documents will evaluate GHG emissions and ensure that GHG emissions are reduced over time, consistent with the Climate Protection and Green Economy Act.*

GreenDOT at Exhibit B (emphasis supplied). GreenDOT also requires that:

Regional Transportation Improvement Programs (TIPs) and State Transportation Improvement Program (STIP) *will include an evaluation of overall greenhouse gas emissions from the project programs, and will need to be developed in a manner that fits into an overall state greenhouse gas reduction target.* This will require that the MPOs and MassDOT balance highway system expansion projects with other projects that support smart growth development and promote public transit, walking and bicycling.



Id. (emphasis supplied). The Climate Plan emphasizes the GreenDOT requirement that project selection be prioritized on the basis of GHG emissions analyses, and healthy transportation and smart growth impacts. *See* Climate Plan at 66.

Neither GreenDOT nor the Climate Plan specify how GHG emissions will be evaluated by planners, or how transportation plans will now be developed in order to take into account—and achieve—the Commonwealth’s overall GHG emissions reduction target. MassDOT and the Boston MPO were not able to provide during our discussions specific information in response to our questions about GHG accounting and planning to achieve mandated reductions. As well, it appears that MassDOT currently is not contemplating any process that would make more transparent and/or elicit public comment or input on its efforts in developing an implementation strategy.

We are eager to work with MassDOT to advance GreenDOT, and we look forward to further discussions with your team about how we, and our T4MA partners, can best support MassDOT’s efforts. As well, to better enable us to partner with you, it would be very helpful if MassDOT could answer the following questions:

- How will transportation project GHG emissions be quantified for planning purposes? Will the GHG emission impacts of each project be quantified individually and then combined at any planning stage?
- Which agency will be responsible for quantifying GHG emissions associated with transportation projects? The MPO? MassDOT? The Massachusetts Department of Environmental Protection (“DEP”)? Individual project proponents?
- If estimates are generated by different agencies or entities, how will MassDOT ensure that the quantification protocols for estimating GHG emission impacts are consistent? It is our understanding that MassDOT and DEP, for example, currently do not employ the same approach for quantifying GHG emissions from mobile sources.
- What analytic method(s), metrics, and quantification protocol(s) will be used to evaluate GHG emissions? Which model will be used for estimating vehicle miles traveled? Will emissions associated with induced demand be included?

We appreciate that we will have the opportunity to comment on individual planning documents in the future. The formal comment period for the 2011 LRTP, for example, will begin on June 13, 2011. To ensure a meaningful opportunity to comment, however, we need to better understand these issues now. As you know, the U.S. Department of Transportation Planning Assistance and Standards regulations require proactive public involvement processes and opportunities for early and continuing involvement. *See* 23 CFR 450.212. As part of that public



involvement process, the State is required to provide “reasonable public access to technical and policy information used in the development of the plan and STIP.” 23 CFR 450.212(a)(3).

We believe that GreenDOT can be a nation-leading example if properly implemented, and we are grateful for your—and your team’s—vision and commitment. Thank you in advance for your assistance and please do not hesitate to contact me with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Melissa A. Hoffer", is written over a light blue horizontal line.

Melissa A. Hoffer, Esq.

- cc Jeffrey B. Mullan, Secretary, MassDOT
Richard K. Sullivan, Jr., Secretary EOEEA
Maeve Valley Bartlett, Assistant Secretary, EOEEA
Catherine Cagle, Manager, Sustainable Transportation, MassDOT
Ned Codd, P.E., Director Program Development, OTP, MassDOT
Hayes Morrison, TIP Program Manager, Boston MPO
Marc Draisen, Executive Director, MAPC
Nancy Goodman, VP for Policy, ELM
Wendy Landman, Executive Director, WalkBoston
T4MA



Friends of the Community Path
112 Belmont Street
Somerville, MA 2143
617.776.7769
friendspath@yahoo.com
www.pathfriends.org/scp/

April 27, 2011

Boston Metropolitan Planning Organization (MPO)
Transportation Planning and Programming Committee
Attn: Project Manager Anne McGahan
mcgahan@ctps.org
publicinformation@bostonmpo.org

Re: 2035 Long Range Transportation Plan, Paths to a Sustainable Region

To Ms. McGahan and the MPO Transportation Planning and Programming Committee:

We are writing on behalf of the Friends of the Community Path, a community group of almost a 1000 members, formed ten years ago. Our mission is to extend the Path in Somerville 2.3 miles eastward to Cambridge to connect the 23-mile Minuteman Bikeway network to the 23-mile Charles River path network. This will result in almost 50 miles of continuous region-wide paths with multi-modal connections with the future Green Line extension

As you know, until recently, TIP funds had been programmed for the Community Path and the City of Somerville recently applied for 2012 TIP funding for the construction of the next section of the Path, from Cedar to Lowell Street in Somerville.

We are advocating that the remainder of the Path extension be constructed together with the Green Line Extension. The proposed Community Path connector from Lowell Street (Somerville) to Lechmere/NorthPoint (East Cambridge) cannot be designed and built without sharing infrastructure, right-of-way, and heavy construction with the Green Line extension. As such, there is time-critical need for additional Path construction funding along with a regional need for this active transportation connection.

We therefore request, for the following reasons, that the MPO include the Community Path connector as a top priority bicycle and pedestrian transportation project in the 2035 Long Range Transportation Plan: "Paths to a Sustainable Region".

LRTP Criteria: *Transportation Needs Assessments and Visions and Policies*

We have reviewed with great interest the Long Range Transportation Plan draft materials posted on the website, including the *Transportation Needs Assessments* and the *Visions and Policies* documents:

http://www.ctps.org/bostonmpo/3_programs/1_transportation_plan/plan_2035_draft_materials.html

http://www.ctps.org/bostonmpo/3_programs/1_transportation_plan/Visions_and_Policies.pdf

This project is perfectly suited to the LRTP regional sustainable transportation needs and to helping fulfill these visions and policies. We believe that the Community Path project also will score well on the MPO's revised TIP evaluation criteria, as it will connect existing path (multi-use trail) networks, thereby synergizing their transportation potential.

According to the Boston MPOs' 2009 booklet (page 4), *Transportation Planning in the Boston Region: Be Informed. Be Involved*, the MPO area has 68 miles of regional multi-use trails. However, the draft LRTP materials describe the fact that many transportation corridors have few or no multi-use trails and that often there are critical gaps preventing their real use as a regional active transportation network. It's also clear from the bicycle use of the existing trails and city streets that there is a high demand for more trails like the Community Path extension. Because of the population density of Somerville and the critical connection the Path will make, no other proposed multi-use trail will generate the usage of the Community Path when it is extended.

Regional, Local, and Transit Significance

Extending the Community Path will have profound regional and local significance. There are many important reasons to complete this off-road bicycle and pedestrian connection.

- As mentioned above, this proposed Community Path connector from Lowell Street (Somerville) to Lechmere/NorthPoint (East Cambridge) cannot be designed and built without sharing infrastructure, right-of-way, and heavy construction with the Green Line extension.
- The Community Path will connect the walking and biking neighborhoods of Somerville and Cambridge to four of the new Green Line Extension stations, bringing riders to the MBTA system in the most cost-effective manner. Harnessing the synergy of these transportation modes with mass transit will vastly increase Green Line extension ridership at a low cost per rider.
- The 2.3 mile Community Path connector project is the missing link (as shown in the attached regional map) will link the Minuteman Bikeway network and Charles River path network, producing a total of almost 50 miles of continuous multi-use paths, a zero-emission active transportation network.
- This Path will confer a regional network of connectivity to many cities and towns to the north and west (see regional path networks at the end of the letter): Bedford, Lexington, Belmont, Arlington, Cambridge, Somerville, and Medford to the Red and Green Lines (in Cambridge and Somerville) and to Boston, Waltham, Watertown, and Newton.
- Similar to the 25-year old Southwest Corridor Park (where a Path runs next to the Orange Line tracks, providing multi-modal access to those T-stations), the 2.3 mile Community Path extension will provide a safe ADA-compliant, zero-emissions, traffic-free, off-road route for

pedestrians, bicyclists and other active transportation users from the communities northwest of Boston direct to downtown Boston.

- The Somerville Community Path is the eastern end of the 104-mile, cross-state Mass Central Rail Trail which is already 26% completed.
- It will provide needed recreational and open space for low-income, minority, and environmental justice neighborhoods in Somerville, especially in East Somerville. The section of this Path through the East Somerville and Inner Belt has the densest environmental justice and car-less household populations of any segment. It seems incongruous that this area would be among the only neighborhoods with no direct off-road Path access -- as compared to the other more affluent communities that already have access to the Minuteman and Charles River path.
- The Path and Green Line extensions will run near 6 Somerville public schools to create safe, active routes to schools and work (for parents and older Somerville High School students) with good air quality, helping to fight the epidemics of childhood obesity and asthma.

Prior Inclusion in Other State, Regional, and Local Transportation Plans

The Community Path extension is clearly already a priority project to the State, regional, and communities as indicated by the following facts:

- The Path is also listed in the official 2007 Boston Region MPO Regional Bicycle Plan: http://www.ctps.org/bostonmpo/4_resources/1_reports/1_studies/4_bicycle/regional_bicycle.pdf
- As the eastern end of the Mass Central Rail Trail, the Community Path is the subject of this 1997 study by the MPO: http://www.ctps.org/bostonmpo/4_resources/1_reports/1_studies/4_bicycle/central_mass_rail_trail_study_1997.pdf
- Until recent temporary program funding changes, the Path had been allocated \$4.5 million by the Boston MPO.
- The Somerville Community Path is listed in the official 2008 Massachusetts Bicycle Transportation Plan: <http://www.mhd.state.ma.us/common/downloads/bikeplan/BikePlanNoLinks.pdf>
- In the MassDOT Capital Investment Plan, MassDOT has identified 97 miles of new high-priority shared-use paths “that connect to urbanized areas, extend existing paths, and maximize the transportation utility of the system” as part of a Bay State Greenway network to be completed in the next 10 years. The Community Path connector is 3 of these 97 miles: http://www.massdot.state.ma.us/planning/documents/CIP_2011_2015.pdf
- The Environmental Impact Report Certificates from the Massachusetts Secretary of Environmental Affairs directs MassDOT to plan for the Community Path in its Green Line Extension design.
- The Somerville Community Path is shown on the MassDOT Bike Network Map: <http://services.massdot.state.ma.us/MapTemplate/BikeNetwork>
- MassDOT has committed to design and fund the infrastructure shared between the Path and the Green Line extension from Lowell Street to Inner Belt (as estimated \$10 million).
- The Green Line Extension design and engineering phase is commencing very soon – including the Community Path. We also hope in the future that MassDOT/MBTA will also

decide to design the remainder of the Path, from Inner Belt to where it will link with the North Point paths, at a minimum of a 10% design to show width, routing options, slopes, bridge locations, etc, and what other factors it depends on (such as a highway or transit bridge attached to it).

- The Community Path is part of the proposed Merrimac River – Charles River Corridor of the BayState Greenway Implementation Plan (to be posted to the web soon).
- The existing Community Path is shown on the Bay State Greenway map and as a proposed path to be completed on the transportation maps of the Metropolitan Area Planning Council.
- The City of Somerville includes the Community Path as a priority in its Open Space and Recreation Plan, its draft Bicycle Transportation Plan, and in the Comprehensive Plan being developed. Toward this goal, the City has already invested about a half million dollars in the design and construction of the existing sections of the community path, plus significant staff time of the City's bicycle and pedestrian coordinator and other city staff.
- NorthPoint developers have already agreed, in a 2003 Special Permit from the City of Cambridge that is still binding, to build the Path through their development (mostly in Cambridge) to both westward, toward the Fitchburg line tracks; and west, to connect the Charles River Path network (presently being extended to Charlestown via the North Bank bridge). One section of the latter has already been built.
- Everyone from local communities to businesses to MassDOT seems to want the Path extension. There are no detractors to delay the project!

With Federal Policies in mind:

- The Federal DOT's new Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations emphasizes multi-modal transportation systems. This Green Transportation Corridor meets Secretary of Transportation LaHood objectives and the Federal DOT's new Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations emphasizing multi-modal transportation systems. Secretary LaHood has stated that: *This is the end of favoring motorized transportation at the expense of non-motorized.*" <http://fastlane.dot.gov/2010/03/my-view-from-atop-the-table-at-the-national-bike-summit.html>
- The federal Department of Transportation's interagency Partnership for Sustainable Communities policy is to "develop safe, reliable and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions and promote public health." <http://www.smartgrowthamerica.org/smartgrowthusa/wp-content/uploads/2011/01/dot-hud-epa-partnership-agreement.pdf>

With State Policies and Interests in mind:

- The Community Path extension will provide convenient Green Line access, increased ridership at a low cost, and meet MassDOT's Green DOT sustainable and active transportation goals. We hope that Community Path construction will be the first bicycle/pedestrian legacy of the MassDOT's GreenDOT initiative.

- The Community Path extension will also meet Commonwealth's Healthy Transportation Compact, which directs MassDOT and other agencies to "Develop policies to create a transportation system that increases opportunities for physical activity particularly safe bicycle and pedestrian travel along and across roadways in urban and suburban areas".
- Remarkably, Massachusetts ranks *last* in the nation in allocating federal funds for alternative transportation projects. Funding the Community Path will be the most cost-effective use of such limited funds. <http://tinyurl.com/4xdqpeo>

The Friends have been working closely with the City of Somerville and MassDOT on extending the Community Path but additional funding is needed. We hope our public comments have presented the regional significance, strengths, and future need for the Community Path. We appreciate this opportunity to submit these comments and thankfully acknowledge the past support of the MPO. By including the Community Path a top bicycle/pedestrian priority in the LRTP, it will acknowledge its critical importance and increase the chances of future funding.

Thank you very much,

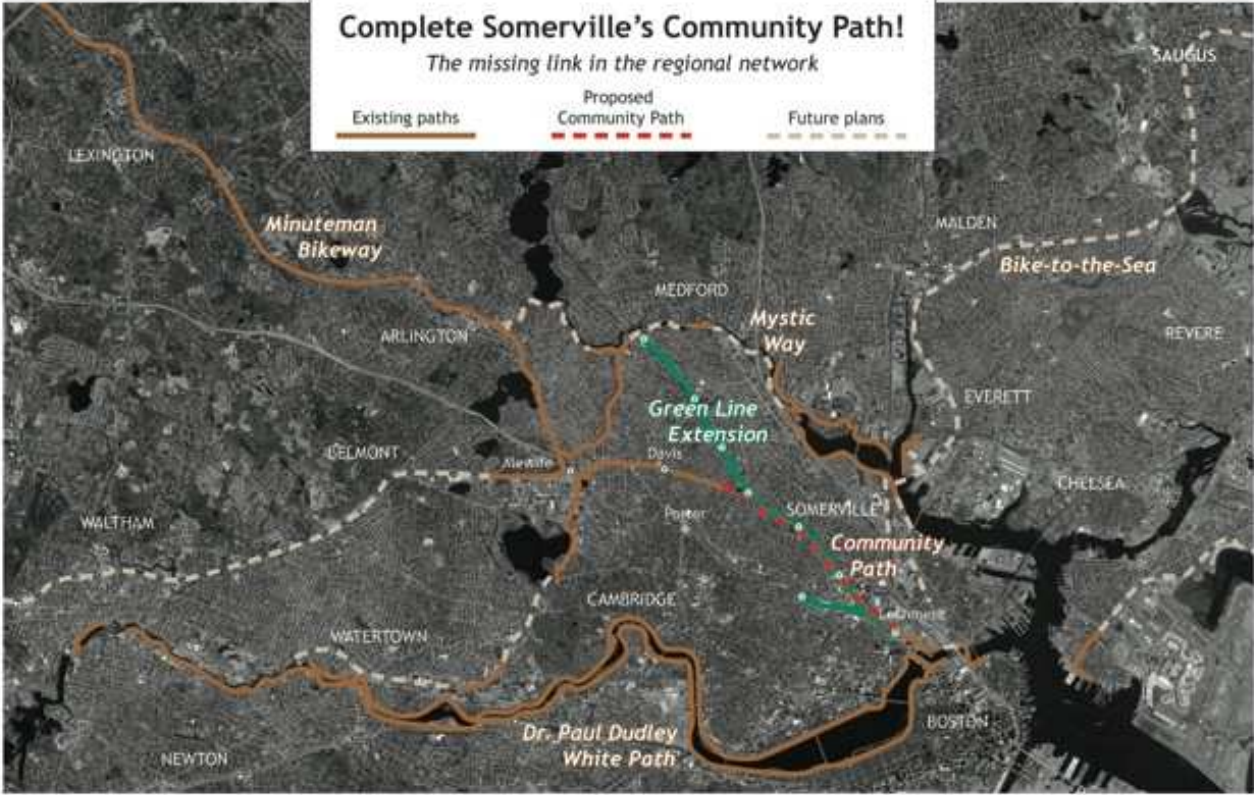
Sincerely,



Lynn Weissman and Alan Moore
Co-Presidents, Friends of the Community Path

"To Lechmere – and beyond!"

CC: Congressman Michael Capuano
Transportation Secretary Jeffrey Mullan
MassDOT Board of Directors
Mayor Joseph Curtatone, City of Somerville
Somerville Board of Aldermen
Senator Patricia Jehlen
Representative Denise Provost
Representative Carl Sciortino
Representative Timothy Toomey
David Mohler, MassDOT
Kate Fichter, MassDOT
Michael Lambert, City of Somerville
Kathleen Zeigenfuss, City of Somerville
Ellin Reisner, STEP
Chelsea Clarke, Groundworks Somerville





Friends of the Community Path
112 Belmont Street
Somerville, MA 2143
617.776.7769
friendspath@yahoo.com
www.pathfriends.org/scp/

May 3, 2011

Boston Metropolitan Planning Organization (MPO)
Transportation Planning and Programming Committee
Attn: Project Manager Anne McGahan
mcgahan@ctps.org
publicinformation@bostonmpo.org

Re: Addendum - Long Range Transportation Plan, "Paths to a Sustainable Region"

To Ms. McGahan and the MPO Transportation Planning and Programming Committee:

Please consider this an addendum to our April 27 request to include the Community Path in the list of the Projects and Programs by Investment Category (Expansion – bike/ped), as released April 5, 2011, of the Long Range Transportation Plan, "Paths to a Sustainable Region." After seeing the April 5 draft list of bike/ped projects (<http://tinyurl.com/3dtqj4s>), we'd like to emphasize the regional call significance of this vital link between two of our most important off-street paths, along with the safety benefits. This 2.3 miles of unbuilt path is all that's left before we can travel off-road all the way from Bedford to Boston and to towns west.

This week, the MPO has received dozens of letters asking for the Community Path connector to be included in the LRTP. And in March, Transportation Improvement Manager Hayes Morrison received 138 letters in support of TIP funding the Community Path, further demonstrating the tremendous regional support for this bicycle-pedestrian project.

Notably, many supporters wrote of their yearnings for the safety of an off-road Path to Boston versus their currently treacherous on-road commutes. Some relevant quotes from these letters:

"Without the path extension, it's only a matter of time will another cyclist will be seriously injured or killed on the streets of Cambridge or Somerville."

"Scares the daylight out of me to be in that vicious auto traffic, but I take my time, wear my helmet, and hope for the best. Spent the weekend looking after my 24 year old son recovering from shoulder surgery after being hit by a car on his bike, but that's another story."

“... the roads are unsafe for pedestrians, bikers, and drivers.... I think that the extension of the bike path will take some of the bikers off the streets (as well as some of the joggers, who also jog year-round in unsafe conditions.)”

“Additionally, the bike paths have a merit that the street bike lanes do not. They are the only place where children can learn to ride and ride safely for extended periods of time.”

According Boston MPOs' 2009 booklet (page 4), *Transportation Planning in the Boston Region: Be Informed. Be Involved*, the Boston MPO area has 23,000 lane-miles of roads and just 68 miles of regional bicycle trails. The Community Path would be a major connector for the existing path (bicycle trail) networks, synergizing their transportation potential as well ridership on the future Green Line extension.

We thank you for the MPO's past support and hope you will take this opportunity to include the Path in the Universe of Projects in the Long Range Transportation Plan.

Sincerely,

Lynn Weissman and Alan Moore
Co-Presidents, Friends of the Community Path

“To Lechmere – and beyond!”

CC: Congressman Michael Capuano
Transportation Secretary Jeffrey Mullan
MassDOT Board of Directors
Mayor Joseph Curtatone, City of Somerville
Somerville Board of Aldermen
Senator Patricia Jehlen
Representative Denise Provost
Representative Carl Sciortino
Representative Timothy Toomey
David Mohler, MassDOT
Kate Fichter, MassDOT
Michael Lambert, City of Somerville
Kathleen Zeigenfuss, City of Somerville
Ellin Reisner, STEP
Chelsea Clarke, Groundworks Somerville



THE GENERAL COURT OF MASSACHUSETTS
STATE HOUSE, BOSTON 02133-1053

May 2, 2011

David J. Mohler, Chair
Transportation Planning and Programming Committee
Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

Re: Belmont Trapelo Road Corridor Project, 60468

Dear Mr. Mohler,

We write primarily to thank you and the members of the MPO for your ongoing support of our Belmont Trapelo Road Corridor Project.

We appreciate that you have included \$329,900 in additional design funding for it in the Draft Amendment #4 to the TIP and eagerly await final approval of those funds. We also appreciate your long recognition of the regional significance of this project as reflected in the Financial Plan for the Pathways to 2030 document.

Based on our confidence in your planning process, the Town of Belmont has already spent over \$2.7 million towards the project -- investing \$1.4 million in the cost of bringing the project to 75% design level, which has already been submitted for review, and \$1.5 million towards subsurface improvements, replacing water pipes through the length of the corridor. In addition, National Grid has completed installation of gas lines down the length of the corridor. At the present, the corridor is criss-crossed by trench patches reflecting all of this subsurface work in anticipation of construction.

We were pleased to see that the project was highlighted among the needed projects in the Northwest Corridor in your draft 2035 plan. We noticed with some concern that it was not

explicitly mentioned in the regional chapter, but we understand that that chapter speaks mostly to much larger highway projects.

We do hope and trust that you will continue to include it in the financially constrained LRTP and ultimately place it on the TIP for 2015. We would be even happier if it could be included sooner. We see no reason why we could not be ready to proceed in Fiscal 2012 and are certain that we would be ready in Fiscal 2013. At present we are working in collaboration with MassDOT engineers on the 100% design and we believe that we have already resolved all material issues. We anticipate securing the right-of-way by spring 2012.

We thank you very kindly once again for all of your support for the project and are very respectful of the difficult decision-making that you must make given the limited funds at your disposal.

We are very eager to respond to any questions or concerns that you might have.

Thanks again for your consideration.

Sincerely,



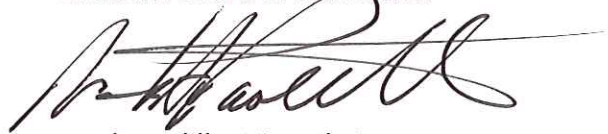
Steven A. Tolman
STATE SENATOR



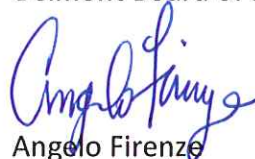
William N. Brownsberger
STATE REPRESENTATIVE



Ralph Jones, Chair
Belmont Board of Selectmen



Mark Paolillo, Vice-Chair
Belmont Board of Selectmen



Angelo Firenze
Belmont Board of Selectmen



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May 4, 2011

Boston Metropolitan Planning Organization (MPO)
Transportation Planning and Programming Committee
Attn: Project Manager Anne McGahan
mcgahan@ctps.org
publicinformation@bostonmpo.org

RE: Please include Community Path connector in the LRTP

Dear Project Manager Anne McGahan and the Boston MPO Transportation Planning and Programming Committee:

The Charles River Conservancy (CRC) appreciates the opportunity to submit these comments to support the work of Friends of the Community Path. I am writing to urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the Universe of Projects in the next Long Range Transportation Plan (LRTP), "Paths to a Sustainable Region." This will maximize the chances of the State seeking and allocating future funding for the Community Path.

There are several critical reasons why we support the Community Path connector, and are advocating that this project be labeled a priority in the LRTP:

- 1) The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks. As the CRC's primary goal is to make the parklands more active, attractive, and accessible to all, we fully support the work of Community Path to provide a continuous path for commuters and recreational users that leads to the Charles River pathways.
- 2) As the CRC provides stewardship of the Cambridge parklands, we appreciate that the Community Path will connect the walking and biking neighborhoods of Somerville and Cambridge to four of the new Green Line Extensions (GLX).
- 3) With our ongoing efforts to construct a skatepark in North Point Park, and our recent advocacy work concerning Education First's (EF) development in this area, we look forward to the numerous community benefits that a greater sustainable transportation network will provide. According to information from Community Path, North Point developers have already agreed to, in a

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2003 Special Permit from the City of Cambridge that is still binding, to build the Path through their development (mostly in Cambridge) to both westward, toward the Fitchburg line tracks; and west, to connect the Charles River Path network (presently being extended to Charlestown via the North Bank bridge). One section of the latter has already been built.

The Community Path connector must be designed and built with the GLX, since it must share infrastructure, right-of-way, and heavy construction with the GLX. Since the GLX is required to start construction in the next few years, additional funding will be needed to complete the Path.

The benefits of the Community Path are clear, and will continue to serve the greater Boston community for decades to come. It is important that Boston prioritizes sustainable transportation to make our citizens more active and our city more environmentally conscious. This can be accomplished by making the Community Path a priority in the LRTP, so that this project has the potential to receive the funding that it merits.

Yours truly,

Renata von Tscharnner

Renata von Tscharnner
Founder & President
Charles River Conservancy

The 2008 "Massachusetts Bicycle Transportation Plan" describes the primary route of the Bruce Freeman Rail Trail as proceeding from the end of the existing section into Concord Center, connecting with the Minuteman Commuter Bikeway in Lexington and Arlington and continuing on to Cambridge and Boston. This route makes more cost/benefit sense than the route on the more remote rail bed being promoted by recreational bicyclists under the guise of transportation because transportation funds provide the funding source.

Acton's feasibility study by FST stated that most rail trail users drive to a trail to use it. Evidence of this is the lack of sufficient parking spaces in Chelmsford and Westford to accommodate those coming to use the rail trail in those towns.

Sudbury officials repeatedly assert that the proposed BFRT is for recreation, not transportation. Trail counts on existing trails confirm most trips on the local rail trails are made on weekends. One must assume these trips are more for pleasure than for commuting.

At last year's Municipal TIP Day, Sudbury's DPW director, on information from the Acton Town Planner, told the MPO that the estimated construction cost for the BFRT through Acton, Concord and Sudbury was currently \$3 million per mile. This cost, combined with what has already been spent, plus the cost of purchasing the Sudbury and Framingham sections from CSX and the construction costs in Sudbury and Framingham as well as the bridge over route 2, would mean the cost to build the BFRT in the present day is fast approaching the \$60-70 million range.

Moreover, the route through these three towns is mostly through woods, sensitive riparian zones and conservation land. Sudbury's Town-commissioned "Four-Season Wildlife and Wildlife Habitat Evaluation" determined that almost half of the proposed Sudbury rail bed route for the BFRT is so important to wildlife that there could be no mitigation from trail construction and a prospective trail should be re-routed away from the rail bed.

Another environmental consequence of trail construction is, if the BFRT were to continue from Carlisle to Framingham on the old rail bed, and the trail were built to AASHTO standards, approximately 65 acres of carbon dioxide absorbing vegetation would be removed. The negative impact on wetlands from trail construction is highlighted by the fact that a rail trail in Concord, if built, will be exempted from the 2010 local wetlands bylaw, otherwise, it could not receive permits.

There is also the inherent presence of contamination along rail beds, an issue of which people are often unaware or one which people choose to ignore. It is hoped that this issue would be fully examined if the BFRT were to be constructed on the rail bed.

As currently is the case on the existing Chelmsford section, the path in these three towns would not have lighting and would not be plowed. Nor is this route convenient or relevant for connecting to schools in any of these towns, although proponents would lead the public to believe otherwise. The path through Acton would require bicyclists to leave it to travel on route 2A to access businesses. In West Concord, the old rail bed does not provide a more convenient or direct access route to the train or businesses.

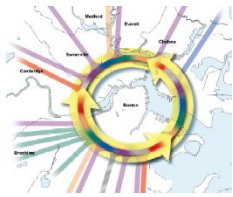
Some say a bike trail would give an economic boost to a town, yet according to Hudson (Assabet Rail Trail) officials, one third of Hudson's downtown business district is empty. Disappointingly, the Assabet Trail did not provide the hoped for economic boost.

The BFRT through Acton, Concord, Sudbury and the more unpopulated area of Framingham, doesn't make economic or environmental sense. There is no tangible evidence that constructing a trail on the old rail bed would lead to improvement in reducing air pollution, provide congestion mitigation or become a realistic transportation route. At the MAGIC meeting held in Acton last year, a bicycling enthusiast who lives in Acton and works in Chelmsford, said he, like most people, did not have the time to get up earlier to commute to work by bike, nor did he want to arrive at work covered in sweat.

It seems that diminishing transportation funds would be better spent on projects that move larger numbers of people to meet real commuting needs, such as providing buses to central transportation centers. Increasing mass transportation opportunities on a consistent daily basis regardless of heat, cold, rain, snow, sleet, or darkness in order to really help relieve congestion and cut vehicle emissions, is what's needed. It is not a greater environmental benefit to build expensive, remote rail trails through sensitive wildlife habitat in affluent suburbs to which most people drive for weekend recreation.

Thank you.

Carole Wolfe
Sudbury



THE URBAN RING PHASE 2 CITIZENS' ADVISORY COMMITTEE

Urban Ring CAC Comments on the Boston Region Metropolitan Planning Organization's Draft Transportation Needs Assessment for the Long Range Transportation Plan

March 21, 2011

Visions for the 2035 Plan

The Draft Long Range Transportation Plan for the Boston MPO, *Paths to a Sustainable Region*, states that system expansion should be accomplished through strategic investments based on the regional needs assessment. The draft plan, which is based on the MetroFuture forecast, notes that “the Central Area will be the largest population and employment generator and attractor in the region. It is also seen as a key location for job growth built around medical and educational institutions as well as other major industries” that are particularly well served by the Urban Ring project.

The Urban Ring Citizens Advisory Committee concurs that, given the limited resources available, any expansion of the present system should utilize these resources in the most strategic fashion possible. It is our conclusion, based on our review and comment on the Urban Ring *Revised Draft EIR/DEIS* completed in November 2008, that the project contains a number of elements that would be worthwhile as stand-alone projects, have relatively small costs, and which would produce particularly large ridership benefits and would support economic development in accordance with the MetroFuture plan. These elements would serve some of the region's most dynamic economic centers as well as some of our most transit dependent neighborhoods; would improve access between them, as called for in the vision statement; and would directly address the deficiencies in the system that produce inequitable transportation benefits for minority and lower income populations. Implementation of Urban Ring elements is the surest way to both direct development to dense, already developed areas targeted for economic revitalization, and relieve development pressure on natural areas outside the urban core.

Our comments on the Transportation Plan's Needs Assessment, below, highlight these elements.

Policies for the 2035 Plan

The draft Livability Policies call for transit investments that are consistent with MetroFuture land use planning, in that they serve already developed areas, dense areas, and areas identified for economic development by state, regional and local agencies. This CAC worked with the State to identify a Locally Preferred Alternative for the Urban Ring project in general, as well as the segments which make it up that specifically address each of these policies. It should be noted in this connection that the Urban Ring Compact municipalities, each of which sits on the CAC,

have adopted development policies and plans that specifically rely on Urban Ring elements and have been designed to accommodate them. Examples include the City of Boston's preparation of development RFPs for sites at the intersection of Melnea Cass Boulevard and Washington Street that incorporate the alignment of the project; its alignment of reconstructed Maitland Street to link buses from Yawkey Station to Mountfort Street, its 25 percent plans for the reconstruction of Sullivan Square to provide bus lanes to the Orange Line station; and Cambridge's development agreements for the full build-out of North Point.

The CAC welcomes the policy that economic impacts should be a criterion for evaluating projects. Growth in the Urban Ring corridor is projected to exceed that in the region as a whole. Its full potential cannot be achieved unless crosstown transit linking corridor sites to the radial transit lines is put in place. We therefore look forward to reviewing the techniques through which this criterion is applied to potential projects.

The 2035 Plan's draft environmental policies call for investments that increase the mode share of transit. The Urban Ring RDEIR/DEIS documents the pronounced increase in mode share the project would accomplish. It would do this not only by offering attractive alternatives to auto travel within its corridor, but by relieving congestion on existing radial lines, which cannot increase their share of travelers without the decongestion provided by the Urban Ring.

The Urban Ring RDEIR/DEIS documents the equity needs addressed by the project. It should be observed that some of its constituent elements, such as the extension of bus service from the imminent East Boston Bypass Road into Chelsea, provide high levels of benefit to underserved neighborhoods at limited capital cost and through the extension of existing service rather than the institution of new service.

The CAC notes as well that the project and its component elements directly address the policies related to climate change.

Climate Change and Transportation Planning

The Regional Transportation Plan should reflect other important State policy initiatives that rely on transportation projects such as those of the recently adopted Clean Energy and Climate Plan for 2020 which targets a 25% reduction of greenhouse gas emissions by the year 2020 and an 80% reduction by 2050. In 2020, it is assumed that a 9.8% reduction will be achieved through the building sector and a 7.6% reduction through the transportation sector, primarily through fuel efficiency standards and low carbon fuel standards. A 1.4 % reduction comes from the Commonwealth's GreenDOT to reduce VMT by promoting alternative methods of transportation, facilitating more efficient roadway systems operations, and requiring short- and long-range regional and state-wide plans to be consistent with the Commonwealth's greenhouse gas reduction target. To achieve an 80% reduction by 2050, the State proposes two scenarios: one requires that transit service increase by 2.5 times current levels, the other one that transit service doubles and all commuter rail, intercity rail and 90% of buses become electrified.

In order to even achieve the 2020 reduction goals, it is important that new transit services start to be funded in this RTP. With more than one third of the State's greenhouse gas emissions attributable to the transportation sector it will be impossible to achieve the 2050 goals without significant funding in place very soon to make substantial new transit investments. Of all new transit projects recently studied by the State, the Urban Ring outperforms most, with the RDEIR

showing significant reductions of 41,500 person-vehicle trips per day and 189,400 vehicle miles travelled per day on regional roadways by getting people to switch from driving to transit.

Needs Assessment for the MPO's Long Range Transportation Plan

We have reviewed portions of the Needs Assessment for the MPO's Long Range Transportation Plan issued in draft form in February 2011. Overall, we feel that the assessment is comprehensive and covers a wide range of needs that should be addressed in the transportation plan and by projects and programs that will be identified and evaluated in the next steps in the development of the plan.

The population and employment projections and travel demand modeling are very useful in helping to determine needs. However, the summary of Travel Demand Modeling in Appendix A is so broad and general that there is insufficient material to comment on. It would be helpful if there were a more explicit connection between the modeling and the items cited in the Needs Assessment.

While formulating specific comments on the modeling process and its connection to needs is difficult, some general observations are nonetheless possible. Concerns have been raised in the past about how closely the adopted projections and modeling reflect reality because of what is or is not included as generators of travel demand. We hope that in future iterations of the regional plan, trips over and above those related to employment, such as those of students to educational facilities and patients to medical facilities, can be counted as part of travel demand. Because of the large college student population and the large number of medical facilities in Boston, these are a significant part of the transportation picture in this region.

Still, without extensive documentation of the Travel Demand Modeling, it is difficult to ascertain the validity of the stated needs. Our comments are therefore more impressionistic than definitive.

Comments on Chapter 8

Despite these reservations, the needs identified in the Central Area analysis – on which we concentrated our review -- does identify a number of issues that we wish to highlight, as they support the advancement of projects that we believe are important for the future of the region.

Many of the needs described in the Central Area analysis are repeated in other sections of the text, and as a result, these comments also refer to relevant comments in several points below.

A number of needs identified in this assessment pertain to issue of transit capacity which is a major concern for us:

- On page 8-53 under "*Capacity Issues: Circumferential Travel*" there is discussion of central area trip generators and the constraints of the hub-and-spoke network in serving these generators well. We concur with the statement that "Additional circumferential services are needed to provide rapid and direct connections between activity centers in the Central Area." We further suggest that components of the proposed Urban Ring transportation improvements are critical to addressing these needs. We strongly suggest that these factors support advancement of components of the Urban Ring as a recommended project or series of projects in the Long Range Plan.

- Additional points in the Needs Assessment reinforce this suggestion, including: “*Capacity Issues*” on page 8-54, which states in part that, “More frequent, rapid, and through-routed connections would greatly enhance circumferential mobility, particularly between ...” a list of activity centers located directly in the Urban Ring corridor.
- On Page 8-55, several other points further reinforce the importance of the Urban Ring in meeting the identified needs:
 - “...trip volumes between Somerville and Cambridge are projected to increase substantially. Taken together, these expose a gap in rapid transit service in the Central Area.” An Urban Ring BRT route is designed to bridge the gap between the Orange Line, Green Line, and Red Line corridors and Cambridgeport.
 - Trips from both Chelsea and Everett to the urban core do not have access to rapid transit service.
 - Commercial development at Assembly Square could burden the congested highway system. Additional transit service proposed by the Urban Ring can relieve this burden.
 - With the largest gains in future employment in the Central Area in Seaport, Cambridge, and Somerville as well as the Fenway/Kenmore/Longwood area (page 8-25), where in the latter “congestion of the transportation system in this area constrains growth and economic development potential.”
 - The Green Line Central Subway currently operates at capacity, constraining growth. Projected 2030 ridership demand in the Central Subway and surface branches is expected to exceed capacity.
 - Many commuter rail trains cannot stop at Ruggles Station because one of the three tracks does not have a platform.

The projects in the Urban Ring would address several transportation equity issues listed in Table 8-13, including:

- Better circumferential transit needed to connect Dorchester to neighborhoods to the west.
- East Boston traffic congestion, which can be partially addressed by construction of the East Boston / Chelsea Bypass Road, now being designed and permitted.
- Providing transit connections from Everett to employment centers such as Longwood with Urban Ring service.
- For Jamaica Plain and Roxbury, circumferential transit is needed to connect better to points west and north in Brookline, Cambridge, and Somerville.
- For Malden, Medford, and Everett, circumferential transit would reduce the need to travel into Boston for connections and travel out on radial transit lines.

The summary of Central Area Needs at the end of the chapter on pages 8-68 to 8-73 echo many of the points made above.

Comments on Chapter 10

Many priorities established in Chapter 10 of the Needs Assessment are consistent with the needs and projects cited above, as well as the vision statement of the Long Range Plan, which emphasizes alternatives to driving that reduce auto dependency, reduce emissions, address climate change, and support development in appropriate locations.

“Infrastructure Constraints” priority needs listed on page 10-8 that can be addressed by projects in the Urban Ring Corridor are the Ruggles station platform improvements; and measures to reduce Green Line Central Subway congestion.

Listed under “Gaps in Service” on page 10-8 are the following needs that could be addressed by transportation improvements in the Urban Ring corridor:

- Increasing trip volumes between Somerville and Cambridge.
- Densely populated areas of Chelsea, Everett, and Medford in need of improved rapid transit access.
- More frequent, circumferential connections between Central Area activity centers.

Listed under “Projected Growth” on page 10-9, increased ridership demand on the Green Line branches and the Central Subway by 2030 could be addressed by additional Urban Ring service.

Under the “Projected Growth” heading on page 10-9, the Urban Ring improvements could provide increased capacity to accommodate some of the Central Subway ridership.

Under the “Transportation Equity” heading on page 10-13, the Urban Ring improvements can provide improved access to rapid transit and better circumferential transit service in Roxbury, Somerville, Chelsea, Medford, and Everett.

Realization of the MetroFuture land use vision for the region includes meeting the needs of projected growth of 2,100 housing units and 2.5 million square feet of commercial and office space at Assembly Square in Somerville, and further development of North Point in Cambridge.

Specific Components of the Urban Ring Concept that Address the Priority Transit Needs Identified in Chapter 10

The MPO’s Long Range Transportation Plan focuses on how to make the existing transportation system work better and emphasizes mobility improvements such as reducing existing and projected congestion, filling gaps in service, environmental benefits, livability/land use improvements, and economic development by connecting activity centers and providing access to jobs, all of which are virtues of the Urban Ring concept.

One significant attribute of the Urban Ring concept is that it can be implemented incrementally. By implementing the concept in segments, it is possible to realize major benefits for relatively small investments.

Several of the Needs Assessment priority issues listed on pages 10-8 and 10-9 can be addressed by specific components identified in the Locally Preferred Alternative in the *Urban Ring Revised Draft Environmental Impact Report / Draft Environmental Impact Statement (RDEIR/DEIS)* completed in November 2008, and the June 2009 *Notice of Project Change (NPC)* that MassDOT withdrew from MEPA evaluation in January 2010. Cost estimates and descriptions in the NPC are still useful as a starting point for defining early actions. Those components (and conceptual capital cost estimates in 2009 dollars) that address priority needs include:

Ruggles Station Commuter Rail: The Ruggles Station platform improvements have been studied and are estimated to cost \$2.5 million for design and \$ 13 million for construction.

Green Line Central Subway congestion: Completion of the entire Urban Ring Locally Preferred Alternative (LPA), including a bus tunnel through Longwood and the Fenway would provide the greatest relief of Central Subway congestion; while its high overall cost may make it

out of reach as a next step for implementation, the results of additional studies underway regarding short- and long-term alternatives through Longwood should be modeled for ridership impacts in this plan.

Another reasonable next step for the Urban Ring that can begin to address the Central Subway congestion problem is a study to identify which segments of the Urban Ring LPA would, when implemented, provide the greatest benefit for Central Subway operations. Such a study could reexamine an incremental implementation strategy for the Urban Ring focused on the objective of Central Subway relief.

Trips between Somerville and Cambridge: A possible Urban Ring early action that has been identified to bridge the service gap between the Orange Line and Cambridge consists of completion of bus lanes in First Street in East Cambridge and Third and Main Street near Kendall Square. Buses on Binney Street and Broadway operating in mixed traffic would connect the First Street bus lanes to Kendall Station. Until the viaduct connection over the railroad tracks to the Inner Belt area in Somerville is completed, buses connecting from the end of First Street and Lechmere Station can use the Gilmore Bridge and Rutherford Avenue in mixed traffic to reach the Orange Line at Sullivan Square. Design and permitting for bus lanes on First, Third, and Main Streets have been estimated at \$200,000 with construction for the bus lanes estimated to cost about \$2 million.

Design is already well underway on bus lane improvements for the Sullivan Square area in Charlestown and along Route 99 and Rutherford Avenue approaching Sullivan Square. Extending the Urban Ring in this area will build upon those improvements.

A further extension of this service would continue in Cambridge in bus lanes along Main Street and Albany Street to Cambridgeport. Buses could then travel in mixed traffic on local streets across the BU Bridge to Boston University, the Fenway, Longwood, and beyond.

Design and permitting for the bus lanes in this segment have been estimated to cost approximately \$150,000 with a construction cost of about \$1 million.

Access to rapid transit service in Chelsea, Everett, and Medford: The first steps of addressing the issue of improving mobility and transit connections for portions of the “Northern Tier” of the Urban Ring corridor are already underway. Massport is about to begin construction of the East Boston / Chelsea Bypass Road providing a dedicated right of way for trucks and buses under local streets from the vicinity of the Airport Blue Line Station and the reconstructed Chelsea Street Bridge. A second component of transit access strategy for this area is the Silver Line Extension Study recently completed by CTPS that evaluated alternative routes and service between Chelsea and the Blue Line using either the Bypass Road and local streets or a dedicated busway along the recently acquired abandoned CSX right-of-way. Preliminary results of this study indicate good ridership potential, with up to 1,800 new daily riders attracted to the system for operations in the dedicated busway. The Bypass Road has been funded by Massport. The design and construction of the dedicated busway through Chelsea is an important connection.

The Urban Ring Notice of Project Change, originally issued in June 2009 but since withdrawn, proposed implementation of a “Northern Tier First Implementation Phase” with a total capital cost of \$486 million (2009); however, portions of this corridor, which runs from Logan Airport West Garage through East Boston, Chelsea, Everett, Somerville, Charlestown, and East

Cambridge to Kendall Square, can be determined to have independent utility and could be implemented in smaller segments at a lower capital cost.

In addition to the connection from Chelsea to the Blue Line described above, a dedicated busway could be designed and constructed from Everett to the Orange Line either via Wellington Station as described in the RDEIR/DEIS with a new bridge over the Malden River or using the existing Revere Beach Parkway bridge in mixed traffic, or via mixed traffic on Alford Street (Route 99) to bus lanes connecting to Sullivan Station as described in the NPC.

More frequent circumferential connections between Central Area Activity Centers: The June 2009 Notice of Project Change also identified a series of early actions that can connect activity centers in the “Southern Tier” from Kendall to Logan Airport. As the NPC states, “These potential „early actions“ include infrastructure investments that entail low costs and minimal environmental impacts, and that could offer potential independent benefit...” Capital costs listed for each project are in 2009 dollars estimated for the NPC. These early action projects include:

- **Melnea Cass Boulevard reconstruction** with a center median busway is about to enter the design phase managed by the City of Boston. This project will improve access from Roxbury and Dorchester to Longwood and beyond, and is an important link connecting Longwood with the Crosstown area and Boston Medical Center. The capital cost estimate in 2009 was \$27 million.
- **Mountfort Street corridor** project is now being studied as part of improvements to the Commonwealth Avenue bridge over the Turnpike Extension. The full scope of improvements in the corridor includes bus lanes on the Carlton Street bridge as well as bus lanes between Park Drive and Beacon Street. The first phase of work is likely to consist of reconfiguration of the Mountfort/Carlton Street intersection to allow westbound traffic to continue straight to the BU Bridge. This phase is not expected to be expensive, but the entire set of improvements was estimated to cost \$14 million in 2009. Improvements along Mountfort Street will extend the investment committed at Yawkey Station and on Maitland Street which connects the station area to Mountfort Street.
- **Albany Street bus lanes in Boston** would improve access between South Boston and the Crosstown area as well as Boston Medical Center. The bus lanes would also function in conjunction with improvements in Melnea Cass Boulevard to enhance access to Longwood and beyond. The capital cost estimate was \$2 million for this work.
- **Massachusetts Avenue and Columbia Point bus lanes** would extend from Melnea Boulevard to Columbia Road and on the Columbia Point Roadways in coordination with the City of Boston and planning underway by U. Mass. Boston. The capital cost estimate was \$2 million for this work.
- **Ruggles Station Platform Study** of design and engineering is currently underway at the MBTA, which is expected to be completed in the first two years of this plan, and will document the ridership and construction costs related to an additional commuter rail platform. Early estimates indicate a potential cost of \$13 million.

Addressing Route 16 in Medford near the intersection with Route 28/Fellsway -- the 21st ranked highway crash location (listed on page 10-5) -- will improve safety along a potential Urban Ring bus route.

Next Steps for These Projects

It is critical that these projects and components of projects that address the plan's priorities are included in the set to be modeled by CTPS to document their benefits and contributions toward meeting the objectives and visions of the Long Range Transportation Plan for the Boston MPO. We believe that the results of that analysis should result in the inclusion of these projects in the final plan adopted by the MPO.

5448/4 lrpp308

May 2, 2011

Ms. Anne McGahan, Project Manager, and
The Boston MPO Transportation Planning and Programming Committee
Boston Metropolitan Planning Organization
State Transportation Building
10 Park Plaza
Boston, MA 02116

Re: Please include Community Path connector in the 2035 LRTP

Dear Ms. McGahan:

I write on behalf of the Cambridge Bicycle Committee regarding the Community Path in Somerville. We urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the Long Range Transportation Plan (LRTP), "Paths to a Sustainable Region." This will maximize the chances of important future funding for the Community Path.

The Community Path represents a critical link for bicycle commuting, finally connecting the hugely popular Minuteman Commuter Bikeway with downtown Boston. As such, it has the potential to serve the largest density of users of any shared-use path in the state. The Community Path will directly benefit Cambridge residents, including those who live in North Cambridge and wish to commute to downtown Boston or access the Charles River, as well as those living in East Cambridge who wish to travel to Davis Square or the Minuteman Bikeway. The Cambridge Bicycle Committee views the path as a critically important link in the growing regional network of bicycle trails. The path will also support bicycle and pedestrian access to the pending Green Line Extension, increasing ridership at a very low cost per rider. However, it cannot be designed and built without sharing infrastructure, right-of-way, and heavy construction with the Green Line Extension, and is in need of additional funding.

Once again, we urge the Boston MPO to support this extremely important project of regional significance by including it in the Long-Range Transportation Plan for the region.

Sincerely,

Catharine M Hornby, Chair

On behalf of the Cambridge Bicycle Committee



WalkBoston

May 5, 2011

Boston Metropolitan Planning Organization (MPO)
Transportation Planning and Programming Committee
Attn: Project Manager Anne McGahan

Re: 2035 Long Range Transportation Plan, Paths to a Sustainable Region

Dear Ms. McGahan:

WalkBoston appreciates the opportunity to provide comments to the MPO Transportation Planning and Programming Committee in respect to the Long Range Transportation Plan for the Boston Metropolitan Area. We are particularly interested that the plan includes the Community Path and its connections in the City of Somerville.

The Community Path project, as planned by Somerville, will provide a critical link between the Minuteman Bikeway and Charles River path network, encouraging residents to walk and bicycle. Perhaps most importantly, the Community Path would provide direct pedestrian access to the planned Green Line Extension to Medford.

Portions of the Path already exist and are heavily used by local residents. The extension of the Path from Cedar Street to Lowell Street (ID 604331) was included in the TIP and is scheduled to be constructed in 2011. WalkBoston urges the MPO Transportation Planning and Programming Committee to approve the inclusion of the Lowell Street-to-Cambridge section in the Long Range Transportation Plan, "Paths to a Sustainable Region. It is an important project and deserves your consideration and approval to become part of the LRTP.

Once it is incorporated into the LRTP, the Community Path project deserves more **intense** attention in future TIPs. The path project east of Lowell Street needs to be designed and built alongside the Green Line Extension. For TIPs developed in the next two years, the MPO should include the Lowell Street to Cambridge portion of the Community Path that parallels the Green Line extension and serves pedestrians and bicyclists who will be using the new transit service.

The Community Path is a very important regional facility for walking, bicycling and for transit access. We hope that the committee will continue to support this project to its eventual completion. Thank you.

Sincerely,

Wendy Landman
Executive Director

Cc Monica R. Lamboy, Executive Director, Somerville Strategic Planning & Community Dev.
Jaime Corliss, Director, Shape Up Somerville
Ellin Reisner, Somerville STEP
Alan Moore, Friends of the Community Path



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May 12, 2011

David Mohler
Chair, Transportation Planning and Programming Committee
Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

RE: Boston MPO Long-Range Transportation Plan Strategies

Dear Mr. Mohler:

The Conservation Law Foundation ("CLF") welcomes the opportunity to comment on the selection of Programmed Highway Discretionary and Major Infrastructure Funding for the Long-Range Transportation Plan ("LRTP") that the Transportation Planning and Programming Committee ("Committee") of the Boston Region Metropolitan Planning Organization ("Boston MPO") will be discussing on May 19, 2011. CLF is a nonprofit, member-supported organization working to conserve natural resources, protect public health and promote thriving communities for all in the New England region. CLF has been a long-time supporter of enhanced public transportation and the extension of the Green Line specifically. We write today to urge you to keep the Green Line Extension to Route 16 in the Boston MPO's LRTP and to ensure the LRTP complies with the requirements of the GreenDOT policy directive ("GreenDOT") as incorporated into the Massachusetts Clean Energy and Climate Plan ("Climate Plan"), which implements the Global Warming Solutions Act ("GWSA").

Green Line Extension to Mystic Valley Parkway/Route 16

To comply with its federal Clean Air Act State Implementation Plan ("SIP") requirements, the Commonwealth must construct an extension of the Green Line "from Lechmere Station to Medford Hillside" by December 31, 2014, or put adequate interim offset projects or measures in place. See 310 CMR 7.36(2)(j). Medford Hillside's well-documented historical boundaries do not include the location of the proposed terminus at the intersection of College Avenue and Boston Avenue as has been demonstrated by detailed historic research. See, e.g., FEIR, Volume 2, Appendix A, at 367. If this important transit project is left out of the LRTP, the Commonwealth will lose the opportunity to leverage federal dollars to pay for project construction. The Boston MPO should not put the Commonwealth in this position.

There is broad community consensus that Mystic Valley Parkway/Route 16 is the best terminus for this important regional transit project. In 2008, more than two thousand residents of Somerville, Medford, and Arlington signed a petition in favor of a Mystic Valley Parkway/Route

16 terminus in less than three months. Over ninety percent (126 out of 139) of the comment letters to the Draft Environmental Impact Report (“DEIR”) for the Green Line Extension that mentioned the Mystic Valley Parkway/Route 16 station expressed support for it. Most recently, at the Metropolitan Area Planning Council’s (“MAPC”) February 16th kickoff to its community visioning process, over seventy one percent of the participants expressed that they are “excited” or “optimistic” about the extension of the Green Line to Mystic Valley Parkway/Route 16. Only twelve percent said they were “pessimistic” and those respondents included people who were in favor of the station but were pessimistic about the chances of it getting built. And earlier this month, Mayor Curtatone of Somerville, City Manager Robert W. Healy of Cambridge, Edward Starr, Chair of the Arlington Transportation Advisory Committee, Senator Jehlen, Representatives Garballey, Provost, and Sciortino, Tufts University, and a large number of community groups sent a letter to Secretary Mullan expressing their support of extending the line to Mystic Valley Parkway/Route 16. See May 2, 2011, Letter to Secretary Mullan attached hereto as Exhibit I.

There are very good reasons for this support. The Mystic Valley Parkway/Route 16 terminus:

- is within a half-mile walking distance of the homes of ten thousand residents of Somerville, Medford, and Arlington;
- affords more equitable access to transit—and thus increased economic and educational opportunities—to five additional state-designated environmental justice communities within Somerville, Medford, and Arlington;
- offers some of the best opportunities for transit-oriented development in the area;
- enables excellent connectivity between the Red, Orange, and Green lines along a Mystic River community path that is under design;
- provides an additional reduction in vehicle miles travelled of more than ten percent above the Green Line Extension project with a terminus at College Avenue; and
- decreases greenhouse gas emissions by an additional five percent, reduces nitrogen oxide emissions by an extra twenty six percent, and further cuts volatile organic compounds emissions by five percent.

Recognizing these clear benefits, MassDOT identified the full extension of the Green Line to Mystic Valley Parkway/Route 16 as its preferred alternative in the DEIR, but then did not propose it. Instead, MassDOT announced that it intends to build the Green Line Extension in two phases. Phase I extends the line to College Avenue (near Tufts) and Phase II purportedly will further extend it to Route 16. MassDOT stated in the DEIR that it is relying on federal

highway money to be flexed by the Boston MPO for Phase II. *See* DEIR, Volume 1, at ES-7. If the Boston MPO's next LRTP does not include the Green Line Extension to Route 16, this source of funding would not be available to MassDOT.

Likewise, if the Green Line extension to Route 16 does not remain in the LRTP the ongoing MAPC-led Mystic Valley Parkway Green Line Extension Community Visioning process would be undercut significantly. This process currently is engaging the public in exploring potential land use changes, benefits, and impacts associated with this project. One can only expect little motivation from the public in this process, and reduced participation, if the funding source for the project under consideration is removed at this time. As a result, it would be impossible for MAPC successfully to conclude its task of collecting valuable public input.

For all the above reasons, CLF strongly urges the Boston MPO to include the Green Line Extension to Route 16 in its LRTP for the 2011-2015 time period to allow MassDOT to meet the December 31, 2014, SIP deadline. In the alternative, the project could be included in the 2016-2020 time period of the LRTP, but that would require additional resources for the Commonwealth to implement interim offset projects or measures to address the delay of the completion of the requirement starting on December 31, 2014.

GWSA and GreenDOT

As you know, the Commonwealth specifically has incorporated GreenDOT into its GWSA Climate Plan. *See* Climate Plan at pp. 66-67; *see also* April 12, 2011, Letter to Director Mohler attached hereto as Exhibit 2. Accordingly, in its consideration of projects to include in the LRTP the Committee is legally required to plan for reducing greenhouse gas emissions over time. The Climate Plan makes plain that "GreenDOT is intended to fulfill the requirements of several state laws, regulations, Executive Orders, and MassDOT policies including the Global Warming Solutions Act, the Green Communities Act, the Healthy Transportation Compact, and the 'Leading by Example' Executive Order Number 484 by Governor Patrick." *Id.* at 66.

Specifically, the Climate Plan provides that "Long-range planning documents, including statewide planning documents [..], as well as the long-range Regional Transportation Plans from the Metropolitan Planning Organizations (MPO), **must address MassDOT's three sustainability goals and plan for reducing GHG emissions over time.** . . . This will require that the MPOs and MassDOT balance highway system expansion projects with other projects that support smart growth development and promote public transit, walking and bicycling." *Id.* (emphasis supplied). The LRTP must incorporate those elements.



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A key rationale for incorporating GreenDOT into the Climate Plan is to ensure that MassDOT planning and project selection drives transportation sector emissions reductions. Extending the Green Line to Route 16 and building the Somerville Community Path are exactly the types of projects that will enable the State to meet its greenhouse gas reduction mandate.

Please feel free to contact me with any questions. I can be reached by phone at (617) 850-1739 or by email at rmares@clf.org.

Sincerely,

Rafael Mares
Staff Attorney

cc Jeffrey B. Mullan, Secretary, MassDOT
Richard K. Sullivan, Jr. Secretary EOEEA
Maeve Valley Bartlett, Assistant Secretary, EOEEA
Catherine Cagel, Manager, Sustainable Transportation, MassDOT
Ned Codd, P.E., Director Program Development, OTP, MassDOT
Marc Draisen, Executive Director, MAPC
Eric Bourassa, Transportation Manager, MAPC
Pam Wolfe, Certification Activities Manager, Central Transportation Planning Staff
T4MA

EXHIBIT 1

May 2, 2011

The Honorable Jeffrey Mullan, Secretary
Massachusetts Department of Transportation
10 Park Plaza, Room 4105
Boston, MA 02116-3969

Re: Green Line Extension Terminus

Dear Secretary Mullan:

We would like to thank you again for all the work the Massachusetts Department of Transportation ("MassDOT") has completed so far on the Green Line Extension Project. In particular, we would like to share with you that we greatly appreciate the community visioning process that the Metropolitan Area Planning Council ("MAPC") is leading so ably to examine the benefits and challenges of a Green Line station at Mystic Valley Parkway/Route 16. The series of MAPC community meetings are helping to demonstrate to the general public that there is wide community support for the Mystic Valley Parkway/Route 16 terminus. Likewise, we are pleased that MassDOT has committed to fund the infrastructure that the extension of the Green Line and the Community Path shares, and appreciate its recent efforts to develop preliminary designs that relocate the Washington Street/Brickbottom station to a better location and look forward to working with MassDOT on full integration of walking and biking with these new light rail improvements.

As active and long-term champions of the extension of the Green Line to Medford and Somerville, we are writing to you at this time to register our strong support for a Mystic Valley Parkway/Route 16 terminus and to convey our continued concern that MassDOT has unwisely relegated this essential part of the project to a tentative status. While the immediate priority is making clear progress on the extension of the Green Line, this letter expresses our united support for the Mystic Valley Parkway/Route 16 terminus and our joint commitment to ensure its implementation. There is broad community consensus that Mystic Valley Parkway/Route 16 is the best terminus for this important regional transit project.

In 2008, more than two thousand residents of Somerville, Medford and Arlington signed a petition in favor of a Mystic Valley Parkway/Route 16 terminus in less than three months. Over ninety percent (126 out of 139) of the comment letters to the Draft Environmental Impact Report ("DEIR") for the Green Line Extension that mentioned the Mystic Valley Parkway/Route 16 station expressed support for it. Most recently, at the MAPC's kickoff to its community visioning process, over seventy one percent of the participants expressed that they are "excited" or "optimistic" about the extension of the Green Line to Mystic Valley Parkway/Route 16. Only twelve percent said they were "pessimistic" and that included people who were in favor of the station but were pessimistic about the chances of it ever getting built.

There are very good reasons for this support, including the following, just to name a few. The Mystic Valley Parkway/Route 16 terminus:

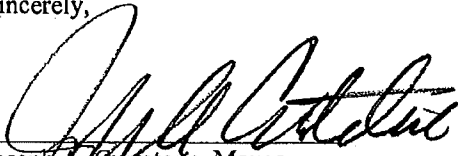
- is within a half-mile walking distance for ten thousand residents of Somerville, Medford and Arlington;
- affords more equitable access to transit—and thus increased economic and educational opportunities—to five additional state-designated environmental justice communities within Somerville, Medford, and Arlington;
- offers some of the best opportunities for transit-oriented development in the area.
- enables excellent connectivity between the Red, Orange and Green lines along a Mystic River community path that is under design;
- provides an additional reduction in vehicle miles travelled of more than ten percent above the Green Line Extension project with a terminus at College Avenue; and
- decreases greenhouse gas emissions by an additional five percent, reduces nitrogen oxide emissions by an extra twenty six percent, and further cuts volatile organic compounds emissions by five percent.

Recognizing these clear benefits, MassDOT identified the full extension of the Green Line to Mystic Valley Parkway/Route 16 as its preferred alternative in the DEIR, but then did not propose it. Instead, MassDOT announced its uncertain plans to build the Green Line Extension in two phases, although building it in a single phase would be more efficient, lower cost, and less disruptive to abutters of the College Avenue station area. Phase I extends the line to College Avenue (near Tufts) and Phase II would further extend it to Mystic Valley Parkway/Route 16. Phase II, however, was excluded from further environmental review and is now planned to be constructed only if federal highway money is available and continues to be flexed by the Boston Metropolitan Planning Organization (“Boston MPO”) for this particular purpose.

In its recent *Agency Responses to Public Comments to the SIP – Transit Commitments 2010 Annual Status Report*, MassDOT states that it will no longer respond to any inquiries with regard to SIP compliance of the Green Line Extension to College Avenue, effectively ending any discussion on this topic. Bearing in mind the legal requirement to extend the Green Line to Medford Hillside, we urge you to reconsider MassDOT’s position with regards to the SIP compliance of the project and to engage with the public and us about this important issue rather than to end all communication on this subject. We also request that MassDOT recommend to the Boston MPO to keep the Mystic Valley Parkway/Route 16 terminus in its Long-Range Transportation Plan and to continue to obligate flex funding for this important project. Ultimately, we ask you to recommit MassDOT to extending the Green Line to Mystic Valley Parkway/Route 16 as part of a well-conceived and more efficiently executed single project and make a public announcement to this effect.

We look forward to hearing from you. If you have any questions, please feel free to contact Rafael Mares by phone at (617) 850-1739 or by email at rmares@clf.org.

Sincerely,



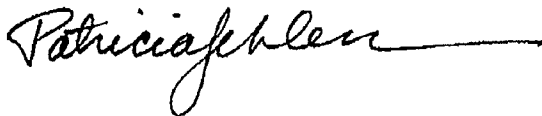
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Robert W. Healy, City Manager
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Elisabeth Bayle

Elisabeth Bayle
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Medford, MA

Barbara Broussard

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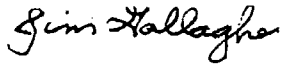
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Nathalie Jean

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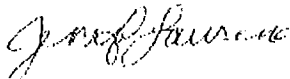
John Roland Elliott
Medford Green Line Neighborhood Alliance
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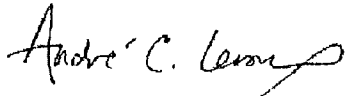
Jim Gallagher, Resident
Somerville, MA



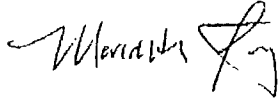
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Medford Green Line Neighborhood Alliance
Medford, MA



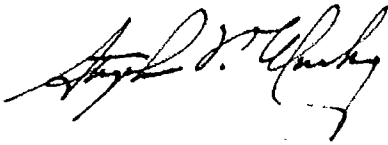
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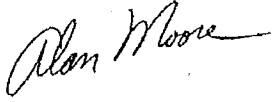
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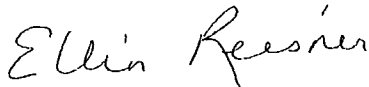
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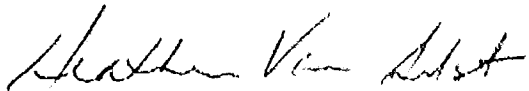
Alan Moore, Executive Member
Friends of the Community Path
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Micaela Preskill, Consumer Associate
MASSPIRG
44 Winter Street
Boston, MA 02108



Ellin Reisner, President
Somerville Transportation Equity Partnership (STEP)
Somerville, MA



Heather Van Aelst, Trustee
Brickbottom Condominium Trust
1 Fitchburg Street, C125
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Lynn Weissman

Lynn Weissman, Executive Member
Friends of the Community Path
112 Belmont Street, #2
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EXHIBIT 2



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April 12, 2011

David Mohler
Executive Director
Office of Transportation Planning
Massachusetts Department of Transportation
10 Park Plaza, Room 4105
Boston, MA 02116-3969

RE: GreenDOT Implementation in Transportation Planning

Dear Mr. Mohler:

Thank you for your leadership in developing the innovative and forward-looking GreenDOT policy directive ("GreenDOT"). I write to express our strong interest in MassDOT's plans to account for greenhouse gas (GHG) emissions in transportation planning, as required by GreenDOT. I, and my colleagues Nancy Goodman of the Environmental League of Massachusetts and Wendy Landman of WalkBoston, recently had the pleasure of meeting with Ned Codd and Catherine Cagle of your office to discuss our efforts as part of the new Transportation for Massachusetts (T4MA) Coalition, and to enquire about the status of GreenDOT implementation, particularly with respect to transportation planning.

At the suggestion of Mr. Codd and Ms. Cagel, CLF also contacted the Boston Metropolitan Planning Organization ("Boston MPO") and spoke with Anne McGahan in an effort to gain a better understanding of how the MPO is planning to incorporate GreenDOT's requirements into its regional planning, including the 2011 MPO long range transportation plan, *Paths to a Sustainable Region*, due to be completed in August 2011 (2011 LRTP). Despite these efforts, many of our questions remain unanswered. We hope that you can help us better understand this important component of GreenDOT.

A key GreenDOT goal is GHG emissions reductions. The Commonwealth has specifically incorporated GreenDOT into its Global Warming Solutions Act implementation plan, the Massachusetts Clean Energy and Climate Plan for 2020 ("Climate Plan"). See Climate Plan at pp. 66-67. The Climate Plan makes plain that "GreenDOT is intended to fulfill the requirements of several state laws, regulations, Executive Orders, and MassDOT policies, including the Global Warming Solutions Act, the Green Communities Act, the Healthy Transportation Compact, and the 'Leading by Example' Executive Order Number 484 by Governor Patrick." *Id.* at 66.

Specifically, the Climate Plan provides that:



Transportation long-range planning and project prioritization and selection: Long-range planning documents, including statewide planning documents (e.g. the Strategic Plan, State Freight Plan, and MassDOT Capital Investment Plan), as well as the long-range Regional Transportation Plans from the Metropolitan Planning Organizations (MPO), *must address MassDOT's three sustainability goals and plan for reducing GHG emissions over time.* Similarly, the shorter-range regional and state Transportation Improvement Programs (TIPs and STIP), under which particular projects are chosen for funding in the coming four years, *must be consistent with the Commonwealth's GHG reduction target.* This will require that the MPOs and MassDOT balance highway system expansion projects with other projects that support smart growth development and promote public transit, walking and bicycling. In addition, the project programming mix included in the RTPs, TIPs and STIP can contribute to GHG reduction through prioritizing roadway projects that enable improved system operational efficiency, without expanding overall roadway system capacity.

Id. (emphasis supplied). GreenDOT, as incorporated into the Climate Plan, requires that:

Statewide planning documents (including the Strategic Plan and Capital Investment Plan) and the Metropolitan Planning Organization's (MPO) long-range Regional Transportation Plans (RTPs) will integrate the three GreenDOT Goals. *These planning documents will evaluate GHG emissions and ensure that GHG emissions are reduced over time, consistent with the Climate Protection and Green Economy Act.*

GreenDOT at Exhibit B (emphasis supplied). GreenDOT also requires that:

Regional Transportation Improvement Programs (TIPs) and State Transportation Improvement Program (STIP) *will include an evaluation of overall greenhouse gas emissions from the project programs, and will need to be developed in a manner that fits into an overall state greenhouse gas reduction target.* This will require that the MPOs and MassDOT balance highway system expansion projects with other projects that support smart growth development and promote public transit, walking and bicycling.



Id. (emphasis supplied). The Climate Plan emphasizes the GreenDOT requirement that project selection be prioritized on the basis of GHG emissions analyses, and healthy transportation and smart growth impacts. *See* Climate Plan at 66.

Neither GreenDOT nor the Climate Plan specify how GHG emissions will be evaluated by planners, or how transportation plans will now be developed in order to take into account—and achieve—the Commonwealth’s overall GHG emissions reduction target. MassDOT and the Boston MPO were not able to provide during our discussions specific information in response to our questions about GHG accounting and planning to achieve mandated reductions. As well, it appears that MassDOT currently is not contemplating any process that would make more transparent and/or elicit public comment or input on its efforts in developing an implementation strategy.

We are eager to work with MassDOT to advance GreenDOT, and we look forward to further discussions with your team about how we, and our T4MA partners, can best support MassDOT’s efforts. As well, to better enable us to partner with you, it would be very helpful if MassDOT could answer the following questions:

- How will transportation project GHG emissions be quantified for planning purposes? Will the GHG emission impacts of each project be quantified individually and then combined at any planning stage?
- Which agency will be responsible for quantifying GHG emissions associated with transportation projects? The MPO? MassDOT? The Massachusetts Department of Environmental Protection (“DEP”)? Individual project proponents?
- If estimates are generated by different agencies or entities, how will MassDOT ensure that the quantification protocols for estimating GHG emission impacts are consistent? It is our understanding that MassDOT and DEP, for example, currently do not employ the same approach for quantifying GHG emissions from mobile sources.
- What analytic method(s), metrics, and quantification protocol(s) will be used to evaluate GHG emissions? Which model will be used for estimating vehicle miles traveled? Will emissions associated with induced demand be included?

We appreciate that we will have the opportunity to comment on individual planning documents in the future. The formal comment period for the 2011 LRTP, for example, will begin on June 13, 2011. To ensure a meaningful opportunity to comment, however, we need to better understand these issues now. As you know, the U.S. Department of Transportation Planning Assistance and Standards regulations require proactive public involvement processes and opportunities for early and continuing involvement. *See* 23 CFR 450.212. As part of that public



involvement process, the State is required to provide “reasonable public access to technical and policy information used in the development of the plan and STIP.” 23 CFR 450.212(a)(3).

We believe that GreenDOT can be a nation-leading example if properly implemented, and we are grateful for your—and your team’s—vision and commitment. Thank you in advance for your assistance and please do not hesitate to contact me with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Melissa A. Hoffer', written in a cursive style.

Melissa A. Hoffer, Esq.

cc Jeffrey B. Mullan, Secretary, MassDOT
Richard K. Sullivan, Jr., Secretary EOEEA
Maeve Vallely Bartlett, Assistant Secretary, EOEEA
Catherine Cagle, Manager, Sustainable Transportation, MassDOT
Ned Codd, P.E., Director Program Development, OTP, MassDOT
Hayes Morrison, TIP Program Manager, Boston MPO
Marc Draisen, Executive Director, MAPC
Nancy Goodman, VP for Policy, ELM
Wendy Landman, Executive Director, WalkBoston
T4MA

Mike Callahan

From: Arlene Wyman Petri <awpetri@mac.com>
Sent: Sunday, May 08, 2011 1:35 PM
To: mcgahan@ctps.org; friendspath@yahoo.com; publicinformation@bostonmpo.org
Subject: Community Path Connector

To Ann McGahan and the Boston MPO Transportation Planning and Programming Cmte:

There are few opportunities for simple and relatively inexpensive improvements to our community. Here comes an opportunity to improve our environment, reduce traffic congestion, augment health-promoting exercise and enhance friendship-promoting outings, just to name a few of the benefits that the Community Path connector will provide. The cost to build this link is minuscule compared with the value it will bring to the lives of tens of thousands of nearby residents. Please get this right! Please keep the connector path as part of the Long Range Transportation Plan.

Thank you for your time and attention.

Arlene Wyman Petri

Mike Callahan

From: Colson, Kim <Kim.Colson@bruker-biospin.com>
Sent: Monday, May 16, 2011 12:28 PM
To: mcallahan@ctps.org
Subject: Bruce Freeman Trail Phase 2

Hello,

I am writing in strong support for phase 2 of the Bruce Freeman rail trail. This trail will provide me and many others in my town of Westford access to the West Concord rail and enable us to our shopping by bicycle rather than by car. With gas prices so high and the high volume of traffic on our 'not bike friendly' roads(because they are so narrow) the phase 2 of the Freeman trail will provide a great commuting option to this area. It will also provide a safe place for people to get outdoor exercise. The phase 1 section of the Freeman trail has already proven itself as an excellent recreational resource and expanding this to others by completing Phase 2 will greatly assist the people in our community to lead healthy lives. Thank you for your consideration in this manner.

Sincerely,

Kim Colson
12 MacQuarrie Lane
Westford MA 01821

Mike Callahan

From: Ann Grace <rospletha@gmail.com>
Sent: Monday, May 16, 2011 12:40 PM
To: publicinformation@bostonmpo.org
Subject: Long Range Transportation Plan - Bruce Freeman Rail Trail

I am writing to express my sincere hope and desire that the Bruce Freeman Rail Trail extension will be funded and built as part of the Long Range Transportation plan. As a regular commuter through the Concord Rotary to access the West Concord MBTA station, I would expect to use it twice a day, every day when weather permits. This easy bike access will reduce car traffic, pollution, be better for my health and everyone else who takes advantage of the facility.

This is a perfect opportunity to move forward in a positive way. Please do not miss this opportunity.

Please note my support for this project when the funding vote comes up on May 19th.

best regards,

Ann Grace

risk of moving ahead project with their own design funds and staff efforts. What community would rationally believe they are better prepared for a project than Phase 2 of the BFRT with its overwhelming community support and its years of investment?

- Boston MPO must understand that there is an implicit *quid pro quo*. Communities that support projects that go through the gauntlet of feasibility and 25% design must be scheduled for construction in a timely fashion that does not waste our communities' resources. Timeliness would generally be defined as in the next five years, but given the state of the transportation budget the 2016-2020 timeframe seems like a reasonable alternative. If this does not happen then it is clear the process for bicycle and pedestrian projects is unalterably broken and not viable for the member communities.
- Phase 1 of the BFRT has been a huge success in Chelmsford and Westford in the NMCOCG, but for the BFRT to even come close to reaching its potential as transportation and recreation corridor, it must be lengthened with the construction of Phase 2 through Westford, Carlisle, Acton, Concord and Sudbury.

We hope that you will include the construction of Phase 2 of the BRFT as above.

Regards,

Kathryn Angell

Concord resident

Mike Callahan

From: Kathryn A. Angell <kangell@windhamgroup.org>
Sent: Monday, May 16, 2011 12:41 PM
To: publicinformation@bostonmpo.org
Subject: comments on LRTP re: Phase 2 of BFRT

Please consider these comments and include the construction of Phase 2 of the BFRT ASAP within LRTP, at the latest, within the 2016-2020 timeslot of the LRTP. I agree with the reasons stated by the Friends of the Bruce Freeman Rail Trail, including the following:

- Phase 2 of the BFRT will provide very important improvements to commuter access to West Concord MBTA station as well as commuter bus from the Colonial Liquor Plaza in Acton. Traffic back-ups constantly 1 mile and longer for commuters on 2A eastbound onto the Concord Rotary (in both morning and evening). The BFRT would give commuters an option to by-pass this gridlock and get to and from the West Concord train station and Sudbury, etc, and simultaneously decrease this congestion.
- The BFRT will be used to substitute for many local automobile with its many destinations. The East Acton Great Road corridor will be accessible, West Concord will be accessible, Sudbury Center will become accessible. Schools and ballfields will become safely accessible. This will increase the economic vitality of West Concord, East Acton, and Sudbury.
- Phase 2 of the BFRT will be an important connection in growing but nascent web of active transportation networks in the Boston MPO. Boston is starting a Bike Share program, which has been wildly successful in Washington, DC and foreign cities. With the construction of Phase 2 of the BFRT commuters will be able to bike and walk safely to the West Concord train station, take the train, and then bike from North Station to work using the Bike Share program.
- Executive Office of Transportation (EOT) purchased the ROW to preserve what was viewed as a potentially valuable transportation corridor. The undeveloped ROW serves no transportation needs. The extension of the trail to the West Concord commuter rail station will provide a high value multi-modal transportation route to businesses in Chelmsford and Lowell, as well as in Phase 2 itself and along the commuter rail line into Boston.
- BFRT has been allocated federal funds via the Statewide Enhancement Program. It is our understanding with the new federal policy, these design dollars cannot be used if a project is not scheduled in the first 10 years. The Patrick Administration has made clear its support for the BFRT Phase 2 project with the announcement of allocation of over \$900,000 in additional funds June 2011 to take the project through final design.
- After months of bureaucratic review and requests the project is within a few weeks if not days close to signing a contract for Phases 2A (Westford, Carlisle and Acton) and 2C (Concord) design. This has been an incredibly arduous process for the communities involved and MassDOT. No other trail with the possible exception of the Assabet River Rail Trail has made so much progress and successfully jumped so many hurdles to get to this point.
- Designs only have so much shelf-life. The communities in good faith have proceeded in moving ahead with the 25% design, and worked diligently on setting up the contracts for 100%. Not including Phase 2 of the BFRT in the 2016-2020 will be a slap in the face to the host communities.
 - Consider the ramifications of denying inclusion of the BFRT scheduled for inclusion for construction in the LRTP for the 2016-2020 time slot. The Boston MPO via policy decisions has put all time, cost and resource investment risk of a feasibility study and design on the local communities. Basically such a denial of inclusion for the Phase 2 of the BFRT would be the clearest communication that no bicycle and pedestrian project can be built even with the strongest level of local support. The Boston MPO will ensure that no community should take the

Mike Callahan

From: hquin@juno.com
Sent: Monday, May 16, 2011 1:13 PM
To: publicinformation@bostonmpo.org
Subject: Bruce Freeman Rail Trail

We are writing to urge you to put the Bruce Freeman rail trail on the 2016-2020 time slot. We believe this is an important project, and should be done as soon as possible.

Howard Quin

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Mike Callahan

From: Daphne Freeman <uklady446@yahoo.com>
Sent: Monday, May 16, 2011 1:22 PM
To: publicinformation@bostonmpo.org
Subject: BFRT with LRTP

It is so essential that we continue with the BFRT as an alternative to driving. The East Acton corridor will be accessible, also West Concord Rail Station would be handy to bike to, and continue on the train to North Station and then bike to work using the Boston Bike Share Program. Thus saving on gas and using the public transportation system to the best advantage. The BFRT has been so successful so far let us continue to take advantage of all the phases it has to offer.

Daphne G. Freeman, Chelmsford, Massachusetts.

Mike Callahan

From: Kathryn Garcia <kagtimes3@yahoo.com>
Sent: Monday, May 16, 2011 1:33 PM
To: publicinformation@bostonmpo.org

Please support phase 2 of the BFRT included in the 2016-2020 timeslot of the LRTP

Kathryn Achen Garcia

Mike Callahan

From: Stuart Johnstone <stu@greatbrookski.com>
Sent: Monday, May 16, 2011 2:52 PM
To: publicinformation@bostonmpo.org
Subject: Bruce Freeman Rail Trail on 2016-2020 LRTP

To Whom It May Concern:

I urge you to include the Bruce Freeman Rail Trail (Phase 2: Westford, Carlisle, Acton, Concord, Sudbury) in the 2016-2020 LRTP.

The host communities have invested sizeable amounts of time, money, and effort to advance the project to its current status, and they expect and deserve to have you include Phase 2 in the 2016-2020 LRTP.

Considerable design funds have been allocated to Phase 2, and they will not be jeopardized if you include the project in the 2016-2020 LRTP.

Our society desperately needs to construct non-motorized transportation infrastructure such as this trail and to build it in a timely fashion.

The host communities have very strong support for the Bruce Freeman Rail Trail, and this support now calls for your action.

Sincerely,

Stuart Johnstone

91 Pine St, Concord

Mike Callahan

From: Nancy Savage <nancy@allthesavages.com>
Sent: Monday, May 16, 2011 4:35 PM
To: publicinformation@bostonmpo.org
Subject: Phase 2 of BFRT

Dear Members of the TPPC,

I am writing to ask for your vote in favor of including Phase 2 of the BFRT in the 2016-2020 timeslot of the LRTP. As a citizen of Acton, I am strongly in favor of the bike trail. For me, it would mean using my bicycle to get to shopping on Great Road in Acton, shopping and gym in West Concord, and the commuter rail in West Concord. As of now, I have to drive because the traffic on Route 2A (119) is too heavy to navigate safely, and I would never attempt tangling myself in the Concord Rotary on a bike----it is bad enough in a car! I can't wait for the day to ride over Route 2 on the proposed path.

There are so many reasons to extend the fabulous link from 225/27 in Westford, and bring it across East Acton. There are densely populated areas along the way, and the potential commuter use is boundless.

Please do include Phase 2 in your vote. I am just one of many with a bicycle who would love to use it as a commuting tool. Thank you for your consideration.

Sincerely,

Nancy Savage

26 Stoneymeade Way

Acton, MA

they long have been dismissed as unimportant. 20 years, 50 years from now the building of bicycle and pedestrian infrastructure will be one of the most important decisions and will make the Boston area and Commonwealth a special place to live, work, recreate and visit. .

Therefore I urge support of LRTP Strategy 3 “New Mix of Projects and Programs - Lower Cost/More Flexibility”, the only strategy that substantially increases funding (though still not nearly enough) for bicycle and pedestrian projects. http://www.ctps.org/bostonmpo/3_programs/1_transportation_plan/Plan_Strategies_050511.pdf. How can the LRTP which is entitled *Paths to a Sustainable Region* not include dramatic increases to bicycle and pedestrian projects after decades of underfunding such projects and pretend to be call sustainable?

Thanks s for your consideration.

Richard E. Kenyon
Westford, MA 01886

communities. Basically such a denial of inclusion for the Phase 2 of the BFRT would be the clearest communication that no bicycle and pedestrian project can be built even with the strongest level of local support. The Boston MPO will ensure that no community should take the risk of moving ahead project with their own design funds and staff efforts. What community would rationally believe they are better prepared for a project than Phase 2 of the BFRT with its overwhelming community support and its years of investment?

- Boston MPO must understand that there is an implicit *quid pro quo*. Communities that support projects that go through the gauntlet of feasibility and 25% design must be scheduled for construction in a timely fashion that does not waste our communities' resources. Timeliness would generally be defined as in the next five years, but given the state of the transportation budget the 2016-2020 timeframe seems like a reasonable alternative. If this does not happen then it is clear the process for bicycle and pedestrian projects is unalterably broken and not viable for the member communities.
- Phase 1 of the BFRT has been a huge success in Chelmsford and Westford in the NMCOG, but for the BFRT to even come close to reaching its potential as transportation and recreation corridor, it must be lengthened with the construction of Phase 2 through Westford, Carlisle, Acton, Concord and Sudbury.
- The completed section of trail in Chelmsford and Westford (Phase 1) has been very successful already. 1500 trips were counted over a 12- hour period in Fall 2010. It is being used both as part of people's regular exercise regimen (one user reported losing 30 lbs during the past year through a combination of regular exercise on the trail and diet) and as a transportation corridor for bicyclists commuting to businesses in Chelmsford and Lowell (we talked with two commuters around 6:30 PM during the Tuesday count in Fall 2010. One commuted from Westford and the other from Littleton both to businesses on Rt. 129 in Chelmsford). There has been a noticeable increase in the number of bicycles on the roads and at businesses in the Center of Chelmsford. This activity is correlated with the completion and growing use of the trail.
- For Phase 1, we have received many inquiries about the extension of the trail to NARA Park in Acton from residents of Chelmsford and Westford. Many families have expressed interest in being able to ride their bicycles to that recreation facility. Thus obviating many trips and increasing public health and welfare.
- The trail is proving to be a safe training ground for young bicyclists. Many of the trail users are families. We have not yet quantified the proportion of trail users that are children but may do so in the future. We do know that it is the first trip for some young cyclists outside their driveway. It has also proven to be a boon to older users as well.

it is very important for the LRTP to support increased funding for Community Paths and bicycle and pedestrian projects in general because of the following:

- Bicycle and pedestrian projects provide an option an alternative to ever increasing cost of auto travel, in terms of saving on expensive gasoline (over \$100 barrel and \$4/gallon gasoline).
- We need more Community Paths to create a network. Bicycle travel will not have a chance to really blossom until there is a network in place.
- With a better network, with higher gas prices, with more congestion, with more need for exercise, with more opportunities to use Bicycles at the end of the commute (Boston Bike Share Program) and change in MBTA policies so that bicycles can be taken on trains and subways during commuting periods, we will see very large increases in bicycle and pedestrian usage over current estimates.
- We have a health crisis in our communities associated with our infrastructure that promotes sedentary nature. Community Paths encourage exercise of active transportation and helps fight the obesity epidemic.
- Citizens love Community Paths. Voters do not love highways or intersections or by-passes. The Boston MPO should place Community Paths at the top of their transportation priorities, not the bottom where

Mike Callahan

From: rekyrek <rekyrek@verizon.net>
Sent: Monday, May 16, 2011 5:32 PM
To: publicinformation@bostonmpo.org
Subject: Long Range Transportation Plan

I ask you to include Phase 2 of the Bruce Freeman Rail Trail in the Long Range Transportation Plan for 2016-2020. My reasons are:

- Phase 2 of the BFRT will provide very important improvements to commuter access to West Concord MBTA station as well as commuter bus from the Colonial Liquor Plaza in Acton. Traffic back-ups constantly 1 mile and longer for commuters on 2A eastbound onto the Concord Rotary (in both morning and evening). The BFRT would give commuters an option to by-pass this gridlock and get to and from the West Concord train station and Sudbury, etc, and simultaneously decrease this congestion.
- The BFRT will be used to substitute for many local automobile with its many destinations. The East Acton Great Road corridor will be accessible, West Concord will be accessible, Sudbury Center will become accessible. Schools and ballfields will become safely accessible. This will increase the economic vitality of West Concord, East Acton, and Sudbury.
- Phase 2 of the BFRT will be an important connection in growing but nascent web of active transportation networks in the Boston MPO. Boston is starting a Bike Share program, which has been wildly successful in Washington, DC and foreign cities. With the construction of Phase 2 of the BFRT commuters will be able to bike and walk safely to the West Concord train station, take the train, and then bike from North Station to work using the Bike Share program.
- Executive Office of Transportation (EOT) purchased the ROW to preserve what was viewed as a potentially valuable transportation corridor. The undeveloped ROW serves no transportation needs. The extension of the trail to the West Concord commuter rail station will provide a high value multi-modal transportation route to businesses in Chelmsford and Lowell, as well as in Phase 2 itself and along the commuter rail line into Boston.
- There are several thousand employees in Cross Point, which is at the northern terminus of Phase 1. The trail also connects to the Chelmsford Center business district and shopping areas and with Rt. 129 in Chelmsford, which hosts several office parks. Continuing the trail south in Phase 2 will provide access to many more commuters to the Lowell / Chelmsford area.
- BFRT has been allocated federal funds via the Statewide Enhancement Program. It is our understanding with the new federal policy, these design dollars cannot be used if a project is not scheduled in the first 10 years. The Patrick Administration has made clear its support for the BFRT Phase 2 project with the announcement of allocation of over \$900,000 in additional funds June 2011 to take the project through final design.
- After months of bureaucratic review and requests the project is within a few weeks if not days close to signing a contract for Phases 2A (Westford, Carlisle and Acton) and 2C (Concord) design. This has been an incredibly arduous process for the communities involved and MassDOT. No other trail with the possible exception of the Assabet River Rail Trail has made so much progress and successfully jumped so many hurdles to get to this point.
- Designs only have so much shelf-life. The communities in good faith have proceeded in moving ahead with the 25% design, and worked diligently on setting up the contracts for 100%. Not including Phase 2 of the BFRT in the 2016-2020 will be a slap in the face to the host communities.
 - Consider the ramifications of denying inclusion of the BFRT scheduled for inclusion for construction in the LRTP for the 2016-2020 time slot. The Boston MPO via policy decisions has put all time, cost and resource investment risk of a feasibility study and design on the local

Mike Callahan

From: JimTerryJr@aol.com
Sent: Monday, May 16, 2011 6:20 PM
To: publicinformation@bostonmpo.org
Subject: Comment on LRTP

I support funding of phase 2 of the Bruce Freeman Rail Trail (BFRT) in the 2016-2020 portion of the LRTP. Phase 2 provides direct access to the West Concord commuter rail station. The route will allow many who wish to use public transportation to get to the train without having to drive. This will ease the congestion on route 2A as it approaches the Concord rotary, as the trail will take commuters parallel to route 2A into West Concord.

Many residents of Westford, Carlisle, Acton and Concord will be able to access shopping areas on route 2A and in West Concord from the BFRT without driving.

Students at Concord's Sanborn Middle School and Willard Elementary School will be able to use the trail to get to school by walking or riding their bicycles while generally staying off of streets during commuting hours. This will remove some vehicular traffic otherwise used to transport students to school.

Many people already use phase 1 of the BFRT and are anxious to be able to continue on the trail to enjoy outdoor exercise, but also do shopping or get to work (Lowell/Chelmsford is the terminus of phase 1) without using an auto.

Jim Terry, Concord

using the Boston Bike Share Program. Thus saving on gas and using the public transportation system to the best advantage. The BFRT has been so successful so far let us continue to take advantage of all the phases it has to offer.

Bruce R Freeman (Son of former Rep Bruce N. Freeman)

Bruce R. Freeman
2 Bourne Dr.
Bedford, NH 03110-6850
b-freeman@comcast.net

- Boston MPO must understand that there is an implicit *quid pro quo*. Communities that support projects that go through the gauntlet of feasibility and 25% design must be scheduled for construction in a timely fashion that does not waste our communities' resources. Timeliness would generally be defined as in the next five years, but given the state of the transportation budget the 2016-2020 timeframe seems like a reasonable alternative. If this does not happen then it is clear the process for bicycle and pedestrian projects is unalterably broken and not viable for the member communities.
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- For Phase 1, we have received many inquiries about the extension of the trail to NARA Park in Acton from residents of Chelmsford and Westford. Many families have expressed interest in being able to ride their bicycles to that recreation facility. Thus obviating many trips and increasing public health and welfare.
- The trail is proving to be a safe training ground for young bicyclists. Many of the trail users are families. We have not yet quantified the proportion of trail users that are children but may do so in the future. We do know that it is the first trip for some young cyclists outside their driveway. It has also proven to be a boon to older users as well.

It is very important for the LRTP to support increased funding for Community Paths and bicycle and pedestrian projects in general because of the following:

- Bicycle and pedestrian projects provide an option an alternative to ever increasing cost of auto travel, in terms of saving on expensive gasoline (over \$100 barrel and \$4/gallon gasoline).
- We need more Community Paths to create a network. Bicycle travel will not have a chance to really blossom until there is a network in place.
- With a better network, with higher gas prices, with more congestion, with more need for exercise, with more opportunities to use Bicycles at the end of the commute (Boston Bike Share Program) and change in MBTA policies so that bicycles can be taken on trains and subways during commuting periods, we will see very large increases in bicycle and pedestrian usage over current estimates.
- We have a health crisis in our communities associated with our infrastructure that promotes sedentary nature. Community Paths encourage exercise of active transportation and helps fight the obesity epidemic.
- Citizens love Community Paths. Voters do not love highways or intersections or by-passes. The Boston MPO should place Community Paths at the top of their transportation priorities, not the bottom where they long have been dismissed as unimportant. 20 years, 50 years from now the building of bicycle and pedestrian infrastructure will be one of the most important decisions and will make the Boston area and Commonwealth a special place to live, work, recreate and visit. .

Summation

It is so essential that we continue with the BFRT as an alternative to driving. The East Acton corridor will be accessible, also West Concord Rail Station would be handy to bike and continue on the train to North Station and then bike to work

Mike Callahan

From: Bruce R. Freeman <b-freeman@comcast.net>
Sent: Monday, May 16, 2011 8:11 PM
To: publicinformation@bostonmpo.org
Subject: Comments on the LRPT from Bruce R Freeman (son of Former Rep Bruce N Freeman)

- Phase 2 of the BFRT will provide very important improvements to commuter access to West Concord MBTA station as well as commuter bus from the Colonial Liquor Plaza in Acton. Traffic back-ups constantly 1 mile and longer for commuters on 2A eastbound onto the Concord Rotary (in both morning and evening). The BFRT would give commuters an option to by-pass this gridlock and get to and from the West Concord train station and Sudbury, etc, and simultaneously decrease this congestion.
- The BFRT will be used to substitute for many local automobile with its many destinations. The East Acton Great Road corridor will be accessible, West Concord will be accessible, Sudbury Center will become accessible. Schools and ballfields will become safely accessible. This will increase the economic vitality of West Concord, East Acton, and Sudbury.
- Phase 2 of the BFRT will be an important connection in growing but nascent web of active transportation networks in the Boston MPO. Boston is starting a Bike Share program, which has been wildly successful in Washington, DC and foreign cities. With the construction of Phase 2 of the BFRT commuters will be able to bike and walk safely to the West Concord train station, take the train, and then bike from North Station to work using the Bike Share program.
- Executive Office of Transportation (EOT) purchased the ROW to preserve what was viewed as a potentially valuable transportation corridor. The undeveloped ROW serves no transportation needs. The extension of the trail to the West Concord commuter rail station will provide a high value multi-modal transportation route to businesses in Chelmsford and Lowell, as well as in Phase 2 itself and along the commuter rail line into Boston.
- There are several thousand employees in Cross Point, which is at the northern terminus of Phase 1. The trail also connects to the Chelmsford Center business district and shopping areas and with Rt. 129 in Chelmsford, which hosts several office parks. Continuing the trail south in Phase 2 will provide access to many more commuters to the Lowell / Chelmsford area.
- BFRT has been allocated federal funds via the Statewide Enhancement Program. It is our understanding with the new federal policy, these design dollars cannot be used if a project is not scheduled in the first 10 years. The Patrick Administration has made clear its support for the BFRT Phase 2 project with the announcement of allocation of over \$900,000 in additional funds June 2011 to take the project through final design.
- After months of bureaucratic review and requests the project is within a few weeks if not days close to signing a contract for Phases 2A (Westford, Carlisle and Acton) and 2C (Concord) design. This has been an incredibly arduous process for the communities involved and MassDOT. No other trail with the possible exception of the Assabet River Rail Trail has made so much progress and successfully jumped so many hurdles to get to this point.
- Designs only have so much shelf-life. The communities in good faith have proceeded in moving ahead with the 25% design, and worked diligently on setting up the contracts for 100%. Not including Phase 2 of the BFRT in the 2016-2020 will be a slap in the face to the host communities.
 - Consider the ramifications of denying inclusion of the BFRT scheduled for inclusion for construction in the LRTP for the 2016-2020 time slot. The Boston MPO via policy decisions has put all time, cost and resource investment risk of a feasibility study and design on the local communities. Basically such a denial of inclusion for the Phase 2 of the BFRT would be the clearest communication that no bicycle and pedestrian project can be built even with the strongest level of local support. The Boston MPO will ensure that no community should take the risk of moving ahead project with their own design funds and staff efforts. What community would rationally believe they are better prepared for a project than Phase 2 of the BFRT with its overwhelming community support and its years of investment?

Mike Callahan

From: lisaunderkoffler@comcast.net
Sent: Monday, May 16, 2011 8:56 PM
To: mcallahan@ctps.org
Subject: Phase 2 of Bruce Freeman Rail Trail

Hello

I am writing in enthusiastic and strong support for phase 2 of the Bruce Freeman rail trail.

The current portion of the rail trail was instantly popular - and a great place for people of all ages to get out, get exercise and enjoy being in nature. I noticed the first time I was on the trail that everyone was friendly, smiling and enjoying being able to be on the trail. Bikes, walkers, baby strollers and more.

Phase 2 is an important piece in the overall trail. The trail will be within 1/2 mile of where I live in Acton and easy to jump on and ride to Chelmsford and Lowell, where I shop and meet friends for coffee or lunch. I'm particularly interested in this phase as a close friend (also in Acton, near the proposed trail on 27) has recently been confined to a wheel chair. She is a nature lover and was discouraged with her prognosis. When she realized that the rail trail would be very close to her home, she realized that she will be able to be out and enjoy the trail along with other, more mobile friends.

Phase 2 will offer a chance for more people to use bikes to commute to work in Lowell and Chelmsford. Phase 1 has been so popular and encouraged people to get out and exercise and get some fresh air. Phase 2 will extend the opportunity to those of us in Acton and West Concord.

Thank you for your consideration and I hope that Phase 2 comes to life soon!

Regards,

Lisa Underkoffler
13 Windingwood Lane
Acton, MA 01720

Mike Callahan

From: richd fallon <richdfall@yahoo.com>
Sent: Monday, May 16, 2011 9:00 PM
To: publicinformation@bostonmpo.org
Subject: LRTP-support of Phase Two of Bruce Freeman Rail Trail

I support construction of and funding for the Phase Two of the Bruce Freeman Rail Trail.
Rick Fallon, 27 Faulkner Hill Road, Acton, MA

Mike Callahan

From: The Kloffts <kloffts@yahoo.com>
Sent: Monday, May 16, 2011 11:39 PM
To: publicinformation@bostonmpo.org
Cc: tmichelman@comcast.net
Subject: Regarding LRTP

Regarding the LRTP...I really would like to let those whom it may concern that moving this project forward is very important to me and for reducing congestion along local roadways.

I ride my bicycle both recreationally for exercise and increasingly for running errands near my home in North Sudbury, often traveling to West Concord, Stow, Maynard, and Acton for groceries, produce, bakery items, and apples. I find it very difficult to travel during peak AM or PM commuting times, or during times when the school buses are running in the late afternoon, because it is just too dangerous with the current traffic patterns and lack of bike lanes. So during the time we most need to take motor vehicles off the road, I am adding a vehicle to them, because it's unsafe for me to take my bike at that time. Rail trails (or other dedicated trails such as the one through Assabet National Wildlife Refuge, which I use frequently to avoid Rt 27 and Hudson Road traffic) are essential to safe, green travel.

I work at a preschool on Concord Road, just a few miles from my home, within steps of a proposed Sudbury Rail Trail, but to cycle would require commuting through some of the most dangerous and congested areas of Sudbury. If this project became a reality, I would be able to easily and safely commute to work on my bicycle, and avoid adding to traffic. I could not hope to do that with the current traffic patterns. Additionally, at least weekly I run errands in my motor vehicle, again adding to traffic on route 20, that I would gladly do on my bicycle if there was a safe route for the majority of the locations on Rt 20 that I frequent. (Goodnow Library, drug and grocery stores)

I would strongly encourage you to continue to move forward with the needed steps to make future rail trails a viable option for people who wish to stay safe and use greener options for errands and commuting. It is not just a matter of having safe routes for recreation, it is truly a matter of creating sustainable communities, where there are options other than motor vehicles for commuting and errands.

Thank you,
Kathleen Klofft

Mike Callahan

From: Margaret Kohin <mkohin@gmail.com>
Sent: Tuesday, May 17, 2011 5:35 AM
To: publicinformation@bostonmpo.org
Subject: Statement of support for draft LRTP funding of Phase 2 of BFRT

To Whom it May Concern,

I am writing to urge approval of funding for Phase 2 of the Bruce Freeman Rail Trail (BFRT Rt 225 & 27 in Westford, south through Carlisle, Acton, Concord to ~ Rt. 20 in Sudbury). I believe this item will be coming up for a vote by Boston MPO's TPPC as part of the LRTP on Thursday May 19th.

While the Bruce Freeman Rail Trail serves a dual purpose for transportation and recreation, its transportation value will reduce automobile traffic, global warming, and gridlock.

Please vote to approve this vital project.

Margaret Kohin
9 Marian Rd.
Acton, MA 01720

Mike Callahan

From: Robert Zuffante <rzuffante@comcast.net>
Sent: Tuesday, May 17, 2011 8:40 AM
To: publicinformation@bostonmpo.org
Subject: Build BFRT Phase II sooner rather than later

In this age of obesity, scarce resources and pollution it behooves us to provide more ways to move around our communities using our muscles instead of consuming/polluting vehicles.

I urge you to put Phase 2 of the BFRT into the earliest possible portion of the LRTP.

Thank You,

Bob Zuffante
42 Pleasant St.
Concord MA 01742

Mike Callahan

From: mcwillyp@aol.com
Sent: Tuesday, May 17, 2011 9:13 AM
To: publicinformation@bostonmpo.org
Subject: Bruce Freeman Rail Trail, LRTP

Hello,

Please consider making the extension of the BFRT a priority. The section of trail that is in use from Westford to Lowell is helping the community get much needed safe exercise and recreation. The extension will allow residents to be biking commuters which is good for the community and good for the world.

P.McWilliams Westford resident

Mike Callahan

From: Emily Hutcheson <emilyhutcheson@comcast.net>
Sent: Tuesday, May 17, 2011 10:09 AM
To: publicinformation@bostonmpo.org
Subject: Bruce Freeman Rail Trail-Phase 2 LRTP

Dear Good Transportation Planners and Funders,

Please fund this project. You will be glad you did, because the healthy experience and goodness that happens for people will be so obvious and pleasing. Folks are desperately looking for common sense, valuable, transportation chances to use. The Commuter Rail walk/bike linkages of this project is wham in front of our faces. When the old ways are very clearly not working, it is time to be brave, step up, and do the right thing. From the Heart, Dave and Emily

Mike Callahan

From: Lowell Gilbert <LGVoter@Be-Well.ilk.Org>
Sent: Tuesday, May 17, 2011 11:42 AM
To: publicinformation@bostonmpo.org
Subject: Long Range Transportation Plan

Greetings.

I am writing today to encourage funding for bicycle trails in the Long Range Transportation Plan. Our society is at a historic point of opportunity to prepare for the inevitable drop in availability of gasoline. Bicycle trails are a relatively inexpensive step that we should be taking as soon as possible.

In particular, I urge support for the Bruce Freeman Rail Trail, which will vastly improve the practicality of non-powered transportation for northern Middlesex County. The next phase will connect some commercial areas, and providing a safe means of crossing route 2 will be a huge milestone in making bicycle travel practical in the area.

The plans for (the next phase of) the Bruce Freeman facility are pretty much done, so let's not let them mildew. The project is ready for building, so let's do it.

Thank you.

Lowell Gilbert
18 Juniper Ridge Road
Acton, MA

Mike Callahan

From: Buchanan, Stephen <Stephen.Buchanan@bmc.org>
Sent: Tuesday, May 17, 2011 3:32 PM
To: publicinformation@bostonmpo.org
Subject: support for phase 2 of Rail Trail

Hello,

I am a Sudbury resident and strongly support the rail trail. I have small children and biking is dangerous on the roads. I also would like to see improved transportation options whereby I might use the rail trail to get to work.

thanks,
Steve Buchanan

This electronic transmission may contain information that is privileged, confidential and exempt from disclosure under applicable law. If you are not the intended recipient, please notify me immediately as use of this information is strictly prohibited.

Mike Callahan

From: blossomhoag@gmail.com
Sent: Tuesday, May 17, 2011 4:04 PM
To: publicinformation@ctps.org
Subject: MPO Web Site Share Your Views Form

Below is the result of your feedback form. It was submitted by
(blossomhoag@gmail.com) on Tuesday, May 17, 2011 at 16:04:24

subjectText: Rte 53 Bus Route in Hingham

messageText: I am a retired resident of Linden Ponds, a retirement community in Hingham, MA. My concern is that there is no public transportation, although historically the # 222 did server Whiting Street in Hingham. Whiting Street (Rte 53) is becoming more and more developed and Linden Ponds alone employs over 1,000 people, many of them students who serve meals. Public transportation would serve the new developments along Rte 53 including residents--new and old--and many elderly many who would prefer public transportation instead of driving, employees, and business owners. Please include a bus route along Whiting Street in Hingham that would connect to the Derby Street Shops, the Hingham Shipyard and the MBTA commuter rail, boat and Red Line.

Thank you,
Blossom Hoag

submitForm: Submit

Mike Callahan

From: Cohen, Paul <PCohen@Townofchelmsford.us>
Sent: Tuesday, May 17, 2011 4:15 PM
To: publicinformation@bostonmpo.org
Subject: LRTP

To whom it may concern,

As Town Manager for the Town of Chelmsford, I request that funding for Phase 2 of the Bruce Freeman Rail Trail be included in the 2016-2020 LRTP. This second phase of the rail trail through Carlisle, Acton, and Concord will provide transportation access from the Lowell-Chelmsford town line at the Crosspoint towers through the Town of Westford and into these adjacent communities. The second phase of the rail trail will increase the amount of travelers into the Chelmsford central business district and commuters to the business parks that are adjacent to the rail trail. It also will provide alternative transportation access to recreational and open space properties across these communities.

Paul E. Cohen
Town Manager
Town of Chelmsford
50 Billerica Road
Chelmsford, MA 01824
978.250.5201
978.250.5252 (fax)

Mike Callahan

From: Chris & Alan <acmertz@verizon.net>
Sent: Tuesday, May 17, 2011 5:24 PM
To: publicinformation@bostonmpo.org
Subject: Comment on LRTP

Sir:

I am writing in support of including Phase 2 of the BFRT in the 2016-2020 timeslot of the LRTP. Phase 2 of the BFRT will provide very important improvements to commuter access to West Concord MBTA station as well as commuter bus from the Colonial Liquor Plaza in Acton. Traffic back-ups constantly 1 mile and longer for commuters on 2A eastbound onto the Concord Rotary (in both morning and evening). The BFRT would give commuters an option to by-pass this gridlock and get to and from the West Concord train station and Sudbury, etc, and simultaneously decrease this congestion. BFRT has been allocated federal funds via the Statewide Enhancement Program. It is our understanding with the new federal policy, these design dollars cannot be used if a project is not scheduled in the first 10 years. The Patrick Administration has made clear its support for the BFRT Phase 2 project with the announcement of allocation of over \$900,000 in additional funds June 2011 to take the project through final design. After months of bureaucratic review and requests the project is within a few weeks if not days close to signing a contract for Phases 2A (Westford, Carlisle and Acton) and 2C (Concord) design. This has been an incredibly arduous process for the communities involved and MassDOT. No other trail with the possible exception of the Assabet River Rail Trail has made so much progress and successfully jumped so many hurdles to get to this point.

When finished, I intend to use the BFRT for basic transportation within the region for commuter transportation and local business transportation. My use alone takes one car off the road in an area that is getting more and more congested.

Please improve our transportation outlook by including the Phase 2 of the BFRT in the 2016-2020 timeslot of the LRTP. It will make a significant difference.

Thanks for your consideration.

Alan Mertz
10 Old Village Road
Acton, MA

Mike Callahan

From: William Barber <BillBar3@comcast.net>
Sent: Tuesday, May 17, 2011 8:34 PM
To: publicinformation@bostonmpo.org
Subject: BFRT/LRTP

RE: The long range projects noted above: As a supporter of The Bruce Freeman Rail to Trail for many years I hope the Powers That Be will include this worthwhile section of trail in the LRTP. Far beyond the recreational value are the benefits to the parks, fields and commercial centers involved. I know these are well known to all who have worked on the LRTP; I just want to add my voice to help insure that the weight of said benefits is fully recognized and counted. Thank you all - W. Barber, Concord, MA.

Mike Callahan

From: richardcw@verizon.net
Sent: Tuesday, May 17, 2011 9:05 PM
To: publicinformation@bostonmpo.org
Subject: Comments on LRTP

With the completed first phase of the Bruce Freeman Rail Trail serving a large number of users, it is important that the next sections of the rail trail in Westford, Carlisle, Acton and Concord (phases 2A and 2C) be programmed for construction. A combination of state and federal funds has been secured for the final design of these sections. Bids were solicited, a firm was selected and the design contract is about to be awarded. I have seen the letter from the FHWA stating that any project designed with federal funds must have construction programmed within the next ten years. FHWA's Ed Silva and Michael Chong have stressed this requirement during TPPC meetings last year. Therefore I expect that the construction of these sections of the Bruce Freeman Rail Trail will be programmed before 2021 in the LRTP.

The completed section of the Bruce Freeman Rail Trail leads to Cross Point Towers in Lowell, to commercial areas nearby, to Chelmsford Center with its town buildings and commercial areas, to a school in Chelmsford and to a town beach on Heart Pond. Phases 2A and 2C will provide non-motorized transportation to a large number of significant destinations including the West Concord MBTA station, recreation areas in Acton and commercial areas in West Concord and along east Acton Great Road corridor. A future extension into Lowell will bring users to the rail hub in that city. The completed rail trail will bring users to many schools, town offices and commercial areas in Sudbury.

It is important that the construction of these Phases 2A and 2C of the Bruce Freeman Rail Trail be programmed in the LRTP. The design will be ready to go out for bid by 2013. Therefore moving the construction forward closer to 2013 is highly desirable.

Dick Williamson
Sudbury, MA

Mike Callahan

From: Stanislav Mudrets <thestan@rcn.com>
Sent: Tuesday, May 17, 2011 11:00 PM
To: publicinformation@bostonmpo.org
Subject: Support for phase II of the Bruce Freeman Rail Trail.

I am writing in support of phase II of the project. Given today's gas prices, it is necessary for many of us to find alternative modes of transportation. Riding a bike is way cheaper than driving a car. I'm looking forward to the time that the route extends to Framingham so that I could use it personally, but even now it takes cars off the road helping with the traffic and pollution. It is important that it be funded now, or else we'll lose the Federal dollars.

Sincerely yours,

Stanislav R. Mudrets
18 Upper Joclyn Ave.
Framingham MA 01701

Mike Callahan

From: Alan Frankel <alanf333@yahoo.com>
Sent: Tuesday, May 17, 2011 11:52 PM
To: publicinformation@bostonmpo.org
Subject: include Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 LRTP timeslot

Dear Boston Region Metropolitan Planning Organization,

I urge you to include Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 Long Range Transportation Plan. By allowing commuters to reach destinations such as the West Concord MBTA station and the commuter bus from the Colonial Liquor Plaza in Acton without using cars, in an area that currently experiences severe backups, this project has the ability to significantly affect congestion here and in Boston.

Phase 1 of the Bruce Freeman Rail Trail has been hugely successful, but it must undergo its Phase 2 lengthening in order to achieve its potential. Note that a delay could mean the loss of federal funds as well as money and support from the Patrick administration. If this opportunity were lost, a hostile administration might well spell the end of this worthwhile project.

I urge you to do whatever is in your power to build on the momentum that the Bruce Freeman Rail Trail has achieved so that this crucial moment will not be lost.

Thank you very much for your time and attention.

Alan Frankel
18 Upper Joclyn Ave.
Framingham

Mike Callahan

From: Cynthia McLain <cynthia.mclain@comcast.net>
Sent: Wednesday, May 18, 2011 5:31 AM
To: publicinformation@bostonmpo.org
Cc: Tom Michelman
Subject: Comments on Boston MPO LRTP

To whom it may concern:

I am writing to advocate for inclusion of the Bruce Freeman Rail Trail in the fiscally constrained portion of the Boston MPO Long Range Transportation Plan for 2016-2020.

Currently the BFRT extends from Cross Point Towers in Lowell to Rt. 225 in Westford. It is used as a bicycle commuting route. It provides a more direct and safer route to Chelmsford Center and businesses along Rt. 129 than following the existing roads. It is regularly used by residents of Dracut, Lowell, Chelmsford, and Westford, all of which are in the Northern Middlesex Council of Governments planning area. The population of Lowell alone is around 100,000.

This asset would be even more valuable extended into Acton and to the commuter rail station in West Concord. The BFRT in Concord is a short bike ride to the Minuteman Bikeway in Bedford. People have expressed interest in using the BFRT to commute to NARA Park and businesses in Acton, from Acton to Cross Point Towers in Lowell and businesses in Chelmsford, from various locations to the commuter rail station in West Concord, and to connect up with the Minuteman Bikeway. The number one question at events in Chelmsford is "When will the BFRT will be extended?"

The BFRT is a component of the Bay Circuit Trail and is routinely included on bicycle transportation maps. It is an important regional resource that will extend from Rt. 3 in Lowell to Rt. 9 in Framingham. It provides a sustainable green transportation option and serves as a valuable training ground for future cyclists. These young cyclists will be more likely to use bicycles to commute as adults, which will decrease the wear and tear on our roads.

The BFRT has proven to be very popular and users on the trail frequently ask when it will be extended. One concern that has been expressed is that Phase 1 will need rehabilitation before construction on Phase 2 begins.

Legislation to create the BFRT from Lowell to Sudbury was UNANIMOUSLY passed in the State legislature 23 years ago. Many of us have been waiting a very long time and have been working very hard to make it a reality.

Given that the failure to include the BFRT in the LRTP could result in the loss of Federal design funds and significant delays in the completion of the design and given the healthy transportation option it would provide to residents of the area from Lowell to Framingham, I respectfully urge you to include the BFRT in the Boston MPO 2016-2020 LRTP.

Respectfully,
Cynthia McLain
PO Box 202
Chelmsford, MA 01824
978-726-0864

Mike Callahan

From: Cathy Ricketson <cathybee@mac.com>
Sent: Wednesday, May 18, 2011 7:07 AM
To: publicinformation@bostonmpo.org
Subject: Rail trail

I am writing to support the continuation of The Bruce Freeman Rail Trail. The trail is an amazing asset to our communities.

We request that Phase 2 of the Bruce Freeman Rail Trail (BFRT) will be included in the 2016-2020 timeslot for the LRTP.

Thank you.

- Cathy Ricketson
Westford, MA

Mike Callahan

From: Tom Michelman <tmichelman@comcast.net>
Sent: Wednesday, May 18, 2011 8:40 AM
To: publicinformation@bostonmpo.org
Cc: 'Mike Callahan'
Subject: Comments on LRTP

Mike,

I got an error when submitting via the web. Perhaps my comments were too long.

My comments are included below. Thank you.

Dear TPPC and Boston MPO:

Please, please, please include the Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 slot of the Long Range Transportation Plan.

I have provided a litany of reasons for building the BFRT previously over the years, which you know of and you have heard of from many of BFRT Phase 2 supporters, so I will only focus my comments on a few points. Most of Phase 2 of the BFRT has gone through arduous process of getting a contract in place for design through and during construction. The BFRT is as prepared (or more so) as any other bicycle and pedestrian project. The BFRT has overwhelming support local support, as much or more so than any other bicycle and pedestrian project.

To point out the one weakness in Phase 2 is the Sudbury portion of the project has not made enough progress. The BFRT has a plan to deal with the slow movement in Sudbury that we are refining and will announce in June 2011; it will be a logical way of progressing Phase 2 and satisfactory to the vast majority of the citizenry and elected officials. But note, even in Sudbury we are willing to have a public vote and showdown on the project anytime, because the BFRT will win anytime (and has won we have done in Sudbury on various feasibility study and other Town Meeting articles). A few opponents have done everything they can not to push off a public vote, because they know they will lose. The TPPC and MPO should feel confident that design will be completed for all relevant portions of Phase 2 much earlier than the 2016 timeframe, if the project is included in the LRTP. If the project is not included in the LRTP then it will be much more difficult to rally support, but we will do so anyway.

The current scoring used by the MPO does not put enough weight on the following important factors:

- 1) Love of the bicycle and pedestrian projects
- 2) The need for options other than motor vehicles for local and commuter transportation with gasoline prices going ever higher, and the need for imported oil as a national security risk and drain on our nations coffers.
- 3) The great additional usage of bicycle and pedestrian projects, there will be when there is
 - a. a network of community paths,
 - b. bikesharing programs as will be initiated in Boston and Cambridge this summer
 - c. change of policy of the T to allow bicycles onto rush-hour trains (an imbecilic policy, but that is another battle we have to fight)

Given the need for the increased for bicycle and pedestrian projects in general we urge the Boston MPO and TPPC adopt LRTP Strategy 3 "New Mix of Projects and Programs - Lower Cost/More Flexibility", the only strategy that substantially increases funding (though still not nearly enough) for bicycle and pedestrian projects. http://www.ctps.org/bostonmpo/3_programs/1_transportation_plan/Plan_Strategies_050511.pdf.

How can the LRTP which is entitled "Paths to a Sustainable Region" not include dramatic increases to bicycle and pedestrian projects after decades of underfunding such projects and still be called sustainable?

The right thing is obvious. The right thing is dramatic increases in investment in bicycle and pedestrian projects (as well as other modes of non-automobile transportation). Do the right thing.

Sincerely,

Tom Michelman
President – Friends of the Bruce Freeman Rail Trail
www.brucefreemanrailtrail.org

Tom Michelman
6 Magnolia Drive
Acton, MA 01720

978-580-6190
tmichelman@comcast.net

Mike Callahan

From: Sherry Bauman <sherrybauman@gmail.com>
Sent: Wednesday, May 18, 2011 9:34 AM
To: publicinformation@bostonmpo.org
Subject: Please include Community Path connector in LRTP

To Project Manager Anne McGahan and the Boston MPO Transportation Planning and Programming Committee:

I am writing to you in support of the Community Path connector. This path will provide a vital link in the off-street transportation network, allowing users of the Minuteman Bikeway to connect with Boston entirely by off-street transportation. This is an outstanding opportunity to improve our environment, reduce traffic congestion, and promote fitness and health, just to name a few of the benefits that the Community Path connector will provide. Please keep the connector path as part of the Long Range Transportation Plan.

Mike Callahan

From: Gardulski, Anne F. <Anne.Gardulski@tufts.edu>
Sent: Wednesday, May 18, 2011 10:05 AM
To: publicinformation@bostonmpo.org
Subject: Comment on the LRTP

I am writing to strongly urge that the Phase 2 of the Bruce Freeman Rail Trail be included in the 2016-2020 timeslot of the LRTP. This initiative is a hugely valuable asset to the region as it will provide not only a safe recreational bike/running/ walking path it is strategically placed to assist in reducing the choke point at the Concord rotary. Commuters will have the additional option to bike to the commuter rail station in West Concord, which would be a help in lessening the backup of cars at the rotary, lessen CO2 emissions, and promote a stronger sense of community among our towns in the area. Establishing an interconnected network of such paths should be a high priority to serve as an alternative to automobile travel! Please support the LRTP Strategy 3 "New Mix of Projects and Programs – Lower cost/More Flexibility".

Sincerely,
Anne Gardulski
Boxborough resident

--Anne F. Gardulski
Chair/Associate Professor
Department of Geology
Tufts University
Medford, MA 02155 USA

Phone 617.627.2891
Fax 617.627.3584

Mike Callahan

From: Suzanne <suzanneknight@comcast.net>
Sent: Wednesday, May 18, 2011 10:30 AM
To: publicinformation@bostonmpo.org
Subject: Transportation Planning and Programming Committee - Long Range Transportation Plan "Paths to a Sustainable Region"

I am writing a brief note in support of the Bruce Freeman Rail Trail Phase 2 funding for which you will be voting on Thursday.

I am a West Concord resident and the BFRT is expected to pass near my house. The trail would enable me to bike, which I love, to neighboring communities to shop, visit friends and would also enable me, as a senior citizen, to have a safe place to walk and bike. Currently in Concord and other communities, it feels as if bike riders have a target on them that read "hit me". When cars go by, they usually do not yield to the biker, but seem to pass as close as possible. I have even been hit by someone's rear-view mirror – and they didn't stop. Although I don't see myself as a fragile person, my bones are older and more prone to breakage – I'd appreciate having some safety while I'm on my bike and not worry about being bumped by vehicles. I would also enjoy having a trail where I could walk. In my neighborhood, people are afraid to let their children go out on bikes because of the lack of courtesy of drivers. I would love to have a trail that people of all ages and do a number of different sports could enjoy. For those of us who work in neighboring communities, it would also be an ideal way to get to work.

A few years back I traveled in Holland and was delighted to bike everywhere and found drivers courteous and even more important actual pathways for the bikes to travel in. It was safe and an environmentally friendly solution. I feel that it will take generations for people to understand the need to commute by bike or by foot as an effort to save natural resources, but if you – the Planning Committee - could start the effort now, by funding the BFRT, it will be a step in the right direction. Of course, nothing may happen until I am dead as this trail has been put on the back-burner way too many times, but who knows, perhaps a forward thinking person will examine the usefulness of having a commuting and recreation corridor between our towns and move it forward.

Please fund Phase 2 of the BFRT

Thank you,
Suzanne Knight
64 Bayberry Rd
Concord, MA 01742

Mike Callahan

From: MaryEllen or Dave <dfmec@verizon.net>
Sent: Wednesday, May 18, 2011 11:11 AM
To: publicinformation@bostonmpo.org
Subject: LTRP Comment

Importance: High

I urge you to include construction of Phase 2 of the Bruce Freeman Rail-Trail in the 2016-2020 time slot!

With completion to Sudbury you will open up a large number of commuter biking options for people in the northwest and western region suburbs.

And every commuter car trip that can be replaced by a bike commute saves oil, helps air quality, and reduces wear-and-tear on our roads and bridges.

And the health and family benefits of Community Paths are a huge bonus.

Thank you.

**David G. Fox
93 Cortland Ln
Boxborough, MA**

Mike Callahan

From: Laquidara, Donna <Donna_Laquidara@mcgraw-hill.com>
Sent: Wednesday, May 18, 2011 11:20 AM
To: publicinformation@bostonmpo.org
Subject: Support for the Green Line Extension to Route 16 in Medford

Hello,

I am writing to inform you about my strong support for the Investment Strategy No. 1, which extends the Green Line to Route 16 in Medford. The much larger community served and the reduction of traffic in the Hillside neighborhood by focusing the terminus on Route 16 make this approach a clear and logical investment for the state. Please note that I strongly object to any attempt to reduce the commitment of providing Green Line service to Medford to only the station near Tufts University. In the interest of improving the environment and increasing social justice in Medford and Somerville, the full extension to Route 16 is absolutely essential.

If a longer statement is required, I will be happy to provide one. My home address is 124 Boston Ave., Medford, MA 02155, so I am near abutter to the extended station.

Thank you for giving this critical issue the attention required.

Donna Laquidara-Carr, Ph.D., LEED AP
Manager, Green Research Communications
McGraw Hill Construction
Market Analysis

781-430-2010
donna_laquidara@mcgraw-hill.com
www.construction.com

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Mike Callahan

From: Kross, Edward J. <ekross@draper.com>
Sent: Wednesday, May 18, 2011 11:51 AM
To: publicinformation@bostonmpo.org
Cc: Ed Kross
Subject: Please Include Bruce Freeman Rail Trail Phase 2 in the 2016~20 LRTP

I have been anxious for the Bruce Freeman Rail Trail (BFRT) to progress southward to Framingham for many years, and had hoped this middle section would have been mostly completed by now. I feel it is of utmost importance not to delay this any further, so I urge its inclusion in the 2016~20 Long Range Transportation Plan.

The entire BFRT is long enough to serve three sections of the Circumferential Corridors in the Boston Region MPO. The ultimate goal of such a trail from Framingham to Lowell would serve a significant part of the population, providing commuting alternatives to motor vehicle traffic along its way. Additional similar trails to other regions should be developed, including the potential of using the Central Mass Rail Corridor (which I feel is just as important.) A fully built-out network would allow off-street, non-motorized commuting routes that would serve the entire region well. For example, I could commute to Cambridge from Framingham by bicycle off streets for 95% of the trip.

My hope is that by the time I retire and can no longer cycle on roads comfortably, that a network of off-street trails will be available for all the public to take advantage of across the Commonwealth. Funding the BFRT is a great step in this direction.

Ed Kross

Framingham, MA

508-380-6925

edkross@gis.net

Mike Callahan

From: MaryEllen or Dave <dfmec@verizon.net>
Sent: Wednesday, May 18, 2011 11:34 AM
To: publicinformation@bostonmpo.org
Subject: Phase 2 of the Bruce Freeman Trail

Please include construction of Phase 2 of the Bruce Freeman Rail-Trail in the 2016 – 2020 time slot. There has been a growing use of Rail-Trails throughout the United States which benefits so many people as well as the environment.

It is not a question of “should we”, but it is without question, “it needs to be done”!

Thank you.

Mary Ellen Chaney

Mike Callahan

From: Doug Carr <dcarr@cube3studio.com>
Sent: Wednesday, May 18, 2011 1:13 PM
To: publicinformation@bostonmpo.org
Subject: Support For Route 16 Terminus of Green Line Extension

MPO:

I have been working in support of the Green Line Extension since 1995. From almost the beginning, the consensus of the communities affected by the GLX – Somerville, Medford, Arlington – was that the Route 16 station was the best terminus location. I support Investment Strategy No. 1 ("Current Approach"), which is the only one that does not eliminate Phase II/Route 16 of the Green Line extension from the Long Range Plan.

The Green Line extension not only is a legal commitment of the commonwealth, but it is the hallmark of the state's GreenDOT initiative to dedicate more investment to sustainable forms of transportation.

MassDOT's Environmental Impact Report showed that extending Green Line service to Route 16 versus terminating at College Avenue increased the project's scores in every evaluation criteria – including regional mobility, ridership, environmental benefits, cost effectiveness, and environmental justice neighborhoods served — and the state should not retreat from its 2009 decision in favor of Route 16 as the terminus station.

Extending the Green Line to Route 16 should be the centerpiece of the Boston MPO's Long Rang Plan, not eliminated from it.

I hope the MPO will make the correct decision and finish the GLX project to its proper terminus at Route 16.

Regards,

Doug Carr
124 Boston Ave
Medford MA 02155
781-526-7405 cell



Friends of the Community Path
112 Belmont Street
Somerville, MA 2143
617.776.7769
friendspath@yahoo.com
www.pathfriends.org/scp/

May 18, 2011

Boston Metropolitan Planning Organization (MPO)
Transportation Planning and Programming Committee
Attn: Project Manager Anne McGahan
mcgahan@ctps.org
tppc@bostonmpo.org
publicinformation@bostonmpo.org

Re: Community Path as a Line Item in LRTP Investment Strategy

To Ms. McGahan and the MPO Transportation Planning and Programming Committee:

Based on the *time-critical* need for construction of the Community Path connector, we are writing to request a \$25 million budget line item in Long Range Transportation Plan (LRTP) Investment Strategy for full construction of the Path with the Green Line extension (GLX) from Lowell St. to North Point/Lechmere, over the years 2013 to 2015. (See page 4, Table 1 for budget overview.)

We make this request because it would be much more expensive and logistically impractical to design and build the Community Path after the GLX, since the two projects require shared infrastructure and rights-of-way, and simultaneous heavy construction.

Due to Clean Air SIP commitments, the Commonwealth is federally mandated to build the GLX in the next few years; the Community Path must be constructed on the GLX time line. MassDOT has already designed the Community Path to the same level of design as the GLX and has committed to continue to design the Path to Inner Belt. We hope they will extend this commitment to extend the design to meet the North Point path network to Cambridge and Boston, some of which is already built.

Thank you for the MPO's past support. We also greatly appreciate your current efforts to balance highway and bicycle/pedestrian projects in fiscally challenging times, by exploring alternate LRTP Investment Strategies.

Of the three Investment Strategies presented to the TPPC on May 5, we prefer (but do not yet endorse) Strategy #3, since it moves toward greater investment in Highway/Bike-Pedestrian projects, compared with the other two strategies. However:

1. None of the three strategies accounts for the time constraints on the Community Path by including a line item for the Path on the same timeline as the GLX.
2. None of the three strategies is consistent with the GreenDOT directive, since a high proportion of available funds are allotted for highways. Without a shift to non-automobile projects, MassDOT will not be able to attain the required carbon dioxide emissions reductions. As an urban active transportation project, the Path will be the “best” such investment that could be made.

The Community Path is a regionally crucial, zero-emissions transportation project that will:

- Connect ~50 miles of Path through 11 cities and towns (Bedford, Lexington, Arlington, Belmont, Cambridge, Somerville, Medford, Boston, Waltham, Watertown, and Newton), by linking the 23 miles of Minuteman with the 23 miles of Charles River path networks.
- Make the GLX a truly multi-modal transit project, with bike/ped synergy to increase GLX ridership at a low cost-per-rider.
- Extend multi-modal transit connectivity along the Red Line to the Green Line extension.
- Reduce the automobile traffic burden on our overburdened roads and highways (like Routes 2 and 28, and I-93).
- Improve air quality and confer safety benefits for people of all ages and abilities.
- Will provide needed low-cost transportation options for low-income, minority, and environmental justice neighborhoods, especially in the East Somerville segment, which has the densest environmental justice and car-less household populations of any Path segment from the Minuteman to the Charles.

Continuity and connectivity of paths creates transportation networks for thousands of users. The un-built Path is all that's left before we can travel off-road all the way from Bedford to Boston and then out to Newton.

The Friends of the Community Path will continue working with the City of Somerville and the Commonwealth to identify and apply for additional funding sources. Even so, a funding commitment is essential now to ensure Path construction along with the GLX.

We hope you will take this opportunity to fully program Community Path construction, in the same timeframe as the GLX, as a line item in the LRTP Investment Strategy.

Sincerely,

Lynn Weissman and Alan Moore
Co-Presidents, Friends of the Community Path

“To Lechmere – and beyond!”

PS: Appended are our two recent letters and 5/5/2011 spoken comment which listed the myriad of reasons that the Community Path is perfectly suited to addressing the LRTP *Transportation Needs Assessments* and to fulfilling the LRTP *Visions and Policies*.

CC:
Michael Lambert, City of Somerville
Kathleen Zeigenfuss, City of Somerville
Ellin Reisner, STEP

Table 1. Community Path Cost Estimate, from 2010 Tiger II Application

Design, Engineering and Construction	Costs*	MassDOT Contributions as part of GLX Project**	<i>Balance Requested in L RTP Investment Strategy</i>
Design and Engineering to Inner Belt	1,600,000	-1,600,000	0
Construction to Inner Belt	22,329,000	-5,409,000	16,920,000
50% Contingency for Construction***	11,164,500	-2,704,500	8,460,000
Total	\$35,093,500	-\$9,713,500	\$25,380,000

Notes:

* A design firm contracting to the City of Somerville will better define these costs over the next few weeks.

** Also confirmed in a letter from Secretary Mullan (November 2010) to Somerville Transportation Equity Partnership (STEP).

*** While 50% contingency may be high, the surplus may be shifted to a bike/ped bridge crossing from Inner Belt to Northpoint/Lechmere.

Mike Callahan

From: Bill Wood <ww2wood@comcast.net>
Sent: Thursday, May 19, 2011 7:44 AM
To: publicinformation@bostonmpo.org
Subject: Investment Strategies

To Whom It May Concern:

I look at the greenage around Route 16 and I look at the Whole Foods around Rte 16. I see a vibrant neighborhood. I talk to the priest at St. Raphael Church, one of the communities biggest church leaders in the area. I talk to African Americans in the West Medford community and whether they support the vision of a Route 16, transit oriented neighborhood. I talk to the Traffic Commission. I was a supporter of Route 16, though I have never publicly said it.

But after the long, arduous path of being on the Citizens Advisory Committee for the Green Line, I suggested strongly that a better plan be followed for community participation, which included disability participation, as well as, environmental justice participation. I have been going to the Vision meetings. They have not been very helpful in answering questions. I am a Ph.D. and have great deal of sympathy for public transportation since I grew up around the Red Line. I have no axes to grind with developing new stations. I support the Green Line all the way to College and Boston Ave. I am a lifelong resident of this area.

But I ask the question to myself. Is destroying the oldest African American community worth the development of stores and commercial buildings that African American do not want or need, including the disability community? These communities are made up of car and bus mobility groups. The Route 16 is not too far away from the College Ave station. The younger generation and STEP and MGNA have stated that they want to bike and walk. Yet, they contradict themselves immediately by not wanting to bike and walk a very short distance from Rte 16 to College Ave. It makes no sense.

The Vision statement meeting has cut down the impact area on May 17th just a few days ago that Rte 16 would pull for riders. It is much smaller than people have imagined. The CTPS report states that there is not enough ridership in this area. The complications of two cities trying to get together to make zoning laws for developers is unrealistic. The idea that traffic will increase in that area. The parking needs if you develop this type of TOD becomes so apparent about the need for a parking lot, and the supporters and non supporters of that area do not want a parking garage if you develop that area. This makes me wonder if our tax dollars are being wasted by knocking down bridges that will cost more than the taxpayer needs to be burdened with even in 2020 because the operating costs and maintenance would be so much according to the figures I have seen. The build cost would be outrageous. I wish you would stop any possible funding for this site. This will only lead to more fights and more action that may create civil disobedience and may create possible lawsuits.

You should keep in mind in your decision that planning you are doing affects the lives of a great many people. You can look at the West End and realize the people of the West End are still fighting back with the concept of community that we, the public has come to know as Smart Growth and TOD. The West End is what TOD is trying to build. After talking to Mr. Campano and going to the West End museum, I realize that West Medford is all ready that community. And with the stop terminus being at Boston and College Ave., it will only reinforce the idea of diversity, both economic and minority diversity.

With all this in mind, I reluctantly have come to the conclusion that Route 16 is not a proper end for the Green Line. I hope this email gives you some thought.

Sincerely yours.

Dr. William Wood
781-391-8424

Mike Callahan

From: carolynrosen <carolynrosen@comcast.net>
Sent: Thursday, May 19, 2011 7:22 AM
To: publicinformation@bostonmpo.org
Subject: Investment Strategies

Dear MPO:

I would support the elimination of funding for the expansion of the Green Line to Route 16 in new investment strategies. I support this elimination for the following reasons.

First, as a daily commuter I felt the sting of the lack of maintenance of the transit and commuter rail system this winter. Most of this problem was created by the lack of funding of back log of deferred maintenance. It is unconscionable that we would expand this system and put additional burden on a system that is all ready in horrible disrepair without giving it a chance to correct its current situation. It does not seem to reflect common sense to continue to expand a system at this time when financial resources are limited and other needed areas are being cut.

The area at Route 16 right now has several bus routes that runs through it, so there is transportation all ready there that does not create a burden. I have used these bus routes in times of commuter rail problems from West Medford.

Second, as a participant in the MAPC Visioning Process, I have been very disappointed in the way the officials have handled this project. It has not been an open process that truly allows community participation and input. And they are treating the area as a blighted area and have scared residents in an approach that indicates they would be knocking down the whole neighborhood for urban renewal development. This is totally out of the whole context of what the approach should be. The area is all ready a vibrant, walkable community. To have the state come in and force development on a residential neighborhood with historical significance, along with the pressure of pushing development upon a historic African American Community in West Medford is unrealistic and unsupported as this project seems to grow beyond reasonable dimension.

Therefore, I would support your efforts to move money to better areas where resources are needed to correct current situations, particularly the back log in maintenance at the MBTA.

Thank you for reading my comments.

Sincerely yours,

Carolyn Rosen
Chairperson
Green Line Advisory Group for Medford (GLAM)
GLAM is a federally recognized pro transit grassroots organization made up of members of Medford disability and environmental justice community and other concerned citizens with abutters

Mike Callahan

From: Maria Daniels <maria.daniels@gmail.com>
Sent: Thursday, May 19, 2011 6:33 AM
To: publicinformation@bostonmpo.org
Subject: I support the Green Line extension project to route 16.

To the Boston Region Metropolitan Planning Organization:

As a long time taxpayer and long time customer of public transportation I urge you to uphold the state's commitment and include the Green Line extension to Route 16 in Medford as part of the Long Range Plan and Investment Strategy.

My legislative representatives, Sen. Pat Jehlen, Rep. Carl Sciortino, and Rep. Sean Garballey, have written a letter about this concern to Chair David Mohler, and they speak for many of us here in Medford who would like to see the state fulfill its obligations in this matter.

Yours sincerely,
Maria Daniels

Mike Callahan

From: Tom Scott <tomscott75@gmail.com>
Sent: Thursday, May 19, 2011 4:51 AM
To: publicinformation@bostonmpo.org
Subject: Yes to the Green Line Extension

The subject line of this e-mail says it all. Community members of Arlington including myself support and **NEED** the Green Line Extension out to route 16. Easy access to the green line would increase use of the T and eliminate the need to take the red line all the way into Boston to switch to the Green line. Please vote for continuing this project.

-Tom Scott

Mike Callahan

From: Nadia Sladkey <nadia.sladkey@simmons.edu>
Sent: Thursday, May 19, 2011 1:11 AM
To: publicinformation@bostonmpo.org
Subject: Medford MBTA

I support Investment Strategy No. 1 ("Current Approach"), which is the only one that does not eliminate Phase II/Route 16 of the Green Line extension from the Long Range Plan.

Best,
Nadia Sladkey
Arlington, MA

Mike Callahan

From: Alex Formanek <nhn1757@gmail.com>
Sent: Wednesday, May 18, 2011 11:40 PM
To: publicinformation@bostonmpo.org
Subject: Greenline Extension to Route 16

To whom it may concern,

You no d oubtedly must understand the importance of public transportation, which serves to move citizens. It builds cities, towns, tax bases, jobs, and ultimately economies. In this day and age of rising gas prices and excessive carbon emissions, transit is the solution. I urge you to include the route 16 extension in the current plan.

Thank you,
Alex Formanek
781-799-6065

Mike Callahan

From: Sophia Sayigh <sophia@sayigh.net>
Sent: Wednesday, May 18, 2011 11:12 PM
To: publicinformation@bostonmpo.org
Subject: Paths to a Sustainable Region

To Whom It May Concern:

I am writing to express my support for Investment Strategy No. 1 ("Current Approach"), which is the only one that does not eliminate Phase II/Route 16 of the Green Line extension from the Long Range Plan.

Sincerely,
Sophia Sayigh
E. Arlington, MA

Mike Callahan

From: sfendell@hotmail.com
Sent: Wednesday, May 18, 2011 10:32 PM
To: publicinformation@ctps.org
Subject: MPO Web Site Share Your Views Form

Below is the result of your feedback form. It was submitted by
(sfendell@hotmail.com) on Wednesday, May 18, 2011 at 22:32:02

subjectText: Fund Green Line to Route 16

messageText: Now, more than ever, we need extensive public transportation. This is a golden opportunity and one that should be taken.

Susan Fendell, Esq.
39 Simpson Ave.
Somerville, MA 02144

submitForm: Submit Query

Mike Callahan

From: beanne <beanne@verizon.net>
Sent: Wednesday, May 18, 2011 9:42 PM
To: publicinformation@bostonmpo.org
Subject: LRTP - Inclusion of Phase 2 of Bruce Freeman Rail Trail

Importance: High

Hello,

I am writing in support of the inclusion of the Bruce Freeman Rail Trail (Phase 2) in the LRTP for the following reasons:

It has a great deal of support in Concord as shown by repeated approvals for Town Funds by our Town Meeting, which is open to all citizens, not just bike riders. We would like to see this trail completed, as we are not getting any younger.

Phase 2 of the BFRT will provide very important improvements to commuter access to West Concord MBTA station as well as commuter bus from the Colonial Liquor Plaza in Acton. Traffic back-ups constantly 1 mile and longer for commuters on 2A eastbound onto the Concord Rotary (in both morning and evening). The BFRT would give commuters an option to by-pass this gridlock and get to and from the West Concord train station and Sudbury, etc, and simultaneously decrease this congestion.

The BFRT will be used to substitute for many local automobile with its many destinations. The East Acton Great Road corridor will be accessible, West Concord will be accessible, Sudbury Center will become accessible. Schools and ballfields will become safely accessible. This will increase the economic vitality of West Concord, East Acton, and Sudbury.

Phase 2 of the BFRT will be an important connection in growing but nascent web of active transportation networks in the Boston MPO. Boston is starting a Bike Share program, which has been wildly successful in Washington, DC and foreign cities. With the construction of Phase 2 of the BFRT commuters will be able to bike and walk safely to the West Concord train station, take the train, and then bike from North Station to work using the Bike Share program.

Executive Office of Transportation (EOT) purchased the ROW to preserve what was viewed as a potentially valuable transportation corridor. The undeveloped ROW serves no transportation needs. The extension of the trail to the West Concord commuter rail station will provide a high value multi-modal transportation route to businesses in Chelmsford and Lowell, as well as in Phase 2 itself and along the commuter rail line into Boston.

There are several thousand employees in Cross Point, which is at the northern terminus of Phase 1. The trail also connects to the Chelmsford Center business district and shopping areas and with Rt. 129 in Chelmsford, which hosts several office parks. Continuing the trail south in Phase 2 will provide access to many more commuters to the Lowell / Chelmsford area.

BFRT has been allocated federal funds via the Statewide Enhancement Program. It is our understanding with the new federal policy, these design dollars cannot be used if a project is not scheduled in the first 10 years. The Patrick Administration has made clear its support for the BFRT Phase 2 project with the announcement of allocation of over \$900,000 in additional funds June 2011 to take the project through final design.

After months of bureaucratic review and requests the project is within a few weeks if not days close to signing a contract for Phases 2A (Westford, Carlisle and Acton) and 2C (Concord) design. This has been an incredibly arduous process for the communities involved and MassDOT. No other trail with the possible exception of the Assabet River Rail Trail has made so much progress and successfully jumped so many hurdles to get to this point.

Designs only have so much shelf-life. The communities in good faith have proceeded in moving ahead with the 25% design, and worked diligently on setting up the contracts for 100%. Not including Phase 2 of the BFRT in the 2016-2020 will be a slap in the face to the host communities.

Consider the ramifications of denying inclusion of the BFRT scheduled for inclusion for construction in the LRTP for the 2016-2020 time slot. The Boston MPO via policy decisions has put all time, cost and resource investment risk of a feasibility study and design on the local communities. Basically such a denial of inclusion for the Phase 2 of the BFRT would be the clearest communication that no bicycle and pedestrian project can be built even with the strongest level of local support. The Boston MPO will ensure that no community should take the risk of moving ahead project with their own design funds and staff efforts. What community would rationally believe they are better prepared for a project than Phase 2 of the BFRT with its overwhelming community support and its years of investment?

Boston MPO must understand that there is an implicit quid pro quo. Communities that support projects that go through the gauntlet of feasibility and 25% design must be scheduled for construction in a timely fashion that does not waste our communities' resources. Timeliness would generally be defined as in the next five years, but given the state of the transportation budget the 2016-2020 timeframe seems like a reasonable alternative. If this does not happen then it is clear the process for bicycle and pedestrian projects is unalterably broken and not viable for the member communities.

Phase 1 of the BFRT has been a huge success in Chelmsford and Westford in the NMCOG, but for the BFRT to even come close to reaching its potential as transportation and recreation corridor, it must be lengthened with the construction of Phase 2 through Westford, Carlisle, Acton, Concord and Sudbury.

The completed section of trail in Chelmsford and Westford (Phase 1) has been very successful already. 1500 trips were counted over a 12- hour period in Fall 2010. It is being used both as part of people's regular exercise regimen (one user reported losing 30 lbs during the past year through a combination of regular exercise on the trail and diet) and as a transportation corridor for bicyclists commuting to businesses in Chelmsford and Lowell (we talked with two commuters around 6:30 PM during the Tuesday count in Fall 2010. One commuted from Westford and the other from Littleton both to businesses on Rt. 129 in Chelmsford). There has been a noticeable increase in the number of bicycles on the roads and at businesses in the Center of Chelmsford. This activity is correlated with the completion and growing use of the trail.

PLEASE include the BFRT in the LRTP. It would go a long way in expanding transportation options in the area.

Thank you for your consideration

Jeanne Griffith
396 Thoreau Street
Concord, MA
01742

Mike Callahan

From: maryfinn@comcast.net
Sent: Wednesday, May 18, 2011 8:00 PM
To: publicinformation@ctps.org
Subject: MPO Web Site Share Your Views Form

Below is the result of your feedback form. It was submitted by
(maryfinn@comcast.net) on Wednesday, May 18, 2011 at 19:59:49

subjectText: Green Line Extension to Route 16

messageText: For many of us aging in Medford, such a transportation option will provide a vital link to Boston. Also, we need projects like this one funded to decrease the proposed traffic increases over the next decade and for a more healthful local environment.

submitForm: Submit

Mike Callahan

From: John Roland Elliott <JohnRolandElliott@comcast.net>
Sent: Wednesday, May 18, 2011 7:56 PM
To: PublicInformation@bostonmpo.org
Subject: Investment Strategies for Paths to a Sustainable Region (Part II)

Name: John Roland Elliott
Affiliation: Unaffiliated (Medford Hillside resident / property owner)
Email: John.Roland.Elliott@Hotmail.com

Feedback:

I am a firm believer in public transportation and, in particular, in the necessity of extending the Green Line to Route 16, Medford. Without a Green Line Extension to Route 16,

- 1) the Commonwealth will have squandered another opportunity to deliver sorely-needed air quality benefits to its citizens,
- 2) we will have once again neglected the marginalized, under-served populations that a terminus at College Avenue ignores and
- 3) the Green Line Extension will have fallen a mile short of the legal obligation to bring the Green Line to Medford Hillside.

From the tables in the May 5 Memorandum, "Investment Strategies for Paths to a Sustainable Region (Part II)", I gather that, of the three investment strategies, only Strategy 1 includes a line item for "Green Line Extension College Ave to Route 16".

As such, I implore you either

- 1) to discard Strategies 2 and 3 or
- 2) to include investment in GLX to Route 16 in strategies 2 and 3.

Mike Callahan

From: Stephen Paul Linder <spl@alum.mit.edu>
Sent: Wednesday, May 18, 2011 7:22 PM
To: publicinformation@bostonmpo.org
Subject: Green Line extension to Route 16

I am writing to support the Green Line extension to Route 16, and even beyond to Medford Center. I moved to Medford because I thought it had good mass transit to Cambridge. Well I was disappointed. Considering Medford is a city and is adjacent to Cambridge the Mass Transit is horrible. Buses run infrequently and if you are lucky enough to have one run when you need it, the buses are stuck in traffic.

Please do the right thing, and meet your legal and moral requirements, and extend the Green Line to Route 16 before I retire, so I can use it!!!!

Stephen

--

Dr. Stephen Paul Linder
518-569-3933

<http://alum.mit.edu/www/spl>

Mike Callahan

From: Diolinda Vaz <ddvaz@yahoo.com>
Sent: Wednesday, May 18, 2011 6:10 PM
To: publicinformation@bostonmpo.org
Subject: I support Investment Strategy No. 1 ("Current Approach") and so should you!

Please forward my comments to the Boston MPO:

I strongly support Investment Strategy No. 1 ("Current Approach") because it does not eliminate Phase II/Route 16 of the Green Line extension from the Long Range Plan. Right now, Phase 1 would have the terminus for the Green Line at College Avenue(!), which barely covers my densely populated Medford Hillside neighborhood. I moved into this neighborhood with the reasonable expectation that the Green Line would extend to it. The alternative College Avenue terminus is still more than 1 mile away from many of our homes. The next closest train is in Davis Square, also more than 1 mile away. It doesn't make sense to stop the Green Line at College Ave and make another train just out of reach for me and my neighbors. Thousands of us signed a petition asking for the extension to Rte 16. We're always wanting to know: When will this finally happen??? The discussion really started 20 years ago. Haven't we waited long enough?

Yesterday, I attended a meeting with my neighbors where we broke up into small groups and talked about the Green Line going into our neighborhood. We were a diverse group but had the same hopes and concerns. We were all optimistic, filled with ideas for rejuvenation and growth. Hillside Medford is filled with potential, and the Green Line was going to help us realize it. We long for this extension. We need it.

The Green Line extension not only is a legal commitment of the Commonwealth, but it is the hallmark of the state's GreenDOT initiative to dedicate more investment to sustainable forms of transportation. MassDOT's Environmental Impact Report showed that extending Green Line service to Route 16 versus terminating at College Avenue increased the project's scores in every evaluation criteria – including regional mobility, ridership, environmental benefits, cost effectiveness, and environmental justice neighborhoods served – and the state should not retreat from its 2009 decision in favor of Route 16 as the terminus station.

Extending the Green Line to Route 16 should be the centerpiece of the Boston MPO's Long Rang Plan, not eliminated from it. A failure to vote for this plan violates common sense and in my opinion, discredits an organization that is supposed to promote ridership and improve the environment.

Again, my neighborhood has waited long enough. We hope after this long wait, we're left with something more than broken promises from bureaucrats. Please support Investment Strategy No. 1 and preserve our neighborhood vision. I'd gladly give any of you a personal neighborhood tour to help you understand why we so badly need this extension. But first, try getting to my neighborhood via public transportation from downtown Boston. I dare you.

Thank you,
DiDi Vaz
Medford Resident

Mike Callahan

From: magpie02141@yahoo.com
Sent: Wednesday, May 18, 2011 5:48 PM
To: publicinformation@ctps.org
Subject: MPO Web Site Share Your Views Form

Below is the result of your feedback form. It was submitted by
(magpie02141@yahoo.com) on Wednesday, May 18, 2011 at 17:48:15

subjectText: Green line to Route 16!

messageText: I was shocked and saddened to realize that the Phase II extension of the Green Line from Lechmere is missing from Investment Strategies 2 and 3. Please stick with the "current approach", which is the only one that does not eliminate Phase II/Route 16 of the Green Line extension from the Long Range Plan.

This stop would serve thousands of commuters and fulfill the commitment to service Medford Hillside. It's bad enough it's been split into some secondary "Phase II" project. It's like you don't want it to be built, despite it being the state's preferred terminus. I don't understand. Are you trying to cut Medford off at the knees?

submitForm: Submit Query

Mike Callahan

From: bennettm@comcast.net
Sent: Wednesday, May 18, 2011 5:05 PM
To: publicinformation@bostonmpo.org
Cc: laurelsiegel@comcast.net; ebayle@comcast.net; dcarr@cube3studio.com; johnrolandelliott@comcast.net; donnadougarr@comcast.net; jaredingersoll@yahoo.com; bennettm@comcast.net; jimkiely1960@yahoo.com
Subject: Green Line Extension to Rt 16 is a legal commitment

I support Investment Strategy No. 1 ("Current Approach"), which is the only one that does not eliminate Phase II/Route 16 of the Green Line extension from the Long Range Plan.

The Green Line extension not only is a legal commitment of the commonwealth, but it is the hallmark of the state's GreenDOT initiative to dedicate more investment to sustainable forms of transportation.

MassDOT's Environmental Impact Report showed that extending Green Line service to Route 16 versus terminating at College Avenue increased the project's scores in every evaluation criteria – including regional mobility, ridership, environmental benefits, cost effectiveness, and environmental justice neighborhoods served – and the state should not retreat from its 2009 decision in favor of Route 16 as the terminus station.

Extending the Green Line to Route 16 should be the centerpiece of the Boston MPO's Long Rang Plan, not eliminated from it.

Bring the Green Line light rail to Medford in a timely manner, and reap the benefits for all. College Ave is a temporary (and illegal) termination.

Thank you.

Melissa B. Bennett
1526 Mystic Valley Parkway
Medford, MA 02155
617-620-2639

Mike Callahan

From: Erik Jacobs <erikdjacobs@gmail.com>
Sent: Wednesday, May 18, 2011 4:55 PM
To: publicinformation@bostonmpo.org
Subject: Support for Rt. 16 investment Strategy 1

Hi MPO,

I realize that your office will begin to select projects and programs to include in the next Long-Range Transportation Plan, "Paths to a Sustainable Region," at a meeting this Thursday, May 19.

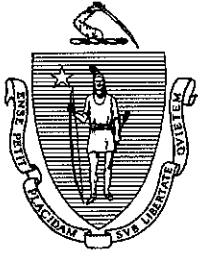
I am a Medford Hillside resident who would be directly impacted by the Rt. 16 extension and I would like to express my overwhelming support for Investment Strategy No. 1 ("Current Approach").

The Green Line extension not only is a legal commitment of the commonwealth, but it is the hallmark of the state's GreenDOT initiative to dedicate more investment to sustainable forms of transportation.

MassDOT's Environmental Impact Report showed that extending Green Line service to Route 16 versus terminating at College Avenue increased the project's scores in every evaluation criteria – including regional mobility, ridership, environmental benefits, cost effectiveness, and environmental justice neighborhoods served – and the state should not retreat from its 2009 decision in favor of Route 16 as the terminus station.

Extending the Green Line to Route 16 should be the centerpiece of the Boston MPO's Long Range Plan, not eliminated from it.

Thank you for all your time and hard work.
Erik Jacobs



THE GENERAL COURT OF MASSACHUSETTS
STATE HOUSE, BOSTON 02133-1053

May 17, 2011

David Mohler
Chair, Transportation Planning and Programming Committee
Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Dear Mr. Mohler:

We are writing to provide comments on the Programmed Highway Discretionary and Major Infrastructure Funding for the Long Range Transportation Plan (LRTP) that the Boston MPO is considering this week, and specifically **urge you to preserve funding for the Green Line Extension to Route 16.**

The Patrick administration has made a clear and public commitment to the extension of the MBTA Green Line to Route 16/Mystic Valley Parkway. While our community was disappointed that the extension between College Avenue and Route 16 was relegated to "Phase II" of the project, it was argued this was the only option given funding limitations. The Patrick Administration not only stated publicly its commitment to the full build to Mystic Valley Parkway Terminus, which was recommended in the Draft Environmental Impact Report as the "preferred alternative," but funding was identified in the 2016-2020 timeframe by the Boston MPO with the support of the Administration. Additionally, MassDOT contracted with the Metropolitan Area Planning Council to continue public study of the preferred alternative, a process which is currently underway and receiving overwhelmingly positive feedback by community members in support of the Route 16 terminus.

In reviewing the three approaches proposed by CTPS to the Boston MPO, we were extremely alarmed to see two of the three funding plans have completely eliminated the Green Line Route 16 extension project. It appears that the total funding allocation for each of the time periods is assumed to be equal to the current strategy, meaning it is not assumed there is less money to go around. Rather, in proposing the two new possible strategies, all of the funding is stripped away from the Green Line to Route 16 project and reallocated back to other projects. If either of these plans were adopted, it would be in direct contradiction to all of the public statements of support that have been made over the past several years. It would also severely undermine the purpose of the current MAPC study, as well as the countless hours of work that has happened at MassDOT and in the community in determining the Route 16 terminus as the preferred alternative.

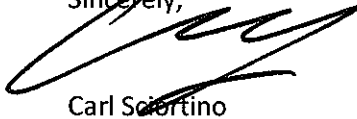
It would be a mistake for the Commonwealth to backtrack from the progress it made in flexing highway funds towards public transportation expansion. Investments in enhanced public transit are essential to our regional and statewide economic growth, and the Green Line Extension to Route 16 has already been demonstrated to provide significant benefit to air quality and regional mobility. If we do not preserve funding for the Green Line to Route 16 project now, it will be all the more difficult to identify new sources of funding later.

The extension of the Green Line to College Avenue fails to meet the Commonwealth's obligation to extend the line to the Medford Hillside neighborhood, as has been extensively commented on by the community. While MassDOT currently disagrees with this analysis, the only way to avoid a legal fight on this matter, along with the cost of mitigation for delay beyond 2014, is for MassDOT to actually extend the Green Line beyond College Avenue, which the Route 16 terminus would accomplish. It would also be more cost-effective and less disruptive to the community to combine Phase 1 and Phase 2 into a single project, rather than stagger the construction over time. Considering Phase 1 is already delayed into 2015 according to MassDOT, it is important to begin merging the planning for both phases and eventually reintegrate the Route 16 extension into the main project. **For these reasons, we would not only request that the funding for the Route 16 extension be preserved, but to allocate the funding in 2011-2015 rather than 2016-2020.**

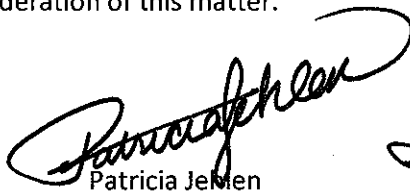
Eliminating funding for this project, as strategies 2 and 3 would do, will result in the indefinite tabling of this project, which our community would perceive as a complete renegeing on the promises made by this administration. A commitment has been made to complete the Green Line Extension to Route 16, and we write only to ask that that promise be kept by continuing the identification of funding in the Boston MPO's Long Term Transportation Plan.

Thank you for your consideration of this matter.

Sincerely,



Carl Scortino
State Representative



Patricia Jelen
State Senator



Sean Garballe
State Representative

cc: Jeffrey Mullan, Transportation Secretary, MassDOT
Pam Wolfe, Certification Activities Manager, CTPS
Marc Draisen, Executive Director, MAPC
Edward Markey, Congressman
Michael Capuano, Congressman
Joseph Curtatone, Mayor, City of Somerville
Michael McGlynn, Mayor, City of Medford
Somerville Transportation Equity Partnership
Medford Greenline Neighborhood Alliance



CITY OF SOMERVILLE, MASSACHUSETTS
Office of Strategic Planning and Community Development
JOSEPH A. CURTATONE, MAYOR

Office of Transportation & Infrastructure

May 17, 2011

Mr. David Mohler
MassDOT Office of Transportation Planning
10 Park Plaza
Boston, MA 02116

Dear Mr. Mohler:

First, we are writing to thank you for all the support and guidance that you have provided the Boston MPO over the past four years that Somerville has served on the board. Devising fiscally constrained plans that meet the demands of both aging infrastructure and a growing economy presents a particularly difficult challenge for the region. We appreciate the complex analysis that MassDOT must perform in order to develop its recommendations for the short and long term.

In that spirit, we now request that Somerville's Community Path Phase 2 (Lowell Street Station – Inner Belt District, Somerville) be added to the LRTP. This addition will serve to acknowledge investments already being made in the project, as well as pave the way for the City to seek additional external funding for the project. Design work on the Community Path has already begun as part of the Green Line Extension project and MassDOT has committed to completing 100% design. Moreover, the Commonwealth has agreed to complete any necessary environmental study and construct shared infrastructure. The current estimated cost for the Path Extension, not counting shared infrastructure is \$17 million plus contingency. The City expects that number to significantly decrease as design elements are further refined.

The Somerville Community Path Extension is a 1.8 mile bicycle and pedestrian path that will run from Lowell Street to the Inner Belt District of Somerville, MA. It is an extension of the existing Community Path, which connects to a network of trails that extend into the western suburbs of Boston. The Path will be built in concert with and run alongside the upcoming Green Line Extension, a planned Massachusetts Bay Transportation Authority (MBTA) transit service extension project in the cities of Somerville, Cambridge and Medford, MA.

The timing of this request for funding is critical. Due to the close proximity of the two Extensions, shared retaining walls, modifications to bridges, and essential strong connections at stations, enormous efficiencies will be gained by constructing the projects simultaneously. Indeed, if the Green Line becomes operational before construction of the Path Extension, significant disruptions in service would then need

to occur to allow for Path construction. Therefore, in order to take full advantage of MassDOT's current investments, construction of the Path should occur in the same time frame as the Green Line, currently estimated for 2013 – 2015.

The Massachusetts Department of Transportation has completed the environmental process for both the Green Line and Community Path Extension and has initiated preliminary engineering as well. While funding for the Green Line has been assured, however, the Community Path hangs in the balance. The City now asks for MassDOT and the MPO's support to ensure simultaneous construction of a regionally significant multimodal project that will improve transportation options dramatically, unlock economic opportunity and bring cleaner air and recreational space to an environmental justice community.

Thanks again for your help and we look forward to discussing this project further.

Sincerely,

Michael Lambert
Director of Transportation & Infrastructure

Thomas Bent
MPO Representative