



**MEDFORD, MASSACHUSETTS
MAYOR BREANNA LUNGO-KOEHN**

Via Electronic Delivery

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

**Re: Comments on Proposed Updates to Critical Urban Freight Corridors (CUFC) and
Critical Rural Freight Corridors (CRFC)**

Dear Members of the Boston Region Metropolitan Planning Organization,

On behalf of the City of Medford, please accept these comments regarding the proposed updates to the Critical Urban Freight Corridors (CUFC) and Critical Rural Freight Corridors (CRFC) currently under review as part of the statewide freight planning process.

The City of Medford recognizes the importance of supporting regional commerce and improving freight mobility across the Commonwealth. We appreciate the opportunity to provide input during the public comment period and acknowledge the ongoing efforts of neighboring communities, including the City of Malden, to pursue funding opportunities and advance regional transportation priorities.

Medford has had the opportunity to coordinate with Malden and better understand the intent and potential impacts of their proposed plan. As a result of these discussions, we are supportive of the following changes Malden has agreed to:

- The proposed freight corridor designation for Highland Avenue is revised to terminate at Devir Street (to the south), rather than extending further toward Medford.
- Pleasant Street is considered for termination at Highland Avenue
- Medford Street be added as a connection point between Highland Avenue and Commercial Street.
- MPO and MassDOT commit to collecting traffic count data at the following locations.
 - Pleasant Street (at or near Salem Street)
 - Highland Avenue (at or near Middlesex Avenue)
 - Commercial Street (at or near Rivers Edge Drive)
 - Central Avenue (if additional nearby segments are designated)

Additionally, we ask that further analysis be conducted to assess impacts on existing bicycle and pedestrian infrastructure, particularly in adjacent communities where increased freight activity may create conflicts with vulnerable users.

Medford and Malden have made significant investments in multimodal transportation infrastructure, including on-road bicycle facilities, traffic calming measures, and truck-restricted roadways. We believe the proposed changes highlighted above will assist with supporting these priorities and limit the potential impacts increased freight activity in our shared corridors could present.

We remain committed to working collaboratively with the MPO, MassDOT, and our municipal partners to support a balanced approach that advances regional freight mobility while protecting local safety, accessibility, and quality of life.

Thank you for your consideration of these comments.

Sincerely,



Breanna Lungo-Koehn
Mayor of Medford



Todd Blake
Director of Traffic and Transportation