

**Public Comments on Draft Amendment One to the FFYs 2014-17  
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S)	REQUESTS/ SUPPORTS/ OPPOSES	COMMENT
Sierra Club Massachusetts Chapter, Transportation Committee	John Kyper, Chair	Boston South Station Expansion and Layover Facility Project	Oppose	Oppose the inclusion of the discretionary grant awarded by the Federal Railroad Administration for the study and preliminary design of the Boston South Station Expansion and Layover Facility Project. Express concern that the layover facility will be located at Widett Circle in South Bay. State that this site is located between South Boston, the South End, Roxbury and Dorchester—and adjacent to the I-93/I-90 interchange—and it will increase the fumes and particulates for nearby residents who already suffer the worst air pollution of the metropolitan area. Also believe that the selection of this site would prevent a startup recycling business from establishing itself in the city and remove valuable industrial real estate from the tax base.
Resident, City of Newton	Adam Peller	Reconstruction of Highland Avenue and Needham Street (Newton and Needham)	Requests	Noting Newton and Needham's requirement to "open up opportunities for safe and comfortable pedestrian walkways and bicycle travel," says it is essential that the Highland Avenue/Needham Street corridor project consider use of the adjacent railbed, especially the abandoned portion in Needham between Crawford Street and the Newton/Needham line. Improved bicycle and pedestrian facilities must connect all businesses along the street, but a parallel multi-use trail, crossing the highway, the Charles River, and connecting to Newton's new Upper Falls Greenway, would provide safe and comfortable travel to bypass the busy highway exchange and enable the mode shift sought by Secretary Davey. A bike/ped trail would be consistent long-term with all known conceptual plans for the right of way, including busway, light rail and heavy rail extensions.

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	Jim Lerner	Reconstruction of Highland Avenue and Needham Street (Newton and Needham)	Requests	<p>Along with bike lanes on both sides of the Needham St/Highland Ave corridor project in Newton and Needham, please consider improving the inactive railroad corridor running parallel in Needham from the Charles River to Needham Heights. This would provide a direct connection between shopping and offices along the corridor and residences, shops, and restaurants in Needham.</p> <p>Not every bike rider considers Needham St or Highland Ave to be a safe route, nor would most pedestrians consider it a pleasant one, with lots of traffic, lots of curb cuts, and cars that may be going rather fast. The inactive railroad, already converted in Newton into the Upper Falls Greenway, is an ideal alternative route. There are water, highway, and street crossings to be dealt with, but this could actually be done for a reasonable cost and with excellent safety. In addition, this would preserve the corridor intact should the DOT wish to use it for mechanized transportation in the future, and the corridor is wide enough for rail-with-trail throughout.</p>
	Andreae Downs	Reconstruction of Highland Avenue and Needham Street (Newton and Needham)	Requests	Please be sure to fund safe bicycle and pedestrian passage along this important commercial street so it can reach its potential as an economic hub for the two municipalities.
	George Kirby	Reconstruction of Highland Avenue and Needham Street (Newton and Needham)	Requests	Given the new MassDOT emphasis on encouraging transportation via "greener" modes including bicycling and walking, the focus on improving the Needham Street - Highland Avenue transit corridor must also include attractive and safe off-road accommodations. Alternative bicycle/pedestrian bridges over Route 128 and the Charles River to connect from Needham to the Newton Upper Falls Greenway trail along the old railroad ROW must be restored as a useful and safer alternative to braving high traffic speeds on the highway bridge and ramps.

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	Jerry Reilly	Reconstruction of Highland Avenue and Needham Street (Newton and Needham)	Requests	<p>Urges the MPO to consider pedestrian/bicycle accommodations as an essential element of the Needham Street redesign. Specifically, integrate the new Upper Falls Greenway into the Needham Street redesign:</p> <ul style="list-style-type: none"> <li>* Provide bike/ped access to Needham Street for Needham residents by replacing the railroad bridge over Route 128 that is being torn down as part of the DOT Add-a-Lane project, so that the Greenway can be extended into Needham.</li> <li>* Insure that there is first rate on-road bicycle accommodation between Winchester St/Route 9 and the start of the Greenway on Easy St.</li> <li>* Provide for a pedestrian crossing of some sort on Needham St where the Upper Falls Greenway spur will cross Needham St.</li> </ul>
	Lois Levin	Reconstruction of Highland Avenue and Needham Street (Newton and Needham)	Requests	<p>Given Newton and Needham's requirement to "open up opportunities for safe and comfortable pedestrian walkways and bicycle travel," it is essential that the Highland Avenue/Needham Street corridor project consider use of the adjacent railbed, especially the abandoned portion in Needham between Crawford Street and the Newton/Needham line. Improved bicycle and pedestrian facilities must connect all businesses along the street, but a parallel multi-use trail, crossing the highway, the Charles River, and connecting to Newton's new Upper Falls Greenway, would provide true safe and comfortable travel to bypass the busy highway exchange and enable the mode shift sought by Secretary Davey. A bike/ped trail would be consistent long-term with all known conceptual plans for the right of way, including busway, light rail and heavy rail extensions.</p>

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	Molly Schaeffer	Reconstruction of Highland Avenue and Needham Street (Newton and Needham)	Requests	<p>Given the new DOT goals for modal transit shift, there should be no excuse not to consider an adjacent rail trail.</p> <p>Noting Newton and Needham's requirement to "open up opportunities for safe and comfortable pedestrian walkways and bicycle travel," it is essential that the Highland Avenue / Needham Street corridor project consider use of the adjacent railbed, especially the abandoned portion in Needham between Crawford Street and the Newton/Needham line. Improved bicycle and pedestrian facilities must connect all businesses along the street, but a parallel multi-use trail, crossing the highway, the Charles River, and connecting to Newton's new Upper Falls Greenway, would provide true safe and comfortable travel to bypass the busy highway exchange and enable mode shift sought by Secretary Davey. A bike/ped trail would be consistent long-term with all known conceptual plans for the right of way, including busway, light rail and heavy rail extensions.</p>
	Helen Rittenberg	Reconstruction of Highland Avenue and Needham Street (Newton and Needham)	Requests	<p>This project must include use of the adjacent rail bed, including the unused portion in Needham leading up to the Newton Needham line. This would provide safe passage for this heavily used pedestrian and bicycle corridor and would be consistent with long-term plans for light rail and bus transit.</p>
Resident, City of Newton	John Pelletier	Reconstruction of Highland Avenue and Needham Street (Newton and Needham)	Requests	<p>Wants to note the importance of bike/ped connections between Newton and Needham as the TIP moves forward on choosing projects and funding. As a resident of Newton, I feel it is very important that safe access is provided between the transit options in Newton and the business options in Needham. Improvements in Bike/Ped access are pennies on the dollar compared to other larger projects and provide not just increased access but health benefits as well.</p>