

REGIONAL TRANSPORTATION ADVISORY COUNCIL



May 12, 2017

Re: Federal Fiscal Years 2018-2022 Transportation Improvement Program

Dear Mr. Mohler,

The Regional Transportation Advisory Council (Advisory Council) is an independent group of citizen and regional advocacy groups, municipal officials, and agencies charged by the Boston Region Metropolitan Planning Organization (MPO) with providing public input on transportation planning and programming.

The Advisory Council has reviewed and discussed the draft Federal Fiscal Years (FFY) 2018-2022 Transportation Improvement Program (TIP) and offers the following comments:

1. The Advisory Council would like to thank the MPO staff for its attention to reframing and improving communication, information, and materials related to the TIP. The Advisory Council believes this information has been helpful in explaining the TIP processes to stakeholders and the public.
2. The Advisory Council appreciates the MPO's attention to newly established priorities and the "binning" approach by which projects are compared to other projects of the same type in the TIP scoring. This helps to address potential concerns about the scoring criteria favoring or not favoring certain types of projects.
3. While the Community Transportation (CT) category in the TIP does not have funds identified until FFY 2021, the Advisory Council suggests that the MPO begin to consider criteria related to the sustainability of projects in this category and notes that a study has been identified to do so in the FY 2018 United Planning Work Program (UPWP).
4. The Advisory Council notes there are a few projects on the TIP programming scenario list that were given initial approval as much as 15 to 20 years ago. The Advisory Council notes that there have been many examples of changes in both regional and local priorities since that time. The Advisory Council urges the MPO to reconfirm that those projects are still priorities with the project sponsors, and also to re-score the projects on a regular basis.
5. The Advisory Council notes the importance of adhering to the original schedule once a project is programmed, to minimize the potential for cost overruns and the need to shift projects to accommodate cost and schedule changes. The Advisory Council recognizes the effort MPO staff has made in shuffling projects to keep them on their original schedule and ensure they are "shovel-ready."

Advisory Council Comment Letter
May 12, 2017

6. The Advisory Council encourages the MPO to consider any opportunities to fund programmed projects from sources other than the MPO, should such opportunities arise, so that funds can be reallocated to other projects to reduce the backlog on the MPO list.
7. The Advisory Council looks forward to continuing discussion with the MPO and Massachusetts Department of Transportation (MassDOT) on cost estimation, processes to budget realistically, and avoidance of major cost increases, per our concerns raised on last year's TIP.

We appreciate the opportunity to express our thoughts to the MPO.

Sincerely,



Tegin Teich Bennett

Chair, Regional Transportation Advisory Council

May 11, 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).

We appreciate the inclusion of the Minuteman Bikeway Extension (#607738, Bedford), the Bruce Freeman Rail Trail, Phase 2D (#608164, Sudbury), and Kelley's Corner (#608229, Acton) in the list of programmed projects in the recently released draft of the Transportation Improvement Program.

The addition of miles of new bikeway and pedestrian infrastructure will positively impact community health, through promoting physical activity, and options that reduce greenhouse gasses. Further, these projects will connect trail sections toward building a regional trail network, which could attract residents and visitors to the region and positively impact the local economy. We urge the MPO to keep these projects in the FY2018-2022 TIP and prioritize their funding.

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, Acton) 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. We are again appreciative of the inclusion of Kelley's Corner into the draft TIP and urge prioritizing and funding the project.

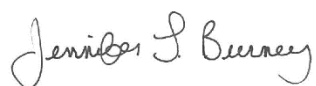
The Route 20 and Landham Road intersection improvements (#607249, Sudbury) will improve traffic flow through widening the roadway and introducing turning lanes. MAGIC believes this project to be important to the region, and while it is not included in the recently released draft of the TIP, we encourage reconsideration of the project and its inclusion and funding.



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

May 15, 2017

Alexandra Kleyman, Transportation Improvement Program Manager
Boston MPO c/o Central Transportation Planning Staff
10 Park Plaza, Suite 2150
Boston, MA 02116

Re: South Shore Coalition Comments on the Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP)

Dear Ms. Kleyman,

On Behalf of the South Shore Coalition (SSC), I would like to express our appreciation for the presentation you made at our November meeting. The discussion was informative and helpful as we consider important transportation initiatives and priorities on the South Shore. As follow-up, please accept our comments on the Transportation Improvement Program (TIP) and the Unified Planning Work Program (UPWP).

The coalition recognizes the fiscal constraints currently facing the Commonwealth and the MPO; and we, as a region, understand the importance of prioritizing scarce resources in the upcoming year is essential for the continued growth of the region. Similar to all regions in the State, the SSC, along with partners including the South Shore Chamber of Commerce, believe investments in the existing transportation infrastructure will improve access to the region, continuing the growing local housing market as well as creating development opportunities.

The SSC towns continue to devote resources to design and advance the projects that are included in this letter; and the SSC has engaged in a discussion to identify our top priorities based on project status, project rating and community priority. We would appreciate the Metropolitan Planning Organization (MPO) giving strong consideration to the subregion's top priority projects both in the early and later years of the program.

The tables on the next page summarize our priorities for the programs available in the UPWP for the current fiscal year as well as our project-specific recommendations for the Federal Fiscal Year (FFY) 2018 UPWP and FFY's 2018 – 20120 TIP.

Thank you for considering these projects for funding. If you need further information, please feel free to contact Emily Torres-Cullinane, the SSC Subregional Coordinator.

Respectfully submitted,

Peter Matchak

Co-Chair, South Shore Coalition

Marcia Birmingham

Co-Chair, South Shore Coalition

CC: South Shore Coalition (electronic version)
 Christine Stickney, Town of Braintree, Director of Planning and Community Development/SSC MPO rep.
 Eric Bourassa, MAPC Transportation Manager
 Mark Racicot, MAPC Land Use Division Manager
 Pamela Haznar, P.E., MassDOT District 5, Project Development Engineer
 Walter Heller, P.E., MassDOT District 6, Acting District Highway Director

TIP Projects

Proponent(s)	TIP ID	Project Name	TIP Year	FUNDING_STATUS	PROJECT_CATEGORY	Estimated Cost	Design Status
Hingham	607309	Reconstruction and Related Work on Derby Street from Pond Park Road to Cushing Street Intersection	2017	Programmed	Arterial and Intersection	\$4,927,769	75% Submitted
Hingham (MassDOT)	600518	Improvements at Derby Street, Whiting Street (Route 53) and Gardner Street Intersection	2018	Programmed	Arterial and Intersection	\$2,844,392	75% Submitted
Weymouth	605721	Improvements at Middle Street, Libbey Industrial Parkway and Tara Drive	2016	Programmed	Arterial and Intersection	\$1,316,380	75% Submitted
Weymouth (MassDOT)	601630	Reconstruction and widening on Route 18 (Main St.)*	2016	Programmed	Arterial and Intersection	\$59,991,198	75% Submitted
Duxbury	606002	Signal Installation at Route 3 (NB & SB) Ramps & Route 3A (Tremont St)		Pre-TIP	Arterial and Intersection	\$2,400,000	PRC Approved
Holbrook	606501	Reconstruction of Union Street (Route 139), from Linfield Street to Centre Street/Water Street		Pre-TIP	Arterial and Intersection	\$2,471,136	25% Submitted
Hull	601607	Reconstruction of Atlantic Avenue and Related Work, from Nantasket Avenue to Cohasset Town Line		Pre-TIP	Arterial and Intersection	\$5,917,592	75% Submitted



An Independent SubRegional Group Within the

Metropolitan Area Planning Council
60 Temple Place
Boston, MA 02111

May 10, 2017

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

RE: Draft FFY 2018 to 2022 Transportation Improvement Program (TIP)

Dear Mr. Mohler:

The Three Rivers Interlocal Council (TRIC) is a formal subregion of the Metropolitan Area Planning Council composed of Canton, Dedham, Dover, Foxborough, Medfield, Milton, Norwood, Randolph, Sharon, Stoughton, Walpole and Westwood that works cooperatively to address regional planning issues. TRIC takes its name from three major rivers located in and among our towns: the Neponset, Charles, and Canoe Rivers.

With regards to the Draft FFY 2018 to 2022 Transportation Improvement Program (TIP), TRIC requests that the four projects within the TRIC subregion identified below should be retained on the TIP and scheduled on the TIP as early as possible, especially considering that two of the projects (606635 and 605857) have been pushed back as part of the FFY 2017 to 2021 TIP. Of these projects, TRIC's top priorities are, in order:

- 1) Project 602261 – Reconstruction on Route 1A (Main Street), from the Norwood town line to Route 27 in Walpole.
- 2) Project 606130 – Intersection improvements at Route 1A and Upland Rd./Washington St. and Prospect St./Fulton St in Norwood.
- 3) Project 605857 – Intersection Improvements at Route 1 and University Ave./Everett St in Norwood.
- 4) Project 606635 – Reconstruction of Highland Ave., Needham St. and the Charles River bridge in Needham and Newton.

Beyond these projects that have been included in the TIP, it is important to note that TRIC's number one overall priority is the I-93/I-95 Canton Interchange Project, which is not on the TIP. While MassDOT has committed to do this project using state funding, no such funding has currently been found available. Our towns are fully cognizant of fiscal constraints on

**Canton Dedham Dover Foxborough Medfield Milton Needham
Norwood Randolph Sharon Stoughton Walpole Westwood**

transportation funding in the Commonwealth and we do greatly appreciate that the Dedham Corridor phase of the Interchange project had its groundbreaking last week on May 4, 2017. TRIC hopes, however, that the final phase of the Interchange project will be started before the Dedham Corridor phase is completed.

Sincerely,



Sarah Raposa, Town of Medfield
Chair, Three Rivers Interlocal Council

cc: Eric Bourassa, MAPC
Liz Dennehy, Town of Walpole; Vice-Chair, Three Rivers Interlocal Council
Thomas O'Rourke, Town of Norwood
Ali Kleyman, CTPS
Jen Rowe, CTPS
TRIC Boston Region MPO TIP Contacts
TRIC Membership



May 15, 2017

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

Re: Comments on Boston Region MPO Draft FFY 2018-2022 Transportation Improvement Program

Dear Mr. Mohler:

On behalf of A Better City, I am pleased to submit the following comments on the Draft FFY 2028-2022 Transportation Improvement Program of the Boston MPO.

A Better City is a business and institutional membership organization that advocates for sustainable transportation and development.

We are pleased to see that the MPO's goals and the evaluation criteria developed for this purpose have identified a list of worthwhile projects to be supported by the financially constrained resources available for the five year period covered by this document. These projects include many projects that are priorities of A Better City and its members, such as:

- Reconstruction of Melnea Cass Boulevard (605789)
- Improvements on Boylston Street, from the intersection of Brookline Avenue and Park Drive to Ipswich Street (606453)
- Bridge Rehabilitation, North Washington Street over the Boston Inner Harbor (604173)
- Reconstruction of Rutherford Avenue, from City Square to Sullivan Square (606226)
- Superstructure Repairs, Bowker Overpass over Storrow Drive (606728)
- Traffic Signal Improvements on Blue Hill Avenue and Warren Street (606134)
- Multi-use Path Construction on New Fenway (607888)
- Superstructure Replacement, B-16-179, Austin Street over I-90 Ramps, MBTA Commuter Rail, and Orange Line (608614)
- Resurfacing and Related Work on Route 28 (608484)
- Green Line Extension Project – Extension to College Avenue with the Union Square Spur (1570)

We look forward to the expeditious implementation of these projects as described in the table of target programming..

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Richard A. Dimino
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The Universe of Projects (Table A-1) in Appendix A developed by the MPO staff but not planned for evaluation in FFY 2017 includes “Replacement of Allston I-90 Elevated Viaduct, B-16-359, including Interchange Reconstruction Beacon Park Yard Layover and West Station (606475)” which is scheduled to begin construction before FFY 2022. What is the reason for not evaluating this major project at this time? This is a critical project that should move forward as soon as funding becomes available, and its evaluation should be completed now.

Other projects from Table A-1 that were evaluated by not advanced in this TIP include the following:

- Improvements Along Commonwealth Avenue from Alcorn Street to Warren/Kelton Streets (Phases 3 and 4) in Boston (608449)
- McGrath Boulevard Project in Somerville (607981)

These projects deserve additional consideration, if not in this TIP, then in future amendments and future TIPs.

Finally, other projects that should be added to the Universe of Projects include a number of Bus Rapid Transit projects and routes being considered in the urban core. As further information about these projects is developed, the BRT projects should be considered for future amendments.

Since the MEPA FEIR has been completed and the federal Draft Environmental Assessment is underway, The South Station Expansion Project should also be added to the Universe of Projects for work that will begin during the period of this TIP if funding is available.

We hope that these comments will be helpful in refining the content of the Draft Transportation Improvement Program.

Sincerely,

Richard A. Dimino
President and CEO

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May 14, 2017

Attn: Alexandra Kleyman, TIP Manager, Central Transportation Planning Staff

RE: 2018-2022 Transportation Improvement Program

On behalf of CrossTown Connect Transportation Management Association (TMA), please accept the following comments regarding this year's draft TIP.

CrossTown Connect TMA is a public-private partnership between the communities of Acton, Boxborough, Littleton, Maynard, and Westford and businesses located therein. The TMA acts as a formal structure for transportation collaboration focused on reducing traffic congestion and air pollution while increasing mobility and commuting options. CrossTown Connect works both with communities to address transportation concerns and increase economic development opportunities and with employers to provide their employees with commuter services that promote a wider range of options for getting to and from work.

The region in which CrossTown Connect is situated relies heavily on the transportation infrastructure of Rt. 2, Interstate 495, Alewife and the Red Line, and the Fitchburg Commuter Rail Line to get employees, visitors, and goods into and out of the city. Because of our location on the periphery three different MPO's (Boston, NMCOG, MRPC) and three different RTA's (MBTA, LRTA, MART) transportation options other than single occupancy vehicles are hard to come by. In fact, aside from the Fitchburg Line there is only one RTA-operated fixed route in any of our communities (LRTA #15). As the 495 Technology Corridor continues to grow CrossTown Connect TMA is addressing increasing congestion and GHG pollution with last-mile solutions as part of our overall strategy to help the region to grow in a smart way.

CrossTown Connect TMA is in full support of the following TIP projects that are programed in this draft to help improve the transportation infrastructure in, around, and accessing our region:

FY2018

608478 - CONCORD- RESURFACING AND RELATED WORK ON ROUTE 2

FY2019

607748 - ACTON- INTERSECTION & SIGNAL IMPROVEMENTS ON SR 2 & SR 111 (MASSACHUSETTS AVENUE) AT PIPER ROAD & TAYLOR ROAD

606223 - ACTON- CONCORD- BRUCE FREEMAN RAIL TRAIL CONSTRUCTION, INCLUDES REPLACING BRIDGE C-19-037, RAIL TRAIL OVER NASHOBA BROOK, NEW BRIDGE C-19- 039, RAIL TRAIL OVER ROUTE 2 & NEW CULVERT C-19-040, ROUTE 2 OVER WILDLIFE CROSSING (PHASE II-B)

FY2020

605342 - STOW- BRIDGE REPLACEMENT, S-29-001, (ST 62) GLEASONDALE ROAD OVER THE ASSABET RIVER

608009 - BOXBOROUGH- BRIDGE REPLACEMENT, B- 18-002, ROUTE 111 OVER I-495

FY2021

608637 - MAYNARD- BRIDGE REPLACEMENT, M-10-006, CARRYING FLORIDA ROAD OVER THE ASSABET RIVER

608495 - CONCORD- LEXINGTON- LINCOLN- RESURFACING AND RELATED WORK ON ROUTE 2A

607977 - HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90/I-495 INTERCHANGE

Although the following project is not within our CrossTown Connect mini-region, we also support the I-90/495 interchange reconstruction due to its impacts on traffic flow in the greater region. This interchange has been a concern for some time and this project will have positive impacts on the broader 495/MetroWest region.

FY2022

CrossTown Connect supports the following project as we support virtually all connectivity improvements to bicycle infrastructure in the region. The minuteman bikeway is an important separated bike/ped. facility that links Concord to Alewife and the urban core as well as linking the communities along it.

607738 - BEDFORD- MINUTEMAN BIKEWAY EXTENSION, FROM LOOMIS STREET TO THE CONCORD T.L.

Likewise, we also support the Sudbury portion of the Bruce Freeman Rail Trail:

608164 - SUDBURY- BIKE PATH CONSTRUCTION (BRUCE FREEMAN RAIL TRAIL)

608229 - ACTON- INTERSECTION & SIGNAL IMPROVEMENTS AT KELLEY'S CORNER, ROUTE 111 (MASSACHUSETTS AVENUE) AND ROUTE 27 (MAIN STREET)

We are very pleased to see the Kelly's Corner project on this year's TIP! This will be a very important project to the Town of Acton and the neighborhood. This is a center of commerce in Acton in addition to medical facilities, a regional high school and middle school, and residential areas. This intersection sees a lot of traffic backup and improvements will help create a better traffic flow and safety.

Before closing, we would be remiss if we did not mention our support for modernizing and increasing the reliability of the MBTA, particularly the Red Line which comes closest to our region. There are a number of corporate and other shuttles that use Alewife Station as a beginning and end point and this station is a gateway to the city for our region. We need the MBTA to run efficiently in order for our services to run efficiently and our region to benefit as much as possible and this means investment in aging infrastructure.

Finally, we would like to thank you for the opportunity to offer this commentary. By soliciting input on these important planning documents you show a commitment to an open, transparent and democratic process of project development.

Sincerely,

Scott Zadakis
Executive Director



MEDICAL ACADEMIC AND SCIENTIFIC COMMUNITY ORGANIZATION, INC.

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Medical Center

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Medicine

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Public Health

Isabella Stewart Gardner
Museum

Joslin Diabetes Center

Judge Baker Children's Center

Massachusetts College of Art
and Design

Massachusetts College
of Pharmacy and
Health Sciences University

Massachusetts Department of
Mental Health

Simmons College

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Wheelock College

The Winsor School

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Massachusetts Eye and Ear
Infirmary

New England Baptist Hospital

Merck Research Laboratories

May 15, 2017

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

Re: Draft Boston MPO TIP for Federal Fiscal Years 2018 - 2022

Dear Mr. Mohler:

I am writing on behalf of MASCO (the Medical Academic and Scientific Community Organization) to provide comments on the draft of Boston Region MPO's Transportation Improvement Program (TIP) for FFYs 2018-2022. MASCO is a charitable corporation with 22 member and associate member organizations established to plan, develop and enhance the Longwood Medical and Academic Area (LMA) of Boston for the benefit of the public and its members. The LMA is one of the most significant employment districts in the Commonwealth with over 800 new jobs created each year and 46,000 employees total. The LMA has close to 19 million square feet of development, and up to 7 million planned, and is the destination for over 110,000 visitors, patients, and employees each day from throughout Massachusetts and New England who are heavily reliant on the Commonwealth's multi-modal transportation system. Like the many other vibrant areas in the region, transit and roadway congestion are a notable constraint on access to the LMA that contributes to 62% of area employees having commutes over 40 minutes (or on average, longer commutes than any community in Massachusetts).

We strongly support investment in the following projects listed in the Boston Region MPO's draft TIP as they will improve multimodal access to the LMA along several key travel corridors:

- **Intersection & Signal Improvements @ Route 9 & Village Square (Gateway East);** Project No. 605110
- **Pedestrian Bridge Rehabilitation, B-27-016, Over MBTA off Carlton Street;** Project No. 606316
- **Reconstruction of Melnea Cass Boulevard;** Project No. 605789
- **Improvements on Boylston Street, from intersection of Brookline Avenue & Park Drive to Ipswich Street;** Project No. 606453
- **Multiuse Path Construction on New Fenway;** Project No. 607888
- **Superstructure Repairs, Bowker Overpass over Storrow Drive (EB);** Project No. 606728

Thank you for your consideration of our comments. If you have any questions, please feel free to contact me at (617) 632-2778.

Sincerely,



Paul Nelson

Senior Transportation Planner, Area Planning and Development

cc: Sarah Hamilton, Vice President, Area Planning and Development



200 FRIBERG PARKWAY
 WESTBOROUGH, MA 01581
 774-760-0495
 495PARTNERSHIP.ORG

May 12, 2017

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

RE: Boston Metropolitan Planning Organization's draft Transportation Improvement Program, FFY 2018-2022

Dear Mr. Mohler:

On behalf of the 495/MetroWest Partnership, please accept the following as our official comments regarding the draft *Transportation Improvement Program (TIP)* for FFY 2018 to FFY 2022.

The 495/MetroWest Partnership is a non-profit advocacy organization serving thirty-five communities, over half a million residents, and an employment base of over \$23 billion per year. The Partnership seeks to address regional needs through public-private collaboration by working to enhance economic vitality, improve quality of life and sustain natural resources. The Partnership focuses on helping to alleviate regional constraints and limitations, and conducts numerous initiatives on transportation, workforce housing, brownfields, and water resources.

With our latest economic analysis, we know that the 495/MetroWest region continues to grow thanks to a diverse economic base and a high quality of life. While this growth has resulted in opportunities and benefits, transportation challenges remain. If ignored, these challenges threaten the quality of life and economic wellbeing of a region that has become an economic engine for the Commonwealth. Our regional transportation challenges affect the state's ability to remain economically competitive. These challenges include: increasing traffic congestion, an increase in vehicle miles traveled, highway capacity issues, gaps in public transit coverage, and aging transportation infrastructure. Our 2014 *495/MetroWest Top Ten Transportation Nightmares*, a publicly nominated list, speaks directly to the region's priorities, which span highway, transit, bike and pedestrian needs.

We recognize that there are not enough financial resources to meet all the transportation demands of the Greater Boston region; the fiscal challenges related to the state's transportation infrastructure have been well documented and have become part of the public and legislative discourse. Additionally, the Partnership's unified position, balanced amongst diverse public and private interests, recognizes the importance of adequately and equitably funding transportation needs in the 495/MetroWest region and throughout the Commonwealth. The draft TIP for FFY 2018-2022 is another clear indication of the condition of transportation financing in the Greater Boston region.

Despite a growing list of needs in the Universe of Projects, we greatly appreciate the 495/MetroWest Projects included in the FFY 2018-2022 TIP, and as such would like to note our strong support for the following projects in our region:

(Newly added projects are emboldened)

- Acton - Concord - Bruce Freeman Rail Trail Construction (Phase II-B) (Project #606223 - FFY 2019);
- Acton - Intersection & Signal Improvements on SR2 & SR111 (Massachusetts Avenue) at Piper Road & Taylor Road (#607748 - FFY 2019);
- **Acton - Intersection & Signal Improvements at Kelley's Corner, Route 111 (Massachusetts Avenue) and Route 27 (Main Street) (Project #608229 - FFY 2022);**
- Ashland - Reconstruction on Route 126 (Pond Street), from the Framingham T.L. to the Holliston T.L. (Project #604123 - FFY 2020);
- Boxborough - Bridge Replacement, B-18-002, Route 111 over I-495 (Project #608009, FFY 2020 & 2021);
- Foxborough - Canton - Norwood - Walpole - Stormwater Improvement along Route 1, 1A, and I-95 (Project #608599 - FFY 2019);
- Foxborough - Walpole - Resurfacing and related work on Route 1 (Project #608480 - FFY 2020);
- Foxborough - Plainville - Wrentham - Franklin - Interstate Maintenance and related work on I-495 (Project #608210 FFY 2022);
- Framingham - Natick - Cochituate Rail Trail Construction including pedestrian bridge, N-03-014, over Route 9 & Bridge over Route 30 (Project #607732 - FFY 2018);
- Framingham - Reconstruction of Union Avenue, from Proctor St. to Main St. (Project #608228 - FFY 2021);
- Hopkinton - Signal & Intersection Improvements on Route 135 (Project #606043 - FFY 2019);
- Hopkinton - Westborough - Bridge Replacement, H-23-006=W-24-016, Fruit Street over CSX & Sudbury River (Project #606632 - FFY 2018);
- Hopkinton - Westborough - Reconstruction of I-90/I-495 Interchange (Project #607977 - FFY 2020 & 2021);
- Marlborough - Resurfacing and related work on Route 20 (Project #608467 - FFY 2019);
- **Marlborough - Improvement at Route 20 (East Main St.) at Curtis Avenue (Project #608566 FFY 2021);**
- Maynard - Bridge Replacement, M-10-006, Florida Rd over Assabet River (Project #608637 FFY 2021)
- Milford - Hopedale - Resurfacing & Intersection Improvements on Route 16 (Main Street), from Water Street West to approximately 120 feet west of the Milford/Hopedale T.L. and the intersection of Route 140 (Project #607428 - FFY 2019);
- Natick - Reconstruction of Route 27 (North Main Street), from North Avenue to the Wayland T.L. (Project #605034 - FFY 2019);
- Southborough - Reconstruction of Main Street (Route 30), from Sears Road to Park Street (Project #604989 - FFY 2018);
- Stow - Bridge Replacement, S-29-11, Box Mill Road over Elizabeth Brook (#608255 - FFY 2019);
- Stow - Bridge Replacement, S-29-001, (ST 62) Gleasondale Rd over the Assabet River (Project #605342 FFY2020); and
- **Sudbury - Bike Path Construction (Bruce Freeman Rain Trail) (Project #608164 FFY 2022).**

Given our years of advocacy on behalf of the project, again this year we would like to recognize the inclusion of the I-90/I-495 Interchange Improvements to the Boston MPO's TIP. We continue to look forward to the positive impacts this project will have on not only the 495/MetroWest region but on the many drivers from around the Commonwealth who utilize this interchange on a daily basis. We are also pleased by the inclusion of a variety of new projects that traverse several sub-regions, as highlighted above.

Additionally, we would note the inclusion of projects identified in our 2014 *495/MetroWest Top Ten Transportation Nightmares*, namely I-90/I-495, Route 16 in Milford, as well as Suburban Mobility Challenges with consistent funding to the MetroWest RTA. The #3 Nightmare in 495/MetroWest was identified as “Suburban Mobility Challenges: First Mile, Last Mile & a Few in Between”, which speaks to the continued need for expanded transit services in our region. The funding for various MetroWest RTA projects is essential to the growth of transit options in our region. The MetroWest RTA has proven a good steward of any and all state and federal resources, continually expanding services as well as bringing innovation to the system. The availability of transit in our suburban communities has increasingly become an economic development issue, with employers wanting to attract workers who require last mile service from the Commuter Rail stations to job centers in our region. We feel the MetroWest RTA, along with various TMA partners in the region, is best positioned to meet the first/last mile needs in our region. The Partnership strongly supports all of the resources made available to the MetroWest RTA in this TIP.

We appreciate the ongoing reforms at MassDOT and the MBTA under the leadership of Governor Baker, Lt. Governor Polito, and Secretary of Transportation Pollack, but also recognize the inadequate and uncertain level of funding for transportation projects. The lack of sound financial footing for transportation infrastructure going forward continues to jeopardize the Commonwealth’s and the region’s economic recovery and future success. Due to these financial straits, major projects that would have significant regional impact sit idle in the TIP’s Universe of Projects list, which continues to grow as the resources to address those needs remain elusive.

Below is a listing of projects within the Partnership’s service area, with *Nightmares* projects emboldened, for which we offer our support. As a point of background, the Nightmares list was generated through a public nomination process coordinated by the Partnership with *MetroWest Daily News*. Following a series of articles and a three month nomination process, members of a Partnership sub-committee of transportation professionals, conducted a thorough review of the nominations to determine regional priorities for transportation planning and infrastructure investment.

<u>ID</u>	<u>Municipality</u>	<u>Name</u>
604862	Bellingham	Ramp Construction and Relocation, I-495 at Route 126
604453	Bellingham	Improvements at 2 Locations: Mechanic St/Mendon St. (Route 140) and North Main St/South Main St (Route 126)
608006	Framingham	Pedestrian Hybrid Beacon Installation at Route 9 and Maynard Rd.
602038	Framingham	Edgell Road Corridor Project
603865	Framingham	Signal and Intersection Improvements at Route 9 and Temple St.
606109	Framingham	Intersection Improvements at Route 126/135/MBTA and CSX Railroad
601359	Franklin	Reconstruction of Pleasant St, from Main St. to Chestnut St.
602929	Holliston	Multi-Use Trail Construction on a Section of the Upper Charles Rail
605745	Holliston	Reconstruction on Route 16, from Quail Run to the Sherborn T.L.

602155	Holliston	Reconstruction of Norfolk St., from Sabina Dr. to Holly Lane
602462	Holliston	Signal Installation at Route 16/126 and Oak St.
601906	Hudson	Bridge Replacement, Cox St. over the Assabet River
603345	Hudson, Marlborough	Reconstruction on Routes I-290 and I-495 and Bridge Replacement
608443	Littleton, Ayer	Intersection Improvements on Route 2A at Willow Rd. and Bruce St.
604811	Marlborough	Reconstruction of Route 20 from Main St. Easterly to Lincoln St.
604697	Marlborough	Reconstruction of Farm Rd., from Cook Lane to Route 20
604735	Medfield	Reconstruction of North St., from Frairy St. to Pine St.
608045	Milford	Rehabilitation on Route 16, from Route 109 to Beaver St.
602364	Millis	Reconstruction of Village St., from Main St. to the Medway T.L.
605313	Natick	Bridge Replacement Route 27 over Route 9 & Interchange Improvements
607701	Southborough, Westborough	Improvements at I-495 and Route 9
607249	Sudbury	Intersection Improvements at Route 20 and Landham Rd.
603739	Wrentham	Construction of I-495/Route 1A Ramps
604745	Wrentham	Reconstruction of Taunton St. (Route 152)

The Partnership welcomes the transparency offered in Table H-1, outlining the TIP Target Programming by Municipality, and based on that table, we would note that several of the communities with projects lingering on the Universe of Projects list have not received any TIP funding as far back as 2008, and possibly further back. Communities in the 495/MetroWest region which fit into this category include, but may not be limited to: Bellingham, Holliston, Medfield, Millis, and Wrentham. Several other of our communities have received no TIP funding from 2008-2022, and do not even have projects ready for consideration. This speaks to the ongoing challenge for municipalities to fund project designs, only to have the designs be outdated by the time consideration for the TIP is feasible. The Partnership will continue to advocate to policymakers about flipping this paradigm, recommending consideration of state design funding in exchange for partial municipal funding for projects.

Beyond project on the Universe list with no clear path to construction, we do, however, recognize and appreciate the advancement of the Route 126/135/MBTA & CSX project in Framingham to the Boston MPO's Long Range Transportation Plan in FFY 2026-2030, as well as the Natick Bridge Replacement on Route 27 over Route 9 (LRTP 2021-2025).

The Partnership is well aware that transportation needs in the 495/MetroWest region far outweigh the financial resources for any given fiscal year in the entire Boston Region MPO's TIP. However, we encourage you and the other members of the Boston MPO to recognize the economic impact of delaying projects in our region. Projects like Improvements at I-495 & Route 9 and Reconstruction of I-290/I-495 Interchange must be addressed sooner rather than later to successfully confront congestion, safety, air quality, and sustainable development issues in the 495/MetroWest region.

If there are any questions regarding these projects or our commentary on the TIP, please contact Jessica Strunkin at 774.760.0495 x.101, or by email at Jessica@495partnership.org. Thank you for your time and consideration.

Sincerely,



Paul F. Matthews
Executive Director



Jessica L. Strunkin
Deputy Director



The Commonwealth of Massachusetts
MASSACHUSETTS SENATE

SENATOR MIKE BARRETT
Third Middlesex District

STATE HOUSE, ROOM 416
BOSTON, MA 02133-1054
TEL. (617) 722-1572
FAX. (617) 626-0898



Chairman
TELECOMMUNICATIONS, UTILITIES
AND ENERGY
Vice Chairman
ELECTION LAWS
MIKE.BARRETT@MASENATE.GOV
WWW.MASENATE.GOV

May 11, 2017

Alexandra Kleyman
TIP Manager
Boston Regional Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Ms. Kleyman,

I'm writing to express my support for the inclusion of the Bruce Freeman Rail Trail (BFRT), Phase 2D (Project #608164) on the Draft Transportation Improvement Program (TIP), as well as for Phase 2B (Project #606223) for FY2018-2022. As the State Senator for these areas, I am thrilled that there is such overwhelming support for these important projects.

The ongoing construction of the BFRT brings an array of positives, including increased tourism, the provision of safe and healthy transportation options, as well as great recreation and community benefits.

Please do not hesitate to contact me or a member of my staff at mike.barrett@masenate.gov or 617-722-1572, if you have any questions or seek additional information.

Sincerely,

Senator Mike Barrett
3rd MIDDLESEX DISTRICT





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

May 15, 2017

Alexandra Kleyman
 TIP Manager
 Boston Regional Metropolitan Planning Organization
 State Transportation Building
 10 Park Plaza, Suite 2150
 Boston, MA 02116

Dear Ms. Kleyman,

We write in support of the inclusion of the Bruce Freeman Rail Trail (BFRT) Phase 2D (Project #608164) on the Draft Transportation Improvement Program (TIP), as well as Phase 2B (Project #606223) for FFY2018-2022.

We thank the Boston MPO for keeping Phase 2B programed for a construction start in FY2018, and we are pleased that Phase 2D has been included on the TIP after reaching the 25% design milestone.

It is great to see all the segments of the BFRT falling into place. The BFRT, and rail trails in general, add many benefits to our communities including healthy and safe transportation options, increased tourism, retail and recreational opportunities, and lowering our carbon footprint.

Again we thank the Boston MPO for making the Bruce Freeman Rail Trail a priority. Please feel free to contact us if we can be of any assistance.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jamie Eldridge".

Jamie Eldridge
 State Senator
 Middlesex and Worcester

A handwritten signature in blue ink, appearing to read "Cory Atkins".

Cory Atkins
 State Representative
 14th Middlesex

A handwritten signature in blue ink, appearing to read "Jennifer E. Benson".

Jennifer E. Benson
 State Representative
 37th Middlesex

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Monday, May 08, 2017 9:17 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Support Inclusion of Phase 2B & 2D of the BFRT on the 2018-2022 TIP (Sent by Tom Michelman, tmichelman@gmail.com)

Tom Michelman (tmichelman@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

Dear Boston MPO,

As President of the Friends of the Bruce Freeman Rail Trail (FBFRT), I am very pleased with the Draft 2018-2022 TIP. The FFY 2018-2022 TIP has scheduled:

- Phase 2B (primarily bridge over Route 2 on Concord / Acton border) for 2018 construction; and,
- Phase 2D (the 4.4 mile section in Sudbury) for 2022 construction.

We thank the Boston MPO for keeping Phase 2B programmed for construction start in FFY 2019, and we are delighted that Phase 2D has been included on the TIP for first time this year after reaching the 25% design milestone.

As you know construction of Phase 2A in Westford, Carlisle, and Acton is ongoing with scheduled completion (with the exception of plantings) for the fall of 2017. Phase 2C in Concord just started construction. It is excellent to see all the segments falling into place.

To reiterate comments on previous TIPs, the BFRT and rail trails in general have many benefits.

- Safe transportation route to destinations, which there are many along the BFRT and include connections to when Phase 2A, 2B, 2C and 2D are complete and connected to Phase 1.
 - o West Concord MBTA station
 - o Schools (Sanborn School in Concord, and Byam School in Chelmsford)
 - o Recreation areas (including Featherland Park in Sudbury and NARA Park in Acton)
 - o Many retail establishments (along Great Road in Acton, in West Concord, Union Ave in Sudbury, and on Phase 1 in Chelmsford Center)
- Substitute for automobile trips
- Use of local merchants near the BFRT
- Health benefits of walking and riding
- Recreation benefits
- Community benefits including community gathering place
- Tourism

Again we thank the Boston MPO for making the Bruce Freeman Rail Trail a priority when there are many other projects that are also worthy of scarce transportation construction funds.

Best regards,

Tom Michelman

President - Friends of the Bruce Freeman Rail Trail www.brucefreemanrailtrail.org

978-580-6190

tmichelman@gmail.com

ZIP code: 02474

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Tuesday, May 02, 2017 12:12 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Bruce Freeman Rail Trail Phases 2B and 2D (Sent by Bruce Bowden, bowdenbruce@gmail.com)

Bruce Bowden (bowdenbruce@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

As a Concord resident who lives near the proposed rail trail, I STRONGLY support Phases 2B and 2D and urge the MPO to fund and move those projects forward as expediently as possible!

Thanks for your consideration.

ZIP code: 01742

Mail Type: contact_page_mail
Date Sent: Tue, 05/02/2017 - 10:02am
From: "Contact form at Boston Region MPO" <drupaluser@ctps.org>
To: cclaude@ctps.org
User IP: 96.230.69.122
Address: [Bicycle/Pedestrian/Livability Activities] Phase 2B and 2D of the Bruce freeman Rail
Subject: Trail (Sent by Nancy Kerr, warrenkerr@comcast.net)

Body:**Body:**

Nancy Kerr (warrenkerr@comcast.net) sent a message using the contact form at <http://ctps.org/contact>.

Please push forward with the above mentioned phases of the BFRT. In particular, the building of passage over Route 2 is essential to the safety of cyclers and pedestrians. That is perhaps the most dangerous span of the whole trail.

Please complete this whole plan; it is very exciting to see the beginning of Phase 2C. Let's not lose the momentum!!

ZIP code: 01742

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Tuesday, May 02, 2017 11:12 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Projects #608164 and #606223 (Bruce Freeman Rail Trail) (Sent by Richard A. Wells, raw@lawsbrook.org)

Richard A. Wells (raw@lawsbrook.org) sent a message using the contact form at <http://ctps.org/contact>.

I live in West Concord and have long been looking forward to the construction of the Bruce Freeman Rail Trail through our village. Thank you for your past and future support of the multiple phases of this project (2B and 2D, at present). I have been using HubWay bikes in Cambridge, Somerville, and Boston. I look forward to enjoying my own bike closer to home in greater safety and comfort.

ZIP code: 01742

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Tuesday, May 02, 2017 8:13 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Bruce Freeman Rail Trail (Sent by Don Detweiler, dondet@detmavin.com)

Don Detweiler (dondet@detmavin.com) sent a message using the contact form at <http://ctps.org/contact>.

As a Concord Resident, I fully support the funding, planning, and construction of the remaining stretched of the Bruce Freeman Rail Trail connections through Sudbury and on to Framingham. Completion of this rail trail would provide a significant improvement in the quality of life and bicycle safety of our residents.

ZIP code: 01742

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Tuesday, May 02, 2017 2:15 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Bruce Freeman Rail Trail (Sent by Erik Waters, erikwaters@gmail.com)

Erik Waters (erikwaters@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

Hello - I am writing in support of funding in the TIP for two segments of the Bruce Freeman Rail Trail, specifically:

* Phase 2B (mile long segment in Acton and Concord dominated by a bridge over Route 2)

* Phase 2D (4.6 mile Sudbury segment from Concord Town line south to Station Road)

Both segments will provide tremendous benefits to the residents and visitors to the communities abutting the trail. In particular, I'd like to draw attention to the critical role that section 2B plays in connecting Concord with Acton. The completion of this section of the trail is incredibly important to the overall usability and benefit of the trail. I strongly encourage the BRMPO to fund both sections in the final TIP now under review.

Thank you,
Erik Waters

ZIP code: 01742

Matthew Archer

From: William Lehr
Sent: Tuesday, May 02, 2017 10:59 AM
To: publicinformation@ctps.org
Subject: BFRT TIP

To whom it may concern:

I am writing to express my strong support for efforts to expand and improve the BFRT. Rail Trails are a great benefit to the entire community for recreation, safe and greener commuting options (reducing gas car trips), for tourism and local businesses, and for generally enhancing the quality of life in Concord and the surrounding communities. I am an avid inline skater and the Rail Trails are my only option for safe skating, which is my principal mode of education (knees can no longer handle running and biking I have other options for, although rail trail is good especially with less experienced riders).

I regularly use the BFRT and the Bedford Bike/Rail Trails (2-4 times per week, weather permitting).

Thank you for your support so far and please do continue to support the expansion of bike/multi-use trail options in Massachusetts.

Sincerely yours,

William Lehr
94 Hubbard Street
Concord MA 01742
(tel) 978-287-0525

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Sunday, May 14, 2017 10:07 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT (Sent by Dean Sullender, deansullender@comcast.net)

Dean Sullender (deansullender@comcast.net) sent a message using the contact form at <http://ctps.org/contact>.

Please be certain to include in the TIP funding for BFRT phases 2B and 2D. The continuation of this linear park from Lowell to Framingham will be a vital community link, reducing auto traffic, improving citizens' health, promoting inter-city communication, boosting adjacent small businesses. For many in West Concord this will be critical to letting us safely ride our bicycles again since the roads are dangerously busy, especially at rush hours. We have had many accidents with bicycles and cars and urgently need an alternative path for travel that is healthy and good for the environment. Please help support the continuation of this important project.

ZIP code: 01742

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Monday, May 15, 2017 9:52 AM
To: publicinfo@ctps.org
Subject: [General Comment] Bruce Friedman Rail trail comments (Sent by Pat Goldstein, patgoldstein@gmail.com)

Pat Goldstein (patgoldstein@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

We live near Phase 2C in Concord and are thrilled to see construction happening on "our" segment. My husband and I are 70 years old and have waited many years for this rail trail to be built. We have grandchildren in the neighborhood who will also benefit from the trail. Please fund Phase 2B and 2D which will connect us to the North section of the trail and expand the trail into Sudbury. We hope to have many years of using the trail for walking, biking and skiing. The trail will be a fantastic resource for all towns on the Trail.

ZIP code: 01742

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Sunday, May 14, 2017 11:31 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT (Sent by Suzanne Knight, suzanneknight@comcast.net)

Suzanne Knight (suzanneknight@comcast.net) sent a message using the contact form at <http://ctps.org/contact>.

Please be certain to include in the TIP funding for BFRT phases 2B and 2D.

The continuation of this linear park from Lowell to Framingham will be a vital community link, reducing auto traffic, improving citizens' health, promoting inter-city communication, boosting adjacent small businesses. For many in West Concord this will be critical to letting us safely ride our bicycles again since the roads are dangerously busy, especially at rush hours. We have had many accidents with bicycles and cars and urgently need an alternative path for travel that is healthy and good for the environment.

Please help support the continuation of this important project.

Thank you.

ZIP code: 01742

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Friday, May 12, 2017 4:46 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Phase 2B Bruce Freeman Rail Trail (Sent by Steve Sutter, shsutter@comcast.net)

Steve Sutter (shsutter@comcast.net) sent a message using the contact form at <http://ctps.org/contact>.

Dear Sirs,

I would very much like to encourage the construction of the rail trail bridge over Route 2 between Concord and Acton. Our communities have been separated by the highway for decades and we all look forward to having this literal bridge between our towns. I have been watching and supporting the BFRT progress since my children were born and now the eldest is in high school!

It would be great if they got a chance to use this resource before they head off to college. For the same reasons, I also support the phase 2D extension into Sudbury.

Many Thanks!

Steve Sutter
51 Pine St
Concord MA

ZIP code: 01742

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Tuesday, May 02, 2017 9:58 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT (Sent by Alexander Glover, alexanderjglover@gmail.com)

Alexander Glover (alexanderjglover@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

I'm writing to thank the Boston MPO for funding for placing Phase 2D (Project #608164) and keeping Phase 2B (Project #606223). The pursuit of these projects and their eventual completion will enrich the area and its families for generations to come. Thank you again.

ZIP code: 01776

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Tuesday, May 02, 2017 12:02 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT (Sent by Chris Menge, cwmenge@gmail.com)

Chris Menge (cwmenge@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

Please continue to prioritize Phases 2B and 2D of the BFRT. We in Sudbury very much look forward to having the trail available to us all the way to central Sudbury.

Thank you very much!

ZIP code: 01776

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Tuesday, May 02, 2017 1:16 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT (Sent by Bettina Westerberg, bettinawesterberg@gmail.com)

Bettina Westerberg (bettinawesterberg@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

We support the BFRT and look forward to having it in our town.

ZIP code: 01776

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Tuesday, May 02, 2017 8:06 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT (Sent by Jason Viehland, jason.viehland@gmail.com)

Jason Viehland (jason.viehland@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

I fully support the BFRT.

Every day I drive past work on the BFRT. It's so inspiring to see such an investment in our communities and sustainable transportation and active recreation. I look forward to commuting to work and taking my children for rides to explore the communities along the trail.

We often ride the Minuteman and CCRTs and it's always an enjoyable experience.

Thank you and please keep up the good work on the BFRT.

Jason Viehland

ZIP code: 01776

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Tuesday, May 02, 2017 8:16 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT (Sent by Clyde Newton, cnewton1@myfairpoint.net)

Clyde Newton (cnewton1@myfairpoint.net) sent a message using the contact form at <http://ctps.org/contact>.

I would like to thank the Boston MPO for funding for placing Phase 2D (Project #608164) and keeping Phase 2B (Project #606223). I reiterate my full support for the Bruce Freeman Rail Trail construction for the following reasons: 1. It will provide a safe automobile-free corridor that will link up to other routes. 2. It will provide recreational opportunities for bicyclists, walkers, rummers, families with strollers, etc. promoting health of mind and body. 3. It will encourage modes of transportation other than using the automobile. 4. It will be a treasure to those communities through which it passes, bringing in tourists and enhancing the local economy.

ZIP code: 01776

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Monday, May 15, 2017 12:11 AM
To: publicinfo@ctps.org
Subject: [General Comment] BFRT (Sent by Maile Hulihan, mailehulihan@earthlink.net)

Maile Hulihan (mailehulihan@earthlink.net) sent a message using the contact form at <http://ctps.org/contact>.

I'm writing to show my support for the Bruce Freeman Rail Trail which will allow residents a safe place to bike & walk, increasing our health & sense of community. Please help bring this long-discussed, much-needed recreational option to fruition.

Thank you.

ZIP code: 01776

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Tuesday, May 02, 2017 9:51 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT (Sent by Irwin Abrams, igabrams1@me.com)

Irwin Abrams (igabrams1@me.com) sent a message using the contact form at <http://ctps.org/contact>.

I have been a frequent user of the BFRT since the first phase opened, that has helped maintain my active life of my 84 year old body. I hope to ride from Acton to Framingham some day.

ZIP code: 01718-1012

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Tuesday, May 02, 2017 2:06 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT (Sent by Jim Snyder-Grant, jimsg@newview.org)

Jim Snyder-Grant (jimsg@newview.org) sent a message using the contact form at <http://ctps.org/contact>.

Many thanks to the Boston MPO for supporting Phase 2D (Project #608164) and keeping Phase 2B (Project #606223) on track. I use a bicycle to reduce my car use, and a safe north-south connection is important in my travels. In particular, getting over the major east-west roads (62, 117, Rte2, etc.) can be very risky, and a completed rail trail will reduce the risks and encourage more travel.

ZIP code: 01720

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Tuesday, May 02, 2017 10:01 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT (Sent by Nancy Savage, nancy@allthesavages.com)

Nancy Savage (nancy@allthesavages.com) sent a message using the contact form at <http://ctps.org/contact>.

Thank you for continuing to support the much-loved, as well as needed rail trails. I particularly ask for support of the phase connecting Acton and Concord, over Rt. 2. Many of us can't wait for the day we can bike our way from the Westford line to Acton, and then on to W. Concord. Thank you so much for your support.

ZIP code: 01720

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Saturday, May 06, 2017 11:22 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Support for Phases 2B and 2D of BFRT in TIP (Sent by Anne H Anderson, aha@alum.swarthmore.edu)

Anne H Anderson (aha@alum.swarthmore.edu) sent a message using the contact form at <http://ctps.org/contact>.

Thank you for placing Phase 2D(Project #608164) and keeping Phase 2B (Project #606223) in the draft TIP. I use the completed sections of the BFRT frequently, and have been checking out the progress on the section through Acton weekly by walking stretches of the incomplete path. I recently walked along part of Phase 2B in West Concord and was struck by the beauty of that stretch. And all of us, pedestrians and cyclists, are eagerly awaiting the bridge over Route 2, which will save me long detours. That bridge will also help make the businesses in West Concord much more accessible to those of us in Acton.

Last summer, my husband and I bicycled along the extensive rail trail network in southern Ohio. We were struck by how much these were used, and how the towns incorporated the trails into town events as well as advertising businesses along or near the route of the trails. It will be wonderful when the Boston area has a similar network of bicycle- and pedestrian-friendly routes.

ZIP code: 01720-3840

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Thursday, May 11, 2017 9:26 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT - Bruce Freeman Rail Trail (Sent by Martin Burke, martyburke@gmail.com)

Martin Burke (martyburke@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

I'm writing to express my continued support for the development of the Bruce Freeman rail trail and to thank the Boston MPO for the progress made on Phase 2B and 2D. Our home abuts the trail in Acton and I look forward to the safe transportation and recreational opportunities that the trail will provide.

ZIP code: 01720

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Sunday, May 14, 2017 9:49 PM
To: publicinfo@ctps.org
Subject: [General Comment] Bruce Freeman trail (Sent by Bethel gilbert, Bethelgilbert@gmail.com)

Bethel gilbert (Bethelgilbert@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

I am already regularly using the part that is built (westford to Chelmsford) and am more eager for other sections to be complete.

ZIP code: 01718

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Monday, May 15, 2017 7:48 PM
To: publicinfo@ctps.org
Subject: [General Comment] BFRT support (Sent by Dot Keyworth, dotkeyworth@outlook.com)

Dot Keyworth (dotkeyworth@outlook.com) sent a message using the contact form at <http://ctps.org/contact>.

Thank you for your continued support and funding for the Bruce Freeman Rail Trail, and for placing Phase 2D (Project #608164) for FFY 2022 and keeping Phase 2B (Project #606223) on the TIP for FFY 2018.
The rail trail transportation network is so vital to a healthy and sustainable community.

ZIP code: 01720

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Tuesday, May 02, 2017 9:58 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Bruce Freeman Rail Trail (BFRT) (Sent by Sandy Gotlib, gotfam@rcn.com)

Sandy Gotlib (gotfam@rcn.com) sent a message using the contact form at <http://ctps.org/contact>.

Hi...I am writing as a resident of Framingham to express appreciation for funding for Phase 2D of the BFRT project(Project #608164)and to express continued support for seeing the entire project through to completion. This project provides benefits to the communities through which it passes and to surrounding communities, supporting safe alternative transportation, recreation, and overall quality of life.

ZIP code: 01701

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Monday, May 15, 2017 3:32 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Bruce Freeman Rail Trail (Sent by Katherine Reiner, Katreiner@verizon.net)

Katherine Reiner (Katreiner@verizon.net) sent a message using the contact form at <http://ctps.org/contact>.

I am writing in support of keeping Phase 2D (Project #608164) on the TIP for FFY 2022 and keeping funding phase 2B for FFY 2018. Thank you for your work on this matter. The Bruce Freeman Rail Trail is a wonderful community resource. Not only does it get all kinds of people out in a safe environment, but businesses have grown up around it. Over the years I've noticed more people using it for commuting to work as well as exercising or just enjoying the outdoors. Thank you for your time.

ZIP code: 01702

From: **Contact form at Boston Region MPO** <drupaluser@ctps.org>
Date: Sun, May 14, 2017 at 9:19 PM
Subject: [Bicycle/Pedestrian/Livability Activities] BFRT Projects (Sent by Ed Kross, ekross1976@gmail.com)
To: cclaude@ctps.org

Ed Kross (ekross1976@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

I am excited about the progress of the Bruce Freeman Rail Trail, having used the sections already built. I support the two currently slated projects, Phase 2B (project ID 606223 in FY18) and Phase 2D (project ID 608164 for FY22). Seeing the rest of the project completed in the coming years, hopefully all the way to my town of Framingham, will provide a great transportation alternative to driving on Route 27. (Anything you can do to encourage CSX in the sale of that section to Sudbury and Framingham would be greatly appreciated.)

The completed sections of the BFRT are already heavily used by local and regional citizens who feel safe and at-ease using the facility, as is the case with all other rail trails. It is a great step forward towards an interconnected network of rail trails throughout the Commonwealth. This will be a great asset, providing opportunities for alternative commuting as well as recreation.

ZIP code: 01702

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Tuesday, May 02, 2017 10:58 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT (Sent by John G Sieber, jack.sieber@sei-us.org)

John G Sieber (jack.sieber@sei-us.org) sent a message using the contact form at <http://ctps.org/contact>.

I am writing to thank the Boston MPO for funding for placing Phase 2D (Project #608164) and keeping Phase 2B (Project #606223). I think the Bruce Freeman Rail Trail will offer tremendous "bang for the buck" in terms of safe and healthy recreation opportunities, and alternate transportation options that will help eliminate automobile trips and their attendant congestion and pollution impacts.

ZIP code: 02155

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Wednesday, May 03, 2017 11:22 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT" as the Subject, and "Transportation Improvement Program (TIP)" (Sent by steven hinton, steven_w_hinton@hotmail.com)

steven hinton (steven_w_hinton@hotmail.com) sent a message using the contact form at <http://ctps.org/contact>.

I fully support continue funding for BFRT and in particular, Phases 2B (mile long segment in Acton and Concord dominated by a bridge over Route 2) and 2D (4.6 mile Sudbury segment from Concord Town line south to Station Road).

ZIP code: 01741

From: **Contact form at Boston Region MPO** <drupaluser@ctps.org>

Date: Tue, May 9, 2017 at 6:11 PM

Subject: [Bicycle/Pedestrian/Livability Activities] BFRT - Phases 2B & 2D (Sent by bob macauley, bob.macauley@gmail.com)

To: cclaude@ctps.org

bob macauley (bob.macauley@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

I just wanted to say that after my 'heart event' I am so happy to have the BFRT available to continue my Cardiovascular rehab by riding outdoors on the existing trail and the continuation coming in 2B & 2D. I will have my grand kids join me, getting them off the couch and away from there 'devices' and into the fresh air and beautiful sights of nature. I would hope this catches there fancy and they continue to ride their bikes for both physical exercise and mental enrichment of enjoying the natural world around them. Please put this high on the list of projects the get funded and built.

Many thanks for the hard work you do!

-Bob Macauley, Carlisle, MA

ZIP code: 01741

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Wednesday, May 03, 2017 2:35 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Bruce Freeman Rail Trail support (Sent by David Martin, david_martin@hphc.org)

David Martin (david_martin@hphc.org) sent a message using the contact form at <http://ctps.org/contact>.

I'm writing in support of the Bruce Freeman Rail Trail. Thank you for all you've done to support phase 2D (project 608164) and phase 2B (project 606223). I hope that you will continue to support these two elements of the overall rail trail program. As you know, the program supports: reduction in automobile use, gains in safe transit, health and recreation and increased business for local merchants close to the trail. These are all important outcomes worthy of your continued support.

ZIP code: 01886

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Thursday, May 04, 2017 4:31 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT (Sent by Chris Barrett, beorn107@yahoo.com)

Chris Barrett (beorn107@yahoo.com) sent a message using the contact form at <http://ctps.org/contact>.

Thank you very much for your continued support of the Bruce Freeman Rail Trail.

I am fortunate enough to live close by the Phase 1 section of the trail and I can attest to the immense popularity of the existing trail and the palpable excitement of the those waiting for the next phase to be completed.

The trail serves as an important recreation amenity for the surrounding communities and on many weekends over a thousand people per day are using the trail for exercise. The trail also provides a safe transportation corridor for bike commuters. This use case will only increase in importance as the trail hooks into transportation spots like the commuter rail station in West Concord.

Please include Phase 2D (Project #608164) on the 2018–2022 TIP and as well as keeping Phase 2B (Project #606223) funded.

Thank you,

Chris Barrett

ZIP code: 01886

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Monday, May 15, 2017 3:17 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT (Sent by Mary Reese, gosox6595@verizon.net)

Mary Reese (gosox6595@verizon.net) sent a message using the contact form at <http://ctps.org/contact>.

I have been using the BFRT since it opened for running, walking, and bike riding. It provides a safe alternative to using the busy roads around where I live. These roads do not have any sidewalks and the speed limit in most areas can go up to 40 mph. As a 26 year resident of Chelmsford, I fully support the current extension plans. Knowing the BFRT was going to be built was a factor in my decision to buy my home in Chelmsford. Thank you.

ZIP code: 01824

Matthew Archer

From: publicinfo@ctps.org on behalf of Dave Hutcheson
Sent: Monday, May 15, 2017 2:11 PM
To: publicinformation@ctps.org
Subject: Bruce Freeman Rail Trail and funding for it through TIP

Dear MPO worker, Many thanks to you and your colleagues for funding the sections of the Bruce Freeman Rail Trail that are complete, and the parts happily being built now. I strongly hope you can keep Phase 2B fully funded, and bring Phase 2D into the TIP. Rail trails very simply promote public health and public good. One way they do this is by bringing people of different backgrounds and income levels together in a good way. This morning I was doing my volunteer trail stewardship on the Mass Central Rail Trail in Waltham. At the junction of the MCRT and Prospect Hill Ave I happened to meet Marie.

She works at Sunrise of Weston where my 95 year old mother is a resident. Yesterday she served Mom and me at the Mother's Day Dinner at Sunrise! We both were surprised and pleased to meet by chance on the rail trail. My purpose in telling this little story is to show that rail trails connect people in places like Weston and Waltham, Lowell and Chelmsford, Sudbury and Framingham. These are healthy connections that help us build a better society. Having safe and healthy off-road travel for work, for shopping, for getting to school, for exercise---it is huge!! Thank you for keeping things moving ahead.

Yours Truly,
David Hutcheson, Weston,MA

Sent from my iPad

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Monday, May 15, 2017 1:13 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Phase 2B Bruce Freeman Rail Trail (Sent by John Dieckmann, dieckmannj@comcast.net)

John Dieckmann (dieckmannj@comcast.net) sent a message using the contact form at <http://ctps.org/contact>.

I strongly support the inclusion of Phase 2B of the Bruce Freeman Rail Trail in the TIP for 2018. Thank you for previous commitments to Phases 1, 2A, 2C, and 2D of this project.

ZIP code: 02478

----- Forwarded message -----

From: **Contact form at Boston Region MPO** <drupaluser@ctps.org>

Date: Sun, May 7, 2017 at 10:00 AM

Subject: [Bicycle/Pedestrian/Livability Activities] BFRT (Sent by Szifra Birke, Sruchel50@gmail.com)

To: cclaude@ctps.org

Szifra Birke (Sruchel50@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

Thank you for funding Phase 2D (Project #608164) and for keeping Phase 2B (Project #606223).

It makes such a difference to cyclists, walkers, runners--individuals and families who can be outside doing healthy things for themselves and their families.

ZIP code: 01851

Matthew Archer

From: publicinfo@ctps.org on behalf of Buddy Bates
Sent: Monday, May 15, 2017 1:32 PM
To: publicinformation@ctps.org
Subject: BFRT and TIP

To Whom It May Concern:

I am writing to you for your continued support of completing the Bruce Freeman Rail Trail. The fact that work is now underway for the Phase 2C section is very exciting to me as I have lived on and off in West Concord for most of my life and longed to have a recreational trail uninhibited from vehicular traffic through scenic areas in Concord and surrounding towns.

Now that the BFRT is a well established bike/pedestrian trail through Chelmsford, Carlisle, Acton and Concord, it is vital that the trail should be a seamless trail from the beginning to the end! The Phase 2B section is vital to make this happen since the bridge over Rt. 2 is absolutely necessary for safety reasons. Pedestrians and bicyclists navigating across the Route 2 Rotary would be suicidal. Having this bridge across Rt. 2 would allow runner/bikers/pedestrians from points west and north to get to the railroad station in West Concord, rather than use their cars. The parking area for the West Concord Railroad station is already full of cars each work day! In the long run this should save money and cut down on pollution for the need of additional parking spaces at the West Concord Rail Road Station!

The completion of Phase 2D of the BFRT is also very important to complete, as soon as possible, in order to allow the trail to run to Framingham. When that happens Massachusetts will have a recreational seamless trail all the way from Lowell to Framingham. This will allow connections to other rail-to-trails in other areas in eastern Massachusetts resulting in a huge tourist attraction for Boston and vicinity! For example bicyclists will be able to bike from the Alewife terminal in Cambridge all the way to Bedford, then to Concord and then to the BFRT trail in West Concord on bike trails.

When Phase 2C and Phase 2D of the BFRT are completed there will be a substantial financial boom for West Concord which is already becoming a bustling community with many new restaurants, etc.

I implore you to continue your good work on the Bruce Freeman Rail Trail and put Phase 2C and Phase 2D on the TIP for the years 2018-2022.

Thank you in advance.

Nathaniel B. Bates
P.O. Box 9909
Aspen, CO 81612
(970) 925-5093

From: **Contact form at Boston Region MPO** <drupaluser@ctps.org>

Date: Mon, May 15, 2017 at 7:47 AM

Subject: [Bicycle/Pedestrian/Livability Activities] Bruce Freeman Rail Trail (Sent by Denise Marchionda, dmedd@comcast.net)

To: cclaude@ctps.org

Denise Marchionda (dmedd@comcast.net) sent a message using the contact form at <http://ctps.org/contact>.

Imagine a place where everyone says "Hello!" and smiles at you as they pass you by. That place exists! It is the Bruce Freeman Rail Trail. Bicyclists, walkers, joggers, strollers, and picnickers all mingle while getting fresh air and exercise. What could be better? A longer trail!

Please consider funding for expanding this rail trail. I recently moved to NH after 30 years in Dracut, MA, but still visit the Bruce Freeman Rail Trail regularly. It is not only a tourist or recreational destination, it is a jewel in Massachusetts. Keep it shining!

ZIP code: 03062

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Tuesday, May 02, 2017 9:04 AM
To: publicinfo@ctps.org
Subject: [General Comment] rail trails, BFRT (Sent by Barbara Dowds, barbarandowds@gmail.com)

Barbara Dowds (barbarandowds@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

I am writing to voice my support for BFRT Phase 2B which requires crossing a major highway (Rt2) via a bridge. The rail trail has public support, contributes to quality of life for many individuals, especially those who bike regularly (I am not one of those), and, importantly, is, I believe, consistent with other efforts to reduce climate change.

ZIP code: 01720

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Monday, May 15, 2017 2:28 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Keep building the BFRT (Sent by Joseph Holmes, Joseph.Holmes@alum.mit.edu)

Joseph Holmes (Joseph.Holmes@alum.mit.edu) sent a message using the contact form at <http://ctps.org/contact>.

Dear MPO,

As a resident of South Acton, I am eagerly awaiting the completion of the Bruce Freeman Rail Trail. Thank you for putting phase 2B (the bridge over Rt. 2) on the FY 2018 TIP budget. Please make sure it stays there and does not get delayed.

Thanks,

Joe Holmes

ZIP code: 01720

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Tuesday, May 02, 2017 8:14 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT (Sent by J BREEN, jbreen5@verizon.net)

J BREEN (jbreen5@verizon.net) sent a message using the contact form at <http://ctps.org/contact>.

The Freeman Rail Trail bridge over Route 2 will improve the safety of transportation.

ZIP code: 01843

From: **Contact form at Boston Region MPO** <drupaluser@ctps.org>

Date: Mon, May 15, 2017 at 10:44 AM

Subject: [Bicycle/Pedestrian/Livability Activities] Phase 2B (Sent by Michael Mark Ross, michaelmross@gmail.com)

To: cclaude@ctps.org

Michael Mark Ross (michaelmross@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

Providing a biking/walking/running path over Route 2 will be a wonderful thing for the community of Concord and all those who visit it. Finally, it will create a safe pedestrian connection between the town and Walden pond and so much else. I've often dreamed of this for a decade or more. Thanks so much!

ZIP code: 01824

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Monday, May 15, 2017 4:09 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] 2018-2022 TIP: Bruce Freeman Rail Trail Phase 2B (Sent by Emily Teller, eteller@earthlink.net)

Emily Teller (eteller@earthlink.net) sent a message using the contact form at <http://ctps.org/contact>.

PLEASE continue to keep Phase 2B of the Bruce Freeman Rail Trail funded through the 2018-2022 TIP!!!! This bridge is essential for the conjunction of Phases 2A (Westford, Carlisle and Acton) and 2B (West Concord) !!! without this bridge, BFRT users cannot safely get through the Rt 2 rotary to continue North or South - so it's VERY ESSENTIAL for design and construction funding!

Trail users from Lowell especially will benefit from this opportunity to move out into more rural areas via this recreational resource! ALSO - there is a train station accessible in West Concord, so the public transportation aspect is really significant for residents in Acton, Carlisle, Concord and Sudbury at least! Clean air, healthy exercise, recreation with family and friends, and connection to other communities and their residents and businesses is also made available on the BFRT! Thank you so much for this opportunity to comment - and for supporting the BFRT in the next years so the bridge and trail will be constructed!

ZIP code: 01886

May 15, 2017

Boston Region Metropolitan Planning Organization
c/o Ms. Alexandra Kleyman, TIP Manager
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

RE: TIP Programming of Sudbury Projects FFY 2018-2022

Dear MPO Members and Ms. Kleyman,

I am writing to support the Bruce Freeman Rail Trail (BFRT) in Sudbury, Phase 2D (MassDOT Project 608164), for inclusion on the Transportation Improvement Program (TIP). On May 1, 2107, Town Meeting voted to appropriate an additional \$330,000 for the design of the BFRT in Sudbury. This will allow us to advance to the 75% design phase and brings the funding total approved at Sudbury Town Meetings for BFRT pre-design and design to over \$800,000 since 2005. This demonstrates tremendous Town support. The Bruce Freeman Rail Trail in Sudbury has been supported at Town Meeting since it was first proposed. In advance of the Town Meeting, the Board of Selectmen unanimously voted to support funding the design of the BFRT.

We believe the Bruce Freeman Rail Trail will be a popular and well-used amenity not only for Sudbury residents, but for the wider community as well, as it is part of a regional transportation network. The BFRT will connect schools, parks, recreation areas, houses of worship, municipal facilities, and commercial areas.

Sudbury is pleased to learn the BFRT, Phase 2D, is included on the final draft of the FFY 2018-2022 TIP and supports its inclusion on the final TIP to be approved by the Boston Metropolitan Planning Organization on May 25, 2017.

The Town has also prioritized the Intersection Improvements to Route 20 and Landham Road project (MassDOT Project 607249). This dangerous intersection has experienced 170 reported accidents in the past 10 years, and in May 2011 there was an accident involving a fatality. Sudbury has been advocating for improvements to this intersection for a number of years. MassDOT's Project Review Committee approved the project for potential funding in July 2013 and the 25-percent design was submitted in October 2015. We would appreciate it also being considered for programming in the FFY2018-2022 funding cycle.

Please do not hesitate to contact me at rodriguesm@sudbury.ma.us or 978-639-3385 or Beth Suedmeyer, BFRT Project Manager, at suedmeyerb@sudbury.ma.us or 978-639-3363, if you have any questions or seek additional information.

Sincerely,

Melissa Murphy-Rodrigues, Esq.

Melissa Murphy-Rodrigues, Esq.
Town Manager

cc: Sudbury Board of Selectmen
Senator Jamie Eldridge
Senator Michael Barrett
Representative Carmine Gentile
Secretary Stephanie Pollack, MassDOT
David Mohler, MassDOT OTP, Director
Jonathan Gulliver, District 3, Highway Director
Paul Steadman, District 4, Highway Director

Matthew Archer

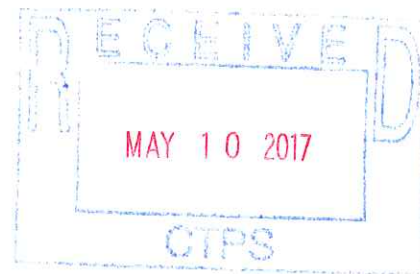
From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Wednesday, May 03, 2017 11:48 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Phase 2D BFRT (Sent by Barbara Pike, bbpike@AOL.com)

Barbara Pike (bbpike@AOL.com) sent a message using the contact form at <http://ctps.org/contact>.

I strongly support the inclusion of Phase 2D in the TIP. It is a logical extension to the work being planned and performed at this time on Phases 2A, 2B, and 2C. This construction is also being funded on the TIP.
Another point: Phase 2C in Concord cannot be completed until Phase 2D is being construction because the final segment ends in the woods with no outlet.

ZIP code: 01742

LEONARD A. SIMON
40 MEADOWBROOK CIRCLE
SUDBURY, MA 01776



May 6, 2017

Ms. Alexandra Kleyman, AICP
TIP Manager
State Transportation Building
Ten Park Plaza, Suite 2150
Boston, MA -2116

RE: Bruce Freeman Rail Trail, Sudbury, Phase 2D

Dear Ms. Kleyman:

I am writing in support of maintaining the Bruce Freeman Rail Trail, Sudbury, Phase 2D, on the TIP.

On March 7, 2017, the Sudbury Board of Selectmen voted unanimously to request \$330,000 in free cash for the continued design of the BFRT to MassDOT standards.

On May 1, 2017, Town Meeting voted overwhelmingly in favor of that funding when it passed Article 14, making it an appropriation.

Over the past three years Sudbury has voted to appropriate more than \$740,000 in design funding for the Bruce Freeman Rail Trail. Every vote at Town Meeting has been strongly supportive of the BFRT.

I understand the 25% design will be submitted to MassDOT before the end of June.

Would you be kind enough to include this comment in support of keeping the Bruce Freeman Rail Trail, Sudbury, Phase 2D on the TIP?

Very truly yours,


Leonard A. Simon

I am a member of the Board of Selectmen, however, I write this request on behalf of myself only.

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Sunday, May 14, 2017 9:32 PM
To: publicinfo@ctps.org
Subject: [General Comment] Rail trail (Sent by Dr James C Richards, intelli@tiac.net)

Dr James C Richards (intelli@tiac.net) sent a message using the contact form at <http://ctps.org/contact>.

We abut approximately 600 feet of the trail. We believe this is a valuable and significant enhancement to our world.

The ability to run, walk or bike to Sudbury center without concern for being hit by a car or truck is significant.

Simply drive along Concord road and observe the potential risk to bikers and joggers! All of this can be eliminated by implementing the Rail Trial path.

ZIP code: 01776

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Monday, May 15, 2017 12:53 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] TIP (Sent by Dick Williamson, williamson@alum.mit.edu)

Dick Williamson (williamson@alum.mit.edu) sent a message using the contact form at <http://ctps.org/contact>.

The construction of Phase 2D of the Bruce Freeman Rail Trail (BFRT) in Sudbury is a very important project for four key reasons. 1) The BFRT will link a large number of significant locations in Sudbury including schools, recreation areas, the commercial center, conservation areas and our historic Town Center. 2) With construction of Phase 2B (the bridge over Route 2), the BFRT will provide a desirable off-road route to the West Concord commuter station. 3) The southern end of of Phase 2D will connect to the future Mass.

Central Rail Trail, part of which is now under construction. 4) Phase 2D will be a significant forward step toward the realization of the 40-year-old vision for the BFRT.

ZIP code: 01776

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Thursday, May 04, 2017 10:39 AM
To: publicinfo@ctps.org
Subject: [Public Participation Plan] BFRT uses (Sent by Thomas Knatt, thomasknatt@yahoo.com)

Thomas Knatt (thomasknatt@yahoo.com) sent a message using the contact form at <http://ctps.org/contact>.

The Bruce Freeman Rail Trail is an important addition to the Metrowest area.

Traffic congestion has reduced places to safely run, walk and entertain small children. The BFRT creates a wonderful outdoors area for families of all ages. I think that an appropriate playground area, periodically placed along the route, would greatly enhance fun for families with small children.

ZIP code: 01450

From: Terra [mailto:terraf@compuserve.com]
Sent: Tuesday, May 09, 2017 5:18 PM
To: Alexandra Kleyman
Subject: Re: question about the Rt2 bridge, Bruce Freeman Rail Trail

Thanks!

When I was a Selectman, the planning staff at Acton Town Hall put up a sketch of what they expected the bridge to look like. I believe that this picture was critical in getting the support, or rather preventing opposition to the Rail Trail bridge. The picture showed field-stone, not "manufactured blocks". I asked about this, and I was told that Concord would be the lead for the design. I went to a couple of their meetings and found that there's a lot of support for field stone. But I could not find anyone could help me understand the process for making sure that the design has field stone, instead of manufactured blocks.

This is a very important area for our "town character". A different Selectman said quite strongly, that the view coming out of the rotary sets the "tone" for people as they come into Acton. It's as I've heard many planners speak of... "a gateway".

Those are my comments.

Now, I'm hoping for some help.

I'm looking to find out, "who" decides this aspect of the design. I would like to contact them and to find out when the hearings are...so that I and others who feel the same as I do, can contact them too. Also, if it's a matter of money, maybe we can get the two towns to help...?

Terra

~*~*~*~

Terra Friedrichs

Matthew Archer

From: publicinfo@ctps.org on behalf of Pat Brown
Sent: Wednesday, May 03, 2017 8:41 PM
To: publicinfo@ctps.org
Subject: Comments on the FFY 2018-2022 Draft TIP

To the Boston MPO:

Please consider my comments on the BostonMPO FFY 2018-2022 Draft TIP.

1) **EPDO/Injury values** listed for shared use paths do not accurately reflect their expected contribution to public safety. EPDO/Injury values for all projects are based upon values supplied by the MassDOT Highway Division, which in turn obtains its data from the Massachusetts Registry of Motor Vehicles (RMV). This data accurately reports accidents involving insured motorized vehicles on roadways because such reporting is required as a condition of retaining the operator's license. Accidents involving bicycles or pedestrians that do not involve motorized vehicles (on-road or on off-road paths) are not customarily reported even if those accidents involve substantial injury. Further, the meaning of an EPDO value in the project area for a shared use path is unclear, particularly when the path has not yet been constructed. For future TIPs the MPO should consider how to derive meaningful safety measurements for shared use paths. The 2018-2022 TIP should specifically state that only accidents involving motorized vehicles are reliably reported under items #23, #25 and #26 on pages B-4 and B-5 which necessarily overstates the proportion of accidents involving motorized vehicles. The discussion of safety improvements in Chapter 4 should also point this out.

2) **Data underlying the local access score**, known to be flawed, is used for project rankings for local access. The availability of sidewalks is calculated based upon sidewalks listed in the MassDOT Roads Inventory. The database lists these known problems with the current data set. Many communities do not have the resources to update the Inventory for their community—nor do they have any incentive to do so, since listing more sidewalks would decrease their apparent need for funding to build bicycle/pedestrian accommodations. The MPO should insist on a minimum level of accuracy for all communities for comparative rankings or decrease the points awarded projects for improving local access.

3) **Page 2-8**, designed to show the Project Ranking criteria, lacks sufficient contrast between text and background for legibility. Please recolor.

4) The Bruce Freeman Rail Trail Phase 2D in Sudbury (#608164) was inexplicably awarded a point for **“Improves truck movement”**. Upon inquiry, I learned that this was the expected result of removing bicycle traffic from local roads, allowing trucks greater mobility. Granting that premise, the GHG reduction numbers for this project should be decreased (a smaller reduction in GHG) to reflect the users who will not be removing cars from the roadways because these users were cycling on the roads to begin with—and the improvement in truck mobility should be quantifiable. Alternatively, no discernable diversion of bicycle traffic from the roadways is predicted and the point should not be awarded in the ranking.

5) The MPO should decide to **quantify GHG CO2 reduction either in tons** (currently the method used in the Highway Program Project Detail pages) **or in kilograms** (the method used in Appendix C). Alternatively, clarify why the different units are more appropriate for the different sections. This is unnecessarily confusing.

6) Proposed CMAQ funding for multi-use paths should be based upon the facility reducing GHG emissions by reducing single-occupant auto travel. Trails also provide desirable recreational opportunities as reflected in TAP

funding for the projects, but users may drive to use the trail. However, the MPO does not **“net out” the GHG emission reductions after the recreational component is added.** Please consider this for future TIPs.

7) The Minuteman Bikeway Extension (#607738) and the Bruce Freeman Rail Trail, Phase 2D (#608164) were awarded both 3 points for “Improves substandard sidewalks” under “System Preservation” and 5 points for “Improves pedestrian network and ADA accessibility” under “Capacity Management/Mobility”. Since both are expansion projects, it is difficult to see how they preserve the system. Further, the “Improves pedestrian network” score explicitly states that it includes 2 points for “Adds new sidewalk(s) (including shared use paths)” on page B-11. **The full 5 points for improving the pedestrian network seem warranted; the additional 3 points for improving substandard sidewalks do not.**

8) Please consider programming the **Route 20/Landham Road intersection in Sudbury (#607249)** as soon as possible. This is a very dangerous intersection, as shown by the high accident rate in a developing—not urban—community. This is Sudbury’s first priority transportation project.

9) **Thank you for the new format table (A-3) of evaluated projects!** The new format, breaking out all the sub-scoring with a quick text summary for each column, is exceedingly clear and much more helpful than the aggregate per-category scoring in table A-1 of the 2017-2021 TIP. The glossary of acronyms, while not new in this TIP, continues to be very useful.

Thank you for your willingness to accept public input.

Pat Brown
Sudbury resident

May 3, 2017

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Thursday, May 04, 2017 7:49 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] role of utilities versus DOT in rail trail development (Sent by Bill Schineller, bschineller@yahoo.com)

Bill Schineller (bschineller@yahoo.com) sent a message using the contact form at <http://ctps.org/contact>.

Should rail trail development be handed over to utilities instead of MassDOT?

MAPC promotes piggybacking, and Eversource promotes itself as a champion of rail trails.

Unclear whether Eversource would use electric ratepayer dollars for rail trail construction, or take the money from their executives compensation.

If privatization of rail trails by utility companies is an option, have all the projects in TIP plan been cross-referenced against planned utility projects?

For example, Eversource plans a north-south upgrade between Sudbury and Maynard/Concord in 2020.

While I think it is a ridiculous idea, if the policy of MPO and MAPC is to piggyback, should Eversource be offered right of first refusal over MassDOT to create Bruce Freeman Rail Trail?

ftp://ftp.mapc.org/Long_Term/Transportation/Trail%20Implementation%20Toolkit/Trail%20Toolkit%20%20-%20Road%20projects.pdf

https://www.iso-ne.com/static-assets/documents/2016/10/a9_6_eversource_lsp.pdf

ZIP code: 01776

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Tuesday, May 16, 2017 12:35 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] 2018-2022 TIP comments (Sent by Kurt Marden, kurtm22@gmail.com)

Kurt Marden (kurtm22@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

I have reviewed the draft TIP and have concluded that there are several projects that do not meet the requirements of CMAQ MAP-21 INTERIM PROGRAM GUIDANCE dated November 12, 2013 (CMAQ Guidance).

Project numbers 607732, 607329 and in particular 606223 are of highly questionable value to justify for CMAQ funding based on the proposed investments over the next several years versus the CMAQ benefits realized.

The BRFT (Project 606223) CMAQ Air Quality Analysis Worksheet for Bicycle and Pedestrian Project clearly states that the number of bike and ped trips on the corridor to be 164. It is highly unlikely that this number of trips could be considered "cost effective" or meeting the spirit of the program as defined by the following sections of CMAQ Guidance:

IV. COST-EFFECTIVENESS AND PRIORITY USE OF CMAQ FUNDS "...While no single cost -effectiveness document or table is required to establish State or local programs, project selection should reflect the positive cost-effectiveness relationships highlighted in these guidance documents. State and local transportation programs that implement a broad array of these cost-effective measures may record a more rapid rate of progress toward their clean air goals, since many of these endeavors generate immediate benefits."

VI. GEOGRAPHIC AREAS THAT ARE ELIGIBLE TO USE CMAQ FUNDS C. Flexible Funds in PM Areas "...While States may use flexible CMAQ funding anywhere and for any CMAQ- or STP-eligible project, the FHWA encourages States and MPOs to evaluate the cost-effectiveness and benefits to public health of targeting flexible CMAQ funding to projects that reduce PM."

VII. PROJECT ELIGIBILITY PROVISIONS

A. Project Eligibility: General Conditions "Each CMAQ project must meet three basic criteria: it must be a transportation project, it must generate an emissions reduction, and it must be located in or benefit a nonattainment or maintenance area."

F. Eligible Projects and Programs

7. Bicycle and Pedestrian Facilities and Programs Bicycle and pedestrian facilities and programs are included as a TCM in section 108(f)(1)(A) of the CAA (42 U.S.C. 7408(f)(1)(A)). The following are eligible projects:

- Constructing bicycle and pedestrian facilities (paths, bike racks, support facilities, etc.) that are not exclusively recreational and ****reduce vehicle trips**.**

Even with the purported "success" of the "Minuteman Commuter Bikeway", it is clear that there has been no appreciable decrease in the commuting corridor of Bedford and Lexington. The BRFT is in a highly rural area far less dense than the Bedford / Lexington areas yet the Boston MPO continues to plan for the expenditure of millions of dollars of scarce transportation funds into what is essentially a season recreation linear park. I have first-hand experiences in the lack of commuter use of the completed section of this project during commuting hours as I travel from Acton to Westford Every day.

EVERY TIME I travel State Route 27, I see either NO ONE or 1 or 2 people at most using this trail.

It appears that the Boston MPO is justifying the destruction of what could be a viable circumferential light rail commuter line between Lowell and Walpole connecting nearly all existing commuter lines to build a recreational facility that a tiny percentage of advocate want to see built at the expense of creating a truly interconnected transit system in the outer Boston suburbs.

There is no evidence the MPO has shown that this project has or will:

--reduce vehicle emissions – particularly during inclement weather where it is highly unlikely this project will be used for commuting purpose by any significant number of persons -reduce vehicle trips / VMT – I believe the MPO's own data says that most commuters in the BRFT area are commuting at least 8 to 10miles – is this truly a practical solution for most daily commuters?

-be cost effective – The MPO has projected that over 150 million dollars will be spent on this and other rail trail projects while by their own calculations the actual number of users will be vanishingly small. Can this seriously be considered “cost effective”?

I strongly recommend that these projects are removed from the TIP and are completely reviewed within the context of the best use of continuous, publicly owned, irreplaceable right of way for transportation that will serve far more than seasonal users and special interest groups.

ZIP code: 01720



SETTI D. WARREN
MAYOR

City of Newton, Massachusetts
Office of the Mayor

Telephone
(617) 796-1100

Telefax
(617) 796-1113

TDD
(617) 796-1089

E-mail
swarren@newtonma.gov

April 18, 2017

Thomas Tinlin, Highway Administrator
Massachusetts Department of Transportation
10 Park Plaza, Suite 4160
Boston, MA 02116

Subject: Follow-up from April 13, 2017 meeting about MassDOT Project 60663, Highland Ave, Needham Street and Newton Bridge over the Charles River Corridor

Dear Mr. Tinlin,

We sincerely appreciate MassDOT's presentation to Newton and Needham on April 13, 2017, updating both communities on the Highland Avenue/Needham Street Corridor Project. We now feel we have an understanding of the challenges, changes and proposed future plan and schedule. We understand that MassDOT feels it is necessary to push the schedule of the project back from the FY'18 TIP to the FY'19 TIP because it cannot complete the Right of Way work in time to meet the FY'18 TIP deadline. We understand as well, that based on MassDOT's Complete Streets review, MassDOT would like to incorporate protected bike lanes into the project consistent with MassDOT's current policy; we understand that upgrading the design to accommodate the protected bike lanes will not impact the timeline, as the ROW delay is dictating the timeline, although it will increase the cost.

While we understand the reasoning, we remain committed to seeing this project through on the original timeline and hope we can work together to problem solve how this can be achieved. Our basic position has not changed from that expressed in our letter dated March 24, 2017 and from our comments at the MPO meeting on March 30, 2017. Specifically, Newton and Needham believe:

1. The current roadway is unsafe for pedestrians and cyclists and congested for motorists. Plans to redesign this vital corridor have been underway for at least a decade, and both communities were gratified when the project was placed on the FY'18 TIP.
2. The Highland Avenue/Needham Street project lies at the heart of the N2 Innovation District. Continued and future growth for both housing and businesses is predicated on the completion of this project on time. Pushing the project back one year could jeopardize a transformational mixed use development on Needham St. in Newton and the economic development of the corridor in both communities.
3. Newton and Needham recognize that protected bike lanes can provide increased safety for all users of the road. We believe that simpler alternatives for protected bike lanes exist that might facilitate redesign at lower cost and avoid potential future delays in the timeline.
4. Newton and Needham recognize that demands on the roadway differ in each community and believe that the roadway design solutions do not need to be the same on both sides of the river, which could favorably impact the timeline.

Administrator Tinlin, we do understand the challenges you face on this project and appreciate your willingness to meet regularly with both communities. In turn, we would like to offer to work with you diligently over the next few months to find creative solutions to keep this project in the FY'18 TIP.

Very truly yours,



Seth Warren, Mayor

City of Newton



Marianne B. Cooley, Chair

Needham Board of Selectmen

cc: Representative Denise Garlick
 Senator Michael Rush
 Senator Richard Ross
 Senator Cynthia Creem
 Representative Ruth Balser
 Needham Board of Selectmen
 Stephanie Pollack, Secretary of Transportation, MassDOT
 David Andersen, Deputy Chief Engineer, MassDOT
 Tom Currier, Supervising Project Manager, MassDOT
 Kate Fitzpatrick, Needham Town Manager
 Rick Merson, Needham Director of Public Works
 Anthony Del Gaizo, Needham Town Engineer
 Lee Newman, Needham Director of Planning & Community Development
 Devra Bailin, Needham Director of Economic Development
 James McGonagle, Newton Commissioner of Public Works
 Nicole Freedman, Newton Director of Transportation
 Barney Heath, Newton Director of Planning & Development
 Dori Zaleznik, Newton Chief Administrative Officer
 Deborah Crossley, Newton City Councilor
 Brian Yates, Newton City Councilor
 David Kalis, Newton City Councilor
 Cheryl Lappin, Newton City Councilor
 Richard Lipof, Newton City Councilor



TOWN OF NEEDHAM

TOWN HALL

Needham, MA 02492-2669

TEL: (781) 455-7500

FAX: (781) 449-4569

Office of the
TOWN MANAGER

May 15, 2017

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

Dr. Mr. Mohler:

Thank you for the opportunity to provide comment on the Metropolitan Planning Organization's (MPO) pending vote on the FY2018 – FY2022 Transportation Improvement Program Highway Target Funding.

Over the past several months, the Town of Needham and the City of Newton have provided comment to Highway Administrator Thomas Tinlin regarding the Highland Avenue/Needham Street corridor. A copy of the most recent correspondence is attached for the record.

The Town and the City remain committed to the execution of this project as soon as practical, as expressed by legislators and officials from the City and the Town at your meetings on March 30, 2017 and April 20, 2017.

We ask for the support of the MPO in keeping this project on track. Please do not hesitate to contact me for any further information.

Very truly yours,

Kate Fitzpatrick
Town Manager

cc: Representative Denise Garlick
Setti Warren, Mayor of Newton
Board of Selectmen
Rick Merson, Director of Public Works

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Wednesday, April 26, 2017 3:14 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Support for Immediate Action on Needham/Highland (Sent by James Cote, jcote@newtonma.gov)

James Cote (jcote@newtonma.gov) sent a message using the contact form at <http://ctps.org/contact>.

Please add me to those that are advocating that the state move this project along immediately. I understand the delays, and feel they are unwarranted given the urgency of the need.

This is not the only Newton project that the state is delaying and it's my belief that Newton has given a lot (Mass Pike Land) for transportation needs in the past.

I urge you to move this project up on the priority list and lets get it done!

Thank you.

Jim

City Councilor at Large

Newton, MA

508 983 4535

ZIP code: 02465

Matthew Archer

From: Barbara Rutman
Sent: Friday, May 05, 2017 1:30 PM
To: Matthew Archer
Subject: FW: Project 606635, Needham/Highland/Winchester

Importance: High

From: ctps@ctps.org [<mailto:ctps@ctps.org>] **On Behalf Of** Kurt Ochalla
Sent: Friday, May 05, 2017 10:46 AM
To: ctps@ctps.org
Subject: Project 606635, Needham/Highland/Winchester
Importance: High

Karl Quackenbush
 Executive Director
 Boston Region MPO
 State Transportation Building
 10 Park Plaza, Suite 2150
 Boston, MA 02116

Dear Mr. Quackenbush,

I am writing to you today both as a resident of Needham, but also as a representative of TripAdvisor in the N² Innovation District in Needham. I was very disappointed to learn of the Mass Department of Transportation's announcement last month that this already-approved and funded Needham Street / Highland Avenue project has fallen behind schedule and must be delayed by yet another year. Residents of Needham and the businesses in this area have been waiting a long time for this project, so a year delay was not very well received at all. I understand the reason for the delay, but I would hope that MassDot could accelerate the efforts regarding the takings to keep this project on its original schedule so it can begin next year for the following reasons:

1. The infrastructure surrounding the N² Innovation District is critical to its success. TripAdvisor will soon be joined by Shark Ninja in the Founder's business Park next month, and likely NBC in the following year. The "last mile" in getting to our offices is critically important to retaining talent in our companies and many employees are already frustrated with the amount of time it takes to get through Needham Street to get to our offices today. A further delay will increase the frustration and be a potential detractor from future businesses contemplating taking space in Founder's Park.
2. There are several mixed use developments planned in and around this area that could be severely impacted by a delay as they launch. These developments are need to support the increasing number of business and employees moving into the area. We all want the businesses in the Needham Street corridor to be successful when they start off and I know many families in Needham that will avoid this area during rush hours due to the heavy traffic, and this will be detrimental to the success of the new businesses located on the street. Improving this critical corridor will help attract new businesses, bring housing opportunities and additional tax revenue to our communities while our economy is still growing.
3. The current Needham Street / Highland Ave corridor is unsafe for pedestrians and cyclists, as well as dangerous for motorists. My daughter teaches gymnastics on Needham Street and we have to leave 20 minutes ahead of her starting time just to travel the 2.3 miles from our home in Needham to insure that she is on time for her job. Getting out of there during rush hour and crossing traffic lanes sometimes feels like being fired out of a cannon to get across one lane of traffic or you would have to wait for a long time for an opening.

Again, I urge the MassDOT to take whatever measures are necessary to keep this project on track with its original schedule. Thank you very much for your consideration.

All the best,

Kurt

Kurt P. Ochalla MCR, SLCR

Senior Director, Global Real Estate



400 1st Avenue

Needham, MA 02494

+1 (781) 800-5570 office

+1 (617) 947-4201 mobile

kochalla@tripadvisor.com

<http://www.tripadvisor.com>



VIA ELECTRONIC MAIL

(ctps@ctps.org)

May 12, 2017

Mr. Karl Quackenbush, Executive Director
 Boston Region MPO
 State Transportation Building
 10 Park Plaza, Suite 2150
 Boston, MA 02116

RE: Project 606635 – Needham/Highland/Winchester

Mr. Quackenbush,

I am writing you regarding the recently announced delays to the Highland Avenue/Needham Street Corridor Project. Crosspoint Associates has worked diligently with the City of Newton as well as MassDOT to integrate a new 150,000 SF mixed-use development currently under construction in the heart of Needham Street at 141-165 called Newton Nexus (www.newtonnexus.com). This project has worked to close curb cuts, accommodate the roadway widening and provide for multi-modal transportation in concert with the MassDOT design.

Newton Nexus will be the new home of the Boston Ballet, a new neighborhood market and offer dining with vibrant patio seating along Needham Street. Delaying the Corridor Project will only increase the hardship to these Tenants and the Community as Newton Nexus gets established as an integral thread in the fabric of Newton.

Please do all that is possible to coordinate the necessary land takings and keep Project 606635 on the FY'18 TIP. We offer any support to this effort that we may provide.

If you have any questions, please do not hesitate to contact me directly,

Email: kmccormack@crosspointassociates.com

Phone: 781.916.8680

Very truly yours,

NEWTON TECHNOLOGY PARK, LLC

By its authorized agent,

CROSSPOINT ASSOCIATES, INC.


 Kerry McCormack, Director of Development

Crosspoint Associates, Inc.

300 Third Avenue, Suite 2 ■ Waltham, Massachusetts 02451

Tel: (508) 655 0505 ■ Fax (781) 890-6600 ■ Email: info@crosspointassociates.com

cc: Representative Denise Garlick
Setti Warren, Mayor, City of Newton
Deborah Crossley, Newton City Councilor
Greg Reibman, President, Newton-Needham Regional Chamber
Stephanie Pollack, Secretary of Transportation, MassDOT
Tom Currier, Supervising Project Manager, MassDOT
John Hueber, President, Crosspoint Associates, Inc.

Crosspoint Associates, Inc.

300 Third Avenue, Suite 2 ■ Waltham, Massachusetts 02451
Tel: (508) 655 0505 ■ Fax (781) 890-6600 ■ Email: info@crosspointassociates.com

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Wednesday, April 26, 2017 12:18 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Needham St. Newton/Needham (Sent by Michael Spurr, mike@nca1.net)

Michael Spurr (mike@nca1.net) sent a message using the contact form at <http://ctps.org/contact>.

Hi,

I urge the MassDOT to push harder in order to start the work on Needham St. in Newton and Needham. This is a major bottle neck and because of this the area has not had the growth that could be realized for both communities.

ZIP code: 02465

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Saturday, April 29, 2017 12:45 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Newton/Needham Innovation Corridor improvements project (Sent by Daniel Elias, dan@newartcenter.org)

Daniel Elias (dan@newartcenter.org) sent a message using the contact form at <http://ctps.org/contact>.

Please do not allow delays to derail the Newton Needham Innovation Corridor project. I am working with several organizations to assure that the arts are a significant part of the project, and that facilities for arts and outdoor projects be integral to the program of developers, so that the community has access to arts and a reason to support the project. Please do not delay this project for the anticipated one year, as it is already approved and funded. The delay would be severely damaging to the arts infrastructure in the region.

Dan Elias

ZIP code: 02460

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Wednesday, April 26, 2017 4:31 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Needham Street/Highland Ave. project
(Sent by Daniel Goodman, dan@building36.com)

Daniel Goodman (dan@building36.com) sent a message using the contact form at <http://ctps.org/contact>.

Hello,

I am writing to voice my concern that the Needham Street/Highland Ave. project can not suffer any further delay. Pushing this project out 1 year is unacceptable. Our business and our neighbors' businesses are counting on this upgrade to provide the much needed improvement to the infrastructure in the area. Delaying this project could jeopardize the proposed development in the area and would be devastating to our business. I am asking that you please get this project back on track and start construction as proposed for 2018 and do not delay any longer.

Thanks,
Dan Goodman

ZIP code: 02492

Matthew Archer

From: Barbara Rutman
Sent: Monday, May 01, 2017 1:12 PM
To: Matthew Archer
Cc: Jennifer Rowe
Subject: FW: Needham St/Highland Ave Project

From: ctps@ctps.org [mailto:ctps@ctps.org] **On Behalf Of** Dan Brent
Sent: Thursday, April 27, 2017 3:12 PM
To: ctps@ctps.org
Cc: Greg Reibman (greibman@nnchamber.com)
Subject: Needham St/Highland Ave Project

To Whom It May Concern:

We were extremely disappointed to find out that the Needham St/Highland Ave project has been delayed by yet another year. We strongly request that MassDOT accelerate its efforts so that the project can begin next year. The area is unsafe for all who travel through it and it negatively impacts the economics in the area. We respectfully request that you reconsider the delay.

Please let me know if you have any questions.

Regards,
Dan

Daniel J. Brent, MSA, CPA– Vice President of Finance and Operations
William James College
One Wells Avenue, Newton, MA 02459
617-564-9336 – www.williamjames.edu

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Matthew Archer

From: Barbara Rutman
Sent: Monday, May 01, 2017 1:07 PM
To: Matthew Archer
Cc: Jennifer Rowe
Subject: FW: Accelerate the Needham St-Highland Ave. Project

From: ctps@ctps.org [mailto:ctps@ctps.org] **On Behalf Of** Allexelaw@artsciencegroup.com
Sent: Wednesday, April 26, 2017 4:52 PM
To: ctps@ctps.org
Cc: Greg Reibman
Subject: Accelerate the Needham St-Highland Ave. Project

I am requesting that MassDOT accelerate its efforts so the Needham St/Highland Ave. project so that it can begin next year, as originally scheduled.

- The current Needham Street/Highland Ave. corridor is **unsafe for pedestrians and cyclists** and congested for motorists.
 - Needham Street and Highland Ave is **critical to** our region's **economic and cultural vitality**.
 - Delaying this project could jeopardize a transformational mixed use development on Needham St. in Newton and the growth of N-Squared Innovation District, which is badly needed for growing companies that can no longer stay in Cambridge and Boston because of lack of affordable space.

I urge MassDOT to keep the Needham Street/Highland Ave. project on the original timeline

Thank you,

Allexe

Allexe Law
 Principal
 ArtScience Group
 Wellesley, MA 02481
www.artsciencegroup.com

Mobile: 617-470-8575
 Email: allexelaw@artsciencegroup.com
 LinkedIn: Allexe Law


ArtScience Group
Helping Companies Grow Strategically

Matthew Archer

From: Barbara Rutman
Sent: Monday, May 01, 2017 1:06 PM
To: Matthew Archer
Cc: Jennifer Rowe
Subject: FW: Renovations of the Needham Street / Highland Ave. Corridor

From: ctps@ctps.org [mailto:ctps@ctps.org] **On Behalf Of** Michael Stam
Sent: Wednesday, April 26, 2017 12:07 PM
To: ctps@ctps.org
Cc: greibman@nnchamber.com
Subject: Renovations of the Needham Street / Highland Ave. Corridor

Karl,

Good morning and a pleasant Wednesday to you. My name is Michael Stam and I am the Senior Sales Manager at the Sheraton Needham hotel. We are located at 100 Cabot street, just off Second Ave which is off highland Ave, something you're familiar with already.

Like the Newton Marriott is to the city of Newton, the Sheraton Needham hotel is vital to the town of Needham for countless reasons. We're the go-to hotel for local businesses to host meetings and incoming guests doing work with them. We're a mainstay when it comes to hotels for Bar/Bat mitzvahs to host out of town family and friends. We host countless weddings and social events on the weekends, keeping this area a lively place during off-business hours.

The construction and renovation to a heavily trafficked street surpasses the word necessary and is more synonymous with the word detrimental to this areas status in the community as well as maintaining the desire to live, work and do business in this area.

I am only one of many voices in not only this hotel, but the neighboring businesses that we work with that echo my feelings on this topic.

I urge you and your committee to reconsider the timeline of this construction and do everything in your power to accelerate its efforts so the Needham St/Highland Ave. project can begin next year, as originally scheduled.

Thank you for your time,

MICHAEL J. STAM

SENIOR SALES MANAGER
DIRECT - 781.292.3871 | FAX - 781.455.8617 | MOBILE – 914.557.8094

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100 CABOT STREET, NEEDHAM , MA 02494

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Matthew Archer

From: Barbara Rutman
Sent: Monday, May 01, 2017 1:08 PM
To: Matthew Archer
Cc: Jennifer Rowe
Subject: FW: Needham Street/Highland Ave. Corridor delays

From: ctps@ctps.org [mailto:ctps@ctps.org] **On Behalf Of** Matt Veteto
Sent: Wednesday, April 26, 2017 6:24 PM
To: ctps@ctps.org
Subject: Needham Street/Highland Ave. Corridor delays

I wanted to express my disappointment in hearing of the delays that the Mass Department of Transportation announced last month that this already-approved and funded project has fallen behind schedule and must be delayed by yet another year.

State officials say it is necessary to push this project back because MassDOT has not completed needed land takings and the road's design. I am hoping that the people involved in completing the land takings. Please encourage them to make this a priority & a focus, I would even have them take a ride on the road during normal business hours to see the gridlock.

Thanks for taking the time to read my feedback & if you have any questions please call me or reply back to me.

Matt Veteto, Owner

NEW COAT PAINTING

675 VFW Parkway #131

Chestnut Hill, MA 02467

(781)400-3597

matt@newcoatpainting.com

<http://www.newcoatpainting.com/>



MA Reg. #177471

Matthew Archer

From: Barbara Rutman
Sent: Monday, May 08, 2017 2:39 PM
To: Matthew Archer
Subject: FW: Needham Street/Highland Ave. corridor upgrade

From: ctps@ctps.org [mailto:ctps@ctps.org] **On Behalf Of** Peter Smith
Sent: Saturday, May 06, 2017 12:38 PM
To: ctps@ctps.org
Cc: Peter Smith
Subject: Needham Street/Highland Ave. corridor upgrade

Needham Street/Highland Ave. corridor upgrade

Dear Mr. Quackenbush,

Those of us who rely on this corridor for business are worried that the year delay may jeopardize new development that will revitalize our area.

I hope you will work to have the state expedite the work on this vital area of Newton and Needham.

Thank you,

Peter

Peter Smith, Principal
Global Urban Solutions
617 233-6071



Creative Development Co.

1242 Chestnut St, Floor 2
Newton Upper Falls, MA 02464
617-670-3470

Karl Quackenbush
Executive Director
Boston Region MPO
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

RE: Project 606635, Needham/Highland/Winchester

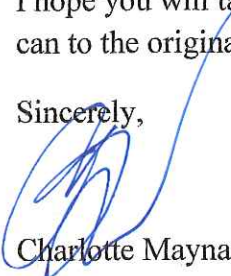
Dear Mr. Quackenbush,

As you know, the MassDOT has recently announced that renovations of the Needham St/Highland Ave. Corridor have been delayed by another year. I am requesting that MassDOT accelerate its efforts so the Needham St./Highland Ave. project can begin next year, as originally scheduled.

Improvements to this route will improve safety for pedestrians and cyclists as well as reduce congestion for motorists. This renovation will also be beneficial to the region's economic and cultural vitality as business, employee and customer attraction and retention depends on improving driving, biking, and pedestrian access. Delaying this project could jeopardize a transformational mixed use development on Needham St. in Newton and the growth of the Needham Crossing, Wells Ave. and the rest of the N-Square Innovation District.

I hope you will take the public input seriously and push to get this project started as close as you can to the original start date.

Sincerely,



Charlotte Maynard
Managing Partner
Creative Development Co.

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Monday, May 15, 2017 1:06 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Needham Street Newton / Highland Avenue Needham Project (Sent by Timothy Ferraro, tferraro@bakersbestcatering.com)

Timothy Ferraro (tferraro@bakersbestcatering.com) sent a message using the contact form at <http://ctps.org/contact>.

As a resident of Newton Upper Falls and a business owner in Needham (off Highland Avenue) I concur with the Newton Needham Chamber of Commerce on the importance of moving forward with the project.

Moving the Needham St/Highland Ave. project forward is vital to our region.

- The current Needham Street/Highland Ave. corridor is unsafe for pedestrians and cyclists and congested for motorists. This new project would widen the bridge over the Charles River, add bike lanes and crosswalks, reduce curb cuts and improve sidewalks.
- Needham Street and Highland Ave is critical to our region's economic and cultural vitality. Business, employee and customer attraction and retention depends on improving driving, biking and pedestrian access; all areas this project, as presently planned, addresses.
- Delaying this project could jeopardize a transformational mixed use development on Needham St. in Newton and the growth of Needham Crossing, Wells Ave. and the rest of the N-Squared Innovation District.

ZIP code: 02464

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Monday, May 15, 2017 12:28 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Needham Street/Highland Avenue (Newton/Needham) (Sent by David Ball, david@ballcg.com)

David Ball (david@ballcg.com) sent a message using the contact form at <http://ctps.org/contact>.

The Needham Street/Highland Avenue corridor is a growth inhibitor. It is very congested, very dangerous, and unfriendly to those on bikes. As an employer in the Newton area, we strongly recommend prioritizing this project for its economic, safety, and environmental benefits.

David Ball, President
Ball Consulting Group, LLC

ZIP code: 02458

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Monday, May 15, 2017 11:36 AM
To: publicinfo@ctps.org
Subject: [General Comment] Preserve the Needham Street/Highland Ave. (Sent by Michael Kauffman, mkauffman@karyopharm.com)

Michael Kauffman (mkauffman@karyopharm.com) sent a message using the contact form at <http://ctps.org/contact>.

Our company of 110 employees is in the Wells Ave Park and our employees are often stuck for 10-15 minutes within 1 mile of the company due to the terrible traffic. This has hampered our ability to hire new employees. The Needham St and Highland Ave project is critical to moving traffic along and improving our ability to attract great employees. Please prioritize this.

Michael G Kauffman, MD PhD, CEO, Karyopharm Therapeutics, 85 Wells Ave, Newton, 02459

ZIP code: 02459

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Monday, May 15, 2017 12:32 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] "Transportation Improvement Program (TIP)" (Sent by Chitra Javdekar, cjavdekar@massbay.edu)

Chitra Javdekar (cjavdekar@massbay.edu) sent a message using the contact form at <http://ctps.org/contact>.

Massachusetts Bay Community College values the work of our Newton Needham Innovation District partners and is exploring additional ways to improve career prospects and career advancement opportunities for our students. Needham Street and Highland Ave are critical to our region's economic vitality. I would like to provide my support for preserving the Needham Street/Highland Ave. funding project and am urging the Mass Dept. of Transportation to make Needham St./Highland Ave. a high priority.

ZIP code: 02481

Dear Mr. Quackenbush,

5-12-17

Needham St /

As our business is near the ~~begin~~
Highland Ave Corridor in Newton / Needham. It is
important to the success of our business for the
Needham St / Highland Ave project to begin next
year as originally scheduled. Please keep
the original timeline.

Respectfully

John Margolis

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Wednesday, April 26, 2017 2:15 PM
To: publicinfo@ctps.org
Subject: [General Comment] Keep the Needham Street/Highland Ave. project on track! (Sent by Allison Yee, Ally.Yee@gmail.com)

Allison Yee (Ally.Yee@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

I would like to urge MassDOT to keep the Needham Street/Highland Ave. project on the original timeline - it is essential to the growth and viability of the whole area and we cannot delay the start any longer!

ZIP code: 02465

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Wednesday, April 26, 2017 11:41 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Renovation of the Needham Street/Highland Ave. Corridor (Sent by Jarrad Glennon, jarrad.glennon@gmail.com)

Jarrad Glennon (jarrad.glennon@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

I am requesting that MassDOT accelerate its efforts so the Needham St/Highland Ave. project can begin next year, as originally scheduled, for the following reasons:

-The current Needham Street/Highland Ave. corridor is unsafe for pedestrians and cyclists and congested for motorists. This new project would widen the bridge over the Charles River, add bike lanes and crosswalks, reduce curb cuts and improve sidewalks.

-Needham Street and Highland Ave is critical to our region's economic and cultural vitality. Business, employee and customer attraction and retention depends on improving driving, biking and pedestrian access; all areas this project, as presently planned, addresses.

-Delaying this project could jeopardize a transformational mixed use development on Needham St. in Newton and the growth of Needham Crossing, Wells Ave. and the rest of the N-Squared Innovation District.

ZIP code: 02466

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Wednesday, April 26, 2017 11:53 AM
To: publicinfo@ctps.org
Subject: [General Comment] Needham Street, Newton (Sent by Steffi Aronson Karp, steffiakarp@gmail.com)

Steffi Aronson Karp (steffiakarp@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

Please keep Needham Street, Newton on its original timeline. I have lived in Newton for 30 years, and that road NEED progress NOW. Don't make us wait another year.

ZIP code: 02468

Matthew Archer

From: Barbara Rutman
Sent: Monday, May 01, 2017 1:05 PM
To: Matthew Archer
Cc: Jennifer Rowe
Subject: FW: Needham St/Highland Ave. Project

From: ctps@ctps.org [mailto:ctps@ctps.org] **On Behalf Of** Ruth Barnett
Sent: Wednesday, April 26, 2017 11:46 AM
To: 'ctps@ctps.org'
Cc: 'Greg Reibman'
Subject: Needham St/Highland Ave. Project

Good Morning,

I've been a Newton resident for the past 38 years and I have worked in Newton for the past 23 years. I use the Needham Street /Highland Ave. corridor frequently and find it to be congested with automobiles and bike riders. With people trying to take a left turn/right turn and traffic backing for several blocks, it becomes untenable. This is during the week day. forget about Saturdays or Sundays it's near impossible to navigate safely. Then of course you have the winter holiday season. Please....as a longtime resident and tax payer I implore you to please insist that MassDot accelerate its efforts so that the Needham St/Highland Ave. project can begin next year, as originally scheduled.

Thank you for your consideration,
 Ruth Barnett

Ruth Barnett

Vice President NMLS# 686862
 617-441-7063 Fax# 617-844-0852
 739 Beacon Street
 Newton Centre, Ma 02459
rbarnett@cambridgesavings.com



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Matthew Archer

From: Barbara Rutman
Sent: Monday, May 01, 2017 1:12 PM
To: Matthew Archer
Cc: Jennifer Rowe
Subject: FW: Needham St./Newton Highlands Project

From: ctps@ctps.org [mailto:ctps@ctps.org] **On Behalf Of** jane frantz
Sent: Thursday, April 27, 2017 4:02 PM
To: ctps@ctps.org
Cc: Greg Reibman
Subject: Needham St./Newton Highlands Project

To Karl Quackenbush
Executive Director
Boston Region MPO

Dear Mr. Quackenbush,

I'm very concerned and disappointed to hear that the Needham St./Newton Highlands project has been delayed. This unsightly, difficult to use section of Newton is one of the few possibilities for commercial development in our built-out city. As it stands now, this potential goldmine for economic development is an area that residents avoid at all costs because it is so user-unfriendly.

The current configuration requires users to go from parking lot to parking lot in order to get a few errands done. Why would I bother to shop in such an inconvenient manner when I can go elsewhere and walk from store to store?

Newton has a significant school budget shortfall this year. In addition, as you may know, we have a terrible time getting property tax overrides. We've had just two successful overrides in 35 years, compared to 25 successful overrides in Wellesley, 14 in Lexington, and close to that number in Needham - communities that people consider to be comparable to Newton.

We are in desperate need of tax revenue to maintain the economic vitality of the city. The Needham St. project is not a luxury for Newton; it has become a necessity. I urge you to rethink your decision on this project and move it forward so that Newton can continue to move forward.

Sincerely,
Jane Frantz
12 Glastonbury Oval
Waban, MA
02468

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Tuesday, May 02, 2017 6:59 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Needham Street/Highland Ave. Project
(Sent by Michael Norman, leafman@rcn.com)

Michael Norman (leafman@rcn.com) sent a message using the contact form at <http://ctps.org/contact>.

Please urge MassDOT to keep the Needham Street/Highland Ave. project on the original timeline. Thank you.

ZIP code: 02461

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Monday, May 15, 2017 11:54 AM
To: publicinfo@ctps.org
Subject: [General Comment] Highland Ave/Needham St priority (Sent by Carrie Tracy, carrie.tracy@gmail.com)

Carrie Tracy (carrie.tracy@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

Please prioritize this project, as currently I, among many will avoid the area like the plague due to the congestion which will only continue to get worse with the addition of retail/housing and businesses in the area

ZIP code: 02458

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Monday, May 15, 2017 2:16 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Needham St/Highland Ave. Project (Sent by Vadim Kagan, kagandevlopment@gmail.com)

Vadim Kagan (kagandevlopment@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

It is of the utmost importance that funding and timing of the Needham Street/Highland Ave Project in Newton/Needham remain as projected, and raised to the highest priority possible. I live within half a mile, and work within one mile, and over the last couple years, it has become abundantly clear that the improvement of that area drives/will drive the operations of some of the most important local business, values of homeowners, and countless other important initiatives in the area.

ZIP code: 02459

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Monday, May 15, 2017 1:15 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Highland Avenue / Needham Street Improvement Priority (Sent by Jan Huffman, jan@huffmans.net)

Jan Huffman (jan@huffmans.net) sent a message using the contact form at <http://ctps.org/contact>.

Please make the Highland/Avenue / Needham Street (Needham/Newton) project high priority.

ZIP code: 02464

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Monday, May 15, 2017 12:02 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Funding for Highland Ave and Needham St (Sent by Drew Grandi, drewgrandi@gmail.com)

Drew Grandi (drewgrandi@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

Please, please continue to fund this project!! As a resident and worker on Highland Ave, WE NEED AS MANY IMPROVEMENTS AS WE CAN GET!! Thank you!

ZIP code: 02459

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Monday, May 15, 2017 11:32 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] TIP/Needham St./Highland Ave Project on Newton and Needham (Sent by Kent Gonzales, kgonzales@northland.com)

Kent Gonzales (kgonzales@northland.com) sent a message using the contact form at <http://ctps.org/contact>.

Please preserve funding for the Needham St./Highland Ave Project and please ask MassDOT to make the project a HIGH priority. Moving this project forward is vital to both of our communities, and to our region, for economic and safety reasons.

ZIP code: 02462

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Monday, May 15, 2017 11:47 AM
To: publicinfo@ctps.org
Subject: [General Comment] Needham Street/Highland Ave. corridor renovation project (Sent by David P Boronkay, dpboronkay@gmail.com)

David P Boronkay (dpboronkay@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

Please make the Needham Street/Highland Ave. corridor renovation project a high priority.

ZIP code: 02458

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Monday, May 15, 2017 4:56 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Needham Street (Sent by Linda R Green, greenmiller@comcast.net)

Linda R Green (greenmiller@comcast.net) sent a message using the contact form at <http://ctps.org/contact>.

Needham street has been waiting for improvement since I moved to Newton over 20 years ago. It's unsafe and unpleasant for walking. Please let this project move forward expeditiously.

ZIP code: 02461

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Monday, May 15, 2017 11:26 AM
To: publicinfo@ctps.org
Subject: [General Comment] Road improvements on Needham Street (Sent by Julie Lamie, julie@socialmadesimple.com)

Julie Lamie (julie@socialmadesimple.com) sent a message using the contact form at <http://ctps.org/contact>.

I am very interested in the road improvements on Needham Street in Newton.
They are necessary for the economic develop that the area needs. There is no safe area for Bicycles too.

Thank you.
Julie Lamie

ZIP code: 02459

From: **Contact form at Boston Region MPO** <drupaluser@ctps.org>

Date: Mon, May 15, 2017 at 4:48 PM

Subject: [Bicycle/Pedestrian/Livability Activities] Needham St/Highland Ave. corridor road improvement project (Sent by Diane Prunte, dianepuarte@comcast.net)

To: cclaude@ctps.org

Diane Prunte (dianepuarte@comcast.net) sent a message using the contact form at <http://ctps.org/contact>.

Nothing is more important than safety. This stretch of roadway is extremely unsafe. Vehicular travel has been increasing and when riding a bicycle one must ride in the street. Please build a bike lane physically separate from traffic. Safety and lives are worth far more than the cost of providing a safe bike lane in this area. Traffic will be increasing steadily as the growth in this area increases.

Please make this a top priority!

Thank you,
Diane Prunte

ZIP code: 02461

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Wednesday, April 26, 2017 1:23 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Needham Street/Highland Ave. project
(Sent by Glenn A Mulno, gamuls_junk@yahoo.com)

Glenn A Mulno (gamuls_junk@yahoo.com) sent a message using the contact form at <http://ctps.org/contact>.

Please keep the Needham Street/Highland Ave. project on the original timeline. This has been a mess and a safety issue for so long, its already gone on too long. Please dont extent this futility longer.

ZIP code: 02494

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Wednesday, April 26, 2017 12:35 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Needham Street/Highland Ave. Corridor
(Sent by Jim Galovski, james.galovski@gmail.com)

Jim Galovski (james.galovski@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

Im writing to urge you to keep this project on track for next year and that MassDOT accelerate their efforts to do so. This corridor is a critical lifeline to both social and economic prosperity in the Newton/Needham area.

While I understand that many projects are on the docket at any given time, this one in particular has already been approved and funded. The business owners and residents are already faced with numerous construction delays and we ought not have to wait longer for something so critical. Thank you in advance for your consideration!

ZIP code: 02494

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Wednesday, April 26, 2017 11:10 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Needham St/Highland Ave (Sent by Mary H., mmthunt94@gmail.com)

Mary H. (mmthunt94@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

Please urge MASSdot to accelerate this project which is currently under construction. Needham has waited too long for this road improvement and a delay now would only make a bad situation worse. Thank you!

ZIP code: 02492

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Wednesday, April 26, 2017 12:24 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Needham-Newton Corridor (Sent by Martin Sklar, martinjsklar@gmail.com)

Martin Sklar (martinjsklar@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

I have two issues with the proposed work on the Needham Street-Highland Avenue in Needham-Newton Corridor Project. One is the reported one year delay. It is a nightmare there now during rush hour and during lunchtime. With the Rt.128 Highland Ave. bridge significantly expanding capacity in the not too distant future, the funneling effect into Highland Ave. on the Newton side will become worse. Businesses will be hurt or the foreseeable future. Also, I propose and it would seem to make much sense that a private-sector/government project be developed to create a spur line for the Greenline D Branch so that employees and others have a real public transit option in that area. It would reduce some traffic in the area. It would seem that the private sector would need to help in some of the construction cost.

With the right-of-way already there from the prior rail line, connecting to the D Branch it would seem. along with one or two barebones stations could be developed for reasonable cost; the catenary expense would easily be determined along with the new rail and rail interchange. The question is whether the spur line revenue could be self sustaining or at least not add to the deficit. The private sector would benefit in ways that are probably not easy to quantify.

Martin Sklar

ZIP code: 02492

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Friday, April 28, 2017 2:22 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Needham Street / Highland Ave Corridor
(Sent by Rhanna Kidwell, rhannakidwell@comcast.net)

Rhanna Kidwell (rhannakidwell@comcast.net) sent a message using the contact form at <http://ctps.org/contact>.

I am very discouraged to hear that the planned improvements for Highland Ave / Needham Street may be delayed. This is a site of chronic, severe traffic congestion. The conditions of this corridor are terrible for our environment, terrible for commerce along the corridor, and terrible for quality of life in Newton and Needham. Easing the congestion and adding bike and pedestrian-friendly improvements should be a top planning priority. I understand that the delay is caused by uncompleted prerequisite work Mass DOT. Please work with Mass DOT to accelerate the completion of the required work so that we can restore this project to its original timeline.

Thank you.

ZIP code: 02459

Matthew Archer

From: Barbara Rutman
Sent: Monday, May 01, 2017 1:08 PM
To: Matthew Archer
Cc: Jennifer Rowe
Subject: FW: Needham Street/Highland Ave. project on the original timeline

From: ctps@ctps.org [mailto:ctps@ctps.org] **On Behalf Of** Rosengard, Glenn
Sent: Wednesday, April 26, 2017 5:21 PM
To: ctps@ctps.org
Cc: greibman@nnchamber.com
Subject: Needham Street/Highland Ave. project on the original timeline

Dear Sir,

I live and Needham and work in Newton Centre. I travel on Needham Street 7 days a week. Please **urge MassDOT to keep the Needham Street/Highland Ave. project on the original timeline. It's a nightmare to travel the Street.**

Thank you,

Glenn K. Rosengard

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The information contained in this electronic communication is intended to be sent only to the stated recipient and may contain information that is confidential, privileged or otherwise protected from disclosure under applicable law. If the reader of this message is not the intended recipient or their agent, you are hereby notified that any dissemination, distribution or copying of the information is strictly prohibited. If you are not the intended recipient, please contact the sender and delete all copies.
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Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Monday, May 15, 2017 2:19 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Needham St/Highland Ave. Project (Sent by Daniel Gersh, gershdan@gmail.com)

Daniel Gersh (gershdan@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

As a resident of the area and employee of a local business, I cannot express how important it is that this project not be delayed any further, or restricted in any way. It is an opportunity to save a very important neighborhood and local economic structure that many people and businesses rely on.

Thank you

ZIP code: 02494

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Monday, May 15, 2017 4:18 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Needham St/Highland Ave. project (Sent by Marina Glekel, gershdan@yahoo.com)

Marina Glekel (gershdan@yahoo.com) sent a message using the contact form at <http://ctps.org/contact>.

As a resident of the area and employee of a local business, I cannot express how important it is that this project not be delayed any further, or restricted in any way. It is an opportunity to save a very important neighborhood and local economic structure that many people and businesses rely on.
Thank you

ZIP code: 02494

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Monday, May 15, 2017 4:57 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Highland Ave/Needham Street - Needham and Newton (Sent by Matt, mathew.talcoff@rsmus.com)

Matt (mathew.talcoff@rsmus.com) sent a message using the contact form at <http://ctps.org/contact>.

Hi - I have been a resident of Needham or Newton for over 30 years and believe that the Highland Ave and Needham Street corridor project should move forward quickly and be a top priority for the state as this area provides significant value to the state in the real estate taxes and is in desperate need or completion.

Moving the Needham St/Highland Ave. project forward is vital to our region.

- The current Needham Street/Highland Ave. corridor is unsafe for pedestrians and cyclists and congested for motorists. This new project would widen the bridge over the Charles River, add bike lanes and crosswalks, reduce curb cuts and improve sidewalks.
- Needham Street and Highland Ave is critical to our region's economic and cultural vitality. Business, employee and customer attraction and retention depends on improving driving, biking and pedestrian access; all areas this project, as presently planned, addresses.
- Delaying this project could jeopardize a transformational mixed use development on Needham St. in Newton and the growth of Needham Crossing, Wells Ave. and the rest of the N-Squared Innovation District.

ZIP code: 02494

Matthew Archer

From: Barbara Rutman
Sent: Monday, May 01, 2017 1:12 PM
To: Matthew Archer
Cc: Jennifer Rowe
Subject: FW: Keep the Highland Avenue project on the original timeline

From: ctps@ctps.org [mailto:ctps@ctps.org] **On Behalf Of** Linda Logan
Sent: Wednesday, April 26, 2017 6:32 PM
To: ctps@ctps.org
Subject: Keep the Highland Avenue project on the original timeline

It is very important that you keep the Highland Avenue project on the original timeline. This should not be stalled out; it is hurting businesses and traffic is a nightmare!!! If everyone works hard, I am sure you can keep this on track. I travel this road everyday and this project needs to be completed!!!

Sincerely,
Linda L. Logan

My home address is: 69 School St. Dedham, MA. 02026

Linda Dwinell Logan
Landmark Residential, Inc.
ldwinell@landmarkne.com
www.lindadwinell.com
781-801-6482
(fax) 781-251-9680

Mail Type: contact_page_mail
Date Sent: Wed, 04/26/2017 - 11:42am
From: "Contact form at Boston Region MPO" <drupaluser@ctps.org>
To: cclaude@ctps.org
User IP: 107.77.106.63
Address: [Bicycle/Pedestrian/Livability Activities] Mass DOT (Sent by Wendy Bornstein,
Subject: Wendy.bornstein@nemoves.com)

Body:**Body:**

Wendy Bornstein (Wendy.bornstein@nemoves.com) sent a message using the contact form at <http://ctps.org/contact>.

Please do not delay work needed to complete on Newton Needham Corridor. It needs to be completed asap to allow area businesses and residents safe access to this area.

ZIP code: 02030

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Wednesday, April 26, 2017 3:06 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] MA DOT Needham St/ Highland Ave Improvement Project (Sent by Karen Griffey, griffey@newtonma.gov)

Karen Griffey (griffey@newtonma.gov) sent a message using the contact form at <http://ctps.org/contact>.

Please please adhere to the original time line of the Needham St/ Highland Ave widening and improvement project. It continues to be difficult to navigate in traffic; drivers are aggressive and not courteous to those trying to drive onto Needham St from a side lot or street because traffic is so congested; pedestrians take their lives in their hands trying to cross the street, even at a crosswalk.

Improvements are critical. Please do not delay any further!

ZIP code: 02081

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Thursday, May 11, 2017 11:11 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Newton-Needham transportation (Sent by rachel Sarah Weinstein, rachel_weinstein@hotmail.com)

rachel Sarah Weinstein (rachel_weinstein@hotmail.com) sent a message using the contact form at <http://ctps.org/contact>.

Please attend to and complete the infrastructure needs of the Newton-Needham area. Thank you so much! - Rachel Weinstein

ZIP code: 02451

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Monday, May 15, 2017 3:09 PM
To: publicinfo@ctps.org
Subject: [General Comment] Needham St/Highland Ave corridor renovation (Sent by Michelle Kohanloo, michelle.kohanloo@gmail.com)

Michelle Kohanloo (michelle.kohanloo@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

Moving the Needham St/Highland Ave. project forward is vital to our region.

The current Needham Street/Highland Ave. corridor is unsafe for pedestrians and cyclists and congested for motorists. This new project would widen the bridge over the Charles River, add bike lanes and crosswalks, reduce curb cuts and improve sidewalks.

Needham Street and Highland Ave is critical to our region's economic and cultural vitality. Business, employee and customer attraction and retention depends on improving driving, biking and pedestrian access; all areas this project, as presently planned, addresses.

Delaying this project could jeopardize a transformational mixed use development on Needham St. in Newton and the growth of Needham Crossing, Wells Ave. and the rest of the N-Squared Innovation District.

ZIP code: 02116

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Monday, May 15, 2017 3:28 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Needham Street/Highland Ave (Sent by Joyce Plotkin, joyce.plotkin@gmail.com)

Joyce Plotkin (joyce.plotkin@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

Please preserve the Needham Street/Highland Ave. funding project and make Needham St./Highland Ave. a high priority.

It is an essential element in promoting economic development and facilitating traffic through this congested area.

ZIP code: 02467

Matthew Archer

From: Barbara Rutman
Sent: Monday, May 01, 2017 1:07 PM
To: Matthew Archer
Cc: Jennifer Rowe
Subject: FW: Newton Needham Corridor

From: ctps@ctps.org [mailto:ctps@ctps.org] **On Behalf Of** Scott Wolf
Sent: Wednesday, April 26, 2017 4:04 PM
To: ctps@ctps.org
Subject: Newton Needham Corridor

Dear Mr. Quackenbush,

I urge you to do everything in your power to accelerate the timetable for the redesign of the Newton Needham Corridor. It is an accident of history that this stretch of road remains under state control; getting this project done is vital to keep the regions economy stable. Please push.

Thank you,

SCOTT WOLF

SCOTT I. WOLF, ESQ.

SCHLOSSBERG | LLC

35 BRAINTREE HILL OFFICE PARK, STE. 401

BRAINTREE, MA 02184

TELEPHONE: 781-848-5028

FACSIMILE: 781-848-5096

swolf@sabusinesslaw.com

www.sabusinesslaw.com

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Matthew Archer

From: Barbara Rutman
Sent: Monday, May 01, 2017 1:07 PM
To: Matthew Archer
Cc: Jennifer Rowe
Subject: FW: Needham Street project delays

-----Original Message-----

From: ctps@ctps.org [<mailto:ctps@ctps.org>] On Behalf Of John Brennan
Sent: Wednesday, April 26, 2017 1:29 PM
To: ctps@ctps.org
Subject: Needham Street project delays

Gentleman,
Please get this done now.
The delays are taking too long and are delaying business in that area.
Thanks
John Brennan

Matthew Archer

From: Barbara Rutman
Sent: Monday, May 01, 2017 12:57 PM
To: Alexandra Kleyman
Cc: Jennifer Rowe; Matthew Archer
Subject: FW: Needham Street/ Highland Avenue Project

From: ctps@ctps.org [mailto:ctps@ctps.org] **On Behalf Of** Joanne Briggs
Sent: Monday, May 01, 2017 10:48 AM
To: ctps@ctps.org
Cc: 'Joanne Minichino'
Subject: Needham Street/ Highland Avenue Project

Attention Karl Quackenbush, Executive Director – Massdot

Voicing my opinion or a supporting a vote to please keep the Needham Street/Highland Avenue Project on its original timeline for completion. It is important to our business and those in the surrounding area. Thank you for considering my request.



Joanne Briggs
 Case Manager
 Visiting Angels
 617-795-2727



www.visitingangels.com/newton

1254 Chestnut St., Newton, MA 02464

Newton: 617-795-2727 Canton: 781-828-9200

Do you have a testimonial to share? Please call 855-761-7292.

From: ctps@ctps.org [mailto:ctps@ctps.org] **On Behalf Of** Joanne Minichino
Sent: Monday, May 01, 2017 11:03 AM
To: 'Joanne Briggs'; ctps@ctps.org
Subject: RE: Needham Street/ Highland Avenue Project

I agree and now that its May time is already wasted!

Sincerely,
Joanne Minichino

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Wednesday, April 26, 2017 2:42 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Needham Street/Highland Ave. Corridor
(Sent by John Foley, john@e-3-fp.com)

John Foley (john@e-3-fp.com) sent a message using the contact form at <http://ctps.org/contact>.

I urge you to move forward with the original plan design and schedule for the Needham Street/Highland Ave. Corridor project. The original plan has already been approved to improve pedestrian access, add bike lanes and crosswalks, reduce curb costs, and improve sidewalks. All of these improvements are vital to this region's economic and cultural vitality. There does not need to be any additional changes made to the plans. Please stick with your original timeline. Thanks!

ZIP code: 02494

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Wednesday, April 26, 2017 11:41 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Needham Street/Highland Ave. Corridor
(Sent by Emily Connor, Emily.Connor@babson.edu)

Emily Connor (Emily.Connor@babson.edu) sent a message using the contact form at <http://ctps.org/contact>.

To whom this may concern,

I have learned that this project, already approved and funded, has fallen behind schedule and is going to be delayed by another year. This is completely unacceptable and has many negative connotations to the local community.

- The current Needham Street/Highland Ave. corridor is unsafe for pedestrians and cyclists and congested for motorists. This new project would widen the bridge over the Charles River, add bike lanes and crosswalks, reduce curb cuts and improve sidewalks.
- Needham Street and Highland Ave is critical to our region's economic and cultural vitality. Business, employee and customer attraction and retention depends on improving driving, biking and pedestrian access; all areas this project, as presently planned, addresses.
- Delaying this project could jeopardize a transformational mixed use development on Needham St. in Newton and the growth of Needham Crossing, Wells Ave. and the rest of the N-Squared Innovation District.

I do not understand we, the community, should suffer the consequences from MassDOT not completing the needed land takings and road design in a timely fashion. I urge you to make the necessary changes to make certain that this project keeps to its original timeline.

Thank you for your time and consideration.

ZIP code: 02482

Matthew Archer

From: Barbara Rutman
Sent: Tuesday, May 16, 2017 10:12 AM
To: Matthew Archer
Cc: Jennifer Rowe
Subject: FW: Transportation Improvement Program (TIP) - Needham Street/Highland Ave. funding project

From: ctps@ctps.org [mailto:ctps@ctps.org] **On Behalf Of** David Conti
Sent: Monday, May 15, 2017 11:30 AM
To: ctps@ctps.org
Subject: Transportation Improvement Program (TIP) - Needham Street/Highland Ave. funding project

Dear Metropolitan Planning Organization,

Please preserve the Needham Street/Highland Ave. funding project and ask the Mass Dept. of Transportation to make Needham St./Highland Ave. a high priority!

The current Needham Street/Highland Ave. corridor is unsafe for pedestrians and cyclists and congested for motorists. Plus Needham Street and Highland Ave is critical to our region's economic and cultural vitality. Business, employee and customer attraction and retention depends on improving driving, biking and pedestrian access; all areas this project, as presently planned, addresses.

Last, delaying this project could jeopardize a transformational mixed use development on Needham St. in Newton and the growth of Needham Crossing, Wells Ave. and the rest of the N-Squared Innovation District.

Thank you for your expedited attention.

Sincerely,

David Conti
 Senior Loan Officer



Leader Bank | 160 Gould St | Needham, MA 02494
 tel. 781.474.5068 | fax. 781.465.7944 | cell. 508.360.7139 | dconti@leaderbank.com
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Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Tuesday, April 25, 2017 9:25 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Needham Street project (Sent by Srdjan Nedeljkovic, srdjan@zeus.bwh.harvard.edu)

Srdjan Nedeljkovic (srdjan@zeus.bwh.harvard.edu) sent a message using the contact form at <http://ctps.org/contact>.

April 25, 2017

Re: Draft TIP 2018-2022
Needham Street project, Newton – Mass DOT 606635

Dear Boston Region MPO,

The project to reconstruct Needham Street in Newton has the potential to be a catalyst for enhanced economic vitality by creating improved access and an enhanced streetscape. However, the current design for the new roadway has a major flaw: there are no plans to underground the unsightly overhead utilities along the corridor.

Throughout numerous public meetings and other communications, advocates of undergrounding utilities have asked the mayor of Newton to work with Mass Highway and property abutters to develop a plan for undergrounding of utilities. Our requests have thus far been unmet.

We request that, at a minimum, a working plan should be developed so that conduit can be placed during the roadway reconstruction. A plan is also needed in order to understand construction factors and to determine a definite cost estimate. Once a plan has been developed, the city of Newton can begin to evaluate public-private partnerships that will enable undergrounding to occur.

Until that plan has been developed, we request that the Mass MPO delay the project and that the Commonwealth withholds any further funding for the project. Construction of the roadway should not commence until the question of undergrounding of utilities has been addressed and included in the final design.

It would be an awful waste of public money to construct a new roadway, only to have the unsightly jumble of poles overhead wires remain and to then have them removed at additional cost in the future.

Sincerely,

Srdjan S. Nedeljkovic
Newton Highlands, MA

ZIP code: 02461

Matthew Archer

From: Barbara Rutman
Sent: Monday, May 01, 2017 1:08 PM
To: Matthew Archer
Cc: Jennifer Rowe
Subject: FW: Newton newton highland/needham st

-----Original Message-----

From: ctps@ctps.org [<mailto:ctps@ctps.org>] On Behalf Of Bob and Eileen K.
Sent: Wednesday, April 26, 2017 5:48 PM
To: karl kankenbush ma regional transportation; griebman@nnchamber.com
Subject: Newton newton highland/needham st

Karl:
I live in Newton for 45+ years. I am a Dukakis fan, because he is the only politician/governor that refused federal money on the basis that it was not justified and unnecessary spending by our country.
Newton wants the State to subsidize some major expenditure to revitalize the shopping area along Needham St and Newton Highlands St.
My philosophy parallels The Duke.
With all the financial issues for the state this should have low priority indefinitely.
If Newton wants it let us pay for. It sure won't get by the voters on that basis.
Is it going to benefit anybody but Newton and Needham?
I could say more but you get the point.
I'm going to send this message to other elected officials etc.
I care , Bob

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Tuesday, April 25, 2017 4:35 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Project 606635:
Needham/Highland/Winchester (Sent by Andreae Downs, andreaedowns@gmail.com)

Andreae Downs (andreaedowns@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

Dear MPO:

While my neighbors and I are disappointed to see this project delayed to 2019 and extended to 2020, we are gratified to learn that MassDOT will use the delay (which it says it needs for land-aquisition) to modernize and improve essential pedestrian and bicycle safety elements of the project.

Many new developments slated for this area are contingent on this project being complete. Please do not delay it further.

We also ask that the Department of Transportation work closely with Newton officials with detailed knowledge about this corridor about changes, and that better avenues of communication be established.

Thank you

ZIP code: 02468

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Wednesday, April 26, 2017 10:25 PM
To: publicinfo@ctps.org
Subject: [General Comment] Project 606635, Needham/Highland/Winchester (Sent by Christina Hua , cwong413@gmail.com)

Christina Hua (cwong413@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

I live in 8 Sachem Rd in Needham. This project took about 6ft of my lawn along Highland Ave. I was told and have plans showing a wooden fence to be put along Highland after the sound barrier leading to 95S. My neighbors at 5 Sachem Road received a wooden fence 2 weeks ago. If you come and look now, you will see I only have 4 panels and a large gap between my yard and 5 Sachem's yard along Highland ave. 5 Sachem was not included in any plans. I'm sure it is instances like this that contribute to the delays in this project.

I am sure tax payers would love to know their money is contributing to individuals receiving FREE services from this project. Unbelievable that random residents receive a brand new wall while there's still temporary fence everywhere else.

ZIP code: 02494

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Monday, May 15, 2017 11:33 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BEDFORD- MINUTEMAN BIKEWAY EXTENSION; 155 comments (Sent by terry gleason, bedfordbike@gmail.com)

terry gleason (bedfordbike@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

We received 392 support signatures for the Bedford Minuteman Extension Project. 155 of those people submitted personal comments.

Here is a sampling. We will provide MassDOT with all the signatures and comments at the Public Review.
 - Terry Gleason (Bedford Bike Comm., Bedford Friends of the MM Bikeway)

Name City State Zip Country SignedOn Comment

Ben Dambra Bedford MA 1730 United States 2/28/2017 I frequently use the bike path Leo Keightley Waltham MA 2453 United States 2/28/2017 This is a very important recreational and alternate transportation route and link between paths.

Ephraim VishniacArlington MA 2474 United States 2/28/2017 I've been a frequent bikeway user for over 20 years.

Anthony Melfi Bedford MA 1730 United States 2/28/2017 It's a great way to connect communities using safe and friendly transportation.

Jan van SteenwijkBedford MA 1730 United States 2/28/2017 Biking and walking should be safe for anyone Cathy Waters Bedford MA 1730 United States 2/28/2017 I use this path in all seasons and it has become very busy. It needs to be safer to protect everyone who uses it. Thanks James Rogers Bedford MA 1730 United States 2/28/2017 I support long term plan to connect to Bruce Freeman bike path.

Ron Newman Somerville MA 2144 United States 3/1/2017 I use the Reformatory Path frequently and would welcome any improvement that will make it possible in wet weather.

Albert Reuther Westford MA 1886 United States 3/1/2017 Every additional mile of rail-trail makes recreational biking and bike commuting accessible to more people. Plus I would love to see the Minuteman connect with the BFRT.

Peter Davis Arlington MA 2474 United States 3/1/2017 I'm an almost daily user of the Minuteman Commuter Bikeway, and would love to see more communities accessible via this great resource.

David Gruzca Somerville 2144 Macao 3/1/2017 I ride the trail to commute to work.

Charlie McCabe Arlington MA 2474 United States 3/1/2017 I'm a regular rider on the minuteman and fully support this extension.

Lisa Nevin Maynard OH 1754 United States 3/1/2017 Rail trails benefit the city and provides safe place for people to get out and ride or skate David Markun Arlington MA 2476 United States 3/1/2017 The Minuteman Bikeway changes people's lives. More of it would connect more people in a health-inducing way to their work, schools, and leisure activities.

Joseph Stuart Lexington MA 2420 United States 3/1/2017 We need more bicycle infrastructure!

Margaret Muckenlhexuinpgtton MA 2420 United States 3/1/2017 The Minuteman Extension is long overdue! There is high demand for safe off-road paths for transport and recreation, and with increased housing density in greater Boston, we all need more transportation options. Build it!

Dan T Oklahoma City OK 73101 United States 3/1/2017 Bike paths are important!

Brian O'Donnell Bedford MA 1730 United States 3/1/2017 Expanding the Minuteman's capacity as a commuter route is great for the environment and sound economics.

Henry Romero Concord MA 1742 United States 3/1/2017 An interconnected, paved, trail system is an invaluable asset for any community.

John Taylor Lexington MA 2421 United States 3/1/2017 The current dirt path can be challenging to navigate due to its poor condition.

Jon Ramos Boston MA 2127 United States 3/1/2017 I would like a safe, easy to ride, alternative to bring me from Bedford to Concord. The unpaved Reformatory trail is nice, but only caters to bikes with fatter tires, and is often too muddy to ride.

Steven Bercu Cambridge MA 2138 United States 3/1/2017 Great for community, families, fitness, health, recreation, the environment, the future--truly, a no-brainer. Let's get this mobility option to happen for Concord, Bedford, and other path-adjacent places.

Roberto de OliveirSaomerville MA 2143 United States 3/1/2017 I am signing to help improve safe for bike community Alexnader FriedenBoston MA 2118 United States 3/1/2017 I would like a community path that gets me from bedford to concord.

jude moran Newton MA 2465 United States 3/1/2017 I've ridden this path before there was a minuteman bikeway and was ripped up by motorcycles. Continuing this path to make egress to Concord makes sense in developing a viable conduit to the area.

Chris Sterling Somerville MA 2144 United States 3/1/2017 This really needs to be done!

Gavin Lund Cambridge MA 2141 United States 3/1/2017 Bicycle infrastructure is vital to having a healthy community!

Mike Rowell Bedford MA 1730 United States 3/1/2017 Although I like having to small piece of gravel trail right here in Bedford, it would be a huge benefit to all users to have this section of trail paved. It will make a safe exit from Bedford to cycling destinations west, without having to rely on heavily congested primary surface roads.

Chris Harris Chelmsford MA 1824 United States 3/1/2017 The minuteman path is a treasure as are all the others in MA. To be able to work towards connecting them as a larger network is all good!

John Dieckmann Belmont MA 2478 United States 3/1/2017 I love the idea of a complete off-road loop (Minuteman with extentions, Bruce Freeman, and Mass Central Rail Trail) Harrison Muskat Belmont MA 2478 United States 3/1/2017 Having a paved multi-use path from Concord to Alewife (via the Minuteman) and then to the Charles River DCR path via the Watertown-Cambridge Greenway link (coming later this year) will be amazing. Riding between Concord and downtown Boston with nearly no on-road time would be fantastic.

Charles Wesley Cambridge MA 2140 United States 3/1/2017 I use the path often and would love to see this project completed quickly!

Luis Cardona Boston MA 2215 United States 3/1/2017 As a former resident of Massachusetts and still frequent visitor, I enjoy using this trail and wish to see it expanded.

Geof Tillotson Ayer MA 1432 United States 3/1/2017 I use the trail year round, I believe that improving it will invite more folks to explore the shops, historic sites and riding options in the Concord Area.

David Wean Roslindale MA 2131 United States 3/1/2017 I am in favor of extending the network of low-stress cycling options, so that EVERYONE can use their bikes to get places and for fun!

Amit Shah somerville MA 2144 United States 3/1/2017 It's a great eco-friendly project Cat Bryant Hull MA 2145 United States 3/1/2017 This path extension is way overdue.

Susan Moses Hudson MA 1749 United States 3/2/2017 I believe cycling will improve the environment Jean Hammond Bedford MA 1730 United States 3/2/2017 It's about time to make this trail more usable and connect the Minuteman Bikeway to it namesake park.

Hugh McCrory Concord MA 1742 United States 3/2/2017 For safety reasons, I drive by car to Bedford then bike to Cambridge. I'd rather bike all the way but the trail is in rough shape for bike commuters.

Kevin Johnson Somerville MA 2145 United States 3/2/2017 I am signing because I support alternate transportation that is separated from cars. I have seen and been involved into many accidents with reckless drivers.

christopher sandearsrlington MA 2476 United States 3/2/2017 The more bike path the better!

Margaret Enders Lexington MA 2421 United States 3/2/2017 I look forward to the day when we can ride safely from Boston/Cambridge to Concord and beyond on paved bike trail. This link is very important to the eventual connection of the Bruce Freeman and Minuteman Bikeway rail trails!

michelle gurel Boston MA 2130 United States 3/2/2017 the minuteman is so beloved! give us more!!

Danielle DescoteaBurxooklyn NY 11205 United States 3/2/2017 Frequent minuteman user here: the trail is a critical piece of infrastructure and provider of ecosystem services!

Andrew Bartholomew Winchester MA 1890 United States 3/2/2017 The Minuteman Bikeway has been a massive success since its original founding, and we've seen a number of new, fantastic new bikeways in the state in recent years.. Let's continue to keep building on our successes.

Andrew McFarland Boston MA 2119 United States 3/2/2017 I want a safe route to bike to Concord!

Beth Collins Malden MA 2148 United States 3/2/2017 I'm signing because I love the Minuteman.

Betty Jane Woburn MA 1801 United States 3/2/2017 love biking Charles Arnold Lowell MA 1852 United States 3/2/2017

I'm signing because dedicated bike paths encourage more people to ride bikes, which helps to keep them healthy and provides economic benefits for restaurants and businesses located near bike paths.

Dan d'Heilly Boston MA 2115 United States 3/2/2017 I think it is important to create bike transportation corridors for health and safety.

Marnie Bolstad Newton Centre MA 2459 United States 3/2/2017 I am an avid cyclist and support the development and expansion of rail trails. Good for the community, provide a place to exercise and get outside, bring business to new areas, etc

ZIP code: 01730

Matthew Archer

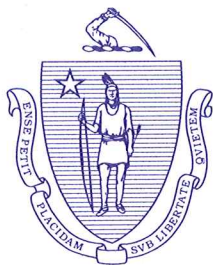
From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Wednesday, May 10, 2017 3:12 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] TIP (Sent by Paul Moyer, pauldmoyer@aol.com)

Paul Moyer (pauldmoyer@aol.com) sent a message using the contact form at <http://ctps.org/contact>.

There are two projects that I would like to see funded. As a Back Bay Boston resident, these projects will impact me directly:

- 1) The Anderson Bridge Underpass - this project, not currently funded will provide bike/ped access across North Harvard Street by means of a tunnel underneath the roadway at the Boston side approach to the bridge. This would eliminate a dangerous at-grade intersection for bicycles and pedestrians. I understand that the current Anderson Bridge Rehabilitation project will make some improvements to this intersection, but there is nothing like a tunnel to eliminate all vehicular/bike-ped conflicts.
- 2) Bowker Overpass. This whole interchange structure is in terrible condition, with corroded steel, cracked and spalled concrete and failing concrete bridge decks. A partial repair was done to the viaduct structure, but budget constraints did not allow for rehabilitation of the the ramps and the the bridge over Interstate 90. The bridge will not last much longer. It is only a matter of time until someone gets injured or killed from falling chunks of concrete, or from a complete failure of the bridge. Let's fix it on our own terms before it becomes a disaster that requires emergency measures.

ZIP code: 02116



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

May 11, 2017

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

Dear Mr. Mohler:

I write to share my concern that the I-93/I-95 Canton Interchange project is not included in the Federal Fiscal Years 2018 – 2022 Transportation Improvement Program (TIP).

This interchange has been a known problem for decades. The cloverleaf intersection at 128 was converted into a “trumpet” interchange in the 1970s. This style of interchange is a public safety hazard with its hairpin turns. It is also inefficient at handling traffic volumes. In the 1990s, a Memorandum of Understanding was signed that stated that the area would be redesigned as part of the Amtrak high speed rail project. This never happened.

Improvements to the interchange will result in safer roadways for all motorists, but particularly trucks. The hairpin turn is a menace for truckers; especially trucks transporting hazardous materials. The hairpin turns have caused numerous accidents that have resulted in serious personal injury, the release of hazardous materials, and even deaths. Traffic congestion has reduced the region’s air quality, hampered local businesses, and impeded economic growth. This has cost the region millions in potential tax revenue, which cannot be replaced.

Reconfiguring this section of road will benefit all motorists who use 128/I-93/I-95 by making it safer and easing congestion. It will also improve the quality of life for local residents. I respectfully request that this project be included in the FFY 2018 -2022 TIP.

Sincerely,

William C. Galvin
 State Representative

Matthew Archer

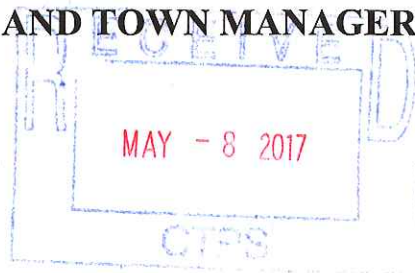
From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Monday, May 15, 2017 4:41 PM
To: publicinfo@ctps.org
Subject: [General Comment] MPO TIP (Sent by Charles Aspinwall, caspinwall@town.canton.ma.us)

Charles Aspinwall (caspinwall@town.canton.ma.us) sent a message using the contact form at <http://ctps.org/contact>.

The Town of Canton encourages the Commonwealth to continue its investment in improvements to the I95 corridor by moving to plan, fund and build the proposed improvements to the I95/I93 Interchange. The completion of the project will honor a long standing commitment of the Commonwealth to residents which use the corridor.

ZIP code: 02021

OFFICE OF THE BOARD OF SELECTMEN AND TOWN MANAGER



May 1, 2017

Karl H. Quackenbush, Executive Director, Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Pat Ciaramella, Executive Director, Old Colony Planning Council
Old Colony Planning Council
70 School Street, Brockton, MA 02301

**RE: Public Comment - Draft Transportation Improvement Plans (TIP)
MassDOT Project No. 606002 - Duxbury, Massachusetts and
MassDOT Project No. 603462 - Kingston, Massachusetts
Signal Installation at Route 3 (Northbound and Southbound ramps) at
Route 3A (Tremont Street)**

Dear Mr. Quackenbush and Mr. Ciaramella:

The Duxbury Board of Selectmen has voted unanimously in favor of expressing its continued support for the signalization of the Exit 10 ramps in Kingston and Duxbury, which is in each of your Transportation Improvement Plan Drafts currently out for public comment and review. The project lies partially within Kingston's boundaries in the Old Colony Planning Council (which is Kingston's MPO) and in which Duxbury participates as an active member, and primarily within Duxbury's borders in the Boston Region MPO.

The need to install the signalization remains a high priority for the Town, as two higher-density developments at this location, including age-restricted housing, have recently completed full build-out, and medical office use is also expanding in this vicinity. We anticipate heavier traffic as the 400-year anniversaries of Plymouth, as well as other coastal communities in coming years; will draw tourists unfamiliar with the area in the coming decade. We respectfully request that you reconsider these important aspects of the need for the improvements in your scoring process, and that you place the signalization into the current respective TIPs as funded projects in the next five-year horizon to protect and improve public safety at this location.

Please contact Mr. René Read, Duxbury Town Manager, with any further information and/or schedule a meeting. Mr. Read can be reached by telephone at 781-934-1100; Ext. 5400 or by email to read@town.duxbury.ma.us.

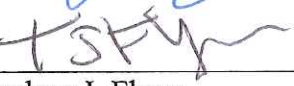
Sincerely yours,
DUXBURY BOARD OF SELECTMEN



Shawn M. Dahlen, Chair



David J. Madigan



Theodore J. Flynn

BOS:cam

CC: Honorable Representative Josh Cutler
 Mary-Joe Perry, MassDOT District 5 Highway Director
 Pamela Haznar, P.E., MassDOT District 5 Project Development Engineer
 Michele Pecoraro, Executive Director, Plymouth 400 Inc.
 Marc Draisen, Executive Director, Metropolitan Area Planning Council
 Elaine A. Fiore, Chairman, Town of Kingston Board of Selectmen
 René Read, Town of Duxbury, Town Manager
 Valerie Massard, AICP, CFM, Town of Duxbury, Planning Director
 Thomas Bott, FAICP, Town of Kingston, Planning Director

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Sunday, May 14, 2017 10:46 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] 2018 TIP comment (Sent by William Hanson, FBPAAC-Chair@rcn.com)

William Hanson (FBPAAC-Chair@rcn.com) sent a message using the contact form at <http://ctps.org/contact>.

After reviewing the Draft FFYs 2018-22 Transportation Improvement Program I was disappointed that the proposal for installation of a Pedestrian Hybrid Beacon at Route 9 and Maynard Road in Framingham, ID 608006, was not approved. This pedestrian safety proposal came about as a result of a Road Safety Audit conducted in 2013 due to the high number of pedestrians crossing the four lane divided highway at this unsignalized intersection. Many of these dangerous crossings are made by students at Framingham State University and in 2012 one University student was killed while attempting this crossing.

Although the project didn't rank high enough in the MPO scoring system to be placed on the 2018 TIP nonetheless it is a critical pedestrian safety improvement. I hope that it can be programmed within a TIP amendment in the near future.

ZIP code: 01701

From: **Contact form at Boston Region MPO** <drupaluser@ctps.org>

Date: Mon, May 15, 2017 at 7:28 AM

Subject: [Bicycle/Pedestrian/Livability Activities] Southern New England Trunkline Trail (Sent by David Labonte, david.labonte@verizon.net)

To: cclaude@ctps.org

David Labonte (david.labonte@verizon.net) sent a message using the contact form at <http://ctps.org/contact>.

I looked at Table 6-2 and did not see any mention of the Southern New England Trunkline Trail's need for improvement and state participation. There was a mention of "Worked with municipalities and DCR along the Mass Central Corridor to advance the rail trail". We have had active committees in Franklin & Medway since 2009 and we would like to get on the radar screen with the Boston Region MPO. For 2 1/2 years, we've been waiting for funds to be released from the 2014 Environmental Bond Bill. Our area reps are State Rep. Jeff Roy and Senator Richard Ross. There are tens of thousands of area residents here who direly want state help to develop the SNETT.

-----Original Message-----

From: drupaluser@ctps.org [mailto:drupaluser@ctps.org]

Sent: Wednesday, May 10, 2017 2:21 PM

To: transport_equity@ctps.org

Subject: [Transportation Equity] COMMUTER PARKING (Sent by CHARLES DOW, dowlaw@aol.com)

CHARLES DOW (dowlaw@aol.com) sent a message using the contact form at <http://ctps.org/contact>.

TO MINIMIZE CONGESTION ON S.E. EXPRESSWAY AND CARS COMING INTO DOWNTOWN BOSTON INCREASED COMMUTER PARKING IS NEEDED AT BRAINTREE AND MBTA STATIONS ON RED LINE AND AT THE INTERSECTION OF ROUTES 24 AND 139 IN STOUGHTON

ZIP code: 02108

-----Original Message-----

From: drupaluser@ctps.org [mailto:drupaluser@ctps.org]

Sent: Monday, May 15, 2017 4:01 PM

To: amcgahan@ctps.org

Subject: [Long Range Transportation Plan (LRTP)] Traffic and Public Transportation (Sent by Andrea Edson, andi825@gmail.com)

Andrea Edson (andi825@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

Please include decent public transportation planning for the whole Wells Avenue/Needham/Newton development zone. There is absolutely no public transportation that feeds this whole area so that Brookline Street, Newton and Nahanton Street, Newton are currently traffic nightmares just about every day, including weekends. With the new exits and entrances to Rt. 128 this will only increase. Speaking of which, the bike lane from Needham to Newton on Nahanton Street is extremely dangerous as it crosses the exit from Rt.

128/95 north.

There should be a stop sign for bike lane traffic, too. It's an accident waiting to happen. Several other things: Why can't the #60 MTA bus take a swing around Putterham Circle at least so that people can reach Skyline Park?

That would be a good first start. And how about sidewalks along Hammond Pond Parkway so that bicyclists and pedestrians are safe? And why is there no planning for connecting to the Needham commuter train which is almost in the backyard of Wells Avenue?

ZIP code: 02459

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Monday, May 15, 2017 6:01 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] TIP Comments (Sent by Carl Seglem, carlseglem@yahoo.com)

Carl Seglem (carlseglem@yahoo.com) sent a message using the contact form at <http://ctps.org/contact>.

I strongly support prioritization of these projects

with the highest Final Total Scores and Transportation Equity revised evaluation scores:

- * 607981, Somerville, McGrath Boulevard project (scoring 68 and 10, respectively)
- * 608449, Boston, Commonwealth Avenue, phases 3 and 4 (scoring 67 and 8)

and these additional two among the four highest Transportation Equity revised evaluation scores:

- * 608078, Chelsea, Reconstruction of Broadway, from City Hall Ave to the Revere City Line (scoring highest with 12)
- * 608275, Malden, Lighting and Sidewalk Improvements on Exchange Street (scoring 10)

and these additional two among the four with the highest Final Total Scores:

- * 607777, Watertown, Rehabilitation of Mount Auburn St. (Route 16) (scoring highest with 75)
- * 608078, Chelsea, Reconstruction of Broadway, from City Hall Ave to the Revere City Line (scoring 61).

Thank you very much.

ZIP code: 02135



Board of Selectmen

TOWN OF ACTON
 472 Main Street
 Acton, Massachusetts 01720
 Telephone (978) 929-6611
 Fax (978) 929-6350
bos@acton-ma.gov
www.acton-ma.gov

May 8, 2107

David Mohler, Chairman
 Boston Region Metropolitan Planning Organization
 10 Park Plaza, Suite 2150
 Boston, MA 02116

**RE: Kelley's Corner Intersection Improvements- Acton
 TIP ID # 608229**

The Acton Board of Selectmen is pleased to see the Kelley's Corner Intersection Improvement project on the draft 2018-2022 TIP for funding in FY22. We are grateful to the Boston MPO and MassDOT for their commitment to improving our local and regional roadway networks. The proposed improvements in Kelley's Corner not only address long standing regional vehicular congestion but will also create a foundation for a walkable town center and economic growth anticipated in the next five years.

Final design plans should be completed by 2019 and we are confident in the Town's ability to coordinate the necessary right of way acquisitions for construction in FY22.

Thank you again for your support.

Sincerely,

Janet K. Adachi, Chair
 Board of Selectmen

Cc: Alexandra Kleyman, TIP Manager
 Arthur Frost, MassDOT Highway – District 3
 Kelley's Corner Steering Committee
 Rebecca Williamson, GPI



TOWN OF ACTON
 472 Main Street
 Acton, Massachusetts 01720
 Telephone (978) 929-6611
 Fax (978) 929-6350
drb@acton-ma.gov
www.acton-ma.gov

Design Review Board

May 08, 2017

David Mohler, Chairman
 Boston Region Metropolitan Planning Organization
 10 Park Plaza, Suite 2150
 Boston, MA 02116

RE: Kelley's Corner Intersection Improvements in Acton - TIP ID # 608229

The Acton Design Review Board is writing in support of the Kelley's Corner Infrastructure Improvement project TIP ID#608299. The Board would like to thank the Boston MPO for including the Kelley's Corner project on the draft 2018-2022.

Kelley's Corner is an important crossroads and a significant commercial center within the town of Acton. However, it has been commercially developed ad hoc by individual property owners over the past several decades resulting in a mix of commercial architecture that does not fit well together as well as the significant misalignment of the street edge infrastructure including poorly organized sidewalks, signage, and street lighting systems leading to a poor pedestrian walking system and a lack of a visual sense of a unified place. A comprehensively designed and managed improvement of the roadways will not only significantly ease the traffic snarls that plague this area, it will offer the town of Acton an opportunity to unify the district with a neighborhood street edge offering pedestrian walking systems that are landscaped consistently and establish a safe and inviting opportunity for patrons of the local establishments to walk between the properties.

As a part of the proposed infrastructure improvements the introduction of safe walking and biking lanes within the Kelley's Corner neighborhood will reinforce the town's commitment to enabling multi-faceted transportation opportunities that are consistent with the complete streets program embraced wholeheartedly by the citizens of Acton.

Thank you again for considering funding the Kelley's Corner Intersection Improvement project in Federal Fiscal Year 2022.

Sincerely,

Holly Ben Joseph, Chair
 Design Review Board

Cc: Alexandra Kleyman, TIP Manager
 Acton Board of Selectmen
 Rebecca Williamson, GPI



TOWN OF ACTON
 472 Main Street
 Acton, Massachusetts 01720
 Telephone (978) 929-6631
 Fax (978) 929-6350
acton2020@acton-ma.gov
www.acton-ma.gov

May 12, 2107

David Mohler, Chairman
 Boston Region Metropolitan Planning Organization
 10 Park Plaza, Suite 2150
 Boston, MA 02116

**RE: Support of Kelley's Corner Intersection Improvements- Acton
 TIP ID # 608229**

The Acton 2020 Committee is charged with implementing the Town's comprehensive community plan, "Acton 2020." Improving the roadway infrastructure in Kelley's Corner for all users is a strong theme in the plan and arose as a primary objective through the public outreach process. In particular, the improvements in pedestrian and bicycle facilities will help foster a town center environment and address congestion issues. The Committee would like to extend their gratitude to the Boston MPO for including the Kelley's Corner Infrastructure Project #608229 on the draft 2018-2022 TIP for construction funding in FY22.

Thank you for helping the Town realize its strategic planning goals.

Sincerely,

Andrew Brockway, Chair
 Acton 2020 Committee and
 Kelley's Corner Steering Committee

Cc: Alexandra Kleiman, TIP Manager
 Acton Board of Selectmen
 Rebecca Williamson, GPI

From: Terra [mailto:terraf@compuserve.com]
Sent: Monday, May 08, 2017 2:18 AM
To: akleyman@ctps.org
Subject: Acton Kelley's Corner TIP public comment

Hello!

I'm a concerned citizen and former Selectman from Acton.

Today, I'm writing partially in support of TIP improvements for Kelley's Corner in Acton. I believe that the CURRENT residents want new sidewalks and other infrastructure improvements. We do NOT want anything that will "speed up" traffic. We do NOT want anything that "positions" us for "growth". We have already suffered from the "supersizing" of sewer infrastructure that we then become beholden to and have to "grow" to fill the capacity.

This type of growth does not help us.

We have already twice voted down Kelley's Corner rezoning for accelerated growth. I do not want my state or local tax money to pay for infrastructure for growth. If developers want that infrastructure, they should pay for it themselves. Growth never pays. Growth is only good when a community wants a specific building or set of buildings for its residents. Growth never pays fiscally. It only pays if the social benefit outweighs to the fiscal and environmental cost.

That said, we do want money for sidewalks and traffic calming... including shade trees...

Thank you for your time...

May 10, 2017

Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Members of the Boston MPO

As someone who came through the Acton-Boxboro (AB) school system, I spent many days in and around Kelley's Corner. The area is an essential gathering area for the high schoolers, junior high kids, and even the older elementary school students. This is shown by the fact that businesses see some of their busiest times during lunch periods (ABRHS allows students to eat lunch off campus) and after school. All these students create a large amount of pedestrian traffic in this area of town. This is great for the businesses and health of the students, but leads to some major issues. In its current state, Kelley's Corner is not built for increased pedestrian traffic.

Two of the most popular attractions, Dunkin Donuts and Sorrento's Pizzeria, are reached most quickly through dangerous routes. Most kids access Dunkin Donuts through a wooded path from the high school. This path itself is very safe, but it leaves students at a point of the road near no sidewalks. The vast majority of students, including myself, opt to jaywalk across busy Route 27 rather than make the long journey to a crosswalk.

When it comes to Sorrento's, most students access that store by cutting through the large K-Mart parking lot. There are no sidewalks across this stretch, and many cars speed through the lot. Most drivers don't expect kids to be walking there, and as a result I can recall multiple scenarios where my friends and I were nearly hit. When students finally make it across the large swath of pavement, they actually are granted with a sidewalk to Sorrento's. Most of the time crossing this part of the street isn't too bad, but there was an instance when one of my friends was hit by a car. He suffered a broken arm and a concussion in the incident. This incident shows the tendencies that cars have to speed in the area with no regard for others. This is due to the excessive lane widths. Improving the streetscape by changing the nature of the travel roadway and increasing the prominence of sidewalks and crosswalks, the Kelley's Corner area will become a safer area for students to eat lunch and socialize. Thank you for your consideration.

Sincerely,

Brendan Bettez, Senior, Acton-Boxborough Regional High School
46 Summer St
Acton, MA 01720

Mail Type: contact_page_mail
Date Sent: Mon, 05/15/2017 - 7:38pm
From: "Contact form at Boston Region MPO" <drupaluser@ctps.org>
To: dknudsen@ctps.org
User IP: 136.179.21.84
Address: [MPO Web Site Feedback] Ashland - Rt 126 Project (Sent by Yolanda Greaves,
Subject: yolanda.greaves@gmail.com)

Body:**Body:**

Yolanda Greaves (yolanda.greaves@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

Thank you for keeping the Ashland Rt 126 Project on the tip and in 2020. This will be an important upgrade to a major business corridor in Ashland. As a community we fully support this project and are looking at investment from the town to improve lighting and greenery along the road way. We are also actively working to move our engineering along so that if the possibility presents itself, we could move into a slot in 2019.

ZIP code: 01721

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Monday, May 15, 2017 9:58 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] draft TIP (Sent by Anne McKinnon, am10347756@cs.com)

Anne McKinnon (am10347756@cs.com) sent a message using the contact form at <http://ctps.org/contact>.

Please reconsider funding the Melnea Cass Blvd project in 2019 as currently designed. It is clear improvements to MCB are needed, but not for the proposed \$25 million for a little more than 1/2 mile! Yes, it's easy to approve this project because it's in an EJ area, but very few in the neighborhood support it. Do some research and ask the City of Boston what kind of support the current plan has, look at the cost, and see what the real benefits are. It doesn't add up. Every time the City tries to ram this through at a public event, the support seems to be smaller and smaller.

ZIP code: 02130



TOWN of BROOKLINE

Massachusetts

MELVIN A. KLECKNER
TOWN ADMINISTRATOR

333 WASHINGTON STREET
BROOKLINE, MASSACHUSETTS 02445
TEL. (617) 730-2211
FAX: (617) 730-2054
www.brooklinema.gov

May 9, 2017

David Mohler, Chairman
Boston Region Metropolitan Planning Organization
C/O: Central Transportation Planning Staff (CTPS)
10 Park Plaza, Suite 2150
Boston, MA 02116

RE: TOWN OF BROOKLINE COMMENTS ON DRAFT FFY2018-2022 TIP PROJECTS
Intersection & Signal Improvements – Gateway East, Project #605110
Carlton Street Pedestrian Bridge Rehabilitation, Project #606316

Dear Mr. Mohler,

On behalf of the Town of Brookline I appreciate the MPO's continued inclusion of our two high-priority projects in the draft 2018-2022 TIP, maintaining the Gateway East Project 605110 in FFY18 while deferring the Carlton Street Pedestrian Bridge Rehabilitation Project 606316 to FFY19. Please consider the following comments:

Gateway East Intersection and Signal Improvements Project #605110

I am pleased to see that the MPO voted on April 20th to keep Brookline's Gateway East project in Federal Fiscal Year 2018 of the MPO's Draft FFY 2018-2022 Transportation Improvement Program (TIP). As I noted during the public comment period at the MPO's March 30th meeting, the Gateway East project, upon completion, will greatly enhance bicycle and pedestrian mobility in the Route 9/Brookline Village corridor. The improvements will provide protected access to Brookline Village, one of the Town's commercial centers; to MBTA subway and bus service; and to the Emerald Necklace park system's multi-use paths, which are used by bicyclists and pedestrians alike for recreational purposes and for access to regional employment centers.

As you know, MassDOT hosted its 25% Design Public Hearing for the Gateway East project at Brookline Town Hall on April 26th. I am glad to report that public response was overwhelmingly positive. The Town looks forward to building on this recent momentum, and we will work closely with our design team and MassDOT to move the project toward 100% design in the months ahead.

Carlton Street Pedestrian Bridge Rehabilitation Project #606316

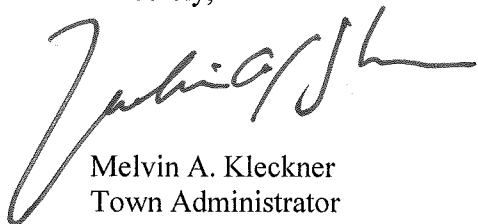
I was disappointed to learn that in the late minutes of their April 20th meeting, the MPO proposed an amendment moving the Carlton Street Footbridge from FFY 2018 to FFY 2019. I was unaware of the MPO's consideration of this possibility. The Brookline team, spearheaded by design engineer

Kleinfelder and guided by MassDOT, is working on the 100% design submittal and finalizing an MBTA easement, as well as construction access licenses with the MBTA and the City of Boston.

Spanning the MBTA Greenline tracks, the footbridge project not only restores an historic pedestrian link to the Emerald Necklace Parks, lining the banks of the Muddy River, but provides universal access to this regional resource. I would highlight that the rehabilitation of the Carlton Street Footbridge remains a required mitigation measure by MEPA associated with Phase II of the Muddy River Restoration project, scheduled also to be underway in FFY 2019. While disappointed with the MPO's unexpected action on this project, the commitment to the footbridge project in FFY 2019 will continue to meet MEPA's expectations and requirements for the restoration of this Muddy River Parks' pedestrian access feature.

In summary, I thank the MPO for their continued support of these two projects, both of which help us locally to address the shortcomings of regional transportation infrastructure located in Brookline. Safe pedestrian and bicycle mobility is a driving force to each of these projects, consistent with MPO priorities. We look forward to the MPO finalizing the draft FFY 2018-2022 TIP, and the expeditious design review, advertising and construction of these two important projects.

Sincerely,

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

Melvin A. Kleckner
Town Administrator

cc: Ali Kleyman, TIP Manager

Brookline Housing Authority

90 Longwood Avenue Suite 1
Brookline, Massachusetts 02446

Phone (617) 277-2022
Fax (617) 277-1462
TTD 1-800-545-1833, Extension 213
www.brooklinehousing.org



Board of Commissioners

David Trietsch, Chairman
Michael Jacobs, Vice Chairman
Barbara Dugan, Treasurer
Joanne Sullivan, Commissioner
Judy Katz, Commissioner

Patrick Dober, Executive Director

May 2, 2017

David Mohler, Chair
Boston Region Metropolitan Planning Organization (MPO)
10 Park Plaza, Suite 2150
Boston, MA 02116
Attn: Sean Pfalzer

Re: Intersection and Signal Improvements, Route 9 & Village Square (Gateway East)
MassDOT Project #: 605110

Dear Mr. Mohler,

We are pleased to provide you with this letter of support for the Town of Brookline's Gateway East/Village Square project. The Town's proposed improvements to the Route 9 corridor near Brookline Village offer many benefits to both the residents of Brookline and the region. This project represents a significant step forward in making Brookline Village more livable and walkable for Brookline residents and for creating intra-regional connections for regional residents looking to access the MBTA Green Line and Longwood Medical Area. In particular, this project will provide increased mobility and access to employment for many low-income residents of Brookline Housing Authority (BHA) buildings south of Route 9, who are currently somewhat isolated from the rest of the Town.

A major appeal of this project is that it increases regional mobility. It provides on-street bicycle accommodation and enhanced crossing opportunities at very busy sections of Route 9. It removes the closed pedestrian bridge – which once served as a means for residents to cross Route 9 in an extremely busy corridor – and replaces it with a new, at-grade signalized crossing in the heart of the Brookline Village. The new crossings and bicycle accommodations will make Brookline Village more inviting for everyone, including a significant number of residents of the BHA, many of whom are elderly or families with children.

We understand that the Town has moved forward with 25 percent design plans for the Gateway East/Village Square project, initiating the development review process with the Massachusetts Department of Transportation (MassDOT). Creation of the plans included in the 25 percent submittal was the result of a long public planning process and included the input of many stakeholders. We look forward to further conversation with the MPO about the importance of this project and to participating in the ongoing public process anticipated as part of the design review by MassDOT.

In sum, we believe this project is a display of partnership and cooperation in solving a regional mobility need. We are well aware of the Boston Region Metropolitan Planning Organization's goal of programming projects that promote efficiency, livability and sustainability. We are confident that MPO staff and regional representatives agree that Gateway East/Village Square is a good example of a project that meets your standard for inclusion on the Transportation Improvements Program. We encourage you to fund this project and include it the FY 2013-2016 TIP.

A previous letter of support for this project from the Brookline Housing Authority is attached. It indicates our involvement in and strong support of the project since 2010.

Thank you for your consideration of our comments.

Very truly yours,

A handwritten signature in black ink, appearing to read "David Trietsch", with a stylized flourish at the end.

David Trietsch
Chairman, Board of Commissioners

Brookline Housing Authority

90 Longwood Avenue Suite 1
Brookline, Massachusetts 02446

Phone (617) 277-2022
Fax (617) 277-1462
TTD 1-800-545-1833, Extension 213
www.brooklinehousing.org

Board of Commissioners

David Trietsch, Chairman
Michael Jacobs, Vice Chairman
Barbara Dugan, Treasurer
Joanne Sullivan, Commissioner
Judy Katz, Commissioner

Patrick Dober, Executive Director

April 26, 2017

Patricia A. Leavenworth, P.E.
Chief Engineer, Mass DOT – Highway Division
10 Park Plaza
Boston, MA 02116
Attn: Project Management Section

Re: Project No, 605110 - Intersection Improvements at Washington Street and Walnut Street

Ms. Leavenworth,

This letter is submitted in support of the Town of Brookline's proposed Gateway East project involving reconfiguration of the roadways and intersections in Brookline Village in the area of Route 9, Washington Street and Walnut Street. We appreciate the consultation and consideration that the Town of Brookline staff has provided to the Brookline Housing Authority (BHA) from the earliest stages of the planning process. We also appreciate the careful review and consideration provided by MassDOT, including the public hearing scheduled for April 26, 2017.

The Brookline Housing Authority (BHA) is pleased that this project is proceeding toward construction and we strongly support the project. The Gateway area intersection in its current configuration can and should be made safer and more convenient for pedestrians and bicyclists.

The Brookline Housing Authority owns and operates a large property – Walnut Street Apartments – at the intersection of Walnut St., High St., and Washington St. There are 100 BHA households living at this property including families, children, senior citizens, and people with a variety of disabilities. Many of the residents at Walnut Street Apartments have difficulty crossing the intersection to get to the shops, T stop, and other community resources in the Brookline Village commercial district. The new intersections, traffic signals, bike lanes, etc. represented in the 25% drawings will make this major intersection safer and more pedestrian friendly.

We ask that as the project proceeds into the construction period that the Town of Brookline, MassDOT and others involved continue to include the BHA in the planning process and ensure that BHA residents are not unduly inconvenienced during construction. We have enclosed our previous letters of support for your reference.

Very truly yours,



Patrick Dober
Executive Director

Brookline Housing Authority

90 LONGWOOD AVENUE, SUITE 1
 BROOKLINE, MASSACHUSETTS 02446
 (617) 277-2022
 FAX (617) 277-1462
 TDD 1-800-545-1833, Extension 213

Board of Commissioners
 David Trietsch, Chairman
 Michael Jacobs, Vice Chairman
 Barbara Dugan, Treasurer
 Joanne Sullivan, Commissioner
 Patrick L. Dober, Executive Director

Jeff Levine
 AICP, Director
 Planning and Community Development
 Brookline Town Hall
 333 Washington Street
 3rd Floor
 Brookline, MA 02445

December 2, 2011

Dear Mr. Levine:

At a regular meeting of the Brookline Housing Authority Board of Commissioners on August 17, 2010, the Board voted to offer its support for the Gateway East/Village Square improvements. The support of the Board was based on based on the Brookline Planning and Community Development Department's presentation of the conceptual plan, which highlights a series of roadway and intersection improvements. The project encompasses a sizeable land area in close proximity to Brookline Village and the Brookline Housing Authority (BHA) properties on High and Walnut Streets. As the BHA understands it, the current proposal anticipates the removal of the closed pedestrian bridge and the creation of an at-grade signalized crossing at a new intersection of Walnut and Pearl Streets, which would replace the bridge as the primary means of crossing Route Nine, making Brookline Village more walkable and inviting for everyone, including BHA residents.

The Board understands that the Town is poised to move forward with 25 percent design plans for the Village Square project, initiating the development process with the Massachusetts Department of Transportation (MassDOT). The project is the early design stages and the Brookline Housing Authority looks forward to ongoing discussion as part of the public process as the project moves toward final design.

The Board also understands that the project will require the acquisition of about .18 acres of BHA-controlled land where Walnut Street is elongated to form the new intersection at Pearl Street. The expanded Walnut Street roadway layout would travel across the BHA-owned parking lot near the High Street and Walnut Street housing developments.

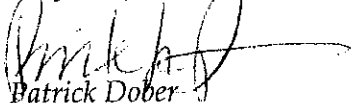
The Board is receptive to further discussion with the Town about a mutually beneficial solution, and believes that both parties will negotiate in earnest over the next several years to arrange site control for the Town.

At this time, compensation may consist of a long-term lease, a fee simple acquisition or land swap. Although it is not yet clear which of these will be the most beneficial to both parties, we are committed to further discussion as the project design evolves.

The Board understands that any disposition of BHA land will require approval from the U.S. Department of Housing and Urban Development (HUD). In the event that an agreement is reached among the various Brookline and state agencies to dispose of BHA land, the BHA will work to achieve approval of such disposition from HUD.

We look forward to further conversation and to participating in the public outreach process anticipated as part of the design review by the Town and MassDOT.

Very truly yours,



*Patrick Dober
Executive Director*

*cc: Betsy DeWitt, Chair, Board of Selectmen
Melvin Kleckner, Town Administrator*

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Sunday, May 14, 2017 8:42 PM
To: publicinfo@ctps.org
Subject: [General Comment] storm grate placement on Union Ave (Sent by Ed Kross, ekross1976@gmail.com)

Ed Kross (ekross1976@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

MassDOT Project ID 608228 Union Ave, Framingham Reconstruction, 2021 I reside on Union Ave and am an avid cyclist. Reconstruction of Union Ave provides an opportunity to place storm grates out of the path of cyclists.

To do this, basins should be placed under the sidewalks. Inlets can be vertical as part of the curb, with a solid cleanout access cover located in the sidewalk. Basin covers located in the roadway typically settle over time, causing hazards for cyclists, and require constant maintenance (the asphalt cracks around them and gets ejected.) Basin covers in concrete sidewalks do not typically settle, and the walking surface remains consistently safe.

ZIP code: 01702



TOWN OF HOPKINTON
OFFICE OF THE SELECTMEN

May 15, 2017

Mr. David Mohler, Chair
Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Dear Mr. Mohler:

At its meeting on Tuesday, May 9, 2017, the Town of Hopkinton Board of Selectmen voted unanimously to express its full support for the continued inclusion of the Route 135 (Main Street) roadway, signal and intersection improvements (TIP ID# 606043) in the 2019 Transportation Improvement Program. The project area extends from Wood Street to Ash Street along Main Street (Route 135), including the intersection of West Main Street (Route 135) at Main Street/Wood Street (Route 135) and the intersection of Main Street (Route 135) at Grove/Cedar Street (Route 85). Both locations are ranked within the top 5% of High Crash Locations within the Boston Region Municipal Planning Organization (Boston Region MPO).

Route 135 is Hopkinton's Main Street and serves as the town's principal commercial corridor and anchors the town's downtown. It also serves as a major regional corridor for the MetroWest and Central Massachusetts towns, providing key access to the Mass Pike, Interstate 495, Route 9, the Southborough and Ashland MBTA commuter rail stations and several MetroWest Regional Transit stops. The Town and the Commonwealth have invested design funds and need the improvements of the Route 135/Main Street corridor to address the projected 75% increase in traffic volume, with peak hour traffic projected to increase from 889 to 1,652 vehicles/peak hour due to permitted development that will access this corridor.

The MetroWest Regional Compact Plan, 2012, identified two State Priority Development Areas (Legacy Farms and South Street), which are located on opposite ends of the project area. In addition, several parcels in the downtown have been permitted for village-style redevelopment and expansion.

The proposed Route 135 roadway, signal and intersection improvements provide critical access to the Town's Public Safety facilities, town hall, public library, and the new village district being created around the schools and the Hopkinton Center for the Arts. In addition, this project has significant importance to the Commonwealth as the start of the Boston Marathon is within the project limits.

18 Main Street, Hopkinton, MA 01748 |508-497-9700|selectmen@hopkintonma.gov

MassDOT is reviewing the town's 25% design submission. The Town is committed to working with the MassDOT District 3 office through design and construction of the project.

As always, should you have any questions or concerns, please feel free to contact this office at your convenience.

Kind regards,

A handwritten signature in black ink, appearing to read 'Brian J. Herr', with a long horizontal flourish extending to the right.

Brian J. Herr, Chairman
Board of Selectmen

cc: MassDOT District 3 Highway Director Jonathan L. Gulliver, 403 Belmont Street Worcester, MA 01604

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Monday, May 15, 2017 6:49 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] FFYs 2018–22 Transportation Improvement Program (Sent by Ken Krause, kenneth.krause@comcast.net)

Ken Krause (kenneth.krause@comcast.net) sent a message using the contact form at <http://ctps.org/contact>.

I am writing to express my support for two projects in the FY2018-22 TIP: the Green Line Extension to College Avenue with the Union Square Spur (ID Number 1570), and the Safe Routes to School Improvements at the Brooks Elementary School in Medford (ID Number 608835). Thank you. Ken Krause, 50 Mystic St., Medford, MA 02155.

ZIP code: 02155

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Monday, May 15, 2017 7:41 PM
To: publicinfo@ctps.org
Subject: [General Comment] Safe Routes to School (Sent by Lois Bronnenkant, bronnenkantl@comcast.net)

Lois Bronnenkant (bronnenkantl@comcast.net) sent a message using the contact form at <http://ctps.org/contact>.

I am a resident of Medford, and support the Improvements for the Safe Routes to School project at the Brooks Elementary School on High Street in Medford.

Thank you.

ZIP code: 02155

From: **Contact form at Boston Region MPO** <drupaluser@ctps.org>

Date: Tue, May 16, 2017 at 8:23 AM

Subject: [Bicycle/Pedestrian/Livability Activities] Brooks school 608835 (Sent by Ellery Klein, elleryklein@gmail.com)

To: cclaude@ctps.org

Ellery Klein (elleryklein@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

I support the Safe Routes to School Improvements at Brooks Elementary School in Medford (Project ID Number 608835). The state road there is a danger to pedestrians and children and massive design changes are needed to ensure that drivers understand they are secondary and must drive slowly through neighbourhood environments.

Sincerely,

Ellery Klein
37 Fells Avenue, Medford MA 02155

ZIP code: 02155

From: **Contact form at Boston Region MPO** <drupaluser@ctps.org>

Date: Mon, May 15, 2017 at 8:59 PM

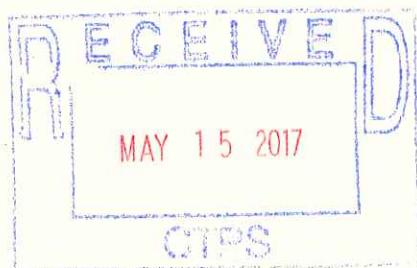
Subject: [Bicycle/Pedestrian/Livability Activities] Safe Routes to School improvements, Brooks School High St Medford (Sent by Martha Ondras, mondrasarch@gmail.com)

To: cclaude@ctps.org

Martha Ondras (mondrasarch@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

I support the Safe Routes to School Improvements project at Brooks School in Medford, 608835. Safety improvements for children and families walking in this area are greatly needed.

ZIP code: 02155



Town of Natick
Massachusetts 01760
www/natickma.gov

Martha L. White
 Town Administrator

William D. Chenard
 Deputy Town Administrator/Operations

John M. Townsend
 Deputy Town Administrator/Finance

May 10, 2017

David Mohler, Chair
 Boston Region Metropolitan Planning Organization
 c/o: Central Transportation Planning Staff (CTPS)
 State Transportation Building
 10 Park Plaza, Suite 2150
 Boston, MA 02116-3968

Dear Chairperson Mohler,

On behalf of the Natick Board of Selectmen, please accept this letter as the Town of Natick's full support for the following projects being considered for funding before the Boston Region Metropolitan Planning Organization (MPO):

Mass DOT Project Number	Funding Source & Year	Project Title	Amount Programmed
607732	CMAQ – FFY 2018	Framingham/Natick – Cochituate Rail Trail Construction	\$ 9,770,863
605034	TIP – FFY 2019	Reconstruction of Route 27 (North Main Street), from North Avenue to the Wayland Town Line	\$ 12,688,000
605313	LRTP	Bridge Replacement, Route 27 (North Main St.) over Route 9 (Worcester St.) and Interchange Improvements	\$ 25,793,370

The Town of Natick has invested significant resources in both consultant fees and staff time to support and advance the design of these projects, and will continue to invest resources to ensure these projects come to fruition as planned. These infrastructure investments support numerous economic development and quality of life initiatives within the community, including connecting over 1,000 newly constructed housing units built within the last 5 years and the major corporate campuses of TJX Companies and The MathWorks to the Natick Center business district and commuter rail station.

As one of the Metro-West's top employment destinations, the ability to safely and efficiently move people through Natick, whether by transit, bike, or vehicle is essential to the Town and the Region's continued success. The improvements noted above will greatly benefit not only the residents of Natick, but also those who come to and through Natick to work and visit.

Thank you again for your support and consideration of these important infrastructure projects.

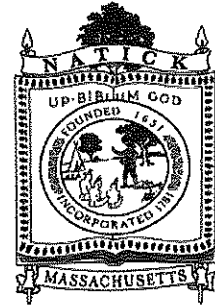
Sincerely,

A handwritten signature in black ink, appearing to read "Martha White". The signature is written in a cursive, flowing style.

Martha White

Town Administrator

Town of Natick
Massachusetts 01760
Home of Champions



Jonathan Freedman, Chair
 Susan G. Salamoff, Vice Chair
 Richard P. Jennett, Jr., Clerk
 Michael J. Hickey
 Amy Mistrot

May 15, 2017

David J. Mohler
 Executive Director
 Office of Transportation Planning
 Massachusetts Department of Transportation
 10 Park Plaza, Room 4150
 Boston, Massachusetts 02116

Dear Mr. Mohler:

On behalf of the Natick Board of Selectmen, I am writing to convey the strong support of the Town for the amended construction funding in the draft FY2018-2022 TIP for the Cochituate Rail Trail, MassDOT Project 607732.

The Town appreciates the support of MassDOT in recommending the increased funding level. The increased cost is attributable to the full replacement of the Route 9 bridge, as well as the expansion of the project scope to include improvements to Route 30.

The bridge replacement was an outcome of the 25% design hearing in January 2017, and ensuing discussions with MassDOT District 3. The Route 30 improvements are associated with a nearby development, which is partially funding the work; MassDOT has also participated in those discussions, as has Framingham.

The Town of Natick is committed to the CRT, as evidenced by the recent acquisition of required CSX right-of-way at a cost of over \$6 million, and our continued support for project design.

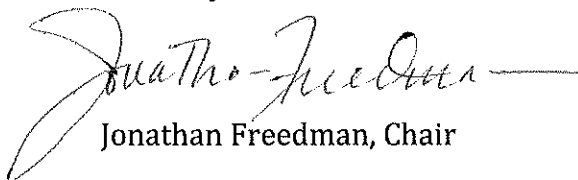
For the MPO's information, we anticipate that in the coming years a project is likely to be initiated to establish a direct connection from the CRT to a redesigned Natick Center MBTA commuter rail station, which is now at the beginning of a comprehensive design process. In

David J. Mohler
May 15, 2017
Page two

consultation with MassDOT and the MBTA, the terminus of the CRT was changed to about 1000 feet north of the station in early 2016.

The Town appreciates the MPOs support for the CRT and other transportation projects in Natick and MetroWest. Please let us know if we can answer any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Jonathan Freedman", with a long horizontal flourish extending to the right.

Jonathan Freedman, Chair

cc: Representative David P. Linsky
Senator Karen L. Spilka
Senator Richard J. Ross
Alexandra Kleyman, AICP, TIP Manager

Martha Ondras (mondrasarch@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

I support the Green Line Extension in Medford, project 1570, because it is greatly needed for access to educational and job opportunities and services, to reduce auto congestion, and to increase mobility for low income households and elderly

ZIP code: 02155

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Thursday, May 11, 2017 11:51 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Mt. Auburn Street (Route 16) #607777
(Sent by Matthew Shuman, mshuman@watertown-ma.gov)

Matthew Shuman (mshuman@watertown-ma.gov) sent a message using the contact form at <http://ctps.org/contact>.

On behalf of the Town of Watertown, I would like to express our continued support for the Mt. Auburn Street reconstruction project. The Town is happy to see the project is programmed for FY '22 and looks forward to proceeding with design to meet that schedule.

ZIP code: 02472



TOWN OF WALPOLE
COMMONWEALTH OF MASSACHUSETTS

Walpole Town Hall
135 School Street
Walpole, MA 02081
Phone (508) 660-7289
Fax (508) 660-7303
Email: jjohnson@walpole-ma.gov

Town Administrator
James A. Johnson
April 28, 2017



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

Dear Secretary Pollack:

The Town of Walpole wishes to thank the Boston MPO for keeping the MassDOT Project for Route 1A Improvements in Walpole (Project ID# 602261) programmed for funding for the FY 2020 Transportation Improvement Program.

As you are aware, this project includes much needed improvements at several busy intersections and this particular stretch of Route 1A is one of the Town's main commercial corridors and one of the region's main thoroughfares. The project area encompasses several businesses and large commercial plazas, residential areas and has public schools in the immediate vicinity, including the Norfolk County Agricultural High School.

We would like to express our continued support for this very worthwhile project, as it has been in the works since 1997 and the project will provide much needed repairs, alterations and enhancements to the infrastructure along Route 1A in Walpole from our downtown to the Norwood Town Line. This project is imperative to addressing significant traffic and pedestrian-related safety concerns, as well as enhancing the economic development potential in the region.

Should you require additional information or further evidence of our support, please do not hesitate to contact my office at 508-660-7304.

Sincerely,


James A. Johnson
Town Administrator



Charles D. Baker, Governor
 Karyn E. Polito, Lieutenant Governor
 Stephanie Pollack, MassDOT Secretary & CEO

massDOT
 Massachusetts Department of Transportation

May 15, 2017

Karl Quackenbush, Executive Director
 Central Transportation Planning Staff
 10 Park Plaza, Suite 2150
 Boston, MA 02116

Dear Mr. Quackenbush:

The Massachusetts Department of Transportation (MassDOT) Office of Transportation Planning (OTP) has reviewed the draft 2018-2022 Transportation Improvement Program (TIP) released by the Boston Region Metropolitan Planning Organization (MPO) on April 20, 2017. The following MassDOT comments include both general guidance and specific comments on the MPO's 3C planning process related to the content of this document as released for public review.

Please note the following comments specific to the information contained in the MPO's draft 2018-2022 TIP.

- Table of Contents – please review the table of contents and remove any references to entries that are not found later in the document.
- Executive Summary
 - Page ES-2: Insert a hyperlink to the Unified Planning Work Program
 - Page ES-4: Revise the phrase "...projects are funded with 80 percent federal dollars and 20 percent state dollars." This varies by funding source and match may also be provided by other entities.
 - Page ES-4: "In this planning cycle, \$648 million to \$748 million was available for statewide programming" – it should be noted that this is prior to Accelerated Bridge Program Grant Anticipation Notes (ABP GANs) payments.
 - Page ES-6: Under project evaluation narrative, include TIP Readiness Days and define "basic level of design".
 - Page ES-7: Under updates to the TIP narrative, revise the phrase "administrative modifications and amendments" to include TIP adjustments; reference the narrative in the document that describes the guidelines for an adjustment or amendment; and reference the recently adopted public participation plan to revise the comment period to 21 days.
- Page 2-2: The phrase "The FFY 2018-2022 TIP was developed with the assumption that federal funding would range from \$704 to \$745 million over the next five years" is incorrect.
- Page 2-2: Revise the phrase "projects are funded with 80 percent federal dollars and 20 percent state dollars" (see previous comment).
- Page 2-10: Reference the "Updating the TIP" section in the Executive Summary.

Project Listing

General – Ensure that all additional information adheres to the TIP template guidance.

FFY 2018

- Number pages consistently with the section (e.g. 3-2, etc.)
- 603711 – Project Additional information is missing Advance Construction nomenclature.
- BN0008 – This project is a transfer to Eastern Federal Lands; please move from Section 1B To Section 3: Planning/Adjustments/Pass-Throughs.
- 607256 – Revise programmed funds from \$3,758,081 to \$2,283,489. The currently programmed cost includes non-participating scope of work items which should not be programmed in the TIP, but should be reflected in the Additional Information column.

FFY 2019

- No comments

FFY 2020

- No comments

FFY 2021

- 606226 – Adjust Additional Information column to reflect amount currently programmed in the TIP for each line item (\$76,626,515).

FFY 2022

- 606226 – Adjust Additional Information column to reflect amount currently programmed in the TIP for each line item (\$76,626,515).
- 607738 – Adjust Additional Information column to reflect the correct amount programmed in the TIP (\$7,862,878).
- Ensure that the column depicting the Total Programmed Funds is displaying properly.

Project Information

- Page 4-4: Under Table 4-3 “Federally Required Transit Performance Measures” note that the transit performance measures by regional providers are in development as per the Transit Asset Management (TAM) Final Rule of July 2016 and are anticipated to be adopted by the MPO by Fall 2018.
- Page 4-5: Under MPO Performance Based Planning and Programming (PBPP) Activities, list the Transportation Managers Group (TMG) sub-committee on Performance Measures as one of the PBPP Activities.
- Page 4-17: Citation is needed for "disadvantaged communities have disproportionately borne the negative effects of the transportation system."
- Page 4-23: Change "non-discrimination populations" to "protected category populations".
- Page 7-1: Please remove this section of the document.

- Page 28 – Under “Project Information Key”, consider adding the State Transportation Improvement Program (STIP) nomenclature (Bicycle and Pedestrian, Roadway Reconstruction, Intersection Improvements, etc.) to the project information listings, in addition to Project Type.
- Page 28 – Regarding project type, MassDOT has project types which define the STIP program in which each project is funded. Clarify if these are MPO defined project types, and consider revising to MassDOT defined project types with roadway classifications (Arterial, Collector, Local Road).
- Page 46 – Break out the earmarks for 606226 separately from the Total Programmed Cost for construction.

Appendix

- Page C-9: Project 600518 is categorized as an increase in Greenhouse Gas (GHG) emissions in the TIP template provided to MassDOT. Verify if this is an increase or decrease.
- Page C-16: Table C-3 “Completed GHG Projects listing” should include all projects that were awarded from Federal Fiscal Year 2015 to present.

Please contact me at (857) 368-8865 or Bryan K. Pounds at (857) 368-8860 if you have any questions.

Sincerely,



David Mohler
Executive Director
Office of Transportation Planning

Cc: Jeffrey McEwen, Division Administrator, Federal Highway Administration
Mary Beth Mello, Regional Administrator, Federal Transit Administration
Jonathan Gulliver, District 3 Highway Director
Paul Stedman, District 4 Highway Director
Mary-Joe Perry, District 5 Highway Director
Walter Heller, District 6 Highway Director
Astrid Glynn, Rail and Transit Division Administrator

From: **Contact form at Boston Region MPO** <drupaluser@ctps.org>

Date: Fri, May 12, 2017 at 9:53 AM

Subject: [Bicycle/Pedestrian/Livability Activities] Bike/Pedestrian (Sent by Kellie N Gentry, pixi.gentry@gmail.com)

To: cclaude@ctps.org

Kellie N Gentry (pixi.gentry@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

I am concerned that the FY18-22 TIP plan has only 3.8% is dedicated to bike/ped connectivity. I would like to see a much larger percentage dedicated to this, especially with the recent biking deaths in the city.

ZIP code: 01915

Matthew Archer

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Thursday, May 04, 2017 4:34 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] TIP estimates too low (Sent by AnaCristina Fragoso, fragoso@pbmail.com)

AnaCristina Fragoso (fragoso@pbmail.com) sent a message using the contact form at <http://ctps.org/contact>.

Hi; I'm an engineer affiliated with RTAC and I've seen the draft version of the new TIP - it appears the estimates are based on a given project by the 25% submittal pahse, & adjustment is only 4% for projects to begin in 2019.

Both are too low.

Please reconsider the adjustmentcontingency if you're going to base it on such an early submittal.

ZIP code: 02116