

Table B-1: Summary of Written Comments on the Draft FFY 2015 UPWP, with Proposed MPO Responses

Date	Affiliation	Name/Title	Request / Support / Oppose	Summary of Comment	Proposed MPO Response
5/12/2015	Somerville resident	Joel Weber II	Request	<p>Mr. Weber requests that the MPO explore the feasibility of:</p> <ol style="list-style-type: none"> 1. Constructing a trail along the Franklin Line to connect the Southern New England Trunkline Trail to Readville. 2. Constructing a shared use trail for bicyclists and pedestrians and a busway to provide faster service to the route 32 bus along the Forest Hills to Readville corridor. He suggests exploring whether a deck carrying both the busway and the shared use trail could be constructed above the tracks used for commuter rail and Amtrak service, where adjacent land is unavailable. The shared use trail could be routed through the park in areas where adjacent parkland is available, or on vacant land if existing businesses are relocated. He also suggests exploring extending a busway south of Readville along the Franklin Line to where the Franklin Line Tracks intersect bus Route 34E. <p>Mr. Weber also requests that the Boston MPO program funding to complete the construction of the Southern New England Trunkline Trail. He also wonders whether it would be feasible to build a rail trail along the route of the Old Colony Railroad's former Wrentham Branch, which connected Walpole Junction to North Attleboro.</p>	<p>The MPO appreciates Mr. Weber's suggestions for improving bicycle connections and bus mobility along the Franklin Line and in the Forest Hills to Readville corridor, and his suggestions regarding the possibility of a creating trail along the route of the Old Colony Railroad's former Wrentham branch. The MPO will consider the suggestions for new bicycle connections as part of its bicycle and pedestrian planning activities and will forward these suggestions to MassDOT staff who work on bicycle and pedestrian planning. The MPO will forward Mr. Weber's suggestions for a busway along the Forest Hills to Readville corridor to MassDOT and the MBTA to inform the development of the MBTA's next Program for Mass Transportation (PMT).</p> <p>The MPO will also consider opportunities to fund projects to complete the Southern New England Trunkline Trail as new projects along the trail are proposed in the Boston Region. In order for a project to be considered for construction funding through the TIP, a project proponent would first need to initiate the project through the MassDOT Highway Division. Then, the project could begin the design process and request funding in the TIP.</p>

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5/13/2015	Medical Academic and Scientific Community Organization (MASCO)	Sarah Hamilton, Vice President	Request	<p>MASCO requests that a study of the operational feasibility of a new combined MBTA CT2/CT3 bus route be included in the MPO's FFY 2016 UPWP. They request that this operational study for a combined CT2/CT3 service at increased headways also evaluate the proposed service at the highest frequency possible without the purchase of any new buses. In support of this study proposal, MASCO notes:</p> <ul style="list-style-type: none"> > Patients, visitors, students, and employees traveling to the Longwood Medical and Academic Area (LMA) neighborhood of Boston each day, including employees living in communities served by existing CT routes, must rely on multiple modes of transportation to complete their trips. > A preliminary analysis funded by MASCO and completed by CTPS in 2013 showed that combining the MBTA CT2 and CT3 routes into a single route has the potential to address several of the needs identified in the Boston Region (LRTP) draft regionwide needs assessment, most notably that there are opportunities to establish additional crosstown routes to provide quicker and more direct connections for crosstown travel. <p>The proposed combined CT2/CT3 route would add more direct connections through a series of route alterations (using the Massachusetts Avenue Bridge instead of the BU Bridge and Binney Street and First Street in Cambridge) and extending</p> <p><i>(continued on following page)</i></p>	<p>The MPO appreciates MASCO's suggestion for a study of the operational feasibility of a combined MBTA CT2/CT3 bus route. The MBTA has internally investigated the idea of discontinuing CT3 service and using the saved resources to improve service on Route 47, which serves the Longwood Medical and Academic Area (LMA). Route 47 service would also be rerouted to Andrew Station instead of Broadway Station. The MBTA will consider proposing this change in its upcoming service plan. The MPO will consider MASCO's route suggestions as part of its planning activities and will relay these suggestions to the MBTA to support transit service planning that will benefit people traveling to the LMA. The MPO also will consider MASCO's comments in future transit planning and analysis activities.</p>

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5/13/2015	Medical Academic and Scientific Community Organization (MASCO) <i>(continued from previous page)</i>	Sarah Hamilton, Vice President <i>(continued from previous page)</i>	Request <i>(continued from previous page)</i>	<i>(continued from previous page)</i> the route terminus from Andrew Station to JFK/UMass station. The CTPS analysis showed that when these route alterations are combined with increased service frequency to 10-minute headways, transit boardings in the corridor would increase by more than 13 percent by 2035. Because of this, the service would have the added benefit of reducing the overcrowding in the central MBTA system which includes the Green Line's central subway and the Orange Line between North Station and Downtown Crossing, which have both been identified as at or overcapacity in the LRTP's needs assessment. CTPS's study concluded that because of its promise, this service would warrant additional evaluation by the State as a next step.	<i>(see previous page)</i>

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6/10/2015	Somerville resident	Joel Weber II	Request	<p>Mr. Weber requests that the MPO include a study of a shared use trail that would connect the Northern Strand Community Trail, Gateway Center, the Wynn property, the bike path along with Somerville side of the Mystic River and Assembly Square Orange Line Station, largely via a bridge crossing the Mystic River, Haverhill Commuter Rail Line, and the Orange Line. He suggests that it would be worthwhile to explore the feasibility of connecting this proposed shared-use trail to the proposed Rutherford Avenue bike path, and/or to the Sullivan Square Orange Line station, the Zero New Washington Dog Park, and the Somerville Community Path.</p> <p>As part of this request, he suggests:</p> <ul style="list-style-type: none"> > Including a new Mystic River bridge crossing between the Amelia Earhart Dam and the Newburyport/Rockport commuter rail bridge. > Continuing the path between the Gateway Center and the Newburyport/Rockport tracks to connect with the Northern Strand Community Trail. > Exploring whether, in the vicinity of Gateway Center, the path could be constructed on Newburyport/Rockport right-of-way (ROW) and/or on Gateway Center property. <p><i>(continued on following page)</i></p>	<p>The MPO appreciates Mr. Weber's suggestions for a shared use trail that would connect the Northern Strand Community Trail, Gateway Center, the Wynn property, the bike path along the Somerville side of the Mystic River and Assembly Square Orange Line Station. The MPO will consider the suggestions for new bicycle connections as part of its bicycle and pedestrian planning activities. The MPO also will forward these suggestions for bicycle network connections to MassDOT staff who work on bicycle and pedestrian planning.</p>

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6/10/2015	Somerville resident <i>(continued from previous page)</i>	Joel Weber II <i>(continued from previous page)</i>	Request <i>(continued from previous page)</i>	<p><i>(continued from previous page)</i></p> <ul style="list-style-type: none"> > Exploring current uses of the track under Revere Beach Parkway and whether that can be reconfigured so that the western portion of that railroad corridor would be available for a shared-use trail extending the Northern Strand Community Trail to the Gateway Center. > Providing a ramp from the bridge crossing to the bicycle path along the Mystic River, and providing a connection to the Orange Line platform at Assembly Square, along with adjacent Assembly Square buildings. > Explore continuing the path south from Assembly Square toward Mystic Avenue along the Orange Line ROW. > Minimize road and driveway crossings and new bridges to accommodate cyclists continuing the Rutherford Avenue path by having the shared use trail cross underneath the Mystic Avenue bridge, and then continuing the path along the southern edge of Mystic Avenue / Main Street toward the Sullivan Square intersection. > Using the railroad ROW to the west of the Orange Line in the vicinity of the Mystic River bridge to build a combined sewer overflow storage tank, as part of methods to reducing excessive vertical clearance and elevation change for the trail. <p><i>(continued on following page)</i></p>	<i>(see previous page)</i>

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6/10/2015	Somerville resident <i>(continued from previous page)</i>	Joel Weber II <i>(continued from previous page)</i>	Request <i>(continued from previous page)</i>	<i>(continued from previous page)</i> > Reconfiguring industrial uses south of the intersection of New Washington Street and Inner Belt road to free up ROW for the trail. > Explore the feasibility of constructing a ramp/bridge near the Zero New Washington Dog Park to connect with the Somerville Community Path viaduct.	<i>(see previous page)</i>
6/11/2015	Regional Transportation Advisory Council	Mike Gowing, Chairman	Support	The Advisory Council notes that the proposed FFY 2016 UPWP includes a good mix of projects that should provide useful planning support to the region. Members welcome the consideration of noise pollution in corridor and environmental justice studies. The Advisory Council suggests that it may be useful for the MPO to document the results of past UPWP projects to ensure that the studies selected for funding through the UPWP are having a meaningful impact on transportation outcomes in the Boston Region.	The MPO appreciates the Advisory Council's support for the projects in the FFY 2016 UPWP. MPO staff will consider noise pollution factors in its corridor and other studies where feasible and appropriate. The implementation and impact of UPWP studies are important to the MPO and MPO staff, who periodically review the status of recommendations from past UPWP studies. The MPO will explore ways to collect information about study outcomes on an ongoing basis and to make that information available to the MPO and others in the future.

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6/25/2015	N/A	Frank Camarda	Request	<p>Mr. Camarda suggests collaboration between MBTA Commuter Rail and Boston-area cultural institutions. These cultural institutions could provide funding support for MBTA Commuter Rail service, and the MBTA could sell tickets for cultural events to run cultural excursions via commuter rail. This partnership would allow visitors to enjoy Boston's cultural sites car-free.</p>	<p>The MPO appreciates this suggestion and will relay it to the MBTA for consideration.</p>
7/24/2015	North Suburban Planning Council	Kristen Krassner, Co-Chair	Request	<p>The North Suburban Planning Council supports the MPO's decision to shift the majority of funding away from larger projects to fund smaller local projects, and requests that the MPO fund some portion of the I-93/I-95 Interchange in Woburn, Reading, Stoneham, and Wakefield, or feasible transit improvements in the area.</p> <p>As part of these comments, the North Suburban Planning Council requests that studies be pursued to identify feasible alternatives for public transportation that can serve the region, support the economy, and reduce the congestion and safety issues as the I-95/I-93 interchange.</p>	<p>When developing future UPWPs, the Boston Region MPO will consider opportunities to study public transportation alternatives that will serve the communities near the I-93/I-95 interchange. The MPO encourages the North Suburban Planning Council and its member communities to suggest needs and concepts for further study.</p>

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7/24/2015	N/A	Lenard Diggins	Support	<p>Mr. Diggins expressed support for the Research Topics Generated by MPO Staff project (20090) and thinks that it would contribute to positive morale by allowing staff to pursue their interests. He encourages the MPO to reach out to the MBTA Rider Oversight Committee, of which he is a member, as a source of ideas or feedback.</p> <p>He said that the First-Mile-and-Last-Mile Transit Connections Studies project (11399) is very important for those who don't want to own a car but also want to pursue job opportunities in suburban areas where transit is less available.</p> <p>He encouraged the MPO to explore how congestion tolling during rush hours could help reduce bus delays as part of the Identifying Opportunities to Alleviate Bus Delays project (11400).</p> <p>He expressed support for the Pedestrian Level-of-Service Metric Development project (13273). He suggested that the MPO look at busy intersections where bike paths, roads, and pedestrian walkways intersect. He also suggested that the MPO consider studying how to modify sidewalks so that bikers and walkers can share them more safety, because as more people use bicycles, they are going to use the sidewalks.</p> <p><i>(continued on following page)</i></p>	<p>The MPO appreciates Mr. Diggins' support and suggestions for these FFY 2016 UPWP projects. MPO staff will consider these suggestions when conducting the studies mentioned and when developing future UPWPs.</p>

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<p>7/24/2015</p>	<p>Somerville resident</p>	<p>Joel Weber II</p>	<p>Request</p>	<p>Mr. Weber wonders if MassDOT, the MBTA, and the MPO have explored opportunities to adjust pricing to better distribute vehicles to adjacent parking facilities with available capacity. He suggests taking a more general look at where it may be appropriate to reduce parking rates and/or commuter rail fares to support better use of parking facilities and reduce highway usage.</p>	<p>The MPO appreciates Mr. Weber's suggestion to explore ways to adjust pricing to optimize the use of parking capacity and will consider opportunities to explore this issue.</p>

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7/24/2015	Mystic View Task Force, Somerville Transportation Equity Partnership	Wig Zamore	Request	<p>Mr. Zamore expressed appreciation for the work of the Boston MPO and others who work on transportation planning in the Boston Region, including MassDOT and vigilant advocates. He complimented the conduct and discourse of Boston MPO meetings. He said that the certification documents represent an appropriate prioritization of sustainable transit and complete streets, with a growing regional walk and bike facility emphasis.</p> <p>He expressed hope that the Boston MPO will soon be able to more fully recognize the serious health impacts of transportation air pollution and noise on nearby residents, workers and students. He suggested that it would be helpful to include black carbon from diesel in climate pollutant inventories, as California already does, and in transportation conformity analyses. He also suggested more fully using the disaggregated TAZ level data to really investigate the disparities in transportation neighborhood facilities and in transportation exposures.</p>	<p>The MPO appreciates Mr. Zamore's support for its work, the content and discourse of its meetings, and for the content of its certification documents.</p> <p>The MPO will consider Mr. Zamore's suggestions for incorporating black carbon from diesel fuel in climate pollutant inventories and transportation conformity analyses as part of its air-quality-related planning practices. The MPO will also consider using disaggregated TAZ level data to investigate disparities as part of its air-quality-related and transportation-equity-related planning practices.</p>
7/24/2015	Massachusetts Department of Transportation, Office of Transportation Planning	David J. Mohler, Executive Director	Request	<p>The MassDOT Office of Transportation Planning (OTP) commended the MPO on several aspects of the FFY 2016 UPWP:</p> <ul style="list-style-type: none"> > Including well-made graphics. > Using a wide of range of focus areas in the project selection process, including areas linking proposed studies to MAP-21 planning factors and some critical state policies, including mode shift and GreenDOT goals. <p><i>(continued on following page)</i></p>	<p>The MPO thanks MassDOT OTP for its support regarding the UPWP project selection process, the inclusion of the Pedestrian Level-of-Service Metric Development Study in the FFY 2016 UPWP, and the MPO's use of graphics in the UPWP.</p> <p><i>(continued on following page)</i></p>

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7/24/2015	Somerville resident	Joel Weber II	Request	<p>Mr. Weber suggests that MassDOT, the MBTA, and the Boston MPO explore possibilities for improving capacity on the Green Line's central subway tunnel, particularly by examining the possibility of a grade-separated Copley Junction and lengthening platforms to accommodate 225-foot trains during peak travel times. He suggests exploring making future Green Line trains a single 225-foot-long car, with smartcard readers at each door.</p> <p>He inquires as to why the Green Line is considered at capacity. He suggests several specific ideas for improving capacity in the central tunnel:</p> <ul style="list-style-type: none"> > Building a flyover between the existing Copley Station and Arlington Station to accommodate outbound E-branch trains, which would stop at a new Copley platform at Huntington Avenue near Dartmouth street, and then continue through a new single-track tunnel to meet the current tunnel. > Lengthening the platforms at Boylston and Arlington Stations and the inbound platform at Copley Station to 450 feet or more, so that two 225-foot-trains could have passengers board or disembark simultaneously. <p><i>(continued on following page)</i></p>	<p>The MPO appreciates Mr. Weber's suggestions and will forward them to MassDOT and the MBTA to inform the development of the MBTA's next Program for Mass Transportation (PMT).</p>

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