



495/METROWEST

PARTNERSHIP

Leaders for Regional Prosperity

August 4, 2009

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

RE: Boston Metropolitan Planning Organization's draft Unified Planning Work Program, FFY 2010

Dear Chairman Mohler:

On behalf of the 495/MetroWest Partnership, we would like to submit comments regarding the draft *Unified Planning Work Program* (UPWP) for FFY 2010.

The 495/MetroWest Partnership is a non-profit advocacy organization serving thirty-two communities, half a million residents, and an employment base of \$16.4 billion, by addressing regional needs through public/private collaboration, and by enhancing economic vitality and quality of life while sustaining natural resources. The Partnership is concerned about regional constraints and limitations, and conducts numerous initiatives on transportation, workforce housing, brownfields, workforce development, and water supply issues.

The 495/MetroWest region has experienced significant growth over recent years which has resulted in opportunities and benefits, as well as presented a series of complex and conflicting transportation challenges. If ignored, these challenges threaten the quality of life and economic wellbeing in the region. Moreover, considering that the 495/MetroWest region has become an economic engine for the Commonwealth, our regional transportation challenges affect the state's ability to remain economically competitive. These challenges include: increasing traffic congestion, an increase in vehicle miles traveled, highway capacity issues, a lack of public transportation options, and failing aged transportation infrastructure.

The Partnership has provided a voice of consensus on the transportation constraints confronting the 495/MetroWest region through our *Top Ten Transportation Nightmares* project, our testimony on toll equity and transportation reform legislation, as well as years of commentary on the Boston MPO's UPWP.

As a continuation of our transportation advocacy efforts, below you will find our comments on specific projects in the FFY 2010 UPWP; we have listed the new projects first.

Low-Cost Improvements to Bottleneck Locations

ID#13247

The Partnership supports this effort to identify the three worst bottlenecks in the region and study low cost countermeasures. While we are hopeful that the study results in an alleviation of one of

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the many bottlenecks in the 495/MetroWest region, we recognize that the Boston MPO region is expansive and the limit of three is rather low. At the very least, the Partnership would encourage the Central Transportation Planning Staff (CTPS) to include the portion of the Massachusetts Turnpike that is within the Boston MPO territory in this study of bottlenecks since said road will become part of the comprehensive Massachusetts roadway system as of November 1, 2009. In fact, the I-495 Interchange study conducted by MAPC and CMRPC estimates 42% traffic growth between 2007 and 2030 at the already congested intersection of I-495 and I-90. We look forward to the results of this study, to the cost-effective solutions being implemented, and ultimately, to the subsequent improvements, which will no doubt benefit the entire Boston MPO region.

Safety and Operations Analyses at Selected Intersections **ID#13246**

Congestion and safety problems at intersections affect the efficiency of roadway systems throughout the Commonwealth. As part of the Partnership's goal to ease the flow of goods and persons within, to and from the 495/MetroWest region, we are very supportive of this program, which could be utilized by our communities who have a backlog of projects but few resources to devote to design. As has been evident during the distribution of American Recovery and Reinvestment Act (ARRA) funds to "shovel ready" projects, few worthy projects are at the stage of qualification due to lack of design funding. We are hopeful that the 495/MetroWest region will stand to benefit from this project through inclusion of some of our challenged intersections.

Community Transportation Technical Assistance Program **ID# 13150**

The Partnership is encouraged by the creation of this pilot program. The potential benefits to the 495/MetroWest communities within the Boston MPO region are significant. The technical expertise offered by CTPS and MAPC will no doubt be welcomed by communities with limited time and resources for identifying and addressing transportation issues. The Partnership understands that the scope of services offered by the engineers and planners is limited but we nevertheless feel this could be a helpful resource. We would suggest that the success of this program relies upon how well and to whom it is publicized; utilizing groups like our own to coordinate key stakeholders is one recommendation we would like to offer.

Integrating Land Use in Regional Transportation Models **ID# MAPC 9**

The Partnership has long advocated for mechanisms for coordination of land use and transportation planning. As such, we strongly support this program's stated mission of exploring emerging technologies and datasets and their potential to support regional land use and transportation modeling. Transportation infrastructure and access to public transit can certainly affect land use development, and vice versa. Considering that the 495/MetroWest region boasts a commercial real estate market with nearly 106 million square feet of leasable office and industrial space, coordination between transportation investments and development patterns is essential to continued sustainable growth within our region and throughout the Boston MPO region. Additionally, a regional development database would be an excellent resource for not only transportation agencies but also for prospective investors in the Commonwealth. The Partnership welcomes this effort and looks forward to the results.

MBTA Core Services Evaluation **ID#11366**

This is an important and timely study for the financially challenged MBTA. Two specific trends come to mind that would warrant and lend to such a study, namely the rise in fuel prices in 2008, a trend which is likely to reoccur and persist, and the migration of business from the Metro Boston area to the 128 and 495 corridors. The first trend has led to an increase in ridership on the MBTA and the latter trend is leading to demand for reverse commutes from skilled workers living in Boston who work at high tech companies along various commuter rail lines. Moreover, the portion of the study aimed at non-core markets where mobility options and alternatives are needed is

critical for public transit to work in regions like our own. We appreciate the much needed attention to both types of services.

MBTA Fitchburg Line Small Starts Application Support

ID#62303

As a member of the Fitchburg Line Working Group, the Partnership is extremely supportive of this project and the support offered by CTPS to EOT, MART and the MBTA. In light of the progress already made toward the Fitchburg Line Improvement project, as well as announcements for ARRA funding for double-tracking on the line, this effort can only prove to further advance the betterment of the MBTA's oldest, longest line which historically has seen the least amount of improvements.

Safety Assessments Coordination

ID# 13248

Much like our support for the ongoing project ID #13244, the Partnership is encouraged by the Boston MPO'S efforts to identify and prioritize crash locations and ultimately to offer mitigation recommendations. The website portion of the program is especially promising for organizations like our own to track developments and stay informed of project accomplishments. Additionally, the Partnership would appreciate the opportunity to participate in meetings with MAPC, CTPS and municipal officials for locations within the 495/MetroWest region.

Statewide Freight/Rail Study, Phase 2

ID#11139

The Partnership has actively participated in workshops and public forums for EOT's Statewide Freight and Rail Plan studies. The 495/MetroWest region is acutely aware and affected by the role of passenger and freight rail, the coordination of the two, and the resulting traffic patterns. Moreover, as the trend appears to be the movement of freight rail yards from east to west, the Partnership recognizes the future importance of the Westborough and Framingham rail yards and we would encourage consideration of this trend and its effects on truck traffic and rail scheduling in the region.

Regional Model Enhancement

ID# 11244

As part of the effort to enhance the regional travel-demand model set the Partnership continues to eagerly await the commencement of the regional household travel survey. The 495/MetroWest region has changed significantly since the last regional household travel survey in 1991. This survey will provide critical data for future transportation and land-use planning in the region. It is the hope of the Partnership that the regional household travel survey finally moves forward in FFY 2010.

The Partnership is also eager to see the Boston MPO develop a land use allocation model through the work of MAPC and CTPS in Phase 1 of this effort.

Assistance to MBTA Development

ID#11347

The Partnership is encouraged by the effort to include further analysis and review of MBTA projects. Of particular interest and garnering the Partnership's support are the following examples:

- Fitchburg Commuter Rail Line Station Consolidation
- Foxborough Commuter Rail Full-time Service Analysis
- Commuter Rail Ridership Growth Strategy
- MBTA Systemwide Travel-Time-Improvements Action Plan
- Post 2009 Fare Increase Impact Analysis
- Comprehensive Automatic-Fare-Collection Non Interaction Study

The Partnership supports the “MBTA Program for Mass Transportation”, which defines a long-range vision for the MBTA and prioritizes infrastructure investments. Our ability to address needed changes in our MBTA system, which is a critical piece of the region’s economic development infrastructure, will help us to continue to compete economically in the 21st century. We trust that the public involvement process in which key system preservation and service enhancement ideas will be solicited will be open and completed in a timely manner. The Partnership hopes that consideration is given to the acute needs on both the Fitchburg and Framingham/Worcester commuter rail lines.

The need for improvements on the Fitchburg line has been well documented. The Fitchburg Line Working Group, a committee of municipal officials, legislative leaders, and representatives from the private sector, chaired by Congressman John Olver, has been meeting for several years in an attempt to address these pressing service issues on the oldest, longest line with the most stops, highest priced ticket and the least investment over the years. The Fitchburg Line Improvement project, contracted to HNTB, is well on its way to becoming a reality and with dedicated ARRA funding for double-tracking on the line the future of the Fitchburg Line only looks brighter. It is the hope of the Partnership that the MBTA will include not only speed and reliability improvements in this long-awaited project but also the expansion of reverse commute along the line which continues to see economic and job growth, such as IBM’s largest software laboratory in North America at their Littleton/Westford campus and Cisco’s New England Development Center in Boxborough, which has the space and pre-permitting to add another 5,000 employees

We urge the MBTA to be cognizant of the sensitive issues that surround the expansion of service on Framingham/Worcester line. One such issue that affects Framingham is the Rt. 126/135 grade crossing, which has been widely recognized as a major traffic bottleneck because it incorporates two rotaries, three traffic signals, and two railroad track crossings in active use by both the MBTA and freight trains. While there are major congestion and safety issues at this intersection, these issues are sure to only expand with any increase in service on the Worcester Line. A permanent engineering solution to this intersection is needed and the Partnership is encouraged by the inclusion of this project in the 2007-2010 RTP. Due to the ramifications of the scheduled expansion of train service, funding for this infrastructure challenge should be linked to the rail improvement project, so that its effects on safety and congestion will be minimized. Much emphasis has been made on the potential consequences to Framingham if rail service on the Worcester line is increased. The MBTA should be aware that Framingham will not be the only community affected if service increases. Ashland also has significant grade crossing issues associated with the Worcester/Framingham line and needs funding assistance to mitigate the issue. In fact, funding for planning and grade separation in both Framingham and Ashland is included in the 2008 T-Bond 2. Planning should include details on service expansion’s impact on other communities such as Southborough, Westborough, and Shrewsbury and identify additional necessary mitigation.

The Partnership feels this survey complements the efforts being made in the “MBTA Program for Mass Transportation”. Travel patterns have certainly changed during the past 12 years, since the last set of comprehensive onboard passenger surveys was conducted for the MBTA, and the Partnership feels this survey is critical to understanding the needs and limitations for commuting options in the 495/MetroWest region. We continue to strongly encourage the MBTA to use this opportunity to collect data identifying the need for reverse commutes on the Fitchburg and Framingham/Worcester Lines. We look forward to learning the results of the survey and seeing them applied to future projects in the region. Considering that the project is currently listed as 80% complete, we sincerely hope to see the final reports completed in FFY 2010.

Operational Improvements at Congested & High-Crash Locations ID# 13244

The Partnership is pleased to see the continued attention being paid by the CTPS to congested and high-crash locations. We look forward to learning which intersections have been examined for operational and safety inefficiencies, and are hopeful that the 495/MetroWest region has not been overlooked for this important study. Along with the final report, the Partnership will closely monitor its implementation through RTP and TIP projects aimed at improving the selected intersections.

Route 126 Corridor Study ID# 43108

The Partnership would like to thank the Boston MPO and offer our full support for continuation of the Route 126 Corridor Study from Bellingham to Framingham. This study directly impacts several communities in our region and we are encouraged that the study includes an analysis of multimodal transportation alternatives. Partnership staff attended an information session on this study at a recent SWAP meeting and we are in the process of asking to formally participate on the Task Force in order to offer a regional perspective. We look forward to the completion of the final report.

Corridors/Subarea Planning Studies: Land Use Reviews ID# MAPC 5

This UPWP task includes funding to support MAPC's work on corridor studies in the region. The Partnership is pleased that this study will provide information and preliminary analyses for the development of transportation design concepts and mobility strategies to address current and future development as requested by several communities within the 495/MetroWest region in the vicinity of Route 9. The Partnership is encouraged that the Route 9 Corridor Study is moving forward with Phase 2, particularly considering its focus on the impact of anticipated developments on the roadway. The Partnership is interested in providing a regional perspective as the second phase of this study moves forward, as well as offering support in the way of informational and interactive forums with our long-standing Transportation Committee as we did when Phase 1 of this study was nearing completion.

We feel the data provided by the Route 9 study and the recently completed I-495 Interchange study in coordination with CMRPC could be used to provide initial information for a much needed comprehensive corridor study in the 495/MetroWest region from Littleton to Foxborough, as has been done along I-495 in the Merrimack Valley and is underway with the I-95 South Corridor Study.

MAPC Alternative-Mode Planning and Coordination ID# MAPC 8

The Partnership is pleased that work on a regional pedestrian plan and bike plan will continue in FY 2010. Pedestrian and bike planning are critical to create a truly intermodal transportation system. We hope this plan addresses some of the pedestrian and bicycle shortcomings within the 495/MetroWest region and throughout Greater Boston. We are also pleased that transportation demand management activities will be receiving additional emphasis in FY 2010 as MAPC works with municipalities and other stakeholders to develop a Toolkit for Sustainable Mobility, which will provide guidelines and standards for best practices for communities that wish to adopt practices leading to more sustainable transportation methods. We also support the efforts being made to identify projects eligible for Congestion Mitigation and Air Quality program as well as work for the regional Transportation Enhancement Program.

RTA Service Planning Assistance ID#53307 & 53308

The Partnership would like to thank the Boston MPO for including MWRTA planning funds through the UPWP. The commitment to evaluating and improving the MetroWest RTA's transit services

and current routes and schedules, as well as identifying cost effective new routes is essential to providing mass transit options to MetroWest residents and workers. We applaud the Boston MPO's continued support for the Commonwealth's newest RTA.

We would like to again extend our appreciation to the Boston MPO for their attention to suburban transportation needs. Given the acute need in the 495/MetroWest region for improved transportation services, we hope that our comments on the UPWP will be addressed. The Partnership is eager to participate in these initiatives and studies, as well as any projects in the 495/MetroWest region where our assistance could be helpful. Please do not hesitate to contact us and to utilize our Transportation Committee's perspective and experience.

If there are any questions regarding our perspective and commentary on these initiatives, then please contact Jessica Strunkin at 774.760.0495, or by email at Jessica@495partnership.org. Thank you for your time and consideration.

Sincerely,



Paul F. Matthews
Executive Director



Jessica Strunkin
Manager of Public Policy & Public Affairs

cc: 495/MetroWest Legislative Delegation
cc: Executive Director Jeffrey Mullan, Massachusetts Turnpike Authority
cc: Secretary of Transportation James Aliosi Jr., Chairman, Boston Metropolitan Planning Organization
cc: Marc Draisen, Executive Director, Metropolitan Area Planning Council

Mary Ellen Sullivan

From: Nobody
Sent: Tuesday, August 04, 2009 4:59 PM
To: publicinformation@ctps.org
Subject: MPO Web Site Share Your Views Form

Below is the result of your feedback form. It was submitted by
() on Tuesday, August 04, 2009 at 16:59:29

eMail: kurtm22@aim.com

subjectText: Comments on Draft FFY-2010-UPWP

messageText: After reviewing the 2010-UPWP, it is notable that there is no specific task for regional non-road transportation corridor development other than as sub-items in some of the listed activities - except for the study of bike / pedestrian mobility. In order to make any real, long term progress on chronic road congestion, improving the regions' currently non-conforming air quality, reducing the dependency of commuters on automobiles for commuting (and dependency on imported oil to support auto commuting), a long range plan for an interconnected transit system should be initiated and funded as part of the UPWP. This plan should evaluate all existing rail ROW in eastern Massachusetts as candidates for inclusion in such a system thereby creating the ability for commuters to "get ther from here" on an efficient, environmentally friendly and year round usable-in-all-weather transportation system. Instead of condemning ROW to recreation trail use for a limited number of users, create an asset usable by all citizens all year round.

This would be consistent with the transportation planning, project selection and evaluation processes shown in the UPWP draft but appear to have been ignored in regards to use of rail ROW:

Topics 2,3,5,6 of the Evaluation process. In particular the following sentences under topic 6:

****Transportation rights-of-way will be used to maximize public benefits.****

****Transportation planning will be integrated with land-use and economic-development planning to the greatest extent possible in order to achieve more mobility, foster sustainable communities and transportation, and expand economic opportunities and prosperity. Transportation improvements will be made to facilitate the movement of freight throughout the region.****

(Rail trails do not meet these goals.)

Topic: Consistency with Other Federal Legislative Requirements

1990 Clean Air Act:

****Conformity determinations must be performed for capital improvement projects that receive federal funding and for those that are considered regionally significant, regardless of the funding source. These determinations must show that the MPO s RTP and TIP will not cause or contribute to any new air quality violations, will not increase the frequency or severity of any existing air quality violations in any area, and will not delay the timely attainment of the air quality standards in any area.****

F. Put priority on transportation investments related to existing centers of economic activity; or to areas with adequate water and sewer infrastructure; or to municipal centers or areas targeted for economic development.

(Rail Trails conflict with all of these stated goals.)

I frequently commute from Acton to Chelmsford on Rt. 27. The trail built on the Framingham and Lowell ROW is barely used during commuting hours. This ROW could have been part of a circumferential light rail line built on existing ROW from Lowell to Walpole connecting all but a few of the commuter rail lines greatly enhancing mobility. But now I, and other commuters, have no practical choice but to drive Rt. 27 or 495 with ever increasing traffic density on each road.

Kurt Marden
617-755-9734

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submitForm: Submit Query

August 4, 2009

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

Subject: North Shore Task Force comment on Draft FY2010 UPWP and general UPWP comments

Dear Mr. Mohler,

The North Shore Task (NSTF) of the Metropolitan Area Planning Council (MAPC) reviewed the public comment draft of the FY2010 Unified Planning Work Program at its meeting on July 9, 2009.

After reviewing the UPWP with the assistance of staff from both the MAPC and the Central Transportation Planning Staff (CTPS), the NSTF expresses support for the proposals listed for FY 2010. At this time there are no new studies specific to the NSTF regions that are appropriate for inclusion in the UPWP. However the Task Force especially continues to support the carry over and completion of the North Shore Transportation Study from the 2008 UPWP as the draft EIR will help to determine the Locally Preferred Option for the Lynn-to-Revere corridor.

In addition, the Task Force notes and supports the following increased funding and new programs listed for FY 2010 in the UPWP:

- Increased funding for Subregional Support Activities;
- Low Cost Improvements to Bottleneck Locations;
- Coordinated Technical Assistance to Communities;
- Integrating Land Use in Regional Transportation Models; and

Safety Assessments Coordination. The North Shore Task Force would like to note that the intersection of Routes 35 and 97 is particularly dangerous and straddles the municipal boundaries of Topsfield, Danvers and Wenham, which may add a measure of uncertainty regarding jurisdiction and responsibility. The Border to Boston Trail ROW crosses Rt. 97 just below this intersection.

Though not specific to the 2010 UPWP, the North Shore Task Force continues to support the following areas for further study in future UPWPs, including:

Continued support for a Route 35 corridor study, as previously expressed by the NSTF ;

Joint corridor study with MVPC of the Route 97 corridor from the Haverhill south to the Cummings Center in Beverly;

Joint corridor study with MVPC of Route 133 and Routes 1 and 97 congested areas, especially downtown Georgetown;

Routes 114/1A and 127 corridor study from Swampscott to Rockport on how to improve bike facilities and improve bike to rail connections in this heavily traveled and touristed region;

Look at the feasibility of a new Park N' Ride lot from Route 1 North for commuting into Beverly and Salem, based on the recent CTPS inventory done in this area.

Thank you for the opportunity to comment on the Unified Planning Work Program.

Sincerely,

Brian Watson, Chairman
North Shore Task Force

REGIONAL TRANSPORTATION ADVISORY COUNCIL



August 3, 2009

David Mohler, Chair
Transportation Planning and Programming Committee
Boston Region Metropolitan Planning Organization
State Transportation Building
Ten Park Plaza, Room 4150
Boston, MA 02116

RE: Draft Federal Fiscal Year 2010 Unified Planning Work Program

Dear Mr. Mohler:

The Regional Transportation Advisory Council (Advisory Council) is an independent body comprised of citizen and regional advocacy groups, municipal officials, and state and regional agencies charged by the Boston Region Metropolitan Planning Organization (MPO) with providing public input on transportation planning to the MPO. The Advisory Council provides a forum for broad-based discussions of transportation issues and planning, particularly on programming of federal and some state transportation funding for the region, and is a main avenue for public participation in the MPO's planning process.

At its July 8, 2009 meeting, the Advisory Council received a briefing from Mary Ellen Sullivan, of MPO staff, on the draft FFY 2010 Unified Planning Work Program (UPWP), then in circulation for public review and comment. The Advisory Council supports the new studies included in the draft FFY 2010 UPWP and their connection to the region's ongoing transportation planning process. However, we request your attention to the additional views listed below:

Freight Issues

The Advisory Council is pleased by the inclusion of a freight study in the draft FFY 2010 UPWP. We believe that diverting truck freight traffic to the rail network has environmental, congestion, safety, and maintenance cost benefits for the Commonwealth.

We do, however, have a minor concern about the current title ("Statewide Freight/Rail Study, Phase 2") and description of this study. We would like these elements changed to reflect the study's regional nature.

Additionally, the Advisory Council would like the MPO to consider the incorporation of freight movements into the travel model as part of the “Integrating Land Use into Regional Transportation Models” study, or other future model upgrades.

HOV Studies

Constraints to highway capacity in the region highlight the importance of HOV lane development. The Advisory Council expressed a desire last year for the FFY 2010 UPWP to include a regional HOV study. A regionally specific HOV study was not included in the draft FFY 2010 UPWP. Therefore, the Council requests that this study be included in the FFY 2011 UPWP.

Bike Studies

The Advisory Council recognizes the importance of the bike network evaluation study, which was not included for funding due to fiscal constraints. The Advisory Council would like the study to be included in a future UPWP.

I-93 Access and HOV Improvements (Savin Hill/South Bay Area)

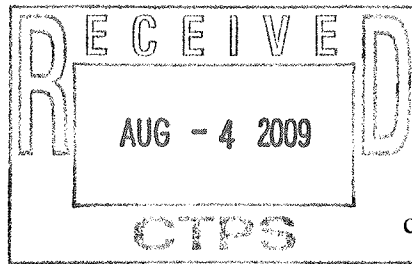
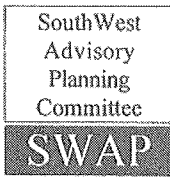
The Advisory Council supports this timely study due to the potential economic benefits of improving traffic flow and transit in the area. This study may also provide benefits for the South Coast Rail project.

Thank you for your consideration.

Sincerely,



Malek Al-Khatib, Chair



c/o Metropolitan Area Planning Council
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617-451-2770 fax 617-482-7185

August 4, 2009

David Mohler, Chair, TPPC
Boston Region Metropolitan Planning Organization
Certification Activities Group
10 Park Plaza, Suite 2150
Boston, MA 02116

Subject: Comments on Draft FY 2010 UPWP

Dear Mr. Mohler,

The SouthWest Advisory Planning Committee, a subregion of the Metropolitan Area Planning Council, met on 7/30/09 and reviewed the draft Unified Planning Work Program for FY2010. Staff of the Metropolitan Area Planning Council and the Central Transportation Planning Staff were present to describe the various elements of the UPWP and to answer questions of the community representatives.

The SWAP Committee is pleased with the range of studies and work elements proposed by the Boston MPO. In particular, SWAP would like to note the following elements for particular attention and support:

Page 5-10, under MPO/MAPC Liaison and Support Activities (ID#: MAPC 1): *The Community Transportation Technical Assistance Program*

Page 5-13, under Regional Model Enhancement (ID#: 11244): *Land Use Allocation Model Development, Phase 1*

Page 5-17, the Subregional Support Activities (ID#: MAPC 2) (noting in particular the increase in funds over previous years)

Page 6-6, the Bicycle and Pedestrian Support Activities (ID#: 13208)

Page 6-7, the Congestion Management Program (ID#: 11138)

Page 6-8, the Corridor/Subarea Planning Studies: Land Use Reviews (ID#: MAPC 5)

Page 6-21: the Regional Vision Implementation: MetroFuture (ID#: MAPC 7)

Page 6-22: the Route 126 Corridor Study (ID#: 43108)

Bellingham
Dover

Franklin
MAPC

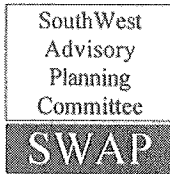
Hopkinton

Medway

Milford

Millis
Norfolk

Wrentham
Sherborn



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Page 6-24: the Safety and Operations Analysis at Selected Intersections (ID#: 13246)

Pages 7-2 to 7-4, the Alternative Mode Planning and Coordination (ID#: MAPC 8)

Page 7-6, the Community Transportation Technical Assistance Program (ID#: 13150)

Page 7-7, the Emergency Evacuation and Hazard Mitigation Mapping (ID#: 11140)

Page 7-23, the Safety Assessments Coordination (ID#: 13248)

The SouthWest Advisory Planning Committee strongly endorses the above elements of the UPWP, and looks forward to working with the MAPC and CTPS staff on these efforts. To this end, SWAP suggests that the following locations should be considered for locations for the safety and mobility studies under the Community Transportation Technical Assistance Program (ID #: MAPC 1 and ID# 13150) and for the Safety and Operation Analysis at Selected Intersections Program (ID. # 13246) programs:

- Hopkinton: Intersection of West Main Street and School Street
- Wrentham: Wrentham Common: multiple inter-related intersections around common, including the intersection of Routes 1A & 140, David Brown's Way, Common Street, Bank Street, and the end of Taunton Street.
- Medway: Route 109 at the intersections of Main and Highland and Highland and Milford Streets

Under project ID #13208, SWAP suggests that at least one Walkable Communities Workshop be held in the SWAP area; both the Towns of Medway and Hopkinton have expressed an interest hosting this workshop.

If you have any questions relating to the above comments, please do not hesitate to contact Mark Racicot, SWAP Coordinator at MAPC, at 617-451-2770 ext 2063 or at mracicot@mapc.org.

Thank you for your consideration of SWAP's comments.

Sincerely

Gino Carlucci, Chair
SouthWest Advisory Planning Committee

Cc: SWAP email contacts list

<i>Bellingham</i>	<i>Franklin</i>	<i>Hopkinton</i>	<i>Milford</i>	<i>Norfolk</i>	<i>Wrentham</i>
<i>Dover</i>	<i>MAPC</i>	<i>Medway</i>	<i>Millis</i>	<i>Sherborn</i>	