

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - May 19, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Maria Daniels	Unidentified	Supports the Green Line Extension to Route 16.	5/19/2001
Susan Fendell	Somerville resident	Supports the Green Line Extension to Route 16.	5/18/2011
Sophia Sayigh	Arlington resident	Supports the Green Line Extension to Route 16.	5/18/2011
Alex Formanek	Unidentified	Supports the Green Line Extension to Route 16.	5/18/2011
Nadia Sladkey	Arlington resident	Supports the Green Line Extension to Route 16.	5/18/2011
Tom Scott	Arlington resident	Supports the Green Line Extension to Route 16.	5/18/2011
John Roland Elliott	Medford resident	Supports the Green Line Extension to Route 16. It will improve air quality and access for the community. It will serve a marginalized, underserved population.	5/18/2011
DiDi Vaz	Medford resident	Supports the Green Line Extension to Route 16. The project will support economic development in the Medford Hillside neighborhood. The Route 16 terminus evaluates better in every evaluation criteria than the College Ave terminus. It should be a centerpiece of the Plan.	5/18/2011
Stephen Paul Linder	Medford resident	Supports the Green Line Extension to Route 16. Will improve connections from Medford to Cambridge.	5/18/2011
Unidentified	Unidentified	Supports the Green Line Extension to Route 16.	5/18/2011
Jeanne Griffith	Concord resident	Supports Phase 2 of the Bruce Freeman Rail Trail. It would improve non-motorized access to many destinations. Design funds have been committed to the Trail. It should be in the 2016-2020 time band. It will be a vital connection in a nascent, but growing, web of active transportation facilities.	5/18/2011
Carolyn Rosen, Chair	Green Line Advisory Group for Medford	Does not support the Route 16 terminus for the Green Line Extension. The T has a large backlog of deferred maintenance that must be addressed before expansion. There are already many bus routes in the area of the proposed station. The area is already a vibrant, walkable community. The Route 16 terminus would disrupt a historic African American community in West Medford.	5/19/2011
Dr. William Wood	Unidentified	Does not support the Route 16 terminus for the Green Line Extension. It will affect many lives, disrupt a vibrant historic African-American community, and increase traffic in the area requiring a parking lot. Supports the Green Line Extension to College Ave. The transit-oriented development planned for the area around Route 16 will not serve the needs of the existing community.	5/19/2011
Rep. Sciortino, Sen. Jehlen, Rep. Garballey	Massachusetts General Court	Urges the MPO to support the Green Line Extension to Route 16. The Patrick Administration supports the Route 16 terminus, and it is the preferred alternative identified in the Draft Environmental Impact Report. It is receiving very positive support from the community during the current MAPC public engagement. Expanding public transportation supports regional and statewide economic growth. The extension of the Green Line to College Ave fails to meet the Commonwealth's obligation to extend the Green Line to the Medford Hillside neighborhood. It will be more cost effective and less disruptive to the community to combined Phase 1 and 2 of the project. Funding for the entire project should be in the 2011-2015 time band of the Plan.	5/18/2011
Unidentified	Unidentified	Supports Investment Strategy 1 because it includes the Green Line Extension to Route 16. It will serve thousands of commuters, and fulfill the commitment to serve Medford Hillside	5/18/2011
Michael Lambert and Tom Bent	City of Somerville	Request that the Somerville Community Path Phase 2 (Lowell Street Station to Inner Belt District) be included in the Plan. This will pave the way for the City to seek external funds for the project. Design work has begun as part of the Green Line Extension project. The estimated cost is \$17 million, plus contingency, and the City expects it to decrease. It will connect trails in the western suburbs to Boston, and must be built along with the Green Line. Timing is important because of the Green Line project; the Path should be programmed for the 2013-2015 time period. The project will improve transportation options, unlock economic opportunity, and bring cleaner air and recreational space to an environmental justice community.	5/18/2011
Melissa B. Bennett	Medford resident	Supports Investment Strategy 1 because it includes the Green Line Extension to Route 16. Extending the Green Line to Route 16, rather than College Ave, improves its performance in every evaluation criteria.	5/18/2011
Erik Jacobs	Medford resident	Supports Investment Strategy 1 because it includes the Green Line Extension to Route 16. Extending the Green Line to Route 16, rather than College Ave, improves its performance in every evaluation criteria.	5/18/2011
Andrew Callen	Acton resident	Supports the Bruce Freeman Rail Trail. The Trail would provide a commuting alternative to driving.	5/18/2011
Crispin Olson	Arlington resident	Supports the Green Line Extension to Route 16. It would serve the only environmental justice community in Arlington. It will serve many more people than would be served ending the project at College Ave.	5/18/2011

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Kamal Dasu	Acton resident	Supports the Bruce Freeman Rail Trail. The project will provide access to commuter rail and bus, and provide congestion relief.	5/18/2011
Christopher Burgess	Unidentified	Supports the Bruce Freeman Rail Trail. It provides access to shopping in downtown Chelmsford and green commuting opportunities to IBM.	5/18/2011
Nancy Powers	Friends of the Bruce Freeman Rail Trail	Supports the Bruce Freeman Rail Trail for its transportation and recreational benefits.	5/18/2011
Doug Carr	Medford resident	Supports proposed Investment Strategy 1 because it's the only one that includes extending the Green Line to Route 16. Extending the project to Route 16 has mobility, ridership, environmental, cost effectiveness, and environmental justice benefits.	5/18/2011
Mary Ellen Chaney	Unidentified	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan. It will benefit many people, and the environment.	5/18/2011
Ed Kross	Framingham resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan. The Trail will offer commuting alternatives. The Central Mass. Rail Trail is also an important component in creating a path network.	5/18/2011
Donna Laquidara-Carr	Medford resident	Supports the proposed Investment Strategy 1 because it includes the Green Line Extension to Route 16. It will serve a larger market, and reduce traffic in the Hillside neighborhood. It will have environmental and social justice benefits.	5/18/2011
David G. Fox	Boxborough resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan. It will give people another commuting option, save oil, help air quality, and reduce wear and tear. It also has health benefits.	5/18/2011
Suzanne Knight	Concord resident	Supports Phase 2 of the Bruce Freeman Rail Trail. The Trail will provide safe access to several destinations. It would also be an ideal way to get to work.	5/18/2011
Lynn Weissman and Alan Moore	Friends of the Community Path	Requests a \$25 million budget line item be included in the proposed investment strategies to build the Community Path with the Green Line Extension. It would be more expensive, and logistically impractical, to design and build the Community Path after the Green Line Extension. Prefers, but does not endorse, Investment Strategy 3 presented at the May 5 meeting. None of the three strategies is consistent with GreenDOT, and none account for the need to program the Path with the Green Line Extension. The Path will connect the Minuteman and Charles River Path networks, reduce congestion, improve air quality and safety, and have benefits for the environmental justice neighborhoods of East Somerville.	5/18/2011
Anne Gardulski	Boxborough resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan. It will provide a safe recreational bike, running, walking path that will help the choke point at Concord Rotary. It will reduce congestion, provide non-motorized access to other modes and destinations, and build a strong sense of community. Supports Plan Strategy 3.	5/18/2011
Sherry Bauman	Unidentified	Supports the Community Path connector. The project will create a safe connection between the Minuteman Bikeway and the Charles River path network. It will have commuting, environmental, and health benefits.	5/18/2011
Tom Michelman	Acton resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan. The Trail has a contract in place for design and has overwhelming local support. The Sudbury portion of the project has not made enough progress, but has strong public support. The design will be completed for all relevant portions before 2016 if it's included in the Plan. The MPO does not put weight on several factors that support the Trail including the support for these facilities from the public, the need for alternative transportation in order to reduce dependency on imported oil, and the growth in bicycling that will result from the completion of a network, bike sharing, and allowing bikes on the T during peak hours. Urges the MPO to adopt Strategy 3 outlined in their May 5 meeting. The Plan can't be considered sustainable if it does not increase funding for bicycles and pedestrians.	5/18/2011
Cathy Ricketson	Westford resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan.	5/17/2011
Cynthia McLain	Chelmsford resident	Supports including the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan. The extended trail would give people better access to many destinations, and other transportation facilities such as commuter rail and the Minuteman Bikeway. It will support sustainable transportation and give young people a safe place to learn to ride a bike. Failure to include the Trail in the Plan could result in the loss of federal design funds.	5/17/2011

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Alan Frankel	Framingham resident	Supports including Phase 2 of the Bruce Freeman Rail Trail because it will help alleviate congestion and improve commuter access to commuter rail and bus. Phase 1 has been successful and delaying the project could result in the loss of federal funds and support from the Governor.	5/17/2011
Stanislav R. Mudrets	Framingham resident	Supports Phase 2 of the Bruce Freeman Rail Trail. Riding a bike is much cheaper than driving a car. It will help reduce congestion and pollution.	5/17/2011
Dick Williamson	Sudbury resident	Supports the Bruce Freeman Rail Trail. State and federal funds have been secured for design. Any project designed with federal funds must be in the first 10 years of the Plan. Expects construction of Phase 2A and 2C will be programmed before 2021. The Trail will provide non-motorized access to many destinations and other modes of transportation. Construction closer to 2013 is highly desirable.	5/17/2011
W. Barber	Concord resident	Supports the Bruce Freeman Rail Trail. It has recreational benefits, and will give people non-motorized access to parks, fields, and commercial centers.	5/17/2011
Alan Mertz	Acton resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan. It would provide non-motorized access to commuter rail and reduce congestion. The project is ready to access design funds, and must be in the first 10 years of the Plan in order to do so.	5/17/2011
Paul Cohen, Town Manager	Chelmsford	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan. It will provide alternative transportation access to many destinations, and provide open space and recreational opportunities.	5/17/2011
Blossom Hoag	Hingham resident	The Linden Ponds retirement community is not served by public transportation. The surrounding area is growing. A bus route on Whiting Street in Hingham would serve the elderly and employees in the area. It would connect modes of transportation.	5/17/2011
Steve Buchanan	Sudbury resident	Supports the Bruce Freeman Rail Trail because biking on roads is dangerous and the Trail would give people commuting options other than driving.	5/17/2011
Margaret Kohin	Acton resident	Supports Phase 2 of the Bruce Freeman Rail Trail because it serves a dual purpose for transportation and recreation. It will reduce automobile traffic, global warming, and gridlock.	5/17/2011
Bob Zuffante	Concord resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the earliest possible time band of the Plan because of the problems of obesity, scarce resources and pollution.	5/17/2011
P.McWilliams	Westford resident	Supports the Bruce Freeman Rail Trail because it provides people a safe place to exercise and commute.	5/17/2011
Dave and Emily		Supports the Bruce Freeman Rail Trail because it provides a healthy transportation choice.	5/17/2011
Lowell Gilbert	Acton resident	Supports the Bruce Freeman Rail Trail and bicycle facilities in general. Gasoline availability will inevitably drop making them necessary, and the Bruce Freeman Rail Trail will connect commercial areas and provide a safe crossing of Route 2.	5/17/2011
Jack Currier	Bruce Freeman Rail Trail; Nashua, NH,	Supports the Bruce Freeman Rail Trail because it will allow for more commuting by bicycle.	5/17/2011
Gary Webster	Bruce Freeman Rail Trail	Supports the Bruce Freeman Rail Trail because it's a good use of scarce funds.	5/17/2011
Joshua Mazgelis	Westford resident	Supports the Bruce Freeman Rail Trail because it would give people non-motorized access to destinations they currently drive to, including a commuter rail station.	5/17/2011
Daniel Singer	Friends of the Bruce Freeman Rail Trail	Supports Phase 2 of the Bruce Freeman Rail Trail because it improves the quality of life surrounding it by providing recreation, exercise, and non-automotive access to businesses and offices, which relieves congestion and reduces pollution.	5/17/2011
Jane Calvin	Lowell Parks and Conservation Trust, Inc.	Supports the Bruce Freeman Rail Trail. Is working to ensure that the Concord River Greenway connects with the Bruce Freeman Rail Trail in Chelmsford.	5/17/2011
Steve Buchanan	Sudbury resident	Supports the Bruce Freeman Rail Trail for its commuting and safety benefits.	5/17/2011
Mark Childs		Supports Phase 2 of the Bruce Freeman Rail Trail for its health, recreational, and congestion reducing benefits.	5/16/2011

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Maria Kuffner		Supports Phase 2 of the Bruce Freeman Rail Trail.	5/16/2011
Lynne Ziter	Sudbury Resident	Supports the Bruce Freeman Rail Trail for the health and quality of life benefits it will provide.	5/16/2011
Carol Doblewski	Friends of the Bruce Freeman Rail Trail; resident of Acton	Supports including the Bruce Freeman Rail Trail in the 2016 - 2020 time band of the Plan because it will give people access to destinations without needing a car, and health and quality of life benefits.	5/16/2011
Lisa Mandel		Supports including the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan for the environmental, health, and economic benefits.	5/16/2011
Denise Howard	Friends of the Bruce Freeman Rail Trail	Supports including the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan because of its health benefits. Voters prefer paths to highways.	5/16/2011
Josef Kerimo	Concord resident	Supports Phase 2 of the Bruce Freeman Rail Trail because it will provide connections to transit options and reduce congestion.	5/16/2011
Paulita Alinskas	Friends of the Bruce Freeman Rail Trail	Supports the Bruce Freeman Rail Trail because of the safety, health, and congestion benefits it will provide.	5/16/2011
Leonard Simon		Supports including the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan because of the safety and air quality benefits it will provide.	5/16/2011
Ann Grace		Supports the Bruce Freeman Rail Trail because it will improve air quality, health, and provide people access to the West Concord MBTA station.	5/16/2011
Kim Colson	Westford resident	Supports Phase 2 of the Bruce Freeman Rail Trail because it will allow people to reach destinations by bike rather than car and it will be a recreational resource.	5/16/2011
Kathryn Angell	Concord resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 timeslot of the LRTP because it will decrease congestion by providing alternatives to driving, connect to other bike investments in the region, and because of the time and effort dedicated to planning for	5/16/2011
Howard Quin		Supports including the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan.	5/16/2011
Daphne G. Freeman	Chelmsford resident	Supports the Bruce Freeman Rail Trail because it will provide an alternative to driving and connect to other transportation modes and bike investments in the region.	5/16/2011
Kathryn Achen Garcia		Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 timeslot of the Plan.	5/16/2011
Stuart Johnstone	Concord resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan because of the time and effort of the project proponents to advance the project to its current status, and the need for non-motorized transportation options.	5/16/2011
Nancy Savage	Acton resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan because it would give people a non-motorized option for commuting in a congested area.	5/16/2011
Jim Terry	Concord resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan because of the health benefits of the Trail, and because it will give people non-motorized access to many destinations in an area that is congested.	5/16/2011
Lisa Underkoffler	Acton resident	Supports Phase 2 of the Bruce Freeman Rail Trail because of the health benefits of the Trail, and because it would give people non-motorized access to many destinations. It would also give people, including those confined to a wheel chair, access to fresh air and exercise.	5/16/2011
Rick Fallon	Acton resident	Supports Phase 2 of the Bruce Freeman Rail Trail	5/16/2011
Kathleen Klofft		Supports the Bruce Freeman Rail Trail because it will reduce congestion along local roadways.	5/16/2011
Bruce R. Freeman	Bedford, NH, resident and son of former Rep. Bruce Freeman	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 timeslot of the LRTP because it will decrease congestion by providing alternatives to driving, connect to other bike investments in the region, and because of the time and effort dedicated to planning for the Trail by the proponents. The Trail will help people save on the cost of gasoline, promote health, and help create a network that will allow bicycling to blossom. Voters prefer paths to highways.	5/16/2011

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Richard E. Kenyon	Westford resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 timeslot of the LRTP because it will decrease congestion by providing alternatives to driving, connect to other bike investments in the region, and because of the time and effort dedicated to planning for the Trail by the proponents. The Trail will help people save on the cost of gasoline, promote health, and help create a network that will allow bicycling to blossom. Voters prefer paths to highways.	5/16/2011
Elizabeth Adams		Supports the Bruce Freeman Rail Trail because it will improve health and air quality, and relieve congestion.	5/15/2011
Frona Vicksell	Friends of the Bruce Freeman Rail Trail	Supports rail trails because they are safer and faster than roads for bicyclists and pedestrians.	5/15/2011
Michelle Lee	User of the Bruce Freeman Rail trail	Supports Phase 2 of the Bruce Freeman Rail Trail because it will provide connections to other modes of transportation and new bicycle investments, such as the Boston Bike Share.	5/15/2011
Barbara Pike	Bruce Freeman Rail Trail	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 timeslot of the LRTP because it will provide an alternative to driving and connect many destinations.	5/15/2011
Sue Felshin	resident of Concord	Supports Phase 2 of the Bruce Freeman Rail Trail because it will give people alternatives to driving and reduce congestion.	5/15/2011
Eunice Garay	Sudbury Resident	Supports including the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan because of the quality of life and environmental benefits. It would allow people to replace auto trips with biking or walking trips.	5/15/2011
Rafael Mares	Conservation Law Foundation	The Conservation Law Foundation urges the MPO to keep the Green Line Extension to Route 16 in the Plan, and for the MPO to ensure that the Plan complies with the requirements of the GreenDOT initiative of MassDOT. There is community consensus that Route 16 is the best terminus for the Green Line Extension. The Commonwealth has incorporated GreenDOT into its Global Warming Solutions Act Climate Plan. Accordingly, in its consideration of projects to include in the Plan the MPO is required to plan for reducing greenhouse gas emissions over time. The LRTP must incorporate elements that balance highway system expansion with projects that support smart growth and promote public transportation, walking, and bicycling. Extending the Green Line to Route 16, and building the Somerville Community Path, are the types of projects that will enable the state to meet its greenhouse gas emissions reduction mandate.	5/12/2011
Wendy Landman, Executive Director	WalkBoston	Supports the Somerville Community Path because it will connect the Minuteman Bikeway and Charles River path network, and because it will support the Green Line Extension.	5/5/2011
Renata von Tscherner, President	Charles River Conservancy	Urges the MPO to include the Community Path connector as a top priority bicycle and pedestrian project in the Universe of Projects for the next Plan. The Path will connect the Minuteman Bikeway and the Charles River path network, and stations of the Green Line Extension. The developers of North Point in Cambridge are building the path through their property. The Path must be built with the Green Line Extension.	5/2/2011
Carole Wolfe	Sudbury resident	Does not support the Bruce Freeman Rail Trail because it is for recreation, rather than transportation; most people will drive to it; it costs about \$3 million per mile; it would run through environmentally sensitive areas; and the path will not be convenient for accessing destinations such as schools. Funds are scarce and would better be spent on projects that move large numbers of people, such as public transportation.	5/2/2011
Catharine M. Hornby, Chair	Cambridge Bicycle Committee	Supports including the Somerville Community Path project in the Plan because it will connect the Minuteman Bikeway to downtown Boston, and because it will support the Green Line Extension.	5/2/2011

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Urban Ring Phase 2 Citizens' Advisory Committee	Urban Ring Phase 2	<p>The Urban Ring project contains several elements that would be worthwhile as stand alone projects. The Urban Ring is the surest way to direct development to dense, already developed areas. The CAC welcomes the MPO policy that economic impacts are a criterion for evaluating projects. The project would also address policies calling for a higher transit mode share, and actions to address climate change and transportation equity.</p> <p>Among the early actions the MPO can take to address issues identified through the needs assessment are:</p> <ul style="list-style-type: none"> * Ruggles Station platform improvements * Bus lanes on 1st Street in Cambridge, and 3rd and Main Street near Kendall Square, and Main and Albany Streets to Cambridgeport * Extension of Silver Line service into Chelsea along the new bypass road, and a dedicated busway from Everett to the Orange Line via Wellington with a new bridge over the Malden River, or via mixed traffic on Route 99 with access to Sullivan Square Station through bus lanes * Melnea Cass Blvd. reconstruction with a center median busway * Mountfort St. corridor with bus lanes on the Carlton St. bridge, and between Park Dr. and Beacon St * Albany St. bus lanes in Boston * Massachusetts Ave. and Columbia Point bus lanes <p>These projects and components of projects address the Plan's priorities and should be modeled to document their benefits.</p>	3/21/2011
Arlene Wyman Petri	Unidentified	Supports the Community Path because it will support health and the environment, reduce congestion, and improve the quality of life.	5/9/2011
William H. Petri	Wayland resident	Supports the Community Path because of its safety, mobility, and environmental benefits. It will connect the Minuteman Bikeway and the Charles River path network. Would like the MPO to fund the Cedar to Lowell section in the 2012 Transportation Improvement Program. The Community Path should be built with the Green Line Extension.	5/4/2011
Keja Valens	Somerville resident	Supports including the Community Path connector in the Plan because of the project's environmental benefits. The Path will also promote access for all people to the Green Line Extension.	5/3/2011
Ryan Robbins	Somerville resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path should be build along with the Green Line Extension.	5/3/2011
Kathleen Knisely	Somerville resident	Supports the Community Path connector. The project will create a safe connection between the Minuteman Bikeway and the Charles River path network. It will have commuting, recreational, social, and health benefits.	5/2/2011
Laura McMurry	Cambridge resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path should be build along with the Green Line Extension.	5/2/2011
John Wilde	Somerville resident	Supports including the Community Path connector in the Plan because of the project's environmental benefits. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	5/2/2011
Linda Lintz	Medford resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network and provide access for all users to the Green Line Extension. The Path should be build along with the Green Line Extension.	5/2/2011
Jonathan O'Connor	Boston resident	Supports building the Community Path connector with the Green Line Extension because it will be cost effective to build them together, and they will both reduce congestion. The Path has environmental, health, financial, and safety benefits. It will provide a place for children to safely learn to ride a bike. It will promote health, local business, quality of life, and close a gap in the path network.	5/2/2011
Camille Petri	Unidentified	Supports the Community Path connector because of its community safety, environmental, health, and mobility benefits. It must be built with the Green Line Extension.	5/2/2011
Ulandt Kim	Somerville resident	Supports the Community Path connector because it will provide a safe place to bike and walk. It should be a higher priority than the Green Line Extension.	5/2/2011
Alex Feldman	Somerville resident	Supports the Community Path connector because it will reduce congestion, increase T ridership, promote exercise, and support the Bike Share program. It will also connect the Minuteman Bikeway to the Charles River Path Network. It should be designed and built with the Green Line Extension.	5/2/2011

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Gabrielle Weiler	Boston resident	Supports the Community Path connector because it will close gaps in the region's bike network. It should be designed and built with the Green Line Extension.	5/2/2011
Jeff Reese	Medford resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	5/2/2011
Joel Snider	Cambridge resident	Supports the Community Path connector because it will close gaps in the region's bike network and provide access into Boston and Cambridge for major events such as the 4th of July. It should be designed and built with the Green Line Extension.	5/2/2011
Dan Hamalainen	Waltham resident	Supports the Community Path connector because it will close gaps in the region's bike network. It should be designed and built with the Green Line Extension.	5/2/2011
Anna Anctil	Watertown resident	Supports the Community Path connector because it will close gaps in the region's bike network, and give people a safe place to bike. It should be designed and built with the Green Line Extension.	5/2/2011
Sen. Tolman; Rep. Brownsberger; Belmont Selectmen Jones, Paolillo, and Firenze	Elected officials representing Belmont	Support the Belmont Trapelo Road Corridor Project. Belmont has spent about \$2.7 million on the project. Pleased that the project was identified as a regional need. Ask that the project be included in the Plan, and ultimately placed in the 2015 element of the TIP. It is expected that right of way will be secured by spring of 2012.	5/2/2011
David H. Douglas	Somerville resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	5/1/2011
Jay Wessland	Somerville resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	5/1/2011
Michelle Liebetreu	Somerville resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	5/1/2011
Resa Blatman & Stefan Cooke	Somerville residents	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	5/1/2011
Fred Berman and Lori Segall	Somerville residents	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	5/1/2011
Pauline Lim	Somerville resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	5/1/2011
Jess Hicks	Somerville resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	4/30/2011
Matthew Belmonte	Unidentified	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network and improve safety. It should be built with the Green Line Extension.	4/29/2011
Arnold Reinhold	Cambridge resident	Supports including the Community Path connector in the Plan because it is cost effective and will close gaps in the region's bike network. It should be built with the Green Line Extension.	4/29/2011
Lynn Weissman and Alan Moore	Friends of the Community Path	Supports the Community Path, which will connect the Minuteman Bikeway to the Charles River path network. The Path needs to be built with the Green Line Extension. The Path is consistent with the Plan's visions and policies, and addresses identified needs. The density of Somerville, and the critical connection made by the path, mean that no other multi-use trail proposed in the region will generate the usage of the Community Path. The Path will bring riders to the Green Line extension, will fill a missing link, will provide a safe and emissions free path to downtown Boston, will provide recreational and open space in environmental justice communities, and will create safe routes to schools. The Path has been identified as a priority in many other planning documents, and has already received funding from the MPO for other sections. It is part of other proposed trails. The Path is consistent with new federal and state policy directives encouraging livability and healthy transportation.	4/27/2011
Lynn Weissman and Alan Moore	Friends of the Community Path	In an addendum to their 4/27/11 letter stated the following points: Please include the Community Path in the list of Projects and Programs by Investment Category released on April 5. There is tremendous regional support for the project. In March, 138 letters in support of the project were sent to the MPO. Many of the letters expressed the safety benefits of the project.	5/3/2011

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Alice Grossman	Somerville resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	4/27/2011
Robert O'Brien, Executive Director	Downtown North Association	Supports the Causeway Street Crossroads Initiative and the larger Boston Crossroads Initiative. Causeway Street supports very high pedestrian volumes to and from regional centers of employment, recreation, and transportation. The project is consistent with the visions and policies of the Plan. The project addresses a regional need. The project will restore the connection between the West and North Ends, long severed by the elevated highway and transit facilities. The project will make Causeway Street a vibrant multi-modal urban boulevard that supports livability, mobility, safety, and aesthetics. Asks the MPO to support the project.	4/20/2011
Susan Brooks	Unidentified	Supports the Bruce Freeman Rail Trail because it provides non-motorized access to several destinations.	4/15/2011
Terri North	Kenmore Residents Group	Supports the Commonwealth Ave Phase 2A improvement project.	4/13/2011
Melissa Hoffer	Conservation Law Foundation	The State's Clean Energy and Climate Plan for 2020 requires the Plan to address MassDOT's three sustainability goals and plan for reducing greenhouse gas emissions over time. It will require that MPOs and MassDOT balance highway system expansion with projects that support other modes and smart growth. The Plan is also required to evaluate greenhouse gas emissions and ensure that the emissions are reduced over time. The emissions must fit into an overall statewide greenhouse gas reduction target. Would like to know how greenhouse gas emissions will be quantified and whether or not each project will be evaluated individually. Would like to know who will be responsible for quantifying the emissions. Would like to know how the methods of different agencies for quantifying emissions will be made consistent. Would like to know which methods will be used, which model will be used to estimate VMT, and whether or not induced demand will be considered.	4/12/2011
Pam Beale, President	Kenmore Association	Supports the Commonwealth Ave, Phase 2A improvement project. Phase 1 enhanced the streetscape and improved safety for all street users.	4/10/2011
Elizabeth Walsh	Boston resident	Supports the Commonwealth Ave., Phase 2A improvement project	4/8/2011
Suzanne Kennedy, Town Administrator	Town of Medway	Medway has hired a design firm for the reconstruction of Route 109. This demonstrates the town's strong commitment in taking appropriate project management actions.	4/7/2011
Yvette Lancaster, President	Audobon Neighborhood Citizens Group	Supports the Commonwealth Ave, Phase 2A improvement project. It will enhance the streetscape and improve safety for all street users.	4/7/2011
Alan Weinberger	Bay State Road Neighborhood Association	Supports the Commonwealth Ave, Phase 2A improvement project. Phase 1 enhanced the streetscape for all users.	
Bob Church	Kenmore Towers	Supports the Commonwealth Ave, Phase 2A improvement project.	4/1/2011
Gary Nicksa, Vice President for Operations	Boston University	Supports the Commonwealth Ave, Phase 2A improvement project. It will enhance the streetscape and improve safety for all street users.	3/28/2011

**Paths to a Sustainable Region Needs Assessment Feedback
February 24, 2011**

NAME	AFFILIATION	FEEDBACK	DATE
Lydia Rogers		I'm sorry I was unable to attend the meeting February 17th in Concord, but I was visiting a sick relative. I had been looking forward to the presentation and hearing about the whole process. I also wanted to express my concern about the impacts the proposed rail trail will have on Concord. Building a paved one-lane road through some of the last wildlife habitat will change the area irreparably. This is an extraordinarily expensive project, not just for the initial costs, and at a time when communities like Concord are turning off street lights to save money. The costs of maintaining and patrolling the trail, toilet facilities and parking are added expenses for each town. There are also major safety issues that have not been solved at the railroad crossing in the downtown area of West Concord. The reality is that this is a recreational trail. It will not decrease automobile traffic or improve air quality, and users will be driving to the trail to use it. I would sincerely like to see better options for alternative transportation, something that our son is studying in his graduate program at Tufts. Making transportation options, including biking, safer and more convenient in the Boston area could truly make a difference.	2/21/2011
Steve Olanoff	Town of Westwood	The Needs Assessment of the LRTP does not cover the needs of economic development adequately. Large economic development areas and large projects are listed, but many locally designated economic development areas are not mentioned. While many transportation needs are outlined, there is no connection drawn between the economic development areas/projects and the transportation needs to support this economic development. The knowledgeable members of the MPO may be able to make these connections during the project selection process, but any reader of this document should be able to discern what specific public transit and highway needs fulfill specific desired economic development.	2/17/2011
Larry Koff	Larry Koff and Associates	<p>Following up on today's needs assessment workshop I have the following additional comments:</p> <p>As I suggested at the workshop today, the needs assessment should put the costs into a broader context so that citizens and policy makers can better assess the financial deficiencies and choices before the Commonwealth. It would seem that the MetroFuture plan provides such a context for weighing the alternatives.</p> <p>A. CURRENT TRENDS gives us one set of responses to the needs-it is the continual dispersal of resources so that everyone gets some funding but there is no clear path to the future.</p> <p>B. METROFUTURE requires that the funding be allocated to advance the vision identified in the plan. Important coalitions are formed, new funding sources identified, and a clearer set of land use, economic development, environmental and equity goals achieved.</p> <p>I think the Regionwide Needs Assessment should reflect these choices. How do we weigh the cost/benefits of bike paths and investment in the state rail plan? How do we get some creative thinking around leveraging existing infrastructure to pay for some of these costs? Now that we have a plan, we must begin to figure out what are the best investments and how to pay for it.</p> <p>I was pleased to read the State Rail Plan. There is much to consider there if we are to promote economic growth. The plan needs much more public discussion. I was disappointed that the State rail plan did not discuss the Allston Yards and development potential. Given limited resources, all development projects and infrastructure projects should all go through some form of cost/benefit analysis and be weighed against the plan and their ability to get funding.</p> <p>Downtown Crossing has the largest transit investment in the region yet the city is approving dormitories above transit stops and Filenes remains a hole in the ground. The continual dispersal of economic development is undermining existing infrastructure investment.</p>	2/17/2011

Paths to a Sustainable Region Needs Assessment Feedback
February 24, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Jim Gallagher	Somerville resident	<p>Sorry I can't be there in person to make these comments. Those below are based on a reading on the Central Area Needs Analysis. I haven't had time to read all the others (400+ pages, really?) but I assume they all follow roughly the same principles and format so the generalized comments should apply to all. As I said in previous comments, while much of the background information is necessary to justify your conclusions, this level of detail is not appropriate in a document that the public is expected to read. In an Appendix/as link would be better. What should be included is the section Summary of Central Area Needs, and these comments all refer to that. For the first bullet (bridges), does the fact that 25% are functionally obsolete and 11% structurally deficient mean that these bridges "Need" to be repaired? I think so. The bullet should be reframed to state a need, and accompanied by a map showing the location of the bridges in need of repair. Identification of roadway bottlenecks in the second bullet is nice and specific. However, one of the three "methods" referred to is based on V/C ratios, a very crude and often misleading measure. With actual measures of actual congestion in the CMP there is no need to rely on V/C for existing conditions. And relying on V/C for future conditions limits solutions to those which increase C, roadway capacity and exclude many options which increase thruput (for example, signal improvements, ITS) but not roadway "Capacity". So, while the list of locations seems fine to me, I would remove any from the list that are based on V/C without independent verification. For crash locations, the need is presumably to make the five listed locations safer. Please say so. But all 5 are at interstate ramp locations. I know there is not comprehensive information to do a rate-based comparison for the entire region, but at least a similar "need" to fix the 5 worst non-interstate intersections should be identified. For transit, the first 8 bullets all identified needs explicitly. Excellent. But, starting with the Green Line Central Subway, problems are identified. If the "need" is to fix the "problem" then please say so. For Freight, again most of the bullets highlight problems but don't translate into needs. And it's not clear (here or in the Transit section) what the point of "Issues to Watch" is. Same problem versus need phrasing in Bicycle (should be Bicyclists) and Pedestrian section. Here, if it's not possible to identify specific facilities needed, the need statement can identify ways to judge the necessity of new facilities as they are proposed. For example, on all federal-aid-eligible facilities where pedestrians are allowed there need to be sidewalks on both sides and safe crossings every 1000 feet. And there need to be bicycle lanes on all roadways with posted speed limits of 35mph or higher, or comparable facilities within 1/4 mile. For Transportation Equity there are no "needs", just "issues to Watch"? Really? There must have been needs identified in the EJ meetings (the converse on most of the issues - which are mostly "problems"). You need to identify EJ needs, and then solutions, in any reasonable plan. Again, the Land Use section doesn't really identify needs. At a minimum, you need to invest in transportation infrastructure in a way that is consistent with the regional land use plan. And then identify specific locations (Assembly Square, North Point, South Boston) to fit, and specific projects that are needed. I commend you on the incredible amount on information collected on existing conditions and problems. I urge you to use this to identify and prioritize regional needs, and then use those needs to prioritize future projects, programs, and ideas. I know it will be hard now but it will make your future work much easier. Thanks for the opportunity to comment.</p>	2/16/2011
Peter Smith	Arlington resident	<p>As a resident of Arlington Center I would be a heavy user of such a subway system if it was extended to Arlington. I would use it for work commutes, as well as leisure trips to Cambridge, Boston and beyond. I believe there would be heavy use of this system reducing stresses on the local roads that are already clogged</p>	2/14/2011
Sam Milton	Arlington resident	<p>There is no mention of a proposed extension of the Red Line into Arlington/Lexington. Such an extension should be considered as a major component of a regional sustainable transportation needs assessment. Thank you!</p>	2/11/2011
James Marsh	City of Lynn	<p>The City of Lynn is plagued by a lack of direct flowing traffic. Somewhere along each entry point, motorists must pass through residential neighborhoods while navigating limited access roads with traffic signals and numerous stops. Unlike communities abutting major thoroughfares such as Routes 495, 128 and 1, the City of Lynn's commercial base and resulting economics are limited to smaller, local roads. In addition, the effect the lack of free flowing traffic has on commuter frustration and the resulting perception of Lynn cannot be understated. Add to this the possibilities of a Casino on Route 1A and the work we have accomplished moving power lines off our waterfront for development (mentioned in the needs assessment as the largest development planned in the Northeast and where the largest employment gains are projected), and it is more evident now than ever that the City of Lynn is in need of a thoughtful, carefully constructed plan for its transportation needs.</p> <p>Specifically, in addition to some of the equity needs outlined in table 2-19, it imperative to the City's long term viability to create solutions revolving around route 1A, route 107 and the Blue Line as these routes access our downtown, industrial zones and waterfront. Other initiatives include access into Lynn at Goodwin Circle / route 129 and pedestrian access to our developing waterfront.</p> <p>Thank you for the opportunity to comment.</p>	2/9/2011

Paths to a Sustainable Region Needs Assessment Feedback
February 24, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Gail Costelas	Massachusetts Department of Environmental Protection	The MPO should reach out to commuters by using bus advertising and/or announcements on MBTA platforms. Also, the Department of Environmental Protection collects comments from area companies on how the transportation system should be improved. These comments are required as part of the Ride Share regulation. DEP can share these comments with MPO staff.	2/9/2011
Linda Olson Pehlke	Brookline Town Meeting Member, Climate Action Committee	Surface Green Line service improvements should include using signal priority to give trains priority right of way at some signalized intersections in Brookline. Service and capacity of the C line must be improved to handle current and future demand. Circumferential bus and transit routes need improvement. For instance, Route 66. The "bunching" problem and slow travel speeds could benefit from stop consolidation and signal priority for buses. Comfort and protection from the elements must be improved for bus riders. Bicycle and pedestrian crossing at Riverway and Route 9/Brookline Ave. must be improved. Pedestrian crossing of Chestnut Hill Avenue at Reservoir T Stop and pedestrian access in general to that T stop must be improved. What happened to the Urban Ring? Transit, Bike and Pedestrian Travel between Brookline and Cambridge must be a priority focus for all new project planning in the area.	2/6/2011
Martin Klingensmith		I would like to see the MBTA Red Line extended from Alewife to Bedford. There has been significant, renewed interest in Arlington for this to happen.	2/5/2011
	Arlington resident	I read the Northwest Corridor material, but I didn't see any plans to extend the red line. I live in Arlington, and would love to be able to take the T to Arlington Center and Lexington Center, and also to put my kids on the T to go to the high school. Plus so many people park on my street in East Arlington because the Alewife lot gets full (they say--maybe they're just saving \$\$), and I'd love to have people from drive less and be able to catch the T in Lexington or Concord or Acton... and just ride in from the west. Maybe I just didn't see the material on the subways, but please, since you're looking at regional long term planning, give us more of the red line! Thanks	2/5/2011
Chris Moore		I wonder if there has been consideration of extension of the Red Line into Arlington and (eventually) Lexington. I believe that there is great need for it and that there would be public support (though I understand that there hasn't been in the past). Can you tell me if it has been considered? Thanks	2/5/2011
Peter Hechenbleikner	Town Manager, Reading	The statistics on use of commuter parking lots cannot be real - You cannot find a parking space in Reading on most days. It would also be interesting to count the total number of parking spaces used by commuters, not just the off-street spaces. I would think that Reading depot would be considered intermodal. A number of years ago I asked the T to extend its bus line a few blocks and interconnect with the commuter rail service, which they were happy to do. Table 3-3 Reading is no longer an ICCLC member, but we have a very active Climate Protection Committee. Graph 3-7 could be clearer as to which community is represented by which dot. On page 53 in the recommendations, one deficiency which is not adequately highlighted (or maybe it just needs a better description) is the second bullet which talks about deficiencies in I-95 from Burlington to Wakefield - it should mention "including the lane drop east and west (or north and south) bound beginning at the intersection of I-93 and I-95." When you talk of transit you should also talk about bus shelters. Some of the bus lines (137) would benefit from smaller (and alternate fueled) vehicles, based on their ridership. Thanks for the opportunity to comment.	2/2/2011
Marc Johnson	Selectman, Hamilton	The NE corridor draft plan completely misses our real transportation needs. Our citizens need to get to concentrations of shopping and Dr/Medical areas. We can always benefit from improved commuter connections to downtown Boston, but that is not our highest transportation priority. The draft is geared toward roads & highways. We need scheduled local public transit, even if on an abbreviated schedule. We currently have no public transportation other than the MBTA commuter rail. Our MBTA is just the Newburyport section of the commuter rail - so it is already an abbreviated schedule shared with the Rockport line. We need (along with Ipswich & Wenham) better scheduled bus/Ride/mini bus connections to other transit areas such as north Beverly or to Beverly/Salem/Peabody/Danvers for our elderly and young citizens.	2/2/2011

**Paths to a Sustainable Region Needs Assessment Feedback
February 24, 2011**

NAME	AFFILIATION	FEEDBACK	DATE
Jim Gallagher	Somerville resident	The design of the Plan seems to be based on a paper document which is posted online. I think it should be an edocument which can be printed as needed. That means, at a minimum, there should be internal links to other sections referred to (for example, Appendix X), and other documents (the PMT, MAPC's MetroFuture). And this is way too long, and way, way too full of jargon to be useful to anyone but the most initiated and committed member of the public. Better a much shorter edocument, summarizing the needs, heavily graphic, with links to explanations and all the other details for anyone who wants to read all the rest.	2/2/2011
Jim Gallagher	Somerville resident	There is a reference made several times in the Introduction to a final chapter summarizing the needs for the entire region. I don't see anything listed that looks like a summary chapter. If it's to come, please list it as "under Development" or something comparable so I won't be wasting any more time looking for it. And "Boston Proper" is called out separately in Figures 1-2 and 1-3 and referred to in the document. Does that mean Boston Proper is not part of the Central Area? Is there some reason I should care about this distinction?	2/2/2011
Jim Gallagher	Somerville resident	There is no way to attach a document here. For a review of a long document, which will likely take place over a number of days/openings/saves it would be much easier to prepare one coherent document and submit it than to just submit random comments here as they occur to me. And since there is no email address showing for you I can't just decide on my own and send you my document.	2/2/2011
Jim Gallagher	Somerville resident	A few comments on making it easy to find the needs assessment: A direct link from the Needs Assessment announcement on the front page to the needs assessment write ups would be helpful. Otherwise I need to know I have to look under the Transportation Plan, and that the "plan" in question is "Paths to a Sustainable Future". And once I get to the correct place, if I only care about one corridor or a few communities an easier way to figure out where to look would be appreciated. Now I can scroll up to the maps, if I remember that they are there, guess on radial versus circumferential, open map and scroll back down. Are the circumferential and radial the same for a community/ And why are there different colors for communities in the same corridor? (I know the inside MPO v modeled area distinction, but why would most people?) A motivated member of the public can probably figure these things out eventually, but you should be striving to make this as easy as possible so people will not get frustrated and can focus on substantive comments. Substantive comments to follow.	2/2/2011
Stephanie Mercandetti	Town of Walpole	On Table 6-3 on Page 6-20 of the Draft Needs Assessment - Paths to a Sustainable Region, please note that Walpole has approved 43D Priority Development Sites (this item is not checked on the list) and we do not have an approved 40R District (this item is checked when it should not be). I think the "Maturing Suburb" box should also be checked. We may have additional comments upon further review. Thank you.	2/2/2011
Dick Williamson	Bruce Freeman, Assabet River and Mass. Central Rail Trails	The section on the West corridor appears to be a summary of what exists today. Major additions to the Bruce Freeman, Assabet River and Mass. Central Rail Trails are in various stages of planning and design. Where will this ongoing effort be included in "Paths to a Sustainable Region"? These shared-use paths (often referred to as bike paths despite the fact that a large fraction of the users are on foot) will be a major addition to the intermodal transportation mix and will cost much less than many of the mega-projects that are being considered. Perhaps a measure like return per dollar should be used to value these low-costs projects.	2/1/2011
Chris Anzuoni	Massachusetts Bus Association	Will the passenger transportation services provided within and beyond the MAPC communities by the network of intercity bus carriers be recognized in the development of this plan? There does not yet appear to be an acknowledgement of these options on the Radial Corridors Map, the Circumferential Corridors Map or the Ideas for Visions and Policies Chart.	1/27/2011

**Paths to a Sustainable Region Needs Assessment Feedback
February 22 - March 3, 2011**

NAME	AFFILIATION	FEEDBACK	DATE
Unidentified	Resident of Sudbury	Sudbury is NOT overwhelmingly in favor of the Bruce Freeman Rail Trail. Moreover in a time of austerity, things such as new trains for the T and fixing bridges are far more important than rail trails, which are predominately recreational	3/2/2011
Thomas Hedden, Ph.D.	(self-employed)	I strongly urge you to support the Bruce Freeman Rail Trail and give it everything it needs to extend it all the way to Framingham. I rode on the portion that has been completed within a few days of its completion, and already then it was FULL of riders, skaters, joggers, baby strollers, you name it. This shows just how much pent-up demand there is for this type of trail. I know that there are competing projects, but the amount of money required by the BFRT is small compared with many of them, and it will definitely be used. Roads with motor vehicles can be dangerous for riders, especially children. This type of trail promotes healthy exercise and keeps riders safe. Please make the BFRT a reality all the way to Framingham. Thank you, Thomas Hedden	2/28/2011
Chris Barrett		The Bruce Freeman Rail Trail is an important transportation asset to the region and would be even more valuable if it continued to Concord. Please give every consideration to funding the next phase of this project. The state certainly has voiced its approval for the project with the nearly 1 million dollar funding it provide for design of the next phase. Don't let these be wasted dollars and let the next phase of the trail be built as soon as possible.	2/28/2011
William Latimer	Clinton Greenway Conservation Trust	The DCR has leased the Mass Central rail line to turn into a rail trail; this will be the spine of the state Greenway plan (and will hopefully run thru my town). The Bruce Freeman trail will be the longest intersecting trail in the area, and will make the MC much more useful for transportation, especially with connections to the MBTA and larger towns. The state has returned tens of millions of dollars to the Federal government, hamstringing alternative transportation efforts which give benefits for health, the environment, social justice, and community connections. The BF will be an important resource for the area.	2/28/2011
Richard J. Fallon		I live in Acton, I'm a big fan of rail trails, the Ayer one is excellent, and also the Chelmsford one. So I recommend funding for the continuation of the Chelmsford one (Bruce Freeman? rail trail) to Acton and Concord, and the Marlboro rail trail to Maynard and South Acton.	2/28/2011
Bob Krankewicz	Bruce Freeman Rail Trail member	It's of critical importance now to continue planning for this bike trail in the context of the environmental "greening" of Massachusetts. Granted, money for such projects is tight, but if the completion of this trail improves citizen's health through increased exercise and cleaner air by encouraging its use instead of commuting to work or play via some form of internal combustion engine; it is worth it! Going forward a higher priority in this regard could lead to a healthier citizenry which in turn lessens the cost of healthcare to the public and the state government. However, to achieve such goals planning for the future MUST begin NOW.	2/28/2011
John Barry	Bolton resident	I support this important project and hope that it will be maintained as a priority for the state.	2/28/2011
Robert Comer	Friend of the Bruce Freeman Rail Trail, Concord resident	In serving of the sustainable transportation needs of the Northwest Corridor, please make it a priority to complete the Bruce Freeman Rail Trail, particularly the sections in Concord and Acton. These sections are well along in the planning processing, thanks to substantial investments from local municipalities as well as the state. In addition, volunteers have put in countless hours in town committee meetings, trail clearing projects, etc. When completed there will be greatly enhanced bicycle and pedestrian access to the Fitchburg commuter rail line at West Concord, in addition to the village itself. The rail trail will also help the generation currently reaching school age to grow up accustomed to the concept of using their feet and bicycles not only for recreation but for practical transportation purposes. And a relatively modest additional investment in expanded bicycle parking and storage facilities, especially at West Concord but elsewhere along the rail line as well, also makes a great deal of sense. Because the knowledge (a) I can bike to the train and (2) I can store my bike safely and reliably until completing my round trip should do much to encourage sustainable commuting and travel, enhanced bicycle storage offers a great way to leverage investments in both the rail lines and the rail trail.	2/28/2011

**Paths to a Sustainable Region Needs Assessment Feedback
February 22 - March 3, 2011**

NAME	AFFILIATION	FEEDBACK	DATE
Danielle Woodman Kehoe	Individual	Good morning, I moved to the area from Buffalo in June of 2010. I found the town of Chelmsford after looking up bike paths and going for a bike ride on the Bruce Freeman Rail Trail. I am writing to express my full support for the expansion of this trail. Trails provide multiple benefits--they support the health of citizens by providing a beautiful, safe space for activities such as walking, running, and bike riding. They provide a safe environment for pedestrians--here many streets do not provide sidewalks so this is important. I chose to buy a house in Chelmsford in part due to this wonderful trail. I hope you will consider supporting the expansion of the trail. Thank you.	2/28/2011
Nancy Peacock		Who said in effect: "I never despair of the future of civilization when I see an adult on a bicycle. " Keep up the good work.	2/27/2011
Robert Mandel		I am a bike rider and would make use of expanded riding trails and facilities. I believe that spending on Bike Trails should not be funded in the current state budget being constructed. This should be reconsidered in the next budget. This is a time to close our budget deficit by eliminating any not necessary spending. I believe that bike oriented facilities expenses are not essential.	2/27/2011
Gerard Boyle	Resident	Please fund these trails before I am too old or incapacitated to use them	2/27/2011
Timothy Fohl		Trails are good for people. Rail trails are good for more people.	2/27/2011
Bill Stewart	Acton resident; enjoyer of Bruce Freeman Rail Trail in Westford/Chelmsford	I want to voice my support for expanding the Bruce Freeman Rail Trail. As a resident of Acton, I look forward to the trail extending south to our town (and beyond). The trail as it currently stands is a wonderful facility. Whenever I ride on it, I pass families of bikers, runners, and walkers. It's clear that the trail gets a lot of use.	2/27/2011
Jim Salem	Unaffiliated	I urge you to support funding for the Bruce Freeman Rail Trail. It will be a huge asset for the communities along its path and will help reduce automobile traffic along the route. It will also meet the needs of a better bicycle connection to the Fitchburg rail line as described in your long range transportation plan. It has a very committed base of supports in the area.	2/27/2011
Robert D. Hall	Friends of the Bruce Freeman Rail Trail	I was much impressed by the thoroughness with which the MPO is working on the Long Range Plan, as this was detailed in the presentation in Concord on February 17. It is a huge difficult task made all the more difficult by the present economic conditions that severely limit funding for enhancement projects. I would simply ask the planners not to fall into the mistake of viewing trails for bike and pedestrian travel as simply recreational facilities whose realization can be delayed until the economy can afford such luxuries. They qualify as valuable conduits that serve to increase mobility, safe modes of travel that are environmentally friendly as well as healthful for the ever increasing number of people who use them. I think the Bruce Freeman Rail Trail is an excellent project that exemplifies those attributes to the highest degree, as well as many others, such a bringing the towns along the trail into closer cooperation in many spheres of activity. I urge the Boston MPO to do everything it can to move this project forward as rapidly as possible.	2/27/2011
Ellen Quackenbush	Concord MA resident	The Bruce Freeman Rail Trail is an essential part of the Concord community. Young, old, single, married, able-bodied and non-able-bodied all look forward to being able to enjoy the recreation and transportation aspects of the BFRT. Please support funding of this wonderful community treasure.	2/27/2011

**Paths to a Sustainable Region Needs Assessment Feedback
February 22 - March 3, 2011**

NAME	AFFILIATION	FEEDBACK	DATE
Frederick M. Rust	Boy Scout Troop 63, Sudbury, Scoutmaster	<p>There are few transportation alternatives for teen agers or other non-drivers in the Metro-West area. Bicycling can be a safe, enjoyable, and human-power alternative to autos, but only if there are dedicated bicycling routes. Mixing teenaged bicyclists and heavy auto traffic on narrow curved streets can be a safety hazard; but dedicated bike lanes and bike trails are safe.</p> <p>In my town of Sudbury, teenager travel destinations are the Curtis Junior High School; the Lincoln-Sudbury High School; the retail areas of South Sudbury, West Concord and Maynard; and town athletic facilities. All of these, except for Maynard Center and a minority of athletic fields, are on the north-south line of the Bruce Freeman Rail Trail. Completion of this dedicated bicycle corridor would be a great encouragement to teenager (and adult) bicycle transportation.</p> <p>I believe the transportation needs of younger citizens should be an important consideration to your needs assessment, and that dedicated bicycle facilities are an appropriate way to meet these needs.</p>	2/27/2011
Bob Schneider	Bruce Freeman Rail Trail rider	<p>I use the trail like a highway in place of my car. This saves my health as well as the atmosphere. Considering how much has been spent on roads and how little on bike paths, it seems its time to spend on the bike paths. If one where to spend time on the BFRT, this would all be clear. More happiness would be generated by extending the trail, then by any other use.</p>	2/27/2011
Franny Osman	Acton Transportation Advisory Committee	<p>I am in support of including Bruce Freeman Rail Trail in plan as it is an important, positive improvement to this area. Just take a ride on the northern part of the trail and see how it is booming, as are businesses along the way.</p> <p>Please include radial and circumferential routes between the big roads. 2a, 117, 20, --and, say, rte 27 for circumferential--for example.</p> <p>Between-town transit is a big lack and promoting local and between-town transit projects is a major economic positive movement.</p> <p>Local transit is crucial. Feeding into transit hubs is crucial.</p> <p>Thanks very much.</p>	2/27/2011
James Fitzpatrick	Sudbury, MA resident	<p>The value of town rail trails that cross town boundaries must be addressed at a county, regional or state level. The benefits to our community of rail trails are many fold including: health, a sense of community that develops as people use the trail, appreciation of environment and wildlife, as well as less polluting form of transportation. Because the benefits of rail trails are regional they should be driven by coordinated by state or regional level without individual towns being left to coordinate with others. MA ranks very low in the country for implementing rail trails and one of the main reasons is that approvals must be done on a town by town basis. Within Sudbury, a very vocal minority of people have delayed implementation of a rail trail crossing through Sudbury. The net result is that people in all communities of the region are being held hostage by a minority within a small town in the state.</p>	2/27/2011
Mary Hunter Utt	Friends of the Bruce Freeman Rail Trail	<p>Any form of transportation that helps wean us from cars, pollution, and oil dependence should be a priority. Now more than ever, what with the unrest in the middle eastern oil producing countries. Bicycle trails are important for recreation, connection, and fitness. The Bruce Freeman Rail Trail should be a priority.</p>	2/27/2011
Thomas W Bailey	Resident of Concord, MA	<p>Please include the Bruce Freeman Rail Trail in the draft Long Range Transportation Plan</p>	2/27/2011
Wendy Wolfberg		<p>It is critically important to support the Bruce Freeman Trail now. It provides a critical service in supporting community diversity as anyone spending any time on the trail can see. In these days of multiple cultures in every town, a neutral area to support positive and friendly interaction is critically important to the long term health of each community the trail touches. In addition to its community building aspect, it is also a critically safe place for recreational activity in our increasingly sedentary culture. It is safe for mothers with small children, for young kids on their own, for young people, older citizens, even seniors have a safe and accessible place to exercise and connect with their communities.</p>	2/27/2011

**Paths to a Sustainable Region Needs Assessment Feedback
February 22 - March 3, 2011**

NAME	AFFILIATION	FEEDBACK	DATE
Brett Peruzzi	Friends of the Bruce Freeman Rail Trail	As a Framingham abutter of the proposed Bruce Freeman Rail Trail, I am an enthusiastic supporter of this project. I hope you strongly consider prioritizing this project high on your list for helping develop the sustainable transportation needs of the Metrowest area. This trail would provide a vital corridor for walking, biking, and other forms of personal transportation to many key points of interest and commerce, educational, and cultural facilities. Thanks!	2/27/2011
R Bradley Potts	Citizen, Westford, MA	Please support the Rail Trails. I would bicycle to work every day, if I had a safe route there. I would bicycle into Boston and Cambridge just for recreation if there was a safe route there. These Rail Paths are a wasted commodity at this time, and could be vitalized and utilized with support from the state.	2/27/2011
Sharon Mastenbrook	Citizen of Maynard (formerly Concord)	Traffic going out of the area served by the Bruce Freeman Rail Trail is at gridlock during rush hours no matter how you need to leave the area. There are not enough pathways to Boston and Lowell. Completing this rail trail as soon as possible will reduce the carbon footprint from autos in the area because some drivers will be able to have safe access to a transportation corridor via bicycle, have a faster commute and reap all the personal, community and environmental benefits of cycling rather than driving. Please make this already partially completed project an immediate priority. Thank you.	2/27/2011
Susan Brooks		With the price of gasoline hitting such high rates I vote Paths to a Sustainable Region Transportation should be a priority. I will be using the Bruce Freeman Trail for errands and riding a bike is safer there. I can shop and go to the post office and myTown Hall easily. My family uses the trails for recreation and to exercise. I'm on disability now and need to maintain my health. The government should help us travel easier and safer without cars because there is not any private funding for this type of project. It is good for the people but there is no money making involved.	2/27/2011
Barbara Pike		The Bruce Freeman Rail Trail would provide off-road non-motorized access to commuter rail stations, school, shopping centers, and recreation facilities. It should be included for construction funding.	2/27/2011
Pat Wallace		As someone with past involvement with the New England Futures Project and efforts to promote more regional thinking in CT, I am writing to share a small story that I think is indicative of why young adults are heading for other places. I have a 23 year-old daughter who recently took a job in Lexington, lives in Somerville, and would like to do things in Boston on the weekends. Because the Red Line shuts down at midnight, it is cheaper for her to take a \$20 bus to go to NYC for the weekend to be with friends than to pay for cabs to get back to Somerville from Boston on weekend nights. No new construction is required to fix this problem. Young folks with choices to make won't stick around for a city that closes its transit system down at midnight.	2/27/2011
Unidentified		Lets get these trails built so that I can enjoy them before I am too old to use them	2/27/2011
Judith Artley	Resident of Framingham, Bruce Freeman Rail Trail, Sudbury Valley Trustees, New England Wild Flower Society	I urge you to assist in every way (permitting, funding, etc, etc.) for the development of the Bruce Freeman Rail Trail. The Trail will be be valuable to me and others for safe, accessible transportation by foot and bicycle. I can leave my car at home and have a convenient path to get to work, library, shopping and other destinations. Minimizing the use of gas-powered vehicles improves air quality and eliminates noise. Thanks for including the rail trail in the plan.	2/27/2011
James Weaver		Rail trails are mainly recreational. Basic transportation infrastructure should have a much higher priority.	2/27/2011

**Paths to a Sustainable Region Needs Assessment Feedback
February 22 - March 3, 2011**

NAME	AFFILIATION	FEEDBACK	DATE
Pat Brown	Citizen	<p>The metrobostoncommondata.org information on walkways is, to my direct knowledge, out of date for my community (Sudbury). I have frequently walked on walkways beside roads which the GIS map indicates have no walkways.</p> <p>The data displayed on the GIS map is attributed to MAPC. I do not know how the data is verified, or whether it is (supposed to be) periodically updated.</p> <p>The need to expand walkway coverage may be perceived as more urgent in communities that delay updating their sidewalk inventory, since they appear to have fewer walkways than they actually have. Does this create a perverse incentive to delay reporting? If pedestrian accommodation funding is targeted to communities where the need is greatest, does the community that reports--rather than constructs--the fewest walkways win?</p> <p>I hope this is not a factor; if it is, I hope the revised walkway process devised as part of the Long Range Transportation Plan can address it.</p>	2/25/2011
Donna DeAngelis and Eric Holm		<p>I live in Concord MA and read the article in the Concord Journal asking residents to give comments on the Regional Plan allocations. I was pleased to read that the state was prioritizing funds and allocating them with the best outcome in mind. I live near the commuter rail station and take the train frequently into Boston over the past 20 years. I would take it even more often if we were investing more in the support and maintenance of the equipment. I have been stranded on several occasions in the past year due to disabled trains. At least two times, I've needed to take a cab home from Boston because the delays were several hours.</p> <p>I recognize that recreational investments, like the Bruce Freeman Rail trail are important, but investing in the maintenance of our basic public transportation infrastructure is even more important. I appreciate the fact that you realize our current system is in dire need of support.</p> <p>Although I'm sure you are getting a significant amount of pressure to do otherwise by pockets of people who support the rail trail , be assured that the majority of us would prefer that we address these basic needs first.</p>	2/25/2011
Ernest Stern		<p>I am very much in favor of the Bruce Freeman rail trail. It will provide me with a safe means to bike to west concord to shop, dine, etc while giving me the exercise my doctor has prescribed for me. I am 82 years old, in good health, and would love to see the trail come to fruition before I die.</p>	2/25/2011
Beth Logan		<p>I came to your site to comment on the need for alternative transportation routes like rail trails and trains. I decided to take the survey, but it has a missing answer. Alternative transportation is another way to cut green house emissions, but this wasn't a choice. My husband and I do a significant amount of our non-snow weather traveling via bicycles. You'll get more of this as the state offers safer routes for walking and biking. Also, these paths are less costly than roads and need fewer repairs.</p> <p>While I am all for repairs on existing roads, I am in support of new projects being non-motorized vehicular, like rail trails and trains.</p> <p>Living in Chelmsford, I am in support of extending (ie, finishing) the Bruce Freeman Rail Trail and extending the Lowell commuter rail into NH with a stop in Chelmsford.</p>	2/24/2011
Pat Brown	Citizen	<p>1) Does the draft LRTP incorporate the data and analysis, and address the recommendations, of the 2007 Massachusetts Transportation Finance Committee reports? These are posted here: http://www.eot.state.ma.us/default.asp?pgid=content/tfc_contact&sid=contact</p> <p>2) The Needs Assessment includes a "No Build" scenario--but it does not explicitly outline the results of a "No Maintain" scenario. It's easy to dramatize the effects of building something; it's less easy to understand the actual expected results of a failure to maintain. Further, it's easy to dramatize the cost of catastrophic (but very unlikely) failure; it's less easy to understand the cost of degradation of the infrastructure--the cumulative costs of de-rating a bridge, or closing a travel lane, or reducing rail loads and speeds to maintain safety on an aging infrastructure. We are (correctly, in my opinion) focusing on maintenance of existing facilities. The Needs Assessment should include a realistic look at how we expect mobility in the region to be reduced if we choose not to invest in maintenance.</p>	2/22/2011