

Comment Letters on the FFY 2013 UPWP

A Better City

City of Cambridge

Commonwealth of Massachusetts House of Representatives

MassDOT

N/A (Pat Brown)

North Suburban Planning Council

Regional Transportation Advisory Council

South Shore Coalition

SouthWest Advisory Planning Committee

Town of Cohasset (2 letters)

Town of Scituate (2 letters)



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† Former Chairman

May 30, 2012

David Mohler, Chair Designee
Boston Region Metropolitan Planning Organization
State Transportation Building, 10 Park Plaza, Suite 2150
Boston, MA 02116

**Re: Draft FFY 2013 Unified Planning Work Program and Draft FFY 2013-2016
Transportation Improvement Program**

Dear Mr. Mohler:

On behalf of A Better City (ABC), I am pleased to submit the following comments on the Draft FFY 2013 Unified Planning Work Plan of the Boston Region MPO, dated April 19, 2012, and the Draft FFY 2013-2016 Transportation Improvement Plan.

A Better City is a membership organization that advocates for sustainable transportation and development policies and projects that achieve high standards of design, support economic development, enhance mobility, and provide environmental benefits. We welcome the opportunity to comment on these important transportation documents.

Several worthwhile projects are listed in the UPWP including analysis in support of the Accelerated Bridge Program, Green Line Extension, the South Station Expansion Project, and land use modeling and support for assessment of greenhouse gas impacts of projects. One of the most important efforts cited in the work plan are model enhancement, development of statistical households and travel profiles of the region, and development of a comparison of 1991 and 2011 trip making patterns and household characteristics based on analysis of the 2011 Massachusetts Travel Survey. Having analysis of this recent data is absolutely critical to generating useful analysis that can serve as the basis for evaluation of projects that address the needs of the current world, which is far different from that of 1991. We are very pleased to see these activities in this work plan.

The TIP includes a number of projects that we believe are important for the region, as well as many in the universe of projects that should be advanced when funding becomes available. We will also suggest projects that should be added to the universe for future consideration. Highway and transit projects programmed in the TIP that we believe are important and need to be implemented within the time frame established include:

- Commonwealth Avenue improvements from Amory to Alcorn Street: 2015
- North Washington Street bridge rehabilitation: 2016
- West Second Street Bridge Replacement in South Boston: 2014
- Reconstruction of Melnea Cass Boulevard, including the BRT ROW: 2014
- Washington Avenue bridge replacement in Chelsea: 2015
- Green Line Extension (Phase II) College Avenue to Route 16: 2016
- Purchase of revenue vehicles for the MBTA subway and bus fleets: 2014-2016
- MBTA Subway and track improvements: 2016
- MBTA power program: 2013



- MBTA facilities maintenance and modernization for yards, shops, and parking: 2013-2016
- MBTA station accessibility program: 2013
- MBTA systems upgrades, including Government Center Station: 2013-2016
- MBTA preventive maintenance program: 2013-2016 (\$60,000,000) [3-68]

We have commented in the past on the SIP commitments, and we concur with the analysis described in this document and with inclusion of the projects listed in the Eastern Massachusetts Ozone Nonattainment Area modeling. All of these priority projects, and perhaps several more, are likely to be implemented within the time frame indicated, given adequate funding and diligent attention to advanced planning, design, permitting, and construction.

We urge MassDOT to seek funding sources and, when funding is identified, for the MPO to add the following projects to the TIP list from the universe of projects:

- Reconstruction of Causeway Street
- Reconstruction of Rutherford Avenue from City Square to Sullivan Square
- Improvements at Audubon Circle
- Improvements on Boylston Street at Brookline Avenue and Park Drive


Each of these projects addresses critical needs in the local and regional transportation network.

In addition to those projects already listed in the universe of projects, we urge the MPO to return to that list the following projects that have been on the universe of projects list in the past:

- Transportation improvements in the Urban Ring corridor
- Silver Line Phase III
- Design of the Red Line/Blue Line Connector

These projects have been shown to address items in the Needs Assessment of the recently adopted Long Range Transportation Plan and have been given a lower priority due to the lack of funds for their advancement. We believe, however, that they deserve further consideration should financial circumstances change in the future and appropriately should remain on this comprehensive list.

We offer these recommendations with the notion that these planning documents, along the Long Range Transportation Plan for the Boston Region MPO are living documents that should be amended as necessary to address the changing needs and circumstances of the region. Inclusion of the projects listed above would be a good first step in recognizing those changes.

Sincerely,

 Richard A. Dimino
 President and CEO



CITY OF CAMBRIDGE

Community Development Department

BRIAN P. MURPHY

*Assistant City Manager for
Community Development*

May 31, 2012

SUSAN GLAZER

*Deputy Director for
Community Development*

David Mohler
Boston MPO Executive Secretary
10 Park Plaza
Boston, MA 02116

RE: Draft FFYs 2013–2016 TIP

Dear Mr. Mohler:

Thank you for the opportunity to comment on the MPO's Draft FFYs 2013–2016 Transportation Improvement Program (TIP).

I am very pleased that the MPO has recommended that the Cambridge Common be programmed in FY13 and that additional funds be allocated to the project to pay for new LED lighting and other smaller cost increases for a total allocation in the TIP of \$2,764,874. This project is a very high priority project for the City of Cambridge and extremely important to preserving and improving sustainable transportation in the Harvard Square area with more than 10,000 pedestrians, bus riders and cyclists use this historic open space at the edge of Harvard Square every day.

The City is ready to move the design to 100% pending receipt of Mass DOT comments on the 75% designs which were submitted in early January of 2012. Submittal of 100% plans is expected in the early fall 2012.

I am also very pleased that the MPO has voted to allocate funds to include the planning for the Green Line Extension to Route 16. This is an important step to maximizing the effectiveness of the new Green Line and resident's options for using sustainable transportation.

Regarding the UPWP, I look forward to the completion and publication of several informative projects including the Bicycle Network Evaluation, Impacts of Walk Radius/Transit Frequency & Reliability, Roundabout Screening Tool, and TIP Project Impacts Before – After Evaluation.

Thank you for the opportunity to comment on these documents. I appreciate the MPO's support for projects which are important to Cambridge and

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surrounding communities. Please contact Bill Deignan with any questions you might have at (617) 349-4632. Thank you.

Very truly yours,

Brian P. Murphy
Assistant City Manager for Community Development

From: [Madden, Diane \(DOT\)](#)
To: publicinformation@ctps.org
Subject: Comment on Draft UPWP
Date: Thursday, May 03, 2012 3:11:41 PM

Hello,

I would like to express my support for an item in the UPWP on page 6-14: support for the Woburn Reading Stoneham/I-93/I-95 Interchange Improvements Project. We hope to receive Notice to Proceed on the consultant contract for environmental documentation (EIS/EIR) and 25% in the August 2012 timeframe and will be contacting CTPS in the fall for traffic analyses to support the environmental documents.

Thank you,
Diane Madden
Sr. Project Manager, Environmental Services
MassDOT Highway Division
617-973-7477

Comments on the Boston MPO 2013 Draft UPWP

1) Please add Route 2 to the Priority Corridors for LRTP Needs Assessment (#13257)

Route 2 runs through the Northwest Corridor identified by the Long Range Transportation Plan (LRTP) “Paths to a Sustainable Region” and is of critical importance both as access to public transportation at Alewife Station and as access to the circumferential corridor of Route 128/I95. With the further development and ultimate completion of the Crosby Corner project, the corridor will assume even greater importance and will also experience changing amounts and patterns of use. Please include Route 2 in the list of candidates for the needs assessment described in project #13257.

2) Please include an estimation of recreational (as opposed to transportation) trail use in the Bicycle/Pedestrian Support Activities (#13209)

Current reductions in vehicular miles traveled calculations for multi-use paths assume diversion of auto trips to bicycles for both work and non-work utilitarian trips. A sample calculation is attached showing the spreadsheet developed by MassDOT for calculating emissions reductions for the Boston MPO. However, the expected use of these facilities as regional recreational destinations and the concomitant increase in auto travel to access them is neither modeled nor considered. This contributes both to an overestimation of the environmental benefits of the facility and an underestimation of the parking required to support the expected use. It is encouraging to see the current document specify the need to “conduct technical analyses to quantify the impacts of proposed bicycle facilities, including air quality improvements, reductions in vehicle-miles traveled, and parking needs”; please consider further study of

the additional emissions expected when accessing recreational facilities.

Thank you for your willingness to accept public input.

Pat. Brown

CMAQ Air Quality Analysis Worksheet for Bicycle and Pedestrian Project

FILL IN SHADED BOXES ONLY

TIP YEAR: **2013**

MPO: **Boston Region MPO**

Municipality:

Concord to Westfor

Project: **Bruce Freeman Rail Trail**

Step 1: Calculate Estimated Reduction in Vehicle Miles Traveled (VMT):

If VMT reduction per year is known then go to Step 2B, if not proceed with Step 1 :

- A. Facility Length (L): Miles
- B. Service Area Radius (R): Miles (Default = 1 Mile)
- C. Service Area of Community(ies) (SA): $L * 2R = SA$ Sq. Miles
- D. Total Land Area of Community(ies) (T): Sq. Miles
- E. Service Area % of Community(ies) Land Area (LA): $SA / T = LA$
- F. Total Population of Community(ies) (TP): Persons
- G. Population Served by Facility (P): $LA * TP = P$ Persons
- H. Total Number of Households in Community(ies) (HH): HH
- I. Number of Households Served by Facility (HS): $LA * HH = HS$ HH
- J. Total Number of Workers Residing in Community(ies) (W): Persons
- K. Workers Per household (WPHH): $W / HH = WPHH$ Persons
- L. Workers in Service Area (WSA): $HS * WPHH = WSA$ Persons

M. Population Density of the Service area (PD): $P / SA = PD$ Persons Per Sq. Mile

N. If the bicycle and pedestrian commuter mode share is known, enter the percentage at the right. (BMS)

If not, use the 2000 US Census Journey to Work data to determine the mode share and enter the percentage to the right.

O. Bike and Ped. Work Utilitarian Trips (BWT): $WSA * BMS = BWT$ One-Way Trips

P. Bike and Ped. Non-Work Utilitarian Trips (BNWT): $BWT * 1.7 = BNWT$ One-Way Trips

(Latest planning assumptions estimate non-work utilitarian trips to be 1.7 times the work utilitarian.)

Step 2: Calculate the VMT Reduction Per Day:

A. $((2 * BWT) + (2 * BNWT)) * (0.5 * L) = VMTR$ VMTR Per Day

B. $VMTR * \text{Operating Days Per Year} = 4,758.3 * 200 = 951,670$ VMTR Per Year

If the Vehicle Miles Traveled Reduction is known enter in the box to the right. VMTR Per Year

Note: A manual entry of the VMTR will override the calculated cell.

Step 3: MOBILE 6 Emission Factors for Average Commuter Travel Speed:

Note: Use 35 MPH as a default if average speed is not known.

Speed Used:

2016 Auto Summer VOC Factor grams/mile	2016 Auto Summer NOx Factor grams/mile	2016 Auto Summer CO Factor grams/mile	2016 Auto Summer CO2 Factor grams/mile
<input type="text" value="0.232"/>	<input type="text" value="0.178"/>	<input type="text" value="3.540"/>	<input type="text" value="368.100"/>

Step 4: Calculate emissions reductions in kilograms per year (Seasonally Adjusted):

Summer VOC	Summer NOx	Summer CO	Summer CO2
<input type="text" value="224.9"/>	<input type="text" value="172.6"/>	<input type="text" value="3,432.2"/>	<input type="text" value="356,895.4"/>

Step 5: Calculate cost effectiveness (first year cost per kg of emissions reduced)

Emission	Project Cost	Emission Reduction in kg per year	First year cost per kilogram
Summer VOC	<input type="text" value="\$18,700,000"/>	$224.9 =$	\$83,134
Summer NOx	<input type="text" value="\$18,700,000"/>	$172.6 =$	\$108,354
Summer CO	<input type="text" value="\$18,700,000"/>	$3,432.2 =$	\$5,448
Summer CO2	<input type="text" value="\$18,700,000"/>	$356,895.4 =$	\$52

NORTH SUBURBAN PLANNING COUNCIL

c/o Metropolitan Area Planning Council, 60 Temple Place, Boston, MA 02111 / www.mapc.org/nspc

May 31, 2012

David Mohler
Chair, Transportation Planning and Programming Committee
Boston Region Metropolitan Planning Organization
State Transportation Building
Ten Park Plaza, Suite 2150
Boston, MA 02116-3968

RE: North Suburban Planning Council comments for the Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP)

Dear Mr. Mohler:

The North Suburban Planning Council has reviewed the Draft FFY 2013-2016 Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP) lists released at the end of April. We appreciate the opportunity to review these draft lists and below we offer our comments in continued support of the projects involving our subregion communities. We also understand that the MPO is proposing to set aside a portion of 2016 TIP funding through the Clean Air Mobility program to enable support for smaller implementation projects that may emerge. NSPC is also supportive of this new allocation of TIP funds.

The projects listed below are ready to go, and we strongly advocate for their continued place on the 2013-2016 project list. NSPC communities look forward to seeing the listed projects move forward from year-to-year.

Comments in support of specific projects are provided below.

TIP 2013-2016 Projects

Project ID	Project Title <i>Comment</i>	Programming Year	Municipalities
606170	Interstate Maintenance & Related Work on I-95	2013	Lexington, Burlington
605597	Interstate Maintenance & Related Work on I-95	2013	Wakefield, Lynnfield
604879	Interstate Maintenance & Related Work on Route I-93	2013	Wilmington, Woburn
606516	Safe Routes to Schools (Dolbeare School)	2013	Wakefield
606432	Expansion of Fiber, CCTV, VMS & Traffic Sensor Network on I-95	2013	Burlington, Woburn, Reading
42603	Wilmington Bridge Replacement Project on Route 38 (Main Street)	2014	Wilmington
603917	Lighting Upgrades on I-93	2014, 2015, 2016	Stoneham, Woburn

NORTH SUBURBAN PLANNING COUNCIL

c/o Metropolitan Area Planning Council, 60 Temple Place, Boston, MA 02111 / www.mapc.org/nspc

Project ID	Project Title <i>Comment</i>	Programming Year	Municipalities
601019	Signal & Improvements at 4 Locations on Church Street & Route 3 (Cambridge Street) The Route 3 project in Winchester is a MASSDOT project that has been designed and is waiting funding and should improve public safety and pedestrian safety in Winchester.	2014	Winchester
604652	Tri-Community Bikeway The North Suburban Planning Council fully supports the programming on the TIP of the Tri-Community Bikeway. This has long been a high priority of the Planning Council and its member communities. This is a “green” project that will be at 100% design shortly and, once constructed, will decrease greenhouse gases and promote walking, bicycling and other modes of transportation between the three communities.	2015	Winchester, Stoneham, Woburn
29492	Middlesex Turnpike Improvements, from Crosby Drive North to Manning Road (Phase III) NSPC continues to support the conclusion of this tri-town project that is necessary to reduce congestion and support existing and future economic development and housing starts in the area.	2016	Bedford, Billerica, Burlington
602165	Signal & Intersection Improvements at Route 28/North Street NSPC supports the proposed improvements at these two intersections along Route 28 to address congestion and high rate of accidents.	2016	Stoneham

UPWP Study Projects List

Project Title <i>Comment</i>	Study Year	Municipalities
CORRIDOR/SUBAREA PLANNING STUDIES & LAND USE REVIEWS: Subregional Priority Development and Priority Preservation Studies The North Suburban Planning Council priority mapping project provides a unique opportunity to promote dialogue about land use issues that transcend municipal boundaries. Local perspectives are key to identifying areas where growth and development should be emphasized (priority development areas) as well as areas that should be preserved to protect natural resources and the character of each city and town (priority preservation areas). Through the process, regionally significant transportation investments and regionally significant infrastructure investments are also identified.	2013	Up to nine NSPC communities
I-93/I-95 INTERCHANGE, WOBURN The I-93/I-95 Interchange continues to be a high priority of the Council and moving this project forward in accordance with the results of the I-93/I-95 Task Force is critical to the continued support of the impacted communities.	2013	Reading, Stoneham, and Woburn
Regional HOV Systems Planning Phase II The design of an HOV system in the communities of the North Suburban region should begin with working with the Council and its member communities that are being studied to understand the implications and how such a system would impact the regional transportation system.	2013	Woburn, Reading, Stoneham, Andover, Tewksbury, Wilmington
Priority Corridors for LRTP Needs Assessment - Route 3/3A in Burlington and Woburn (North Corridor) This corridor is the top priority in this subregion for a needs assessment. The corridor is	2013	Multiple communities

NORTH SUBURBAN PLANNING COUNCIL

c/o Metropolitan Area Planning Council, 60 Temple Place, Boston, MA 02111 / www.mapc.org/nspc

in need of a coordinated review and has the full support of the communities.		
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We note that there are still some longstanding projects that have progressed in design and approvals, which are not included on the TIP. Our communities have an ongoing frustration about spending money on design, approvals, and hearings, to still have these projects not progress to inclusion on the TIP and funding. West Street in Reading is one such project. The MASSDOT held a hearing on this project in January, 2008 and the 75% design was submitted in September, 2008. The Town has approved almost 500 housing units along the West Street corridor in anticipation of this project being built - most of those housing units have already been built. The Town has spent over \$398,727 on design and approvals. All local environmental permits are in place and state/federal approvals are underway. Yet this project is still not on the TIP. The MPO must address the lack of commitment of the scarce resources to priority local projects.

We appreciate your consideration of these projects, which represent key improvements that will enhance the condition of the region's transportation facilities and will enhance the Greater Boston region's livability.

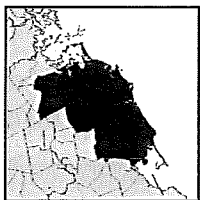
Should you have any questions about NSPC's comments, please contact Jennifer Erickson, NSPC Subregional Coordinator, at jerickson@mapc.org. Thank you for this opportunity to provide comments to the Boston MPO.

Sincerely,

TONY FIELDS

Tony Fields, Chairman
North Suburban Planning Council

Cc: North Suburban Planning Council municipal membership (electronic version)
Eric Bourassa, Manager, Transportation Planning, MAPC



SOUTH SHORE COALITION

*A Subregion of the Metropolitan Area Planning Council
Representing the communities of:*

**Braintree, Cohasset, Duxbury, Hanover, Hingham, Holbrook, Hull,
Marshfield, Norwell, Pembroke, Rockland, Scituate, and Weymouth**



Sean Pfalzer
Boston MPO
c/o Central Transportation Planning Staff
10 Park Plaza, Suite 2150
Boston, MA 02116

April 30, 2012

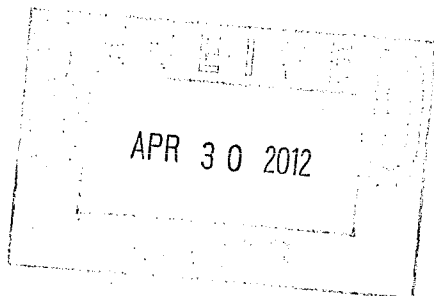
Re: South Shore Coalition Regional Transportation Priorities and comments for the Transportation Improvement Program and the Unified Planning Work Program

Dear Mr. Pfalzer:

On behalf of the South Shore Coalition (SSC), a subregion of the Metropolitan Area Planning Council (MAPC), please accept these comments on the FFYs 2013-2016 Transportation Improvement Program (TIP) and the Unified Planning Work Program (UPWP). The SSC represents 13 towns, including Braintree, Cohasset, Duxbury, Hanover, Hingham, Holbrook, Hull, Marshfield, Norwell, Pembroke, Rockland, Scituate, and Weymouth.

We recognize the fiscal constraints currently facing the Commonwealth and the MPO and we recognize the need to prioritize scarce resources. The SSC towns continue to devote resources to design and advance the projects that are included in this letter, and have engaged in a discussion to identify our top priority projects based on project status, project rating and community priority. We would appreciate the Metropolitan Planning Organization (MPO) giving strong consideration to the subregion's top priority projects in the early and later years of the upcoming program.

The tables on the next page summarize our project-specific recommendations for the UPWP and the TIP.



REGIONAL TRANSPORTATION

ADVISORY COUNCIL



May 31, 2012

David Mohler, Chair
Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 4150
Boston, MA 02116

RE: Draft Federal Fiscal Years 2013-2016 Transportation Improvement Plan and
Draft Federal Fiscal Year 2013 Unified Planning Work Program

Dear Mr. Mohler,

The Regional Transportation Advisory Council (Advisory Council) is an independent group of citizen and regional advocacy groups, municipal officials, and agencies charged by the Boston Region Metropolitan Planning Organization (MPO) with providing public input on transportation planning and programming.

At its May 9, 2012 meeting, the Advisory Council discussed the Draft Federal Fiscal Year 2013 Unified Planning Work Program (UPWP) and the Draft Federal Fiscal Years 2013-2016 Transportation Improvement Plan (TIP), currently in circulation for public review and comment.

The Advisory Council strongly supports the MPO's commitment to add more focus to the area of freight. We are very appreciative of the addition of the Boston Region MPO Freight Program to the UPWP (page 7-4) as an ongoing program. We have long felt that freight transportation deserves more attention because of the critical role freight transportation plays in supporting a strong economy. We are pleased that the MPO's 2010 Freight Study, "A Profile of Truck Impacts," was recently completed. However, we feel more studies need to be done and the results should filter down and be implemented in actual TIP projects. To emphasize its importance, freight elements should be called out in all projects which have freight implications.

Regarding the TIP, we support funding of projects for pedestrian and bicycle improvements on roadways, bridges, and pathways throughout the region. We are especially supportive of multi-use, non-motorized trails that serve and link public transportation nodes. Thus, we encourage more work on connective multi-use trails such as the Assabet River Rail Trail project. We are very pleased that more trail facilities such as the Tri-Community Bikeway, the South Bay Harbor Trail, and the Bruce Freeman Rail Trail are receiving support in the proposed TIP with funding from MassDOT. We support the MPO policy goal of livability and economic benefit, and

Providing transportation policy advice to the Boston Region Metropolitan Planning Organization

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we encourage a more seamless integration of bicycle and pedestrian facilities into the overall transportation network.

The Advisory Council supports and thanks the MPO for the inclusion in the TIP of the Green Line Extension to Route 16, as we encourage transit expansion in our region. We support the completion of this project because of the transit opportunities it will provide for so many residents and the benefits of the transit-oriented development that the community is currently discussing. These include reduced traffic, improved air quality, and sustainable economic growth.

The Advisory Council wishes to promote accessibility in all modes. It has been brought to our attention that more steps could be taken to make multi-use trails truly accessible by designing and constructing them to actually be open to and surfaced to accommodate wheelchair users and others who use mobility devices.

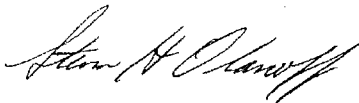
The Advisory Council supports the Draft FFY 2013 UPWP because it addresses many of the greatest concerns of the Advisory Council. We particularly support the emphasis on the Regional HOV Systems Planning Study and the studies that are closely coordinated with the MAPC Subregions. These studies include:

- Southwest Advisory Planning Committee (SWAP) Transit Feasibility Study
- Addressing Safety, Mobility, and Access on Subregional Priority Arterial Roadways

Advisory Council members are also pleased with the public outreach process that staff conducted to generate the Draft Federal Fiscal Years 2013-2016 Transportation Improvement Plan and the Draft FFY 2013 UPWP and all of its plans and studies. Public outreach is one of the critical MPO functions funded through the UPWP and we appreciate your continued attention to it.

Thank you for considering our comments.

Sincerely,



Steven H. Olanoff, Chair
Regional Transportation Advisory Council

SSC Priorities for FFYs 2013 UPWP	
Project	Town(s)
<p>Route 3A Corridor Study</p> <p><i>The 3A Corridor Study would include the segment of Route 3A between the Cohasset Commuter Rail Station (in Cohasset) and the intersection of Route 3A with Henry Turner Bailey Road (in Scituate). The corridor study is proposed to have two main focuses which are improving traffic safety and increasing transportation choices, including bicycle, pedestrian and potential transit accommodations</i></p>	Cohasset and Scituate

SSC Priorities for FFYs 2013-2014 TIP		
Project	ID #	Town(s)
<p>Route 18¹</p> <p><i>Widening Route 18 from two to four lanes, from Highland Place to Route 139 (4.0 mi.) including rehabilitation of Route 18 Bridge over the Old Colony Rail Line.</i></p>	601630	Weymouth
<p>Route 53/Winter Street</p> <p><i>Installation of a roundabout at the intersection of Kingston Way (Route 53) and Winter Street to enhance safety and improve traffic operations.</i></p>	603462	Duxbury
<p>Atlantic Avenue</p> <p><i>Reconstruction of Atlantic Avenue and related work from Nantasket Avenue to Cohasset town line.</i></p>	601607	Hull
<p>Route 53 South - Route 3</p> <p><i>Reconstruction of Washington Street (Route 53) and related work form the Route 3 northbound tamp to Webster.</i></p>	602602	Hanover

SSC Priorities for FFYs 2015-2016 TIP		
Project	ID #	Town(s)
<p>Middle Street/Libbey Industrial Parkway/Tara Drive</p> <p><i>Installation of traffic signals at the intersection of Middle Street, Libbey Industrial Parkway and Tara Drive, including, but not limited to, pavement rehabilitation, lane reconfiguration, and sidewalk and wheelchair ramp installation/repair/reconstruction.</i></p>	605721	Weymouth
<p>Route 14 Corridor</p> <p><i>Reconstruction of 3.3 miles of Route 14 between the Hanson town line and the intersection of Washington Street, including, but not limited to, roadway widening, sidewalk construction, and drainage upgrades.</i></p>	604957	Pembroke
<p>Beach Street over the Cut River</p> <p><i>Replace a locally owned, structurally deficient bridge carrying Beach Street over the Cut River in Marshfield in the same location with two sidewalks.</i></p>	604655	Marshfield

¹ Project programmed in the FFYs 2012-15 TIP and identified here for continued inclusion in the program.

Thank you for considering this project for UPWP funding. If you need further information, please feel free to follow up with our subregional coordinator Barry Keppard, at bkeppard@mapc.org or (617) 451-2770 x2083.

Respectfully submitted,

Ann Burbine
Chair, South Shore Coalition

CC: South Shore Coalition (electronic version)
Eric Bourassa, MAPC Transportation Manager
Mark Racicot, MAPC Land Use Division Manager
Mary-Joe Perry, MassDOT District 5, District Highway Director
Walter Heller, P.E., MassDOT District 6, Acting District Highway Director



MAY 31 12 PM 4:58

c/o Metropolitan Area Planning Council
60 Temple Place, Boston, MA 02111
617-451-2770 fax 617-482-7185

May 30, 2012

David J. Mohler, Chair
Boston Region MPO
State Transportation Building
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Boston, MA 02126

Subject: SWAP Subregional Comments on the Draft FFY2013-2016 Transportation Improvement Program (TIP) and the Draft FFY 2013 Unified Planning Work Program (UPWP)

Dear Mr. Mohler and Members of the MPO,

The SouthWest Advisory Planning Committee (SWAP) of the Metropolitan Area Planning Council (MAPC) wishes to present its comments on the Draft TIP for Federal Fiscal Years 2013-2016 and the Draft UPWP for Federal Fiscal Year 2013.

I. Projects Included in the Draft Transportation Improvement Program

SWAP members strongly support the two local projects identified in the Draft TIP:

ID #604988 Franklin Reconstruction of Route 140, Main Street & Emmons Street
This project includes resurfacing, sidewalk reconstruction, traffic calming and streetscape improvements. This project will further SWAP's goals to create/ maintain walkable and sustainable town centers, further enhancing economic development opportunities.

ID #605657 Medway Reconstruction of Route 109, from Holliston St. to w. of Highland St.
This project will reconstruct Route 109 and provide sidewalks, street lighting and signage in Medway's business district.

II. Project Included in the Draft Unified Planning Work Program

ID # 42313 SWAP Regional Public Transit Feasibility Study

SWAP enthusiastically supports a study that will focus on a regional approach to transit within the member communities. This is a Short-Range Transportation Planning project with proposed funding of \$40,000 and the Central Transportation Planning Staff (CTPS) as the funding recipient.

Thank you for this opportunity to comment. If you have any questions, please contact Cynthia Wall, MAPC's SWAP coordinator, at cwall@mapc.org.

Sincerely,

Gino Carlucci, Chair
SouthWest Advisory Planning Committee

Cc: SWAP email list

Bellingham	Franklin	Hopkinton	Milford	Norfolk	Wrentham
Dover	MAPC	Medway	Millis	Sherborn	



TOWN OF COHASSET

BOARD OF SELECTMEN

TOWN MANAGER

41 Highland Avenue
Cohasset, Massachusetts 02025

Tel: (781) 383-4105
Fax: (781) 383-0228

May 17, 2012

David Mohler, Chairman

Boston Regional Metropolitan Planning Organization
10 Park Plaza, suite 2150
Boston, MA 02116

RE: MPO FFY 2013 Unified Planning Work Program (UPWP) - Route 3A corridor study

This corridor study area is expected to extend along route 3A, from the Cohasset commuter rail station to the North Scituate intersection with Henry Turner Bailey Road. The Town of Cohasset supports the funding of this important study and finds sufficient common goals with the MPO's visions and policies in the Long Range Transportation Plan with this proposed study.

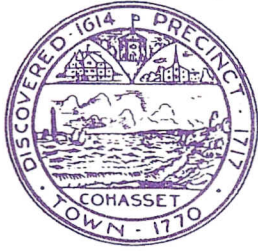
This study is critical due to intensification of uses and development along route 3A recently including adjacent areas that include:

- MBTA commuter rail station.
- Construction of a 220 affordable housing project bringing the Town into compliance with Chapter 40B.
- Transportation oriented district (TOD) with a completed mixed use project 80,000 sf retail and housing.
- Recent permitted 30,000 sf retail projects as final phase of existing development.
- Recently permitted 41 unit residential subdivision.
- Approval of a large scale wind turbine.
- Creation of zoning allowing intensification of Cohasset Village.
- Adjacent access recreation areas of Wompatuck State Park and Trustees of Reservation property.
- Reuse of large industrial property for recreational purposes.

In particular, the concern for public safety along route 3A and integration and access to transportation options is our immediate focus. There are sufficient benefits to these developments, whether completed, under construction or permitted to now focus on creating an overall strategy to enhance public safety, find and develop transportation alternatives and expedite cooperation of MassDOT highway engineering division as the main goals of a corridor study.

Thank you for your consideration,

Michael Milanoski
Town Manager
Town of Cohasset



TOWN OF COHASSET

PLANNING BOARD

41 Highland Avenue
Cohasset, Massachusetts 02025
Tel: (781) 383-3517 Fax: (781) 383-1561

May 17, 2012

David Mohler, Chairman
Boston Regional Metropolitan Planning Organization
10 Park Plaza, suite 2150
Boston, MA 02116

Dear Mr. Mohler:

RE: MPO FFY 2013 UNIFIED PLANNING WORK PROGRAM (UPWP) - ROUTE 3A CORRIDOR STUDY

This corridor study area is expected to extend along route 3A, from the Cohasset commuter rail station to the North Scituate intersection with Henry Turner Bailey Road. The Town of Cohasset planning board supports the funding of this important study and finds sufficient common goals with the MPO's visions and policies in the Long Range Transportation Plan with this proposed study. As a member of the MAPC south shore coalition, the Town of Cohasset planning board, has responsibly participated in meeting the needs of a sustainable sub region and community, on the South Shore.

This study is critical due to intensification of uses and development along route 3A recently including adjacent areas that include:

- MBTA commuter rail station.
- Construction of a 220 affordable housing project bringing the Town into compliance with Chapter 40B.
- Transportation oriented district (TOD) with a completed mixed use project 80,000 sq.ft. retail and housing.
- Recently permitted 30,000 sq.ft. retail project as final phase of existing development.
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In particular, the concern for public safety along route 3A and integration and access to transportation options is our immediate focus. There are sufficient benefits to these developments, whether completed, under construction or permitted to now focus on creating an overall strategy to enhance public safety, find and develop transportation alternatives and expedite cooperation of MassDOT highway engineering division as the main goals of a corridor study.

Thank you for your consideration.

Sincerely,

Stuart W. Ivimey
Chairman, Cohasset Planning Board

TOWN OF SCITUATE
BOARD OF SELECTMEN



600 Chief Justice Cushing Hwy.
Scituate, Massachusetts 02066
Telephone (781) 545-8740
Fax (781) 545-8704

May 17, 2012

David Mohler, Chairman
Metropolitan Planning Organization
c/o CTPS
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

RE: MPO FFY 2013 Unified Planning Work Program (UPWP) – Route 3A Corridor Study

Dear Mr. Mohler:

The Scituate Board of Selectmen would like to convey our support of the Town of Cohasset's request for funding of a transportation planning study of the Route 3A Corridor. It is our understanding that this study is proposed to include analysis of the intersection of Route 3A and Henry Turner Bailey Road in Scituate. This intersection was redesigned as a result of the implementation of the commuter rail and we believe the design to be difficult and unsafe.

The Town of Scituate formed an Economic Development Commission to explore the potential expansion of business along Route 3A. With the possible expansion of a Business District, we believe this is an important and valuable study for our town.

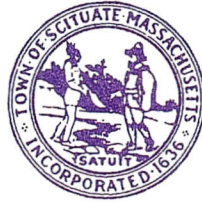
Sincerely,

A handwritten signature in cursive script that reads "Anthony V. Vegnani". The signature is written in dark ink and includes a small flourish at the end.

Anthony V. Vegnani, Chairman
Board of Selectmen

TOWN OF SCITUATE

Planning Board



600 Chief Justice Cushing Hwy.
Scituate, Massachusetts 02066
Telephone: (781) 545-8730
Fax: (781) 545-8704

May 9, 2012

David Mohler, Chairman
Metropolitan Planning Organization
c/o CTPS
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Re: MPO FFY 2013 Unified Planning Work Program (UPWP) - Route 3A Corridor Study

Dear Chairman Mohler,

At their May 10, 2012 meeting, the Scituate Planning Board voted to go on record as strongly supporting the Town of Cohasset's request for funding a transportation planning study of the Route 3A Corridor. This study is proposed to include analysis of the intersection of Route 3A and Henry Turner Bailey Rd. in Scituate. Henry Turner Bailey Rd. serves an MBTA commuter rail station and as a main artery for shoppers in North Scituate is a busy road. The intersection with Route 3A is awkwardly designed, requiring a complete stop on a state highway with high traffic volume before turning. It is currently served by a blinking light. The Planning Board is concerned with traffic safety in this location.

In 2002, 5 acres of land on Route 3A in the Scituate study area adjacent to Cohasset's Business District was rezoned to Business. A tennis and health club in this location is now expanding. There has been recent discussion of potential further expansion of this Business District along Route 3A by the Economic Development Commission, as the Town begins to look at locations for additional commercial development.

The Planning Board believes this is a very worthwhile application and important to the Town of Scituate as well as the Town of Cohasset. We urge you to give it a high priority so funding will be possible in the very near future.

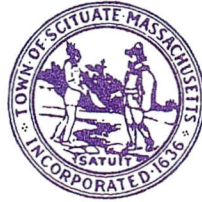
Very truly yours,

William Limbacher, Chairman

Cc: Board of Selectmen
Clark Brewer, Cohasset Planning Board
MAPC

TOWN OF SCITUATE

Planning Board



600 Chief Justice Cushing Hwy.
Scituate, Massachusetts 02066
Telephone: (781) 545-8730
Fax: (781) 545-8704

May 9, 2012

David Mohler, Chairman
Metropolitan Planning Organization
c/o CTPS
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Re: MPO FFY 2013 Unified Planning Work Program (UPWP) - Route 3A Corridor Study

Dear Chairman Mohler,

At their May 10, 2012 meeting, the Scituate Planning Board voted to go on record as strongly supporting the Town of Cohasset's request for funding a transportation planning study of the Route 3A Corridor. This study is proposed to include analysis of the intersection of Route 3A and Henry Turner Bailey Rd. in Scituate. Henry Turner Bailey Rd. serves an MBTA commuter rail station and as a main artery for shoppers in North Scituate is a busy road. The intersection with Route 3A is awkwardly designed, requiring a complete stop on a state highway with high traffic volume before turning. It is currently served by a blinking light. The Planning Board is concerned with traffic safety in this location.

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Very truly yours,

William Limbacher, Chairman

Cc: Board of Selectmen
Clark Brewer, Cohasset Planning Board
MAPC