

**Summary of Written Comments Received During the Formal Public Comment Period for the Draft LRTP, *Paths to a Sustainable Region*
September 13, 2011**

NAME	AFFILIATION	DATE	SUMMARY OF COMMENTS	GLX 1	GLX 2	GLX 3	GLX 4	MPO RESPONSE
Green Line Extension Comment Key	Multiple	8/15/11 - 9/13/11	GLX 1: The delay of the Green Line Extension is unacceptable. The Green Line Extension is a legal commitment under the State Implementation Plan and the Transportation Conformity regulations for the LRTP and the Transportation Improvement Program (TIP). The MPO should reject the delay.	X				
Green Line Extension Comment Key	Multiple	8/15/11 - 9/13/11	GLX 2: Full funding of the Green Line Extension project and any interim replacements must be identified in the Boston Region MPO's FFYs 2012-15 TIP and the LRTP.		X			
Green Line Extension Comment Key	Multiple	8/15/11 - 9/13/11	GLX 3: The Green Line to Route 16 must be funded because it is a State Implementation Plan legal commitment.			X		
Green Line Extension Comment Key	Multiple	8/15/11 - 9/13/11	GLX 4: Delaying the Green Line Extension project also delays the Community Path. Full funding of the Community Path should be programmed in the MPO's FFYs 2012-15 TIP.				X	
Jennifer Dorsen	Somerville resident	9/6/2011		X			X	
Michael Monroe	Somerville resident	9/6/2011		X				
Matthias David Siebler	Somerville resident	9/6/2011		X			X	
Sylvia Romm, MD	Somerville resident	9/6/2011		X			X	
Jennifer Lawrence	Somerville resident	9/7/2011		X	X			
Jonathan Buck	Unidentified	9/7/2011		X	X			
Dorie Clark	Somerville resident	9/8/2011		X	X			
Emily Arkin	Somerville resident	9/8/2011		X				
Dianne Haas	Somerville resident	9/8/2011		X				
Don MacKenzie	Unidentified	9/8/2011		X				
David J Marcus, PhD	Somerville resident	9/8/2011		X				
Kate Ledogar	Somerville resident	9/9/2011		X				
Larry Rosenberg	Unidentified	9/9/2011		X				
Jill Clarke	Somerville resident	9/9/2011		X			X	
Marcus Rozbitsky	Unidentified	9/9/2011		X				
Satori Bailey	Massachusetts resident	9/9/2011		X				
Victoria Thompson	Somerville resident	9/9/2011		X				
Gloria Korsman	Cambridge resident	9/9/2011		X			X	
Steven Morr-Wineman	Cambridge resident	9/9/2011		X				
Cynthia Snow	Unidentified	9/9/2011		X				
Joanna Herlihy	Cambridge resident	9/9/2011		X				
Doroth Fennell	Tufts University student	9/9/2011		X				
Henry Lieberman	Cambridge resident	9/12/2011		X				
Anne Tate	Somerville resident	9/12/2011		X	X			
Glen Fant & Anne-Marie Wayne	Medford residents	9/12/2011		X			X	

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Steve Mulder	Somerville resident	9/12/2011		X				
Nina Garfinkle	Livable Streets Alliance, President	9/12/2011		X			X	
Susan Moynihan	Somerville resident	9/12/2011		X			X	
Ellen Shea	Somerville resident	9/12/2011		X	X		X	
Tanya Paglia	Somerville resident	9/12/2011						
Daniel Brockman	Somerville resident	9/12/2011		X				
Maureen Barillaro	Climate Action	9/12/2011		X				
David Dahlbacka	Somerville resident	9/12/2011		X				
Andy Pyman	Somerville resident	9/12/2011		X				
Janine Fay	Somerville resident	9/12/2011		X				
Sara Rostampour	Somerville resident	9/12/2011		X	X			
Ethan Contini-Field	Somerville resident	9/12/2011		X			X	
Todd Kaplan	Somerville resident	9/12/2011		X				
Alice Grossman	Unidentified	9/12/2011		X	X			
John Wilde	Somerville resident	9/12/2011		X			X	
Alp Sipahigil	Cambridge resident	9/12/2011		X			X	
Zehra Cemile Marsan	Medford resident	9/12/2011		X			X	
Naomi Slagowski	Somerville resident	9/12/2011		X				
Barbara Broussard	East Cambridge Planning Team, President	9/12/2011		X				
Bob Nesson	Unidentified	9/12/2011		X			X	
Nina Garfinkle	Boston resident	9/12/2011		X			X	
Alex Epstein	Somerville resident	9/12/2011		X				
Janine Glass	Cambridge resident	9/12/2011		X				
Tai Dinnan	Somerville resident	9/12/2011		X			X	
Lois Grossman	Medford resident	9/12/2011		X		X		
Dennis Dunn	Weymouth resident	9/12/2011		X		X		
Lynn Laur	Somerville resident	9/12/2011		X				
Susan Wilkinson	Somerville resident	9/12/2011		X			X	
Rachel Stark	Unidentified	9/12/2011		X				
Jeffrey Swan	Medford resident	9/12/2011		X			X	
Luke McDermott	Medford resident	9/12/2011		X		X		
William Messenger	Belmont resident	9/12/2011			X		X	
Rachelle	Unidentified	9/12/2011		X		X		
David Scott	Somerville resident	9/12/2011		X				
Mark Chase	Somerville resident	9/12/2011		X				
Pauline Lim	Unidentified	9/12/2011		X	X		X	
Eric Becker	Somerville resident	9/12/2011		X				
Marla Rhodes	Somerville resident	9/12/2011		X				
Michael De Lisi	Somerville resident	9/12/2011		X	X			
Melissa Lowitz	Somerville resident	9/12/2011		X				

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Leonard Tower Jr.	Somerville resident	9/13/2011		X			X	
Dan Hamalainen	Waltham resident	9/13/2011		X			X	
Linda Goulet	Somerville resident	9/13/2011		X	X			
Erin Hemenway	Somerville resident	9/13/2011		X	X			
Phoebe Hackett	Somerville resident	9/13/2011		X				
John Roland Elliott	Medford resident	9/13/2011		X	X	X		
Chris Mancini	Somerville resident, Exec. Dir. Groundworks	9/13/2011		X	X	X		
Aileen Bellwood	Somerville resident	9/13/2011		X	X	X		
Natasha Burger	Somerville resident	9/13/2011		X	X		X	
Heather Van Aelst	Brickbottom Community Trust	9/13/2011		X	X		X	
James Moodie	Medford resident	9/13/2011			X			
Alan Moore	Somerville resident	9/13/2011		X	X		X	
Richard Nilsson	Nilsson Associates	9/13/2011		X				
Michael Chiu	Somerville resident	9/13/2011		X				
Joanna Hale	Somerville resident	9/13/2011		X				
Thomas Egan	Somerville resident	9/13/2011		X	X			
James McGinnis	Somerville resident	9/13/2011		X	X	X		
Andy Hinterman	Somerville resident	9/13/2011		X			X	
Jared Worful	Somerville resident	9/13/2011		X	X	X		
Adelaide Smith	Somerville resident	9/13/2011		X	X		X	
Karen Molloy	Somerville resident	9/13/2011		X	X		X	
Vanessa Vega	Medford resident	9/13/2011		X	X	X		
Emma Oster	Somerville resident	9/13/2011		X	X	X		
Julia Petipas	Somerville resident	9/13/2011		X				
Lisa Brukilacchio	Somerville resident	9/13/2011		X	X	X		
Elizabeth Kazakoff	Somerville resident	9/13/2011		X	X		X	
Michael Prange	Somerville resident	9/13/2011		X	X			
Denise Taylor	Somerville resident	9/13/2011		X	X		X	
Nancy Bernhard	Somerville resident	9/13/2011		X	X		X	
Rich and Alison Lee	Unidentified	9/13/2011		X	X	X		
Elisabeth Bayle	Medford resident	9/13/2011		X	X	X		
Margy Avery	Somerville resident	9/13/2011		X	X			
JohnWilde	Somerville resident	9/13/2011		X	X		X	
Wendy Blom	Somerville resident	9/13/2011		X	X		X	
Rachel Burckardt	Cambridge resident	9/13/2011		X				
Douglas Rhodes	Medford resident	9/13/2011		X	X		X	
Lynn Weissman	Somerville resident	9/13/2011		X	X		X	
Enid Kumin	Somerville resident	9/13/2011		X	X		X	
James Bride	Somerville resident	9/13/2011		X	X			

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Ellin Reisner	Somerville Transportation Equity Partnership, President	9/13/2011		X	X			
Joel Bennett	Somerville resident	9/13/2011		X	X		X	
Andrea Yakovakis	Unidentified	9/13/2011		X	X	X	X	
Scottie Campbell	Dedham resident	9/13/2011		X	X		X	
Jeanine Jenks Farley	Somerville resident	9/13/2011		X	X		X	
Derek Prior	Somerville resident	9/13/2011		X				
Resa Blatman	Unidentified	9/13/2011		X	X		X	
Gerald R. Herb Wilmoth	Somerville resident	9/13/2011		X				
Paul Morgan	Somerville resident	9/13/2011		X	X		X	
Catherine Thompson	Somerville resident	9/13/2011		X	X		X	
Alex Krogh-Grabbe	Somerville resident	9/13/2011		X	X		X	
Courtney Petri	Somerville resident	9/13/2011		X	X		X	
Michelle Liebetreu	Somerville resident	9/13/2011		X	X		X	
Leigh Lozano	Somerville resident	9/13/2011		X	X		X	
Abe Cohen Dvornik	Somerville resident	9/13/2011		X	X		X	
Tim Sackton	Cambridge resident	9/13/2011		X				
Amanda King	Somerville resident	9/13/2011		X	X		X	
Christine Casalini	Somerville resident	9/13/2011		X	X		X	
Jonah Petri	Somerville resident	9/13/2011		X				
Brett LaFlamme	Somerville resident	9/13/2011		X				
Sarah Shugars	Somerville resident	9/13/2011		X				
Esme Blackburn	Somerville resident	9/13/2011		X	X			
Fred Berman	Unidentified	9/13/2011		X	X		X	
Jane Sauer	Somerville resident	9/13/2011		X				
Bathsheba Grossman	Somerville resident	9/13/2011		X	X		X	
Sara Zucker	Somerville resident	9/13/2011		X				
James McGinnis	Somerville resident	9/13/2011		X		X		
John Hostage	Watertown resident	9/12/2011		X	X			
Kristine Lessard	Somerville resident	9/12/2011		X				
Taryn LaFlamme	Unidentified	9/12/2011		X				
Bill Marx	Somerville resident	9/12/2011		X				
Carice Pingenot	Unidentified	9/12/2011		X				
Ted Bach	Somerville resident	9/12/2011		X				
Jeff Reese	Medford resident	9/12/2011		X	X		X	
Erica Schwarz	Somerville resident	9/6/2011		X			X	
Rachel Fichtenbaum	Cambridge resident	9/12/2011		X				
Arun Sannuti	Somerville resident	9/6/2011		X	X		X	

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Chun Ye	Somerville resident	9/5/2011		X	X		X	
Miranda Banks	Somerville resident	9/6/2011		X	X		X	
Rachel Gordon	Medford resident	9/6/2011		X			X	
Kenneth Krause	Medford resident	9/13/2011	GLX comments 1, 2, and 3. Also, supports reconstruction of the Revere Beach Parkway over the Malden River and reconstruction of the Cradock Bridge over the Mystic River. They will benefit all modes and the waterways beneath the spans.	X	X	X		
Gladys Maged	Somerville resident	9/8/2011	Feels that her neighborhood has become increasingly unhealthy because of air pollution. Believes that the project will decrease car traffic and help with congestion issues faced by many Somerville and Boston workers.					
Lynn Weissman and Alan Moore (with 320 attached notes of support from individuals listed below)	Friends of the Community Path, Co-Presidents	9/13/2011	Full funding and realistic funding sources for the Green Line Extension and the Community Path should be shown in the LRTP. The LRTP fails to meet the fiscal constraint and the environmental (timely completion) requirements. MassDOT has failed to meet promised deadlines. Urge the Extension to be put back on schedule. Also urge enforcement of the legal and environmental obligations to the full extent. The Community Path should be constructed simultaneously with the Green Line Extension. They share infrastructure, right-of-way, heavy construction activities. The Green Line Extension and Path are sustainable transportation and will help more people get around without cars, reduce emissions and help economic development, connect neighborhoods to Green Line stations, increase Green Line ridership at low cost, make the project multi-modal, create a regional path network of almost 50 miles in 11 municipalities. State-funding the Green Line will alleviate delays. The Green Line and other TCMs must be given priority for completion (It has never been a state priority). This delay violated the legal requirements to give the project highest priority in all transportation planning documents. Money should be reallocated to the Green Line from optional projects. The state is legally obligated to extend the Green Line to Medford Hillside; College Avenue is not Medford Hillside. Failure to fund the extension to this point violates the existing agreement. Delaying the Green Line Extension without mitigation of pollution will negatively affect the health of Somerville and regional residents. Somerville has high exposure to traffic and diesel rail pollution. Green Line is greatly needed in environmental justice and economic justice neighborhoods in Somerville and Cambridge. There may be higher rates of mortality, lung cancer, heart attack, childhood asthma because of this exposure. The Green Line project brings access to 85% of Somerville residents and to residents of neighboring municipalities. It fully embodies the principles of GreenDOT and will help Massachusetts reach its GHG reduction goals. The delay could jeopardize the state's federal funding, increase the cost, deny a key transit link, result in loss of sales and income tax revenues, and cause the communities to miss benefits. The Governor and Lt. Governor should honor their commitment to build the Green Line Extension in their term. MassDOT has not demonstrated a funding plan and construction schedule to meet the SIP requirement using only state funding.					
Lynn Weissman and Alan Moore (continued)	Friends of the Community Path, Co-Presidents	9/13/2011	(continued) There is a lack of transparency and seriousness in meeting the legal SIP requirements. Land acquisition is not acceptable as a primary factor for the delay. Track could be laid while acquisitions for the stations are made. The maintenance facility could be completed after the Green Line is built. The phasing suggested should only be allowed if the state is legally bound to complete the full project to Route 16 by 2018. The Fast 14 project is an example of what the state can accomplish with commitment.					

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Justine Cohen, The Campe Family, Nora O'Brien, Hannah Jenkins, Elizabeth Auroden, John Wilde, Charles Denison IV, Matt Carty, Bower, Dr. Rachel Freudenburg, Kristine O'Brien, Jesse De la Rose, Patrick King, Jennifer Kapuscik, Joan Kreie, Justin Launderville, Kristine Dunn, John Lewis, Joanna Launderville, James Castignoli, Michael Quan, Catherine Anne Tweedie, Nathan Dale, F.J. Zandbergen, John Covert, Curtis Townsend, Kate Kelleher, Nancy Gittelson	Lexington, Somerville, Boston, Brookline, Cambridge, Medford, Falmouth, Winchester residents	9/13/2011	These people submitted supporting notes to the Friends of the Community Path letter. They all asked that the Community Path be in the final LRTP Investment Strategy. Asks that the LRTP include funding for the community Path with the Green Line Extension from Lowell Street to Lechmere between 2013-2015, as this is the most cost-effective and practical way to complete the project. Many have handwritten individual comments and several comments are in the form of drawings expressing enthusiasm. The individual handwritten notes convey messages about the following benefits and attributes of the Community Path: <ul style="list-style-type: none"> • It promote exercise, health, family activity, and fun; reduce obesity • Would be a cost effective way to provide access to the stations • Would create community and social space • Would support healthy transportation (including commuting) • Would result in a larger linked network of paths • Would link neighborhoods and municipalities in the region • Would be an asset for the region • Would improve air quality and quality of life • Would reduce roadway congestion and support economic activity • Would be a commitment to health and sustainability • Would increase safety and promote bicycling and walking • Would provide better access to community resources • Would improve mobility and save fuel • Would be an important transportation option for commuting and other types of trips • Would create a direct route (to destinations including Boston) for persons with disabilities; persons using wheelchairs or scooters • Would reduce neighborhood transportation impacts and support responsible growth • Would improve motorists level of comfort Some individual notes urged completion of the Community Path in conjunction with construction of the Green Line.					

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Megan Sebasky, Susan Hamilton, Sarah Perlmutter, Charles Bend, Julia Malik, Marcello Murray, Gerald Hershkowitz, Rebecca Schor, John Sommerstein, Ethan Contini-Field, Lauren Mayhen, Cian Rath-Cullimore, Daniel Toner, Jeanie Mills, Judith Klausner, Stephan Pomeroy, Adam Rocha, Josh Wairi, Michael Heyman, Mark Pasmussen, Roger May, M. Halevi, Timothy Butler, Rev. Ellen Frith, Ashley Coleman-Fitch, Kim Neher, Alex Bombard-Fitch, Richard Dougherty	Cambridge, Somerville, Arlington, Medford, Boston, Fairhaven, E. Wenatchee, WA; Lexington residents	9/13/2011	Continuation of the list of names in support of the Friends of the Community Path comment letter.					

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George Smith, Marjorie Crockett, Elizabeth Brighan, Rebecca Abbott, Patricia Cordeiro, Mark Fellenz, Christian Rodriguez, Miranda Banks, Louis Epstein, Nix Goldowsky- Dill, Maggie Kaiser, Daniel Reis, Ranga Natasujan, Dion Mraz, Christine Mraz, Susan Bloom, Cassandra Baxter, Meridith Greene, Eben Cross, Rahela Zdunic, Stephan LoVerme, Erin Genett, Becky Ernes, Paula Pomianowski, John Collins, Tim Curtin, Ariyeh Weissman Bennett, Kate Penrose, Kate Sheehan	Cambridge, Winchester, Wayland, Medford, Somerville, Arlington, Boston, Belmont, West Boylston residents	9/13/2011	Continuation of the list of names in support of the Friends of the Community Path comment letter.					

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Rachel Fichtenbaum, David Anderson, Elizabeth Hardy, Brian Cagney, Mark Jewell, John Jackson, Meghan Misset, Seth Heidkamp, Juni Chandalia, Sam Christy, Jeff Greenwald, Janie Katz-Christy, Kelly Richburg, Chris Richburg, Rob Canuso, Zackary Weissman Bennett, Dan Brun, John Sadoff, Andrea Broggi, Joseph Keane, Kristian Varnik, Alex and Ami Feldman, Ana Olgi, N. Kumar, Ian Boardman, Adelaide Smith, Mitch Stoltz, Kate Daniel, Elizabeth Fine	Somerville, Medford, Brookline, Cambridge, Westwood residents	9/13/2011	Continuation of the list of names in support of the Friends of the Community Path comment letter.					

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Chad Laurent, Jardaeina Laurent, Sasha Krushnic, Janet Wood- Spagnoli, Amy Mendoza, Mary Anna Gram, Patricia Hawkins, Enxhi Popa, Jean Monroe, Daniel G., Juan Jose C., Heather MacLean, Heidi Burke, C. Garrett Laws, Karen Edlund, David Bank, Stewart Jester, Peter Lee, Margaret W., Gianna Ericson, Dr. Keith Ericson, Michelle Vincow, James Hanley, Martin Jaspar, Michael Corso, Ember Cook, Naomi Stein, Kara S., Sarah Winaweer- Wetzal, Michael Schechter	Somerville, Medford, Belmont, Maynard, Cambridge, Boston, Waltham residents	9/13/2011	Continuation of the list of names in support of the Friends of the Community Path comment letter.					

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Danielle Ulanet, Christopher Eschenbach, E. Wiest, Debra Lytle, Ilana Galil, Michael Edge, Kristen Irvin, Gregory Saia, Rachel Borgatti, Jennifer Gifford, Lee Stoiser, Anthony Smith- Grieco, Ulysses Lateiner, Allison Strochlic, Sally Chapman, Matthew Farrelle, Christopher Bova, Rebekah McAslin, Christina Epstein, Pallas Snider, John Bunzick, Carol Parker, Chris Hearse, Amanda Breneman, Matthew Banos, G. Schnitzler, Micah Sachs, Edward Gordon, Sarah Phillips	Somerville, Arlington, Medford, Cambridge, Boston residents	9/13/2011	Continuation of the list of names in support of the Friends of the Community Path comment letter.					

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James Scott Arnold, Holly Hatch, Geoff Sheinfeld, J. Rosenstock, Vita Waters, Gillian Carter, Ellin Reisner, Andrea Yakovakis, Zehra Cemile Marsan, Catherine Cabrera, Justin Haber, John Fuller, Joe Sherman, Alana Parkes, Louisa Bradberry, Beverly Hsu, Molly Swanson, Ben Gleason, Jane Gillooly, Cathy Thomason, Jack Cushman, Ryan Evans, J. Davey Duke, Kimmy Chan, Jesse Mott, C. Leonardi, Sharon Zimmerman, Alaine Thaler, Holly Parker, Ron Brunelle, Louisa Stephens	Somerville, Cambridge, Boston, Malden, Medford, Nashua, NH residents	9/13/2011	Continuation of the list of names in support of the Friends of the Community Path comment letter.					

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Dan von Lossnitzes, Meg Rose, Charles Rose, Andy Joseph, Lucilia Valerio, Rain Robertson, Zoe Robertson, Megan Curtis, Mark Niedergang, Karen Molloy, Christopher Vaughan, Ted Bach, Kathryn Johnson, Victoria Thompson, Todd Easton, Brian Murphy, Lisa Oray, Joanne Pascal, Melanie Magnan, Kate Doiron, Laura Ma, Ryan Ma, Silvia Rimolo, D. Charbonneau, John Chamberlain, Jennifer Argiras, John Taylor, Cate Laroche, P. Argires, Stephanie Bielagus, Ritu S., Chris Yang, Alexis Gates	Somerville, Cambridge, Newton, Belmont residents	9/13/2011	Continuation of the list of names in support of the Friends of the Community Path comment letter.					

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Yvonne Yamanaka, James Zou, Niels LaWhite, Kyle Barrett, Matthias David Siebler, Meghan Bailey, Tiffany Knight, Evan Reynolds, Rui Zhong, Christine DiBusno, Catherine Boyson, Lisa G., Arah Schuur, Cynthia Y., Eric Krupka, Iyah Romm, Carmel Kozlov, Sylvia Thompson, Thomas Hobson, Leslie Caiola, Ellen Stoolmacher, Joanna Sebik, Kathleen Eldridge, Michelle Becker, Monica Luke, Diego Garcia, Carolyn Grantham, Maureen Strode, Harold Boll, Lakshmi Jayaraman, Zoe R., P. Gupte	Cambridge, Arlington, Somerville, Worcester, Lowell, Quincy, Medford residents	9/13/2011	Continuation of the list of names in support of the Friends of the Community Path comment letter.					

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Amelia Ehrens, Elizabeth Bergman, Pauline Katz, Kara Morris, Kathryn Kinder, Charles Snow, Edward Below, Laura Roberts, Megan Murphy, Stuart Mendelson, Jennifer H., Glenn Patrick, Joel McKellar, Joshua Elvander, Elaine Strunk, James Barr, Galen Murton, Brian Brady, Graham Twibell, Daniel Snyder, Karen Gardner, Gabriela Cafalano, Michael Conte, Max Poulsso, Rebecca Moses, Barr Polsky, Jennifer Gutbezah, Cindy Vojnovic, Zorangeli Ramos, Randall Winchester	Somerville, Cambridge, Boston, Hopkinton, NH; Easton, PA residents	9/13/2011	Continuation of the list of names in support of the Friends of the Community Path comment letter.					
Alissa Weiss, Eric Weiss, Carson Campe, Ana Barrett	Somerville residents	9/13/2011	Continuation of the list of names in support of the Friends of the Community Path comment letter.					
Howard Muise and Jeffrey Maxtutis	Town of Arlington Transportation Advisory Committee	9/13/2011	Concerned about the delay to the Green Line Extension. Arlington strongly supports extending the Green Line to Route 16 in Phase I. The Route 16 terminus will reduce vehicle miles traveled and have air quality, environmental, economic, and social benefits. Building the Community Path connector along with the Extension will provide Arlington residents a nonmotorized way of travel to Boston. The delay will result in additional costs.					
Elsie Woodward, Chair	Concord Board of Selectmen	8/22/2011	Supports the Crosby's Corner Project as it will address long-standing safety concerns for Route 2 travelers. Also supports the Bruce Freeman Rail Trail Project which will improve traffic flow in Concord, promote alternatives to automobile transportation, and will support West Concord businesses.					

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Richard A. Dimino	A Better City, President and CEO	9/13/2011	Commends the Needs Assessment. The Current Approach Investment Strategy selected by the MPO is not the most effective strategy for achieving the MPO's goals or addressing the issues identified in the Needs Assessment. The LRTP misses an opportunity to respond to the Needs Assessment in the near-term, and to consider a big-picture, long-term view that goes beyond the current highly-constrained funding environment. Strategy Three, New Mix of Projects and Programs, would have been more effective at addressing the needs. Identifies several policies that should receive emphasis in project selection. Identifies critical needs in the Central Area, including transit reliability; capacity constraints at Ruggles Station, the Green Line Central Subway, and the Orange Line at peak hours; gaps in the transit system that limit circumferential travel in several communities; poor connectivity between points served by the Green Line and the South Boston waterfront and Logan Airport; expansion to meet future transit demand; and the transit needs of environmental justice communities. Supports including Illustrative Projects. Among those suggested are the Urban Ring early action items, Silver Line Phase III, T under D, and design of the Red Line-Blue Line connection. These projects address many issues identified in environmental justice areas. Cautions against assuming all funds available for transit will need to be spent on state of good repair projects during the time horizon of the LRTP. Urges the MPO to spend some of the 42% of the MPO's discretionary funds that are unassigned in the LRTP on low-cost projects that directly address the MPO's goals and the identified needs, including the early action items for the Urban Ring. A far greater proportion of the programmed funds should go towards transit expansion. Model results showing greater growth in transit trips than auto trips support the need to invest more funds in transit. The MPO needs to plan for additional resources that will be available in the future.					
Robert W. Healy	City of Cambridge, City Manager	9/12/2011	Commends the Needs Assessment. States that there is a disconnect between the Needs Assessment and the where the MPO is directing resources through the LRTP. Disagrees with the MPO's strategy of honoring previous commitments regardless of whether or not they address the most pressing needs. Projected demand for transit service resulting from MetroFuture requires investments to expand transit capacity. Red Line maintenance and bus crowding in Cambridge are not addressed by the projects in the LRTP. Urges the MPO to support the Green Line Extension. Supports continued planning for the Urban Ring, Phase II. Concerned that the LRTP does not go far enough to reduce greenhouse gas emissions.					

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Paul F. Matthews	495/MetroWest Partnership, Executive Director	9/12/2011	Growth in the 495/MetroWest region has led to several transportation challenges including traffic congestion, increased vehicle miles traveled, highway capacity constraints, gaps in public transit, and aging infrastructure. Disappointed by the inability to fund the I-495/I-290/Route 85 interchange project in Hudson and Marlborough. Urges the MPO to reevaluate the potential benefits of this project. It's the top interchange priority for the Partnership and the region's second worst transportation problem. Presents data supporting its inclusion in the LRTP and a favorable evaluation under the Environment and Climate Change, and Livability and Economic Benefit evaluation criteria. Appreciates the inclusion in the LRTP of the Assabet River Rail Trail, the Bruce Freeman Rail Trail, and the Route 135/126 Grade Separation. Emphasizes the importance of the 135/126 Grade Separation. It is a highly congested area and a top crash location. It will encourage redevelopment and revitalization of Framingham's downtown. Expansion of service on the Worcester/Framingham commuter rail line will make the problems worse. The Boston Region MPO should share in the funding of the I-495/Route 9 and I-495/I-90 interchange projects. Urges the Boston Region MPO to approach MassDOT and the Central Mass MPO to work on new and creative mechanisms for funding cross-jurisdictional projects. This is especially important because of current land use planning work for the MetroWest region. The movement of people and goods pays no attention to MPO boundaries. Commends the Needs Assessment, but asks why the I-495/I-290/Route 85, I-495/I-90, and I-495/Route 9 interchanges were not identified as bottlenecks. Also, the MetroWest/495 TMA is not listed in the existing conditions section. Alarmed that several projects in the MetroWest region were not identified as addressing a regional transportation need, although they appeared in the Universe of Projects.					
Pamela Harting-Barrat	Town of Acton, Vice Chair, Board of Selectmen	9/12/2011	Strongly support the Assabet River Rail Trail (AART) and Bruce Freeman Rail Trail (BFRT) projects. Urges the MPO to keep the AART in the 2016-20 time band of the LRTP and the BFRT in the 2021-25 time band. Design contracts for both trails are in place.					
Peter John Marquez	Community Corridor Planning Group	9/13/2011	Urges the Green Line Extension to be constructed without delay. States that a delay in the Green Line Extension threatens to disengage people from public participation and increase a collective sense of skepticism in a way that severely undermines public planning. The Green Line Extension corridor suffers from congestion and air pollution. The project will reduce vehicle miles traveled and greenhouse gas emissions, improve access to jobs, spur economic development, and support small businesses. The delay will be costly.					
Jim Gallagher	Somerville resident	9/13/2011	The LRTP seems to support sustainable transportation, but the projects selected represent the status quo. Less than 1% of funding is allocated to paths. Modeling shows negligible increases in transit, walking, and biking mode shares. Urges the MPO to reject the LRTP until it can be amended to allocate resources in a way more consistent with the stated priorities. Urges the MPO to renew its commitment to build the Green Line Extension by the end of 2014. There is no difference between the No-Build scenario and the Recommended Plan. The draft LRTP includes less funding for sustainable projects than the previous one. The MPO should commit to making all communities walkable and bikeable, which would cost less than the \$200 to \$500 million devoted to one large project. Supports building the Community Path Extension concurrently with the Green Line Extension. The LRTP should commit to developing a process to expedite walking and biking projects. The draft LRTP is not consistent with the region's land use plan, MetroFuture. States there are no projects in the LRTP not already under construction that will benefit environmental justice communities. Maintaining the existing system also has the unintended consequence of maintaining the harmful health and environmental impacts of the existing system. The full document is too long and the executive summary is too short. The LRTP should have less jargon.					

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Tom Yardley	Medical Academic and Scientific Community Organization Inc.	9/13/2011	Recognizes the need to address maintenance issues, but the LRTP misses the opportunity to prioritize projects that would address gaps in service and could be advanced in better financial times. The Needs Assessment identifies transit needs, but the "Current Approach" Investment Strategy selected by the MPO fails to fully address them. Funding should be more balance between transit and highway. The modeling for the LRTP predicts a 30% increase in transit demand between now and 2035. Several transportation gaps affecting the Longwood Medical Area (LMA) are identified in the LRTP. The LMA will be adding 2.7 million square feet. It is adding 1,200 jobs per year. It is the second largest employment center outside of downtown Boston. The LMA depends on the transit system. When the LRTP is next updated, it must include long-term recommendations for the expansion of transit services. Supports including a list of Illustrative Projects in the LRTP in order to be prepared for better financial conditions in the future. The Urban Ring should be included as an Illustrative Project. Smaller or incremental components of the Urban Ring should be modeled and included in future amendments or updates to the LRTP.					
Mayor Michael McGlynn	City of Medford	9/13/2011	States the Green Line Extension has air quality, transportation, and economic development benefits, and that air quality benefits should be of overriding concern. Concerned that the project has been underfunded and delayed as a result. Concerned that the project is not construction ready to compete for additional economic stimulus funds. Asks the MPO to revise the LRTP and TIP to allocate necessary funds to plan and design the project so it is shovel ready and to build the project in accordance with legal commitments.					
Tony Fields	North Suburban Planning Council, Chair	9/13/2011	States that it appears contradictory that the MPO did not add any regionally-significant projects to the LRTP, but reserved 42 percent of the discretionary funds for less regionally-significant projects funded through the TIP. There is uncertainty in the early years of the LRTP as to which projects will move forward. The "Current Approach" Investment Strategy was modified at a meeting without sufficient deliberation and consideration of the impacts. The public process should be transparent. Transparency helps communities plan their investment in transportation projects for which they are seeking MPO funding. The Council supports the following projects: I-93/I-95 Interchange in Woburn; New Boston Street Bridge in Woburn; Montvale Avenue in Woburn; West Street in Reading; Tri-Community Bikeway in Woburn, Stoneham, and Winchester; Route 3 and 38 intersections in Woburn and Winchester. Asks that the projects in the North Suburban subregion not be pushed into later time bands.					
Pasquale Ciaramella	Old Colony Planning Council, Executive Director	9/12/2011	States that transportation improvements to the Route 3 south corridor are a regional priority. Supports expanding the highway to six lanes from Hingham to Route 44 in Plymouth. Asks the Boston Region MPO to consider identifying the importance of improvements to the Route 3 corridor in its LRTP.					
John Kyper	Sierra Club, Massachusetts Chapter, Transportation Chair	9/1/2011	Supports alternatives to private automobile use and broadening public transportation coverage to environmental justice areas. Concerned about the Green Line Extension delay. States that the needs of the inner city population are slighted in the rush to lure suburban commuters back to transit. States that repeated delays are intolerable and urges commencement of construction. Appalled by the MassDOT proposal to abandon the design of the Red Line-Blue Line Connector. This is a missing link in the transit system that would benefit users of the entire transit system. The Commonwealth has neglected expansion to the downtown core of the transit system. The MPO did not identify mitigation for the Green Line Extension delay. Regrets the delay of the Fairmount Line Improvement Project, but encouraged that construction is proceeding on elements other than the controversial Blue Hill Avenue station.					

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Stephen V. Mackey	Somerville Chamber of Commerce, President and CEO	9/13/2011	The Green Line Extension will bring economic development. The project will support development in Somerville's Green Line Extension development zone, which includes the Innerbelt, Brickbottom, Union Square, and Boynton Yards. The zone is ideally situated for transit-oriented development that would help the city be fiscally sustainable. The Green Line Extension will lead to these benefits and create short-term and long-term jobs.					
Sen. Patricia Jehlen, Sen. Sal N. DiDomenico, Rep. Denise Provost, Rep. Timothy Toomey, Rep. Carl Sciortino, Rep. Sean Garballey	General Court of Massachusetts	9/12/2011	State that the Green Line Extension is an extremely high priority for environmental, economic, and legal reasons. The delay will increase the cost of the project. Asks the MPO to reject the 2018-20 time frame for completion. The delay violates the requirement to prioritize projects that are necessary to comply with the Clean Air Act. Construction on the Green Line Extension should begin while land taking issues are resolved. A phased construction approach should be utilized. Mitigation projects for the delay should benefit the Green Line Extension corridor, such as the Route 16 terminus and the Community Path.					
Mimi Graney and Livingston Parsons III	Union Square Main Streets	9/13/2011	Urges timely completion of the Green Line Extension. Concerned about the project's delay. The MPO should not accept the draft LRTP because it does not satisfy Transportation Conformity regulations. The Department of Environmental Protection has not granted approval to delay the Green Line Extension. The schedule shown in the LRTP does not conform to the State Implementation Plan. Deferring the Route 128 Add-a-Lane project would open up funding for the Green Line Extension. Additionally bonding authority is needed for the project as the state's 2008 Transportation Bond Bill does not authorize enough funding, even if New Starts funds are awarded to the project. Mitigation projects for the delay will be expensive. The postponement of the economic benefits of the project will also be costly to the Commonwealth. The lack of progress and delay is unacceptable.					
Mayor Jeannette McCarthy	City of Waltham	9/13/2011	Requests that the MPO include in the LRTP a new interchange and system of frontage roads, including Green Street, between Routes 20, 117, and 128. States that this project would reduce congestion, improve air quality and circulation, remove traffic from the Stow Street neighborhood, provide access to a potential transit station, and encourage economic development. An early action could be to widen and improve Green Street to serve as a regional connector between Routes 20 and 117.					
Mayor Scott Galvin	City of Woburn	9/9/2011	The New Boston Street Bridge and Montvale Avenue projects were shifted into the next decade. Urges the MPO to reconsider this decision. The policy decision to leave 42 percent of discretionary funds unassigned in the LRTP has negatively affected these two projects. Woburn has invested funds in design of the projects and it's unacceptable to push them further into the future. This decision was made without sufficient deliberation and consideration of the impacts. The public process should be more transparent. The first years of the LRTP are less clear because projects were pushed into later years. Requests that the MPO move the two projects back into this decade.					
Michelle Ciccolo	Town of Hudson	9/9/2011	Thanks the Boston Region MPO for keeping the Assabet River Rail Trail in the draft LRTP. Urges the MPO to keep the project in the final LRTP in the earliest possible time band. States that the Trail is a valuable transportation route connecting many activity centers. Large investments have been made in local, state, and federal funds to design the trail and build other portions. 5.5 miles in Hudson and Marlborough have been built. The Town supports completion of the full 12-mile Trail.					

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Ted Alexiades, Town Administrator	Town of Hingham	9/13/2011	Asks the MPO to include the Derby Street Corridor Improvement Project and proposed improvements to Route 3A and the Hingham Rotary in the next version of the LRTP. The Derby Street project is the Town's top priority. It will support commercial and industrial development along Derby Street. The Town is moving forward with design for the project. The corridor has safety and capacity issues. The Route 3A and Hingham Rotary project will address hazards and support regional economic development.					
Laura Wiener and Schuyler Larrabee	Regional Transportation Advisory Council, Chair; and the Advisory Council's Plan Committee Chair	9/13/2011	Commends the MPO for the Needs Assessment. Offers several policy recommendations to help the MPO make choices about difficult tradeoffs: maintenance should be the highest priority; for expansion favor rail, transit, bicycle, and pedestrian projects over highway projects; use statistical data and quantifiable performance measures to select projects; and the MPO should include a list of Illustrative Projects in the LRTP. Inclusion of Illustrative Projects allows the MPO to express a compelling vision of the future. Supports including the following as Illustrative Projects: the Urban Ring, the Blue Line Extension to Lynn, the North-South Rail Link, and electrification of the commuter rail system. Offered several other suggestions by mode. For transit, supports flexing highway funds to transit, urges the state to reverse the delay of the Green Line Extension, close transit gaps, and support high-speed rail. For freight, suggests the MPO include a chapter dedicated to the topic in the LRTP, describe the freight benefits and drawbacks of each project, and urges the MPO to support the Conley Terminal Bypass Road, Track 61 rehabilitation, improvements to the Framingham subdivision line of CSX, and the addition of a modern truck stop on I-495. For highways, the Advisory Council supports better management and operations and a regional HOV system. For bicycle and pedestrian planning, the Advisory Council supports a complete streets design policy where the MPO will only fund projects that serve all street users. The Advisory Council also urges the MPO to develop criteria for the evaluation of shared-use paths so that projects that will receive the most use, and do the most to remove automobiles from streets, will be prioritized.					
Jim Nigrelli	Sudbury Citizens for Responsible Land Stewardship	9/13/2011	States that the construction of the Bruce Freeman Rail Trail in Acton and Concord, with a bridge over Route 2 included, will cost about \$4.5 million per mile. Questions spending funds on non-essential amenities that will be used primarily for recreation. The LRTP should allocate funds to projects that improve air quality and reduce congestion. On-road bicycle facilities, which cost must less, should be considered in all road projects.					
Cathy Ann Buckley	Unidentified	9/13/2011	Concerned about climate change. Table 5-2 in the LRTP shows carbon dioxide emissions increasing if the projects in the LRTP are built, compared to a scenario in which they are not built. A business-as-usual approach will not work for reducing greenhouse gas emissions. The use of single-occupant vehicles must be dramatically reduced. Urges the MPO to take a stand and fight against climate change. Requests the LRTP include simple tables in the finance chapter that describe how much total money comes to the state from the federal government, how much is collected at the state level, and where it is spent. The tables should also show how much is at the MPO's discretion. Historic information should also be included.					

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Tom Michelman	Friends of the Bruce Freeman Rail Trail, President	9/13/2011	Supports the Bruce Freeman Rail Trail in the LRTP for the 2021-25 time band. Phase I in Chelmsford and Westford has been very successful. Phase 2, which will bring the Trail through Westford, Carlisle, Acton, Concord, and Sudbury will improve access to commuter rail and bus services, decrease congestion and offer alternatives to driving, provide safe access to schools, and increase economic vitality. It is important to include the Trail in the 2021-25 time band because it must be planned for construction in the next 10 years in order to access federal design funds, a kick-off meeting for final design of Phases 2A and 2C was held on September 14, and the Trail will reduce the cost of travel for users; it will contribute to a network of paths; large increases in bicycle and pedestrian use should be expected because of a better network, higher gas prices, more congestion, and investments such as the Boston Bike Share; it will encourage exercise; and voters love community paths.					
Tom Bailey	Concord resident	9/6/2011	Supports Phase II of the Bruce Freeman Rail Trail in the 2021-25 time slot of the LRTP.					
Matt Strayer	Acton resident	9/13/2011	Supports the Bruce Freeman Rail Trail. The Trail offers a safe place for commuters and families to ride.					
Judith Sprott	Concord resident	9/13/2011	Opposed to the Bruce Freeman Rail Trail. States that the Trail comes from nowhere and goes nowhere. It may lead to further damage to White Pond and other environmentally sensitive areas. Supports improving the existing street network for cyclists. There are dangerous street and rail crossings on the Trail. The Trail has not been accepted by Sudbury.					
Sally Elliott	Unidentified	9/12/2011	Opposed to the Bruce Freeman Rail Trail. It is cost prohibitive and funds are not available for maintenance. States that funds would be better spent to upgrade existing roads so bike riders can use them to commute.					
Dan Latham	Concord resident	9/12/2011	Opposed to including the Bruce Freeman Rail Trail and the Assabet River Rail Trail in the LRTP. Does not think the proposed trails will reduce congestion. They are mostly for recreation. Asks the MPO to prioritize projects that have a transportation purpose.					
Kevin Smith	Unidentified	9/13/2011	Questions why two bicycle trails are included in Table 8-3, which lists the major infrastructure and expansion highway projects included in the LRTP. Would rather see these funds spent on other bicycle access projects.					
Carole Wolfe	Unidentified	9/9/2011	Questions air quality benefits and congestion mitigation resulting from suburban bike trails. The Acton and Concord sections of the Bruce Freeman Rail Trail travel mostly through woods and wetlands. Questions how many people will use the Trail to access a transit station or other activity centers. States that there appears to be a lack of quantitative analyses demonstrating that trails are cost-effective as either transportation or recreation projects.					
Donna DeAngelis	Concord resident	9/12/2011	Opposed to including the Bruce Freeman Rail Trail in the LRTP. The MPO should prioritize projects that will get more people to use public transportation. The Trail will be primarily a recreational pathway.					
Marianne Maurer	Unidentified	9/13/2011	Opposed to the Bruce Freeman Rail Trail. The overgrown right of way is home to wildlife that will be disturbed if the Trail is built. Construction will remove many trees, which is bad for the environment.					
Daniel De Pompei	Sudbury resident	9/13/2011	Supports bicycle transportation, but does not support the design or construction of shared-use paths that do not reduce automotive traffic. Does not support paths that go through environmentally-sensitive areas. Does not support the Bruce Freeman Rail Trail because it will not mitigate traffic congestion and will affect environmentally-sensitive areas.					
Tammy Quirk	Sudbury resident	9/13/2011	Opposed to construction of the Bruce Freeman Rail Trail and Assabet River Rail Trail. The Trails are not cost effective. They will not be well maintained. The Trails will be used largely for recreation.					

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Candace Young	Concord resident	9/12/2011	Opposed to the Bruce Freeman Rail Trail. States that the Trail should be funded locally. The state should focus on making roads safe and accessible to all people.					
Lydia Rogers	Unidentified	9/12/2011	Opposed to the Bruce Freeman Rail Trail. Funds would be better spent on making it safer and easier to bike in congested areas and along streets.					
The Dimauro's	Sudbury residents	9/13/2011	Opposed to the Bruce Freeman Rail Trail. It would pass through environmentally-sensitive areas.					
Gail Bucher	Concord resident	9/12/2011	Opposed to the Bruce Freeman Rail Trail. It is costly and will not reduce congestion or emissions. It is mainly recreational. Funds should be spent making it easier and safer to bike in congested areas and along streets.					
Emily and Dave	Unidentified	9/7/2011	Supports the Bruce Freeman Rail Trail. They support public health.					
Anne Anderson	Acton resident	9/6/2011	Supports the Bruce Freeman Rail Trail. There is high demand for bicycle transportation, as Hubway has demonstrated. The Trail will make bicycling safer. It will connect activity centers. It will support fitness.					