

**Draft Summary of Public Comments**  
**Draft FFYs 2018-2022 Transportation Improvement Program (TIP)**

PROJECT(S) / ISSUE(S)	SUPPORT / OPPOSE / REQUEST MPO ACTION	COMMENTS(S)	COMMENT (SUMMARIZED)
<b>Regional Transportation Advisory Council</b>			
TIP Outreach	Support	Organization: RTAC	Thanks the MPO staff for its attention to reframing and improving communication, information, and material related to the TIP. States this information has been helpful in explaining the TIP processes to stakeholders and the public.
Project Scoring & Evaluation	Request	Organization: RTAC	Expresses appreciation for the MPO's attention to newly established priorities and the "binning" approach by which projects are compared to other projects of the same type in the TIP scoring.  Requests the MPO begin to consider criteria related to the sustainability of projects in the Community Transportation category. Notes a study has been identified to do this in the FFY 2018 UPWP.  States there are several projects on the TIP programming scenario list that were given initial approval as much as 15 or 20 years ago. Notes there have been many examples of changes in both regional and local priorities since that time. Requests that the MPO reconfirm that those projects are still priorities with the project sponsors, and to re-score the projects on a regular basis.
Project Programming & Funding	Request	Organization: RTAC	Expresses appreciation of the effort MPO staff has made in shuffling projects to keep them on their original schedule and ensure they are "shovel-ready."  Encourages the MPO to consider any opportunities to fund programmed projects from sources other than the MPO, should such opportunities arise, so that funds can be reallocated to other projects to reduce the backlog on the MPO list.
Cost Estimates	Support	Organization: RTAC	States the Advisory Council looks forward to continuing discussion with the MPO and MassDOT on cost estimation, processes to budget realistically, and avoidance of major cost increases.
<b>Subregional Groups</b>			
Project Selection in the MAGIC Region	Support + Request	Organization: MAGIC	Support inclusion of three projects programmed in the FFYs 2018-22 TIP. MAGIC's top priorities are, in order:  1) Minuteman Bikeway Extension (Bedford) 2) Bruce Freeman Rail Trail, Phase 2D 3) Intersection Improvements at Massachusetts Avenue (Route 111) and Main Street (Route 27) (Kelley's Corner)  Requests consideration of programming the Intersection Improvements at Route 20 and Landham Road project.
Project Selection in the South Shore Region	Support + Request	Organization: SSC	Support inclusion of five projects in the South Shore region in the FFYs 2018-22 TIP. SSC's top priorities are, in order:  1) Reconstruction and Related Work on Derby Street from Pond Park Road to Cushing Street 2) Intersection Improvements at Derby Street, Whiting Street (Route 53) and Gardner Street 3) Intersection Improvements at Middle Street, Libbey Industrial Parkway and Tara Drive 4) Reconstruction and Widening on Route 18 (Main Street) 5) Reconstruction of Atlantic Avenue and Related Work from Nantasket Avenue to Cohasset Town Line  Request consideration of two projects not currently programmed in the FFYs 2018-22 TIP. Including:  1) Signal Installation at Route 3 (NB&SB) Ramps and Route 3A (Tremont Street) 2) Reconstruction of Union Street (Route 139), from Linfield Street to Center Street/Water Street

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Project Selection in the TRIC Region	Support + Request	<b>Organization:</b> TRIC	Support the following four projects programmed in the FFYs 2018-22 TIP, and request they are scheduled in the earliest possible TIP element. TRIC's top priorities are, in order:  1) Reconstruction of Route 1A (Walpole) 2) Intersection Improvements at Route 1A and Upload Rd./Washington St. and Prospect St./Fulton St. (Norwood) 3) Intersection Improvements at Route 1 and University Ave./Everett St. (Norwood) 4) Reconstruction of Highland Avenue, Needham Street, and the Charles River Bridge (Needham & Newton)  Note that TRIC's overall top priority is the I-93 / I-95 Canton Interchange Project. State that while they are aware of fiscal constraints, they are hopeful that the final phase of the Interchange Project before the Dedham Corridor phase is completed.
<b>Regionally-Focused Organizations</b>			
Project Selection	Support + Request	<b>Organization:</b> A Better City	Support inclusion of ten projects in the FFYs 2018-22 TIP that A Better City and its members identify as priorities. <i>[page numbers will be added to reference the specific comment letter]</i>  Request consideration of Improvements Along Commonwealth Avenue (Boston) and the McGrath Boulevard Project (Somerville), if not in the current draft TIP, then in future amendments and future TIPs.
Replacement of Allston I-90 Elevated Viaduct, including Interchange Reconstruction Beacon Park Yard Layover and West Station (Boston)	Request	<b>Organization:</b> A Better City	Request immediate evaluation of the Replacement of Allston I-90 Elevated Viaduct. State this critical project should move forward as soon as funding becomes available, and construction is scheduled to begin before FFY 2022.
Universe of Projects	Request	<b>Organization:</b> A Better City	Request that a number of Bus Rapid Transit projects and routes being considered in the urban core be added to the Universe of Projects. The BRT projects should be considered for future amendments as more information is developed.  Request that the South Station Expansion Project be added to the Universe of Projects for work that will begin during this TIP cycle if funding is available.
Multiple	Support	<b>Organization:</b> CrossTown Connect TMA	Supports inclusion of 11 projects that help improve the transportation infrastructure in, around, and accessing CrossTown Connect's region. Express particular appreciation for the inclusion of the Minuteman Bikeway Extension (Bedford), Bruce Freeman Rail Trail (Phase 2D) (Sudbury), and Intersection & Signal Improvements at Kelley's Corner (Acton).  <i>[page numbers will be added to reference the specific comment letter]</i>
Modernization of the MBTA	Request	<b>Organization:</b> CrossTown Connect TMA	Requests investment toward modernizing and increasing reliability of the MBTA, particularly the Red Line. States that a number of shuttles use Alewife Station as a beginning and end point, and the station is a gateway to the region. The MBTA needs to run efficiently in order for the TMA's services to run efficiently and for the region to benefit as much as possible.
Project Selection	Support	<b>Organization:</b> MASCO	Support inclusion of six projects that will improve multimodal access to the Longwood Medical Area in the FFYs 2018-22 TIP. <i>[page numbers will be added to reference the specific comment letter]</i>  States that transit and roadway congestion are a notable constraint on access to the LMA that contribute to 62% of area employees having commutes over 40 minutes.

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Project Selection in the 495 / MetroWest Region	Support + Request	<b>Organization:</b> 495/MetroWest Partnership	<p>Support inclusion of 22 projects within the 495/MetroWest Region in the FFYs 2018-22 TIP. Express particular appreciation for the inclusion of the Reconstruction of I-90/I-495 Interchange, Resurfacing &amp; Intersection Improvements on Route 16 (Milford), and MWRTA funding, all of which address 495/MetroWest Partnership-defined "transportation nightmares." Note appreciation for the inclusion of a variety of new projects that traverse several subregions.</p> <p>Request consideration of 24 projects within the 495/MetroWest Region for TIP funding, nine of which have been designated as "transportation nightmares" by the 495/MetroWest Partnership. State that a lack of sound financial footing for transportation infrastructure results in major projects that would have significant regional impact remaining idle in the TIP Universe of Projects. Note that projects such as Improvements at I-495 &amp; Route 9 (Southborough, Westborough) and the Reconstruction of I-290/I-495 Interchange (Hudson, Marlborough) must be addressed to successfully confront congestion, safety, air quality, and sustainable development issues in the region.</p> <p><i>[page numbers will be added to reference the specific comment letter]</i></p>
Funding for 495/MetroWest Region Communities	Request	<b>Organization:</b> 495/MetroWest Partnership	<p>Note several communities in the 495 / MetroWest Region have projects in the TIP Universe but have not received TIP funding as far back as 2008, and possibly further. The communities include, but may not be limited to: Bellingham, Holliston, Medfield, Millis, and Wrentham. Several other communities have received no TIP funding from 2008-2022, and do not have projects ready for consideration. State this demonstrates the challenge for municipalities to fund project designs, only to have the designs be outdated by the time they are considered for the TIP. The Partnership will recommend that policymakers consider state design funding in exchange for partial municipal funding of projects.</p>
<b>State Representatives, State Officials, Municipal Officials, Residents, and Local Advocacy Organizations (Project Specific Comments)</b>			
<b>Bruce Freeman Rail Trail, Phases 2B and 2D</b>			
Bruce Freeman Rail Trail (Phases 2B & 2D)	Support	<p><b>Legislative:</b> Sen. Mike Barrett, Sen. Jamie Eldridge, Rep. Cory Atkins, Rep. Jennifer E. Benson</p> <p><b>Organizations:</b> CrossTown Connect TMA, 495/MetroWest Partnership, Friends of the Bruce Freeman Rail Trail</p> <p><b>Concord residents:</b> Bruce Bowden, Nancy Kerr, Richard A. Wells, Don Detweiler, Erik Waters, William Lehr, Dean Sullender, Pat Goldstein, Suzanne Knight, Steve Sutter</p> <p><b>Sudbury residents:</b> Alexander Glover, Chris Menge, Bettina Westerberg, Jason Viehland, Clyde Newton, Maile Hulihan</p> <p><b>Acton residents:</b> Irwin Abrams, Jim Snyder-Grant, Nancy Savage, Anne H. Anderson, Martin Burke, Bethel Gilbert, Dot Keyworth</p> <p><b>Framingham residents:</b> Sandy Gotlib, Katherine Reiner, Ed Kross</p> <p><b>Medford resident:</b> John G. Sieber</p> <p><b>Carlisle resident:</b> Steven W. Hinton</p> <p><b>Westford residents:</b> David Martin, Chris Barrett</p> <p><b>Carlisle resident:</b> Bob Macauley</p> <p><b>Chelmsford resident:</b> Mary Reese</p> <p><b>Weston resident:</b> David Hutcheson</p> <p><b>Belmont resident:</b> John Dieckmann</p> <p><b>Lowell resident:</b> Szifra Birke</p> <p><b>Aspen, CO resident:</b> Nathaniel B. Bates</p> <p><b>Nashua, NH resident:</b> Denise Marchionda</p>	<p>Support inclusion of the Bruce Freeman Rail Trail (Phases 2B &amp; 2D) in the FFYs 2018-22 TIP. The completed project will connect communities along the trail to public transportation, recreation areas, local businesses, schools, and other amenities. Quality of life along the corridor will be enhanced, and increased tourism will benefit the local economy. The trail will encourage mode shift, reducing vehicle trips and reducing emissions, and provide a safe transportation for cyclists and pedestrians.</p>
Bruce Freeman Rail Trail (Phase 2B)	Support	<p><b>Acton residents:</b> Barbara Dowds, Joe Holmes</p> <p><b>Lawrence resident:</b> J. Breen</p> <p><b>Chelmsford resident:</b> Michael Mark Ross</p> <p><b>Westford resident:</b> Emily Teller</p>	<p>Support inclusion of Phase 2B of the Bruce Freeman Rail Trail in the FFYs 2018-22 TIP. The project will connect the existing trail to West Concord and allow cyclists and pedestrians to safely cross Route 2. Phase 2B will connect trail users to nearby communities, public transportation, and local businesses. The project will improve quality of life and is consistent with other efforts to mitigate climate change.</p>

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Bruce Freeman Rail Trail (Phase 2D)	Support	<b>Municipal:</b> Melissa Murphy-Rodrigues, Sudbury Town Manager <b>Organization:</b> MAGIC <b>Concord resident:</b> Barbara Pike <b>Sudbury residents:</b> Leonard Simon, James C. Richards, Dick Williamson <b>Groton resident:</b> Thomas Knatt	<p>Support inclusion of Phase 2D of the Bruce Freeman Rail Trail in the FFYs 2018-22 TIP. The completed will provide safe bike/ped access to nearby schools, recreation and conservation areas, local businesses, and public transportation. Construction of Phase 2C cannot be completed until construction of Phase 2D begins, as the final segment ends in the woods.</p> <p>On March 7, the Sudbury Board of Selectmen voted unanimously to request \$330,000 in free cash for the continued design of the BFRT to MassDOT standards, and the Town Meeting voted overwhelmingly in favor of that funding.</p>
Bruce Freeman Rail Trail (Phase 2B)	Request	<b>Acton resident:</b> Terra Friedrichs	<p>Requests the use of field stone in the construction of the bridge over Route 2 rather than manufactured blocks, stating this will help retain "town character."</p> <p>Requests information regarding who to contact about design of the bridge. MPO staff have assisted with this request.</p>
Bruce Freeman Rail Trail (Phase 2D)	Request	<b>Sudbury resident:</b> Pat Brown	<p>States that the Phase 2D of the Bruce Freeman Rail Trail received one point during evaluation under "Improves truck movement" because of the expected result of removing bicycle traffic from local roads.</p> <p>Requests that the GHG reduction numbers for the project be reduced to reflect users who will not be removing cars from the road, as they already use bicycles. Adds that the improvement in truck movement should be quantifiable.</p> <p>Alternately, if there is no discernable diversion of bicycle traffic from roadways, the point for "Improves truck movement" should be removed.</p>
Bruce Freeman Rail Trail (Phase 2D)	Request	<b>Sudbury resident:</b> Pat Brown	<p>States that the Bruce Freeman Rail Trail (Phase 2D) was awarded 3 points for "Improves substandard sidewalk" under System Preservation. Because this is an expansion project, she asks how it would be awarded points for preservation. Notes that the 5 points awarded for "Improves pedestrian network" under Capacity Management/Mobility includes 2 points for "Adds new sidewalk(s) (including shared use paths)."</p> <p>Requests removal of the 3 points for improving substandard sidewalks.</p>
Bruce Freeman Rail Trail (Phase 2D)	Request	<b>Sudbury resident:</b> Bill Schineller	Asks if Eversource should be offered right of first refusal over MassDOT to create Phase 2D of the Bruce Freeman Rail Trail, citing MAPC's promotion of "piggybacking" on utilities projects and Eversource's planned north-south upgrade between Sudbury and Maynard/Concord in 2020.
Bruce Freeman Rail Trail	Oppose	<b>Acton resident:</b> Kurt Marden	States that the existing right of way planned to be used by the Bruce Freeman Rail Trail would destroy what could be a viable circumferential light rail commuter line between Lowell and Walpole that would connect nearly all existing commuter lines. A small percentage of advocates desire the BFRT, and building it would be at the expense of creating an interconnected transit system in the outer Boston suburbs.

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<b>Reconstruction of Highland Avenue</b>			
Reconstruction of Highland Avenue, Needham Street and the Charles River Bridge (Newton and Needham)	Oppose	<p><b>Municipal:</b> Mayor Setti Warren; Marianne B. Cooley, Chair, Needham Board of Selectmen; Kate Fitzpatrick, Needham Town Manager; James Cote, Newton City Councilor</p> <p><b>Organizations:</b> TripAdvisor, Newton Technology Park, Newton Center Associates, New Art Center Boston Development Group, Building 36, William James College, ArtScience Group, Sheraton Needham Hotel, New Coat Painting, Global Urban Solutions, Creative Development Co., Bakers Best Catering, Ball Consulting Group, Karyopharm Therapeutics, Massachusetts Bay Community College, Mantra Computing</p> <p><b>Newton residents:</b> Allison Yee, Jarrad Glennon, Steffi Aronson Karp, Ruth Barnett, Jane Frantz, Michael Norman, Carrie Tracy, Vadim Kagan, Jan Huffman, Alan Huberman, Drew Grandi, Kent Gonzales, David P. Boronkay, Linda R. Green, Julie Lamie, Diane Prunte</p> <p><b>Needham residents:</b> Glenn A. Mulno, Jim Galovski, Mary H., Martin Sklar, Rhanna Kidwell, Glenn K. Rosengard, Daniel Gersh, Marina Glekel, Matthew Talcoff</p> <p><b>Dover residents:</b> Linda L. Logan, Wendy Bornstein</p> <p><b>Walpole resident:</b> Karen Griffey</p> <p><b>Waltham resident:</b> Rachel Weinstein</p> <p><b>Boston resident:</b> Michelle Kohanloo</p> <p><b>Chestnut Hill resident:</b> Joyce Plotkin</p> <p><b>Others:</b> Scott Wolf, John Brennan, Joanne Briggs, Joanne Minichino, John Foley, Emily Connor, David Conti</p>	<p>Oppose reprogramming the Reconstruction of Highland Avenue from FFY 2018 to the FFY 2019 element of the TIP. The congestion and safety issues along the corridor are a detriment to the local economy and quality of life. The project is essential to the region's economic and residential growth; delaying the project will impact planned developments that are contingent on the proposed improvements, and congestion will worsen if traffic conditions are not addressed. Improving travel times is vital to both attracting and retaining residents and employees, as is improving the currently dangerous conditions for cyclists and pedestrians.</p> <p>Request that MassDOT accelerate their efforts in order to keep the project on its former timeline.</p>
Reconstruction of Highland Avenue, Needham Street and the Charles River Bridge (Newton and Needham)	Oppose	<b>Newton resident:</b> Srdjan S. Nedeljkovic	Asks that the MPO delay the Reconstruction of Highland Avenue and that the Commonwealth withhold further funding until a plan is developed regarding underground utilities. States that current design does not move overhead utilities underground, despite appeals to the City of Newton. At a minimum, a plan should be developed for a conduit to be placed during roadway construction; a plan should also be developed to determine construction factors and a definite cost estimate. Construction should not begin until underground utilities have been addressed and included in the design.
Reconstruction of Highland Avenue, Needham Street and the Charles River Bridge (Newton and Needham)	Oppose	<b>Newton resident:</b> Bob K.	Asks that the Reconstruction of Highland Avenue receive only local funds from Needham and Newton, rather than federal and state funds. States that federal and state funding is not justified and unnecessary. Current financial issues in the Commonwealth should render this project a low priority.
Reconstruction of Highland Avenue, Needham Street and the Charles River Bridge (Newton and Needham)	Support + Request	<b>Newton resident:</b> Andreae Downs	<p>Supports inclusion of the Reconstruction of Highland Avenue in FFYs 2019-20 of the TIP, noting disappointment in the delay from FFY 2018. Expresses gratitude that MassDOT will use the delay to modernize and improve the bike/ped elements of the project. Notes that new developments are contingent on the completion of the project.</p> <p>Requests that MassDOT work closely with Newton officials regarding changes to the design, and that better avenues of communication are established.</p>
Reconstruction of Highland Avenue, Needham Street and the Charles River Bridge (Newton and Needham)	Request	<b>Needham resident:</b> Christina Hua	States that plans for Highland Avenue show that a wooden fence would be built on their property after the sound barrier leading to I-95 South. Their neighbor received a wooden fence while they only received four panels. Notes the neighbor was not included in the plans.

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<b>Minuteman Bikeway Extension</b>			
Minuteman Bikeway Extension (Bedford)	Support	<b>Organizations:</b> CrossTown Connect TMA, MAGIC, Bedford Friends of the Minuteman Bikeway	Support inclusion of the Minuteman Bikeway Extension in the FFYs 2018-22 TIP. The project is a step toward building a regional trail network and will connect Concord to Alewife and the urban core, as well as linking the communities along the trail; this could benefit the local economy by attracting residents and visitors. The project will also promote community health and greenhouse gas reduction.  The Bedford Friends of the Minuteman Bikeway note they collected 392 signatures in support of the project.
Minuteman Bikeway Extension (Bedford)	Request	<b>Sudbury resident:</b> Pat Brown	States that the Minuteman Bikeway Extension was awarded 3 points for "Improves substandard sidewalk" under System Preservation. Because this is an expansion project, she asks how it would be awarded points for preservation. Notes that the 5 points awarded for "Improves pedestrian network" under Capacity Management/Mobility includes 2 points for "Adds new sidewalk(s) (including shared use paths)."  Requests removal of the 3 points for improving substandard sidewalks.
<b>Other Projects (Not Currently Programmed)</b>			
Grade Separated Multi-Use Path Construction along the Paul Dudley White Path at North Harvard Street Bridge over Charles River (Anderson Memorial Bridge) (Boston)	Request	<b>Boston resident:</b> Paul Moyer	Requests inclusion of the Grade Separated Multi-Use Path Construction in the FFYs 2018-22 TIP. States the proposed tunnel underneath North Harvard Street would eliminate the currently dangerous at-grade intersection.
Bowker Overpass (Boston)	Request	<b>Boston resident:</b> Paul Moyer	Requests additional reconstruction of Bowker Overpass, specifically the ramps and the section over I-90. States the current condition of the bridge is a safety concern, noting corroded steel, cracked and spalled concrete, and failing concrete bridge decks. Adds the overpass's state of repair will lead to injuries or death if not addressed.
I-93/I-95 Canton Interchange Project	Request	<b>Legislative:</b> Representative William C. Galvin <b>Municipal:</b> Charles Aspinwall, Canton Town Administrator	Request inclusion of the I-93/I-95 Canton Interchange Project in the FFYs 2018-22 TIP. The flaws in the current design have been known for decades. The sharp turns are a safety hazard for truckers and have resulted in numerous accidents involving serious personal injury, the release of hazardous materials, and deaths. Traffic congestion has reduced air quality, hampered local businesses, and impeded economic growth, costing the region millions in potential tax revenue. Completion of the project will honor a long-standing commitment of the Commonwealth to residents who use the corridor.
Signal Installation at Route 3 (NB & SB) Ramps and Route 3A (Tremont St) (Duxbury)	Request	<b>Organization:</b> SSC <b>Municipal:</b> Duxbury Board of Selectmen	Requests inclusion of the Signal Installation at Route 3 Ramps and Route 3A in the FFYs 2018-22 TIP. States that signalization is a high priority for the town, as two higher-density developments at the location have recently completed full build-out, and medical office use is expanding in the vicinity. Notes that heavier traffic is anticipated for the 400-year anniversaries of Plymouth and other coastal communities. Requests the MPO reconsider these aspects in the scoring the project.
Pedestrian Hybrid Beacon Installation at Route 9 and Maynard Road (Framingham)	Request	<b>Organization:</b> 495/MetroWest Partnership <b>Framingham resident:</b> William Hanson	Request future inclusion of the Pedestrian Hybrid Beacon Installation in the FFYs 2018-22 TIP. Notes a high number of pedestrians crossing the four lane divided highway. Many of these crossings are made by Framingham State students, and in 2012 one student was killed while attempting the crossing.  The 495/MetroWest Partnership identifies this project location is identified as a "transportation nightmare."
Southern New England Trunkline Trail (Franklin and Medway)	Request	<b>Other:</b> David Labonte	MPO. States that for 2 1/2 years, advocacy groups and residents have been waiting for funds to be released from the 2014 Environmental Bond Bill. States that there are tens of thousands of residents who want state help to develop the SNETT.

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Intersection Improvements at Route 20 & Landham Road (Sudbury)	Request	<b>Municipal:</b> Melissa Murphy-Rodrigues, Sudbury Town Manager <b>Organizations:</b> MAGIC, 495/Metrowest Partnership <b>Sudbury resident:</b> Pat Brown	Request inclusion of the Intersection Improvements at Route 20 & Landham Road in the FFYs 2018-22 TIP. The intersection is a significant safety concern, with 170 reported accidents in the past 10 years, one resulting in a fatality. The proposed improvements will also improve traffic flow through widening of the roadway and introducing turning lanes. The Town of Sudbury has advocated for improvements to the intersection for a number of years.
Commuter Parking	Request	<b>Boston resident:</b> Charles Dow	Requests increased commuter parking at MBTA station on the Red Line, Braintree, and at the intersection of Route 24 and Route 139 in Stoughton.
Spur Line to the Highland Avenue Corridor (Newton and Needham)	Request	<b>Needham resident:</b> Martin Sklar	Requests a public/private partnership to create a spur line for the D Branch of the Green Line to the Highland Avenue corridor. States that a transit option in the area would reduce traffic. The right-of-way from the prior rail line could be used, allowing a reasonable cost for construction. Adds that benefits to the private sector would benefit in ways that are hard to quantify, and raises the question of sustainability of the spur line.
Various Improvements in the Wells Avenue / Needham / Newton Development Area	Request	<b>Newton resident:</b> Andrea Edson	Requests improved public transportation planning in the Wells Avenue / Needham / Newton development area. States that a lack of comprehensive public transit in the area has resulted in heavy vehicle congestion, which will worsen due to new exits and entrances to Route 128.  States the bike lane from on Nahanton Street is dangerous, as it crosses the Route 128/I-95 North Exit. Requests a stop sign for bike lane traffic.  Requests the 60 Bus stop at Putterham Circle, granting those in the area easy access to Skyline Park.  Requests the installation of sidewalks along Hammond Pond Parkway.  Requests planning efforts for connecting the Needham Commuter Rail line to Wells Avenue.
Multiple	Request	<b>Boston resident:</b> Carl Seglem	Requests prioritization of the following projects not programmed in the FFYs 2018-22 TIP: McGrath Boulevard Project (Somerville) Commonwealth Avenue, Phases 3 and 4 (Boston) Lighting and Sidewalk Improvements on Exchange Street (Malden)
<b>Other Projects (Currently Programmed)</b>			
Intersection and Signal Improvements at Kelley's Corner, Route 111, and Route 27 (Acton)	Support	<b>Municipal:</b> Acton Board of Selectmen, Acton Design Review Board, Acton 2020 Committee <b>Organizations:</b> 495/MetroWest Partnership, MAGIC, CrossTown Connect TMA <b>Acton residents:</b> Terra Friedrichs, Brendan Bettez	Support inclusion of the Intersection and Signal Improvements at Kelley's Corner in the FFYs 2018-22 TIP. The project area is currently dangerous for pedestrians, many of whom are students, due to a lack of pedestrian facilities and traffic flow. The project will address regional vehicular congestion and provide safe bicycle and pedestrian facilities, creating a foundation for a walkable town center and economic growth. The proposed improvements to bicycle and pedestrian safety are in line with Acton residents' support of Complete Streets projects.
Reconstruction on Route 126 (Pond Street) (Ashland)	Support	<b>Ashland resident:</b> Yolanda Greaves	Supports inclusion of the Reconstruction of Route 126 in the FFY 2020 element of the TIP. States that the project will upgrade a major business corridor in Ashland, and that residents of the community fully support the project. Notes they are actively working to move engineering along which, if possible, would mean the project could move into the FFY 2019 element.
Reconstruction of Melnea Cass Boulevard (Boston)	Oppose	<b>Boston resident:</b> Anne McKinnon	Requests reconsideration of programming the Reconstruction of Melnea Cass in the 2019 element of the TIP as currently designed. States the project cost is too high for the project area, adding that few residents of the neighborhood support the current design.
Pedestrian Bridge Rehabilitation over MBTA off Carlton Street (Brookline)	Support	<b>Municipal:</b> Melvin A. Kleckner, Brookline Town Administrator <b>Organization:</b> MASCO	Supports inclusion of the Pedestrian Bridge Rehabilitation in the FFYs 2018-22 TIP, noting disappointment that the project moved from the FFY 2018 to the FFY 2019 element. States the project will restore an historic pedestrian link to the Emerald Necklace Parks and provide universal access to this regional resource. Notes the project is a required mitigation measure by MEPA associated with Phase II of the Muddy River Restoration project, also scheduled to begin in FFY 2019.

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Intersection and Signal Improvements at Route 9 & Village Square (Gateway East) (Brookline)	Support	<b>Municipal:</b> Melvin A. Kleckner, Brookline Town Administrator; Brookline Housing Authority <b>Organization:</b> MASCO	Support inclusion of the Intersection and Signal Improvements at Route 9 & Village Square in the FFYs 2018-22 TIP. The project will enhance the mobility of cyclists and pedestrians, including many low-income residents south of Route 9. The improvements will provide protected access to Brookline Village; MBTA rail and bus service; the Longwood Medical Area; and the Emerald Necklace park system's multi-use paths, which are used for both recreational purposes and access to regional employment centers.
Reconstruction of Broadway (Chelsea)	Support	<b>Boston resident:</b> Carl Seglem	Supports inclusion of the Reconstruction of Broadway in the FFYs 2018-22 TIP.
Reconstruction of Union Avenue (Framingham)	Support	<b>Framingham resident:</b> Ed Kross	Requests the use of basins under sidewalks in order to place storm grates out of the path of cyclists. Inlets can be vertical as part of the curb, with a solid cleanout access cover located in the sidewalk. Notes that basin covers in concrete sidewalks are less susceptible to settling than those located in the roadway.
Signal and Intersection Improvements on Route 135 (Hopkinton)	Support	<b>Municipal:</b> Hopkinton Board of Selectmen	Support inclusion of the Signal and Intersection Improvements on Route 135. State that Route 135 serves as Hopkinton's principal commercial corridor and as a major regional corridor for MetroWest and Central Massachusetts towns. The project is needed to address the projected 75% increase in traffic volume due to permitted development that will access the corridor. The proposed improvements will provide access to the Town's public safety facilities, town hall, public and the new village district. Add that the start of the Boston Marathon is within the project limits. Note that two locations of the project are ranked with the top 5% of High Crash Locations within the MPO.
Safe Routes to School Improvements at Brooks Elementary (Medford)	Support	<b>Medford residents:</b> Ken Krause, Lois Bronnenkant, Ellery Klein, Martha Ondras	Support inclusion of the Safe Routes to School Improvements at Brooks Elementary in the FFYs 2018-22 TIP. The area is currently dangerous for pedestrians and children, and design changes are needed to ensure a safe flow of traffic.
Reconstruction of Route 27 (North Main Street) (Natick)	Support	<b>Municipal:</b> Natick Board of Selectmen	Support inclusion of the Reconstruction of Route 27 in the FFYs 2018-22 TIP. State the project will support numerous economic development and quality of life initiatives within the community, including connecting housing and business developments to Natick Center and the Natick Center MBTA station.
Cochituate Rail Trail, Phase 2 (Natick and Framingham)	Support	<b>Municipal:</b> Natick Board of Selectmen	Support inclusion of the Cochituate Rail Trail, Phase 2, in the FFYs 2018-22 TIP. The project will support economic development and quality of life initiatives within the community. Express appreciation of MassDOT's support of the increased funding level, stating that the cost increase is attributable to the full replacement of the Route 9 bridge, as well as the expansion of the project scope. A nearby development is partially funding the work on Route 30. The Town has recently acquired the CSX right-of-way.  Note that the Town anticipates that a project will be initiated to establish a link between the trail and a redesigned Natick Center MBTA station, which is now at the beginning of a comprehensive design process.
Green Line Extension to College Avenue	Support	<b>Organization:</b> A Better City <b>Medford residents:</b> Ken Krause, Martha Ondras	Support inclusion of the Green Line Extension to College Avenue in the FFYs 2018-22 TIP. The project will provide access to educational and job opportunities, reduce vehicle congestion, and increase mobility for low income households and the elderly.
Rehabilitation of Mount Auburn Street (Route 16) (Watertown)	Support	<b>Municipal:</b> Matthew Shuman, Town Engineer <b>Boston resident:</b> Carl Seglem	Support inclusion of the Rehabilitation of Mount Auburn Street in the FFYs 2018-22 TIP. The Town looks forward to proceeding with design to meet the FFY 2022 schedule.
Reconstruction of Route 1A (Main Street) (Walpole)	Support	<b>Municipal:</b> James A. Johnson, Town Administrator	Supports inclusion of the Reconstruction of Route 1A in FFY 2020 of the TIP. States the project is imperative to addressing significant traffic and pedestrian safety concerns, as well as enhancing the economic development potential in the region. The corridor is one of the region's main thoroughfares, and the project area encompasses several businesses, large commercial plazas, residential areas, and several public schools. Adds the project has been in development since 1997.

**Draft Summary of Public Comments**  
**Draft FFYs 2018-2022 Transportation Improvement Program (TIP)**

PROJECT(S) / ISSUE(S)	SUPPORT / OPPOSE / REQUEST / MPO ACTION	COMMENTS(S)	COMMENT (SUMMARIZED)
<b>TIP Process and Documentation</b>			
TIP Document	Request	MassDOT: Office of Transportation Planning	Requests minor changes and clarifications to the document text and TIP tables.
Funding for Bike/Ped Projects	Request	Beverly resident: Kellie N. Gentry	Requests a higher percentage of funding for bike/ped connectivity projects, stating that only 3.8% of the FFYs 2018-22 TIP is dedicated to such projects.
CMAQ Eligibility	Comment Only	Acton resident: Kurt Marden	<p>Questions CMAQ funding for three projects (Cochituate Rail Trail, Phase 2; the Lynnfield/Wakefield Trail Extension; and Phase 2B of the Bruce Freeman Rail Trail) in the FFYs 2018-22 TIP. Using BFRT as an example, states that the projected number of trips on the corridor would not meet cost-effectiveness guidelines outlined in the CMAQ Guidance. Cites sections IV and VI of the Guidance regarding cost-effectiveness.</p> <p>Adds that the projects will not significantly reduce vehicle emissions, stating that very few commuters use the Minuteman Bikeway Extension during peak hours. Cites section VII of the CMAQ Guidance, noting that trails should not be exclusively recreational and should reduce vehicle trips. Questions how many commuters would use the BFRT in inclement weather.</p>
Cost Estimates	Request	Other: AnaCristina Fragoso	States that cost estimates for projects based on the 25% submittal phase and cost adjustments of 4% for projects beginning in 2019 are too low. Requests reconsideration of the adjustment contingency if the estimate is based on an early submittal.
Local Access Scoring	Request	Sudbury resident: Pat Brown	States data underlying the local access score, known to be flawed, is used for project rankings for local access. The availability of sidewalks is calculated based upon sidewalks listed in the MassDOT Roads Inventory. The database lists these known problems with the current data set. Many communities do not have the resources to update the Inventory for their community—nor do they have any incentive to do so, since listing more sidewalks would decrease their apparent need for funding to build bicycle/pedestrian accommodations. Requests the MPO insist on a minimum level of accuracy for all communities for comparative rankings or decrease the points awarded projects for improving local access.
Table of Evaluated Projects (Appendix A)	Support	Sudbury resident: Pat Brown	Expresses appreciation for the new format for the table of evaluated projects. States that breaking out all sub-scoring and providing a text summary for each column is clearer than previous iterations of the table. Adds that the glossary of acronyms continues to be useful.
CMAQ Funding for Shared Use Paths	Request	Sudbury resident: Pat Brown	States that CMAQ funding for shared use paths should be based upon the facility reducing GHG emissions by reducing single-occupant auto travel. Trails provide recreation opportunities, and recreational users may drive to the trail. Requests that the MPO consider this for future TIP documents.
Project Evaluations/ EPDO / Injury Values for Shared Use Paths	Request	Sudbury resident: Pat Brown	<p>States that EPDO/Injury values for shared use paths do not accurately reflect their expected contribution to public safety. EPDO/Injury values accurately report accidents involving motor vehicles, while accidents involving bicycles and pedestrians but not involving a motor vehicle are not customarily reported. Adds that the meaning of EPDO values in project areas for shared use paths is unclear.</p> <p>Requests that the FFYs 2018-22 TIP state that only accidents involving motorized vehicles are reliably reported under items 23, 25, and 26 on pages B-4 and B-5. This should also be noted in the discussion of safety improvements in Chapter 4.</p> <p>Requests that the MPO consider how to derive meaningful safety measurements for shared use paths in future TIP documents.</p>
Document Readability (Chapter 2)	Request	Sudbury resident: Pat Brown	States page 2-8 of the TIP document, which documents project ranking criteria, lacks sufficient contrast between text and background for legibility. Requests recoloring of the page.
Quantification of CO2 Reduction	Request	Sudbury resident: Pat Brown	Requests that the MPO either quantify CO2 reduction in tons (the method used in the Highway Program Project Detail pages) or in kilograms (the method used is Appendix C), or clarify why different units are used in different sections.