

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
none	Jim Salem	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
	Glenn Maston	ARRT (Acton & Maynard)	Supports	Supports the continued development of the Assabet River Rail Trail (ARRT) and requests that the Acton and Maynard sections of the trail be funded in the TIP as scheduled for 2016. It would be disappointing if the funding was delayed any further. The trail is a fantastic asset to the towns of Hudson and Marlboro, and it would be even better if it was completed and included Acton and Maynard.
Town of Stow	James H. Salvie, Chairman, Board of Selectmen	ARRT (Acton & Maynard)	Supports	Urges the MPO to include the Assabet River Rail Trail (Acton-Maynard) project into the FFY 2013-2016 TIP for the year 2016. Stow is part of an Inter-Municipal Agreement for the advancement of the ARRT and all five communities involved have invested considerable money and resources towards the final goal of completing the ARRT. Stow has purchased an easement over a private road, and is funding preliminary design efforts with its own funds. Final design for the Acton-Maynard section can easily be completed by 2016. Carrying forward to Congressional earmark for the ARRT into the FFY 2013-2016 TIP will enable the Town of Stow to access the earmark for design funding when ready.
Town of Acton	Mike Gowing, Chairman, Board of Selectmen	ARRT (Acton & Maynard)	Supports	Urges the MPO to include the Assabet River Rail Trail (Acton-Maynard) project into the FFY 2013-2016 TIP for the year 2016. Acton is the lead community of an Inter-Municipal Agreement for the advancement of the ARRT and the five communities involved have invested considerable money and resources towards the final goal of completing the ARRT. Final design for the Acton-Maynard section can easily be completed by 2016. Carrying forward to Congressional earmark for the ARRT into the FFY 2013-2016 TIP will enable the Town of Stow to access the earmark for design funding when ready.
	Nancy Kerr	ARRT (Acton & Maynard)	Supports	Supports the Acton & Maynard portion of the Assabet River Rail Trail for the FFY 2013-2016 TIP. People can use the trail to exercise and stay fit. It is a cost-effective project because thousands of people stand to benefit from it.
State Senate, House of Representatives	State Senator James Eldridge; State Representatives Jennifer Benson, Kate Hogan, and Cory Atkins	ARRT (Acton & Maynard)	Supports	Supports the Acton & Maynard portion of the Assabet River Rail Trail for the FFY 2013-2016 TIP. Bike and rail trails not only offer a creative use for old infrastructure, but will help to fill the void of safe and pleasant places to cycle and walk. It is critical that the MPO support the efforts of towns and municipalities to encourage alternative forms of transportation through the renovation and construction of rail and bike trails. This portion of the ARRT will provide trail users with access to the South Acton MBTA Commuter Rail Station, and the Town of Acton has worked hard to ensure that it has addressed MassHighway District 3 concerns regarding alternative routes along the trail.
Acton resident	Abigail Miekko Vargus	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The rail trail is a huge improvement to the town and area in so many ways. It also will greatly increase the convenience of traveling in town without using a car.
Acton resident	Al Caruso	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Projects such as the ARRT and the BFRT are hugely important to the community and need to be completed. These trails provide safe corridors for recreation and commuting, and take cars off the road.
AdventuRides	Alex Woodle	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
Maynard resident	Alex Thayer	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
Maynard residents	Amanda and Mark Price	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
	Amanda Lye	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
	Amie Hesbach	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Completion of the trail to Acton would alleviate some of the vehicular congestion along the highway towards the South Acton rail station and provide safe, low impact transportation and recreation.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Maynard resident and taxpayer	Amy Riddle	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. This project will 1) bring recreational opportunities to communities 2) bring business to local retailers and 3) provide a car-free link to the commuter rail system.
Maynard resident	Ann Gibson	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. These types of trails are invaluable for recreation and non-motorized transportation.
Boxborough resident	Arnold Williams	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The trails from the five towns should be connected to each other.
Maynard resident	Ben Clark	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The trail would boost health and reduce traffic.
McCathy Towne Elementary School	Benjamin Eppling	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The trail would be good for the environment, provide a safe place to bike, and reduce fuel consumption.
Acton citizen	Beth Cail	ARRT (Acton & Maynard)	Supports	Supports the extension of the ARRT rail trail through Acton and Concord. The rail trail provides a wonderful resource for those who cannot or should not ride on the road. In these times of increased drug use in the high schools, hyper competitiveness in school sports, and overall increased pressure on kids, having a resource like this is critical to not only their well being, but to the community's well being.
Acton resident	Bettie Noble	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
Acton citizen	Bettina Abe	ARRT (Acton & Maynard)	Supports	Supports completion of the ARRT. It's very important to give people the option of commuting by bike on this rail trail especially since the new South Acton Train Station will have south side access. It makes sense to have both projects moving forward simultaneously.
	Bill Smith	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
Assabet River Rail Trail member	C. Leary	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Construction of the portion of the trail from the northern part of Maynard to the South Acton train station as critical since it will provide a safe way for Maynard's commuters to get to/from the train station. Currently, cyclists must ride with dangerous rush-hour cars, walking is hazardous, and other forms of transport that can be done on a trail, such as rollerblading, are not possible.
	Carolyn Stock	ARRT (Acton & Maynard)	Supports	Supports the ARRT.
	Chris Rodstrom	ARRT (Acton & Maynard)	Supports	Supports the ARRT.
Acton resident	Christina Haufler	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
Friends of the Bruce Freeman Trail, Acton resident	Christopher Hickey	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. In this day and age of the obesity crisis, governments at all levels should be encouraging physical activity. This rail trail will link Maynard to the Fitchburg Commuter Rail Line and cannot be put off any longer.
ARRT abutter	Clare Siska	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Acton residents voiced strong support of the ARRT by spending over \$1M in 2011 to purchase the Caouette-Simeone farmland, in part to provide direct access to the ARRT and an improved design for the trail terminus. While some details need to be worked out in regards to the land's planned Conservation Restriction, this should be possible as part of the 25% design process. Acton's Town Planner, ARRT.org, abutters, and the conservation restriction committee have a good working relationship and all are eager for this project to move forward. This trail segment will provide direct access to the new South Acton commuter rail station and will be a shining example of smart, eco-friendly transportation.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
	Colleen Strahs	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. This important project will bring much-needed safe outdoor biking and hiking spaces for families in MetroWest.
Acton resident	Colleen White	ARRT (Acton & Maynard)	Supports	Supports the ARRT.
	Dan Cooper	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. This is an important and much needed project that has been a long time in the making.
Assabet River Rail Trail	David Mark	ARRT (Acton & Maynard)	Supports	Supports the ARRT. The commenter has personally spent hundreds of hours per year making the Acton and Maynard sections walkable: tree cutting, brush clearing, poison ivy killing, drainage ditch clearing and for certain sections spreading truckloads upon truckloads of woodchips between the rails to create a safe surface.
Assabet River Rail Trail	David Mark	ARRT (Acton & Maynard)	Supports	Please keep the next phase of the Assabet River Rail Trail in the TIP for 2013-2016. A non-road commuter route south from the Acton train station to businesses in Maynard and points farther south is still needed. Bicyclists and pedestrians are at risk when trying to share Routes 27 and 62 with car and truck traffic.
Acton resident	Deb Matthews	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. This project is a relatively low cost way to help people be active and enjoy nature, and is a huge add to our community. It will also help some people commute to work.
AART	Deborah Fink	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The commenter, her husband, and teenagers ride bikes for fun and exercise and need a safe place to bike locally.
The ARRT project for Acton-Maynard	Denise Shea	ARRT (Acton & Maynard)	Supports	Supports ARRT. A rail trail would be an excellent way for families to spend time together outdoors without excessive concerns about traffic dangers.
Community member of Maynard	Diane Donovan	ARRT (Acton & Maynard)	Supports	Supports the ARRT. The trail would mean a great deal to the community and the families that live there. Completion of the project would show children that the efforts spent on the project and promises matter.
Acton resident	Diane Krasnick	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding. With gas prices rising, the commenter would consider biking to her job in Sudbury if this were a possibility.
	Ed Beauchemin	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The ARRT will provide a safe route for commuters between South Acton and Maynard. The present roads are not safe for biking or walking. This trail will benefit many businesses in the area.
	Edward Wenzell	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The commenter is a weekly user of the Assabet River Rail Trail.
Legally blind Acton resident and frequent pedestrian	Elizabeth Harvey-Forsythe	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Converting these rail lines is the second best thing that can be done with them (the best thing is running trains on them).
Acton resident	Elizabeth T. Speers	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The community will benefit from safer cycling for children and adults alike.
Green Acton - Acton resident	Ellen de Lemos Forte	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. With all of the toxic chemicals in our environment, climate issues, etc, projects which promote safe and clean alternative transportation should be advanced.
Acton resident	Emily McDowell	ARRT (Acton & Maynard)	Supports	Supports the ARRT. Outdoor trails are needed for exercise and to lessen environmental impacts by biking, walking or blading to work /other locales.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Maynard resident	Eric Josephson	ARRT (Acton & Maynard)	Supports	Supports the ARRT. The commenter would be able to bike to the South Acton train station to catch the commuter rail to Cambridge.
	Eve Donahue	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The project has support in Stow; the Stow town meeting voted in favor of it.
none	Geoff Mamlet	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. More spaces are needed where people can experience the joys of biking, of being outside, and getting good exercise. Existing rail trails get lots of use and bring economic benefits to the towns they pass through. Along the Ayer trail, you can already see businesses adapting to serve the business the rail trail brings.
	Gregory Catalano	ARRT (Acton & Maynard)	Supports	Supports the Acton-Maynard-Stow portions of the ARRT. This trail would offer a wonderful opportunity for safe recreational and fitness activities for a broad portion of the population in these communities.
Acton resident	Gregory Flemming	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. This would have a hugely-beneficial impact on the communities of Acton and Maynard.
Acton resident/ARRT supporter	Heather Stouch	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The ARRT provides the community an excellent safe recreation space for all ages.
Acton resident	Ilya Rushkin	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The trail will greatly enhance quality of life in Acton.
Acton resident	Irina Mogileva	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
Adventurides	Jane Anderson	ARRT (Acton & Maynard)	Supports	Supports the ARRT. It is important to encourage safe biking for all, for health and the environment. The rail trail is a neighborhood asset to all who live in the area.
Stow Conservation Trust	Janet Kresl Moffat	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. It will be a huge benefit to these communities.
Friends of Assabet River NWR	Janice Wright	ARRT (Acton & Maynard)	Supports	Supports the ARRT. Having access to the ARRT and being able to walk in a continuous and safe environment (lack of motorized vehicles) is extremely rewarding for ones health and peace of mind.
Acton resident	Jason White	ARRT (Acton & Maynard)	Supports	Supports the ARRT and asks that construction not be delayed.
South Acton resident	Jeff Barry	ARRT (Acton & Maynard)	Supports	Supports the ARRT from South Acton to Maynard. It will be necessary to have alternative ways for people to access the new South Acton commuter rail station since parking is limited there. All pedestrian / bike traffic between the South Acton / Kelly's Corner area and Maynard is currently forced onto Route 27, a major local road, with the attendant risk of mixing such traffic with auto traffic. Having that rail trail in place would save lives and gasoline.
Rail Trail enthusiast	Jeff Dearman	ARRT (Acton & Maynard)	Supports	Supports the ARRT. It is an important connection to the Bruce Freeman Rail Trail and important ecological areas such as Assabet Wildlife Refuge, it also will connect communities and bring the region together.
	Jennifer Brown	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Once constructed, the ARRT will help reduce road congestion and carbon emissions and help improve public health though increased personal fitness.
Acton resident	Jill Buonomo	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
resident	Jill Defoe	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. It is of huge benefit to the community.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
AdventuRides	Joe Bongiardina	ARRT (Acton & Maynard)	Supports	Supports the ARRT from Acton-Maynard-Stow. The commenter supports continued funding of the development of rail trails for the purpose of biking, hiking, riding and other recreational uses.
None	Joe Martineau	ARRT (Acton & Maynard)	Supports	Supports the ARRT and making funding for it available as early as possible. The trail will be a true asset to the communities it runs through as well as avid bike riders from all over.
	Joelle Spear	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Families need more activities for enjoying the outdoors with their children. Construction of the trail will support healthy lifestyles and enjoyment of the Assabet Valley.
Maynard resident, ARRT member	John E. McNamara	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. It would provide easy car-free access to the South Acton train station and an opportunity for healthful exercise.
	John MacNeill	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Bike trails are an important way to tie together communities, cut down on road traffic and help promote healthy lifestyles.
Acton citizen	John Sonner	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The commenter has ridden on the ARRT trail several times, both commuting to work and for fun.
	Jon Larkin	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
	Joseph Holmes	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Supports funding the project as soon as possible.
Acton resident	Joseph Robb	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. More travel by bicycle and less by automobile would lead to healthier lives for all.
	Julie Sullivan	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. With the economy the way it is, families need these trails for free family fun and exercise.
	Karen Wiss	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
Acton citizen	Kate Crosby	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. This important trail will provide a valuable linkage to the commuter rail line, and will create low-carbon options for getting around the region and in and out of Boston.
Acton citizen and voter	Katherine Reiner	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
	Kathie Larsen	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
town member	Kathleen Shirley	ARRT (Acton & Maynard)	Supports	Supports the ARRT in Acton.
Maynard resident	Kelly nadir	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Biking along Route 27 is dangerous. A rail trail would alleviate this issue and promote public transportation.
Acton resident	Kerry flatly	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
	Kevin Clairmont	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
Maynard resident	Kevin MacNeill	ARRT (Acton & Maynard)	Supports	Supports the ARRT. It will provide a valuable recreation amenity and a safe alternative mode of transportation for area residents, as well as needed linkage between surrounding communities.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
citizen	Kimberlee Coleman	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The trail would greatly enhance the quality of life in the town of Acton, leading many to bike/rollerblade etc. when they might otherwise drive.
Maynard resident	Krista Ferrante	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The trail would offer a safe place for children to be active, and a safe way to bike to the South Acton commuter rail station, as well as shops, restaurants, and theaters in Maynard.
Assabet River Rail Trail	Kristin Burati	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. This trail is a much needed recreation improvement and an important community building project.
Stow citizen	Kristina Wile	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. It will provide a safe place for physical activity for people of all ages, and an alternative route for active commuters to help alleviate traffic congestion and increase roadway capacity.
Acton resident	Laura A Robb	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The town of Acton will greatly benefit from having the AART work completed as soon as possible. The surrounding towns have completed their section of this and the Bruce Freeman Rail Trail, so it is very frustrating to have to wait again to see the Acton section completed.
	Laurie Taylor-Teran	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
	Lena Saetre-Grant	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Using the old rail system to create safe biking areas for residents in this area is very important. It provides a way to ensure children learn to use and love the outdoors and biking.
CRW, AYH, Adventurider and general cycling enthusiast	Lindy King	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. It is necessary to create and preserve recreational cycling routes for our communities and future generations of cyclists, walkers and joggers.
	Lisa Benati	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
Acton resident	Liz Field	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
Maynard resident	Lynda Thayer	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Since the early 1990s, residents of Marlborough, Hudson, Stow, Maynard and Acton have expressed their support in this worthwhile project.
	Lynne Densen	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. It will be great for the kids, and the community.
	Magdaline Caradimitropoulo	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. These rail trails are excellent resources for getting people off the roads and getting people to exercise in safety.
	Mark Genest	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The trail would provide an important transportation connection to the MBTA station for Maynard community. Getting from Maynard to South Acton by bicycle now means riding down Rt. 27, which is a narrow road, with no bike lane or sidewalk, and auto speeds typically exceeding 45mph. It is unfair to delay funding on this portion of the ARRT considering that the section from Hudson to Marlborough has been completed for some time. That section required complex bridge work, while the Acton-Maynard section does not.
Supporter	Mark Grundstrom	ARRT (Acton & Maynard)	Supports	Supports ARRT effecting the towns of Marlborough, Hudson, Stow, Maynard and Acton. The service it will provide all the affected communities is immense.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
	Maro Hogan	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
Acton resident	Martha Rounds	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. It will provide opportunities not just for recreation but also for commuting. Many residents have made clear that we will use this trail in great numbers.
	Maryanne Allard	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
South Acton resident	Melissa Chaffee	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Acton and Maynard are two active communities that can prosper with a rail-trail linking them. The new South Acton train station can serve as a terminus for commuters (who park their bikes at the station), or as a mid-point for active city families wanting a safe trail to ride on (as opposed to the narrow roads).
	Michael B Duclos	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Promoting human powered transportation also provides an local economic multiplier, in addition to facilitating closer personal ties among those who live here.
Assabet River Rail Trail	Michael Persons	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The ARRT is a great central Massachusetts trail and could be so much better when it is extended.
Iron Work Farm in Acton, Inc.	Michaela Moran	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Supports the ARRT for the following reasons: 1. Iron Work Farm owns two historic house museums which are located within a few hundred yards of the Acton end of the ARRT. They have planned certain features of the 6 acre grounds to attract cyclists. 2. Automobile traffic in the community will be improved when commuters have the option to bike to the train.
ARRT family biking enthusiast	Monica Burke	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Enjoying the rail trail together as a family on weekends is a priceless family tradition.
Bruce Freeman Rail Trail	Nancy Kerr	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Having a rail trail for exercise is the safest and least expensive way to stay fit. Considering the health benefits to thousands of people, it is cost effective to build the trail.
Acton resident	Neeza Thandi	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The trail will go such a long way to promote outdoor activities for families and is a worthy project in the public interest.
Acton resident	Norm Strahle	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The commenter commutes to work 1-2 times per week by bicycle and supports rail trails. The ARRT would help alleviate traffic to the train station as well as parking.
Acton resident	Pam Curran	ARRT (Acton & Maynard)	Supports	Supports the ARRT.
	Priscilla Bolte	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. There is no safe way to bike from Acton to Maynard. This section is a priority over the Maynard section although its important to have the entire project funded.
Maynard resident and cyclist	Priscilla Cotter	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. This is a valuable project for the Commonwealth and will be a boon to local communities.
	Pushpa Baskaran	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. This is a wonderful project which will encourage Acton residents to exercise in a green way as well as improve socialization and connect people.
Acton resident	Rebecca Niles	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Acton is in great need of safe bikeways for children. With Route 2 and Route 27 bifurcating it in both directions, it is particularly unsafe to bike in the area.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Adventurides	Richard Mansfield	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The commenter rides the ARRT and would like to see it maintained and extended.
Acton residents	Robert and Rachel Lucas	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The trail will reduce road traffic, benefit the environment, and promote wellness and good health.
	Robert Mackin	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The commenter uses the trail in Hudson into Marlborough to commute to work, but must ride on busy roads from Acton to the trail. His children can't make much use of the trail because the nearest trail section in North Acton requires riding on very busy roads.
Acton resident	Robin Herr	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
Acton resident	Roger Larsen	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The ARRT would help alleviate motor traffic especially in mild weather and at peak commuter hours.
	Roland Ouellette	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
Assabet River Rail Trail	Ron Labbe	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The cost is relatively minor in relation to the years of use this walk/bike way will get. There are very few sidewalks in this area, which requires pedestrians to walk in the street which is dangerous.
	Samuel Peretz	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. This kind of development is incredibly important.
AART - Maynard resident & supporter	Sara Hartman	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. For a small but vigorous and active community that unfortunately has minimal public open space, it is especially important that the AART rail trail be supported with any available state and federal funds to see it through its completion. Maynard residents are eager for more opportunities for physical activity, ways to experience nature, and family wellness and recreation in our town.
	Stephen Banatoski	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. It would promote wellness and allow a safe access way to South Acton.
Acton resident	Stephen Leo	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The commenter has a family of four children who love and use the Westford - Chelmsford section of the trail.
	Susan and Bill Bartow	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
	Susan Bumbulucz	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. This is an important and much needed project.
Citizen	Susan Cudmore	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. This section of the trail is an important commuter rail access point in addition to it's recreational function.
The Learning Center For The Deaf and South Acton resident	Susan Eppling	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The trail would link these two communities better and would provide an environmentally friendly way to improve the health of residents. The nearest rail-trail is currently a 25 minute drive away and our main routes are too narrow to safely support bikers. The trail will also benefit people with special needs and enable them to enjoy the outdoors and exercise. The commenter is also advocating for her son, who has Tourette's Syndrome, and cannot safely bike on streets.
Maynard resident	Suzanne Selig	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. This project is very important for multi-generations. We need to make progress!

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Acton	Suzi Yarin	ARRT (Acton & Maynard)	Supports	Supports the ARRT and all rail trails. They add value to the community in terms of exercise, socializing, and environmental awareness.
Acton resident	Svetlana Emlyanov	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Bike trails could help people with health problems and disabilities travel independently and promote a healthy lifestyle.
Acton resident, member of Reservation of Trustees	Tammie Kaminski	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. I am writing to you in support of the ARRT Acton-Maynard-Stow construction funding. Acton residents have been very supportive of the effort providing resources and land wherever needed. The trail will provide a fantastic, safer opportunity to enjoy the outdoors while getting exercise.
Acton resident	Terry Manning	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. More opportunities are needed to live a greener lifestyle, and rail trails are money well spent.
Acton resident	Thomas Campbell	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The trail is an important addition to the Acton area. The new train station will integrate the ARRT, and once it is all done, it will be an nice cohesive design.
Maynard resident & registered voter	Thomas Hesbach	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. Reuse of these improved right paths are a great source of transportation and recreation for all.
Acton resident	Tim Fatsi	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The trail will provide a safe place to bike and walk.
	Todd Fahey	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
Assabet River Rail Trail, Inc.	Tom Kelleher	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
none	Tom LaMotte	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
	Travis Gebhardt	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
	Virginia Barbati	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP.
Clinton greenway conservation trust	William Latimer	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. The Mass Central line is the spine of the state's greenway vision. A connection with the ARRT in Hudson would make South Acton, the current outermost Fitchburg station with decent service, available by bike to many people in this region. Allowing night use of ARRT with lights would make this trail a real alternative transportation draw for many who cannot afford one car per adult or are looking for a greener, healthier option.
	Zhu Xiao	ARRT (Acton & Maynard)	Supports	Supports ARRT Acton-Maynard construction funding in the 2016 TIP. It is a very important project for Acton residents.
Sudbury resident	Pat Brown	ARRT (Acton & Maynard)	Opposes	Regarding project #604531, Assabet River Rail Trail (Acton & Maynard), the project score should be lowered by removing the score of "4" for "Improves Substandard Pavement" because no pavement yet exists to be improved. Based on the score of 63 points in the TIP Interactive Database, the score should only be 59. The inflated score awarded to the ARRT gives it artificial priority over higher ranking projects. Made similar comment last year and does not believe that it was acknowledged.
	Sean Hanley	ARRT (Acton & Maynard)	Opposes	Opposes ARRT Acton-Maynard construction funding in the 2016 TIP. Many of the abutters to the Caouette property near the proposed terminus of the trail were completely surprised and dismayed when the proposals were presented for the parking and trail routing in this area. The effects the trail routing will have on abutters' daily life on property has not been properly considered. More time is needed to consider all the reasonable options that are available.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Town of Hudson	Michelle Ciccolo, Community Development Director	ARRT (Acton & Maynard); Washington Street Bridge (Hudson); Cox Street Bridge (Hudson)	Supports	Expresses disappointment that the Assabet River Rail Trail was not included for construction programming in the out-years of the TIP. Encourages the MPO and MassDOT to work closely with the Town of Acton to complete design review and find a place for construction funding as soon as possible on the TIP. Notes the importance of two Hudson bridge projects. Urges the MPO and MassDOT to keep the Washington Street Bridge project on track. It is structurally deficient but must carry 19,000 vehicles per day into downtown Hudson. Asks MassDOT to prioritize the design of the Cox Street Bridge, which is functionally obsolete, so that the bridge can be addressed in the upcoming 5-year horizon. If deteriorating conditions force the closing of the bridge, it would impair the town's ability to respond to public safety and snow emergencies.
Acton resident and voter	Tami Gouveia-Vigeant	ARRT (Acton, Maynard)	Supports	Requests that the ARRT construction in Acton and Maynard be restored to the 2013-2016 TIP. It is critically important to fund infrastructure that can improve the health of residents in the State. Much work has been put into the project, making it an attractive project to fund.
Concord resident and senior citizen, BFRT supporter	Suzanne Knight	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports moving forward the construction of the BFRT. It will reduce pollution and provide a safe path for shopping, schools, and recreation while making people healthier. It would be better to be able to bike to Sudbury, Acton, and other places and also have a safe place to walk, besides the road.
Town of Westford, Board of Selectmen	Andrea Peraner-Sweet, Chair; Kelly Ross, Vice Chair; Jim Sullivan, Clerk; Robert Jefferies; Valerie Wormell	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Expresses gratitude for including BFRT Phase 2A for construction in 2014 using Transportation Enhancement funds and strongly supports the project remaining in the final TIP. Bicycle paths are essential elements of a sustainable transportation future. The inclusion of the BFRT in the LRTP recognizes nearly two decades of local municipal and citizen efforts on behalf of the BFRT. The Town of Westford is committed to the completion of the BFRT and counts on continued MPO support in this endeavor.
Northern Middlesex COG	Beverly Woods, Executive Director	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Expresses strong support for the programming of Phase 2A of the Bruce Freeman Rail Trail in FFY 2014 of the 2013-2016 TIP on behalf of the Northern Middlesex Council of Governments (NMCOG). Construction of Phase 2A in FFY 2014 will build upon the success of Phase 1 by providing additional alternative transportation opportunities for the region's residents, workers and visitors. The project will help reduce vehicle miles traveled, encourage bicycling and walking, improve air quality, reduce energy consumption, promote healthier lifestyles, build community, and provide economic opportunities for local businesses located along the trail.
Town of Concord, Board of Selectmen	Carmin C. Reiss, Chair	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Is pleased to learn that construction funding for the BFRT Phase 2A (#604532) has been included in FFY 2014 of the Draft 2013-2016 TIP. Construction of the BFRT will help to relieve traffic congestion, especially in the area of the Concord Rotary. They look forward to the 25% design of the BFRT Phase 2B crossing over Route 2 and the 100% design of BFRT Phase 2C (Concord). Asks that BFRT Phase 2C be considered for advancement in the construction schedule and inclusion in the TIP once the 100% design has been completed. Construction of the BFRT will offer a safer option for walking or bicycling to the West Concord commuter rail station in addition to the Concord public schools and area businesses of West Concord. It will also promote use of public transportation, improved air quality through a reduction of fossil fuel use, and improvement in public health through exercise.
Town of Carlisle, Board of Selectmen	Douglas A. G. Stevenson, Chairman	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	The Carlisle Board of Selectmen thank the MPO for programming the Bruce Freeman Rail Trail, Phase 2A project. The town has the design under agreement with MassDOT and under contract with Greenman-Pedersen, Inc. Work is underway towards completion of the 75% design phase. The town looks forward to working with MassDOT to complete the design and with MassDOT's Rail Division on the transfer of the right-of-way to rail trail use.
Town of Westford, Planning Board	Mike Green, Chair	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports the Bruce Freeman Rail Trail, Phase 2A project and requests that it remain in the final TIP. The BFRT is a wonderful regional amenity and its value will be greatly enhanced by the 2A extension. The MPO's programming of the project builds on nearly two decades on local municipal and citizen efforts on behalf of the BFRT. The Town of Westford is committed to the completion of the BFRT.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Town of Westford, Planning Board	Mike Green, Chair	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Expresses enthusiastic support for Phase 2A of the BFRT and requests that it remains in the TIP. The BFRT is a wonderful regional amenity, and its value will be greatly enhanced by the Phase 2A extension. Is confident that Phase 2A construction funding in FY 2014 will not only greatly benefit the many who already enjoy the trail, but also expand usage, access, and enjoyment of the BFRT in the years ahead. The Town of Westford is committed to the completion of the BFRT and counts on continued MPO support in this endeavor.
Town of Acton, Board of Selectmen	Pamela A. Harting-Barrat, Chairman	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Expresses sincere appreciation for the placement of the Bruce Freeman Rail Trail Phase 2A on the Draft 2013-2016 TIP in 2014. Acton residents are thrilled at the prospect of bringing the BFRT into reality soon. Work is under way towards completion of the 75% design stage. The Town of Acton is looking forward to working with MassDOT in completing the design and especially to constructive cooperation in the coming months with MassDOT's Rail Division on transfer of the right-of-way to rail trail use.
Westford resident	Rob Frado	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports the construction of the BFRT Phase 2A. It will benefit residents by allowing them to commute to work and get to recreational areas without the use of motorized vehicles. The trail will pass by affordable housing developments which will allow those residents easy access to recreational and employment opportunities. The current terminus of the BFRT in Westford creates an unsafe condition between bicycle users and traffic. Additionally, parking is an issue at this location, which will be remedied by moving the end of the trail into Acton where parking and access will be in appropriately-zoned areas.
	Shannon Banatt	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports the construction of the BFRT Phase 2A. This project provides important recreational activities for the surrounding communities and the region. Parking available near the trail would give more people access and it would be safer for parents to bring their children there.
Friends of the Bruce Freeman Rail Trail	Sharon Galpin, Board Member	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports the construction of the BFRT Phase 2A on the 2013-2016 TIP. The rail trail is highly successful and has had overwhelming support. Users are eager to have it extended through Phase 2A and beyond.
	Shawn Dodds	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Strongly supports the construction of the BFRT Phase 2A on the 2013-2016 TIP. The trail provides a healthy, pollution-free, relaxing alternative to driving to the beach, and extending it will give more people the opportunity to enjoy it.
BFRT supporter	Sheila Kirschbaum	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Expresses support for the BFRT Phase 2A construction.
BFRT supporter	Sheila Zacharchuk	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports the construction of the BFRT Phase 2A. This project provides important recreational activities for the surrounding communities and the region.
	Sherry Zhu	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports the construction of the BFRT Phase 2A. This project provides important recreational activities for the surrounding communities and the region.
	Shinji Yue	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports the construction of the BFRT Phase 2A. This project provides important recreational activities for the surrounding communities and the region.
Senior citizen	Stanley Goslovich	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Wholeheartedly supports the BFRT Phase 2A construction. Seniors would use the trails for healthy outdoor exercise and recreation.
Private citizen	Stephen McIntosh	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports the construction of the BFRT Phase 2A. This project provides important recreational activities for the surrounding communities and the region.
BFRT member	Steve Hinton	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports the construction of the BFRT Phase 2A in the 2013-2016 TIP. Believes that construction should occur on or before 2014.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Concord resident	Steve Sutter	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports the construction of the BFRT Phase 2A. This project is a great way to reconnect the towns in the area and make a safe path for traveling to Acton and other points north and south.
Acton resident	Steven Evans	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports the construction of the BFRT Phase 2A in the 2013-2016 TIP in the FFY 2014.
Citizen and voter	Sue Felshin	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports the construction of the BFRT Phase 2A in the 2013-2016 TIP. Rail trails support recreation and exercise that make people healthier and reduce health care costs, as well as provide a alternative form of transportation. They also maintain public right-of-ways.
	Szifra Birke	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Fully supports expanding the Bruce Freeman Trail into Carlisle and Acton.
	Tanya Boucher	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports the construction of the BFRT Phase 2A. This project provides important recreational activities for the surrounding communities and the region.
Friends of the Bruce Freeman Rail Trail	Thomas S. Michelman, President	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Very pleased that Phase 2A of the BFRT has been included in the TIP for 2014 and hope it will remain in the final TIP. Phase 2A is a 4.88 mile extension of the BFRT from Westford through Carlisle into Acton and its swift construction is a logical next step. Completion of Phase 2A design is scheduled to be completed in time for the 2014 construction season. Public support is overwhelming, and the construction of Phase 2A will provide even more benefits as the trail will provide access to many more destinations adding to the already heavily used BFRT Phase 1 in Chelmsford and Westford.
	Tim Walsh	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports the construction of the BFRT Phase 2A. This project provides important recreational activities for the surrounding communities and the region.
Friends of the Bruce Freeman Rail Trail	Tom Michelman, President	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Very pleased that Phase 2A of the BFRT has been included in the TIP for 2014 and hope it will remain in the final TIP. Phase 2A is a 4.88 mile extension of the BFRT from Westford through Carlisle into Acton and its swift construction is a logical next step. Completion of Phase 2A design is scheduled to be completed in time for the 2014 construction season. Public support is overwhelming, and the construction of Phase 2A will provide even more benefits as the trail will provide access to many more destinations adding to the already heavily used BFRT Phase 1 in Chelmsford and Westford.
	Vilas Bhade	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports inclusion of Phase 2A of the BFRT in the TIP.
Resident in the area	Vonne Cook	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports the construction of the BFRT Phase 2A. This project provides wonderful recreational opportunities for the residents and others in the area who like to walk and ride the trail.
Westford resident	Wade Ripley	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports the construction of the BFRT Phase 2A. The project provides important recreational opportunities to residents and a safer travel path for pedestrians. The current terminus in Westford is unsafe and parking has become an issue. Acton has a plan to deal with parking locations and ensure safe and convenient parking.
	Wendy Capland	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports the construction of the BFRT Phase 2A. This project provides important recreational activities for the surrounding communities and the region.
Friends of the Bruce Freeman Rail Trail	William Ames	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Strongly urges keeping the BFRT Phase 2A on the TIP. Acton has a strong history of supporting the BFRT and there is little controversy over the project in the town.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
	William Latimer	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports funding for the Bruce Freeman Rail Trail to Acton (preferably immediately after the Assabet River Rail Trail). This will help bring alternative transportation through the region, and hopefully connect with both the ARRT and the Mass Central line.
	William Vieth	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports the construction of the BFRT Phase 2A. This project is necessary to bring the Bruce Freeman Rail Trail closer to its true potential. It will draw many more users and will help bring potential customers to Acton center.
	Ahmad Awada	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
	Alan Frankel	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. Rail trails are important for giving people safe and enjoyable places to exercise.
Citizen	Alan Mertz	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction for FY14. The trail is needed due to high traffic in the area. The commenter would use the trail for pleasure and for commuting.
Concord resident	Alan Whitney	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction for FY14. Building of this section of the trail would be a huge boost and very welcome addition to Westford, Carlisle and Acton and a big step towards completing the BFRT.
	Alison Lohrum	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Support of BFRT Phase 2A Construction - This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region. Please include this project in the Draft Transportation Improvement Program (TIP).
	Andrew Barber	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The commenter is a bicycle commuter. The trail will allow him to ride safe and stay out of the way of motorists.
Acton resident/ Bruce Freeman Rail Trail Supporter	Ann Budner	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The trail would safely connect residents to stores and services as well as to the Westford rail trail. It would enhance both the scenic, recreational and neighborly potential of this neighborhood, as well as the opportunities for doing errands without using cars.
BFRT Supporter	Ann Gibbs	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. Bike trails are a solution to obesity as a health problem.
	Ann Miller	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
resident	Anna Ward	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
Bruce Freeman Rail Trail	Arthur N. Milliken	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The extension of the rail trail in Acton is key. It will provide opportunities for biking for shopping, going to restaurants. and recreation, including along 2A/119 in Acton.
N/A	Barbara Conway	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Support of BFRT Phase 2A Construction - This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region. Please include this project in the Draft Transportation Improvement Program (TIP).
Concord citizen and member of Bruce Freeman Rail Trail organization	Barbara and Murray Nicolson	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT extension.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
	Barbara Doucette	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is a great project that would provide recreational access for several communities to enjoy and get fit and stay fit.
	Barbara Floss	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is important as the roads in this area are not very good for biking and car sharing. It will improve safety for bike commuters.
	Barbara Meurer	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The trail is a wonderful resource for the community. It is used by variety of people - families with small children, young adults, adults on lunch break, to older people. It is a convenient and safe place to exercise and maintain good health.
Concord BFRTAC/ Friends of BFRT	Barbara Pike	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. Completion of this section will provide for safe transportation and recreation links between neighborhoods, businesses, recreational facilities, and the temporary southern terminus of the rail trail in Westford. It will also provide additional parking and a safety upgrade to the Rt 27/225 intersection. The extension of the trail will enhance safe usage by moving the end of the trail to a safer termination in Acton. It will also alleviate some disruptive parking issues in the Westford area by providing convenient parking and access in correctly-zoned areas.
Avid BFRT supporter	Bessy C. Petit	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is great project to provide a recreational facility for several communities.
none	Beth A. Flanagan	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
none	Bob Lehmann	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The commenter's family is excited about the trail coming closer to their West Concord home.
MA Taxpayer	Bob Macauley	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The commenter enjoys exercising and biking with his grandchildren on the trail.
Bruce Freeman Rail Trail supporter and sponsor	Boris Bugalter	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction.
Bruce Freeman Rail Trail	Brett Cromwell	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction for FY14. The commenter is a resident of Lowell, who uses the BFRT countless times throughout the spring, summer and fall each year.
	Brian Crouse	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction.
Westford resident	Brian Skedd	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This will benefit residents of all surrounding towns by providing safer access to recreational and work areas without use of motorized vehicles. Several affordable housing developments will come within easy reach of the trail providing residents of these developments economic access to potential work and recreation areas. The current southern termination of the trail at the intersection of Routes 27 & 225 in Westford, increases congestion and is dangerous for pedestrians and bicyclists. It also causes dangerous parking at the side of a state road and close to the intersection.
Concord resident	Calvin Probst	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction.
	Charles Davis	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction for FY14.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Concord resident	Charles Jennings	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction for FY14. The availability of outdoor recreation opportunities is hugely important - habits that our kids form while they are young will last a lifetime.
Westford resident	Cheryl Major	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. Supports BFRT Phase 2A Construction. Completion of this section will provide for safe transportation and recreation links between neighborhoods, businesses, recreational facilities, and the temporary southern terminus of the rail trail in Westford. It will also provide additional parking and a safety upgrade to the Rt 27/225 intersection. The extension of the trail will enhance safe usage by moving the end of the trail to a safer termination in Acton. It will also alleviate some disruptive parking issues in the Westford area by providing convenient parking and access in correctly-zoned areas.
Sudbury resident	Chip Ach	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. It would provide a much needed recreation trail and will provide a path to access the commercial areas of Sudbury without driving.
Friends of the Bruce Freeman Rail Trail	Chris Barrett	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. Phase 1 of the BFRT is very successful and extending the trail south to the recreational and shopping centers in Acton will only make it better. Also there is a serious need for safe place for people to exercise as the roadways in the communities surrounding the trail are not very safe - especially for families.
Westford resident	Chris Conway	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. Hopes the trail eventually extends to Concord. This is very important for families, children and adults to safely bicycle in the communities.
Sudbury resident & homeowner	Chris Menge	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction.
Westford resident	Cindy Freud	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Support of BFRT Phase 2A Construction - This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region. Please include this project in the Draft Transportation Improvement Program (TIP).
Chelmsford resident	Clare Jeannotte	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. Hopes the trail, which is a safe alternative for riding, can be extended.
Westford resident-registered voter	Connor Crawford	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
State Representative	Cory Atkins	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This trail repurposes old infrastructure and creates safe, green alternatives for commuters. It increases accessibility and allows more residents to enjoy the outdoors. The BFRT protects the environment, promotes healthy living, and enhances quality of life for residents.
Chelmsford resident, Chelmsford Bicycle and Pedestrian Advisory Committee, Friends of the BFRT	Cynthia McLain	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction for FY14. Phase 1 of the BFRT in Chelmsford and Westford is a very popular resource used for recreation and transportation. The commenter cites trail usage counts for the existing portion of the trail: 1500 trips over a 12-hour period at a single location in Chelmsford in September 2011. Construction of Phase 2A will provide additional options for trail parking. Chelmsford currently provides the only parking for the BFRT.
Acton Board of Selectmen	Dave Clough	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction for FY14. Many in Acton support the trail for the following reasons: North Main Street and Great Road (adjacent to the rail trail) are not bicycle friendly due to the traffic volume and speeds; many would use the trail as an alternative to using the car; Acton's Economic Development Committee expects the trail to help businesses on Great Road; the Historical Commission is excited that more people will take the time to visit historic sites along the trail; and the trail will link two recreation sites (Nara Park and Morrison Farm). There is great interest and supporting actions from the neighboring towns of Westford, Carlisle and Concord and Sudbury.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
	David Fried	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. Favors rail trail development for recreational purposes.
Mass Central Rail Trail Core group	David Hutcheson	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. Rail trails help people live healthier better lives. They improve the health of the planet, by reducing our negative impact. The Boston Region MPO has taken courageous, intelligent action in choosing to advance BFRT 2A.
None	David Kleinschmidt	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. Trails are needed as places to exercise and as a safe transportation corridor.
Member, Friends of Bruce Freeman Rail Trail, Westford resident	David Martin	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The commenter is an ardent user of the trail and a supporter of all 'green' forms of transportation.
Concord citizen	Dean Sullender	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction and expedited completion of the BFRT. This vital corridor connecting Lowell to Framingham will bring benefits to these communities by providing areas for outdoor exercise to fight obesity, a safe and practical thoroughfare for non-vehicular access to villages for shopping and schools, as well as a sense of community. Rail conversions have been successful in other places, such as near Monkton, MD.
Westford homeowner	Denise Cooper	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
Friends of the Bruce Freeman Rail Trail	Dick Williamson	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction for FY14. The portion of the rail trail that has been constructed from the Lowell/Chelmsford line south to Route 225 has been enthusiastically received by nearby residents and by the large number of users. The 2A construction will provide a link to trail parking in Acton thus relieving a temporary problem with parking near Route 225. Continuing with the build-out of the 25-mile rail trail demonstrates the Commonwealth's commitment to multi-modal transportation.
Westford resident	Dr. Martin F. Ryba	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. It will increase the community of users and connect to important facilities such as Nara Park. It will add needed parking at the southern end of the trail in areas properly zoned for it.
Bruce Freeman Rail Trail member, also Framingham Bicycle and Pedestrian Advisory Committee member	Ed Kross	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction for FY14. It will benefit many people in this region.
Wachusett Greenways	Edward Yaglou	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. It will fulfill the DCR plan "Commonwealth Connections." The Bruce Freeman has the added advantage of providing bicycle commuting to Lowell and to Framingham-Natick.
Bruce Freeman Rail Trail	Ellen Gendreau	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The commenter is a 40-year resident of Westford who uses the BFRT regularly.
Concord resident	Ellen Quackenbush	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This path provides safe, family-friendly recreation for all.
Westford resident, 1 of 2 Westford Friends of the BFRT Board of Directors member	Emily Teller	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction for FY14. The eight towns along the BFRT are working very hard to support this transportation corridor/recreational resource. The three municipalities in Phase 1 are seeing increased family usage every summer and three season use is also increasing. The sense of connection and wider community is clearly evident when users greet each other.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Support of BFRT Phase 2A Construction	Esther Tacke	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The commenter completed a world trip by bike and especially enjoyed riding the BFRT.
no affiliation	Eunice Niveyro-Garay	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is a critical project that would improve the quality of life, reduce the carbon footprint and increase fitness in the communities it touches.
Support of BFRT Phase 2A Construction	Gary Webster	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. It is vital not just to Acton and surrounding communities, but to the health of all users.
Resident of MA	Gerard H. Boyle	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction.
	Henry T Keutmann	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014. This section of the trail is especially important as it follows the busy Rte 119/2A corridor, with its many small businesses, shops and interspersed residential areas that would be well served by foot and bicycle users. This will markedly reduce the congestion and cross-traffic seen throughout the day along this road.
	Irwin B Abrams	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. It will provide better access to the North Acton Recreation Area Park and the Acton Town Forest. Each of these facilities is a destination for outdoor recreators and bicyclists in particular. It will remove bicycle traffic from Route 27A and improve its flow while providing improved experience to the cyclists.
Middlesex Canal Association	J. Breen	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The BFRT could use an extension beyond Route 225 in Westford as parking is prohibited. Users from Acton, Concord, and beyond would have better access.
Member	Jack Currier	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014. The commenter uses the BFRT to commute to work from Lowell to St. Jude Medical. He must exit onto Rt 225 because the paved portion ends. Rt 225 in Westford is treacherous to ride on because there is no bike lane, vehicle speeds are high, and the road has curves and hills, making for short sight lines. The Acton portion of the trail would allow him and other commuters to avoid 225. The Acton section would also allow the BFRT to link up with the preserved former Acton - Nashua "Red Line" which provides great off-road biking to Powers Road in Acton, and potentially onto Rt 110.
Westford resident	James Crawford	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
none	James Scholten	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction.
Concord resident	James Sommer	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. Phase 1 is very popular and residents have been waiting a long time to see this project completed.
abutter to proposed Bruce Freeman Rail Trail in Acton	Janet Irons	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. Has been very impressed with the thoughtfulness, professionalism and never-ending enthusiasm for this project by Tom Michelman and others. The 10% and 25% plans look great and the completed rail trail in Westford/Carlisle is lovely and much used.
	Janice Allegretto	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Carlisle resident and Friends of the Bruce Freeman Rail Trail	Jean K. Donnelly	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The existing trail and the proposed expansion are valuable resources for those who find the Carlisle roads too twisty and narrow for recreational biking. The current section is just barely long enough for a good ride. Extending the facility to West Concord and into Sudbury will provide that longer ride as well as some interesting destinations. This is a wise use of tax dollars.
Concord resident	Jeanne Griffith	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports all phases of the BFRT. This trail would promote alternative transportation in the area, especially biking and walking. It's not safe to ride bikes on the roads around the area now, so people drive, even if they prefer to bike.
none	Jim Salem	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014.
Acton resident	Jim Snyder-Grant	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014. The commenter served on Acton's comprehensive community plan committee. Providing safe workable alternatives to car travel is important for Acton's future sustainability. Actonians are enthusiastic supporters of bike travel in general, and the Bruce Freeman Rail Trail in particular. The proposed route of the BFRT goes by important retail and recreational spots in Acton, and provides an excellent link to the resources of Lowell (and, eventually, Concord).
Bruce Freeman Rail Trail	JoAnne Lund	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014. The BFRT is a wonderful resource for recreation and safe bike riding and walking in Westford and Chelmsford. Support for its extension through Acton and Carlisle is important to users, especially to those who live in Westford.
	Joe Johnson	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014. Phase 1 has been a huge success. This is a project with regional significance. The trail provides an awesome opportunity to explore nature, exercise, build community and create memories with family and friends.
Support of BFRT Phase 2A Construction/Homeowner	Joe K.	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction.
Belmont Citizens Forum	John Dieckmann	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014. This is a wise decision that recognizes the high value this facility will bring to both the towns of the BFRT and to the broader region. Hopes that other regionally important rail trail projects will be funded in timely fashion in the coming years.
Concord resident	John J. Moriarty	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The commenter enjoys using the BFRT in Westford and Chelmsford and look forward to the extension into Concord.
	John Sergeant	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
Acton Board of Selectmen	John Sonner	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This phase will get closer to connecting to the West Concord rail station and will be heavily used.
Westford resident	Join Crawford	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction.
Westford resident and BFRT supporter	Jorge E. Petit	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
	Julie Y. Wong	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
Acton citizen	Kate Crosby	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014. Commends the MPO for making sure this project is receiving support.
Friends of Bruce Freeman Rail Trail	Katherine Reiner	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014. This would be a wonderful addition to the community.
Concord resident	Kathleen Moriarty	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction.
Westford resident and avid user of the BFRT	Kathleen Reny	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
	Katie Arnold	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014. The commenter works as a nanny for a family who lives near the BFRT. It is a wonderful resource that she regularly takes the children out on.
(None)	Ken Leonard	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014. The BRFT is being used by walkers, bikers, skaters, families, dogs walkers, and the elderly. Supports the project so that even more people in more communities can take part of this resource, just as has occurred on the Nashua River Rail Trail, the Minuteman, and other trails in the Commonwealth.
Chelmsford resident	Kenneth Dews	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. Phase 1 of the trail has provided a safe alternative to bicycle or pedestrian traffic on Rt 27 and other busy roads lacking accommodation for anything other than high speed vehicular traffic through Chelmsford and Westford. The next phase of the project is needed to extend the safe passage of non-motorized traffic.
none	Kevin Neijstrom	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction.
Bike Path User	Kim	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The commenter and her family have been using the region's bike paths for years, enjoying them as a safe place to exercise.
Concord citizen	Kimber Lynn Drake	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. Concordians are thrilled to see Phase 2A on the TIP. The portion of the trail already completed contributes to the health and well-being of Massachusetts citizens in the towns to the north. Extending the trail as proposed will benefit many more citizens in the towns further south by providing not only a wonderful local trail but also safe access to the existing northern portion of the trail.
Acton resident	Kirk Companion	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. Acton is ready for the BRFT and supports it strongly. Rts 2A and 27 are very unpleasant to cycle/walk/run upon. The BRFT would allow those roads to be bypassed.
	Kirsten Capowski	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	I am writing in support of including Phase 2A of the BFRT in the Transportation Improvement Program. Located down the street from my house, the BFRT is used heavily almost all day, during most seasons. Well worth supporting!
Westford resident	Kristin Vegeto	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This trail provides transportation solutions, environmental impact reduction, quality of life improvements, and increases the health of many Massachusetts residents. It's the direction our transportation system should be moving in.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Bruce Freeman Rail Trail supporter-- Westford resident	Laurel Martin	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. Accessibility to this safe venue for walking, jogging and cycling is important to the health of the community, particularly in suburban towns where fast moving traffic and lack of sidewalks limits safe exercise options for children and for adults.
Westford resident	Lenore R Souza	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
	Leonard Palmer	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This will greatly improve the situation at the Junction of 27 and 225, and will make the trail available to many more people in the surrounding towns.
West Concord resident, supporter of Bruce Freeman Rail Trail	Leslie Touw	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This trail is highly popular for many reasons: it will encourage more physical activity; it will encourage more commuting by bicycle reducing pollution and use of fossil fuels; it will enhance SMART growth development plans in West Concord center; it revitalizes the old rail line and will be part of plans to recognize the historic importance of the railroads in the development of our communities.
	Leslie W. Vieth	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This project will not only help tie these communities together via a healthy mode of transportation, but will bring a bit of income to small businesses.
Supporter of the Bruce Freeman Rail Trail	Lisa Underkoffler	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The trail is a huge benefit for many - walkers, riders, people in wheel chairs, families, kids learning how to ride a bike, and more. People from many towns come to use the trail. It's added to the businesses along the route - particularly in Chelmsford Center - and introduced many to the beauty of this area. The extended trail will benefit the families and others in Acton, Carlisle and nearby towns by making it more convenient to access the trail. It also provides for a longer "workout" by extending the trail a few more miles.
	Lori Sheehan	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The commenter's family uses the BFRT frequently in Westford. It is one of the few places the whole family can safely go for a walk or ride bikes. Being able to ride to NARA park with the whole family would be incredible.
Private Citizen	Louis Hills	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This phase gets one step closer to the West Concord Train Station.
none	Louis Miccile	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
BFRT Abutters	Margaret Darling	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. As abutters to the Carlisle portion of Phase 2A, the commenters are enthusiastic supporters of the trail. They often find that cars with bike racks are parked along there street on sunny days. This has never presented a problem. They enjoy using the trail, both for biking and for walking, and will be happy to see it extended.
Westford resident	Mark M Souza	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region. Please include this project in the Draft Transportation Improvement Program (TIP).
Friends of Bruce Freeman Rail Trail Members	Martha and Bob Supnik	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The commenters would love to be able to use the extension of the rail trail to bike from Carlisle to the many retail shops in Acton without riding in the road on Route 27 in Acton. They regularly ride from the end of the trail in Westford to the beach in South Chelmsford and enjoy meeting others who come there from Lowell on the trail.
abutter	Martin Burke	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The commenters are abutters in Acton and enthusiastic proponents of this project. They look forward to the recreation and transportation opportunities that the extended trail will provide.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Resident	Mary Hunt	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
	Mary Small	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014. This is a well planned project that will be utilized by thousands for exercise and recreation.
none	Maureen Bates	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
Westford resident	Michele Crawford	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
Westford resident	Michelle Hillman	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014. The commenter's family thoroughly enjoys the BFRT. To have a safe place for recreation for people of all ages is important, and this trail provides just that.
Friends of Bruce Freeman Rail Trail	Nancy Crowther	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014. It will be a wonderful, long-overdue addition to the amenities in the area, improving people's mental and physical health.
Bruce Freeman Rail Trail Committee	Nancy Kerr	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. With the nation facing an ever-increasing obesity and fitness crisis, it is imperative that we make exercise as safe and accessible as possible.
member of Sudbury's RTCAC/friend of the BFRT	Nancy Powers	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014.
Friend of the Bruce Freeman Rail Trail	Nathaniel B. Bates	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. Would like to see the extension of the Bruce Freeman Rail Trail move forward, so that a better parking area can be built to access the trail near Rt. 2. There is no parking at the present end of the trail on Rt. 225/RT. 27. It is a dangerous end of the trail since there are no sidewalks. If the trail were extended to Rt. 2 the trail would become more accessible for the highly populated area in Acton. Wounded veterans, need this trail for recreation and physical exercise, as well as, the general public.
	Nuno Santos	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. It is an asset to the towns.
Acton resident	Pamela Cochrane	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. Bike paths are important in reducing carbon emissions, encouraging exercise and healthy weight, and supporting recreational activity for individuals and families.
Westford resident	Pamela Ryba	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This important project will provide a valuable recreational resource for all the surrounding communities.
Westford resident	Paul Drongowski	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The trail is an important regional recreational resource. Supports a new parking area at the north Acton terminus (just south of Routes 225 and 4 within Acton) as this area is properly zoned (industrial) and would provide safe access, parking and traffic pattern on Route 27.
None	Paul LoVecchio	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This trail is truly a community treasure allowing many people to enjoy the outdoors at a very convenient location.
Resident	Pertti Vulli	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
	Peter Floss	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The existing trail is a valuable community asset and the extension will provide even more value.
	Ray Mazzaferro	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
Acton resident	Richard Fallon	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The extension of the trail from Chelmsford through Carlisle and Acton would be a great boon to area bicyclists and outdoors folk.
	Richard Fryling	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014. The BFRT will be a huge asset to the entire region, with benefits for both transportation and recreation.
Bruce Freeman Rail Trail	Richard Gadbois	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014. Sudbury residents recently voted both at the ballot and at town meeting for their desire to have the BFRT pass through the town of Sudbury. The completion of Phase 2A will be a major step in keeping that movement alive.
Private Citizen	Richard Kenyon	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The commenter uses the Phase 1 trail for recreation and exercise. He and his wife and also use other regional rail trails and find their availability a useful adjunct to there lives as senior citizens.
	Richard Vanderslice	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction.
A Founder & Member, Friends of the Bruce Freeman Rail Trail since 2002	Robert Armstrong	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014. The first 7 miles of the BFRT have been constructed and have been getting tremendous use. Completion of Phase 2A will produce more users and make the trail an even more important transportation corridor for the towns of Acton and Carlisle. The Towns of Acton and Carlisle has shown their strong support for this project by many positive town meeting votes and with CPA funding for much of the preliminary feasibility and design of the rail trail. With the strong support of the Friends of the Bruce Freeman Rail Trail, a 501(c) 3 non profit organization, the construction project will be welcomed strongly in the affected towns and will bring much positive publicity to the project.
Friends of the Bruce Freeman Rail Trail, Sudbury Rail Trail Conversion Advisory Committee	Robert Hall	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014. Phase 2A through Westford, Carlisle and Acton will be a truly great addition to the completed trail to the north in Chelmsford and Westford, which has had rave reviews ever since its opening. With some movement forward on the trail in Sudbury and the overwhelming support of the trail in a town wide election, the vision for the entire trail is closer than ever before.
BFRT Member & Concord resident	Robert White	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. Phase 2 will be a great amenity for those towns and a convenient venue to encourage exercise and enjoyment of the outdoors.
	Robin Miller	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
Acton resident	Rosemary Benson	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction in FY 2014. More bike paths are needed.
Juniper Networks	Ross Callon	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The trail is a huge asset to the community and its extension through phase 2A would enhance its value considerably.
Friends of Bruce Freeman Rail Trail	Roy Westerberg	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Westford resident	Ryan Crawford	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
Westford resident	Sabrina Reming	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
Concord resident	Scott Bates	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The trail will dramatically improve the quality of life for all residents of Acton, Carlisle, Concord, Westford and the other surrounding communities. It will offer a safe and scenic way to bike through the area. Families, who are often concerned about riding/walking with their kids on busy streets, will have a safe alternative for riding and walking. It builds a sense of community. The Trail will also be useful for students riding or walking to school or people commuting to work or walking to the stores.
Concord resident	Scott Richardson	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. The commenter's family uses the current trail often for recreation, and the addition of phase 2A would increase the value and opportunity of the Trail, and create a long-term, sustainable community asset for the towns.
Westford resident- registered voter	Sean Crawford	BFRT Phase 2A (Acton, Carlisle, Westford)	Supports	Supports BFRT Phase 2A Construction. This is an important project and resource for all the communities surrounding the proposed trail and it provides important recreational opportunities for residents of the region.
	Cindy Freud	BFRT Phase 2A (Acton, Carlisle, Westford)	Opposes	Does not support Phase 2 of the Bruce Freeman Rail Trail. Friends of the BFRT have created dissension within the Town of Westford because of their support of the development of trail parking in a residential district in the Town. A parking lot already exists about 2 miles away from the proposed trail parking in Chelmsford. If this is a multi-town state-owned trail, then the trail parking should be established in properly zoned areas regardless of the town it is located in.
Sudbury resident	J. C. Weaver	BFRT Phase 2A (Acton, Carlisle, Westford)	Opposes	Opposes funding for the Bruce Freeman Rail Trail. Believes funds should be spent on generally used transportation infrastructure, not recreational items that are used by only a few citizens. Funding should go to general projects that get people to and from jobs.
	Jim Nigrelli	BFRT Phase 2A (Acton, Carlisle, Westford)	Opposes	Opposes funding for the Bruce Freeman Rail Trail and believes funding should be applied to real transportation projects, not recreational trail projects. State transportation infrastructure should be prioritized over any recreational project at this time.
	Lisa Nigrelli	BFRT Phase 2A (Acton, Carlisle, Westford)	Opposes	Opposes a rail trail coming into the Town of Sudbury. It is a waste of money because there is already a bike path in Sudbury and it will have an impact on the wildlife.
Concord resident	Lydia Rogers	BFRT Phase 2A (Acton, Carlisle, Westford)	Opposes	Opposes putting the Acton section of the Bruce Freeman Rail Trail on the 2014 TIP. Creating this extraordinarily expensive rail trail does nothing to ameliorate transportation impacts. Tax dollars should go towards roadway safety first. The intense use of town roads by biking groups has made it unsafe for both riders and drivers. They will not use the rail trail for commuting because it doesn't really go where they need to go most of the time. Bikers need security on our roads, and the MPO should deny the Acton portion of the BFRT placement on the TIP and instead put resources into making a real transportation corridor for safe biking.
	Madeleine Gelsinon	BFRT Phase 2A (Acton, Carlisle, Westford)	Opposes	Asks that funding for the Bruce Freeman Rail Trail in Concord and Acton not take place. There are so many problems that exist with this project. Funding can be diverted to more necessary areas.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Sudbury residents	Richard and Carole Wolfe	BFRT Phase 2A (Acton, Carlisle, Westford)	Opposes	Requests that the MPO reconsider programming the Acton section of the Bruce Freeman Rail Trail in the FFY 2014 TIP element for the following reasons: at least another \$10 million would have to be spent to connect the BFRT to public transit; the trail would be used mostly for recreation rather than transportation; the trail would not be plowed or lighted (limiting the time it could be used); the plan for trail maintenance would depend on volunteers, which is not a long-term reliable policy; and it would pave through remote woods and swamps. Beyond Concord Station, the trail would run parallel to a road with existing bike lanes that could be widened. It would be more cost effective to make bike/ped improvements on that road. The recommendation from the Regional Transportation Advisory Council to establish criteria to rank rail trail projects has not been heeded. There needs to be a honest discussion about the harmful environmental impacts from building trails through sensitive habitat areas, as well as an assessment of the cost-benefit of rail trail construction.
Sudbury resident	Dan DePompei	BFRT Phase 2A (Acton, Carlisle, Westford)	Opposes	Opposes funding the Bruce Freeman Rail Trail. While supportive of bicycling as alternative transportation, he does not support design and construction of trails that can not be validated to reduce automotive traffic in a substantive and measureable way. Also, he does not support trails that pass through or near areas of endangered or threatened species habitat, major game trails, wetlands, or riparian areas. The BRFT can not be justified as mitigating traffic congestion and the portion that would be in Sudbury violates the aforementioned environmental and wildlife concerns.
	Tracy Gleu	BFRT Phase 2A (Acton, Carlisle, Westford)	Opposes	Opposes funding the Bruce Freeman Rail Trail. It is a recreational trail and the money would be better spent addressing existing transportation and infrastructure concerns which affect a greater number of Massachusetts citizens. Fix roads and bridges and improve the MBTA before building trails.
	Pat Brown	BFRT Phase 2A (Acton, Carlisle, Westford)		Requests that the MPO website be clearer in regards to when the comment period ends for the Draft 2013-2016 TIP and where public comments should be sent. Also requests a better rationalization for project evaluations, specifically in regards to the "Maintenance, Modernization, and Efficiency" category for the BFRT Phase 2A project. The MPO should explain why the best evaluation for maintaining existing facilities in the Highway element are being applied to bicycle/pedestrian facilities and how this furthers the goals of the LRTP. Additionally, there needs to be an explanation of the computations for the CO2 reductions for projects and why calculations have not been made for all projects.
	M. Maurer	BFRT to Route 2	Opposes	Recommends not continuing the rail trail to Route 2. There is a lot of traffic on the road and it would be dangerous to have a potentially highly traveled path next to a highly traveled road. People will try to cross the road, putting everyone at risk. The town will not be able to patrol and maintain the trail, making it unsafe.
Sudbury residents	Elaine Kneeland	BFRT to Sudbury	Opposes	Opposes spending money on the Bruce Freeman Rail Trail in Sudbury for the following reasons: it will be harmful to the environment; too costly for taxpayers; crosswalks on busy roads would be dangerous; parking for trail users would be difficult to find; and it would change the character of a bucolic setting.
City of Cambridge	Brian P. Murphy, Assistant City Manager for Community Development	Cambridge Common, Green Line Extension	Supports	Supports programming of the Cambridge Common project and requests that additional funds be allocated to pay for new LED lighting and other smaller cost increase for a total allocation of \$2,764,874. Also supports the Green Line Extension to Route 16.
Town of Brookline, Department of Public Works	Andrew M. Pappastergion, Commissioner	Carlton Street Footbridge (Brookline)	Supports	Supports the Carlton Street Footbridge project #606316 and requests that it be programmed in the 2013-2016 TIP. The bridge would be an important pedestrian/bicycle link and reconnect the historic entry to Riverway Park, a part of the Emerald Necklace Parks. This would be an important Enhancement project because it creates a bicycle/pedestrian facility, rehabilitates and reopens a historic transportation facility, is a historic preservation project, and creates landscaping and other scenic beautification. The project has received high marks on MPO staff evaluations, and is consistent with MPO policies and priorities.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
State Senate and House of Representatives	State Senators William N. Brownsberger and Cynthia Stone Creem; State Representative Gloria L. Fox	Carlton Street Footbridge (Brookline)	Supports	Supports the rehabilitation of the Carlton Street Footbridge to be considered for funding in the TIP for fiscal year 2014. The project would restore and re-open the walking surface of the historic bridge; improve walkways and ramps for mobility impaired individuals as well as pedestrians and bicyclists; enhance mobility for people to access the parks, hospitals, and academic institutions along the Riverway; and improve various surrounding paths to allow pedestrians and bicyclists to travel from the Boston University campus along Carlton Street, across the Muddy River, and into the Longwood Medical Area. The rehabilitation would benefit the local economy of the surrounding communities by increasing alternative transportation options and would complement the Muddy River Restoration Project.
City of Quincy	Dennis Harrington, Planning Director	East/West Squantum Street/Hancock Street (Quincy)	Supports	Is pleased that the East/West Squantum Street/Hancock Street intersection project is being considered for programming in the FFY 2014 element of the Draft 2013-2016 TIP. Believes that this project advances the goals and objectives set by the Boston MPO Board. Many improvements recommended by the 2006 CTPS operational and safety study will be implemented. They look forward to working with the MPO and MassDOT to move the project towards construction over the next year.
Brookline Economic Development Advisory Board	Anne Meyers, Co-Chair; Paul Saner, Co-Chair	Gateway East/Village Square (Brookline)	Supports	Is pleased to support the Route 9 & Village Square (Gateway East) project (#605110). This project increases regional mobility by providing on-street bicycle accommodation and enhance crossing opportunities. The improvements will both improve the function of an existing commercial area as well as enhance the redevelopment of 2 Brookline Place. This project represents a significant step forward in making Brookline Village more livable and walkable for Brookline residents and for creating intra-regional connections for regional residents looking to access the MBTA Green Line and Longwood Medical Area. This project will increase regional mobility and makes Brookline Village more inviting for everyone, including a significant number of residents of the BHA, many of whom are elderly or families with children. Believes this project meets the MPO's goal of programming projects that promote efficiency, livability and sustainability. Encourages funding for this project in 2013-2016.
Town of Brookline, Board of Selectmen	Betsy DeWitt, Chair	Gateway East/Village Square (Brookline)	Supports	Is pleased to support the Route 9 & Village Square (Gateway East) project (#605110). The improvements to the Route 9 corridor near Brookline Village will offer many benefits to both the residents of Brookline and the region. This project represents a significant step forward in making Brookline Village more livable and walkable for Brookline residents and for creating intra-regional connections for regional residents looking to access the MBTA Green Line and Longwood Medical Area. This project will increase regional mobility and makes Brookline Village more inviting for everyone, including a significant number of residents of the BHA, many of whom are elderly or families with children. Believes this project meets the MPO's goal of programming projects that promote efficiency, livability and sustainability. Encourages funding for this project in 2013-2016.
State Senate	Cynthia Stone Creem, State Senator	Gateway East/Village Square (Brookline)	Supports	Supports the Town of Brookline's Gateway East/Village Square project (#605110). This project would make necessary improvements to the Route 9 corridor near Brookline Village, providing on-street bicycle and pedestrian accommodations. These accommodations would increase accessibility to Brookline Village, the MBTA Green Line, Longwood Medical Center, and the Brookline Housing Authority buildings south of Route 9. Brookline has moved forward with the 25% design plans and has initiated the development review process with MassDOT. This project is in line with the MPO's goal of supporting projects that promote efficiency, livability, and sustainability.
The New England Institute of Art	David G. Warren, President	Gateway East/Village Square (Brookline)	Supports	Supports the Town of Brookline's Gateway East/Village Square Project. The improvements will provide benefits to the residents of Brookline, the New England Institute of Art, and the region. The project increases regional mobility by providing on-street bicycle accommodations and better crossings for pedestrians, and will make Brookline Village more inviting for everyone, including a significant number of residents of the Brookline Housing Authority, many of whom are elderly or families with children. This project meets the MPO's goal of programming projects that promote efficiency, livability and sustainability.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Town of Brookline, Housing Authority	David Trietsch, Chairman, Board of Commissioners	Gateway East/Village Square (Brookline)	Supports	Is pleased to support the Route 9 & Village Square (Gateway East) project (#605110). The improvements to the Route 9 corridor near Brookline Village will offer many benefits to both the residents of Brookline and the region. This project represents a significant step forward in making Brookline Village more livable and walkable for Brookline residents and for creating intra-regional connections for regional residents looking to access the MBTA Green Line and Longwood Medical Area. This project will increase regional mobility and makes Brookline Village more inviting for everyone, including a significant number of residents of the BHA, many of whom are elderly or families with children. Believes this project meets the MPO's goal of programming projects that promote efficiency, livability and sustainability. Encourages funding for this project in 2013-2016.
House of Representatives	Edward F. Copping, State Representative	Gateway East/Village Square (Brookline)	Supports	Supports the Town of Brookline's Gateway East/Village Square project. The improvements will offer many benefits to both the residents of Brookline and the region. This project represents a significant step forward in making Brookline Village more livable and more walkable for Brookline residents and for creating intra-regional connections for regional residents looking to access the MBTA Green Line and Longwood Medical Area. Although Brookline Village is not in the 10th Suffolk District, its constituents will benefit from this project because it will improve where they work and shop on a daily basis. Regional mobility will be increased by providing on-street bicycle accommodation and enhanced crossing opportunities. This project will invite more constituents from the 10th Suffolk into the area, boosting local small businesses and further uniting the entire Town of Brookline. This project meets the MPO's goal of promoting efficiency, livability and sustainability.
Town of Brookline, Planning Board	Mark J. Zarrillo, Chairman	Gateway East/Village Square (Brookline)	Supports	Strongly urges the MPO to help fund the Brookline Gateway East/Village Square project (#605110). The proposed improvements to the Route 9 corridor will offer many benefits to both the residents of Brookline and the region. The project will make Brookline Village more pedestrian friendly and provide better access to the MBTA Green Line and Longwood Medical Area. Easier access to employment opportunities will also aid low-income residents, who live in the abutting Brookline Housing Authority buildings, south of Route 9. Creation of the 25% design plans included a long public planning process and input of many stakeholders and is a good example of partnership and cooperation in solving a regional mobility need while meeting the MPO's goal of projects that promote efficiency, livability and sustainability.
Brookline Housing Authority	Patrick Dober, Executive Director	Gateway East/Village Square (Brookline)	Supports	The Town of Brookline submitted a letter from the Brookline Housing Authority (BHA) indicating their support for the Gateway East/Village Square improvements. The proposed improvements would make Brookline Village more walkable and inviting for everyone, including BHA residents who reside at their properties on High and Walnut Streets. BHA is receptive to further discussion with the Town with regards to 0.18 acres of BHA-controlled land that would need to be acquired in order to elongate Walnut Street to form the new intersection at Pearl Street, and they would work to achieve approval of the disposition of this land from HUD.
Somerville resident	Alison Cromer	Green Line Extension	Supports	Supports the Green Line extension. It has been promised for a long time, and parking, traffic, and pollution gets worse every year.
Medford resident	Audrey P. Stanwood	Green Line Extension	Supports	Supports the Green Line extension into Somerville and Medford with the final station at Route 16. This project is long overdue and it will greatly reduce the pollution created by thousands of cars that could be replaced by a fast and efficient train line.
Cambridge City Councillor	Craig A. Kelley	Green Line Extension	Supports	Supports the Green Line Extension, ideally all the way to Route 128. All of Greater Boston relies on a dynamic and versatile transit system, and the Green Line is a huge part of keeping the transit system dynamic and versatile.
Somerville resident	Eileen Levett	Green Line Extension	Supports	Supports the Green Line extension to Somerville. Requests that plans for subway stops in Somerville continue and that there should be no more delays.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
	Elana Lian	Green Line Extension	Supports	Strongly supports the Green Line extension. The residential base would highly appreciate the convenience of the Green Line in the Medford region.
Somerville resident	Elisa de la Cruz	Green Line Extension	Supports	Fully supports the Green Line extension to Route 16 beyond College Ave. Her husband would be helped tremendously as he takes the E line to work in Boston.
Medford resident	Elisabeth Bayle	Green Line Extension	Supports	Supports the Green Line extension to Mystic Valley Parkway and thanks the MPO for allocating funding on the TIP for this project. The terminus at Mystic Valley Parkway is much more appropriate and beneficial than the College Ave terminus, because it will serve a much broader population, including environmental justice communities, that the College Ave stop would not serve. Cites significant improvements in air quality, transit-oriented development, and quality of life that are detailed in a report from the Green Line Extension Community Visioning Process in February 2012. The extension past College Ave will also increase opportunities in access to jobs, health care, education, and culture.
Somerville Transportation Equity Partnership	Ellin Reisner, President	Green Line Extension	Supports	Very appreciative of the MPO's support for the Green Line Extension and allocating funds for the extension to Route 16. It would provide Somerville, Medford and East Arlington residents with vastly improved access to transit. Residents are looking forward with great anticipation to design completion and the start of construction. The extension will also be very beneficial on a regional level by reducing auto traffic and air pollution.
Somerville resident	Ethan Contini-Field	Green Line Extension	Supports	Supports the Green Line extension through Somerville to the Route 16 terminus. The Green Line will bring much needed economic development to Somerville. Being so densely populated, it will be an efficient use of funds for the MBTA and MPO.
Medford homeowner	Fernando Colina	Green Line Extension	Supports	Strongly supports the Green Line Extension.
Medford resident	Glenn Dickson	Green Line Extension	Supports	Supports the Green Line Extension.
Medford resident	Jennifer DesAutels	Green Line Extension	Supports	Supports the Green Line extension to Medford. It would help connect her family to the city and reduce dependence on private vehicles. Increasing access to Medford via the extension will improve the local economy and boost businesses, allowing Medford to continue to expand its growing cultural offerings.
Medford Hillside resident	John Roland Elliot	Green Line Extension	Supports	Thanks the MPO for supporting the Green Line Extension and asks the MPO to support the extension to Route 16. He cites the support for a terminus at Route 16 from tens of thousands of Medford, Somerville, and Arlington residents, from the state legislative delegation for those communities, and from the city and town governments.
Somerville residents	Jon and Loretta Obuchowski	Green Line Extension	Supports	Strongly in support of the Green Line extension, as it is a factor they are weighing in regards to whether they stay in Somerville or move farther out.
Somerville resident	Jonathan Herzog	Green Line Extension	Supports	Enthusiastically supports the Green Line extension to Mystic Valley Parkway.
Medford resident	Marco Rivero	Green Line Extension	Supports	Supports the Green Line extension to Route 16. Looks forward to using the Green Line and is sure many neighbors are as well. MBTA ridership is on the rise in spite of increasing prices, and the same will be true for the Green Line once it is extended to Medford.
Medford resident	Mary L. Stevenson	Green Line Extension	Supports	Enthusiastically supports the Green Line extension to Mystic Valley Parkway.
Medford resident	Maura McEnaney	Green Line Extension	Supports	Supports the Green Line extension to Mystic Valley Parkway. Teenagers, seniors, and the growing population of people without cars will be able to have a one-seat ride into Boston. It will give young people a sense of independence and freedom to explore that those in car-reliant suburbs do not have. More public transportation is never a bad thing.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Medford resident	Mike Korczynski	Green Line Extension	Supports	Supports the Green Line Extension to Route 16 and hopes the project will be completed in a timely fashion. He disagrees with MassDOT's claim that a terminus at College Avenue fulfills the state's legal commitment to serve Medford Hillside. This second phase will serve Medford Hillside.
Medford resident	Mike Quinn	Green Line Extension	Supports	Supports the Green Line extension to Somerville and Medford. Believes it is an enormous opportunity for the area, it is a worthwhile and well-conceived endeavor, and many people will find it useful.
Medford resident	Patrice Kastenholz	Green Line Extension	Supports	Supports the Green Line extension. Would prefer it to go to West Medford Square, but it should go to Mystic Valley Parkway at a minimum. Depends on public transportation and the extension would improve his family's lives.
State Senate, House of Representatives	State Senator Patricia D. Jehlen; State Representatives Carl M. Sciortino, Sean Garballey, and Denise Provost	Green Line Extension	Supports	Supports the inclusion of the Green Line extension in the 2013-2016 TIP. The Route 16 terminus was identified as the preferred alternative for the extension project as it realizes the maximum benefits possible, including benefits in air quality, the greatest number of new riders, and the greatest reduction in vehicle miles traveled. Also supports funding for Phase I to College Ave and Union Square. The extension matches well with the state's objectives in the form of its regional plan and GreenDOT, and helps bring the state into conformity with the Clean Air Act.
Medford residents	Alan, Katrin, Emma and Oliver Peterson	Green Line Extension	Supports	Strongly supports the Green Line coming to West Medford. Lives within walking distance of the proposed station and feels that their public transportation needs would greatly improve with the Green Line coming to Medford. The Route 16 terminus clearly offers the public much greater access to the new Green Line trolley and connecting subway lines, thus make it worth the tax dollars spent to build it and giving children a transportation future that is cleaner and more efficient.
	Anna M. Buxton	Green Line Extension	Supports	Supports the Green Line extension. As our energy resources are scarce, public transportation has a new important role in the movement of people from home to work and work to home. Boston can be an example for all to follow and create employment for people.
Medford resident	Annette Bloom	Green Line Extension	Supports	Supports the Green Line extension to Mystic Valley Parkway. It will add to the economic and environmental health of the area.
The Arts Fuse (Somerville)	Bill Marx, Editor	Green Line Extension	Supports	A long-time supporter of the Green Line extension who is happy to hear the funding for the project is going forward. The extension is long overdue and it is great to hear that funding is in place and construction will finally begin.
Arlington resident	Colleen Kirby	Green Line Extension	Supports	Supports the Green Line extension. Employer is moving to Boston from Woburn and she will be using bus and subway connections to get there. There are many people who will use the Green Line for commuting once it is in place. This is the time to be investing in infrastructure and new jobs. This project will help the local and state economy by employing construction workers.
Medford resident	Cornelia Davis	Green Line Extension	Supports	Enthusiastically supports funding for the Green Line extension to Somerville and Medford. Also supports raising taxes to pay for the MBTA.
Cambridge resident	Dave Wood	Green Line Extension	Supports	Supports the Green Line extension to Route 16. Public transportation can have a positive effect on individuals and on economic development. It makes sense for the people of Somerville and Medford to reap the benefits of this vital transportation link to Downtown Boston.
Medford resident	Debra Agliano	Green Line Extension	Supports	Supports the Green Line extension.
Arlington resident	Elisabeth Carr-Jones	Green Line Extension	Supports	Expresses strong support for the Green Line Extension to Route 16 as it is important from an environmental and accessibility perspective.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Medford residents	Erik and Dina Jacobs	Green Line Extension	Supports	Strongly supports the Green Line extension and especially for the second phase which would bring the terminus to Mystic Valley Parkway. There is unilateral support from the people they know. Believes it would greatly benefit residents and businesses in the area and looks forward to breaking ground soon.
Medford resident	Eva and David Todtfeld	Green Line Extension	Supports	Supports the funding for the Green Line extension.
Medford resident	Frederick Crane	Green Line Extension	Supports	Voices approval for extending the Green Line to Mystic Valley Parkway. It is a sensible place to start and end the line and will provide service to a huge chunk of the populace that would otherwise go unserved.
Medford resident	Gabrielle Rossmers Gropman	Green Line Extension	Supports	Supports the Green Line extension to Route 16. For Route 16 to be realistically considered as the permanent terminus, it should be included now. The station would be about a 10 minute walk from her house, a big improvement over current options.
Medford resident	Gauri Bhide	Green Line Extension	Supports	Voices support for the Green Line extension to Route 16. It would benefit commuters and residents, and be an important step in the public transportation commitment made by the State.
Medford resident	James Lee Goldfinch	Green Line Extension	Supports	Strongly supports the Green Line extension and plans to use it when it is in place. It will be an important convenience for his patients, many who travel on public transportation. The station on the Mystic River Parkway is an essential piece for ease of use and convenience.
Medford resident	Janice Spencer	Green Line Extension	Supports	Supports the Green Line extension to Route 16 in Medford. A lifelong resident of West Medford.
Somerville resident	Janine Fay	Green Line Extension	Supports	Supports the Green Line extension.
	Jeanine Farley	Green Line Extension	Supports	Supports the Green Line extension to Route 16. It will provide many people with an environmentally friendly alternative to automobile use, better access to Boston, Cambridge, and Somerville, improve air quality, and make the region a better place.
Medford resident	Jennifer Yanco	Green Line Extension	Supports	Very much in support of extending the Green Line to Route 16. Given the rather spotty bus service in this area, it would be a real boon to the neighborhood to have reliable transportation. We are also eager to reduce air pollution caused by bus traffic. 100% in support of the Green Line extension.
Medford residents	John Anderson and Heather Champigny	Green Line Extension	Supports	Is delighted to see the Green Line extension moving forward.
Medford resident	John Ellersick	Green Line Extension	Supports	Supports the Green Line extension to College Ave and Route 16, done in a thoughtful and timely manner. Thinks it is shameful we continue to invest so much in roadways, and relatively so little in public transportation and on bike paths or other access. Very consumptive non-sustainable ways of living should not be subsidized at the expense of rail, public transit and bicycle transportation. We should find ways to support more car pooling, electric or other alternate low emissions vehicles, and continued biking infrastructure. It is also shameful we have backed away from commitments made as part of the central artery project, which had a tremendous focus on cars and limited investments in other modes of transport. This plan seeks to kill off other once committed projects, such as the red line blue line connection.
Arlington resident	John Kohl	Green Line Extension	Supports	Supports the Green Line extension and its full construction to the permanent terminus at Mystic Valley Parkway. The Town of Arlington will substantially benefit from the terminus's close proximity to the northeast corner of town.
Medford resident	John Murphy	Green Line Extension	Supports	Strongly supports the Green Line extension to Medford, preferably to Route 60. The Green Line extension is long overdue and needed.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
City of Somerville	Joseph A. Curtatone, Mayor	Green Line Extension	Supports	Thanks the Chairman and the MPO for its support in maintaining the Patrick administration's commitment to advancing the study and design of the Route 16 station of the Green Line Extension and for including funding for the project in the FFY 2013-2016 TIP. The project is important not only for Somerville, Cambridge, and Medford, but also for the Commonwealth, where continued investment in a 21st-century transportation system that's equitable to everyone and supports a 21st-century economy is vital.
Medford resident	Joseph Keane	Green Line Extension	Supports	Supports the Green Line extension. It would be a great benefit to the area transportation.
Somerville resident	Julia Prange	Green Line Extension	Supports	Supports the Green Line extension. A resident of Union Square, Somerville, who cares deeply about the quality of life offered by the Boston region and her neighborhood. There is no greater benefit than this project.
Somerville resident	Kevin Leete	Green Line Extension	Supports	Supports the Green Line extension.
Arlington resident	Linda Katz	Green Line Extension	Supports	Enthusiastically supports the Green Line extension. It should be funded and work should start as soon as possible.
	Lindsay Leete	Green Line Extension	Supports	Supports the Green Line extension. Would have a direct impact on her commute and would have a positive impact on the neighborhood.
Medford resident	Lois Grossman	Green Line Extension	Supports	Supports the Green Line extension to College Ave and Mystic Valley Parkway. Is a resident of Medford and regular user of public transportation who looks forward to riding the MBTA from Medford.
Medford resident	Loren Gomez	Green Line Extension	Supports	Very excited and supportive of the Green Line extension to Medford.
Medford resident	Luke McDermott	Green Line Extension	Supports	Supports the Green Line extension. Moved to Medford in 2007 and have been awaiting the extension. Is excited about the prospect of groundbreaking in the next year.
Medford residents	Martha Ondras and Martin Pearlman	Green Line Extension	Supports	Enthusiastically support the Green Line extension Mystic Valley Parkway for the 2013-2016 TIP. They are glad that funding for studying the final terminus is included in the TIP, as a properly designed terminus would greatly benefit the community.
Medford resident	Mary Glaser	Green Line Extension	Supports	Fully supports the Green Line Extension to Mystic Valley Parkway.
State Senate, House of Representatives, and City of Medford	Mayor Michael J. McGlynn, City of Medford; Patricia D. Jehlen, State Senator; Sean Garballey, State Representative; Carl M. Sciortino, State Representative	Green Line Extension	Supports	Urges continued support for advancing the study and design of the Route 16 segment of the Green Line Extension Project (GLX) and argues against separating out the Route 16 segment as a separate project. They urge the continued planning and design work and, in particular, to prioritize completion of a detailed property surveying of the College Ave to Route 16 corridor. The Route 16 portion should be reintegrated into the main GLX project scope, which can be achieved by swapping the funding mechanism currently targeted to Route 16 (flexed highway funds) for that of the MBTA Maintenance Facility. Reintegrating Route 16 into the GLX project benefits the competitiveness of the Federal Transportation Authority application with enhanced ridership.
Medford resident	Nancy Lincoln	Green Line Extension	Supports	Supports the Green Line extension to Medford.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Arlington resident	Rachael Stark	Green Line Extension	Supports	Strongly supports extending the Green Line to Mystic Valley Parkway and even into Arlington, if possible. Requests that there is safe pedestrian access to the station, reliable bus service to link neighboring communities to the extension, and multi-story parking structures built to avoid excess parking in residential neighborhoods. Suggests that bus rapid transit could link the Red Line terminus at Alewife and the proposed Green Line terminus at Route 16. Also argues that debt from the Big Dig should not be the responsibility of the MBTA and that the MBTA should be given more money to provide better service.
Conservation Law Foundation	Rafael Mares, Staff Attorney	Green Line Extension	Supports	CLF supports the inclusion of the Green Line extension into the 2013-2016 TIP and the use of flexed highway funds for the College Ave to Route 16 segment. The project will: provide essential public transportation services to a densely populated and underserved part of the region; reduce vehicle miles traveled (VMT), provide more equitable access to transit; and reduce green house gas (GHG) emissions, helping to meet the Commonwealth's obligations pursuant to the Massachusetts Global Warming Solutions Act and GreenDOT. CLF also requests that GHG emission data be available to the public and provided before TIP projects are selected to they can be prioritized based on these data. He provides Merrimack Valley MPO 2013 TIP GHG tracking as Exhibit A as an example. He also provides a letter from CLF to the MPO from September 2011 in regards to the TIP's Air Quality Conformity status in Exhibit B.
Medford resident	Roberta Cameron	Green Line Extension	Supports	Supports the Green Line extension to Route 16 and believes it is a far better terminus than College Avenue. The College Avenue station will be at least one half mile or more from the Medford Hillside neighborhood, which must be served by the extension. A Route 16 terminus will provide better transit access to many more neighborhoods and communities than the College Avenue terminus would, and create less traffic and air pollution. A Route 16 station would provide better connections to bike paths and for pedestrians. It would also serve low income, senior, handicapped, and veteran households that are within 1/4 mile of the proposed station. The station would provide transit access to recreational facilities such as the Mystic River, Dilboy Stadium and the Dilboy Field Pool.
	Stephen Paul Linder	Green Line Extension	Supports	Supports the Green Line extension to Medford and beyond (to Winchester and Woburn). While south and west of Boston you can take the Green Line and Red Line to Route 128, to the north and northwest these lines do not leave Cambridge. The Red Line should also be extended.
Medford resident	Susan Gerould	Green Line Extension	Supports	Supports extending the Green Line to Route 16. It would be a great neighborhood asset to connect faster transportation to parts of Somerville and to North Station and would go far towards relieving the congestion of car travel.
Medford resident	Thomas W. Lincoln	Green Line Extension	Supports	Is strongly in favor of extending the Green Line to Route 16. It makes sense in transportation, environmental and cost terms. It is farsighted and serves the true interests of Medford. It will help reduce pollution, greenhouse gas production, and road congestion. It will be an economic boon to Medford and the Hillside neighborhood.
Medford resident	Tom Whiteford	Green Line Extension	Supports	Supports the Green Line project and its extension to Route 16. Route 16 is a natural endpoint for the Green Line. Good commercial and office space would provide good options for commuters.
Medford resident	Vaughan Rees	Green Line Extension	Supports	Supports the Green Line extension to Mystic Valley Parkway. There is massive support from the local community for the extension. It is essential to the future needs of the community and it will provide critical access to schools, jobs, sports, and other opportunities for young people. There are Environmental Justice communities near the Route 16 terminus that would benefit from accessible, reliable transportation. Identifies specific Census tracts that are considered Environmental Justice communities.
Somerville resident	Zbigniew Nitecki	Green Line Extension	Supports	Strongly supports funding the completion of the Green Line extension to the Mystic Valley Parkway.
Somerville resident	Sara Elsa-Beech	Green Line Extension, Beacon Street (Somerville)	Supports	Supports the Green Line extension to Route 16. Appreciates the attention to pedestrian, bicycle, and public transit projects in the TIP. Hopes that the Beacon Street project includes improved bicycle accommodations, as this is a major bike route to Boston and eastern Cambridge.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Somerville resident	Alex and Ami Feldman	Green Line Extension, Somerville Community Path	Supports	Supports the Green Line extension to Route 16 and the Somerville Community Path. If more people get around by bicycle and public transit, there will be less pollution, less traffic, it will free up parking spaces, and people will get healthier. The Community Path should be fully funded and completed with the Green Line extension as it is becoming an integral part of the extension design.
Somerville resident	Alex Epstein	Green Line Extension, Somerville Community Path	Supports	Supports the Green Line Extension to College Avenue in Medford and a spur to Union Square in Somerville, and the \$8.1 million programmed in FFY 2016 for the extension to Route 16. Urges the MPO to fully fund the completion of the Community Path extension in future TIPs and LRTPs.
Somerville resident; business owner, Nesson Media Boston, Inc.	Bob Nesson	Green Line Extension, Somerville Community Path	Supports	Supports the funding for the Green Line extension as well as the Community Path in Somerville. Both are vital to the economic and environmental quality of the area. There is a need for a complete, contiguous green pathway system in the metro area. It's in everyone's interest to reduce traffic and pollution and to encourage use of public transportation.
Somerville resident	Georgia Bellas	Green Line Extension, Somerville Community Path	Supports	Supports the Green Line Extension to College Avenue in Medford and a spur to Union Square in Somerville, and the \$8.1 million programmed in FFY 2016 for the extension to Route 16. Urges the MPO to fully fund the completion of the Community Path extension in future TIPs and LRTPs.
Cambridge resident	Gloria J. Korsman	Green Line Extension, Somerville Community Path	Supports	Supports the Green Line Extension to College Avenue in Medford and a spur to Union Square in Somerville, and the \$8.1 million programmed in FFY 2016 for the extension to Route 16. Urges the MPO to fully fund the completion of the Community Path extension in future TIPs and LRTPs. Also express the need for sustainable transportation and alternatives to car ownership as a matter of equity and justice for all urban residents.
Somerville resident	Gwen Wilcox	Green Line Extension, Somerville Community Path	Supports	Supports the Green Line extension and the completion of the Community Path extension as well. As more people choose to live and work in cities, investment in public transportation infrastructure will be essential for the continued success of communities and businesses. In addition, the Somerville Community Path is an integral part of the Green Line extension design and it should be seen to full completion.
Somerville resident	Jennifer Dorsen	Green Line Extension, Somerville Community Path	Supports	Supports the Green Line extension and the Somerville Community Path as these are important to her, the neighborhood and the region. An extended path would connect communities in the region in tremendous, important ways. The Community Path is becoming an integral part of the Green Line extension design.
Somerville resident	John Reinhardt	Green Line Extension, Somerville Community Path	Supports	Supports the Green Line extension to the Somerville-Medford line. Also agrees with comments submitted by the Friends of the Somerville Community Path (which includes support for the Community Path extension).
Somerville resident	Jurgen Weiss	Green Line Extension, Somerville Community Path	Supports	Supports the Green Line extension to Mystic Valley Parkway and completion of the Somerville Community Path. Is an avid cyclist and is concerned about green house gas emissions. Requests funding for the completion of the Community Path so that people may commute directly from Bedford to downtown Boston. These are the types of infrastructure projects that will make the Boston Metropolitan Area an attractive one for the highly skilled workforce that makes this area so vibrant.
Somerville resident	Keja Valens	Green Line Extension, Somerville Community Path	Supports	Supports the Green Line extension to Mystic Valley Parkway and completion of the Somerville Community Path. Supports the Commonwealth's dedication to increasing green space and green alternatives. Urges full funding of the completion of the Community Path extension to Lechmere/North Point, as it is an integral part of the Green Line extension design.
Medford resident	Linda Lintz	Green Line Extension, Somerville Community Path	Supports	Supports extending the Green Line to College Ave in Medford and creating a permanent terminus at Mystic Valley Parkway. Also urges fully funding the completion of the Community Path extension as part of the Green Line project. The Community Path is becoming an integral part of the Green Line extension design. There are Community Path connections to the four proposed extension stations along the Community Path route.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Somerville resident	Lynn McWhood	Green Line Extension, Somerville Community Path	Supports	Strongly supports funding the completion of the Green Line extension to Somerville and Medford and hopes that future TIPs include funding for the Community Path in coordination with the Green Line extension. The Green Line is important to the future economic and environmental health of Somerville.
Friends of the Community Path	Lynn Weissman and Alan Moore	Green Line Extension, Somerville Community Path	Supports	Supports the following allocation of funds for the Green Line Extension to College Avenue and Union Square: \$79.3 million (FFY 2013); \$94.9 million (FFY 2014); \$235.8 million (FFY 2015); and \$302 million (FFY 2016). Supports programming \$8.1 million in FFY 2016 for planning for the extension to Route 16. Urges the MPO to program funding for the completion of the Community Path, as part of the Green Line Extension, to Lechmere/North Point in future TIPs and LRTPs.
Somerville residents	Resa Blatman and Stefan Cooke	Green Line Extension, Somerville Community Path	Supports	Supports the Green Line Extension to College Avenue in Medford and a spur to Union Square in Somerville, and the \$8.1 million programmed in FFY 2016 for the extension to Route 16. Urges the MPO to fully fund the completion of the Community Path extension in future TIPs and LRTPs.
Somerville resident	Sonia Lipson	Green Line Extension, Somerville Community Path	Supports	Supports the Green Line extension and the completion of the Community Path extension as well.
Somerville resident	Susan Fendell	Green Line Extension, Somerville Community Path	Supports	Supports the Green Line Extension to College Avenue in Medford and a spur to Union Square in Somerville, and the \$8.1 million programmed in FFY 2016 for the extension to Route 16. Urges the MPO to fully fund the completion of the Community Path extension in future TIPs and LRTPs.
Somerville resident	Susan Moynihan	Green Line Extension, Somerville Community Path	Supports	Supports extending the Green Line to College Ave in Medford and creating a permanent terminus at Mystic Valley Parkway. Also urges fully funding the completion of the Community Path extension as part of the Green Line project. The Community Path is becoming an integral part of the Green Line extension design. There are Community Path connections to the four proposed extension stations along the Community Path route.
Somerville resident	Wig Zamore	Green Line Extension, Somerville Community Path	Supports	Supports the Green Line extension to Route 16. Thanks the MPO for allocating funding and the MBTA for the professional way they have run the Green Line meetings. The extension should be completed in a cost effective and sustainably efficient manner and the state's transportation funding problems will be resolved in the future. Also thanks the MPO for supporting regionally significant bicycle and pedestrian facilities and argues that the Somerville Community Path is functionally critical for the Green Line extension to return maximum benefit.
Medford resident	Anita Nagem	Green Line Extension	Opposes	Opposes funding a Route 16 terminus for the Green Line. It is presumptuous of MassDOT to recommend that the MPO fund this project with neither adequate public notification nor local resident support. There is significant resident opposition to the Route 16 stop, and residents were not in favor of the it at meetings in 2009 and 2011. Opponents have been shut out of meetings. There was overwhelming opposition to the project at a meeting at Medford City Hall last November.
Medford resident	Carolyn Resendes	Green Line Extension	Opposes	Opposed to the Green Line extension to Route 16. Has lived in Medford for 35 years and believes this will cause a huge traffic tie up on the Parkway and also change the beauty of the town. Many neighbors feel the same way. The burden and cost is too much for the citizens to bear.
Green Line Advisory Committee for Medford (GLAM)	Carolyn Rosen, Chairperson	Green Line Extension	Opposes	Opposes funding for the proposed Green Line extension to Route 16. Argues that support for the extension is greatly exaggerated and does not take into account concerns from an African American community that lives near the proposed station. Argues that the public process has been manipulated and the public has been misled by MAPC, MassDOT, and the MPO. Also contends that the April 19th MPO meeting was "invitation only" for proponents of the extension and constituencies with opposing views have been left out. Provides an article in Exhibit 1 of a November meeting where residents were concerned about the proposed extension. Also provides notes from an October MAPC meeting in Exhibit 2.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Medford resident	Dr. William Wood	Green Line Extension	Opposes	Opposed to the Green Line extension to Route 16. The project should be removed from the TIP until environmental justice, disability, and environmental issues are addressed. The commenter states that the MPO is not telling the truth about the project and that the voices of people from Medford's environmental justice and disability communities are not being heard. Further, the project will displace those of moderate means. He cites the work of several community advocates who have addressed development issues.
Former member of citizen advisory committees for GLEX	Lee Auspitz	Green Line Extension	Opposes	Raises concerns that MPO member agencies are accepting erroneous geographical and procedural assertions regarding the Green Line Extension project. The Tufts/College Avenue location for the terminus should not be considered as Medford Hillside. MassDOT and the New England Regional Office of FTA has not exercised due diligence to check the accuracy or procedural integrity of a SIP determination letter from MassDEP to MassDOT, which states that the geographical requirement of the SIP has been met. Further documentation of these concerns is available at www.josiahleeauspitz.org .
Mystic Valley Area Branch, NAACP	Neil Osborne, President	Green Line Extension	Opposes	Opposes extending the Green Line to Route 16. West Medford has a high concentration of African American families and a majority do not welcome the Green Line coming to Route 16. The Green Line is a needless expense that will encroach on the property of neighbors and further invite unwanted development near this community. Would rather see the Green Line terminate at College Avenue because this area is in a better position to absorb the burdens of the development.
	Patricia Clinton	Green Line Extension	Opposes	Money for Route 16 Green Line Extension should be spent on other projects. Route 16 is very heavy with traffic as it is now and it is hard to get off the local streets. The project would cause a lot of unrest in the neighborhood and would not reduce traffic at all. Medford already has good train and bus service. The push for this seems to be coming from other towns -- they should not be telling us what is good for our neighborhood. They will not be affected by the upheaval.
Medford resident; business owner, Aero Cycle Co.	Paul Morrissey	Green Line Extension	Opposes	Opposes the Green Line extension into Medford. Is a Medford resident and owner of a business that abuts the proposed line. The expansion is neither in the best interest of the community nor the state. The allocation of \$8.1 million to study and design ignores the fiscal realities the state faces. The operating costs to the MBTA will overwhelm its budget and maintenance of existing lines will be neglected. Additionally, although proponents claim there will be an increase in economic development, this proposal could threaten the ability of current West Medford residents, who already benefit from multiple public transit options, to afford homes and remain in their diverse neighborhood.
Medford resident	Raymond J. Nagem	Green Line Extension	Opposes	Is opposed to the recommendation by MassDOT to allocate \$190 million for the Green Line extension to Route 16. He attended the initial public hearings on the Green Line extension and the Route 16 station was excluded from the reports that were published after the public hearings. Additionally, he says mitigation studies and an environmental impact analysis associated with Route 16 were not completed. The funding for the Route 16 station should be removed until all the studies have been properly completed and the input of all Medford residents has been considered.
Medford resident	Robert A. Kangas	Green Line Extension	Opposes	Expresses opposition to the Green Line extension to Route 16. Notes that the construction cost of the project is prohibitive and the state is not in a position to financially support it.
Medford resident	Sharon Douglas	Green Line Extension	Opposes	Adamantly opposes the funding of the Green Line to Rte. 16 and is a lifelong Medford resident. Contends that the open meeting by the MPO was by invitation only to proponents from Medford, according to the MPO's own minutes, while opponents and others were shut out. Did not have any notice of this meeting, along with many folks who are also against this project. Hopes the MPO will take these concerns seriously and remedy them, and wants vote to be counted as being against this project.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
House of Representatives	Alice H. Peisch, State Representative	Intersection and Signal Improvements at Route 30 (Weston)	Supports	Is disappointed that project #602000, Intersection and Signal Improvements at Route 30 and Wellesley Street in Weston, is not on the FFY 2013-2016 TIP and believes that it should be reinstated. The Town of Weston has been working on this project since the mid-1990s, and completion of these signal and intersection upgrades will result in significant improvements for the community, its students, and commuters. The intersection connects to residents and commuters to the Mass Pike, Wayland, Wellesley, and is a heavily used north-south travel route. Additionally, the intersection abuts Weston High School and Weston Middle School, and is used by students for pedestrian, bicycle, and motor vehicle travel. This project will not only help mitigate most of the traffic issues at the intersection, but will improve the safety of the intersection for the region's commuters, along with Weston's students and pedestrians.
House of Representatives	Paul A. Brodeur, State Representative	Lebanon & Main Street (Melrose)	Supports	Requests that Lebanon and Main Street project in Melrose (601553) be included in the FFY 2013-2016 TIP. The project will have positive impacts on the Third Essex and Middlesex District and its residents, businesses and visitors, including economic development and quality of life improvements.
State Senate	Thomas M. McGee, State Senator	Lebanon & Main Street (Melrose)	Supports	Requests that Lebanon and Main Street project in Melrose (601553) be included in the FFY 2013-2016 TIP. The project will have positive impacts on the Third Essex and Middlesex District and its residents, businesses and visitors, including economic development and quality of life improvements.
Town of Hull	Philip E. Lemnios, Town Manager	Reconstruction of Atlantic Avenue (Hull)	Supports	Is disappointed that project #601607, Reconstruction of Atlantic Avenue in Hull, was not included on the Draft 2013-2016 TIP. Atlantic Avenue, which is long overdue for repairs and upgrades, is one of only three roadways leading into the Town of Hull. The Town is committed to submitting the 75% Design before the end of the year, and request that the project be considered for funding in one of the out years of this TIP. While the evaluation process is important, the criteria by which projects are evaluated puts good project candidates and communities on the outskirts of the Boston MPO region at a significant disadvantage. The improvements to Atlantic Avenue will incorporate "Complete Streets" design features and will help revitalize the neighborhood and effect positive change on the environment and local businesses. Atlantic Avenue is essential to maintaining safety and security of local residents by providing one of the Town's few points of access for emergency response and evacuation during coastal storms. The evaluation scoring should be reconsidered to provide greater regional equity and make certain that communities on the South Shore receive the same opportunities as those communities closer to the inner core.
State Senate	Frederick E. Berry, State Senator	Reconstruction of Liberty Street (Danvers)	Supports	Strongly supports the continued inclusion of the Town of Danvers Reconstruction of Liberty Street Project (#601825) in the 2013-2016 TIP. The project will make significant improvements in accessibility to employment centers, local businesses, and for pedestrians. The current physical condition and layout of the corridor is hazardous to all users and prevents it from fulfilling its role as an important regional link to retail/commercial and transportation opportunities. For these reasons, it is a high priority project.
House of Representatives	Theodore C. Speliotis, State Representative	Reconstruction of Liberty Street (Danvers)	Supports	Strongly supports the Reconstruction of Liberty Street project in the Town of Danvers for the 2013-2016 TIP. It is a priority project in Danvers and is ready to go out for bid. The area where the project is located is attractive to boaters and is utilized by the entire North Shore boating community. It meets the MPO's desired goals of updating old infrastructure, increasing bicycle and pedestrian access and improving safety.
Town of Danvers	Wayne P. Marquis, Town Manager	Reconstruction of Liberty Street (Danvers)	Supports	Thanks the Transportation Planning and Programming Committee for considering the Reconstruction of Liberty Street on the 2013 TIP. The project has been fully designed to correspond with the MPO's larger goals: maintenance - updating old infrastructure; livability - increasing bicycle and pedestrian access; and safety - bringing the corridor up to MUTCD, AAB and ADA requirements. The project is ready to be advertised for construction.
Chair, SouthWest Advisory Planning Committee	Gino Carlucci	Reconstruction of Route 140 (Franklin), Reconstruction of Route 109 (Medway)	Supports	SWAP supports the reconstruction of Route 140, Main Street and Emmons Street project in Franklin, and the reconstruction of Route 109, from Holliston Street to west of Highland Street, in Medway.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Town of Marlborough	Ron LaFreniere, Commissioner of Public Works	Reconstruction of Route 85 (Maple Street) (Marlborough)		Opposes motion by MassDOT to remove project #604810, Reconstruction of Route 85 at Maple Street, and include Middlesex Turnpike Improvements instead. Believes notification was inappropriate, as it was not in the original recommendation, and the change is unacceptable from the city's standpoint.
Town of Wrentham	Wrentham Board of Selectmen	Reconstruction of Taunton Street (Wrentham)	Supports	Requests support for the reconstruction of Taunton Street in Wrentham. The Town has committed \$285,100 of its Chapter 90 funds to design the project. The street is an important route for residents of the Town and for travelers, generally. The Wrentham Senior Center, Elementary School, Department of Public Works, Inspectional Services Office, and recreational lands owned by the Town and the State are located on Taunton Street. The Town has also expended local funds to install water line improvements on the street in preparation for its reconstruction, and will use Chapter 90 funds this year to reconstruct Common Street at the center end of Taunton Street.
State Senate	Thomas M. McGee, State Senator	Route 107 Over the Saugus River (Lynn, Saugus)	Supports	Expresses support for project #604952, Route 107 over the Saugus River in Lynn/Saugus to be included in the 2013-2016 TIP. This portion of Route 107 is the main route between the North Shore and Boston. In addition to those who live in communities like Lynn, Salem, Swampscott, and Marblehead, this route is the vital transportation link for the North Shore. This bridge is just beyond the main entranceway to General Electric in Lynn, and operation of on the bridge has a substantial impact for the lobster fishing fleets along the Saugus River. It has been in need of repair for years and hope to advance the project into the 2013-2016 TIP.
MetroWest Regional Collaborative	Bruce Leish, Director	Route 30/Main Street (Route 27) (Wayland)	Supports	Strongly supports Route 30/Main Street (Route 27) intersection project in Wayland and urges its inclusion in the TIP. The intersection has been studied for many years and is recognized widely as one of the most dangerous and frustrating intersections in MetroWest. The project is substantially shovel-ready and would be a cost effective use of TIP funds.
Town of Wayland	Sarkis Sarkisian, Town Planner	Route 30/Main Street (Route 27) (Wayland)	Supports	Requests funding for the Route 30/Main Street (Route 27) intersection, which has been rated as one of the top high crash locations in the Boston Region. The Town of Wayland and CTPS have conducted several studies on the intersection, which clearly document the need to improve the safety and operations of the Route 30/27 intersection. All four traffic approaches operate at Level of Service F during both the morning and afternoon peak hours. Thanks the MPO for the opportunity to present the project for its consideration.
Executive Director and Deputy Director, MetroWest Partnership	Paul F. Matthews and Jessica Strunkin	Supports approximately 50 projects in the MetroWest subregion. See comment for full details.	Supports	The MetroWest Partnership commends the MPO for their transparent evaluation process, but is concerned that the scoring system favors dense urban communities. They welcome consideration of "economic benefit" of projects in project evaluations and urge consideration of regional equity. They support the following projects: reconstruction of Route 85 in Marlborough; reconstruction of Route 109 in Medway; signal and intersection improvements at Route 27 and Route 30 in Wayland; and the Bruce Freeman Rail Trail, Phase 2. They urge that the Route 9/Oak Street project in Natick adhere to schedule, and that the following projects in the FFY 2012 element of the TIP be completed on time: Assabet River Rail Trail Design in Acton and Stow; I-95 Bridge over Green Street in Foxborough; Central Street Bridge over the Sudbury River in Framingham; interstate maintenance of I-495 from Franklin to Milford; and Route 2 resurfacing in Acton, Foxborough, and Littleton. They continue to support the following projects in the FFY 2013 element: I-90 Ramp over I-495 in Hopkinton; interstate maintenance and related work on I-495 in Franklin and on I-95 in Foxborough; installation of cameras, message signs, and communication infrastructure on I-495 from Hopkinton to Andover; bike path construction and improvement on Cochituate Rail Trail in Framingham; and reconstruction of Route 140 in Franklin. They support the following projects in the FFY 2014 and 2015 elements: bridge demolition, Route 126 over CSX Railroad, and installation of bike path culvert in Bellingham; and bridge replacement, Fruit Street over CSX and Sudbury River in Hopkinton and Westborough. They support the following projects in the FFY 2016 element: interstate maintenance and related work on I-495 in Foxborough, Plainville, and Wrentham; and signal installation at Route 16/126 and Oak Street in Holliston. They express support for 30 other MetroWest area projects in the Universe of Projects and express concern that the lack of progress on these projects threatens the economic vitality of the 495/MetroWest region. They commend the MPO for providing a reliable funding stream to the MetroWest RTA.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Winchester resident	Andrew Bartholomew	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri-Community Bikeway/Greenway on the 2013-2016 TIP. This project will add significantly to these three communities and provide a safe space for pedestrian and bicycle traffic. The proposed path is well thought out and will be an active and useful connection. Funding from the TIP is critical for this project to be undertaken.
Stoneham resident	Ann Yardumian	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Expresses support for the Tri-Community Bikeway/Greenway project on the 2013-2016 TIP. The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. It will also connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. In today's busy world, it is important to provide safe pedestrian pathways for our communities. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercises and family entertainment.
	Anne MacAskill	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Expresses support for the Tri-Community Bikeway/Greenway project on the 2013-2016 TIP. The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. It will also connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. In today's busy world, it is important to provide safe pedestrian pathways for our communities. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercises and family entertainment.
Stoneham resident	Anthony W. Wilson	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri Community Bikeway/Greenway project. The Greenway will be a valuable resource for recreational and transportation purposes in Winchester, Woburn, and Stoneham. It will link downtowns, the commuter rail, and several schools. It is important to provide safe pedestrian pathways. Many groups, local officials, and businesses in the three towns have worked together to design the best possible path for the community.
Wakefield resident	Barbara Brown	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri Community Bikeway/Greenway project. The Greenway will be a valuable resource for recreational and transportation purposes in Winchester, Woburn, and Stoneham. It will link downtowns, the commuter rail, and several schools. It is important to provide safe pedestrian pathways. Many groups, local officials, and businesses in the three towns have worked together to design the best possible path for the community.
Stoneham resident	Barbara Graczyk	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri Community Bikeway/Greenway project. The Greenway will be a valuable resource for recreational and transportation purposes in Winchester, Woburn, and Stoneham. It will link downtowns, the commuter rail, and several schools. It is important to provide safe pedestrian pathways. Many groups, local officials, and businesses in the three towns have worked together to design the best possible path for the community.
	Beth Murray-Reading	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Expresses support for the Tri-Community Bikeway/Greenway project on the 2013-2016 TIP. The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. It will also connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. In today's busy world, it is important to provide safe pedestrian pathways for our communities. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercises and family entertainment.
Stoneham residents	Bill and Edie Previdi	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Expresses support for the Tri-Community Bikeway/Greenway project on the 2013-2016 TIP. The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. It will also connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. In today's busy world, it is important to provide safe pedestrian pathways for our communities. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercises and family entertainment.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Stoneham resident	Brenda Flynn	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri-Community Bikeway/Greenway project. Children will be able to use the path to explore, get exercise, and meet up with friends. It can have a transformative effect on the community and neighborhoods through which it passes, making a healthier town, healthier inhabitants, and a healthier environment. It will also take cars off the road.
Stoneham resident	Brenda J. Barbour	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri Community Bikeway/Greenway project. The Greenway will be a valuable resource for recreational and transportation purposes in Winchester, Woburn, and Stoneham. It will be a multi-use trail that will be used by citizens of all ages.
Burlington resident	Brendan Sands	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri Community Bikeway/Greenway project. The Greenway will be a valuable resource for recreational and transportation purposes in Winchester, Woburn, and Stoneham. It will link downtowns, the commuter rail, and several schools. It is important to provide safe pedestrian pathways. Many groups, local officials, and businesses in the three towns have worked together to design the best possible path for the community.
Stoneham Bicycle and Greenway Committee	Cameron Bain	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri-Community Bikeway on the 2013-2016 TIP, which will provide a valuable resource for the towns of Winchester, Woburn, and Stoneham for recreational and transportation purposes. It is important to provide safe pedestrian pathways and bicycle paths for our communities. Today multi use trail proponents support the goal of the Governors Healthy Transportation Compact by working to establish such facilities. Many groups in the towns have worked to make this project a reality, and this funding is critical for its construction.
Stoneham resident	Catherine Moore	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri-Community Bikeway/Greenway project #604652 for these reasons: It is saving a patch of green in an industrial/business area; it will allow for economical, safe, and healthy transportation; and it will encourage patronage of local small businesses along the way. It will be healthier for people to walk and bike on a multi-use path than on the street, and users will more likely patronize local businesses near the path.
	Christi Gorelli	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri-Community Bikeway/Greenway Project.
	Cindy Hemenway	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Expresses support for the Tri-Community Bikeway/Greenway project on the 2013-2016 TIP. The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. It will also connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. In today's busy world, it is important to provide safe pedestrian pathways for our communities. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercises and family entertainment.
	Daniel Press, MD	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Actively supports the Tri-Community Bikeway/Greenway Project. It would be a great benefit to the community for recreation, work, and the environment.
Stoneham resident	Doreen Murphy	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Expresses support for the Tri-Community Bikeway/Greenway project on the 2013-2016 TIP. The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. It will also connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. In today's busy world, it is important to provide safe pedestrian pathways for our communities. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercises and family entertainment.
Malden resident	Elizabeth Scorsello	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Expresses support for the Tri-Community Bikeway/Greenway project on the 2013-2016 TIP. The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational, transportation and air quality purposes. This path will connect community resources, provide green transportation and safe pathways pedestrians, cyclists, skateboarders, and joggers, and will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercises and family entertainment.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Stoneham resident	Ellen McBride	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Strongly supports the Tri-Community Bikeway/Greenway through Stoneham, Woburn and Winchester. This is a project on which so many have worked for many years. This path will encourage physical fitness, provide an opportunity to improve the economy of all three towns, connect neighbors with each other and may become a gathering place for residents to take time out of their hectic lives and unwind.
Boston resident	Ethan Lippman	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri Community Bikeway/Greenway project. The Greenway will be a valuable resource for recreational and transportation purposes in Winchester, Woburn, and Stoneham. It will link downtowns, the commuter rail, and several schools. It is important to provide safe pedestrian pathways. Many groups, local officials, and businesses in the three towns have worked together to design the best possible path for the community.
Arlington resident	Geoffrey Palmer	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri Community Bikeway/Greenway project. The Greenway will be a valuable resource for recreational and transportation purposes in Winchester, Woburn, and Stoneham. It will link downtowns, the commuter rail, and several schools. It is important to provide safe pedestrian pathways. Many groups, local officials, and businesses in the three towns have worked together to design the best possible path for the community.
Winchester resident	Jack Roll	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri-Community Bikeway and believes it will be a great recreational opportunity and a green way to commute.
Town of Winchester, Board of Selectmen	James A. Johnson, III, Chairman	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Thanks the MPO for including funding for the Tri-Community Bikeway in fiscal year 2015 of the draft 2013-2016 TIP. The Towns of Winchester and Stoneham, and the City of Woburn have been working cooperatively over the past 15 years to further the design for this important regional project. Benefits of the project include improved access and connections to parks, schools, commuter rail stations, commercial districts, historic resources, libraries, and civic buildings; economic opportunities as a result of increased pedestrian and bicycle traffic through commercial areas; improved recreational opportunities; revitalization of forgotten and dilapidated areas; opportunities for historic and environmental education along the path; environmental and economic benefits; and others. 75% design plans are expected to be submitted to MassDOT in June 2012.
Winchester Greenway Committee	Jamie Fosburgh, Chair	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the inclusion of the Tri-Community Bikeway Project (#604652) in the 2013-2016 TIP for 2015. Winchester, Stoneham and Woburn have worked together since 1997 to develop and pursue this important multi-use pathway project. Alternative transportation networks that promote healthful exercise, save expensive gas, alleviate roadway congestion and reduce carbon dioxide are ever more important. This is an extremely important and meaningful project for these communities.
South Portland, Maine resident	Janet Edmunson	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri-Community Bikeway/Greenway project on the 2013-2016 TIP. Is a former resident of Danvers who used to bike in the area and believes the Greenway would be a wonderful addition for those who travel to the area. The funding is critical to realize the Greenway. It would be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercise and family entertainment.
Friends of the Tri-Community Greenway	Janet Spratt	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri-Community Bikeway/Greenway and believes it would be an asset to the community.
Melrose resident	Jeff Berlin	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri-Community Bikeway/Greenway project. Will use the path for recreation and errands, and will support local businesses along the path. Is happy his tax dollars are going to fund simple, positive enhancements like bikeways and greenways.
	Jeff Dearman	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri-Community Bikeway/Greenway. The commenter makes various suggestions regarding the route of the Bikeway with recommended connections to the Malden Center MBTA station, the Bike to the Sea/Northern Strand trail, and others. Also recommends improvements and amenities to the trail, including lighting, kiosks, landscaping, street furnishings, and signage. See full comment for details.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Private citizen	Josh Reynolds	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Strongly urges the MPO to support the Tri-Community Bikeway/Greenway project. It will not only provide residents with an important route for recreation, but will also provide safe pedestrian pathways to the commuter rail and connections to several schools, saving energy, reducing traffic and improving the health of citizens.
Stoneham resident	Judith B. Ercolini	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Expresses support for the Tri-Community Bikeway/Greenway project on the 2013-2016 TIP. The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. It will also connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. In today's busy world, it is important to provide safe pedestrian pathways for our communities. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercises and family entertainment.
Stoneham resident	Kara Larzelere	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri Community Bikeway/Greenway project. Bike paths are one of the most used recreational resources in our area. It is a great, safe way for families to exercise.
	Kristen Drew	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri Community Bikeway/Greenway project. The Greenway will be a valuable resource for recreational and transportation purposes in Winchester, Woburn, and Stoneham. It will link downtowns, the commuter rail, and several schools. It is important to provide safe pedestrian pathways. Many groups, local officials, and businesses in the three towns have worked together to design the best possible path for the community.
Stoneham resident	Lisa Lyons	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri Community Bikeway/Greenway project. The Greenway will be a valuable resource for recreational and transportation purposes in Winchester, Woburn, and Stoneham. It will link downtowns, the commuter rail, and several schools. It is important to provide safe pedestrian pathways. Many groups, local officials, and businesses in the three towns have worked together to design the best possible path for the community.
Stoneham resident	Marcia M. Wengen	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri-Community Bikeway/Greenway on the 2013-2016 TIP. The path will be an environmentally friendly way to connect and benefit the three towns and provide a valuable outlet for safe exercise and family entertainment.
	Maria Silvaggi	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Expresses support for the Tri-Community Bikeway/Greenway project on the 2013-2016 TIP. The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. The three towns have come together to define the path and build community support for the project. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercises and family entertainment.
Law firm of Robinson & Cole	Mark E. Warren, Attorney	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri-Community Bikeway/Greenway project on the 2013-2016 TIP. Helped to incorporate the Friends of the East Boston Greenway in 2002 and is now helping the Friends of the Tri-Community Greenway to become a non-profit. Like the East Boston Greenway does for that community, the Tri-Community Greenway will provide a valuable resource for its towns in the form of recreation and transportation. This multi-use path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercise and family entertainment.
Winchester resident	Martha Werler	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri-Community Bikeway. It would provide great recreational opportunities for families in this age of inactivity and obesity.
Stoneham resident	Mary Beth Cunnane	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri-Community Bikeway/Greenway and believes it is a very important step in making the three communities more walkable, reduce their pollution, and increase the quality of life for residents.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Stoneham resident	Mary E. Furrier	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Expresses support for the Tri-Community Bikeway/Greenway project on the 2013-2016 TIP. The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. It will also connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. In today's busy world, it is important to provide safe pedestrian pathways for our communities. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercises and family entertainment. This project would mean so much to our community, and your support of our efforts is appreciated.
	Matthew M. Nordan	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports funding the Tri-Community Bikeway. Much time and work from three towns has been put into a project that will drive economic development, decrease environmental impacts, improve health, and enrich lives.
Winchester residents	Maura D. Sullivan and Steven J. Cagnetta	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Expresses strong support for the Tri-Community Bikeway/Greenway project on the 2013-2016 TIP. They are parents of children at the Muraco Elementary School in Winchester and believe that the school community would benefit greatly from the bikeway. The Greenway/Bikeway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. The Greenway will connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercise and family entertainment.
Stoneham resident	Michael Corrente	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri-Community Bikeway/Greenway on the 2013-2016 TIP. This project will add a lot to the quality of life for residents of Stoneham as well as the other towns. Biking/walking trails are excellent ways to promote the health and well being of all residents.
	Patrick Cox	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri-Community Bikeway/Greenway project. The bike path will benefit young and old.
Winchester resident; business owner, Radar Media Group, Inc.	Paul Pinella	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri-Community Bikeway/Greenway, which will provide a valuable resource for the towns of Winchester, Woburn, and Stoneham for recreational and transportation purposes. Feels more safe and inclined to ride when bike paths are available. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercise and family entertainment.
Stoneham resident	Paulene Russo	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Urges continued support of the Tri-Community Bikeway/Greenway project on the 2013-2016 TIP. The Greenway will provide a valuable resource for the towns for recreational and transportation purposes. The path will also be an environmentally friendly way to connect and benefit three communities and provide a fantastic outlet for safe exercise and family entertainment.
State Senate; House of Representatives	State Representatives Jason Lewis and James Dwyer; State Senators Kenneth Donnelly and Katherine Clark	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the inclusion of the Tri-Community Bikeway/Greenway Project in the 2013-2016 TIP for 2015. The path would connect residential, commercial, recreational and civic areas, including commuter rail stations, town buildings, shops, restaurants, and schools located in close proximity to the path. Winchester, Woburn, and Stoneham have worked extensively to ensure that the Bikeway meets the highest safety standards for both riders and the surrounding neighborhood residents. Community leaders have worked with MassDOT, neighborhood business owners, and school committees to ensure that this Bikeway will be a success in the three towns. They strongly support this project because it will promote economic development, provide a more environmentally friendly means of transportation, and improve the quality of life in the region as a whole.
Reading resident	William Canary	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Supports the Tri Community Bikeway/Greenway project. The Greenway will be a valuable resource for recreational and transportation purposes in Winchester, Woburn, and Stoneham. It will link downtowns, the commuter rail, and several schools. It is important to provide safe pedestrian pathways. Many groups, local officials, and businesses in the three towns have worked together to design the best possible path for the community.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Stoneham resident	William J. Murphy, Jr.	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Expresses support for the Tri-Community Bikeway/Greenway project on the 2013-2016 TIP. The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. It will also connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. In today's busy world, it is important to provide safe pedestrian pathways for our communities. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercises and family entertainment.
Stoneham resident	William Murphy	Tri-Community Bikeway (Winchester, Woburn, Stoneham)	Supports	Expresses support for the Tri-Community Bikeway/Greenway project on the 2013-2016 TIP. The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. It will also connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. In today's busy world, it is important to provide safe pedestrian pathways for our communities. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercises and family entertainment.
House of Representatives	John V. Fernandes, State Representative	Veteran's Memorial Drive/Alternate Route (Milford)	Supports	Supports the Veteran's Memorial Drive/Alternate Route (Project 967) on the 2013-2016 TIP. This area serves as a major regional connector route and the proposed project is designed to alleviate the immediate area of over 5,000 vehicular trips.
A Better City	Richard A. Dimino, President and CEO	Supports 20 projects within Boston and the Inner Core subregion. See comment for full details.	Supports	Supports the following projects in the recommended timeframe: Commonwealth Avenue improvements (2015); North Washington Street bridge rehabilitation (2016); West Second Street bridge replacement in South Boston (2014); reconstruction of Melnea Cass Boulevard, including the BRT right-of-way (2014); Washington Avenue bridge replacement in Chelsea (2015); Green Line Extension to Route 16 (2016); purchase of revenue vehicles for MBTA subway and bus fleets (2014-16); MBTA subway and track improvements (2016); MBTA power program (2013); MBTA facilities and maintenance and modernization for yards, shops, and parking (2013-16); MBTA station accessibility program (2013); MBTA system upgrades, including Government Center Station (2013-16); and MBTA preventative maintenance program (2013-16). ABC urges MassDOT to seek funding sources for the following Boston projects in the TIP Universe of Projects: reconstruction of Causeway Street; reconstruction of Rutherford Avenue from City Square to Sullivan Square; improvements at Audubon Circle; and improvements on Boylston Street at Brookline Avenue and Park Drive. ABC also urges the MPO to return the following projects, which address items identified in the MPO's LRTP Needs Assessment, the the Universe of Projects: transportation improvements in the Urban Ring corridor; Silver Line, Phase 3, and design of the Red-Blue Line Connector.
MASCO	Tom Yardley, Senior Planner	Melnea Cass Boulevard (Boston); South Bay Harbor Trail (Boston); Commonwealth Ave (Boston); Bowker Overpass (Boston); Mass Ave over Commonwealth Ave (Boston); and Intersection Improvement Program	Supports	MASCO expressed support for several projects. It supports the reconstruction of Melnea Cass Boulevard (FFY 2014) and plans to accommodate dedicated bus lanes in a center median, and it urges the MPO to program additional funds for the project. It strongly supports the South Bay Harbor Trail Construction project (FFY 2014) as more than 2,000 LMA employees live in neighborhoods with access to the trail. It also supports improvements to Commonwealth Avenue (FFY 2015), deck patching and superstructure repairs on Bowker Overpass (FFY 2013), replacement of the Massachusetts Avenue bridge over Commonwealth Avenue (FFY 2015), and the Intersection Improvement Program pilot (FFY 2013).

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
North Suburban Planning Council	Tony Fields, Chairman	Supports 12 projects in the North Suburban subregion. See comment for full details.	Supports	The communities of the North Suburban Planning Council (NSPC) advocate for the following projects and their continued place on the 2013-2016 TIP: Interstate Maintenance & Related Work on I-95 (#606170 - Lexington & Burlington, and #605597 - Wakefield & Lynnfield); Interstate Maintenance & Related Work on Route I-93 (#604879 - Wilmington & Woburn); Safe Routes to Schools (Dolbear School) (#606516 - Wakefield); Expansion of Fiber, CCTV, VMS & Traffic Sensor Network on I-95 (#606432 - Burlington, Woburn, & Reading); Wilmington Bridge Replacement Project on Route 38 (Main Street) (#42603 - Wilmington); Lighting Upgrades on I-93 (#603917 - Stoneham & Woburn); Signal & Improvements at 4 Locations on Church Street & Route 3 (Cambridge Street) (#601019 - Winchester); the Tri-Community Bikeway (#604652 - Winchester, Stoneham, & Woburn); Middlesex Turnpike Improvements, from Crosby Drive North to Manning Road (Phase III) (#29492 - Bedford, Billerica, Burlington); and Signal & Intersection Improvements at Route 28/North Street (#602165 - Stoneham). NSPC also advocates for West Street in Reading, which is a longstanding project that the Town has spent considerable resources on for its design and approval. This is a priority local project and should be on the TIP.
Regional Transportation Advisory Council	Steven H. Olanoff, Chair	ARRT (Acton & Maynard); Tri-Community Bikeway (Winchester, Woburn, Stoneham); South Bay Harbor Trail (Boston); BFRT Phase 2A (Acton, Carlisle, Westford); Green Line Extension	Supports	Supports funding for pedestrian and bicycle improvements and multi-use, non-motorized trails exemplified by projects such as the Assabet River Rail Trail, the Tri-Community Bikeway, the South Bay Harbor Trail, and the Bruce Freeman Rail Trail. Supports the MPO policy goal of livability and economic benefit, and they encourage a more seamless integration of bicycle and pedestrian facilities into the overall transportation network. Supports funding for the Green Line Extension to Route 16 as it will provide residents with the benefits of transit-oriented development that the community is currently discussing, including reduced traffic, improved air quality, and sustainable economic growth. Is pleased with the public outreach process that staff conducted for the TIP.
South Shore Coalition	Ann Burbine, Chair	Route 18 (Weymouth); Route 53/Winter Street (Duxbury); Atlantic Avenue (Hull); Route 53 South - Route 3 (Hanover); Middle Street/Libbey Industrial Parkway/Tara Drive (Weymouth); Route 14 Corridor (Pembroke); and Beach Street over the Cut River (Marshfield).	Supports	The towns of the South Shore Coalition (SSC) have identified their top priority projects based on project status, project rating and community priority. SSC priorities for FFYs 2013-2014 TIP are: Route 18 (#601630 - Weymouth), Route 53/Winter Street (#603462 - Duxbury), Atlantic Avenue (#601607 - Hull), and Route 53 South - Route 3 (#602602 - Hanover). SSC priorities for FFYs 2015-2016 are: Middle Street/Libbey Industrial Parkway/Tara Drive (#605721 - Weymouth), Route 14 Corridor (#604957 - Pembroke), and Beach Street over the Cut River (#604655 - Marshfield).
Medford resident	Ken Krause	Green Line Extension; Woods Memorial Bridge; Arlington Bikeway Connection; and Tri-Community Bikeway	Supports	Supports four projects on the TIP: the Green Line extension to Somerville and Medford; the Woods Memorial Bridge (Medford and Everett); the Arlington Bikeway Connection; and the Tri-Community Bikeway. The Green Line extension has strong public support and has positive economic development impacts. The Woods Memorial Bridge is in need of repair and is a crucial link for travel between Medford, Everett, and points east. The Arlington Bikeway connection is an important link to the Minuteman Bikeway and will greatly improve safety for all users of this intersection. The Tri-Community Bikeway will fill in another "missing link" in the region's growing bicycle network and encourage more people to travel by bicycle by creating safer and more pleasant conditions. He is disappointed that MassDOT wants to remove the Red Line-Blue Line connector from its SIP.

**Public Comments on the Draft FFYs 2013-16 Transportation Improvement Program
Summarized Comments**

AFFILIATION	NAME	PROJECT(S)	SUPPORTS/ OPPOSES	COMMENT
Somerville resident	Alan Moore	Green Line Extension; Somerville Community Path; BFRT Phase 2A (Acton, Carlisle, Westford); South Bay Harbor Trail (Boston); Tri-Community Bikeway (Winchester, Stoneham, Woburn); Cochituate Rail Trail (Framingham); and Arlington Minuteman Bikeway	Supports/ Opposes	Supports the following projects: Green Line Extension to College Ave and Union Square, and the further extension to Route 16 in Medford; the Somerville Community Path; the South Bay Harbor Trail; the Tri-Community Bikeway (Winchester, Stoneham, Woburn); the Cochituate Rail Trail (Framingham); and the BFRT Phase 2A (Acton, Carlisle, Westford). Does not support funding for the Arlington Minuteman Bikeway.
	Jonah Petri	Green Line Extension; South Bay Harbor Trail; Cambridge Common; BFRT Phase 2A; Tri-Community Bikeway; and Somerville Community Path	Supports	Supports the following projects: Green Line Extension to College Ave and Union Square, and the further extension to Route 16 in Medford; the South Bay Harbor Trail; the bicycle and pedestrian improvements to Harvard Square as a part of the Cambridge Common improvements; BFRT Phase 2A; the Tri-Community Bikeway; and the Somerville Community Path extension. The Community Path would connect many disparate multi-use paths into a large, regional network. The Community Path should be constructed as part of the Green Line extension as they will share the same right-of-way.
Acton resident	Cheryl Ryan		Supports	Supports the continued development of an unnamed rail trail.
	Joseph F. Flanagan		Supports	Supports unnamed projects in the 2013-2016 TIP.
	Clodene Anderson		Supports	Supports bike paths and believes they are a paramount need.
Abutter	Curt & Michelle McKelvie		Opposes	Opposes an unnamed trail that would run through their backyard. Believes money would be better spent elsewhere.
Resident of the Boston Region	Prakash		Supports	Supports unnamed trail. Believes there should be alternative ways to get around and exercise.