

Comments Received on FFYs 2018-22 Transportation Improvement Program (TIP) Development

(As of March 28, 2017)

Commenter	Comment
Keith Hague Vice President - Construction & Development, Edens	I am writing to provide my comments on the proposed transportation project funding request for infrastructure improvements to the Kelly's Corner district of Acton, currently being reviewed by the Boston Metropolitan Planning Organization. With our ownership of Acton Plaza I & II, EDENS is the largest commercial property owner in Kelly's corner and a direct beneficiary of the proposed improvements. EDENS has been in business for over 50 years with 125 retail and mixed use development properties throughout the east coast and in Texas. EDENS number one mission is to enrich communities. We do this by redefining retail to reflect the dynamic communities that surround our centers, creating neighborhood-focused places where shoppers can relax and reconnect with one another. With a healthy mix of local boutiques and national retailers in a warm, inviting environment, we enrich communities and deliver the right retail mix in the heart of the neighborhood. The infrastructure improvements proposed for Kelley's Corner are focused on creating the foundation for a town center as well as improve access management for existing businesses and future redevelopments. These goals are directly in line with our mission and if brought to fruition will solidify the long term vitality of our shopping center and the core of Acton's business district. We appreciate your efforts and hope that our comments help you in evaluating the merits of the funding request.
Roland Bartl Planning Director, Town of Acton	This is just a quick note about Phase 2D of the Bruce Freeman Rail Trail (BFRT) in Sudbury. The Town of Acton fully supports inclusion of this project in the 2018-2022 TIP. Sudbury is at 25% design. From my own experience as project coordinator for Phase 2A in Acton, I know that reaching this threshold is very hard work. It is also a watershed moment after which design completion for construction becomes so much easier and quicker. Therefore, I believe that Phase 2D's inclusion in the draft TIP Table is timely and appropriate. As you know, the BFRT consists of several phases and when completed will connect Lowell with Framingham. Phase 1 out of Lowell was completed several years ago. Phase 2A in Acton is under construction with a completion by the end of 2017, Phase 2B (the Route 2 crossing) is beginning the 100% design this spring, and MassDOT has selected a contractor for Phase 2C in Concord with expected completion in 2018. Phase 2D in Sudbury will then be next logical continuation. Acton urges the MPO to keep the Bruce Freeman Rail Trail on track for construction by providing construction funding for Phase 2D in the upcoming TIP. Thank You for allowing me to comment.
Ron Lichtenstein	I am a MAssachusetts taxpayer and business owner who unfortunately has been traveling RT 9 Welesley and RT 1 Norwood-Walpole daily over the past five years. Both of these roadways are beyond falling apart and should have been re -surfaced years ago. Being concerned about global warming I drive small fuel efficient car I am sick and tired of being bounced around every day and having to spend my money on repairs due to the terrible conditon of these two roads. The dam road is full of holes and bad joints! When do you plan to recommend repair and replacement of these two roadways which is long overdue? These roads have been allowed to deteriate for the last 5 years and the quality of Masshighway repairs and pot hole repairs is a total joke. Please get out of your ivory tower and go see for yourself, just make sure you fasten your seatbelt.

Comments Received on FFYs 2018-22 Transportation Improvement Program (TIP) Development

(As of March 28, 2017)

Commenter	Comment
<p>Marcia Rasmussen Director of Planning & Land Management, Town of Concord</p>	<p>Good afternoon. Just wanted to add the Town of Concord's voice in support of the Bruce Freeman Rail Trail (BFRT) project Phase 2D in Sudbury being included in the FFY 2018-2022 TIP. With Sudbury at 25% design, inclusion of Phase 2D in the draft TIP Table is both timely and appropriate.</p> <p>As you are aware, the Bruce Freeman Rail Trail consists of several phases through many communities and, when completed, will connect Lowell with Framingham – a 25 mile multi-use trail! The first phase (Lowell to Chelmsford) was completed several years ago; Phase 2A (Acton) is currently under construction and expected to be completed this year; Phase 2B (the Bridge over Route 2) 25% design has been completed and we expect to have a consultant on board this spring to begin 100% design; construction of Phase 2C (Concord) of the trail is expected to begin this spring. Currently the trail is proposed to end at Powder Mill Road in Concord, ½ mile short of the Sudbury/Concord town line. Completion of the trail in Concord cannot proceed until Phase 2D is under construction (because of public safety and environmental impact concerns).</p> <p>I continue to believe that construction of the Bruce Freeman Rail Trail will help relieve traffic congestion locally, and with future construction, regionally. Construction of the Bruce Freeman Rail Trail will offer a safer option for walking or bicycling to the West Concord commuter rail station in addition to area businesses in West Concord. This Trail will promote use of public transportation, improve air quality through a reduction in fossil fuel use, and improve public health through provision of additional exercise options.</p> <p>Given the ongoing and persistent public support locally and regionally for this multi-use rail trail and the Town's interest in providing sustainable transportation options, we are pleased to know that Sudbury's portion of the Bruce Freeman Rail Trail is at 25% Design. Concord urges the MPO to keep the Bruce Freeman Rail Trail on track for construction by providing construction funding for Phase 2D in the FFY18-22 TIP.</p>
<p>Geraldine and Irwin Abrams</p>	<p>We are users of BFRT and we would find that this extension to this wonderful trail will greatly increase its usability. It will also increase our ability as 80 year old bikers who want to get more exercise.</p>
<p>Richard Williamson</p>	<p>I am writing to express my enthusiastic support for the Bruce Freeman Rail Trail Phase 2D in Sudbury and its inclusion on the TIP. Construction of this rail trail will be of tremendous benefit to Sudbury and to the region. I have cycled over 70,000 miles commuting to work and getting around Town. I am fortunate to say that I had ONLY one collision with a car (5 broken bones) during all of those miles. Sudbury roads are narrow and winding thus telling prospective cyclists to use the car instead and spew out those greenhouse gases. The BFRT will provide a safe route for cyclists connecting most of our schools, playgrounds, churches, civic buildings and commercial centers. These are places I go to regularly by bicycle. The BFRT should help me avoid another trip to the hospital while reducing greenhouse gases. Another exciting prospect is connecting to the Mass. Central Rail Trail in south Sudbury. Occasionally when feeling vigorous, I take my bicycle from Sudbury to Cambridge. The connection of the BFRT to the Mass. Central will provide a safe and pleasant route from my home to the inner city. The BFRT in Sudbury deserves a high score in the TIP evaluations.</p>

Comments Received on FFYs 2018-22 Transportation Improvement Program (TIP) Development

(As of March 28, 2017)

Commenter	Comment
Russ Cohen	<p>I am writing you to indicate my support for the Bruce Freeman Rail Trail (BFRT), in particular the inclusion of Phase 2D of the BFRT in the draft FFY 2018-2022 Transportation Improvement Plan (TIP). Here are some solid reasons why this makes sense.</p> <p>(1) The BFRT in Sudbury runs north-south through the geographic center of town. Many residents will live within a quarter mile of the BFRT, providing easy access on foot or on bicycle. It will connect: 3 elementary schools, Lincoln-Sudbury Regional High School, playgrounds, 3 major athletic fields (Featherland, Davis Field, Parkinson Field), the Sudbury Safety campus (Fire and Police Stations) Municipal Center, Town Center including Town Hall and Town Clerk's office), at least four houses of worship, two commercial centers, restaurants, two senior housing developments (Musketaquid Village, Frost Farm), and two cemeteries.</p> <p>(2) The BFRT would reduce greenhouse emissions because the number of automobile trips to pick up and drop off children at the schools would be less, as children could easily walk or bike ride a safe corridor to the schools and home, especially where roads do not have sidewalks. School bus routes could be shortened, consolidated, or perhaps even eliminated on account of the Bruce Freeman Rail Trail being a safe transportation corridor.</p> <p>(3) The BFRT will connect to West Concord at the MBTA commuter rail station, and will eventually go south to Framingham where it will cross the MBTA Framingham Line commuter rail station in downtown Framingham. The BFRT will intersect near the commercial center of Sudbury, close to Route 20, with the east-west Mass Central Rail Trail, which will allow commuters to access Wayland, Weston, and eventually Waltham. Even if it does not entirely abolish the commute into Boston, for many it will make it shorter commute with proportionally less greenhouse gas emissions. The BFRT will allow Sudbury residents to get to other towns without driving, and will let residents of other towns get to Sudbury. Fewer auto trips mean less greenhouse emissions.</p> <p>(4) Additionally, and perhaps most importantly, the BFRT will serve as a local amenity for recreation, so residents who want to exercise outdoors do not have to get in their cars, with associated greenhouse gas emission, to travel to a more distant destination.</p> <p>Thanks for considering my views on this subject.</p>
Barbara A. Green	<p>On behalf of Winstanley Enterprises, a Concord, MA based commercial real estate developer & investor, I am writing to express how excited we are to hear that proposed infrastructure improvements at the Kelly's Corner area of Acton are being considered by the Boston Region Metropolitan Planning Organization for possible Federal funding commencing in Federal Fiscal year 2018.</p> <p>Over the past two years, Winstanley Enterprises has been developing a schematic mixed-use masterplan to redevelop a large commercial parcel at Kelly's Corner. Consistent with the Town of Acton's masterplan goal of creating a true "Town Center" in the Kelly's Corner area, our project goals include creating a walkable live/work environment in an area that has enjoyed strong economic growth over the past several years. Being a two-edged sword, this growth, however, has created planning and infrastructure issues that have slowed progress on our plans.</p> <p>Recent retail development around Kelly's Corner, renovation of the nearby Acton commuter rail station, as well as being a local commuter "cut-through", have all helped increase traffic volume through Kelly's Corner, creating peak hour back-ups in every direction. Bicycle traffic throughout the area has also significantly increased, and will continue to do so with installation of Acton's segment of the Bruce Freeman Rail Trail. While, as development visionaries, we see these all as extremely positive, it's essential for infrastructure to first be in place to support safe and sustainable economic growth. If not addressed in the near term, the area's outdated configuration of roadways & lights, lack of safe bike lanes and pedestrian crossing points, will limit the possibilities for future private investment at Kelly's Corner, and likely slow the economic momentum it has enjoyed over the past several years. Implementation of the infrastructure improvement plans developed by the Town of Acton is crucial to redevelopment of our Kelly Corner site into a successful mixed-use project, and to stimulate ongoing investment in the area. We are fully supportive of the Town's proposed roadway improvement plans, and of approval for Federal funding in 2018 to make them become reality. If you or your committee members would like to discuss our project in further detail, please feel free to contact me or Adam Winstanley at your convenience.</p>

Comments Received on FFYs 2018-22 Transportation Improvement Program (TIP) Development

(As of March 28, 2017)

Commenter	Comment
Stuart Johnstone	<p data-bbox="354 215 832 243">Include Bruce Freeman Rail Trail in TIP.</p> <p data-bbox="354 281 2350 481">I strongly support the inclusion of Phase 2D of the Bruce Freeman Rail Trail in the draft 2018-22 TIP. This rail trail project will create a transportation corridor for the future, one that links Sudbury's schools, commercial centers, athletic facilities, churches, and town center with car-free travel and healthy exercise. And this section of trail will reach beyond Sudbury's borders to connect W. Concord's commuter rail station and countless other destinations in Acton, Carlisle, Westford, Chelmsford, and Lowell. The adjoining Massachusetts Central Rail Trail will ensure the importance of Phase 2D and the entire Bruce Freeman Rail Trail as a regional transportation route. The people of Sudbury and surrounding towns expect and deserve the transformation of this unused rail line to a sustainable, healthy, and well-used public resource. Please build Phase 2D!</p>
Chris Barrett	<p data-bbox="354 519 2350 614">I was fortunate enough to grow up in Sudbury and currently reside next to the Bruce Freeman Rail Trail (BFRT) in Westford. As my parents still live in Sudbury I am frequently bringing my kids to see their grandparents in Sudbury. Seeing Sudbury change over the years has allowed me to recognize just how important the BFRT will be to the current and future generations of Sudbury families.</p> <p data-bbox="354 653 2350 748">My family uses the BFRT in Westford very frequently to ride bikes to Heart Pond, visit the other set of grandparents who live in Chelmsford, go to the playground at the Byam School and go to the Chelmsford Swim and Tennis club. I can tell you that the BFRT in its current incarnation is extremely popular and the interest in seeing it continue to be built to its ultimate terminus in Framingham is very high.</p> <p data-bbox="354 786 2350 881">Sudbury voters have time and time again supported the process of building the trail at numerous town meetings. While a small and vocal group of opponents do their best to derail the trail (no pun intended) I think it is clear that Sudbury does want the BFRT and I believe it would greatly benefit the town as well as surrounding communities.</p> <p data-bbox="354 919 2350 1090">In regard to Greenhouse gases, it can be noted that the BFRT in Sudbury runs north-south through the geographic center of town. Many residents will live within a quarter mile of the BFRT providing easy access on foot or on bicycle. It will connect: 3 elementary schools, Lincoln-Sudbury Regional High School, playgrounds, 3 major athletic fields (Featherland, Davis Field, Parkinson Field), the Sudbury Safety campus (Fire and Police Stations)Municipal Center, Town Center including Town Hall and Town Clerk's office), at least 4 houses of worship, 2 commercial centers, restaurants, two senior housing developments (Musketahquid Village, Frost Farm), and two cemeteries,</p> <p data-bbox="354 1129 2350 1224">It would reduce greenhouse emissions because the number of automobile trips to pick up and drop off children at the schools would be less as children could easily walk or bike ride a safe corridor to the schools and home, especially where roads do not have sidewalks. School bus routes could be shortened, consolidated, or perhaps even eliminated on account of the Bruce Freeman Rail Trail being a safe transportation corridor.</p> <p data-bbox="354 1262 2350 1319">In regard to connectivity and regional transit, the BFRT will connect to West Concord at the MBTA commuter rail station, and will eventually go south to Framingham where it will cross the MBTA Framingham Line commuter rail station in downtown Framingham.</p> <p data-bbox="354 1357 2350 1490">The BFRT will intersect near the commercial center of Sudbury, close to Route 20, with the east-west Mass Central Rail Trail which will allow commuters to access Wayland, Weston, and eventually Waltham. Even if it does not entirely abolish the commute into Boston, for many it will make it shorter commute with proportionally less greenhouse gas emissions. The BFRT will allow Sudbury residents to get to other towns without driving, and will let residents of other towns get to Sudbury. Fewer auto trips mean less greenhouse emissions.</p> <p data-bbox="354 1528 2350 1586">Additionally, it will be a local amenity for recreation so residents who want to exercise outdoors do not have to get in their cars, with associated greenhouse gas emission, to travel to a more distant destination.</p> <p data-bbox="354 1624 1633 1662">I hope that the MPO continues to support the BFRT and approves placing Phase 2D on the 2018-2022 TIP.</p>

Comments Received on FFYs 2018-22 Transportation Improvement Program (TIP) Development

(As of March 28, 2017)

Commenter	Comment
Nathaniel (Buddy) Bates	<p>It is very important that the Bruce Freeman Rail Trail be a seamless trail from Lowell to Waltham. It would be a shame for the trail to end at the Concord/Sudbury line. Through its use it certainly will cut down on Greenhouse gases, especially the 2D section which passes right through the center of Sudbury where a high volume of residents can use the trail to access public transportation, schools and stores.</p> <p>Please do not let this section stall as it is a fantastic asset for recreation and as an alternative to polluting automobile transportation.</p>
Jan Hardenbergh	<p>Please support the Bruce Freeman Rail Trail. I would dearly love to ride my bike to work and around town in Sudbury. The old narrow roads are not safe.</p>
Barbara Pike	<p>The Bruce Freeman Rail Trail is making excellent progress in the towns north of Sudbury.</p> <p>These towns will have non-motorized transportation, as well as an important regional trail for exercise, nature appreciation, and bike commuting. Sudbury (Phase 2D) will have similar intratown advantages, with access to shopping, recreation, and schools and will also give bike commuters from Sudbury a direct route to the West Concord MBTA train station.</p> <p>By its very nature the BFRT will promote healthy opportunities for recreation and reduce automobile emissions.</p> <p>I strongly urge you to include BFRT Phase 2D in TIP funding.</p>
Ann Grace	<p>I am a member of the Friends of the Bruce Freeman Rail Trail and would like to express my support for all of the below</p> <ol style="list-style-type: none"> 1. Reduction in greenhouse gases 2. Connectivity to other modes of transportation <p>In regard to Greenhouse gases, it can be noted that the BFRT in Sudbury runs north-south through the geographic center of town. Many residents will live within a quarter mile of the BFRT providing easy access on foot or on bicycle. It will connect: 3 elementary schools, Lincoln-Sudbury Regional High School, playgrounds, 3 major athletic fields (Featherland, Davis Field, Parkinson Field), the Sudbury Safety campus (Fire and Police Stations) Municipal Center, Town Center including Town Hall and Town Clerk's office), at least 4 houses of worship, 2 commercial centers, restaurants, two senior housing developments (Musketahquid Village, Frost Farm), and two cemeteries.</p> <p>It would reduce greenhouse emissions because the number of automobile trips to pick up and drop off children at the schools would be less as children could easily walk or bike ride a safe corridor to the schools and home, especially where roads do not have sidewalks. School bus routes could be shortened, consolidated, or perhaps even eliminated on account of the Bruce Freeman Rail Trail being a safe transportation corridor.</p> <p>In regard to connectivity and regional transit, the BFRT will connect to West Concord at the MBTA commuter rail station, and will eventually go south to Framingham where it will cross the MBTA Framingham Line commuter rail station in downtown Framingham.</p> <p>The BFRT will intersect near the commercial center of Sudbury, close to Route 20, with the east-west Mass Central Rail Trail which will allow commuters to access Wayland, Weston, and eventually Waltham. Even if it does not entirely abolish the commute into Boston, for many it will make it shorter commute with proportionally less greenhouse gas emissions. The BFRT will allow Sudbury residents to get to other towns without driving, and will let residents of other towns get to Sudbury. Fewer auto trips mean less greenhouse emissions.</p> <p>Additionally, it will be a local amenity for recreation so residents who want to exercise outdoors do not have to get in their cars, with associated greenhouse gas emission, to travel to a more distant destination.</p>

Comments Received on FFYs 2018-22 Transportation Improvement Program (TIP) Development

(As of March 28, 2017)

Commenter	Comment
Leslie & Adrian Touw	<p data-bbox="352 215 2353 247">Support the Bruce Freeman Rail Trail in the FFY 2018-2022 Transportation Improvement Program</p> <p data-bbox="352 249 2353 382">We are writing to comment on the Bruce Freeman Rail Trail (BFRT) and the inclusion of it's Phase 2D in the draft FFY 2018-2022 Transportation Improvement Program (TIP). We understand the Massachusetts must choose which projects and programs will receive federal and state roadway funding and that competition is fierce for these dollars. Investing in the BFRT, especially for the completion of this phase will greatly benefit the towns along the trail and it's citizens as well as many other Massachusetts residents in several ways.</p> <p data-bbox="352 420 2353 649">The trail will make more viable biking, rollerblading and skateboarding to many places, including train stations, thus reducing the number of car trips reducing greenhouse emissions and the stress on our state's infrastructure. For example to West Concord and other Train stations and into surrounding towns. Now traffic into West Concord center backs up many streets going into WC village. Biking along the narrow streets in Acton, Concord & Sudbury during rush hour is harrowing. By connecting with the first phase which goes up to Lowell it provides a safe & healthy way to get to that up & coming city with it's increasing job opportunities and lively cultural scene. The BFRT will link with the Bay Circuit trail for access to Lincoln & east Sudbury and, eventually, the Assabet rail trail for east-west linking to Maynard & Bedford as well as all the way to Cambridge & Boston for those hardy all out biking commuters! The completion of the trail will allow persons to safely commute to the train stations, towns & cities and it will be FASTER too. This also further supports the many Smart Growth initiatives the State is so intent on promoting.</p> <p data-bbox="352 687 2353 915">Another example- The trail will allow children a safe way to get to schools and town centers while increasing healthy physical activity. The number of kids biking, rollerblading & skateboarding to schools, stores, art centers and ice cream stores near the trail (the last somewhat mitigating the health rewards of increased exercise) along Phase 1 in Chelmsford increased and this can also happen in Concord & Sudbury when Phase 2 is completed. In Sudbury it will connect 3 elementary schools, Lincoln-Sudbury Regional High School, playgrounds and 3 major athletic fields (Featherland, Davis Field, Parkinson Field). In Concord it will provide safer access to an elementary & a middle school, West Concord village with it's 5 & 10, pizza & ice cream shops, yoga, martial art, dancing & fencing studios where many young people train and Rideout Playground- a major site for soccer & baseball teams. When children can independently travel safely to schools, recreation sites and village shops, as I was able to in my youth, it increases independence skills, develops lifelong healthy habits and also decreases car trips by the 'taxi service' of parents.</p> <p data-bbox="352 1030 2353 1096">By passing through many small town centers and shopping districts, teens and adults will be able to bike to do many small errands thus reducing the use of cars and increasing family togetherness. Families can utilize the trails for family excursions to churches & synagogues, for shopping, lunches and dinners.</p> <p data-bbox="352 1134 2353 1229">Finally the trail will pass by or close to many other recreation sites (golf, walking/hiking trails) so citizens can bike to them easily as well as passing close to several retirement communities & assisted living facilities (like Concord Park) which will provide the elderly & disabled a safe place to exercise in nature whether in a wheelchair, using a walker or unassisted.</p> <p data-bbox="352 1268 2353 1336">So we hope you support the continued funding of Bruce Freeman Rail Trail (BFRT) by keeping Phase 2D in the FFY 2018-2022 Transportation Improvement Program (TIP).</p>



February 13, 2017

Mr. David Mohler, Executive Director
Office of Transportation Planning
Massachusetts Department of Transportation
10 Park Plaza, Room 4150
Boston, MA 02116-3969

RE: MetroWest Regional Collaborative (MWRC) Comments on the Draft FFY2017-2020 Transportation Improvement Program

Dear Mr. Mohler and Members of the MPO,

The MetroWest Regional Collaborative, the Metropolitan Area Planning Council subregional organization that serves MetroWest, wishes to comment on the Draft TIP for the Federal Fiscal Years 2017-2020.

MWRC members strongly support the following projects, and ask that they be kept on the TIP. All of the municipalities agree that each is of regional importance.

1. TIP ID 992: Reconstruction of Route 85 North

Marlborough

Reconstructing Bolton Street will improve access to three schools, the Boston Scientific campus, a reservoir crossing, and countless jobs in this regional urban center.

2. 604123: Resurfacing of Route 126*

Ashland

Reconstruction of Route 126 from Framingham town line to Holliston Town Line.

3. TIP ID 604989: Reconstruction of Main Street (Route 30)

Southborough

4. TIP ID 605034: Reconstruction of Route 27 (North Main Street), from North Avenue to the Wayland Town Line

Natick

5. TIP ID 607732: Cochituate Rail Trail Phase II

Framingham and Natick

Construction of 2.4 miles of rail trail will Connect Natick and Framingham, Natick Mall, housing developments, US Army Natick Soldier Systems Center, the TJX campus, Natick center, MBTA, Cochituate State Park, multiple jobs.

Jay Marsden Chair Holliston	Preston Crow Vice Chair Ashland	Ellen Gibbs Wellesley	Yolanda Greaves Ashland	Lewis Colten Framingham	Marc Draisen MAPC
--------------------------------	------------------------------------	--------------------------	----------------------------	----------------------------	----------------------

6. TIP ID 608228: Reconstruction of Union Avenue

Framingham

Reconstruction of Union Avenue, a main corridor in a regional urban center will improve access to critical locations as the MetroWest Regional Transit Authority, Framingham Union Hospital, Framingham State University, The Framingham police station, and multiple jobs.

We further request that the following project, previously listed on the TIP for spring 2021, but now designated as “pre-TIP,” be restored to the TIP.

1. TIP ID 602154 &

TIP ID 602154: Holliston*

Resurfacing and related work on Route 126

* The entirety of 126 has regional importance: MWRC therefore respectfully urges the MPO to improve 126 as a whole, restore the Holliston project to the TIP and retain the Ashland portion on the TIP.

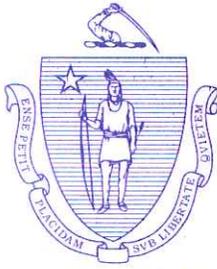
Additionally, we are very interested in the addition of sidewalks to Route 20 in Wayland.

Thank you for this opportunity to comment. If you have any questions, please contact Karen Adelman, MAPC’s MWRC Coordinator, at KAdelman@mapc.org.

Yours truly,

A handwritten signature in black ink, consisting of a stylized 'J' followed by a large, sweeping flourish that extends to the right.

Jay Marsden, Chair
MetroWest Regional Collaborative



The Commonwealth of Massachusetts

MASSACHUSETTS SENATE



SENATOR JOHN F. KEENAN
Norfolk and Plymouth District

STATE HOUSE, ROOM 413B
BOSTON, MA 02133-1053
TEL. (617) 722-1494
FAX (617) 722-1055

JOHN.KEENAN@MASENATE.GOV
WWW.MASENATE.GOV

February 14, 2017

Chairman
SENATE COMMITTEE ON
BONDING, CAPITAL EXPENDITURES
AND STATE ASSETS
Vice Chairman
JOINT COMMITTEE ON THE JUDICIARY
JOINT COMMITTEE ON TRANSPORTATION
JOINT COMMITTEE ON HOUSING
WAYS AND MEANS
FINANCIAL SERVICES
CHILDREN, FAMILIES AND
PERSONS WITH DISABILITIES
ECONOMIC DEVELOPMENT AND
EMERGING TECHNOLOGIES
STATE ADMINISTRATION
AND REGULATORY OVERSIGHT

David Mohler, Chair, Boston Region MPO
Ten Park Plaza, Suite 2150
Boston, MA 02116

RE: Holbrook -- Reconstruction of Union St. (MassDOT Project 606501)

To the chairman, members and staff of the Boston Region Metropolitan Planning Organization:

Thank you for the steps you have already taken to include this project in the Draft TIP. I understand the project, in the most recent draft, has been programmed for FY21. I appreciate this recognition of the project's economic promise for the Commonwealth, and that it fits your vision for the future of transportation planning in this region.

I write to renew my support for the project, and to request your consideration in moving it to an earlier year for the finalized TIP. Given the work already down by the Town, the availability of federal funding, and the relatively small cost, I hope this body will recognize that the project is ready and appropriate for action sooner than 2021

As you know, this project along Union Street - Rt 139 would improve the connection between Holbrook Town Center and the Holbrook/Randolph Commuter Rail Station, setting the stage for future economic development around this important transportation resource. I commend the Town for planning its economic future in a way that capitalizes on public transit, and for embracing the principles of transit oriented development. By making the area more walkable, incorporating bicycle lanes, and providing more handicap accessible sidewalks, the project also embraces the Complete Streets concept which many in this organization have helped to advance.

The Town has maintained a strong collaboration with MassDOT to prepare for this project, and has already undertaken several critical zoning reforms and public meetings. I hope this demonstrated commitment will also be favorably received, and again ask that you consider programming it for an earlier year.

Thank you for your renewed consideration of these comments, and please let me know if you have any questions.

Sincerely,

John F. Keenan
Norfolk and Plymouth





The TOWN OF NORWOOD

Commonwealth of Massachusetts

GENERAL MANAGER

JOHN J. CARROLL

(781) 762-1240

March 3, 2017

Ali Kleyman, TIP Manager
Central Transportation Planning Staff (CTPS)
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Re: Norwood (606130)
Intersection Improvements at Route 1A and Upland Road/
Washington Street and Prospect Street/Fulton Street

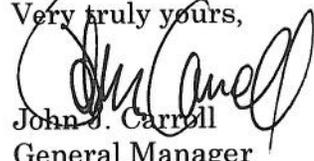
Dear Ms. Kleyman,

On behalf of the Town of Norwood, I respectfully request that construction funding for the proposed intersection improvements at Route 1A and Upland Road/Washington Street and Prospect Street/Fulton Street be included in the 2018-2022 Transportation Improvement Program (TIP). In addition, since this project is expected to be 100% designed and ready for advertisement in 2018, I also request that this project be slated for funding in 2019.

This project is Norwood's #1 priority on the TIP. For many years, we have worked diligently to have this project designed to improve the safety and operational deficiencies of this intersection. We have leveraged \$450,000 from nearby development projects to fund the design for these improvements on the State controlled Route 1A. With the design nearly complete, it would not make sense to put the 100% design documents on a shelf for a construction period later than 2019. This project will be shovel ready for 2019 and the time for funding is now.

If you have any questions, please do not hesitate to contact me or our TIP contact, Mark Ryan, at 781-760-8341 or by email at mryan@norwoodma.gov

Very truly yours,



John J. Carroll
General Manager

Cc: Norwood Board of Selectmen
Rep. John Rogers
Sen. Mike Rush
Thomas O'Rourke
✓ Mark Ryan



Town of Hull



TOWN MANAGER

781-925-2000
FAX 781-925-0224

MUNICIPAL BUILDING
253 ATLANTIC AVENUE
HULL, MA 02045

March 7, 2017

Ms. Stephanie Pollack
MassDOT Secretary and CEO, Boston Region MPO Chair
C/o Alexandra Kleyman, TIP Manager
Central Transportation Planning Staff
10 Park Plaza, Suite 2150
Boston, MA 02116

RE: Hull – Reconstruction of Atlantic Avenue (#601607)

Dear Secretary Pollack:

I am writing to you again this year to provide comments on the development of the Draft FFY 2018-2022 TIP and express the Town of Hull's commitment to the reconstruction of Atlantic Avenue (Project #601607). The Town of Hull is disappointed that the Atlantic Avenue Reconstruction Project has not been included on the TIP to date and ask that the project be strongly considered for inclusion this year. Atlantic Avenue, which is long overdue for repairs and upgrades, is one of only three roadways leading into the Town of Hull. The Town completed the 75% Design Submission to MassDOT in December 2015 and is ready to advance to 100% Design. Design, permitting, and Right-of-Way acquisitions could be completed for this project within approximately one year if required. We seek your support for this important local project and request that this project be considered for funding on the Draft TIP.

We understand that the MPO has put increased emphasis on programming projects based on their evaluation criteria scores. We agree that it is important to identify a basis by which projects are funded to eliminate the pretense of political favoritism and to promote projects that are more closely aligned with the MPO's goals. However, we feel that the criteria by which these projects are currently being evaluated puts several good project candidates and communities that are located towards the outskirts of the Boston MPO's reach at a significant disadvantage. Certain projects in these communities may meet all of the requirements to be accepted into the TIP, but the projects may not exhibit the traffic congestion, transit opportunities, and other conditions that would help it score well in the evaluation criteria.

The Town of Hull remains committed to updating Atlantic Avenue in accordance with the goals of the Boston MPO to the extent possible to improve substandard conditions, modernize the roadway, and enhance access and mobility along the corridor. The proposed improvements incorporate “Complete Streets” design features and will help revitalize the neighborhood and affect positive change on the environment and local businesses. Atlantic Avenue is essential to maintaining the safety and security of local residents by providing one of the Town’s few points of access for emergency response and evacuation during coastal storms.

We ask that you reconsider the evaluation scoring to provide greater regional equity and make certain that communities on the South Shore receive the same opportunities as those communities closer to the inner core.

Sincerely,
TOWN OF HULL



Philip E. Lemnios
Town Manager

March 7, 2017

Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150 Boston
MA 02116-3968

Subj: Comments to the Proposed Table 1 & Table 2 of the 2018 – 2022 TIP

Re: Project ID 608164; BFRT Phase IID

Internet Ref: 2017/MPO_0302_TIP_Evaluation_Results_Table 1&2

The following questions/comments are in response to your request for review/questions/comments of the proposed 2018-2022 TIP, Tables 1&2. They are written from my perspective as a Sudbury land owner. In full disclosure, I am an abutter to the proposed project.

1. In the “Clean Air, Clean Communities” category of the draft tables, 13 points have been awarded to BFRT Phase IID. In previously published TIPs, MPO states “the MPO cannot validate that shared-use paths mitigate traffic congestion. Congestion reduction is not the MPO’s primary reason for investing in these transportation projects”. The points MPO has awarded BFRT Phase IID in the draft tables equate to an annual reduction of 250-499 tons of CO₂ and an annual reduction of 1,000-1,999 kilograms of VOC, NO_x, CO. How is this possible if we have not/cannot validate traffic reduction? What real data exists for assigning 13 points?
2. In the “System Preservation” category 3 points have been awarded to the BFRT Phase IID. Please note the proposed trail, would be new. It does not replace or repair or preserve existing walkways or sidewalks. In fact BFRT Phase IID would create a new asphalt trail through an area where Sudbury’s 15 year old, “walkways program” has no recognized need for a walkway or sidewalk. I note that MPO has also assigned this project 4 and 5 points respectively under “Improves Bicycle” and “Improves Pedestrian” access. These would seem to be appropriate categories and point assignments for new infrastructure. How do we justify the additional point awards for preservation of existing infrastructure?
3. The current LRTP states “The TIP/LRTP projects in the Universe of Projects list are listed

in three categ

March 7, 2017

(1) Conceptual - Projects in which a functional design report has not been submitted (the design status is pre-25% design; (2) Pre-TIP - any project in which a 25% functional design report has been submitted to MassDOT (design status can range from 25% to 100%); and (3) Projects that are programmed in the LRTP. Please note a functional design plan has not been submitted for the Bruce Freeman Rail Trail in Sudbury. In Appendix D, Table D.1 of this same Plan MPO states "*The MPO will consider funding for the project once it advances to the 25% design stage. At the 25% design stage, MPO staff will evaluate the project based on the functional design report.*" Under your own guidelines this project does not qualify for an evaluation. How then, for the past two years, has the MPO assigned evaluation points to BFRT IID and Rated/compared it with transportation projects that actually meet the requirements of categories (1) – (3) above?

What I additionally find disturbing about MPO's proposed rating/evaluation of Project 608164 (BFRT IID) is that MPO has assigned a higher ranking than the ranking assigned for Project 607249 (a traffic control light at Landam Road and RT 20).

Project 607249 is a problematic intersection in the historically problematic Route 20 corridor. There have been several accidents and multiple deaths at this intersection. Project 607249 is a clear and present danger.

Is it really our intention to assign a higher budget priority to Project 608164, a conceptual bicycle trail, versus Project 607249, a documented clear and present danger?

Thank you for entertaining public comments.

Respectfully submitted,

Daniel A. DePompei
35 Haynes Road Sudbury, MA 01776

March 7, 2017

Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150 Boston
MA 02116-3968

Re: Comments on TIP Draft Evaluation Results,
 Project ID 608164; BFRT Phase 2D

I live in Sudbury, and have a few comments on the proposed 2018-2022 TIP.

1. Under 'Capacity Management/Mobility', project 608164 was awarded 4 points for 'Improves intermodal accommodations/connections to travel'. This proposed project should be recognized as a recreational trail through sparsely populated areas. It is unlikely to offer any meaningful benefit to commuters. One especially has to wonder about this generous score compared to project 607738, the Minuteman Bikeway Extension, which received no points on this subject.
2. Similarly, the project receives 2 points under 'Economic Vitality' for 'Provides multimodal access to an activity center'. I fail to see how the project makes any contribution in this area.
3. In the "System Preservation" category, the project is awarded 3 points for 'Improves substandard sidewalks'. The proposed trail would be new, and would not replace or repair existing sidewalks.
4. In the "Clean Air, Clean Communities" category, the project is awarded 3 points for 'Reduces CO₂' and another 4 points for 'Reduces other transportation-related emissions'. The points MPO has awarded BFRT Phase 2D in the draft tables equate to an annual reduction of 250-499 tons of CO₂ and an annual reduction of 1,000-1,999 kilograms of VOC, NOX, CO. I have seen no data on traffic reduction that would support this rating. Given the limit number of access points to the proposed trail, many users will have to drive significant distances to find parking before using the trail. Therefore, any estimates emission reduction are speculative and probably optimistic.
5. Also in the 'Clean Air' category, the project earns 1 point for 'Addresses environmental impacts'. This is ironic, because the project is likely to have significant adverse environmental impacts. In Sudbury alone, the proposed trail runs through two NHESP

March 7, 2017

- Priority Habitats of Rare Species. Furthermore there are 3 proposed sections that have been identified as 'Challenge Areas' by consultants VHB. This is in addition to the many portions of the proposed trail that fall under wetlands jurisdiction based on Massachusetts law and Sudbury town bylaws.
6. Finally, according the description of the Transportation Improvement Program (ctps.org), "In order for MPO staff to conduct a complete project evaluation, the project must have a Functional Design Report". Please note that a functional design plan has not yet been submitted for the Bruce Freeman Rail Trail in Sudbury, making the evaluation of BFRT 2D in Sudbury premature.

According to a report this week in the Sudbury Patch news service, the National Bridge Inventory Database identifies 483 bridges in the Commonwealth that are 'structurally deficient'. Given the abundance of projects that are essential to transportation and public safety, I find it hard to believe that we are prioritizing a recreational project in an affluent community. Project 608164 has few benefits to commuters, little to no 'clean air' benefit, and potentially large adverse environmental impacts. It does not belong in a list of priority transportation projects.

Sincerely,

Stephen A. Lanzendorf
43 Hawes Road Sudbury, MA 01776

From: Pat Brown <patbrownian@me.com>
Subject: Comments on Project Evaluations for the FFY 2018-2022 TIP
Date: March 8, 2017 at 2:12:41 PM EST
To: publicinformation@ctps.org
Cc: Ali Kleyman <akleyman@ctps.org>, Town Manager
<townmanager@sudbury.ma.us>

To the Boston MPO:

Looking at the DRAFT TIP Evaluations here: http://www.bostonmpo.org/data/calendar/pdfs/2017/MPO_0302_TIP_Draft_Evaluation_Results_Table_1_Investment_Program.pdf

I have several comments.

1) Prior to the new scoring system, project entries in the TIP Interactive Database contained the evaluation scores for those projects which had completed the Functional Design Report. This is no longer the case. While I understand the MPO will not re-rank projects under the 2016 (134 point) ranking system if they have already been programmed under the old (154 point) ranking system, yet it would be helpful to have project rankings to compare projects that have not yet been programmed in the database for comparison purposes. Additionally, the TIP Interactive Database does not show proponent updates for 2017. When will the proponent updates appear? Finally, the extremely helpful explanations of criteria that appear when hovering the mouse over a label—with the source of the information, which is also extremely useful—do not contain the detail of the explanatory document. Fair enough—you're pressed for space. However, a link to the explanatory document on the home page of the database here: http://www.bostonmpo.org/apps/tip11/tip_query.html would allow the user to open the explanation in one tab and refer to the record under examination in another.

2) Project #608164 (Bruce Freeman Rail Trail, Phase 2D) is given three points for "Improves substandard sidewalk(s)" under the "System Preservation" category. The proposed facility is an off-road expansion project. It does not preserve anything; rather, it is an entirely new (expansion) facility along a currently unpaved right of way.

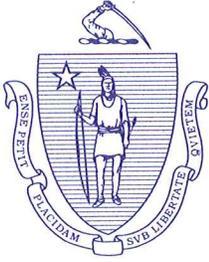
3) Project #608164 is given four points for "Improves intermodal accommodations/connections to transit" under the "Capacity Management" category. The nearest transit, the West Concord Commuter Rail Station, is two and one half miles from the northern Sudbury border. The distance from Sudbury Town Center is closer to five miles, and it's seven and a half miles from the extreme south end of the project. I was unable to find what distance the MPO considers to constitute reasonable access to transit. Can this information be incorporated into the scoring criteria for clarity?

4) Project #608164 is given three points for "Reduces CO2" under the "Clean Air/

Clean Communities” category. This implies the facility will reduce emissions by at least 250 tons annually, and will take more than 100 cars off the road each day of the 365 day year. I believe this is wildly optimistic, and hope the MPO will consider how to measure the impact of this or similar projects to correct or compensate for what may be a systemic problem with the emissions models. Alternatively, support for this startling claim would be welcome. Calculations attached.

Thank you for your willingness to accept public input.

Pat Brown
Sudbury resident



The Commonwealth of Massachusetts
House of Representatives
State House, Boston 02133-1054

WILLIAM C. GALVIN
STATE REPRESENTATIVE
6TH NORFOLK DISTRICT
STATE HOUSE, ROOM 166
TEL. (617) 722-2692
FAX (617) 722-2846

CHAIRMAN
House Committee on Rules

William.Galvin@MAhouse.gov

March 16, 2017

Mr. David Mohler, Chair
Boston Regional Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, Ma 02116

Dear Mr. Mohler:

I am writing once again to express my concern that the Canton Interchange Project does not seem to be on any list for funding that might lead to forward movement toward the project's completion.

Let me refresh where the Project seems to stand at this point. When Governor Sargent decided to abandon the Southwest Expressway plan to extend Interstate 95 into Boston in 1972, the constructed cloverleaf intersection at Route 128 (now the I-95/I-93 Interchange) was converted into a so-called "trumpet" interchange. Although the resultant hairpin turns have proven dangerous and inefficient in handling the traffic volumes during peak travel hours in the years since, there has been no proactive significant federal or state action to reconstruct the interchange.

In the 1990's the federal and state governments were committed to establishing a high-speed rail connection along the Northeast Corridor (Boston to Providence to New York to Washington, D.C.). The region's communities insisted on – and ultimately entered into – a Memorandum of Understanding that promised to redesign and reconstruct the I-93/I-95 Interchange by 2006 as part of that project. It hasn't happened yet.

The region has suffered years of negative impacts from this condition. The hairpin turns have resulted in several accidents that have resulted serious personal injury, deaths, and the release of hazardous materials in an area of critical environmental concern. Traffic congestion has reduced the air quality of the region and impeded the ability of the area communities to effectively compete for economic development, thus costing communities many millions of dollars in potential tax revenue that cannot be replaced.

This is a significant project for the region I represent. As you may be aware, the town of Westwood approved the University Station (formerly Westwood Station) project in May, 2013, with hundreds of

thousands of square feet of office, retail and housing. The inclusion of a new northbound off-ramp from I-95 North will allow traffic to exit to Dedham Street in Canton and across University Station. Additionally, the fourth travel lane between Neponset Street in Norwood and Route 128 leading to a reconstructed interchange will allow for much smoother traffic flow onto Route 128. This will help ease congestion which currently spills over onto secondary roads in Canton, Dedham, Norwood, Westwood and Walpole during morning and evening commuting hours.

Furthermore, improvements to the configuration of the interchange will result in a much safer roadway particularly for trucks, many carrying hazardous materials, trying to make the tight turns on the off-ramps.

This project will have significant benefits for my district and surrounding communities; safety, environmental, economic and quality of life. Therefore, I respectfully request that it be actively included in near-future TIP consideration.

Sincerely,



William C. Galvin
State Representative
Sixth Norfolk District



March 28, 2017

David J. Mohler, Chair
Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116

**Re: MAGIC regional transportation priorities and comments for the Draft FFY 2018-2022
Transportation Improvement Program**

Dear Mr. Mohler,

I am submitting these comments on behalf of the Minuteman Advisory Group on Interlocal Coordination (MAGIC) subregion of the Metropolitan Area Planning Council (MAPC). MAGIC consists of 13 communities in the northwest area of the MAPC region: Acton, Bedford, Bolton, Boxborough, Carlisle, Concord, Hudson, Lexington, Lincoln, Littleton, Maynard, Stow, and Sudbury. In March 2017, MAGIC members provided input on the FFYs 2018-2022 Transportation Improvement Program (TIP).

With limited transit resources within our suburban region, we believe the MPO should give strong consideration to projects that offer healthy transportation options that reduce greenhouse gas emissions, and, provide multimodal connections to existing transit nodes, downtowns, and employment centers. The Minuteman Bikeway Extension (#607738) and Bruce Freeman Rail Trail (#608164) projects would add miles of new bikeway and pedestrian infrastructure, connecting trail sections toward building a regional network, and facilitating active transportation for MAGIC residents. We encourage these be included and funded in the TIP.

Municipal intersection improvements benefit the region, and can facilitate the flow of intermunicipal traffic and ease access to business districts and downtowns. The Kelley's Corner (#608229) project includes the rehabilitation of 1 mile of roadways surrounding and including the Route 111/Route 27 intersection, which will support easier commuting regionally and within Acton, and encourage bicycling and walking. Intersection improvements at Route 20 and Landham Road in Sudbury (#607249) will improve traffic flow through widening the roadway and introducing turning lanes. MAGIC believes both these projects to be important regional projects, and we encourage their prioritization in the TIP and funding.

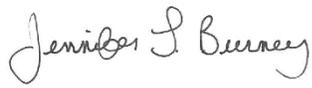
We appreciate the challenge of distributing transportation funds fairly and equitably. Taken together, these projects are essential to sustaining an equitable, economically healthy, and environmentally responsible region. We support keeping the projects included in the 2018-2022 TIP, in particular the MAGIC area projects summarized in this letter.

The list of projects in the table includes roadway projects that would relieve existing bottlenecks and improve safety, along with several projects that will improve bicycle, pedestrian, and transit mobility within our subregion. We appreciate the Metropolitan Planning Organization (MPO) giving strong consideration to the subregion's projects.

MAGIC Priorities for FFYs 2018-2022 TIP		
Project	ID #	Municipalities
Minuteman Bikeway Extension, from Loomis Street to the Concord Town Line	607738	Bedford
Bruce Freeman Rail Trail, Phase 2D	608164	Sudbury
Intersection Improvements at Massachusetts Avenue (Route 11) and Main Street (Route 27) (Kelley's Corner)	608229	Acton
Intersection improvements at Route 20 and Landham Rd.	607249	Sudbury (MassDOT)

Thank you for your continued support and thank you for this opportunity to comment.

Sincerely,



Jennifer Burney, MAGIC Chair
Lincoln Director of Land Use