

John Akers

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June 14, 2011

David Mohler, Chair
Transportation Planning & Programming Committee, Boston MPO
C/o Central Transportation Planning Staff
10 Park Plaza, Suite 2150
Boston, MA02116

Re: Regional Transportation Priorities

Dear Mr. Mohler:

I am a private resident of Stow, Massachusetts, and am writing to you with an urgent plea. Your committee is meeting soon to determine certain projects which you deem priorities for inclusion in the Long-Range Transportation Plan (**LRTA**). We in Stow have been working for years to further the project known as the **Assabet River Rail Trail**, and have spent considerable local funds for right-of-way acquisitions in our town. We are working together with the towns of Acton, Maynard, Hudson, Marlborough, and Stow in a process which will promote and improve pedestrian and bicycle use, and increase fitness by means of this rail trail.

Please, please, please, we need the **Assabet River Rail Trail, Phase 2** to be slotted into the soonest possible time slot of the LRTA, such that already earmarked funds can be used by the Town of Stow for design work on our section of the **Assabet River Rail Trail**.

Sincerely yours,

John Akers

From: [Pat Brown](#)
To: publicinformation@bostonmpo.org
Subject: Feedback -- Long Range Transportation Plan (Paths to a Sustainable Region)
Date: Friday, June 10, 2011 3:32:46 PM

Hello.

I am concerned that the inclusion of the Bruce Freeman Rail Trail (Acton, Concord) in the 2021-2025 period of the proposed "Paths to a Sustainable Region" does not state explicitly that the two segments are disjoint. The failure to include the Route 2 crossing leaves trail users from Acton with no safe passage to Concord; users from Concord cannot safely arrive at Acton, for the same reason. The route 2 crossing (606223) of the trail must be included in the cost estimate and in the project description, or the trail does not provide safe access to public transportation at the West Concord commuter rail station for users from Acton and points north.

While the Acton and Concord segments of the Bruce Freeman Rail Trail were lumped together as one project in the previous Long Range Transportation Plan "Journey to 2030", this was done when the Route 2 trail crossing was but one part of the Route 2 Rotary redesign. The trail portion was pulled from the more extensive redesign project to facilitate joining the Acton and Concord trail segments to complete the transportation corridor for the trail and to allow users a safe passage along its length. The Route 2 crossing is necessary for the utility of the Acton and Concord segments, and should be therefore be included in the project information in the LRTP to allow an accurate assessment of the project cost and extent.

Preliminary estimates for the Route 2 crossing, which has not reached 25% design, are currently \$6 million (see project 606223 in the MassDOT PROJIS database). I request these costs be included in the estimates for the Bruce Freeman Rail Trail. Alternatively, the Plan should indicate that the proposed segments are disjoint and describe the provision for the safety of trail users until they can be connected.

Thank you.

Pat Brown
Sudbury

From: [Mike Callahan](#)
To: mkelly@ctps.org
Subject: FW: Comment on the Draft LRTP
Date: Monday, June 13, 2011 11:59:14 AM

A Plan Comment...

From: Carole Wolfe [mailto:carole.pantrybrook@comcast.net]
Sent: Monday, June 13, 2011 11:55 AM
To: 'Mike Callahan'
Subject: Comment on the Draft LRTP

Good morning,

My apologies for again bothering you with a lengthy comment; I should probably send a traditional letter of communication in the future. Thank you for forwarding this comment.

To members and staff of the MPO,

There are two proposed Acton rail trails costing several million dollars per mile listed in the Draft LRTP, yet the number of people who would use them for actual transportation versus recreation, has not been determined. There has been no verifiable measurement to prove that congestion mitigation or air quality improvement would result from these multi-million dollar investments. To the contrary, the State's use counts on existing trails, even allowing for the ardent trail advocates who acknowledge they have been counted several times during these counts, do not reflect robust numbers of trail commuters. There has been no concrete cost-benefit analysis. Moreover, just because there is a trail-user, it cannot be concluded that a vehicle-trip has been saved.

It is unrealistic to believe that a Bruce Freeman Trail would have any quantifiable impact on relieving congestion at the Concord rotary, just as it is unrealistic to believe that unplowed and unlighted suburban trails with a majority of their miles going through the woods will provide any significant improvement to the region's transportation needs. It is appropriate that the timeframes for these two trails be extended ones. Hopefully, in the meantime, more accurate methods to calculate actual commuter use will be developed in order to better assess the cost-benefit. Realistically, it isn't convenient for most suburban people to commute by bike, especially on trails with limited access and destination opportunities. In addition to construction costs, there is also the unending cost to keep trails in good condition. Communities don't always have the financial resources for maintenance. For instance, Chelmsford is relying on volunteers for routine maintenance on the Bruce Freeman bike trail. If more miles of suburban trails are constructed, will there be sufficient money to properly maintain and manage them?

Besides the monetary cost to build and maintain rail trails, there is the cost to wildlife and wildlife habitat to be considered. The un-used suburban rail beds have become crucial corridors and providers of habitat for wildlife. Sudbury is the only town to complete a comprehensive, four season wildlife study, a study that has determined that trail construction would have irreparable consequences for wildlife, especially through the various riparian zones that provide the greatest amount of wildlife diversity. It is hoped that both Acton and Concord will use the time allowed by the LRTP schedule to initiate in-depth and unbiased wildlife studies in order to understand the impacts a trail would have through their extensive riparian zones and undeveloped areas.

In the end, it is hoped that the multi-millions of dollars being suggested for only a few miles of trail construction will be used for actual transportation solutions, real congestion mitigation and true air quality improvement instead of being spent on the creation of non-essential, recreational amenities that may have negative environmental impacts.

Thank you for your attention, your time is appreciated.

Carole Wolfe
Sudbury Citizens for Responsible Land Stewardship
Sudbury



MEDICAL ACADEMIC AND SCIENTIFIC COMMUNITY ORGANIZATION, INC.

People / Places / Plans / Future

June 8, 2010

Member Institutions

Beth Israel Deaconess Medical Center

Brigham and Women's Hospital

Children's Hospital Boston

Dana-Farber Cancer Institute

Emmanuel College

Harvard Medical School

Harvard School of Dental Medicine

Harvard School of Public Health

Immune Disease Institute

Isabella Stewart Gardner Museum

Joslin Diabetes Center

Judge Baker Children's Center

Massachusetts College of Art

Massachusetts College of Pharmacy and Health Sciences

Massachusetts Department of Mental Health

Simmons College

Temple Israel

Wentworth Institute of Technology

Wheelock College

The Winsor School

Associate Members

Blue Cross Blue Shield of Massachusetts

Harvard Vanguard Medical Associates

Merck Research Laboratories

David Mohler, Chair
Transportation Planning and Programming Committee
Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

RE: Comments on Draft Long Range Transportation Plan *Needs Assessment and Universe of Projects*

Dear Chairman Mohler,

On behalf of MASCO (Medical Academic and Scientific Community Organization, Inc.) I am pleased to submit comments on the *Needs Assessment and Universe of Projects in Paths to a Sustainable Region 2035*, the MPO's Long Range Transportation Plan (LRTP).

We recognize that the current state of transportation funding limits the Commonwealth's capacity for planning and construction of new large projects and that the emphasis is on maintaining a good state of repair and engineering studies for smaller, cost-effective incremental projects. With this in mind we commend the MPO for preparing the *Needs Assessment* as the first step and foundation for updating the region's LRTP. This is an effective way to reassess the current state of transportation in the region and to take a systematic look at which Projects and Programs can achieve the Plan goals with the best cost-benefit ratio.

As you know, the Longwood Medical and Academic Area (LMA) has over 18 million square feet of development with a total of 43,600 employees, making it the largest employment center outside of Downtown Boston, with employees commuting from all areas of the state and states in New England. However, unlike Downtown Boston, the area is not served directly by Commuter Rail and is heavily dependent on the Green Line, which is overcapacity, and limited cross-town bus services. Over the past decade, the LMA added 3.8 million square feet of new floor area and 1,200 employees per year in the largest growth sectors in the state: healthcare and education.

We are extremely grateful to the State for its leadership and support for transportation serving this area: construction of a new Yawkey Station with new multi-modal access ways, the current MBTA design study for a Ruggles Station commuter rail platform and service improvement, and MassDOT's collaboration

with MASCO on Urban Ring short and long range studies. Development in the LMA continues to be strong with close to 2.7 million square feet under construction, permitted or proposed. To support this job growth, continued collaboration in planning for the LMA's transportation infrastructure needs is essential for the State's economic health.

An opportunity exists for continued collaboration through the LRTP process through inclusion of ridership and cost-effectiveness modeling for smaller, or incremental components of the Urban Ring Locally Preferred Alternative; and, further, by selecting some of those which have promise and are of lower cost to be included in the final plan adopted by the MPO. Suggestions for modeling, which would benefit the "Central Area" in general and the LMA in particular include:

- Ruggles Station Platform improvements
- Melnea Cass Boulevard center median busway
- Montfort Street Corridor improvements
- Albany Street bus lanes in Boston
- Short term cross-town bus service improvements to the LMA from Sullivan Station to JFK/UMass station
- An alternative LMA tunnel for long range BRT service

The *Needs Assessment* reinforces what we've listed above, in particular:

- The need for additional "Central Area" improvements based on employment 2035 forecasts by MAPC which show the largest gains in Fenway/Kenmore/Longwood, the Seaport, Cambridge and Somerville.
- Future growth within the LMA: "The Fenway/Longwood Medical and Academic Area is both a prominent tourist/cultural destination and a growing center for employment in the Boston region" (p. 8-55, 8-71).
- Transportation constraints in the LMA: "Congestion of the transportation system in this area constrains growth and economic development potential" and "Circumferential travel... using the rapid transit system is constrained by the hub-and-spoke nature of the existing network."
- Congestion on the Green Line (pp.8-32, 8-56, 8-68, 8-69) and bus service constraints in the Central Area. (Most of the MBTA bus routes are radial in nature and only some offer circumferential connections (p. 8-9). Out of 113 local bus routes, only six offer circumferential connections to the LMA (p. 8-9, 8-54) and travel is often a three-seat ride; 87 percent of bus routes within the Central Area failed the schedule adherence standard).
- The need for "Additional circumferential services to provide rapid and direct connections between activity centers in the Central Area" (p.8-54).
- The lack of direct or complete rail service: Many commuter rail trains passing through Ruggles Station cannot stop there because one of the three tracks does not have a platform (p. 8-56).

Under the previous draft of the Plan, *Journey to 2030*, with the support of the Transportation Planning and Programming Committee of the MPO, the Urban Ring was included as an *Illustrative Project*. We request that this again be included as an *Illustrative Project* to allow planning for both its short- and longer-range components to move forward in an incremental and low-cost manner, at the same time recognizing the short-term fiscal constraints of the state. There will be a recovery within the 2035 timeframe covered by this plan; projects that are out reach now financially but are of regional significance should continue to be listed.

Finally, we know that the Committee is aware of State policy initiatives under the Clean Energy and Climate Plan for 2020, which target a 25% reduction in greenhouse gas emissions by 2020, 7.6% of which is expected to be achieved by the transportation sector; and which, by 2050, expects that transit services at least double in order to achieve an 80% reduction goal. In order to achieve even the 2020 reduction goals, it is important that progress be made in the evaluation and advancement of new transit services as part of the LRTPs. By taking incremental steps forward to evaluate elements of Central Area transit improvements, such as components of the Urban Ring, the State will be in a better position to achieve these goals in the future, when the current fiscal crisis abates.

This is of great importance to us because we are a charitable corporation with 23 member and associate member organizations, established to plan, develop and enhance the LMA for the benefit of the public and its members. We offer a wide range of services including transportation planning and development, parking and transit and travel demand management through our TMA, CommuteWorks.

Thank you for your consideration.

Sincerely,



Sarah Hamilton
Vice President, Area Planning and Development

cc: MASCO Executive Committee
MASCO Operating Services Committee
Richard Davey, General Manager, MBTA
Tom Tinlin, Commissioner, Boston Transportation Department
James Gillooly, Deputy Commissioner, Boston Transportation Department
John Jenkins, Chair, MassDOT Board of Directors
Eric Bourassa, Transportation Manager, MAPC



Board of Selectmen



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June 8, 2011

David Mohler, Chair
Transportation Planning & Programming Committee
Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116

RE: Long Range Transportation Plan – Paths to a Sustainable Region FFYs 2011-2035
(June 2, 2011 Draft)

- Assabet River Rail Trail (ARRT)
- Bruce Freeman Rail Trail (BFRT)

Dear Mr. Mohler:

On behalf of the Town of Acton we wish to express our relief and gratitude to the MPO for its efforts that kept the ARRT and BFRT on the Draft Long Range Transportation Plan (LRTP). We ask that these two projects remain firmly placed in the Final LRTP for the region. Bicycle paths are essential elements of a sustainable transportation future.

Keeping these rail trails in the plan with the ARRT in the 2016-20 band and the BFRT in the 2021-25 band reflects Acton's priorities with respect to these two projects. Sure, we would have liked placements in the plan that are earlier in time. But, understanding the severe existing and projected funding shortfalls to meeting the region's transportation needs, we are grateful for their position within the first ten years of the LRTP. It is our understanding that this position will ensure our continued access to already dedicated Federal funds, which allows Acton and the other communities along both trails to continue the advancement of the trails' engineering designs.

The MPO's continued recognition of these rail trails in the LRTP also recognizes nearly two decades of local municipal and citizen efforts on behalf of the ARRT and the BFRT, and local investments and commitments that exceed \$1.5 million. The Town of Acton is committed to the completion of both trails and counts on the continued MPO support in this endeavor.

Sincerely,

Town of Acton, Massachusetts
Board of Selectmen


Mike Gowing

Mike Gowing, Chairman

cc: Anne McGahan, CTPS
Hayes Morrison, CTPS
Towns of Maynard, Stow, Hudson, Concord, Westford, Carlisle
City of Marlborough
Thomas Kelleher, ARRT, Inc.
Tom Michelman, Friends of the Bruce Freeman Rail Trail
Senator James Eldridge
Representative Kate Hogan
Representative Jennifer Benson
Representative Cory Atkins
Congresswoman Niki Tsongas
Jane Adams, Regional Coordinator for Niki Tsongas

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June 14, 2011

David Mohler, Chair
 Transportation Planning & Programming Committee, Boston MPO
 c/o Central Transportation Planning Staff
 10 Park Plaza, Suite 2150
 Boston, MA 02116

Re: MAGIC Regional Transportation Priorities and comments for the TIP, LRTP, and UPWP

Dear Mr. Mohler:

I am submitting these comments on behalf of the Minuteman Advisory Group on Interlocal Coordination (MAGIC) subregion of the Metropolitan Area Planning Council (MAPC). MAGIC consists of 13 communities in the northwest area of MAPC: Acton, Bedford, Bolton, Boxborough, Carlisle, Concord, Hudson, Lexington, Lincoln, Littleton, Maynard, Stow, and Sudbury. MAGIC met and discussed the Long-Range Transportation Plan (LRTP), the FFYs 2012-2015 Transportation Improvement Program (TIP), and the FFY 2012 Unified Planning Work Program (UPWP) at our last two meetings on April 7, 2011 and May 19, 2011.

We recognize the severe fiscal constraints currently facing the Commonwealth and the need to prioritize scarce resources. The MAGIC towns have invested significant financial resources and decades to design and develop the projects we list in this letter, and it is our feeling that priority should be given to these worthy projects, already in the pipeline, in order to retain credibility and trust within our communities.

Our priorities include a few key road projects that relieve existing bottlenecks and improve safety and several projects that will improve bicycle, pedestrian, and transit mobility within our region. Taken together, these priorities are essential to sustaining an equitable, economically healthy, and environmentally responsible region. With limited transit resources within our suburban region, we believe the MPO should prioritize projects that enhance multimodal connections to existing transit nodes, downtowns, employment centers, and high single-occupancy vehicle traffic destinations.

The table below summarizes our project-specific recommendations for the TIP and LRTP, with comments on these and additional projects on the following page:

Project	ID #	Municipalities
MAGIC Priorities for FFYs 2012-2015 Transportation Improvement Program (TIP)		
Crosby's Corner	602984	Concord, Lincoln
Middlesex Turnpike/Crosby Drive Phase 3	029492	Bedford, Burlington, Billerica
Minuteman Bikeway Extension (Reformatory Branch)	-	Bedford
MAGIC Priorities for Long-Range Transportation Plan (LRTP)		
Assabet River Rail Trail	604531	Acton, Maynard, Stow
Assabet River Rail Trail	1139	Hudson, Stow
Bruce Freeman Rail Trail Phase 2A - at 25% design	604532	Acton, Carlisle, Westford
Bruce Freeman Rail Trail Phase 2B - Route 2 crossing	606223	Acton, Concord
Bruce Freeman Rail Trail Phase 2C	605189	Concord
Bruce Freeman Rail Trail Phase 2D - north of MBTA crossing	1164	Sudbury
Concord Rotary (Routes 2/2A/119)	602091	Concord

Crosby's Corner: As we have stated in several previous letters to the MPO, no single project has a direct greater impact on our region.

The Middlesex Turnpike/Crosby Drive Phase 3: This project has been a regional priority for approximately 30 years. Design for Phase 3 has been completed at the communities' expense and the Town of Bedford has exercised eminent domain to acquire the right-of-way to complete this project. This major arterial roadway is the main access for a significant proportion of the Commonwealth's economic and employment base.

Minuteman Bikeway Extension (Reformatory Branch): This two-mile Town-owned trail is a regional transportation asset that links eight towns along a 17-mile off-road network. The Bedford section provides a much-needed off-road alternative to Route 62 and is listed as a short-term priority in the Regional Bicycle Plan by MAPC. The proposal is to surface this section with asphalt to make it more viable as a commuter route.

Assabet River Rail Trail: The Assabet River Rail trail will have its 25% design submitted to MassDOT this summer. Acton, Maynard, and Stow have contributed significant local funding to the design and right-of-way acquisition through CPA and other local appropriations. Acton, Maynard, Hudson, Stow, and Marlborough have been working collaboratively to advance this project for over 18 years. Please program the Assabet River Rail Trail, Phase 2 into the earliest available time band on the LRTP so that earmarked funds can be accessed for the remainder of design for the two-mile Track Road section of Stow.

Bruce Freeman Rail Trail and Concord Rotary: The Acton, Carlisle, Concord, and north Sudbury sections of this trail are listed as short-term priorities and the Framingham and south Sudbury sections are listed as medium priorities in the Regional Bicycle Plan by MAPC. Please program Phases 2A, 2B, 2C, and 2D in the LRTP and ensure coordination of Phase 2B with the Concord Rotary project. Phase 2A is at 25% design.

Additional projects and comments:

Multimodal Center in Weston/Waltham: We support siting a multimodal transportation facility near Weston/Waltham along the Route 128 corridor that will facilitate transit options along Route 128 and provide connections with the Fitchburg Commuter Rail. Land acquisition and construction will certainly cost more than \$10 million and should be programmed in the LRTP as soon as is feasible.

Acton Dial A Ride: We were disappointed with the discontinuance of funding for the Acton Dial A Ride and felt that sufficient time was not given to fully deploy and build public awareness of this service before the funding was cut. We encourage the MPO to find an alternative source of funding to support this key multi-community transit service.

Route 4/225 in UPWP: MAGIC supports a corridor planning study for this route in Bedford and Lexington, which provides direct highway access to Route 128 and is one of the most congested in the region. Lexington recently rezoned this area, and the job creation and economic growth that could result should factor into this corridor study.

Coordinated public transportation studies in UPWP: MAGIC supports studies that look at innovative ways to integrate existing transit services (school buses, Council on Aging vans, locally funded shuttles, private business shuttles, etc.) into a more coherent and coordinated public transportation system.

As stated earlier, these projects, taken together, are essential to retaining credibility within our communities and for promoting regionalism and sustainability. Thank you for the opportunity to comment.

Sincerely,



Michelle Ciccolo, Chair

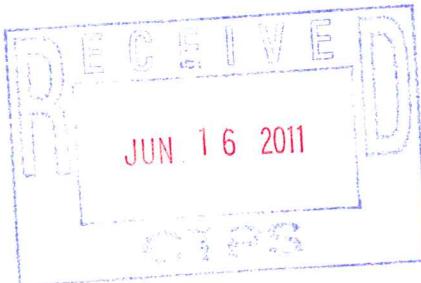
June 14, 2011

Member Institutions

Beth Israel Deaconess Medical Center
Brigham and Women's Hospital
Children's Hospital Boston
Dana-Farber Cancer Institute
Emmanuel College
Harvard Medical School
Harvard School of Dental Medicine
Harvard School of Public Health
Immune Disease Institute
Isabella Stewart Gardner Museum
Joslin Diabetes Center
Judge Baker Children's Center
Massachusetts College of Art
Massachusetts College of Pharmacy and Health Sciences
Massachusetts Department of Mental Health
Simmons College
Temple Israel
Wentworth Institute of Technology
Wheelock College
The Winsor School

Associate Members
Blue Cross Blue Shield of Massachusetts
Harvard Vanguard Medical Associates
Merck Research Laboratories

Anne McGahan, Project Manager
Long Range Transportation Plan
Boston Metropolitan Organization
10 Park Plaza, Suite 2150
Boston, MA 02116



RE: Comments on Draft Long Range Transportation Plan *Needs Assessment*

Dear Ms. McGahan,

MASCO (Medical Academic and Scientific Community Organization, Inc.) commends the Boston MPO for preparing a *Needs Assessment* as the first step and foundation for updating the region's new Long Range Transportation Plan (LRTP): *Paths to a Sustainable Region 2035*. This is an effective way to re-assess the current state of transportation in the region and to take a systematic look at transportation needs before identifying Projects and Programs in the next stage of the long range planning process. The *Needs Assessment* documents gaps in transit service and key areas of traffic congestion in the Longwood Medical and Academic Area (LMA) and *Central Area* corridor. We commend the MPO staff on the organization and graphics contained in the report and provide overall comments on the draft. Below and attached are specific comments.

Urban Ring: The analysis of existing transportation in the Central Area supports the idea that smaller and incremental components of the Urban Ring Local Preferred Alternative (LPA) can be selected for their cost-effectiveness for inclusion in the LRTP. This idea is expanded on in attached letter from Sarah Hamilton to Chairman Mohler. The *Needs Assessment* concludes that "Additional circumferential services are needed to provide rapid and direct connections between activity centers in the Central Area" (p.8-54). For this reason we suggest that the *Needs Assessment* be amended to include the Urban Ring as an *Illustrative Project*.

Commuter Rail and the Need to Back Track: We are pleased to see that the *Needs Assessment* recognizes that many of the AM peak hour commuter rail trains passing through Ruggles Station cannot stop there because one of the three tracks does not have a platform (p. 8-56). In addition, the *Needs Assessment* should note that the LMA is both not directly served by Commuter Rail, further contributing to the need for improved circumferential transit, and that Yawkey station also does not have full rush hour service since not all trains are scheduled to stop. Similar to Ruggles Station, this requires Commuter Rail riders destined for the LMA to travel into Downtown Boston and then travel back again on an outbound service. We are very pleased that construction is starting this spring on Yawkey Station to make the upgrades that will eventually allow additional train stops. The *Needs Assessment* should note that further schedule changes are still needed to ensure that, once the station is rebuilt, additional trains can be scheduled to stop.

MASCO is a charitable corporation with 23 member and associate member organizations, established to plan, develop and enhance the LMA for the benefit of the public and its members. We offer a wide range of services including transportation planning and development, parking and transit and travel demand management through our TMA, CommuteWorks.

Thank you for your consideration.

Sincerely,



Tom Yardley, Senior Planner

Attached: Comments on the *Needs Assessment by Page Number*
6/8/11 letter to David Mohler from Sarah Hamilton

Comments on the *Needs Assessment* by Page Number

1-5, third bullet, last sentence: We suggest that the Introduction include a stronger statement about the circumferential destinations in the Central Area; one option might be to list these (such as the LMA, Boston Medical Center, Logan Airport and others).

8-9: We are pleased to see that the *Needs Assessment* recognizes the limited amount of crosstown bus service. As the third bullet notes, "While most of these routes are radial in nature, some offer circumferential connections within the Central Area."

8-12: The list of private shuttle services in the LMA should mention the hospital routes. Dana-Farber Cancer Institute, Beth Israel Deaconess Medical Center, Brigham & Women's Hospital and Children's Hospital Boston all operate shuttles including a shared service to North Station.

8-16: Under *Bicycle Paths*, when referring to the Emerald Necklace Paths, the list of neighborhoods should add Longwood/Fenway. The same applies to Tables 8-1 and 8-2, which should list Longwood/Fenway.

8-19: *Land Use, Housing and Sustainable Transportation* omits the fact that there are poor crosstown connections between neighborhoods when talking about overall good transit service coverage. We also suggest adding Fenway/Kenmore/Longwood as a high growth area with the significant number of recent high-density residential developments.

8-20, 8-24, 8-28: These smaller maps are hard to read.

8-23: Third paragraph refers to the Fenway/Kenmore area. The projects described here need updating and are located in the LMA, not Fenway/Kenmore. We have provided an up to date project list to the MPO. The last paragraph, under *Employment*, refers to high employment concentration neighborhoods and should add Longwood to Fenway/Kenmore.

8-24: We request the inclusion of a table identifying 2009-2035 employment projections by TAZ and neighborhood.

8-25: First sentence, we suggest adding the following: "This high percentage is not surprising given the excellent transit connectivity, limited parking..." Second paragraph, "The largest gains are expected in the Fenway/Kenmore/Longwood neighborhood."

8-27: We look forward to seeing a copy of the MPO's truck model and note that the LMA is one of the areas projected to experience the highest growth in truck traffic between 2008-2030.

8-30: We are pleased to see Longwood Avenue (Brookline) listed as having a high volume of bicyclists and pedestrians. MASCO and our members have worked hard to increase these mode shares. Our latest numbers, from 2009, show AM weekday peak hour volumes of 1,052 pedestrians and 86 cyclists at the Longwood/Brookline intersection in Boston.

8-37, 8-41, Figures 8-9 and 8-11: Do not appear to include Brookline Ave. (from the City line to the Sears Rotary) and Riverway in the LMA, both of which are heavily congested arterials. We are happy to share data with the MPO to determine whether these sections of roadway meet the CMP criteria for inclusion on these maps.

8-46, Figure 8-14: the map appears to omit Longwood/Brookline and Sears Rotary as CMP “priority intersections.”

8-53: Capacity Issues: Circumferential Travel: This section sets up the discussion of circumferential needs and would be a good opportunity to mention the Urban Ring and work done to date, including the Compact Communities, the State’s technical studies, the CAC and the suspended environmental process. Language could also be added (second paragraph): “The radial nature of the MBTA system works well for commuters who live in the Central Area and work in Boston Proper, but not for trips directly between circumferential locations.”

8-55, Seventh bullet: add Fenway/Longwood.

8-56: We commend the MPO for inclusion of bullets 6 and 8 which identify capacity constraints in the Green Line Central Subway and the lack of a platform and resulting reduced Commuter Rail service to Ruggles Station.

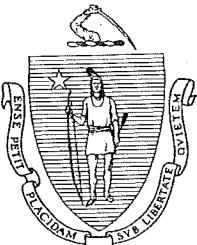
8-70: Bullets on this page call out areas where major developments are planned. We request that the 2.6 million square feet of development currently planned and under construction for the LMA be added as a bullet or to the last bullet under *Transit*. Third bullet on this page, add Fenway/Longwood.

8-72 to 8-73, Under *Land Use*: the first bullet lists areas projected to grow the most between now and 2035. This list should include the LMA in the Fenway/Kenmore/Longwood area.

10-8: We note that circumferential needs are identified under *Gaps in Service* – this may be a good opportunity for mention of planning efforts to date and future planning for the Urban Ring.

10-9: Third bullet should add language on circumferential transit needs.

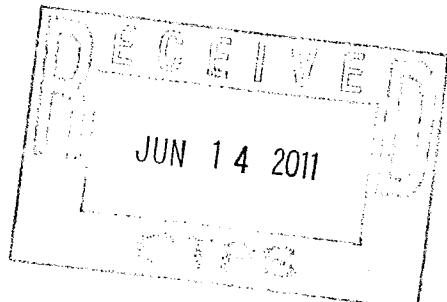
10-15: Under *Land Use*, the last bullet mentions high projected growth areas in the Central Area. This should include the LMA (see comment on page 8-70 above).



THE GENERAL COURT OF MASSACHUSETTS
STATE HOUSE, BOSTON 02133-1053

June 6, 2011

Transportation and Planning Committee
Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116



Transportation and Planning Committee members:

We are writing to you today to express our deep concern about the decision to delay the New Boston Street Bridge and Montvale Avenue projects in the City of Woburn and the manner in which the decision was made.

While we understand that there are responsibilities and regulations by which the Transportation and Planning Committee of the MPO must operate and take into consideration in making decisions, we are disappointed that the discussion of moving the projected TIP timeframe of these projects was not on the meeting's agenda nor were our offices informed of such a change to any agenda.

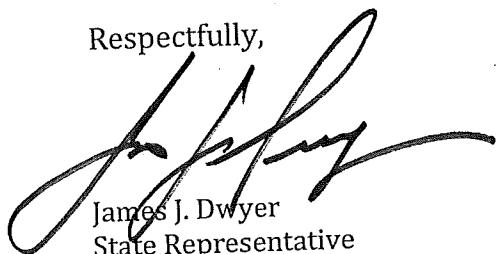
If we were informed that the programming of the New Boston Street Bridge and the Montvale Avenue projects were going to be scheduled for discussion, we would have attended the meeting to convey to the committee the crucial importance of both of these projects to the City of Woburn. Without being informed of the possibility of this impending action, the City of Woburn was not afforded the same due process in responding to the decisions made as the other communities at the meeting were for their projects.

Moving forward on both of these projects would enhance public safety, quality of life, and vital economic development not only in the City of Woburn, but in surrounding areas. In delaying these two projects to the 2021-2025 Transportation Improvement Program schedule, the Committee has effectively negated the three aforementioned benefits of these projects for the next 10 years.

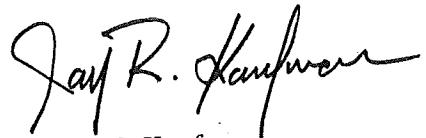
We respectfully ask that the Transportation and Planning Committee reconsider their decision to delay the programming of these projects and review the policies and/or procedures of entertaining orders of business that are not made available on the Committee's agenda to ensure fairness in discussing project placement and programming.

If the Transportation and Planning Committee has any questions or if we can be of assistance in providing more information relative to the projects in question, we ask that you do not hesitate in contact our offices.

Respectfully,



James J. Dwyer
State Representative
30th Middlesex District



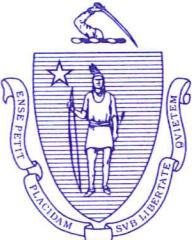
Jay R. Kaufman
State Representative
15th Middlesex District



Kenneth Donnelly
State Senator
4th Middlesex District



Patricia Jehlen
State Senator
2nd Middlesex District



COMMONWEALTH OF MASSACHUSETTS

THE GENERAL COURT

STATE HOUSE, BOSTON 02133-1053

June 13, 2011



David Mohler
Chair, Transportation Planning and Programming Committee
Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Dear Mr. Mohler,

We are writing to thank you for the opportunity to have input into the redrafting of the Long Range Transportation Plan. As you know, extending the MBTA Green Line to Route 16 is of utmost importance to our communities. We appreciate the time and careful consideration given to this project and are grateful to you and the Boston MPO for supporting its continued inclusion in the LRTP, and to the Patrick administration for its continued support.

We also appreciate what a difficult process this is. There are numerous worthy projects competing for increasingly scarce resources and it is impossible to satisfy all parties. Individuals, officials, and community groups in Medford, Somerville, and Arlington have been working diligently to present a thoughtful case for the Route 16 terminus and are all the more grateful for this continued support in light of such difficult choices.

We look forward to continued collaboration throughout this process and sincerely appreciate your continued support of the communities that will benefit from the Green Line Extension Project, particularly the dense neighborhoods surrounding the Route 16 stop. Please do not hesitate to let us know how we can be of service moving forward.

Sincerely,

Carl Sciortino
State Representative

Patricia Jehlen
State Senator

Denise Provost
State Representative

Ken Donnelly
State Senator

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JUN 15 2011
CITY OF BOSTON

Cc: Governor Deval Patrick
Jeffrey B. Mullan, Secretary of Transportation

From: [Jonah Petri](#)
To: publicinformation@bostonmpo.org
Subject: LRTP project selection
Date: Monday, June 27, 2011 4:57:33 PM

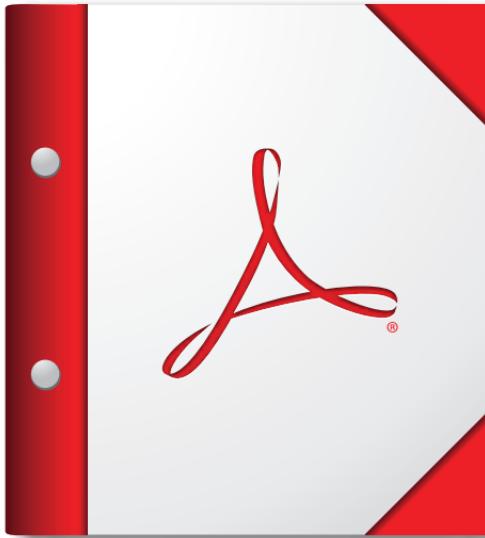
To the MPO LRTP staff and board:

I have read, with deep concern, your draft set of projects to be included in the next LRTP. I note that around 85% of the money is being directed towards highway expansion and reinforcement, which is counter to the stated goals of this LRTP. This LRTP should be addressing environmental justice, increasing use of low-carbon transportation modes, and most importantly *preserving a livable climate for our children*. Alarmingly, only token investments are being made in these areas.

Instead, I see a multibillion dollar subsidy for the "one person, one car" lifestyle. How can you even be considering this level of investment in the automobile at a time when its future, so tied up in gas prices and the whims of foreign dictators, is so uncertain?

You have the right idea in your LRTP title. We need more paths, and more sustainability, instead of massive highway investment. Please bring the list of projects for the LRTP back in line with its right-minded goals!

Sincerely,
Jonah Petri
Somerville, MA



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From: [Jim Gallagher](#)
To: publicinformation@bostonmpo.org
Subject: RTP comments
Date: Wednesday, June 29, 2011 12:52:09 PM

I can't make the TPPC meeting tomorrow, June 30, so I'd like to repeat some comments I made earlier.

The Plan, as a "public" document, should be useful and accessible to that public. That means a document that is relatively short, which can be read in a few hours at most (50 to 100 pages with a lot of graphics). And it should be largely written in non-technical, jargon-free language.

And as for the mix of specific projects to include I think that few projects should be listed beyond 2025. Instead there should be a commitment to fix already identified and prioritized needs, whether or not a specific "project" is already under design. To cite one example, there is currently no "project" under development to make improvements to the 128 Central area (I-90 to I-93) in spite of its current problems, and the hopes/plans for additional economic growth which will require more people to get to the corridor than currently do. Rather than ignoring this critical need (effectively saying nothing will be done in this corridor before 2035) the Plan should contain a commitment for improvements as they are identified, perhaps even including some very general allocation of a minimum amount that may be needed. And a commitment that in the time before the next Plan is developed there will be additional study to identify those fixes, with some slightly more specific costs that can then be included in the next Plan.

Thank you for the opportunity to comment.
Jim Gallagher