

**Paths to a Sustainable Region Web and E-mail Feedback  
March 3 - May 4, 2011**

NAME	AFFILIATION	FEEDBACK	DATE
Susan Brooks	Unidentified	I use the Bruce Freeman Rail Trail often. It is easy to get errand done and a fun way to bike around. A lot of shopping is near the trail so I can combine stops. I would like more bike racks, such as the post office and our town hall. Thank you for expanding the rail trails and seeing their benefit to the community.	4/15/2011
Matthew Belmonte	Unidentified	<p>I'm writing to support inclusion of the Somerville Community Path in the Long Range Transportation Plan (LRTP), "Paths to a Sustainable Region." This planned 2.5-miles extension of the Somerville Community Path to Lechmere would at long last link the 23-mile Minuteman cycleway network with downtown Boston and the 23-mile Charles River path network, and also with the Green Line Extension stations. This extension of the Community Path cannot be designed and built, though, unless it shares infrastructure, right-of-way, and heavy construction with the Green Line Extension. Because the Green Line Extension will start construction in about two years, further funds must be identified for the accompanying Community Path extension. Inclusion of the Somerville Community Path in the LRTP will maximise chances for such funding.</p> <p>Existing routes between West Somerville and downtown Boston can be treacherous, mostly because of motorists who fail to yield to oncoming traffic. Absent any reformation of Massachusetts drivers, cyclists need a route that's separated from traffic. Without the path extension, it's only a matter of time will another cyclist will be seriously injured or killed on the streets of Cambridge or Somerville.</p>	4/29/2011
Arnold Reinhold	Cambridge resident	<p>I'm writing to urge the MPO to include the Somerville Community Path connector as a top priority bicycle and pedestrian transportation project in the Long Range Transportation Plan. Inclusion will maximize the chances of future funding for the Community Path.</p> <p>I believe this is a particularly important project as it will link the highly successful Minuteman Path to downtown Boston and the Charles River. However, it cannot be designed and built without sharing infrastructure, right-of-way, and heavy construction with the Green Line extension. The path will also bring riders to the new Green Line stations, none of which have any provision for parking. The Green Line extension will start construction in about 2 years, but more funding needs to be identified for the Path.</p> <p>Please give your careful consideration of this highly cost effective project.</p>	4/29/2011
Jess Hicks	Somerville resident	<p>As an abutter to the proposed Community Path extension in Somerville, I'm writing to urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the Long Range Transportation Plan (LRTP), "Paths to a Sustainable Region." This will maximize the the chances of important future funding for the Community Path.</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks. The Path will be a safe, ADA-compliant, zero-emissions, traffic-free, off-road route for pedestrians, bicyclists, people in wheelchairs, and other multi-modal transportation users. Moreover, it will bring these people to the new GLX stations. However, it cannot be designed and built without sharing infrastructure, right-of-way, and heavy construction with the Green Line extension (GLX). Since the GLX will start construction in about 2 years, more funding needs to be identified for the Path.</p> <p>On a personal note, the Path in its current form is one of the myriad reasons I chose to live in Somerville and have stayed here for nearly twenty years. It is one of the reasons I purchased my home and decided to stay here to raise my family. The Path in its current form sustained us as a young family, bringing us miles of joy in strollers, tricycles, and first, toddling steps. We look forward to strapping on helmets, taking off training wheels, and rolling out of our back gate onto the Path extension.</p> <p>Thank you for your consideration of this critical project.</p>	4/30/2011

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David H. Douglas	Somerville resident	<p>I'm writing to urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the next Long Range Transportation Plan (LRTP) , "Paths to a Sustainable Region." This will maximize the chances of the State seeking and allocating future funding for the Community Path.</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks. The Path will be a safe, ADA-compliant, zero-emissions, traffic-free, off-road route for pedestrians, bicyclists, people in wheelchairs, and other multi-modal transportation users that will bring these people to the new Green Line extension (GLX).</p> <p>The Community Path connector must be designed and built with the GLX), since it must share infrastructure, right-of-way, and heavy construction with the GLX. Since the GLX is required to start construction in the next few years, additional funding will be needed to complete the Path.</p>	5/1/2011
Jay Wessland	Somerville resident	<p>I'm writing to urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the next Long Range Transportation Plan (LRTP) , "Paths to a Sustainable Region." This will maximize the chances of the State seeking and allocating future funding for the Community Path.</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks. The Path will be a safe, ADA-compliant, zero-emissions, traffic-free, off-road route for pedestrians, bicyclists, people in wheelchairs, and other multi-modal transportation users that will bring these people to the new Green Line extension (GLX).</p> <p>The Community Path connector must be be designed and built with the GLX), since it must share infrastructure, right-of-way, and heavy construction with the GLX . Since the GLX is required to start construction in the next few years, additional funding will be needed to complete the Path.</p>	5/1/2011
Michelle Liebetreu	Somerville resident	<p>I'm writing to urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the next Long Range Transportation Plan (LRTP) , "Paths to a Sustainable Region." This will maximize the chances of the State seeking and allocating future funding for the Community Path.</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks. The Path will be a safe, ADA-compliant, zero-emissions, traffic-free, off-road route for pedestrians, bicyclists, people in wheelchairs, and other multi-modal transportation users that will bring these people to the new Green Line extension (GLX).</p> <p>The Community Path connector must be be designed and built with the GLX), since it must share infrastructure, right-of-way, and heavy construction with the GLX . Since the GLX is required to start construction in the next few years, additional funding will be needed to complete the Path.</p>	5/1/2011
Resa Blatman & Stefan Cooke	Somerville residents	<p>I'm writing to urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the next Long Range Transportation Plan (LRTP) , "Paths to a Sustainable Region." This will maximize the chances of the State seeking and allocating future funding for the Community Path.</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks. The Path will be a safe, ADA-compliant, zero-emissions, traffic-free, off-road route for pedestrians, bicyclists, people in wheelchairs, and other multi-modal transportation users that will bring these people to the new Green Line extension (GLX).</p> <p>The Community Path connector must be be designed and built with the GLX), since it must share infrastructure, right-of-way, and heavy construction with the GLX . Since the GLX is required to start construction in the next few years, additional funding will be needed to complete the Path.</p>	5/1/2011

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Fred Berman and Lori Segall	Somerville residents	<p>With apologies for largely copying someone else's email (because it accurately reflects our position), we are writing to urge the MPO to include the Somerville Community Path Connector as a top priority bicycle and pedestrian transportation project in the next Long Range Transportation Plan (LRTP) , "Paths to a Sustainable Region." This will maximize the chances of the State seeking and allocating future funding for the Community Path.</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks. The Path will be a safe, ADA-compliant, zero-emissions, traffic-free, off-road route for pedestrians, bicyclists, people in wheelchairs, and other multi-modal transportation users that will bring these people to the new Green Line extension (GLX).</p> <p>The Community Path connector must be designed and built with the GLX), since it must share infrastructure, right-of-way, and heavy construction with the GLX . Since the GLX is required to start construction in the next few years, additional funding will be needed to complete the Path. Just to state the obvious, if the Path is not built contemporaneously with the Green Line Extension, construction of the Path will be substantially more expensive and more complicated, and will be greatly delayed. Building the Path and the GLX at the same time is cost effective and synergistic.</p>	5/1/2011
Pauline Lim	Somerville resident	<p>I am a bicycle commuter and I'm writing to urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the next Long Range Transportation Plan (LRTP), "Paths to a Sustainable Region." This will maximize the chances of the State seeking and allocating future funding for the Community Path.</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks. The Path will be a safe, ADA-compliant, zero-emissions, traffic-free, off-road route for pedestrians, bicyclists, people in wheelchairs, and other multi-modal transportation users that will bring these people to the new Green Line extension (GLX).</p> <p>The Community Path connector must be be designed and built with the GLX), since it must share infrastructure, right-of-way, and heavy construction with the GLX . Since the GLX is required to start construction in the next few years, additional funding will be needed to complete the Path.</p> <p>Thank you for fighting the good fight!</p>	5/1/2011

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NAME	AFFILIATION	FEEDBACK	DATE
Kathleen Knisely	Somerville resident	<p>Dear planners all,</p> <p>As a 59 year old bike rider, I'm trying more and more to use the bike and not the car -- for exercise, for the energy conservation, all of that. I've done some bike planning myself in a previous lifetime in the Amherst Planning office and I get it. Money is tight, and I respect your challenge in setting priorities. Let me just note that, as a lifelong area resident, I am constantly getting questioned by newcomers to biking about the safest and easiest way to get from the Minuteman Bikeway and its extensions to the Charles River and Boston. The answer is simple: there isn't one.</p> <p>I then proceed to suggest several tortuous routes. Scares the daylights out of me to be in that vicious auto traffic, but I take my time, wear my helmet, and hope for the best. Spent the weekend looking after my 24 year old son recovering from shoulder surgery after being hit by a car on his bike, but that's another story.</p> <p>Please know that you have a lot of public support to do the right thing here. The benefits pile on themselves, as you can see more and more people making the move to bike transportation as opposed to their automobiles, and as health issues increase in importance. This is a very very important linkage for commuters for sure, but also for errands, doctor visits, recreations, socialization, and exercise. Last week I volunteered to help our City with a pedestrian and bike count on our Community Path and was amazed at the volumes of pedestrians, strollers, scooters, and dog walkers that were also active on the path, even during thunderstorm and rain.</p> <p>I'm a constant voter and taxpayer, a fiscal conservative to be sure, and I ask for your consideration in support of this linkage as a priority in the region's Long Range Transportation Plan. The Green Line extension project offers vital opportunity to incorporate linkage work, if the linkage is identified as a planning priority. Please give it your support.</p>	5/2/2011
Laura McMurry	Cambridge resident	<p>As a longtime commuter bicyclist as well as public transit user, I'm writing to urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the next Long Range Transportation Plan (LRTP) , "Paths to a Sustainable Region."</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks.</p> <p>The Community Path connector must be be designed and built with the Green Line extension, since it must share infrastructure, right-of-way, and heavy construction with the Green Line extension. Since this extension is required to start construction in the next few years, additional funding will be needed to complete the Path.</p> <p>I hope we do not lose this opportunity.</p>	5/2/2011
John Wilde	Somerville resident	<p>I'm writing to urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the next Long Range Transportation Plan (LRTP) , "Paths to a Sustainable Region." This will maximize the chances of the State seeking and allocating future funding for the Community Path.</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks. The Path will be a safe, ADA-compliant, zero-emissions, traffic-free, off-road route for pedestrians, bicyclists, people in wheelchairs, and other multi-modal transportation users that will bring these people to the new Green Line extension (GLX).</p> <p>The Community Path connector must be be designed and built with the GLX), since it must share infrastructure, right-of-way, and heavy construction with the GLX . Since the GLX is required to start construction in the next few years, additional funding will be needed to complete the Path.</p>	5/2/2011
Linda Lintz	Medford resident	<p>We've come so far, yet I'm writing to urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the next Long Range Transportation Plan (LRTP) , "Paths to a Sustainable Region." This will maximize the chances of the State seeking and allocating future funding for the Community Path otherwise it may not happen.</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks. The Path will be a safe, ADA-compliant, zero-emissions, traffic-free, off-road route for pedestrians, bicyclists, people in wheelchairs, and other multi-modal transportation users that will bring these people to the new Green Line extension (GLX). The Community Path connector must be be designed and built with the GLX), since it must share infrastructure, right-of-way, and heavy construction with the GLX . Since the GLX is required to start construction in the next few years, additional funding will be needed to complete the Path.</p>	5/2/2011

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Jonathan O'Connor	Boston resident	<p>Please support the Community path connector in tandem with the Green Line extension project. Both initiatives will do much to relieve traffic congestion that has increased strains on roads and bridges, so it would be pound wise to do both projects together while it is cost effective to do so.</p> <p>Nurturing a pedestrian culture wherever possible is vital in a number of ways. Firstly, for many working residents in Boston, driving to work is becoming financially crushing due to increased gas prices and astronomical parking rates, particularly in these hard economic times. Wherever viable alternatives are given, people do respond! I am deeply grateful for Mayor Menino's recent campaign to include bike lanes and bike safety and have seen the number of bikers skyrocket over the last decade. Just imagine if all of those riders were in idling in cars and suv's on Mass Ave during rush hour!</p> <p>Additionally, the bike paths have a merit that the street bike lanes do not. They are the only place where children can learn to ride and ride safely for extended periods of time. Growing up in Watertown, I recall the many bike trips I made down the esplanade to Harvard square and the Museum of Science. Tobacco companies and Mcdonalds have known for years that the best way to get a permanent customer base is to get children hooked. I think I became permanently hooked on biking from my rides around the Charles River, it became cemented in my mind that biking was a good way to get to places long before I ever got my license. (My pickup truck is parked at home as I write this letter on break from work!)</p> <p>The bike connector in along with the LRTP is a very small additional investment when one considers the amazing gains. Pedestrian cultures are physically healthier and therefore create less strain on the health-care system. They are more likely to promote local businesses and shops rather strip malls and franchises. They are more aware of their neighbors and more active in their community. We're so close to finishing a pedestrian segment that would connect Bedford to Boston. Lets complete the LRTP the right way, the circumstances will never be more opportunistic!</p>	5/2/2011
Camille Petri	Unidentified	<p>I'm writing to you in support of the Community Path connector. This short path provides a vital link in the regional off-street transportation network and gives residents from Bedford to Boston a meaningful improvement in community safety, environment and mobility. In addition, supporting such development plays a vital role in promoting fitness and enjoyment of the outdoors for many, many neighborhoods while cultivating an appreciation for nature and the benefits of exercise.</p> <p>It is extremely important to keep the path on the Long Range Transportation Plan, as the path shares a right of way with the Green Line Extension project, and so they must be built together.</p> <p>Please keep the Community Path on the LRTP, so it can finally connect to Boston.</p> <p>Thank you for your attention to this matter.</p>	5/2/2011
Ulandt Kim	Somerville resident	<p>I may have written before, but I guess I am doubly concerned about concerns of the path not being included in the next stages of LRTP.</p> <p>For me -- and a lot of other people, hundreds of whom I see risking their lives in traffic every day -- the path ("community path" is a silly name in my opinion) and connector are a lot more important than the green line extension. I'd say design and build the path first, then fuss with the green line. Of course I might feel differently when I am 75 and can't ride or walk very far. Anyway, I hope you understand the importance of this opportunity. If the green is built without the path, I swear I will boycott the T for the rest of my life.</p>	5/2/2011

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Alex Feldman	Somerville resident	<p>SOS ! Help .. Now !! This is the moment to help the Community Path connect to Boston, and the 23 miles of dedicated paths. You know the many benefits:</p> <ul style="list-style-type: none"> <li>* less cars clogging roadways to Boston.</li> <li>* Increase ridership on the T</li> <li>* More exercise means healthier people</li> <li>* Obesity is becoming epidemic</li> <li>* Well timed to the bicycle - kiosk program</li> </ul> <p>Please include the Community Path connector as a top priority bicycle and pedestrian transportation project in the next Long Range Transportation Plan (LRTP) , "Paths to a Sustainable Region." This will maximize the chances of the State seeking and allocating future funding for the Community Path.</p> <p>The Community Path connector must be designed and built with the GLX, since it must share infrastructure, right-of-way, and heavy construction with the GLX . Since the GLX is required to start construction in the next few years, additional funding will be needed to complete the Path.</p> <p>Let's act now. My kids will thank you for it . I don't mind if we name the path after you !</p>	5/2/2011
Gabrielle Weiler	Boston resident	<p>I live in Jamaica Plain and commute daily by bike to Tufts University. All through Boston, I take bike paths, ending up on the esplanade. This short path would keep me off Mass ave between Harvard and Porter. It would make my commute safer, faster, and more pleasant.</p> <p>This short path provides a vital link in the regional off-street transportation network and gives residents from Bedford to Boston a meaningful improvement in community safety, environment and mobility.</p> <p>It is extremely important to keep the path on the Long Range Transportation Plan, as the path shares a right of way with the Green Line Extension project, and so they must be built together.</p> <p>Please keep the Community Path on the LRTP, so it can finally connect to Boston.</p>	5/2/2011
Jeff Reese	Medford resident	<p>I'm writing to urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the Long Range Transportation Plan (LRTP), "Paths to a Sustainable Region." This will maximize the chances of important future funding for the Community Path.</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks. The Path will be a safe, ADA-compliant, zero-emissions, traffic-free, off-road route for pedestrians, bicyclists, people in wheelchairs, and other multi-modal transportation users. Moreover, it will bring these people to the new GLX stations. However, it cannot be designed and built without sharing infrastructure, right-of-way, and heavy construction with the Green Line extension (GLX). Since the GLX will start construction in about 2 years, more funding needs to be identified for the Path.</p> <p>I have lived alongside the path in Somerville in the past and made very good use of it, walking it to get to the Davis Square T stop, or biking or jogging on it for exercise and recreation. I currently live close to Magoun Square, further from the existing path, but near where it could be extended. I've always thought it was a major shame that the path didn't continue into Boston or connect with other regional bike paths. THIS IS THE OPPORTUNITY TO DO SO!!! Let's do it! Once the path is extended, I will undoubtedly use it as often as I did when I lived closer to it in Somerville.</p>	5/2/2011

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Joel Snider	Cambridge resident	<p>I live in Porter Square, Cambridge and use the bike path frequently but would appreciate a safer path into Boston via the proposed Connector. It would enable families to bike to Boston safely and decrease car traffic during major events there( Think July 4).</p> <p>I'm writing to urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the next Long Range Transportation Plan (LRTP) , "Paths to a Sustainable Region." This will maximize the chances of the State seeking and allocating future funding for the Community Path.</p> <p>The Community Path connector must be designed and built with the GLX, since it must share infrastructure, right-of-way, and heavy construction with the GLX . Since the GLX is required to start construction in the next few years, additional funding will be needed to complete the Path.</p>	5/2/2011
Dan Hamalainen	Waltham resident	<p>I am writing to request that your committee include the Community Path connector in the long range transportation plan (LRTP), "Paths to a Sustainable Region", in order to maximize the probability that the state includes funding for the Community Path.</p> <p>It is very important to me that the path move forward with connecting the Minuteman Trail and the Charles River path networks, and the only way the path can be built is if it's designed and built along with the Green Line Extension.</p>	5/2/2011
Anna Anctil	Watertown resident	<p>I'm writing this e-mail to you tonight with one hand, the other being confined at the moment by an elbow brace as I recuperate from injuries sustained during my bike commute to work 2 weeks ago. I swerved to avoid being struck by a car door opened by a motorist as I passed by and ended up face down in the street with a broken bone, cuts and bruises. My commute is a mere 4 miles, and biking it makes sense- it's one less car on the road, one more parking spot or bus seat available to others, I get exercise and the environment benefits.</p> <p>However, the route I travel each day to work does not include a bike lane or bike path and I find that despite my efforts to be careful and to follow all the rules of the road, getting to work by bike can a treacherous endeavor. There is much to be done to promote biking as a safe and healthy mode of transportation and bike paths are key! I urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the Long Range Transportation Plan (LRTP), "Paths to a Sustainable Region." This will maximize the the chances of important future funding for the Community Path.</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks. The Path will be a safe, ADA-compliant, zero-emissions, traffic-free, off-road route for pedestrians, bicyclists, people in wheelchairs, and other multi-modal transportation users. Moreover, it will bring these people to the new GLX stations. However, it cannot be designed and built without sharing infrastructure, right-of-way, and heavy construction with the Green Line extension (GLX). Since the GLX will start construction in about 2 years, more funding needs to be identified for the Path.</p> <p>Thank you for your consideration of this critical project.</p>	5/2/2011
Keja Valens	Somerville resident	<p>I'm writing to urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the next Long Range Transportation Plan (LRTP) , "Paths to a Sustainable Region." This will maximize the chances of the State seeking and allocating future funding for the Community Path.</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks. The Path will be a safe, ADA-compliant, zero-emissions, traffic-free, off-road route for pedestrians, bicyclists, people in wheelchairs, and other multi-modal transportation users that will bring these people to the new Green Line extension (GLX).</p> <p>The Community Path connector must be designed and built with the GLX since it must share infrastructure, right-of-way, and heavy construction with the GLX . Since the GLX is required to start construction in the next few years, additional funding will be needed to complete the Path.</p>	5/3/2011

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Ryan Robbins	Somerville resident	<p>I'm writing to you in support of the Community Path connector. This short path provides a vital link in the regional off-street transportation network and gives residents from Bedford to Boston a meaningful improvement in community safety, environment and mobility.</p> <p>It is extremely important to keep the path on the Long Range Transportation Plan, as the path shares a right of way with the Green Line Extension project, and so they must be built together.</p> <p>Please keep the Community Path on the Long Range Transportation Plan, so it can finally connect to Boston.</p>	5/3/2011
William H. Petri	Wayland resident	<p>I'm writing to you in support of the Community Path connector. This short path provides a vital link in the regional off-street transportation network and gives residents from Bedford to Boston a meaningful improvement in community safety, environment and mobility.</p> <p>As one who has along with his family used multiple times and fully appreciated the access the Community Path provides into part of Somerville, I am writing to support the Community Path connector project, which will eventually link the Minuteman Bikeway and Charles River path networks – over 40 miles of continuous path network through many towns the Boston metro area!</p> <p>We have biked from Wayland along the future Mass Central Rail Trail to connectors to the Community Path to our sons house in Somerville. We have looped back via the Community Path and the Minuteman to Bedford and will eventually be able to return to Sudbury/Wayland via the Bruce Freeman Rail Trail. The extension of the Community Path to provide access deeper into Somerville, Cambridge and the Charles Rive Path is critical to continuing to promote the wonderful community building, healthful and carbon saving practices of walking, skating, wheel-chairing and biking for all our citizens.</p> <p>As such, I urge the MPO Transportation Planning and Programming Committee to:</p> <ul style="list-style-type: none"> <li>* include Community Path connector in the LRTP</li> <li>* fully fund the Cedar-to-Lowell Street section of the Community Path (ID 604331) in the 2012 TIP</li> <li>* consider increasing funding in future TIPs for a longer section of this Community Path connector project , which is a long-awaited, zero-emissions multi-purpose transportation improvement project. The path project beyond Lowell Street needs to be designed and built along the Green Line Extension.</li> </ul> <p>I understand that the Community Path extension is not ready to be constructed and so 2011 TIP funds were shifted to the Assembly Square Orange Line station, a great public transit project, which is ready to use those funds now.</p> <p>I hope that the Transportation Planning and Programming Committee sees the regional as well as local significance of the Community Path connector project and will the help support this project to its eventual completion.</p> <p>It is extremely important to keep the path on the Long Range Transportation Plan, as the path shares a right of way with the Green Line Extension project, and so they must be built together.</p> <p>Please keep the Community Path on the LRTP, so it can finally connect to Boston.</p>	5/4/2011