

## Public Comments on the DRAFT Regional Transportation Plan (RTP) Amendment (Received by 9/22)

Date	Affiliation/Name	Comment	MPO Action
7/15/2009	Dorothy E. Puhly, Executive Vice President and CFO of the Dana-Farber Cancer Institute	Believes that the Regional Transportation Plan (RTP) Amendment should include the Urban Ring and also that the Urban Ring should be on the list of "Illustrative Projects" for the purpose of modeling the State's regional transportation benefits and for funding phasing. The Longwood Medical Area institutions worked closely together to ensure the Urban Ring was included in the Plan and were disappointed to learn that it would not be in the Amendment. Institutions in the Longwood Medical Area would rely on the Urban Ring for accessibility to facilities and without it being listed, there will be no hope of getting federal funding.	
7/29/2009	David@dmknutrition.com	Glad to learn that the MPO has tentatively approved construction funding for the Assabet River Rail Trail (ARRT) in the 2011-15 band of the Regional Transportation Plan (RTP). He and his family have been ARRT volunteers since 2000 and have worked hard with other volunteers to advance the project and believes it will be wonderful for the all users.	
8/6/2009	kumnick@mindspring.com	Asks why the Concord Route 2 Rotary is no longer on the Regional Transportation Plan (RTP) and why the Crosby's Corner project is getting preference over the redesign of the Route 2 Rotary. Asks when traffic congestion in the Route 2 Rotary will be relieved.	
8/6/2009	ra_andre@verizon.net	Suggests that it might be better to locate the new "Russia Wharf" ferry dock adjacent to South Station. Notes that it could eventually be connected to the new expanded South Station Terminal creating a true multi-modal transportation center. Believes it is a unique opportunity that should not be missed.	
9/9/2009	Michelle Ciccolo, Chair, Minuteman Advisory Group on Interlocal Coordination (MAGIC)	Expresses gratitude for including the following projects on the proposed RTP Amendment: Middlesex Turnpike Improvements Phase 3 (Bedford, Burlington, Billerica), Route 2 Crosby's Corner (Lincoln and Concord), Bruce Freeman Rail Trail (Concord to Westford), Assabet River Rail Trail (Acton to Maynard - Phase II and Stow to Hudson - Phase III), Route 85 Improvements (Hudson). Also expresses appreciation for including Concord Rotary/Route 2 (Concord) and I-495/I-290/Route 85 Connector Interchange (Hudson and Marlborough) in the RTP Illustrative List. Suggests text changes to clarify the project descriptions of the Assabet River and Bruce Freeman Rail Trails. Notes that the Route 85 Improvements project submitted 75% design plans to MassHighway in August and will be ready to advertise in upcoming months. Requests this project to be moved forward in the RTP. States that the Crosby's Corner project is of critical importance to our regional transportation network and it will solve drainage and flooding issues. Reiterates the MAGIC project priorities and lists them as urgent, high priority, and significant projects.	

**Public Comments on the DRAFT Regional Transportation Plan (RTP) Amendment (Received by 9/22)**

<p>9/11/2009</p>	<p>State Representative Danielle W. Gregoire, Fourth Middlesex District</p>	<p>Expresses concern for removing the I-495/I-290/Route 85 Interchange, initially budgeted at \$37,773,000, from the RTP Amendment. Notes that this project is a critical piece of the economic engine of Metrowest and expresses concern that the current interchange is ill equipped to handle the growing needs of the region. Also expresses concern that the interchange is a public safety hazard. The high accident rate at the location is 33% higher than the state average for such a ramp and is ranked #42 on the list of the state's high-crash intersections. The tight turning radii of the ramps has lead to a high frequency of truck turnovers, especially from I-290 to I-495 north. Several of the interchanges, entrance ramps, and exit ramps in the project area experience level of service (LOS) F during the evening or the morning peak periods, and this congestion is forecasted to worsen as growth in the region increases. Urges the MPO to reconsider its funding priorities and believes that safeguarding the existing economic advantages and anticipating future demand should weigh more heavily on the decision-making process.</p>	
<p>9/14/2009</p>	<p>Dennis E. Harrington, Planning Director, City of Quincy</p>	<p>Commends the MPO on ensuring the strategic plan continues to outline prudent long-term investments for the region's transportation system, which is crucial to economic vitality and the sustainability of Quincy and the South Shore region. Appreciates the inclusion of the Quincy Center Concourse Phase II project in the Plan Amendment. It will provide an east-west access road to connect Route 3 to Route 3A via Burgin Parkway and McGrath Highway. The Concourse will improve vehicle traffic flow and pedestrian access, while opening additional parcels of land for redevelopment. Hopes that inclusion in the Plan Amendment will ensure the timely programming of the project's earmark in the 2010 Element of the FFY 2010-2013 TIP. Believes that the Plan does not adequately address how the Department of Conservation and Recreation (DCR) will maintain DCR roadways and green spaces over the long term. Suggests that DCR roadways be considered by the MPO after the forming of the Massachusetts Department of Transportation (MassDOT). Commends the MPO for efforts to expand the public transportation system and believes that the new Greenbush Commuter Rail line will help alleviate traffic congestion. Pleased to see the Braintree Split on the list of regionally significant projects and urges the MPO to move the Route 3 Weymouth to Duxbury Add-A-Lane project, currently on the Illustrative List, on the list of regionally significant projects as well.</p>	

## Public Comments on the DRAFT Regional Transportation Plan (RTP) Amendment (Received by 9/22)

9/16/2009	Stanly E. Black, Chairman, Board of Selectmen, Town of Concord	Expresses continuing support of the inclusion of the Route 2 Crosby's Corner, the Route 2 Rotary, and the Bruce Freeman Rail Trail projects on the proposed RTP Amendment. The Route 2 Crosby's Corner project is an urgent project of critical importance to the regional transportation network. Expresses understanding of the economic constraints faced by the MPO and gratitude that the Concord Rotary/Route 2 project, a high priority project of the town and region, is listed in the RTP Illustrative List. Also expresses gratitude for inclusion of the Bruce Freeman Rail Trail, a significant project for the community, in the proposed RTP. Suggests that the phases of the trail included in the RTP should be clearly stated. Requests that all the projects remain on the list and receive the continued support of the MPO.	
9/16/2009	Robert W. Guterman	States that the Red Line-Blue Line Connector was discussed in 1970 and that it is good to see the status of "Project 31."	
9/16/2009	Frank Camarda	He is a member of a new organization that recommends the investment in local bus connections of selected transit stations to complement rail service. States that the additional local bus connections will serve cultural establishments such as museums, historic houses, and performing arts facilities. Suggests the addition of tour stops at trailheads for car-less walkers that will foster wider use of preserved green space. Believes these measures could increase ridership and foster improved public transportation.	
9/17/2009	Paulina Knibbe, Chairman, Board of Selectmen, Town of Acton	Thanks the TPPC and the MPO for including the the Assabet River Rail Trail (ARRT) and the Bruce Freeman Rail Trail (BFRT) projects in the proposed RTP Amendment. Notes that the project description of the ARRT construction, listed in the 2011-2015 time frame of the RTP, should be inclusive of Stow and Hudson to Route 62 in Hudson. Thanks the MPO for inclusion of the BFRT in the 2021-2025 time frame of the RTP and hopes that the project schedule can be accelerated significantly. Notes that the proposed funding of the BFRT in the RTP only includes phases 2A and 2C of the project, extending from Route 225 in Westford, through Carlisle, Acton, and Concord to the Concord/Sudbury town line and should be reflected in all project descriptions. The phases in Sudbury and Framingham are part of the project, but are not currently included in the RTP.	
9/17/2009	Roland Bartl, AICP, Planning Director, Town of Acton	Supplements the letter by the Acton Board of Selectmen to address opportunities for the Bruce Freeman Rail Trail (BFRT) that may arise from ARRA project funding. States that the TPPC mentioned at its July 23 meeting that the Route 85 Improvement project in Hudson and the Wonderland South Parking Garage in Revere as likely candidates for ARRA funding. Should these projects be accelerated with ARRA funds, he urges the MPO to reassign the appropriate portion of freed up funds in the 2016-2020 time frame to the BFRT, Phases 2A and 2C.	

## Public Comments on the DRAFT Regional Transportation Plan (RTP) Amendment (Received by 9/22)

9/17/2009	Richard C. Howard, Secretary/Treasurer, Mystic Valley Development Commission (MVDC)	Requests assistance in getting the TeleCom Boulevard project in Everett, Malden, and Medford back on the RTP Amendment. The project was included in the original RTP with a construction time frame of between 2011-2020, but removed from the RTP Amendment on and not included on the Illustrative Projects List. The project is crucial roadway infrastructure to the River's Edge project, which is a 215-acre public/private development that includes a 10-acre riverfront park, 222-units of residential use, a 115,000 square foot office building, and additional office/lab buildings. TeleCom Boulevard will provide a bridge to cross the Malden River to unify the site and a new road to improve access between the three communities. The project will also address traffic operations and safety concerns in the area. It received received a federal TEA-21 earmark of \$5.25 million, but none of the funds have been utilized to date. Of the \$12,623,607 in state-authorized funds for the project, approximately \$168,000 have been used for design and approximately \$2,648,000 have been used for right-of-way acquisition.	
9/21/2009	Mayor Thomas L. McLaughlin, Town of Woburn	Asks that Woburn's New Boston Street Bridge project be moved from the 2016-2020 time frame to the 2011-2015 time frame of the proposed RTP Amendment. Notes that this would bring the project closer to the expected construction date. Requests that the Montvale Avenue Reconstruction project be brought closer to the expected construction date of FFY 2011 by being upgraded from the 2016-2020 time frame of the proposed RTP Amendment.	
9/21/2009	Judy LaRocca, Chair, Bruce Freeman Rail Trail Advisory Committee	Expresses support of the inclusion of the Bruce Freeman Rail Trail (BFRT) in the 2021-2025 band of the RTP Amendment and appreciates the opportunities that were provided throughout the public process to provide information. The BFRT will provide an alternative transportation resource for neighborhoods to schools, recreational facilities, conservation areas, and the West Concord village center. It has the potential to increase MBTA ridership on the Fitchburg commuter rail line by connecting residents with the West Concord station. Requests that the MPO advance design and construction of Phase 2A (Acton/Carlisle/Westford) and 2C (Concord) of the BFRT.	

**Public Comments on the DRAFT Regional Transportation Plan (RTP) Amendment (Received by 9/22)**

9/21/2009	Lawrence S. DiCara, Nixon Peabody Attorneys At Law	Concurs with A Better City's (ABC's) support for the Urban Ring and Silver Line Phase III projects and supports their inclusion on the RTP Amendment's Illustrative List. Also supports their advancement of HPP funds and their inclusion as projects in the Plan Amendment. The Urban Ring project is critical for enabling growth and development in the metropolitan region that would otherwise be inhibited by congestion and a lack of mobility. It will improve connections for over 180,000 expected daily riders by increasing access to transit and reducing travel time as the population increases. The Silver Line Phase III project will significantly improve mobility throughout the corridor and enable connections to disconnected areas, supporting and encouraging South Boston Waterfront development. It is currently listed within the Federal Transit Administration's New Starts Program that could potentially fund 59% (over \$800 million) of the project costs. Expresses concern that the failure to complete elements of both projects will violate Central Artery/Tunnel commitments required by the 2005 Administrative Consent Order.	
9/21/2009	Gino Carlucci, Chair, South West Advisory Planning Committee (SWAP)	Notes that the Town of Medway's Route 109 project may exceed the \$10 million threshold and may need to be included on the Regional Transportation Plan during the preparation of the next plan. Expresses concern about the lack of overall funding for both state and local transportation projects as a result of paying off the Central Artery Project. Indicates that funding is unlikely to improve as future federal appropriations will continue to be borrowed, after the Centary Artery is paid off, to fund the advanced bridge repair program. Requests that the next full regional transportation plan process address alternative means of raising the future transportation funding necessary to meet the region's needs.	
9/21/2009	Tony Fields, Chairman, North Suburban Planning Council (NSPC)	Expresses appreciation for the inclusion of four significant projects in the NSPC region in the proposed RTP Amendment: Middlesex Turnpike (Bedford, Burlington, Billerica), I-93/I-95 Interchange (Reading and Woburn), Montvale Avenue (Woburn), and New Boston Street Bridge (Woburn). Notes that the Montvale Avenue project benefits the region and Woburn anticipates that construction could begin in 2011. Attached a memo of Woburn's highest priority projects.	

## Public Comments on the DRAFT Regional Transportation Plan (RTP) Amendment (Received by 9/22)

9/21/2009	Richard A. Dimino, President & CEO, A Better City (ABC) Inc.	Supports the inclusion of the Urban Ring and Silver Line Phase III projects on the RTP Amendment's Illustrative List. Also supports their advancement of HPP funds and their inclusion as projects in the Plan Amendment. The Urban Ring project is critical for enabling growth and development in the metropolitan region that would otherwise be inhibited by congestion and a lack of mobility. It will improve connections for over 180,000 expected daily riders by increasing access to transit and reducing travel time as the population increases. The Silver Line Phase III project will significantly improve mobility throughout the corridor and enable connections to disconnected areas, supporting and encouraging South Boston Waterfront development. It is currently listed within the Federal Transit Administration's New Starts Program that could potentially fund 59% (over \$800 million) of the project costs. Expresses concern that the failure to complete elements of both projects will violate Central Artery/Tunnel commitments required by the 2005 Administrative Consent Order. Also suggests the inclusion of the other structurally deficient Turpike structures between and including the Commonwealth Avenue and Cambridge Street bridges as part of the reconstruction of the Boston Viaduct, which is an essential link to the Urban Ring project.	
9/21/2009	Taber Keally, Chair, Three Rivers Interlocal Council (TRIC)	States that the delay of the I-95/I-93 Canton Interchange project until the 2026-2030 time frame of the proposed RTP Amendment is unacceptable. The TRIC subregion's fast pace of development and healthy economic outlook depends upon the timely improvements to the Canton Interchange. Notes that the recommended transportation improvements from the I-95/Route 1 Corridor Study will need to be added to future revisions of the RTP.	
9/21/2009	Brian Watson, Chairman, North Shore Task Force (NSTF)	Supports the inclusion of the Route 128 at Routes 35 and 62 project and the expansion of ferry service at Russia Wharf/South Station. Notes that further safety improvements need to be made along Route 128 from Peabody to Gloucester. Expresses continued support for the Blue Line Extension to Lynn and Urban Ring Phase II; projects not included in the proposed RTP Amendment. Urges the MPO to place a greater emphasis on non-automotive approaches to transportation problems and to address the need for additional funding more comprehensively and forcefully in the RTP.	
9/22/2009	Thomas S. Michelman, President, Friends of the Bruce Freeman Rail Trail	Thanks the MPO for inclusion of Phases 2A and 2C of the Bruce Freeman Rail Trail (BFRT) in the 2021-2025 time frame of the RTP Amendment. Expresses concern that the BFRT is not included in the FFYs 2010-2013 TIP nor an earlier timeslot of the RTP. Believes that enhancement projects are underfunded and that there are systematic and structural problems that do not capture the value of multi-modal enhancement projects like the BFRT. Notes the success of Phase 1 upon its recent opening and states that the usage and utility of the BFRT will increase with the construction of Phase 2. Attached a petition with over 1300 signatures requesting that the remainder of the BFRT be designed and built as soon as possible.	

## Public Comments on the DRAFT Regional Transportation Plan (RTP) Amendment (Received by 9/22)

9/22/2009	Romin Koebel, Fenway Community Development Corporation (CDC) and Urban Village Committee	Urges the MPO to consider extending the hours of downtown service of the Route 55 bus and making Hynes Station fully accessible. The Route 55 travels from the West Fens to the Theater District and services several important locations including Copley Square, Boston Common, the State House, Park Street, and the State Transportation Building until at least on an hourly basis until mid-afternoon. Believes that improving accessibility at Hynes Station would increase ridership on the Route 55 bus and ease the transit trip for residents of the Peterborough Senior Center.	
9/22/2009	Malek Al-Khatib, Chair, Regional Transportation Advisory Council	The Advisory Council supports the proposed RTP Amendment and submits several comments and recommendations. Believes that the expansion of the transit system and upgrading the highway system to support economic development must continue to be discussed and funding sources for these important projects need to be identified. Commends the MPO for its decision to flex highway funds to transit projects and for its expansion of pedestrian and bicycle infrastructure in the region. Believes the Illustrative List should focus on regional transit oriented projects and multimodal projects. Recommends that the MPO add the North-South Rail Link to the Illustrative List and that the MPO prioritize the list during the development of the next RTP. Also recommends that the next RTP include recommended projects from EOT's Statewide Freight Plan, consider improvements to DCR roadways, and emphasize land use considerations in the decision-making process.	
9/22/2009	alexepstein@gmail.com	Expresses gratitude to the MPO for inclusion of the Green Line Extension through Somerville to College Avenue in Medford in FY 2010 and from FFYs 2011-2015 in the proposed RTP Amendment. Also appreciates the inclusion of funds for the Orange Line station at Assembly Square, but expresses concern that the design does not include a second headhouse. This results in the lack of accessibility for the disabled, reduced ridership, inconvenient access to IKEA, and only one station for a development the size of Downtown Boston. Recommends that the \$22,910,000 allocated to rebuild the McCarthy Overpass on Route 28 in Somerville be used to remove the overpass and build an at-grade boulevard that revitalizes and reconnects Somerville's neighborhoods.	
9/22/2009	mmcqueen7@yahoo.com	Expresses concern that the Green Line Extension project is being backlogged in favor of new MBTA maps. Notes that most residents commute to their jobs outside of Somerville via bus or rapid transit which makes the project a worthwhile investment.	
9/22/2009	Christopher Marx	Requests the inclusion of the mandated Green Line Extension in Somerville in the State Transportation Improvement Program (STIP). Notes that the densely populated City of Somerville could benefit from improved public transit and believes that the project could also have air quality, property value, traffic, and commerce benefits.	