



# **APPENDIX B**

## **Public Participation**

MPO staff followed the procedures set forth in the MPO's adopted *Public Participation Plan for the Boston Region Metropolitan Planning Organization* when developing the FFY 2018 UPWP. These procedures are designed to ensure early and continued public involvement in the transportation-planning process.

The FFY 2018 UPWP development process began in November 2017. Staff solicited topics for study through outreach at Metropolitan Area Planning Council (MAPC) subregional municipal group meetings. Staff also sought suggestions and public input from other sources:

- Regional Transportation Advisory Council (Advisory Council) meetings
- Monthly "Office Hours"—during which MPO staff made themselves available, either in person or on the phone, to interested stakeholders
- Comments received during the FFY 2017 public review period
- Topics generated from recently completed planning studies and documents

Interest in planning studies covered numerous potential areas of regional transportation planning, including: roadway and infrastructure safety; the effects of land-use development; the impacts of automated and electric vehicles; transit service improvements and coordination; and best practices for bicycle and pedestrian planning.

The document development process, described in Chapter 1, culminated in the MPO UPWP Committee's recommendation for the FFY 2018 UPWP, including a set of new discrete studies. On May 4, the MPO approved a draft document for public circulation.

After receiving the MPO's approval to circulate the public-review draft FFY 2018 UPWP, staff posted the document on the MPO's website (<http://bostonmpo.org/upwp>). MPO staff then presented the UPWP and this set of new studies to the Advisory Council. Staff also emailed the MPO's contact list (MPOinfo) to notify recipients of the document's availability, and the 21-day period for public review and comment.

During the review period, the MPO held Office Hours, as well as an open-house style public meeting. At both events, staff made themselves available, either in person or on the phone, to interested parties who wanted to discuss the draft FFY 2018 UPWP. In addition, the open house featured printed copies of the draft UPWP document, summary documents and posters, and refreshments. All events and meetings where the draft FFY 2018 UPWP was discussed—including Office Hours, the open house, and all MPO and UPWP Committee meetings—were accessible via transit and to people with disabilities.

Table B-1 contains a summary of written comments on the draft FFY 2018 UPWP, and the MPO responses to those comments.

Comment Number	Commenter	Relevant Document Chapter	Comment on the Draft UPWP	MPO Response
1.1	Regional Transportation Advisory Council (RTAC)	Overall	Thanks MPO staff for its attention to reframing and improving communication, information, and materials related to the UPWP. This information has been helpful in explaining the UPWP processes to stakeholders and the public.	The MPO appreciates the comments and welcomes the Advisory Council's continued input on how to further improve the quality and clarity of our materials, communications and outreach.
1.2	Regional Transportation Advisory Council (RTAC)	Chapter 6/ Boston Region MPO Planning Studies and Technical Analysis	Strongly supports the Community Transportation Program Development study. Suggests that the MPO begin to consider criteria related to the sustainability of projects in this category. In the past, finding sustainable funding sources for transportation services initially funded through Federal grants has been a challenge. CT funds should be spent on infrastructure investment or as "seed" money to demonstrate services where there is a strong possibility of catalyzing additional funding for ongoing operations.	The MPO appreciates the comments, and will work with staff, the Advisory Council, and stakeholders on defining this investment program.
2.1	South Shore Coalition (SSC)	Appendix C/ Universe of Proposed New Studies for FFY 2018 UPWP	Support inclusion of the Travel Alternatives to Regional Traffic Bottlenecks study.	The MPO appreciates the comments.
2.2	South Shore Coalition (SSC)	Appendix C/ Universe of Proposed New Studies for FFY 2018 UPWP	Support inclusion of Addressing Priority Corridors from the Long-Range Transportation Plan Needs Assessment study.	The MPO appreciates the comments.

Comment Number	Commenter	Relevant Document Chapter	Comment on the Draft UPWP	MPO Response
3.1	CrossTown Connect TMA	Chapter 6/ Boston Region MPO Planning Studies and Technical Analysis	<p data-bbox="748 352 1101 1304">Expresses interest in the Community Transportation Program Development study. States that CrossTown Connect TMA is interested in exploring partnership models for long term financial sustainability through this program. A grant received through the Community Transit Grant Program has been used toward the Maynard-Acton Commuter Shuttle, which has operated for six months and sees growing ridership. With parking at both Littleton/495 and South Acton stations at capacity during weekdays, other routes the TMA is working to implement this year include North Acton-South Acton, Boxborough-South Acton, and Littleton/495 Station-Westford. Currently envisioned funding is a mix of local, state, and private funds. The TMA has recently worked with local legislators to include an earmark for the Maynard-Acton Commuter Shuttle in the FY18 budget.</p> <p data-bbox="748 1339 1081 1556">In light of funding challenges, the TMA expresses interest in involvement with the Community Transportation Program Development study, stating that their projects could be of use to its inquiry.</p>	The MPO appreciates the TMA's interest in the Community Transportation Program Development study. The TMA's projects and practices are of interest to the MPO and we will make sure relevant staff are informed of the TMA's desire to be involved in the study.
3.2	CrossTown Connect TMA	Chapter 6/ Boston Region MPO Planning Studies and Technical Analysis	Support inclusion of the Bicycle Level-of-Service Metric study.	The MPO appreciates the comments.

Comment Number	Commenter	Relevant Document Chapter	Comment on the Draft UPWP	MPO Response
3.3	CrossTown Connect TMA	Chapter 6/ Boston Region MPO Planning Studies and Technical Analysis	Supports inclusion of the Transportation Mitigation of Major Developments: Review of Strategies study.	The MPO appreciates the comments.
3.4	CrossTown Connect TMA	Chapter 6/ Boston Region MPO Planning Studies and Technical Analysis	Supports inclusion of the Travel Alternatives to Regional Traffic Bottlenecks study.	The MPO appreciates the comments.
3.5	CrossTown Connect TMA	Chapter 6, Chapter 7	Expresses appreciation of the MPO's ongoing work as both a discrete entity and in conjunction with other departments and organizations related to congestion, air quality, equity, bike/ped, and economic development.  Studies of particular interest include Alternative Mode-Planning and Coordination; Community Transportation Technical Assistance Program; I-90/I-495 Interchange Traffic Analysis; and Regional Transit Service Planning Technical Support.	The MPO appreciates the comments and the positive feedback on the MPO's work. Staff look forward to further partnership and hearing more from the TMA about how the MPO can be an inclusive and cooperative partner in the transportation planning process.
4.1	495/ MetroWest Partnership	Appendix D/ Geographic Distribution of UPWP Funded Studies	States that Table D-1 is a helpful resource in determining the distribution of UPWP planning tasks since 2010.	The MPO appreciates the positive feedback.

Comment Number	Commenter	Relevant Document Chapter	Comment on the Draft UPWP	MPO Response
4.2	495/ MetroWest Partnership		Supports inclusion of the Foxboro Station Commuter Rail Pilot Program. The Pilot would support the Fairmount Line while more effectively utilizing existing infrastructure such as the Framingham Secondary Line and relieving capacity and parking constraints at the stations surrounding Foxborough. The proposed service would benefit the MBTA, riders, employers, commuters, and taxpayers of Foxborough and the 495/ MetroWest region. Weekday commuter service would benefit Foxborough residents commuting to other parts of the Commonwealth, and allow for new employment opportunities for riders on the Fairmount Line.	The MPO appreciates the comments.
4.3	495/ MetroWest Partnership	Chapter 7/ Agency and Other Client Transportation Planning Studies and Technical Analyses	Supports inclusion of the I-90/I-495 Interchange Traffic Analysis Technical Support. States the project is a long-term, comprehensive solution advancing with the Interchange Improvement Project slated for construction between 2021 and 2025. Recent analysis conducted by the Public Policy Center at UMass Dartmouth confirms that the 495/MetroWest region is a net importer of labor in addition to showing large volumes of workers commuting into, out of, and through the region. Improving the interchange will provide significant returns for commuters, employers, and residents of the Commonwealth.	The MPO appreciates the comments.

Comment Number	Commenter	Relevant Document Chapter	Comment on the Draft UPWP	MPO Response
4.4	495/ MetroWest Partnership	Appendix A/ Other Boston Region Transportation Planning Projects	Supports seven projects included in Appendix A. States that although the studies do not include MPO funding, but will likely result in project proposals before the MPO.  [See comment letter for further information]	The MPO appreciates the comments and asks the Partnership to continue its involvement in these and MPO planning efforts.
4.5	495/ MetroWest Partnership	Chapter 6/ Boston Region MPO Planning Studies and Technical Analysis	Recognizes the addition of several new studies and expresses hope that they will benefit the subregions in the 495/MetroWest region.  Notes that SWAP has received the second lowest amount of tasks out of all subregions, with 37 tasks since 2010 and 2 tasks performed in the last three years. Requests that the MPO consider regional equity when advancing some of the new studies.  [See comment letter for further information]	The MPO appreciates the comment and feedback. The MPO, staff, and MAPC look forward to working with subregional municipalities and stakeholders.
4.6	495/ MetroWest Partnership	Appendix C/ Universe of Proposed New Studies for FFY 2018 UPWP	Requests that the Low-Cost Improvements to MBTA Rapid Transit Service will include Commuter Rail locations, including the Franklin, Framingham/Worcester, and Fitchburg lines. Wayfinding solutions could be particularly helpful to the 495/MetroWest region.	The MPO appreciates the comment. Staff note that the Low-Cost Improvements to MBTA Rapid Transit Service study concept was incorporated into the Community Transportation Program Development study in the final draft of the UPWP. While locations for potential Community Transportation projects have not been selected, commuter rail stations are likely to be among the candidate locations for this investment program.

Comment Number	Commenter	Relevant Document Chapter	Comment on the Draft UPWP	MPO Response
4.7	495/ MetroWest Partnership	Chapter 6/ Boston Region MPO Planning Studies and Technical Analysis	Requests that the MetroWest RTA will benefit from the Regional Transit Service Planning Technical Support include in the UPWP. States the RTA has been innovative and proactive in expanding transit opportunities, adding that some needs still remain. Any investment into the MWRTA will provide excellent returns for both riders and employers in the 495/MetroWest region.	The MPO appreciates the comment.
4.8	495/ MetroWest Partnership	Appendix C/ Universe of Proposed New Studies for FFY 2018 UPWP	Supports inclusion of the First- and Last-Mile Shuttle Partnership Models. States that CrossTown Connect TMA have recently developed new shuttle routes in several communities, which would serve Fitchburg Line Commuter Rail stations. Funding has only allowed the implementation of the Maynard shuttle, which has growing ridership and minimal cost to determine its feasibility. Sustainability of the Maynard shuttle remains a challenge despite the demand and limited overhead costs. States this could serve as a case study for potential partnership models for first- and last-mile transit shuttles with potential funding recommendations by the MPO to help determine sustainability that could also allow for expansion into other communities. Requests the MPO consider studying the CrossTown Connect Model as part of this program.	The MPO appreciates the comment. Staff note that the First- and Last-Mile Shuttle Partnership Models study concept was incorporated into the Community Transportation Program Development study in the final FFY 2018 UPWP. Shuttles remain an important part of the study and future investment program.

Comment Number	Commenter	Relevant Document Chapter	Comment on the Draft UPWP	MPO Response
5.1	John Hanlon, Robert Consalvo, and Delavern Stanislaus, Boston Public Schools; Chris Osgood, Chief of the Streets, Boston Transportation and Sanitation	Chapter 6/ Boston Region MPO Planning Studies and Technical Analysis	Requests consideration of adding the potential impact of signal priority on school buses operated by the Boston Public Schools. Boston school buses travel nearly 45,000 miles per day in the City, and are on the road for a collective 5,000 hours of drive time. Granting school buses signal priority would result fuller and therefore fewer buses, which in turn would provide increased investment in schools, a smaller carbon footprint, and less traffic for other commuters. Signal priority would also allow more time at home or for extracurriculars for students, and less variability in routes would increase on-time arrival of students.	The MPO appreciates the comments and will take this idea into consideration when developing the detailed scope of work for this effort. Staff will also consider this idea for study as part of either an ongoing UPWP program or for inclusion in the FFY 2019 UPWP universe of potential studies.
6.1	Paige Duncan, Foxborough Planning Director	Appendix A/ Other Boston Region Transportation Planning Projects	Supports inclusion of the Foxboro Station Commuter Rail Pilot Program. States that the Town of Foxborough believes that Commuter Rail service will benefit the Town, the region, and the commonwealth. Notes that a poll conducted during outreach for Foxborough's 2014 Master Plan showed that 66.9% of respondents favored increasing train service to Foxborough, and the Town's Economic Development Committee and Board of Selectmen voted in favor of the pilot program.	The MPO appreciates the comment.
7.1	Rider Oversight Committee - Capital Investment & Finance Subcommittee	Chapter 6/ Boston Region MPO Planning Studies and Technical Analysis	Supports all studies listed in Chapter 6, giving particular support to 10 studies.	The MPO appreciates the support.

Comment Number	Commenter	Relevant Document Chapter	Comment on the Draft UPWP	MPO Response
7.2	Rider Oversight Committee - Capital Investment & Finance Subcommittee	Chapter 7/ Agency and Other Client Transportation Planning Studies and Technical Analyses	Supports the studies and technical analyses listed in Section 7.3.	The MPO appreciates the support.
7.3	Rider Oversight Committee - Capital Investment & Finance Subcommittee	Chapter 6/ Boston Region MPO Planning Studies and Technical Analysis	Requests that the Community Transportation Technical Assistance Program include attempts to identify transit equity issues when contacting local community officials. Notes the difficulties of identifying members of minority groups and those with low incomes who wish to provide input on transit equity issues. Suggests creating a database of local contacts and the transit equity issues that they present; if this expands the scope of the program beyond what is practical, this approach could be a new program or part of the Transportation Equity Program.	The MPO appreciates the comments and will forward these ideas to relevant staff, and take them into consideration for inclusion in the Community Transportation Program Development study.
8.1	Rutherford Corridor Improvement Coalition	Overall	Requests that the MPO elevate pedestrians, cyclists, and transit riders in CTPS analyses, giving them equal treatment to vehicles; incorporate strict TDM requirements on analyses of all new developments; require flex time and work at home regulations in TDM requirements, as well as emphasize multi-passenger service to water and rapid transit points; incorporate more frequent Orange Line service analysis; and develop a strong methodology to evaluate “disappearing traffic” and “induced demand.”	The MPO appreciates the comments. Several new and ongoing studies and programs tackle similar issues, including Bicycle LOS Metric, Transportation Mitigation of Major Developments, and others. The MPO will forward these comments and ideas to relevant staff for consideration for incorporation into future studies and plans.

Comment Number	Commenter	Relevant Document Chapter	Comment on the Draft UPWP	MPO Response
8.2	Rutherford Corridor Improvement Coalition	Appendix A/ Other Boston Region Transportation Planning Projects	Expresses concerns regarding the City of Boston's plans for Rutherford Avenue/Sullivan Square, stating that the current design places regional traffic above local needs. Hundreds have residents have expressed a desire for a 50+ foot open space corridor along the neighborhood by narrowing Rutherford Avenue and moving traffic away from residences. This corridor would provide a transitional opportunity for multi-use paths and greater connection to Sullivan Square and MBTA facilities. Adds that the surface option redesign would provide acres of developable land that can be used for transit-oriented development.	The MPO appreciates the comments. Although not an MPO study in the UPWP, MPO staff will forward these comments to appropriate staff with the City of Boston and MassDOT.
9.1	Carl Seglem	Chapter 6/ Boston Region MPO Planning Studies and Technical Analysis	Requests broad consideration of ""transit operators"" to include school bus operators; institutional, company, and area transit providers; shuttle providers to and around Logan Airport; and commercial bus operators. Reducing travel times and increasing reliability with transit signal priority will make travelers more likely to use transit over single-occupancy vehicles. Other transportation operators could also benefit, resulting in decreased emissions and more efficient operations.	The MPO appreciates the comment. Staff will consider these ideas when developing the detailed work scope for the UPWP study.
10.1	Georgette Maloof		Expresses interest in repairs to the North Washington Street Bridge.	The MPO appreciates the comment. Staff will forward the comments to relevant staff with the City of Boston and MassDOT.

Comment Number	Commenter	Relevant Document Chapter	Comment on the Draft UPWP	MPO Response
11.1	Anu Gerweck	Appendix A/ Other Boston Region Transportation Planning Projects	Expresses appreciation of efforts toward the Pedestrian/ Bicycle Crossing of the Mystic River. The crossing will improve the safety of cyclists and vehicles.	The MPO appreciates the comment. Staff will forward the comments to relevant staff with the City of Everett, Somerville, Medford, and MassDOT.
12.1	Pat Brown	Executive Summary	Notes that the section heading "What Studies and Activities are in the FFY 2017 UPWP?" should be changed to FFY 2018.	The MPO appreciates the comment and staff will correct the relevant section.
12.2	Pat Brown	Chapter 6/ Boston Region MPO Planning Studies and Technical Analysis	<p>Requests that the study clearly distinguish between transportation and recreation. States that "supporting bicycle travel and comfort" differs between on-road accommodations and off-road linear parks used primarily for recreation.</p> <p>Requests that the study includes evaluating the cost-effectiveness of any proposed bicycle LOS improvement measures.</p> <p>Requests that evaluation of existing data begin with an understanding of the limitations of that data. As an example, states that bicycle accidents which do not involve motor vehicles are typically not reported to local police, resulting in an artificially high proportion of vehicle-involve bicycle accidents. Limitations on the completeness, accuracy, and applicability of statewide data may preclude its use or require major caveats. Requests consideration of new data collection methods.</p>	The MPO appreciates the comment and will take these ideas into consideration when developing the detailed scope of work for this effort.

Comment Number	Commenter	Relevant Document Chapter	Comment on the Draft UPWP	MPO Response
12.3	Pat Brown	Chapter 6/ Boston Region MPO Planning Studies and Technical Analysis	Notes that page 6-2 is duplicated in the document, and page 6-3 is not included.	The MPO appreciates the comment and staff will correct the relevant section.
12.4	Pat Brown	Appendix C/ Universe of Proposed New Studies for FFY 2018 UPWP	<p>Requests that the header “Multimodal Mobility” at the bottom of page 2 of the Universe be moved to the top of the next page to appear with the projects in that category.</p> <p>Requests that Appendix C clearly state what “Primary” and “Secondary” designations indicate. Adds there is no discussion on how proposed studies in the Universe are ranked, and asks which criteria MPO staff uses for these rankings.</p>	<p>The MPO appreciates the comments. Staff will correct the table header.</p> <p>The introductory text to Appendix C provides information about how MPO staff and the UPWP Committee evaluate potential studies. Staff will make this text clearer and more detailed in future iterations of this document.</p>
12.5	Pat Brown	Appendix C/ Universe of Proposed New Studies for FFY 2018 UPWP	Requests consideration of Before-and-After Studies of Bicycle- and Pedestrian-Related Improvements in TIP Projects for future funding.	The MPO appreciates the comment and staff will include this concept in the Universe of Potential Studies for the FFY 2019 UPWP.
12.6	Pat Brown	Appendix E/ MPO Glossary of Acronyms	States the MPO Glossary of Acronyms is helpful for non-professional readers.	The MPO appreciates the comment.

Comment Number	Commenter	Relevant Document Chapter	Comment on the Draft UPWP	MPO Response
13.1	Rana Aljammal		Requests inclusion of a safety analysis to identify location and cause of recurrent crashes along the I-90 W corridor, three miles east and west of I-95, with the goal of accident reduction. States that this stretch of I-90 W experiences almost daily crashes, based on information observed in Google Maps and Waze. Each crash creates traffic delays that exponentially increase with the passage of time. Effects of traffic delays are experienced beyond the region; delays in Eastern Massachusetts on I-90 W negatively impact commuters in Western Massachusetts. This impacts motor coaches operating out of Springfield, which can experience 10-40 delays in transit. These delays reduce the viability of this mode for many commuters. Adds that a solution to this program would support the goals of GreenDOT and YouMove MA by encouraging commuters to opt for on-time public transit over single-occupancy vehicles.	The MPO appreciates the comments. Staff will consider this location for study as part of an ongoing UPWP program or for inclusion in the FFY 2019 UPWP universe of potential studies.

CTPS = Central Transportation Planning Staff. DLTA = District Local Technical Assistance Program. DOT = Department of Transportation. FFY = federal fiscal year. GHG = greenhouse gas. LRTA = Lowell Regional Transit Authority. LRTP = Long- Range Transportation Plan. MAPC = Metropolitan Area Planning Council. MART = Montachusett Regional Transit Authority. MassDOT = Massachusetts Department of Transportation. MBTA = Massachusetts Bay Transportation Authority. MPO = Metropolitan Planning Organization. OTP = MassDOT's Office of Transportation Planning. RMV = Registry of Motor Vehicles. RTA = Regional Transit Agency. TIP = Transportation Improvement Program. TMA = Transportation Management Association. TRU = MBTA Riders' Union. UPWP = Unified Planning Work Program.

# REGIONAL TRANSPORTATION ADVISORY COUNCIL



May 12, 2017

Re: Federal Fiscal Year 2018 Unified Planning Work 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 Federal Fiscal Year 2018 Unified Planning Work Program (UPWP) 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 UPWP. The Advisory Council believes this information has been helpful in explaining the UPWP processes to stakeholders and the public.
2. The Advisory Council strongly supports the study in the UPWP to develop a scope for the Community Transportation (CT) category in the Transportation Improvement Program (TIP) (which 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. In the past, finding sustainable funding sources for transportation services initially funded through Federal grants has been a challenge. CT funds should be spent on infrastructure investment or as "seed" money to demonstrate services where there is a strong possibility of catalyzing additional funding for ongoing operations.
3. The Advisory Council reviewed the initial draft UPWP at its March, 2017, meeting and provided detailed comments to MPO staff at that point. The Advisory Council appreciates the MPO's responsiveness to and consideration of its input and supports the draft UPWP as proposed.

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

Sincerely,

Tegin Teich Bennett

Chair, Regional Transportation Advisory Council



*The South Shore Coalition is a subregion of MAPC representing Braintree, Cohasset, Duxbury, Hanover, Hingham, Holbrook, Hull, Marshfield, Norwell, Pembroke, Rockland, Scituate, and Weymouth.*

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

For more information, please contact South Shore Coalition Coordinator Emily Torres-Cullinane at 617-933-0735 or [etorres@mapc.org](mailto:etorres@mapc.org). Visit [www.mapc.org/ssc](http://www.mapc.org/ssc).

On Tue, Jun 6, 2017 at 11:41 AM, Torres-Cullinane, Emily C. <[ETorres@mapc.org](mailto:ETorres@mapc.org)> wrote:

Good morning Sandy,

I hope this makes your morning deadline. We apologize for the mix up. I spoke to my Chairs and they would like to support M-7 and M-10.

Thank you for reaching out.

Best,  
Emily



June 5, 2017

Attn: UPWP Manager, Central Transportation Planning Staff

RE: 2018-2022 Unified Planning Work Program

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

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 UPWP projects that are programmed in this draft with particular interest in the following new discrete funded study:

T-13 – First and Last Miles Shuttle Partnership Models (also called Community Transportation Program Development).

CrossTown Connect is currently in the planning and implementation phases for 3-4 new first/last mile shuttle pilot routes and would be very interested in exploring partnership models for long-term financial sustainability through this study. We initially received a grant through the Community Transit Grant Program to pilot the shuttles and so far we have been operating one for six months with good and growing ridership. The Maynard-Acton Commuter Shuttle operates between Mill & Main (1.1 million sq. ft. office complex) in downtown Maynard and the South Acton Commuter Rail station with stops at businesses and residential developments along the route. With parking at both Littleton/495 and South Acton stations at capacity during

weekdays, other routes we are working to implement this year include North Acton-South Acton, Boxborough-South Acton, and Littleton/495 Station-Westford. To support these routes we are also interested in exploring park-and-ride options.

We currently envision a financially sustainable model including a mix of funding from towns, private business partners, and the state but we have not yet identified all of the funds necessary for this model. Most recently, we have worked with our local legislators to include an earmark for the Maynard-Acton Commuter Shuttle in the FY18 budget. In light of the funding challenges we would very much like to be involved in this study and believe that our projects could be of use to its inquiry.

We are very pleased that the TIP will include first/last mile shuttle projects in future years and the white paper produced from this study will be valuable to ensuring that those projects are successful and sustainable. CrossTown Connect would love to help in any way can.

As a TMA focused on congestion mitigation and reduced pollution we are also particularly supportive of the following discrete funded studies:

A-3 – Bicycle Level of Service Metric

L-1 – Transportation Mitigation of Major Developments: Review of Strategies

M-7 – Alternatives to Regional Bottlenecks

Though the studies and activities are too numerous to list here, CrossTown Connect would like to thank the Boston MPO for its ongoing work both as a discrete entity and in conjunction with other departments and organizations related to congestion, air quality, equity, bike/ped, and economic development. Below are a few that we find particularly compelling:

MAPC7 – Alternative Mode Planning and Coordination

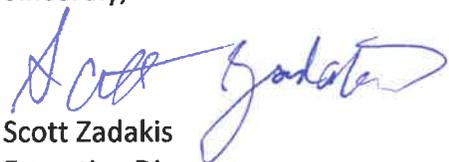
MAPC8 – Community Transportation Technical Assistance Program

23327 – I-90/I-495 Interchange Traffic Analysis

4418 – Regional Transit Service Planning Technical Support

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

Sincerely,



Scott Zadakis  
Executive Director



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June 5, 2017

Mr. David Mohler  
Chair, Boston Region MPO  
10 Park Plaza, Suite 2150  
Boston, MA 02116

Re: Boston Region Unified Planning Work Program (UPWP) FFY2018

Dear Mr. Mohler:

On behalf of the 495/MetroWest Partnership, please accept the following as our official comments regarding the draft *Unified Planning Work Program (UPWP)* for FFY 2018 for the Boston Region Metropolitan Planning Organization (MPO).

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.

The Partnership appreciates the importance of proper planning and understands that the long-term benefits achieved by transportation and transit projects always start with a planning project. With our latest economic analysis, we know that the 495/MetroWest region has continued to grow thanks to a diverse economic base and a high quality of life. While this growth has resulted in opportunities and benefits, 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.

The Boston Region MPO includes twenty-six of the Partnership's thirty-five communities, we greatly appreciate the number of planning projects that have been completed in our region in recent years, and found Table D-1 a helpful resource in determining the distribution of UPWP planning tasks since 2010.

In the current Draft UPWP, the Partnership is extremely pleased by the inclusion of two projects in particular, namely the Foxborough Station Commuter Rail Pilot Program and I-90/I-495 Interchange Traffic Analysis Technical Support. The Partnership has an extensive track record of support for both projects. Partnership has been engaged on the topic of commuter service

to Foxborough since the 2010 feasibility study by the MBTA and staff have testified before the Foxborough Board of Selectmen as well as before the MBTA Fiscal and Management Control Board in support of the Pilot Program for Commuter Rail service to Foxborough. We welcome CTPS assistance to MassDOT and the Town of Foxborough in developing projected ridership estimates in addition to land use modeling, travel demand forecasting and other tasks for the pilot. Extending weekday service on an existing Line to Foxborough Station, on MassDOT owned infrastructure, holds the potential for a real return on investment for the Commonwealth. The Foxborough Pilot would support the Fairmount Line, while more effectively utilizing existing infrastructure such as the Framingham Secondary Line and relieving capacity and parking constraints at the stations surrounding Foxborough. Additionally, this proposed service would be a public private partnership benefiting the MBTA and the riders, as well as residents, employers, commuters, and taxpayers of Foxborough and the 495/MetroWest region. Such weekday commuter service would provide a tremendous benefit to Foxborough residents commuting to other parts of the Commonwealth, as well as opening up new employment opportunities for riders on the Fairmount Line, given the strong Foxborough employment base.

Additionally, the Partnership has advocated for various improvements to the I-90/I-495 Interchange since our formation in 2003. We are extremely pleased to see a long-term, comprehensive solution advancing with the Interchange Improvement Project slated for construction between 2021 and 2025, and we welcome the technical support from CTPS, specifically for traffic analysis in the FY 2018 UPWP. Recent analysis conducted by the Public Policy Center at UMass Dartmouth for the 495/MetroWest Suburban Edge Community Commission, confirms that the 495/MetroWest region is a net importer of labor in addition to showing large volumes of workers commuting into, out of and through our region.<sup>1</sup> Considering the data on commuting patterns and numbers and the transition to All Electronic Tolling, we feel confident that the timing of, and investment in improving the I-90/I-495 Interchange will provide significant returns for commuters, employers and residents of the Commonwealth.

Beyond these two projects the Partnership strongly supports the following projects included in Appendix A:

- South Station Expansion Project;
- Transportation Master Plan in Framingham;
- Edgell Road Corridor Study in Framingham;
- MetroWest Landline: Phase 1 by MWRC (MAPC);
- Foxborough Local Bus Service;
- Climate Change Adaptation Plan by MassDOT; and
- Intelligent Transportation Systems by MassDOT;

We understand that these planning studies do not include MPO funding but in the likelihood that they will result in project proposals before the Boston MPO, we feel it is important to state our support.

In addition to these specific planning projects, the Partnership also supports ongoing tasks and products such as LRTP and TIP development, congestion management, safety and operations analysis, freight planning support, and air quality conformity and support. The Partnership

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<sup>1</sup> <http://www.mass.gov/hed/economic/initiatives/suburbanedgecommission-ppc091616-commuting-patterns.pdf>

recognizes the addition of several new studies and hopes that our region, which includes portions of MAGIC, MetroWest, SWAP and TRIC, will benefit from such projects as:

- Bicycle LOS Metric;
- Safety & Operations Analyses at Selected Intersections;
- Potential Impacts of Connected and Autonomous Vehicles;
- Travel Alternatives to Regional Traffic Bottlenecks;
- Addressing Safety, Mobility, and Access on Subregional Priority Roadways; and
- Addressing Priority Corridors from the LRTP Needs Assessment.

It is worth noting that out of the four subregions in 495/MetroWest, SWAP has the lowest number of tasks and is second lowest to only one other subregion in the entire Boston MPO region, with 37 tasks since 2010 and only 2 tasks performed in the last three years (SSC had 36, with 5 projects since 2014, according to table D-1). We understand that resources are limited but regional equity is essential to ensure the entire Boston region is benefitting from the planning process. We hope that you will give regional equity some consideration when advancing some of the new studies mentioned above.

The Partnership hopes that the Low-Cost Improvements to MBTA service will indeed include commuter rail locations including those in the 495/MetroWest region which includes the Franklin, Framingham/Worcester, and Fitchburg Lines. Wayfinding solutions could be particularly helpful in our region.

The Partnership advocated for the legislation which allowed the expansion of Regional Transit Authorities in Massachusetts, recognizing the growing need of such services in the suburbs. As such, we hope that the MetroWest RTA will benefit from the Regional Transit Service Planning Technical Support included in this UPWP. The MetroWest RTA has been innovative and proactive in expanding transit opportunities in our region, however, needs remain and we feel any investment in planning by the Boston MPO into the MWRTA will provide excellent returns for both riders and employers in our region.

Finally, the Partnership is encouraged by the inclusion of First- and Last-Mile Shuttle Partnership Models in the FY 2018 UPWP. We feel our region offers a unique TMA model that could benefit from such a project. CrossTown Connect is a transportation management association which began at the community level in the MAGIC subregion. CrossTown Connect six public partners in addition to private sector participation. Recently, they have developed new shuttles routes in several communities (Littleton/Westford, Boxborough, and Maynard), which would serve Fitchburg Line Commuter Rail stations. However, funding has only allowed the implementation of the Maynard shuttle. The Maynard shuttle has proven a huge success, with growing ridership and minimal cost to determine its feasibility. Sustainability for the Maynard shuttle remains a challenge despite the demand and limited overhead costs. We feel this could serve as an excellent case study for potential partnership models for first-and last-mile transit shuttles with potential funding recommendations by the Boston MPO to help determine sustainability that could also allow for expansion of services into other CrossTown Connect communities. We hope you will give serious consideration to studying the CrossTown Connect Model as part of this program.

We thank you for your consideration of our comments. If there are any questions regarding our commentary on the UPWP, please contact Jessica Strunkin at 774.760.0495 x.101, or by email at [Jessica@495partnership.org](mailto:Jessica@495partnership.org). Thank you for your time and consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Paul F. Matthews".

Paul F. Matthews  
Executive Director

A handwritten signature in blue ink, appearing to read "Jessica Strunkin".

Jessica Strunkin  
Deputy Director



**[Including Boston School Bus Transportation in Signal Priority Study](#)**

**To:** Boston Region Metropolitan Planning Organization  
**From:** John Hanlon, Robert Consalvo, Delavern Stanislaus, *Boston Public Schools*; Chris Osgood, *City of Boston*  
**Date:** Monday, June 5, 2017  
**Subject:** Including Boston School Bus Transportation in Signal Priority Study

To Whom it May Concern:

We hope all is well. We are writing to you concerning the proposal for funding a “Review Of and Guide To Implementing Transit Signal Priority in the MPO Region.” We believe that this is an important issue to continue to explore and we thank you for your continued thought leadership here.

**We are asking that you consider adding the potential impact of signal priority on school buses operated by the Boston Public Schools.** Each day, 650 buses drive 25,000 students nearly 45,000 miles across the city of Boston. Our buses are on the road for a collective 5,000 hours of drive time each day -- which means that our buses, and our students, could spend as many as 1,000 hours a day waiting at traffic lights.

Granting our buses signal priority would result in a number of benefits for the city and our students. Specifically:

- Fuller and therefore fewer buses, which would lead to:
  - Increased investment in schools
  - A smaller carbon footprint
  - Less traffic for other commuters
- More time at home or for extra curriculars for students
- Less variability in routes so students would be more likely to arrive at school on-time

We realize, of course, that signal priority for school buses is a complicated issue and these benefits may vary. However, we believe that given the size and scope of our buses, this is an important topic that merits consideration as part of this study.

Thank you for your consideration and support;

**John Hanlon**  
Chief of Operations, *Boston Public Schools*  
*Boston*

**Chris Osgood**  
Chief of the Streets, Transportation, and Sanitation, *City of Boston*

**Robert Consalvo**  
Chief of Staff, *Boston Public Schools*  
*Schools*

**Delavern Stanislaus**  
Assistant Director of Transportation, *Boston Public Schools*

## Matthew Archer

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**From:** drupaluser@ctps.org on behalf of Contact form at Boston Region MPO  
**Sent:** Monday, June 05, 2017 5:12 PM  
**To:** upwp@ctps.org  
**Subject:** [Unified Planning Work Program (UPWP)] Comment on Draft UPWP (Sent by Paige Duncan, pduncan@foxboroughma.gov)

Paige Duncan ([pduncan@foxboroughma.gov](mailto:pduncan@foxboroughma.gov)) sent a message using the contact form at <http://ctps.org/contact>.

The Town of Foxborough is pleased to see the inclusion of CTPS's work in support of the Foxboro Station Commuter Rail Pilot Program. The Town of Foxborough believes Commuter Rail service to the existing Foxboro Station will benefit the Town of Foxborough, the region and the Commonwealth. During the outreach portion of Foxborough's 2014 Master Plan, 66.9% of weekly poll respondents favored increasing train service to Foxborough. Based on the projected benefits to both residents and employers, the Foxborough Economic Development Committee voted 9-0, and the Board of Selectmen voted 4-1, to support the Pilot Program. Thank you for including this service.

ZIP code: 02035

# MBTA Rider Oversight Committee

June 5, 2017

RE: FY 2018 Draft Unified Planning Work Program

Dear Members of the Boston MPO,

Below are comments from the Capital Investment & Finance Subcommittee of the MBTA Rider Oversight Committee:

1. We support all of the studies listed in Chapter 6. We are pleased to see the various studies that are focused primarily on transit as well as those that factor transit into their research. In particular, we support the following studies and technical analyses:

- Bicycle Level-of-Service Metric
- Potential Impacts of Connected and Autonomous Vehicles
- Community Transportation Program Development
- Review of and Guide to Implementing Transit Signal Priority
- MPO Staff-Generated Research Topics
- Bicycle/Pedestrian Support Activities
- Regional Transit Service Planning Technical Support
- Community Transportation Technical Assistance Program
- Alternative-Mode Planning and Coordination
- MetroFuture Implementation

2. We support wholeheartedly the studies and technical analyses listed in Section 7.3 – all of which focus specifically on the MBTA.

3. Regarding the Community Transportation Technical Assistance Program (Project ID # 2418 MAPC8), we suggest that consideration be given to expanding the scope so that this program also attempts to identify transit equity issues when making contact with local community officials. We are aware that the MPO is looking for more input from minorities and those with low incomes. Despite intense outreach efforts, however, it can be very difficult to identify members of minority groups and those with low incomes who have the desire to give input on transit equity issues. Our sense is that the community officials likely would be in a position to help the MPO identify the individuals in their communities who could give insights on the transit equity issues. We propose that you create a database of local contacts and the transit equity issues that they present. If this expands the scope of this program beyond what is practical, then we suggest creating another program or making this approach part of the Transportation Equity Program (Project ID# 8518). The main goal, however, is to take advantage of the contacts with community officials in order to identify local transit equity issues and the members of those communities who advocate for solutions to the equity issues.

Thanks for your attention,

The Capital Investment & Finance Subcommittee of the MBTA Rider Oversight Committee



[www.RCIC-Charlestown.org](http://www.RCIC-Charlestown.org)

Sandy Johnston  
UPWP Manager,  
MPO Staff  
Suite 2150  
10 Park Plaza  
Boston, MA 02116

Dear Ms. Johnston:

As you know, transportation numbers can often be used to justify bad decisions and the role that CTPS plays in providing forecasts that are unbiased and data-driven, is critically important. That also means that the methodology that the agency uses is must be state-of-the art - if not better – so that the billions invested in transportation in the Boston metro-area are utilized for their highest benefit to transit riders, pedestrian, cyclists, and vehicle drivers.

We continue to struggle with the City of Boston’s plans for Rutherford Avenue/Sullivan Square (RA/SS). The City has announced in May that its preferred design is to effectively rebuild the current underpasses at Sullivan Square (SS) and Austin Street, which is unfortunate, as it continues to place regional traffic above local needs. Hundreds of residents have made it clear that we seek to have a 50+-foot corridor of open space created along the neighborhood by narrowing Rutherford Avenue and moving the traffic away from century old residences toward the industrial/mixed-use parcels abutting I-93.

This green corridor would provide a transitional opportunity for multi-use paths and greater connection to the Sullivan Square and Community College MBTA stations. Data has shown that people are willing to walk farther to transit if they do so in a pleasant environment and we know that improved connectivity in Charlestown will improve pedestrian, cyclists and local transit use. In addition, the surface option redesign would provide many acres of developable land that can be used for transit-oriented development, further increasing transit ridership. The City’s preferred design is a 1960’s answer that not only anticipates that new development will rely on single car occupancy travel, it compels a local street to serve travelers who should remain on I-93 or the Tobin Bridge, at great cost to resident health and safety.

The RCIC urges the MPO to:

- Elevate pedestrians, cyclists, and transit riders in CTPS analyses so they receive equal treatment to vehicles; i.e., measure people-trips in lieu of vehicle trips. This would be consistent with the new USDOT congestion rule that counts persons rather than vehicles. Indeed, transportation analysis as a whole should conform to the new USDOT congestion rule requirements.
- Incorporate strict transportation demand management requirements on analyses of all new developments, similar to those currently imposed on the Wynn Harbor Casino. In addition, the

TDM requirements should require flex time and work at home regulations, and emphasize multi-passenger service to water and rapid transit points.

- Incorporate more frequent Orange Line service analysis (e.g. three minute headways).
- Develop a strong methodology to evaluate “disappearing traffic” as well as “induced demand”. As we have seen, the gridlock that was anticipated in advance of construction on key bridges in the area, like the Longfellow Bridge and Mass Ave Bridge, never materialized. One of the Boston area’s greatest assets is that travelers have choices on what mode they choose. All efforts should to encourage transit, cycling, and walking over vehicle travel.

Such a methodology used on each and every new development of more than four units will force collaborations and partnerships among developers, and will provide a substantial reduction in vehicle trips, making the City of Boston’s preferred design immediately obsolete and inappropriate.

We ask that this request be filed with each transportation study, which considers vehicle trip generation and traffic studies.

In summary, Charlestown has a long history of making our transportation projects better for the community. That history is celebrated in the moving inscriptions at City Square which compare what might have been to what we have today, which works for the community. We ask that respect be paid to this tradition of serving the community while meeting transportation needs.

Thank you very much,

Monica Lamboy   Elizabeth Levin   Nathan Blanchet   Robert Pelychaty

David Yashar   Rachel Brown   MB Flanders   Ivey St John

Rutherford Corridor Improvement Coalition (RCIC) Working Group

RCIC is a coalition of advocates who support rebuilding Rutherford Avenue and Sullivan Square in a design reflecting the goals and objective of Boston 2030 and Go Boston 2030. We seek to return these streets to urban residential and commercial use in keeping with other parts of Charlestown.

## Matthew Archer

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**From:** drupaluser@ctps.org on behalf of Contact form at Boston Region MPO  
**Sent:** Monday, June 05, 2017 9:02 AM  
**To:** upwp@ctps.org  
**Subject:** [Unified Planning Work Program (UPWP)] UPWP FFY 2018 Transit Signal Priority Study scope (Sent by Carl Seglem, carlseglem@yahoo.com)

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

I'm writing to comment on the UPWP proposed study T-14 "Review of and Guide to Regional Transit Signal Priority", detailed starting on Page 6-19 of the draft posted at [http://bostonmpo.org/data/pdf/plans/UPWP/FFY\\_2018\\_Draft\\_UPWP\\_051117.pdf](http://bostonmpo.org/data/pdf/plans/UPWP/FFY_2018_Draft_UPWP_051117.pdf).

The study's stated purpose is to better serve municipalities and transit operators.

I believe it is important to consider transit operators broadly, including, in addition to mass transit operators such as the MBTA:

- (a) school bus operators, e.g., Boston Public Schools, which has over 600 vehicles serving tens of thousands of students and their families at peak travel times,
- (b) institutional, company, and area transit providers, e.g., MASCO shuttles, university buses and shuttles, EZRide, Biogen, The Arsenal on the Charles Shuttle,
- (c) Massport and other shuttle services to and around Logan airport, and
- (d) commercial bus operators, e.g. Plymouth & Brockton Bus Co., Peter Pan Bus.

Massachusetts and many municipalities have indicated that they want to encourage people reduce the share of trips and miles traveled in single-occupancy vehicles.

By making travel faster and more reliable on all these providers using transit signal priority (among other interventions), people considering alternatives will be more likely to choose transit over single-occupancy vehicles.

And these other transportation operators' operations can benefit, resulting in lower energy use and emissions and more predictable and efficient operations.

So please consider transit operators broadly in this study, and if doing so requires funding changes, please allocate the funds.

Thank you very much for your consideration.

Carl Seglem  
Boston resident

ZIP code: 02135

6/5/2017 Fwd: Fw: I'm interested in the repair of the North Washington St. Bridge into Charlestown. We haven't heard anything about it in quite a while. Thanx. - mar...

From: "Georgette Maloof" <[gbmaloof@comcast.net](mailto:gbmaloof@comcast.net)>

Date: Jun 2, 2017 3:34 PM

Subject: Fw: I'm interested in the repair of the North Washington St. Bridge into Charlestown. We haven't heard anything about it in quite a while. Thanx.

To: "[sjohnston@ctps.org](mailto:sjohnston@ctps.org)" <[sjohnston@ctps.org](mailto:sjohnston@ctps.org)>

Cc:

Sent from Surface

## Matthew Archer

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**From:** drupaluser@ctps.org on behalf of Contact form at Boston Region MPO  
**Sent:** Monday, June 05, 2017 10:07 AM  
**To:** publicinfo@ctps.org  
**Subject:** [General Comment] mystic river bike path-extension of northern strand trail (Sent by Anu Gerweck, 171beacon@gmail.com)

Anu Gerweck ([171beacon@gmail.com](mailto:171beacon@gmail.com)) sent a message using the contact form at <http://ctps.org/contact>.

thank you so much for the efforts being made from the MPO and city of Everett, to make bike commuting from the north shore safer for bikers and cars...the mystic river crossing (detailed in the appendix) is something i (and many other bikers) have dreamt about...and now it's happening! SO HAPPY!  
thx again!!

ZIP code: 01880

## Matthew Archer

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**From:** drupaluser@ctps.org on behalf of Contact form at Boston Region MPO  
**Sent:** Friday, June 02, 2017 5:42 PM  
**To:** upwp@ctps.org  
**Subject:** [Unified Planning Work Program (UPWP)] Comments on draft FFY2018 UPWP (Sent by Pat Brown, patbrownian@me.com)

Pat Brown ([patbrownian@me.com](mailto:patbrownian@me.com)) sent a message using the contact form at <http://ctps.org/contact>.

Comments on the FFY2018 UPWP

Three "typo" errors in document preparation:

- 1) Page xix (Executive Summary) -- the bold title ES.2 "What studies and activities are in the FFY 2017 UPWP?" should refer to FFY 2018.
- 2) In Chapter 6, Table 6-1, page 6-2 has been duplicated and is then followed by 6-4. Page 6-3 is missing altogether.
- 3) For readability, the orphan header "MULTIMODAL MOBILITY" at the bottom of page 2 of 11 in Appendix C should be moved to the top of the next page to appear with the projects in that category.

Comments on the evaluation of studies:

- 1) For readability, Appendix C should state clearly what green "P" (Primary) and yellow "S" (Secondary) designations mean. Understanding "P" and "S" is necessary for the appendix to make any sense.
- 2) There is no discussion on how proposed studies in the Universe (Appendix C) are ranked. Staff awards a "P" or "S" designation--why? What are the criteria upon which staff bases these rankings? Chapter 1 does not discuss this determination either.
- 3) Please do consider Active Transportation project A-2 (Before and After Studies of Bicycle- and Pedestrian Related Improvements in TIP Projects) for future funding.

Comments on the Bicycle Level of Service (LOS) Metric Planning Study (pages 6-6 and 6-7)

- 1) The study should distinguish clearly between transportation and recreation. "Supporting bicycle travel and comfort" is a different matter for on-road accommodations and for off-road linear parks used primarily for recreation.
- 2) The study should include evaluating the cost-effectiveness of any bicycle LOS improvement measures proposed.
- 3) Evaluation of existing data should begin with an understanding of the limitations of that data. For example, bicycle accidents which do not involve motor vehicles are typically not reported to local police, leading to an artificially high proportion of auto-involved bicycle accidents in existing data. The MassDOT highway database is known to under-report the availability of sidewalks. While the availability of statewide databases provides a common standard across the Commonwealth, limitations on the completeness, accuracy, and applicability of the data may preclude its use--or at least require major caveats. Consider new data collection methods (interviews at hospital emergency rooms to identify bicycle accidents with no motorized involvement, for example.)

The glossary of acronyms is very helpful for the non-professional reader.

Thank you for accepting public input.

ZIP code: 01776

From: R J <[r.iammal@yahoo.com](mailto:r.iammal@yahoo.com)>  
Date: Thu, Jun 1, 2017 at 6:16 PM  
Subject: 2018 UPWP Comment  
To: [sjohnston@ctps.org](mailto:sjohnston@ctps.org)

Ms. Johnston,

As a concerned MA resident, I would like to propose an investigative safety study be included in the 2018 UPWP. This is a safety analysis study to identify location and cause of recurrent crashes along I-90 W corridor stretch 3 miles east and 3 miles west of I-95. The goal is to find solutions to reduce crashes along this corridor.

I-90 Westbound in the vicinity of I-95 experienced a crash almost daily during weekdays in the past few years. This is an observation made from reviewing the Google maps website and then turning on the traffic label. Crashes are reported on this map by drivers using Waze mobile app. The period of interest is . . . . . M-F. A crash occurred during the evening peak period between 4:30 to . . . . . Each crash creates a ripple effect in traffic delays that is exponentially increased with passage of time marked by the deep red and maroon labels on the map.

Effects of traffic delays are not only experienced by commuters within the local vicinity or sub region surrounding the intersection of I-90 and I-95. In fact, traffic delays caused by a crash in Eastern MA on I-90 West negatively impacted commuters in Western Massachusetts. This is deeply felt by transit commuters along I-91 corridor who commute via motor coaches out of Springfield who have to wait for bus connections arriving from Boston. This translates to a 10-40 minute passenger delays in transit and similar delays for passengers waiting at the bus station or sitting in idling buses at the station. The added wait time makes commute by bus mode not a viable option for many commuters who would otherwise opt for the greener travel option. A solution to this increased traffic delay due to recurrent crashes would support the goals of GreenDOT and YouMove MA by encouraging commuters to leave single occupancy for reliable on-time public transit.

Thank you for your attention to this issue  
Rana Aljammal, Ph.D.