

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects and Plan Chapters - July 21, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Stephen Winslow	Bike to the Sea, Inc.	The MPO should fund the Northern Strand Community Path rather than the Route 1 widening. The Northern Strand can serve the same purpose, will cost less, have less environmental impact, and greater health benefits. It has the potential to attract more users than the Minuteman because of the adjoining population densities.	7/15/2011
Pat Brown	Sudbury resident	Commends the MPO on the draft "Livability and the Environment" chapter. It is unclear how the MPO determines if a path is for recreation or transportation. This is important because a path for transportation may reduce emissions, while a recreational path may not. Trail counts should be conducted in summer and winter in order to understand if the trail is being used for transportation purposes. Both capital and operation expenses should be tracked in the LRTP to allow better comparison of projects. The discussion for Figure 5-16 should explain what constitutes transit and the appropriate level of service relative to population density. Recent breakdowns on the MBTA system highlight the need for more maintenance expenditures. A discussion of the trade off between maintenance and expansion should be included. Table 5-2 does not define community type, pedestrian coverage, or bicycle coverage, nor does it indicate the source of data or when it was collected. Bicycle plans developed by MAPC and MassDOT are fiscally unconstrained. The MPO should communicate through its public outreach the fiscal constraints imposed by the federal process.	7/18/2011
Unidentified	Boston resident	Bus Rapid Transit (BRT) is a subpar transportation option. The MPO should build light rail and heavy rail systems rather than BRT. Supports extending the Orange Line through Boston to Route 128.	7/19/2011
Michael J. Lang	East Braintree Civic Association	MassDOT is proposing a new Fore River Bridge 28 stories high with a 250 foot channel clearance. This is too large for the shipping needs and will negatively affect the community. A bascule bridge will be cheaper, built faster, and more accommodating to commuters and boaters. It will be cheaper to maintain and better to look at. The "Type Study" conducted by MassDOT should be available. The funding for the project should be withheld until the public can review this study.	7/9/2011
Lydia Rogers	Wildlife Passages Task Force, Concord	Suggests the Plan include a dictionary of acronyms. Recommends the Plan include a discussion of strategies to mitigate wildlife impacts. Wildlife underpasses save animals, preserve movement corridors, and improves safety for drivers.	7/7/2011
Fred Moore		Dissatisfied that the Blue Line to Lynn has not been built.	7/6/2011
Anne Lee		Supports construction funding for the Assabet River Rail Trail (Acton-Maynard-Stow section).	7/4/2011
US Rep. Niki Tsongas	US Congress	Supports the Assabet River Rail Trail and Bruce Freeman Rail Trail in the LRTP. Keeping these trails in the LRTP will ensure that necessary funding will be allocated for these trails. The federal government has pledged more than \$1.5 million in HPP earmarks, launching a partnership with the state and local communities to build the trails. It is important that the projects are brought to completion. Both trails have tremendous community and regional support. Both trails terminate at commuter parking lots and will be used by many communities as part of a multi-modal transportation model. Both trails advance economic development goals by providing connections to the town centers of Hudson, Maynard, and Marlborough.	6/30/2011
Jim Gallagher	Somerville resident	The Plan, as a "public" document, should be useful and accessible to that public. That means a document that is relatively short, which can be read in a few hours at most (50 to 100 pages with a lot of graphics). And it should be largely written in non-technical, jargon-free language. And as for the mix of specific projects to include I think that few projects should be listed beyond 2025. Instead there should be a commitment to fix already identified and prioritized needs, whether or not a specific "project" is already under design. To cite one example, there is currently no "project" under development to make improvements to the 128 Central area (I-90 to I-93) in spite of its current problems, and the hopes/plans for additional economic growth which will require more people to get to the corridor than currently do. Rather than ignoring this critical need (effectively saying nothing will be done in this corridor before 2035) the Plan should contain a commitment for improvements as they are identified, perhaps even including some very general allocation of a minimum amount that may be needed. And a commitment that in the time before the next Plan is developed there will be additional study to identify those fixes, with some slightly more specific costs that can then be included in the next Plan.	6/29/2011
Jonah Petri	Somerville resident	Concerned about the draft set of projects in the LRTP. Directing 85% of money toward highway expansion and reinforcement is counter to the stated goals of the LRTP. The LRTP should be addressing environmental justice, increasing use of low-carbon transportation modes, and most importantly, preserving a livable climate for our children. More paths are needed instead of massive highway investment.	6/27/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects and Plan Chapters - July 21, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Mike Gowing	Acton Board of Selectmen	The Town of Acton thanks the MPO for keeping the Assabet River Rail Trail and Bruce Freeman Rail Trail projects in the draft LRTP and asked that they remain in the final LRTP. Keeping the ARRT in the FFY 2016-20 timeband and the BFRT in the FFY 2021-25 timeband reflects Action's priorities with respect to these projects. The Town of Acton is committed to the completion of both trails and counts on the continued support of the MPO.	6/16/2011
Ed Beauchemin		Supports construction funding for the Assabet River Rail Trail (Acton-Maynard-Stow section). The Rail Trail will provide access between the Acton MBTA station and many businesses in the area. It will provide a safe path for commuters, walkers, joggers, bicyclists and other users, instead of using the busy streets. I encourage you to start the construction of this project as soon as possible.	6/21/2011
Carolyn Stock		Supports construction funding for the Assabet River Rail Trail (Acton-Maynard-Stow section).	6/21/2011
David Mark	Assabet River Rail Trail	Supports construction funding for the Assabet River Rail Trail (Acton-Maynard-Stow section). This part of ARRT will provide for safe, off-road commuting among the towns and the railroad station in Acton. Currently, non-car commuting is alongside Route 27, a busy road with narrow shoulders and in parts no sidewalks. I have been volunteering on ARRT projects since 2000.	6/21/2011
Stephen Wagner	Maynard resident	Supports construction funding for the Assabet River Rail Trail (Acton-Maynard-Stow section). I use the very short section in Maynard that has been cleared; the mulch between the rails is a great walking surface. If the trail were complete to South Acton, I'd use it regularly to walk to the commuter trains I use daily.	6/21/2011
Debra Mercurio		Supports construction funding for the Assabet River Rail Trail (Acton-Maynard-Stow section).	6/21/2011
Sara Hartman	Maynard resident	Supports construction funding for the Assabet River Rail Trail (Acton-Maynard-Stow section). The available public recreation space, especially in Maynard, is very limited and there are many Maynard residents who are eagerly supporting and waiting for a rail trail that will open up new possibilities in this area. The roads are not very safe for biking and the traffic has gotten increasingly heavy in the last 10 years. Any support you can give to this project would be greatly appreciated.	6/21/2011
Johanna MacAloney		Supports construction funding for the Assabet River Rail Trail (Acton-Maynard-Stow section). This project has been ongoing for more than 15 years and needs to be completed. The Acton and Maynard sections are likely to be the most heavily used portions of the trail. Delays in trail construction are only leading to higher overall costs. This is an important project for our communities and for the health of the environment.	6/21/2011
Charlie Flammer		Supports construction funding for the Assabet River Rail Trail (Acton-Maynard-Stow section). Like other areas that have developed bike paths, it will transform the towns by injecting a vitality into the area, as people make use of it to improve their health, and find ways to be active with others.	6/20/2011
Richard J. Fallon	Assabet River Rail Trail	Supports construction funding for the Assabet River Rail Trail (Acton-Maynard-Stow section). The part completed so far is excellent and well used.	6/20/2011
Lucille Spera		Support funding for the Assabet River Rail Trail completion. We so want to ride for miles from Marlboro through Hudson and Stow and on to Maynard...Sudbury...Concord...Let's connect it all for us and for our kids.	6/20/2011
Neal Silverman		Supports funding the Assabet River Rail Trail as quickly as possible.	6/20/2011
April Lowe		Supports construction funding for the Assabet River Rail Trail (Acton-Maynard-Stow section). The rail trail currently is a wonderful place for my family and I to walk and ride bikes. It needs funding for the continuation and lengthening of the trail and to make it more of a draw for bikers from around the state. Please fund this wonderful trail.	6/20/2011
Chris Spear	Assabet River Rail Trail	Supports construction funding for the Assabet River Rail Trail (Acton-Maynard-Stow section). My teenage son was able to use the dirt road to bike around our town of Stow and into Maynard without having to ride his bike on the busy Rt. 62 and 117 roads. It would save me at least a mile when biking to Maynard, Sudbury, and beyond. I am the Bicycling merit badge counselor, and I could plan more rides, and safer rides if the ARRT was completed between Marlborough and Acton.	6/20/2011
Priscilla Ryder	City of Marlborough Conservation Officer	Supports construction funding for the Assabet River Rail Trail (Acton-Maynard-Stow section). The trail is such an asset in Marlborough and Hudson and we would love to see the trail continue to it's full length of 12 miles from Marlborough to South Acton train station. This is a great non-motorized transportation corridor and is an asset to our region. Please be sure this funding remains in the plan.	6/20/2011
Rebecca Arsenault	AECOM and Hudson resident	An avid user of the rail trail systems and local resident, I am a strong supporter of the 2011-2035 Long Range Transportation Plan of "Paths for a Sustainable Region" for road, bridge and bike trail projects. Please consider the continuous development of these projects to enhance our future as a sustainable region.	6/20/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects and Plan Chapters - July 21, 2011

NAME	AFFILIATION	FEEDBACK	DATE
John E. McNamara	Maynard resident, ARRT member	Supports construction funding for the Assabet River Rail Trail (Acton-Maynard-Stow section). I think that it would provide construction jobs and stimulate the economies of Stow, Maynard, and Acton. Last, but by no means least, it would get sedentary senior citizens like myself out on our bikes for healthy exercise!	6/19/2011
Sarah Johnson	Hudson resident	Supports construction funding for the Assabet River Rail Trail (Acton-Maynard-Stow section). The trail has added enormous value to the Hudson and Marlborough area and would greatly benefit by the expansion. The trail adds value to our homes and our livelihood. I often run on the trail by myself and then walk with my kids later in the day. We love to watch the others who are enjoying the trail as well, especially during the nice weather. The trail promotes exercise as well as adds value to the community as a whole.	
Richard Gelpke	Hudson resident	Supports the Assabet River Rail Trail project. I am a long time user (and before I retired) worked closely with AART. The rail trail is a tremendous asset to the Towns. I walk and bike it a lot in the summer (I am away in the winter) and I see a lot of people, especially younger ones now on the trail. It is a great way for families to be together--there is precious little of it happening now. It is also a great place to exercise, see the countryside and just plain enjoy the out-of-doors. Please do keep this a very high priority in your planning and funding process.	6/19/2011
Jezanna Gruber		Supports funding for the Assabet River Rail Trail through Acton, Maynard and Stow. I would use this trail frequently, along with the rest of my family. It would be lovely to be able to bike safely to Maynard instead of driving.	6/19/2011
Kathie Larsen		Supports construction funding for the Assabet River Rail Trail (Acton-Maynard-Stow section). This is valuable both for recreational purposes and commuting. With limited parking in S. Acton for non-Acton residents, this path allows us to ride bikes for our commute into Boston - both environmentally wise, and good for the exercise.	6/19/2011
Mary Hunter Utt	Assabet River Rail Trail	Supports the Assabet River Rail Trail. It is an important linkage for 5 communities, offering opportunities for recreation and commuting.	6/19/2011
Duncan Power	Assabet River Rail Trail	Supports completing the Assabet River Rail Trail (Acton-Maynard-Stow section) as soon as possible. The short, direct connection between commuter rail, Maynard business center, and Stow residences will benefit the economy.	6/19/2011
Michael B. Duclos	Assabet River Rail Trail	Supports construction funding for the Assabet River Rail Trail (Acton-Maynard-Stow section). Stow is perhaps the most isolated, beautiful and utilitarian section since it avoids travel on high traffic roads (117/62 or Hudson Rd) and passes between the Assabet River and National Wildlife Refuge, connecting major housing developments to downtown Maynard and South Acton Rail Station. It is difficult to imagine a higher leverage use of public dollars, in return for reduced automobile traffic, higher quality of life and fitness, and quiet access to a beautiful corner of Stow. Stow Town Meeting has enthusiastically and nearly unanimously voted financial support for this project for the obvious value it presents. Feel free to contact me for more 978-793-3189.	6/19/2011
Richard Denio		Supports the Assabet River Rail Trail. Trails provide more than just a place for healthy exercise they also encourage a sense of community among the users and economic benefit support to the towns they pass through. They must be of sufficient length, at least 12 miles, to attract a good number of cyclists and pedestrians. All successful trails are of a good length.	6/18/2011
Tom Kelleher	Assabet River Rail Trail, Inc.	Supports keeping construction funding for the Assabet River Rail Trail project (Acton-Maynard-Stow) in the 2016-2020 time slot of the LRTP, if not sooner.	6/18/2011
Tom Yardley	Medical Academic and Scientific Community Organization, Inc. (MASCO)	Commends the MPO for developing the Needs Assessment of the LRTP and comments on needs of the Central Area of the MPO region and the Longwood Medical Area (LMA). Supports including the Urban Ring as an Illustrative Project in the LRTP and notes that the Needs Assessment identifies the need for additional circumferential transit services in the Central Area. Requests that the Needs Assessment note that the LMA is not directly served by the commuter rail, further contributing to the need for improved circumferential transit, and that Yawkey Station does not have full rush hour service, requiring riders destined for the LMA to travel into Boston and then outbound again. MASCO is pleased about the upgrades to Yawkey Station. The Needs Assessment should note that further schedule changes are still needed to ensure that additional trains can be scheduled to stop when the station is rebuilt.	6/14/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects and Plan Chapters - July 21, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Michelle Ciccolo	Minuteman Advisory Group on Interlocal Coordination (MAGIC)	MAGIC's priority projects for the LRTP are: the Assabet River Rail Trail (Acton-Maynard-Stow, and Hudson-Stow segments); Bruce Freeman Rail Trail Phase 2A, 2B, 2C, 2D; and Concord Rotary. Requests that the Assabet River Rail Trail Phase 2 be programmed in the earliest available time band of the LRTP so that earmarked funds can be accessed for the remainder of design for the two-mile Track Road section of Stow. Also requests that all phases of the Bruce Freeman Rail Trail be programmed and that Phase 2B be coordinated with the Concord Rotary project. Also supports siting a multimodal transportation facility near Weston/Waltham along the Route 128 corridor and programming funding for it in the the LRPT as soon as feasible. (Letter also included comments on the TIP and UPWP. MAGIC's TIP priorities are: Crosby's Corner; Middlesex Turnpike Phase 3; and Minuteman Bikeway Extension.)	6/14/2011
Rep. Carl Sciortino; Rep. Denise Provost; Sen. Patricia Jehlen; Sen. Kenneth Donnelly	State Representatives and State Senators	Support the Green Line Extension to Route 16 project.	6/15/2011
Rep. James Dwyer; Rep. Jay Kaufman; Sen. Kenneth Donnelly; Sen. Patricia Jehlen	State Representatives and State Senators	Wrote (in regard to TIP programming) to express their support for the New Boston Street Bridge and Montvale Avenue projects in Woburn. The projects would enhance public safety, quality of life, and economic development in the City of Woburn and surrounding areas.	6/14/2011
Jim Nigrelli	Sudbury resident	The two rail trail projects listed in the draft LRTP are estimated to cost nearly \$54 million. Furthermore, according to the plan, the \$54 million does not include Phase 2B of the Bruce Freeman Rail Trail, which is part of the Concord Rotary/Route 2 project. At over \$4.5 million dollars a mile, the costs of these recreational trails will have little benefit to the transportation needs of the metro-west area compared to other, true transportation projects. For example, the recent expansion of CSX's rail facility in Worcester, will create improved freight service for businesses and improved service for commuters along the Worcester/Framingham line to Boston's South Station. At a cost of \$100 million, the CSX expansion will have far greater impact on congestion mitigation and air quality improvement than \$54 million spent on eleven miles of bike paths in the suburbs of Boston. With limited funds, the MPO should prioritize true transportation projects over those that are recreational and non-essential.	6/13/2011
Daniel A. DePompei	Sudbury resident	Compliments the MPO on maintaining a realistic long-range schedule/plan for the Assabet River and the Bruce Freeman Rail Trails. The Assabet is at a stage of maturity and acceptance that deserves inclusion in the long-range transportation plan. The Bruce Freeman does not enjoy this maturity. The Bruce Freeman does not belong on the current long- range plan for the following reasons: 1) The Towns along the currently proposed route for the Bruce Freeman are not united in a concept for the trail, 2) the Bruce Freeman creates significant, unresolved environmental, wildlife and small business conflicts along the proposed trail route, 3) there are no quantified transportation benefits applicable to the trail, and 4) future phases of the proposed trail (south Sudbury & Framingham) require additional real property purchases from CSX, the current owner. Who should purchase this property and how the purchase would be funded are problems requiring resolution prior to any additional planning for the Bruce Freeman.	6/12/2011
Martin Ferguson	Arlington resident	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16. This would be very convenient for East Arlington residents by the Medford line to travel to the hospital area in Boston.	6/9/2011
Robert Gentile	Regional Transportation Advisory Council/ Freight Committee	The Framingham 126/135 Grade Separation project is a waste of money if it is seen only as a highway modernization project. This project should be designed to benefit passenger and freight rail as well. This would involve grade separation of rails crossing 135 as well as those crossing 126. Otherwise, it will only speed up traffic going through downtown Framingham without making downtown a more desirable destination. A number of downtown merchants agree with this assessment.	6/8/2011
John Akers	Stow resident	Supports programming the Assabet River Rail Trail in the LRTP. Considerable local funds have been spent on right-of-way acquisition. Acton, Maynard, Hudson, Marlborough, and Stow are working together in a process that will promote and improve pedestrian and bicycle use, and increase fitness.	6/14/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects and Plan Chapters - July 21, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Pat Brown	Sudbury resident	Concerned that the inclusion of the Bruce Freeman Rail Trail (Acton, Concord) in the 2021-2025 period of the LRTP does not state explicitly that the two segments are disjoint. The failure to include the Route 2 crossing leaves trail users from Acton with no safe passage to Concord; users from Concord cannot safely arrive at Acton, for the same reason. The Route 2 crossing (606223) of the trail must be included in the cost estimate and in the project description, or the trail does not provide safe access to public transportation at the West Concord commuter rail station for users from Acton and points north. Preliminary estimates for the Route 2 crossing, which has not reached 25% design, are currently \$6 million (see project 606223 in the MassDOT PROJIS database). Requests that these costs be included in the estimates for the Bruce Freeman Rail Trail. Alternatively, the Plan should indicate that the proposed segments are disjoint and describe the provision for the safety of trail users until they can be connected.	6/10/2011
Sarah Hamilton	MASCO	The Longwood Medical Area is the largest employment center outside of Downtown Boston but has limited transit access. MASCO is grateful to the state for its support of transit improvements in the area. To support job growth in the LMA area continued collaboration is needed to plan for LMA's infrastructure needs. MASCO supports modeling incremental components of the Urban Ring Locally Preferred Alternative and selecting some low-cost components for the LRTP. Suggestions for modeling are: Ruggles Station Platform Improvements; Melnea Cass Boulevard center median busway; Montfort Street Corridor improvements; Albany Street bus lanes in Boston; short term cross-town bus service improvements to the LMA from Sullivan Station to JFK/UMass station; and an alternative LMA tunnel for long range BRT service. The MPO's Needs Assessment reinforces these suggestions. MASCO requests that the MPO include the Urban Ring as an Illustrative Project in the LRTP. By taking incremental steps to evaluate elements of Central Area transit improvements, such as components of the Urban Ring, the state will be in a better position to achieve greenhouse gas reduction goals in the future.	6/8/2011
Carole Wolfe	Sudbury Citizens for Responsible Land Stewardship	Expresses concern about the Assabet River Rail Trail and Bruce Freeman Rail Trail. The number of people who would use the trails for transportation verses recreation has not been determined. There is no verifiable measurement to prove that congestion mitigation or air quality improvement would result from these multi-million dollar investments. It is unrealistic to believe the the BFRT will have any quantifiable impact on relieving congestion at the Concord rotary or that unpaved, unlighted suburban trails will significantly improve the region's transportation. The timeframes for the trials should be extended ones so that more accurate measures to calculate commuter use can be developed to better assess cost-benefit. In addition to the construction cost, there will be costs to maintain the trails and communities don't always have the financial resources for maintenance. Building the trails will also have a cost to wildlife and wildlife habitat. A Sudbury wildlife study has determined that trail construction would have irreparable consequences for wildlife, especially through riparian zones that provide the greatest amount of wildlife diversity. Acton and Concord should also conduct wildlife studies to understand the impacts that the trails will have on wildlife.	6/13/2011
Resa Blatman and Stefan Cooke	Somerville residents	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction.	6/7/2011
Richard C. Walker III	Federal Reserve Bank of Boston	The Federal Reserve Bank supports the Silver Line Phase 3 and T Under D projects. These projects can make a real difference in the continued success of the emerging South Boston Waterfront, in the revitalization of Dudley Square, and in better meeting the job and transportation needs of Boston and Greater Boston residents.	6/6/2011
Alex and Ami Feldman	Somerville residents	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction. This will link a network of paths, help reduce car usage, encourage people to exercise, and build community.	6/5/2011
Winfred Kathy Martin and David L. Johnson	Somerville residents	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction.	6/3/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects and Plan Chapters - July 21, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Shoshana Gourdin	Somerville resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP in the same timeframe as the Green Line Extension.	6/3/2011
David B. Clarke		Supports the Bruce Freeman Rail Trail, Phase 2 in the FFY 2016-20 timeband of the LRTP. It is important to him as a biker who will use the trail for local transportation instead of using a car.	6/3/2011
Tara Urspruch		Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	6/2/2011
John Kyper	Sierra Club, Massachusetts Chapter	The Sierra Club supports the Green Line Extension to Route 16 and is dismayed that the MPO is considering dropping the final link of the extension, thereby permanently terminating the Green Line at College Avenue. A terminus at Route 16 is better suited to serve motorists driving from suburban communities, than is the College Avenue station, which would be accessed by foot or bus primarily. The extension to Route 16 is critical for the entire metropolitan region. If it is to become a success in enhancing the urban fabric by providing alternatives to the private automobile, it must be well-designed and -built from the start.	6/2/2011
Rick Kaufman		Supports the Green Line Extension to Route 16.	6/2/2011
Linda Given	Somerville resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction. The path will improve the quality of life, encourage exercise and recreation, and provide access to Boston.	6/2/2011
Marc Gabriel	Somerville resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction.	6/2/2011
Keith Fallon		Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	6/2/2011
Robert Cowherd		Supports the Rutherford Avenue and Sullivan Square projects in the LRTP, and references the bicycle safety aspect of the project. Proper infrastructure engineering is important for determining whether or not we travel by car or bicycle. People will reject the bicycle as a viable transportation alternative if there is not a safe, interconnected system for bicyclists.	6/2/2011
Susanna Barry	Somerville resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction.	6/2/2011
Mayor Michael McGlynn	Medford Mayor	Supports the Green Line Extension to Route 16. The mayor has requested over the years that the state define its proposed extension of the Green Line, analyze possible impacts, identify transit development opportunities while creating a plan to protect and preserve residential neighborhoods. It is premature to eliminate funding for the study while the MAPC Land Use Study is not complete. Supports preservation of residential neighborhoods in the Hillside while identifying opportunities for the expansion of the commercial tax base and creation of jobs. The Walking Court housing development could benefit from a public/private partnership to improve living conditions for seniors and providing a mix of uses. The redevelopment of the Whole Food's property should be evaluated to explore mixed use transit oriented opportunities.	6/1/2011
Jared Ingersoll	Medford resident	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16. The proximity of this station to several environmental justice communities in Medford and Somerville makes the location at Rt. 16 and Boston Avenue essential for providing quality transportation to this neighborhood. The terminus at College Avenue does not fulfill the Commonwealth's requirement to serve the neighborhood of Medford Hillside. Extending the line all the way to Mystic Valley Parkway will provide the best environmental benefits and will insure Massachusetts meets the requirements of the Clean Air Act. Not meeting this puts millions of dollars in federal highway money in jeopardy.	6/1/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects and Plan Chapters - July 21, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Loren Barcus	Somerville resident	Supports the Green Line Extension to Route 16. To not do this is short-sighted and not in the best interest of Medford, Somerville, or the Boston region.	6/1/2011
Enrique Tamayo		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Encouraging more bicycling needs to happen to address issues of obesity, energy, etc. Neighborhood connections to the MBTA stations will generate more users and economic development which will benefit the surrounding communities of Cambridge and Somerville and set a positive civic example.	6/1/2011
Nicole Stewart	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Ivey St. John	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Charlestown was promised a redesigned Rutherford Avenue and Sullivan Square once the Big Dig was done, and the current plan meets that promise and will end Charlestown's role as a regional commuter route.	6/1/2011
Matt Porter		Supports the Rutherford Avenue project.	6/1/2011
Sean Nyhan	Charlestown Resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Supports changing Rutherford Avenue from the current highway to a neighborhood boulevard, and adding green space and a bike path.	6/1/2011
Kate Namous		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. The project will improve neighborhood connections to the MBTA and give Charlestown better links to Cambridge, Somerville, and Everett.	6/1/2011
Andre Leroux	Massachusetts Smarth Growth Alliance	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction. This is a rare opportunity to transform connections across the region and turn a largely recreational trail system into a more functional one, safe and viable for commuters. Also supports the Green Line Extension to Route 16.	6/1/2011
Paul Morgan	Somerville resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction. The path will increase ridership on the Green Line. Many who would otherwise drive will use the path to commute to Boston. Air quality issues in the community and region are serious and without a change in thinking and leadership they are not going to get better.	6/1/2011
Janet C. Miller	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. The area is a blight on the neighborhood and hazardous, especially for bicyclists and pedestrians.	6/1/2011
William Messenger	Belmont resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction. The streets in this corridor are not safe for bicyclists. All people in the Greater Boston area would benefit from reduced auto traffic, lower health care costs, and improved air quality if the route were attractive, safe, and direct for bicycles.	6/1/2011
Darlene and Brian Matthews	Somerville residents	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction. The path will benefit tourists and the local community by reducing pollution and traffic, as well as by encouraging physical activity, safe non-motorized vehicle travel, and a lifestyle that supports local businesses by putting the consumers near the markets.	6/1/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects and Plan Chapters - July 21, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Sandra and Kevin Kelley	Charlestown residents	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. It will improve neighborhood connections to the MBTA stations and improve the surrounding communities of Cambridge and Somerville.	6/1/2011
Frank Hall	Everett resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Would like to see more bike friendly roadways.	6/1/2011
Diana E. Gilchrist	Somerville resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction. The path will allow her to bike, walk, or take the T to work, and it will improve quality of life and increase property values.	6/1/2011
Marji Gere	Somerville resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Supports connecting the new bicycle lanes on Washington Street in Somerville to the planned bicycle lanes in Charlestown.	6/1/2011
Sarah Freeman	Arborway Coalition	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. The Arborway Coalition supports improving neighborhood connections to MBTA stations throughout the region, and it promotes safety for all users: pedestrians, bicyclists, motorists, and residents.	6/1/2011
Rep. Carolyn C. Dykema	State Representative	Supports the Route 126/135 Grade Separation project in Framingham in the LRTP. It is important for five MetroWest Communities. Reliance on rail service is expected to increase given the significant economic activity in the region and the impending purchase of the rail line from CSX. The ability to meet this increased need will be constrained without a plan for addressing the longstanding concerns at the 126/135 intersection. Public safety at the intersection is also a concern. There is a high accident rate there which will only grow as rail service is increased.	6/1/2011
Kristine Daniel		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Regina Capozzi	Sotheby's Realty	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. It is important for the safety and well being of residents (the rotary is dangerous), would provide neighborhood access to MBTA stations, and improve the surrounding communities of Cambridge and Somerville.	6/1/2011
Maureen Barillaro	Somerville Climate Action	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. It is important for neighborhood connections to the MBTA stations and improving surrounding communities of Cambridge and Somerville. The future of transportation depends on low energy, high volume transport in urban environments.	6/1/2011
Emile Baker	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Would like more trees and better landscaping to decrease the noise on Rutherford Avenue.	6/1/2011
Rebecca Albrecht		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Roland Bartl	Town of Acton	Requests programming of construction funding for the Assabet River Rail Trail in the LRTP which will allow access to a federal HPP earmark. Alternatively, the MPO should find another way or formula with the FHWA that will allow the ARRT communities to access the HPP earmark.	5/31/2011
Jennifer Truong	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. The redesign of this area is vital to improve pedestrian and cyclist safety, improve access to public transportation and green space, and to cope with traffic volumes and speeds.	6/1/2011
Aaron Spransy	Brighton resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction.	6/1/2011
Brad Simas		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Joanne Samuelson		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Also supports the Green Line Extension to Union Square and neighborhood connections to MBTA stations.	6/1/2011
Mark Rosenshein	Chairman, Charlestown Neighborhood Council Development Committee	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. The Charlestown Neighborhood Council endorses the design concept. The community supports the improvements for pedestrian access, traffic flow management, reintegration of the MBTA stations with the community, a regional bike path, and increased community connectivity.	6/1/2011
Joe Rapoza		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects and Plan Chapters - July 21, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Daniel Pugatch	Somerville resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. The Sullivan Square rotary is dangerous. Suggests a footbridge for providing safer access for bicyclist and pedestrians around that location.	6/1/2011
Tanya Paglia	Somerville resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Lorna Murphy		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. It will improve the appeal of Charlestown, Somerville, and Cambridge. With improvements being made off Middlesex Avenue, it is critical that Rutherford Avenue and Sullivan Square be able to handle the increase in traffic and keep up with the look and feel of the area.	6/1/2011
Tim Maimone	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Bob Kindel	Somerville resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction. The Path will provide a safe way for students to get to school, tie together neighborhoods, provide commuting options, mitigate congestion, and increase MBTA ridership.	6/1/2011
Cynthia Gillham	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Peter G. Furth		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. This dangerous site can be transformed into a transit-oriented development, a safer arterial, and linear path with bike paths.	6/1/2011
Chandler Blake	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Supports continued bike improvements in Boston.	6/1/2011
Bathsheba Grossman	Somerville resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction.	6/1/2011
Steven Ozer	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. This is vital to make the gateway to Boston more attractive and accessible. It would improve alternative transportation options.	6/1/2011
Christopher Collier	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. These projects will enhance community and business development in Charlestown, Cambridge, and Somerville, improve access to the MBTA Orange Line, encourage multimodal transportation, and improve regional equity by benefitting the residents of the Mishawum Park housing development.	6/1/2011
Robert teDuits		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Carl Jahn	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Nathan Blanchet	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Reconstruction is needed for safety, traffic flow efficiency, and neighborhood-friendly economic development.	6/1/2011
Tai Dinnan	Somerville resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Wendy Landman	Executive Director, WalkBoston	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Would provide greatly improved multi-modal transportation options to residents and employees of nearby Boston, Somerville, and Cambridge neighborhoods.	6/1/2011
George Ulrich		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. On behalf of the Boston Cyclists Union and Rozzie Bikes, supports the neighborhood connections to the MBTA stations and improvements to surrounding communities.	6/1/2011
Holger Zwickau	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Jurgen Weiss	Somerville resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction. Creating a cycling infrastructure will have a tremendous positive impact on the energy footprint of the region.	6/1/2011
Kristin Valdmanis	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Noel Twigg		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. It is an important link for the surrounding neighborhoods and much used by bikers, pedestrians, and those accessing MBTA stations.	6/1/2011
Brian Thomas		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Annette Tecce	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. These roadways are hazardous for pedestrians, bicyclists, and cars.	6/1/2011
Daniel Shugrue		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects and Plan Chapters - July 21, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Gerald Robbins	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. It is critical to providing bicycle and pedestrian access to Sullivan Square Station and other parts of Boston, Somerville and Cambridge. It will improve traffic flow, especially when Assembly Square is realized.	6/1/2011
Anthony Reidy	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. These projects will complete the transformation of Charlestown and preapre the way to link it to Assembly Square in a seamles beautification of the neighborhoods. It will make a proper entry to the city for people coming off I-93 or Route 99.	6/1/2011
Louise Ambler Osborn	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. The Sullivan Square rotary is dangerous for drivers, bicyclists and pedestrians.	6/1/2011
Sarah Newlin	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. It is vital to the continued improvement of residential neighborhoods of Charlestown, Cambridge, and Somerville, and it will improve safety.	6/1/2011
Cory Mian	Somerville resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. This corridor is a major connector for the region. It has suffered from under-investment and is in need of state resources. The surrounding area is ripe for development.	6/1/2011
Nicholas Mian	Somerville resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. This area of Boston has untapped development potential.	6/1/2011
Kateri McGuinness	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. It will improve connections to MBTA stations and enhance quality of life in surrounding communties.	6/1/2011
Anthony A. McGuinness		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. It wil create connections to the MBTA an Sullivan Square and Community College making the MBTA more accessible.	6/1/2011
Linda Lintz		Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction.	6/1/2011
Liz and Chuck Levin	Charlestown residents	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Improvements would provide good vehicular, transit, bicycle, and walking access to Charlestown, and more open space. MBTA stations are currently difficult to access.	6/1/2011
Nate Leskovic		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
William Lamb	Chair, Design Review Committee, Charlestown Preservation Society	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. The project would improve traffic flow, pedestrian safety, access to MBTA stations, and the regional bicycle network.	6/1/2011
Cindy Kimball		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Kate Kennen	Co-Chair, Friends of Sullivan Square	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Improvements would provide alternate modes of transportation, increased access to the MBTA, and new green space. It will benefit Somerville, Cambridge, and Everett.	6/1/2011
Doug and Leigh Hurd	Charlestown residents	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Ideally it will include neighborhood connections to MBTA stations and improving the surrounding areas of Cambridge and Somerville.	6/1/2011
Burton Holmes	Somerville resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction.	6/1/2011
Justin Hildebrandt	Somerville resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction.	6/1/2011
Alex Gershaw	Malden resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. It is an important corridor for travel to and from Boston, Charlestown, Somerville and Everett. The state should soon renovate the Alford Street Bridge on Route 99 in Everett and resurface Route 99 and Beacham Street in Everett. The Rutherford/Sullivan improvements will dovetail with these projects.	6/1/2011
Karen and Justin Ferguson	Charlestown residents	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Current traffic patterns in the area area untenable and it is dangerous to cross the rotary on foot.	6/1/2011
Jeanine Jenks Farley	Somerville resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP in the same time frame as the Green Line Extension. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction.	6/1/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects and Plan Chapters - July 21, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Glen Fant and Anne-Marie Wayne	Medford residents	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP in the same time frame as the Green Line Extension. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction. The Path will add to the commercial benefits of the Green Line Extension funneling foot and bicycle traffic from as far away as Lexington.	6/1/2011
Debbie Collier	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. It will improve traffic and enhance community and business development in Charlestown, Cambridge, and Somerville, and it will improve access to MBTA Orange Line stations.	6/1/2011
Amy Branger	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Charlestown has had to bear the brunt of Central Artery construction impacts and it's time to reclaim Rutherford for the community.	6/1/2011
Blythe Robertson and Mary Perkins	Charlestown residents	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Jean Bourguignon	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Ted Bach	Somerville resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction. Having strong mixed mode transit will help reduce dependence on cars and increase MBTA ridership.	6/1/2011
Nancy Arents	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. The area is unsafe for pedestrians and an eyesore.	6/1/2011
Neil and Ivy Ahluwalia		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Patrice Kastenholz	West Medford resident	Supports Green Line Extension to Route 16 and would prefer that it go farther to West Medford center.	5/31/2011
Elizabeth Bolton	Medford resident	Supports full funding for the Green Line Extension to Route 16. It is inexcusable to leave the neighborhood beyond Tufts without subway access. Subway access is critical due to roadway congestion, air pollution, and rising fuel costs. It will make the neighborhood more vibrant.	5/31/2011
Justin Ashton	Citizen / Resident of Somerville	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/31/2011
Laura Solano	Medford Resident	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/31/2011
Judith Siegel	East Arlington Resident	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/31/2011
Conor McKenzie	Unidentified	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/31/2011
Alex Bilsky	Arlington resident	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/30/2011
R. P. Marlin	East Arlington resident	Supports Option 1 of the proposed LRTP Investment Strategies and the Green Line Extension to Route 16. Looks forward to biking to new Green Line station to reduce car use, the reduction of traffic along Route 16, the Mass. Ave. area becoming more bicycle and pedestrian friendly, seeing more businesses attracted to the area, and residential areas revitalized.	5/29/2011
John Reinhardt	Unidentified	Supports Green Line to Route 16.	5/29/2011
David von Schack	Unidentified	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/28/2011
Jeanie Tietjen	Arlington resident	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/27/2011
Chris Nitche		Supports the Green Line Extension to Route 16. The Mystic River area has existing pathways that make this a natural corridor for pedestrian and bicycle traffic. It makes sense to connect the Green Line to this corridor.	5/27/2011
Carolyn Montello		Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16. The project is a legal commitment of the Commonwealth and the hallmark of GreenDOT. It should be the centerpiece of the LRTP. This is a chance to revitalize Medford and provide sustainable transportation.	5/27/2011
John McKenna	Arlington resident	Supports the Green Line Extension to Arlington.	5/27/2011
Julie Marcal	Arlington resident	Supports Option 1 of the proposed LRTP Investment Strategies and the Green Line Extension to Route 16.	5/27/2011
Robert Lemp	Arlington resident	Supports Option 1 of the proposed LRTP Investment Strategies and the Green Line Extension to Route 16.	5/27/2011
Meryl Becker	East Arlington Resident	Supports Option 1 of the proposed LRTP Investment Strategies and Green Line Extension to Route 16.	5/27/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects and Plan Chapters - July 21, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Ted A. Adams	Medford Resident	Supports Green Line to Route 16.	5/27/2011
Julia Malik	Arlington resident	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/27/2011
S. Riley Hart	Arlington resident	Supports Green Line to Route 16.	5/27/2011
Christine Gorwood	Unidentified	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/27/2011
Sarah Endo	Unidentified	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/27/2011
Kaitlyn Wong	Somerville resident	Supports the Green Line Extension to Route 16.	5/26/2011
Lynne Weiss	Medford Hillside resident	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16. The extension is vital to reachign the customer base who will benefit from the extension and cut down on traffic pollution. It will also allow more people to reduce driving by providing access to shopping and businesses located at and near Route 16.	5/26/2011
Alison Walcott	Medford resident	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16. The project is a legal commitment of the Commonwealth and the hallmark of GreenDOT. It should be the centerpiece of the LRTP.	5/26/2011
Greg Venne	West Medford resident	Supports the Green Line Extension to Route 16. This will help reduce the growing congestion of Routes 93, 16, and 60, and on the McGrath and O'Brien highway, and all secondary roads in Medford, Somerville, and Cambridge.	5/26/2011
Lawrence Sodano	Medford resident	Supports the Green Line Extension to Route 16. A station a Route 16 will connect transit to a larger population than a terminus at College Avenue, and it will draw riders from West Medford, West Somerville, and Arlington. It will relieve traffic congestion on Alewife Brook Parkway. A terminus at College Avenue would result in more traffic congestion on Boston Avenue.	5/26/2011
Franklin J. Schlerman	Medford resident	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/26/2011
Michael Sandler	Arlington resident	Supports the Green Line Extension to Route 16.	5/26/2011
Nancy Salzer	East Arlington resident	Supports Option 1 of the proposed LRTP Investment Strategies and the Green Line Extension.	5/26/2011
Vaughan Rees	Medford resident	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/26/2011
John Murphy	Medford resident	Supports the Green Line Extension to Route 16. If resources were available, the line should go to Route 128.	5/26/2011
Jim Moodie	Medford resident	Supports the Green Line Extension to Route 16. It will provide access to more riders and prevent potential traffic gridlock if the line were to terminate at College/Boston Avenues. A long term vision is required. Keep Boston a leader in mass transit.	5/26/2011
Peter Micheli	Medford resident	Supports the Green Line Extension to Route 16. It wil reach thousands more commuters in West Medford and Arlington. It would be short-sighted not to extend the line.	5/26/2011
Nancy Lincoln	Medford resident	Supports Option 1 of the proposed LRTP Investment Strategies and the Green Line Extension to Route 16. The Extension is essential.	5/26/2011
Thomas W. Lincoln	Medford resident	Supports the Green Line Extension to Route 16. It is a legal commitment of the Commonwealth and it is an investment in a sustainable future.	5/26/2011
Michael Lambert	Medford resident	Supports Green Line Extension to Route 16. The project would make downtown Boston and Somerville accessible to Medford residents by transit and take cars off the road.	5/26/2011
Unidentified		Supports Green Line Extension to Boston Avenue in Medford.	5/26/2011
Daniel J. Jacob	Medford resident	Supports Option 1 of the proposed LRTP Investment Strategies and Green Line Extension to Route 16.	5/26/2011
John Hoppe	Arlington resident	Supports Option 1 of the proposed LRTP Investment Strategies and Green Line Extension to Route 16.	5/26/2011
Lois Grossman	Medford resident	Supports Green Line Extension to Route 16. It should be the centerpiece of the LRTP. Supports efforts toward sustainable living and movement toward mass transit.	5/26/2011
Martin Fraser	Medford resident	Supports Green Line Extension to Route 16. Benefits will include reduction in traffic, improved public safety, improved quality of life, and improvement in parking.	5/26/2011
Rev. Dorothy Emerson	West Medford resident	Supports Green Line Extension to Route 16.	5/26/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects and Plan Chapters - July 21, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Erik Egbertson	Medford resident	Supports Investment Strategy 1, with Green Line Extension to Route 16. With rising gas prices, connection of neighborhoods to a subway line will be fundamental to ensure these communities thrive. State should focus on modes of transportation that are the most efficient. Light rail is a good investment. Challenges the MPO to also consider future projects to connect MBTA lines radially.	5/26/2011
Eileen de Rosas	Arlington resident	Supports Green Line Extension to Route 16. Better service to downtown Boston is needed.	5/26/2011
D. Carnevale		Opposed to funding the Green Line Extension. Prefers that monies be used to update and repair existing infrastructure. Questions how the extension will be maintained when the MBTA is in over \$8 billion of debt.	5/26/2011
Christine Bennett	Medford resident	Opposes spending on the Green Line Extension project as Medford has subway and bus routes already. Prefers that monies be used to repair potholes in all major roadways, improve existing bus/train service, update trains and buses to make them more eco-friendly, and improve handicap accessibility throughout the MBTA system.	5/26/2011
Sarah Beardslee		Supports Green Line Extension to Route 16.	5/26/2011
Elisabeth Bayle	Medford Hillside resident	Opposes the removal of the Green Line Extension to Route 16 from the LRTP. It should be put back into Phase 1 of the Green Line Extension project to make it more economical to build, less disruptive than a two phase project and closer to state's obligation to provide improved air quality, environmental justice, and opportunities for transit-oriented development.. The project to Route 16 fulfills the state's legal obligation to bring rail transit to Medford Hillside.	5/26/2011
Carol Band	Arlington resident	Prefers Option 1. Supports Green Line Extension to East Arlington.	5/26/2011
Debra Agliano	Medford resident	Supports Investment Strategy 1, with Green Line Extension to Route 16. Expanding public transportation is important due to increasing gas prices, overcrowding on roads, and harm to the environment.	5/26/2011
Jonathan Koopmann	Arlington Resident	Supports Green Line to Route 16.	5/26/2011
Naomi Slagowski	Unidentified	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/26/2011
Judy Kaplan	Unidentified	Opposes Option 1 of the proposed LRTP Investment Strategies and opposes the Green Line Extension to Route 16.	5/26/2011
Megan Allen	Resident of Medford	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/26/2011
Michael Adamian	Medford Hillside resident	Supports Green Line to Route 16.	5/26/2011
Bruce Kulik	Resident of Medford	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/26/2011
James McGinnis	Unidentified	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/26/2011
Zachary Atwell	Resident of Medford	Supports Green Line to Route 16.	5/26/2011
Andrew Griswold	Resident of Medford	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/26/2011
Maxim Weinstein	Unidentified	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/26/2011
Phil Goff	Co-chair, East Arlington Livable Streets Coalition	Supports Green Line to Route 16.	5/26/2011
Lindsay Leete	Resident	Supports Green Line to Route 16.	5/26/2011
Jan Nicholson	Resident (S. Medford)	Supports Green Line to Route 16.	5/26/2011
Alex Epstein	Somerville Bicycle Advisory Committee	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16. Would like to see the Somerville Community Path included as well.	5/26/2011
Mary Kaye	Medford, MA	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/26/2011
Scott Englander	Unidentified	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/26/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects and Plan Chapters - July 21, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Lauren H. Grymek	Executive Director, South Boston Seaport Transportation Management Association	Requests that the MPO model the Silver Line Phase 3 and T Under D projects for inclusion in the LRTP. Both projects are critical to the continued success of the emerging South Boston Waterfront neighborhood. T Under D would reduce travel times and improve safety for Silver Line riders travelling to and from Logan Airport, and in the future, Chelsea. It would also improve vehicular traffic on D Street and adjacent roadways by eliminating a signalized intersection. It addresses needs for maintenance, modernization and efficiency, livability and economic benefit, mobility, and environment and climate change. Silver Line Phase 3 addresses a need identified in the MPO's Needs Assessment (the "3-seat ride" between locations in Boston, Brookline, and Newton to the South Boston Waterfront and Logan Airport). It can also address congestion in the central subway and reduce the need for a transfer at Park Street. It addresses transportation equity issues by providing a one-seat ride between Roxbury and Logan Airport and new job opportunities on the Waterfront.	5/25/2011
Susie Nacco	Medford resident	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/25/2011
Jim Morse		Opposes funding for the Green Line Extension to Route 16. Funds should be used to support larger financial issues such as repair of bridges, highways, and the backlog of maintenance at the MBTA. There needs to be a moratorium on all MBTA expansion. Comment references the current state deficit and findings of the Transportation Finance Report.	5/25/2011
Kristin Mattera	Medford resident	Supports the Green Line Extension to Route 16.	5/25/2011
Unidentified		Supports Option 1 of the proposed LRTP Investment Strategies and Green Line Extension to Route 16. The Extension is legal commitment of the Commonwealth and is the hallmark of the state's GreenDOT initiative.	5/25/2011
James Feldman		Supports Investment Strategy 1 with the Green Line Extension to Route 16.	5/25/2011
Stacy Colella		Supports full funding for the Green Line Extension to Route 16. It is vital for the economy and the environment.	5/25/2011
Chris Donelan	Unidentified	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/25/2011
Ethan Contini-Field	Somerville Resident	Supports Green Line to Route 16.	5/25/2011
Paul Lehrman	Tufts University	Supports Green Line to Route 16.	5/25/2011
Ann Gallager	MGNA	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/25/2011
David Phillips	Medford resident	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16. The extension will provide critical access to schools, jobs, sporting, and other opportunities for a new generation of young people. It would serve Environmental Justice areas. It is a legal commitment of the Commonwealth. It has strong community support.	5/24/2011
Rep. James Arciero	State Representative	Supports Bruce Freeman Rail Trail, Phase 2. Project has sustained community support. Will reduce traffic congestion by enhancing commuter access to the West Concord commuter rail station and to the commuter bus from the Colonial Liquor Plaza in Acton. Will benefit area shops and businesses. Bicycle and pedestrian projects provide alternative to auto-travel and investing in those infrastructure needs will encourage non-auto commuting. This will yield economic, environmental, and public health benefits.	5/17/2011
Kenneth Krause	Medford resident	Supports the Green Line Extension to Route 16. The Route 16 terminus strengthens the projects in all criteria. The station design no longer requires the need to acquire 2 large office buildings. An extension of the Minuteman Commuter Bikeway will end two blocks west of the proposed station. The Department of Conservation and Recreation plans to extend the Bikeway to Wellington Station. Medford has already built part of the path. New developments in the area, including an expanded office building and housing for seniors and young people with disabilities, are located near the future station. MAPC is in the middle of a year long community visioning process for the area. The project is consistent with the state's GreenDOT policy directive.	5/25/2011
Felix and Gwendolyn Blackburn	Medford residents	Opposed to the Green Line Extension to Route 16. Other areas need transportation improvements more, such as the Dorchester and Mattapan neighborhoods of Boston. Maintenance of the existing system should be the top priority.	5/24/2011
Unidentified	Unidentified	Opposed to the Green Line Extension. Prefers that funds be spent on maintenance of road, bridges, and transit.	5/24/2011
Richard Grant	Unidentified	Opposed to the Green Line Extension because the MBTA does not have funds for the project and federal funds are not guaranteed. Tufts University is a benefactor of the project and should help pay for it.	5/24/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects and Plan Chapters - July 21, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Paul Morrissey	Aero Cycle owner	The MBTA should not extend the Green Line. The system needs to be repaired before it's expanded. Medford is already well served by transit. Not everyone will benefit from the increased property values that the extension would bring.	5/24/2011
Thomas Nally	A Better City	Supports implementation of several elements of the Urban Ring because they will relieve infrastructure constraints, fill gaps in service, accommodate increased transit demand, enhance transportation equity, and support realization of the MetroFuture land use vision. The Urban Ring should not be viewed as a mega-project, but a project that can be implemented incrementally as funding becomes available. Potential early actions include: Albany St. bus lanes (\$1 million), Mountfort St. bus lanes (\$14 million), Ruggles Station improvements (\$33 million), Melnea Cass Blvd reconstruction with median busway (\$27 million), Albany St. bus lanes in Boston (\$2 million), Mass Ave. and possible Columbia Point bus lanes (\$ 2 million). Other possible early action items include: interim surface improvements in the Fenway/Longwood area, bus lanes on 3rd and 1st Streets in Cambridge, and the East Boston Bypass Road with a potential Silver Line extension to Chelsea. A Better City also supports the T Under D project, Silver Line Phase 3, and the Red Line/Blue Line Connector. Asks the MPO to include a selection of the early actions for the Urban Ring in the Plan and to model them.	5/23/2011
Marco Rivero	Unidentified	Supports the Green Line Extension to Route 16.	5/23/2011
Ken Krause	Medford Green Line Neighborhood Alliance	Extending the Green Line to Route 16 strengthens its evaluation in the regional mobility, ridership, environmental benefits, cost effectiveness, economic development, and environmental justice evaluation criteria. Keep the Green Line to Route 16 in the Plan.	5/23/2011
Chris Ramsey	Medford resident	Supports Investment Strategy 1 because it includes the Green Line Extension to Route 16.	5/20/2011
Rachael Stark	Walking in Arlington	Supports the Green Line Extension to Route 16. The Red Line extension to Alewife made Arlington a more desirable community, and the Green Line Extension will have the same effect.	5/19/2011
Juliet Moir	Arlington resident	Supports the Green Line Extension to Route 16.	5/19/2011
Edward Starr	Arlington Transportation Advisory Committee	Supports the Green Line Extension to Route 16 because it can reduce the automobile use of residents in the area.	5/19/2011
Chris Loreti	Arlington Town Meeting member	Supports the Green Line Extension to Route 16.	5/19/2011
Martin Klingensmith	Massachusetts resident	Supports the Green Line Extension to Route 16.	5/19/2011
Scott Smith	Arlington resident	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.	5/19/2011
Thouis Jones	Arlington resident	Supports the Green Line Extension to Route 16.	5/19/2011
Gwen Blackburn	Green Line Advisory Group for Medford	Does not support the Green Line Extension to Route 16. There is enough transportation between Medford and Boston. The project is a waste of funds.	5/19/2011
Maria Daniels	Unidentified	Supports the Green Line Extension to Route 16.	5/19/2011
Andrew Bengtson	Arlington resident	Supports the Green Line Extension to Route 16.	5/19/2011
Mark Kaepplein	Arlington resident	Route 16 should be expanded before the Green Line is extended. The Extension will bring traffic. Funds should be invested in maintenance to the highway and transit system before expanding the transit system.	5/19/2011
Michael Sandman	Brookline Transportation Board	Supports the inclusion of the Commonwealth Ave. Phase 2A project in the Plan. Supports the inclusion of fencing along the MBTA reservation as an important safety improvement.	5/19/2011
Rep. Michael Capuano	United States Congress	It is essential to set a project priority list and move forward with it. The Somerville Community Path should be added to the Universe of Projects. The Green Line Extension to Route 16 should be included in the second and third proposed investment strategies. Urges the MPO to include both projects in the Plan.	5/18/2011
Roberta Cameron	Unidentified	Supports the Green Line Extension to Route 16. It is an ideal terminus that will expand transit options for many underserved neighborhoods. Transit, and bicycle and pedestrian transportation, are key to the future when cars are no longer affordable or preferred. The MPO should invest in infrastructure that will give people more options.	5/18/2011
Alia Atlas	Unidentified	Supports the Green Line Extension to Route 16.	5/18/2011
John Kohl	Unidentified	Supports the Green Line Extension to Route 16. It fulfills the legal obligation to extend the Green Line to Medford Hillside, and should be the centerpiece of the Plan.	5/18/2011
John Roland Elliott	Medford Hillside resident	Supports the Green Line Extension to Route 16 for its air quality and environmental justice benefits. It will also comply with the legal requirement to extend the Green Line to Medford Hillside. Supports Investment Strategy 1.	5/18/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects and Plan Chapters - July 21, 2011

NAME	AFFILIATION	FEEDBACK	DATE
David Rajczewski	MGNA	Supports the Green Line Extension to Route 16. It is consistent with the state's GreenDOT policy and should be a centerpiece of the Plan.	5/18/2011
Michael Bernstein	Medford Hillside business owner and resident	Supports the Green Line Extension to Route 16. There is widespread community support for the project. It will support the environmental and transit needs of Medford Hillside, West Medford, West Somerville, and East Arlington.	5/18/2011
Carter Wall	Medford Hillside resident	Supports the Green Line Extension to Route 16.	5/18/2011
Peter Ungaro	Unidentified	Supports Investment Strategy 1 because it includes the Green Line Extension to Route 16. The project can reduce auto use by residents in the area.	5/18/2011
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

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects and Plan Chapters - July 21, 2011

NAME	AFFILIATION	FEEDBACK	DATE
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
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

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects and Plan Chapters - July 21, 2011

NAME	AFFILIATION	FEEDBACK	DATE
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
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
Chad Gibson, Co-Chair	East Arlington Livable Streets Coalition	The proposed investment strategies 2 and 3 do not promote sustainability. Supports strategy 1 because it includes the Green Line Extension to Route 16. Encourages the MPO to lead the country in progressive transportation policy that will reduce our dependency on automobiles.	5/17/2011
Mayor Curtatone	City of Somerville	Requests that the Green Line Extension from College Ave. to Route 16 be included in the 2016-2020 time band of the Plan. The project will improve quality of life, decrease air pollution, and accelerate economic development. The Route 16 station presents an excellent opportunity for transit oriented development.	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	Unidentified	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

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects and Plan Chapters - July 21, 2011

NAME	AFFILIATION	FEEDBACK	DATE
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	Unidentified	Supports Phase 2 of the Bruce Freeman Rail Trail for its health, recreational, and congestion reducing benefits.	5/16/2011
Maria Kuffner	Unidentified	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	Unidentified	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	Unidentified	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	Unidentified	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	Unidentified	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

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects and Plan Chapters - July 21, 2011

NAME	AFFILIATION	FEEDBACK	DATE
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
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	Unidentified	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 Tscharnier, 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

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects and Plan Chapters - July 21, 2011

NAME	AFFILIATION	FEEDBACK	DATE
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
Patrick McMahon, Vice President	Simpson Housing, LLLP	Supports the Causeway Street Reconstruction Project. Simpson Housing is building 287 apartments and 17,000 square feet of retail space at Bulfinch Triangle. The Causeway Street project will improve the safety and livability of the area. Urges the MPO to support the project.	5/2/2011
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

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects and Plan Chapters - July 21, 2011

NAME	AFFILIATION	FEEDBACK	DATE
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
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

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects and Plan Chapters - July 21, 2011

NAME	AFFILIATION	FEEDBACK	DATE
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
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