

# WRITTEN PUBLIC COMMENTS RECEIVED FOLLOWING APRIL 25, 2019

RE: Long-Range Transportation Plan (LRTP), *Destination 2040*,  
Development

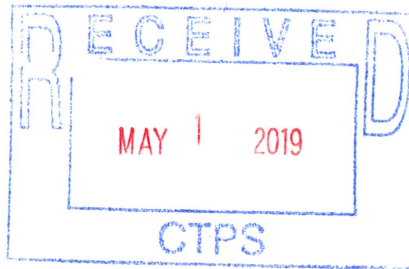
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Parkway



**Atlantic  
Boston**  
Construction

200 West Cummings Park  
Woburn, MA 01801



phone: 781-938-7000  
fax: 781-932-7077

April 26, 2019

Mr. David Mohler, Chair  
Boston Region MPO  
10 Park Plaza, Suite 2150  
Boston, MA 02116

Dear Mr. Mohler:

I'm writing to express support for the Interchange Reconstruction at Route 128/Exit 19 at Brimbal Avenue in Beverly, Phase II (Project #607727).

Given that many of our construction opportunities are located north of Boston, we are concerned with the chronic traffic congestion that burdens communities on the North Shore along Route 128. Most recently, we are redeveloping and building a new campus on Dunham Ridge, the former Parker Brothers Campus, which will be home to a community of businesses from an expanding advanced manufacturing company, Harmonic Drive, to medical offices and research firms.

With the redevelopment of Dunham Ridge and the currently planned 300,000 square feet commercial/industrial new construction listed in the Long Term Transportation Planning Universe of Project, the city of Beverly is continually attracting a version array of businesses in the corridor. Given these facts, we believe it would be prudent for MPO to adopt and fund this project before any additional traffic increase in the area.

Updating the out-dated infrastructure will be a benefit to both business and residents in the area. Thank you for your continued support and dedication to the transportation and infrastructure needs of the Greater Boston community.

Sincerely,

ATLANTIC BOSTON CONSTRUCTION, INC.

Greg Ahearn  
Vice President Field Operations



April 29, 2019

David J. Mohler, Chair  
Boston Region Metropolitan Planning Organization  
10 Park Plaza, Suite 2150  
Boston, MA 02116-3969

Dear Mr. Mohler:

On behalf of Cummings Properties, I'm writing to express enthusiastic support for MassDOT's proposed Interchange Reconstruction at Route 128/Exit 19 at Brimbal Avenue in Beverly, Phase II (Project #607727).

With more than 2.3 million square feet of property managed in Beverly by Cummings Properties, transportation and infrastructure in the area remain among our top concerns. Cummings Center alone is home to more than 550 businesses ranging from Fortune 500 corporations to small businesses whose employees, clients, suppliers and other visitors travel the area's out-dated roadways.

As part of its continuing efforts to invest in Beverly and the North Shore, Cummings Properties is presently redeveloping the 54-acre former Parker Brothers site on Dunham Road. The Dunham Ridge campus will be home to a community of businesses, including an expanding advanced manufacturing company, Harmonic Drive, and a variety of medical offices and research firms.

With the redevelopment of Dunham Ridge and the currently planned 300,000 square feet of commercial/industrial new construction identified in the Boston Region MPO's Long Term Transportation Planning Universe of Projects, the city of Beverly continues to attract a diverse range of businesses and industry to this section of the Route 128 corridor. Given this robust growth, we believe it would be prudent planning for the Boston Region MPO to adopt and fund this project in advance of anticipated traffic intensification in the area.

Thank you for your continued support and dedication to the transportation and infrastructure needs of the Greater Boston communities.

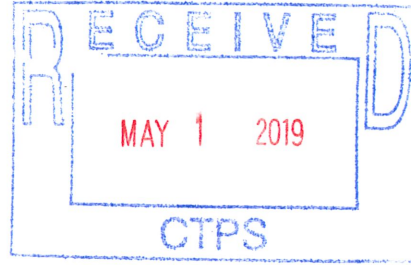
Sincerely,

CUMMINGS PROPERTIES, LLC

Eric S. Anderson  
President



200 West Cummings Park • Woburn, MA 01801 • 781-935-8000 • CummingsFoundation.org



April 29, 2019

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North Suburban Orthopedic Associates

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Chairman, *Cummings Properties* (ret.)

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Executive Director

**Joyce K. Vyriotes**  
Deputy Director

Mr. David Mohler, Chair  
Boston Region MPO  
10 Park Plaza, Suite 2150  
Boston, MA 02116

Dear Mr. Mohler:

I'm writing to express our strong support for the Interchange Reconstruction at Route 128/Exit 19 at Brimbal Avenue in Beverly, Phase II (Project #607727).

As the founder of Cummings Properties, in 1996 I purchased the United Shoe factory, known today as Cummings Center, in Beverly and began Cummings Properties' tradition of investing in the North Shore. Given that more than 2.3 million square feet of property managed by Cummings Properties is located in Beverly, transportation and infrastructure remain among our top concerns. Cummings Center alone is home to more than 550 businesses ranging from Fortune 500 corporations to small businesses whose employees, clients, suppliers and other visitors travel the area's out-dated roadways.

Cummings Properties is continuing to invest in Beverly and the North Shore of Boston. Most currently the firm is redeveloping the 54-acre former Parker Brothers campus at Dunham Ridge, which will be home to a community of businesses from an expanding advanced manufacturing company, Harmonic Drive, to a fine variety of medical offices and research firms.

With our redevelopment of Dunham Ridge and, the separate, currently-planned 300,000 square feet of commercial/industrial new construction listed in the MPO's Long-Range Transportation Planning Universe of Projects, the city of Beverly is continually attracting a diverse array of businesses to the corridor. Given these facts, we believe it would be prudent for the MPO to adopt and fund this project before any additional traffic increase in the area.

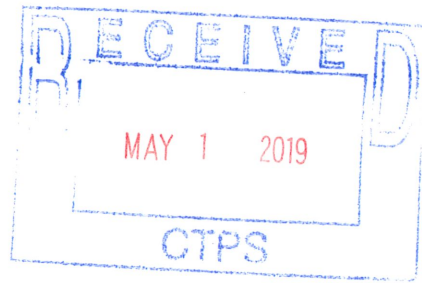
Thank you for your continued support and dedication to the transportation and infrastructure needs of the Greater Boston community.

Sincerely,

William S. Cummings, Founder

**Atlantic  
Boston**  
Construction

200 West Cummings Park  
Woburn, MA 01801



phone: 781-938-7000  
fax: 781-932-7077

April 26, 2019

Mr. David Mohler, Chair  
Boston Region MPO  
10 Park Plaza, Suite 2150  
Boston, MA 02116

Dear Mr. Mohler:

We reach out to you to express our support for the complete reconstruction of the I-93/I-95 Interchange (PROJIS #605605). As Long Term Transportation Plan, Universe of Projects, accurately states; "Many elements of the interchange are at the ends of their design lives."

Given that many of the construction opportunities for our company are in close proximity to the I-93/I-95 Interchange, we are concerned about the economic impact that chronic traffic congestion is inflicting and our ability to attract new and retrain existing leasing clients. We believe that this project would open many new opportunities for economic growth not just in the immediate area, but also throughout the region.

The continued need to redesign of the I-93/I-95 Interchange was identified as early as 2007 in the I-93/I-95 Study Team you lead. Having already waited 12 years, the region should not have to continue waiting before this significant project garners more attention and support.

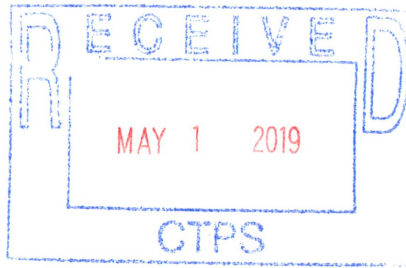
Of course, we understand that these projects take many years to plan. In the short term, the temporary fixes identified in the 2007 I-93/I-95 Interchange Transportation Study as necessary to begin the interchange reconstruction, including the slip ramp onto 93 South from Washington Street via Cedar Street in Woburn, should be considered for immediate construction, as they are a necessary component to this project.

We appreciate your leadership at MPO and the continued effort to update our outdated infrastructure throughout the region.

Sincerely,

ATLANTIC BOSTON CONSTRUCTION, INC.

Greg Ahearn  
Vice President Field Operations



April 29, 2019

David J. Mohler, Chair  
Boston Region Metropolitan Planning Organization  
10 Park Plaza, Suite 2150  
Boston, MA 02116-3969

Dear Mr. Mohler:

We write to express our support for the complete reconstruction of the I-93/I-95 Interchange (PROJIS #605605). As the Boston Region MPO's Long-Range Transportation Plan Universe of Projects accurately states: "Many elements of the interchange are at the ends of their design lives."

Given that a significant percentage of the more than 10 million square feet of commercial space managed by Cummings Properties is located in close proximity to the I-93/I-95 Interchange, our growing concern about the economic impact of chronic traffic congestion in the area is genuine. While our office parks are thriving business centers, an overcrowded corridor impedes our ability to attract and retain clients.

It has been a full dozen years since the need to redesign the I-93/I-95 Interchange was identified in the I-93/I-95 Study Team you led in 2007. Those who live, work, and do business in the region should not have to wait any longer for this significant project to garner more attention and support.

Of course, we understand that these projects can take many years to fully plan. In the near term, however, those temporary fixes identified in the 2007 I-93/I-95 Interchange Transportation Study, including the construction of a slip ramp onto I-93 South from Washington Street via Cedar Street in Woburn, should be considered for immediate implementation, as they are a necessary component to this project as a whole.

We appreciate your leadership at the Boston Region MPO and the organization's continued effort to update and improve our region's transportation system.

Sincerely,

CUMMINGS PROPERTIES, LLC



Eric S. Anderson  
President

**Atlantic  
Boston  
Construction**

200 West Cummings Park  
Woburn, MA 01801



phone: 781-938-7000  
fax: 781-932-7077

April 26, 2019

Mr. David Mohler, Chair  
Boston Region MPO  
10 Park Plaza, Suite 2150  
Boston, MA 02116

Dear Mr. Mohler:

I reach out to you to express my support for the Bridge Replacement on Washington Street in Woburn. As Long Term Transportation Plan Universe of Projects accurately states: "The Washington Street Bridge is the central link in a north-south arterial system that serves the Wilmington-Woburn-Winchester industrial and commercial corridor."

Given that many of our construction opportunities for our company are in close proximity to the Washington Street Bridge, we are concerned about the economic impact that chronic traffic congestion is inflicting on the region. This bridge was built over 50 years ago and since that time, the city of Woburn and the surrounding communities have seen incredible growth.

This project will open many new opportunities for economic growth, not just in Woburn but throughout the region, that will be beneficial to both businesses and residents. The bridge will help address the chronic traffic congestion that has burdened our community.

The Washington Street Bridge is a major cut-through for the North-South corridor in the region and should accordingly match the growth that the regional has experienced. I appreciate your leadership at MPO and the continued effort to update our outdated infrastructure throughout the region.

Sincerely,

ATLANTIC BOSTON CONSTRUCTION, INC.

Greg Ahearn  
Vice President Field Operations





April 29, 2019

David J. Mohler, Chair  
Boston Region Metropolitan Planning Organization  
10 Park Plaza, Suite 2150  
Boston, MA 02116-3969

Dear Mr. Mohler:

We write to express our support for the Washington Street bridge replacement project in Woburn. As the Boston Region MPO's Long Term Transportation Plan Universe of Projects accurately states: "The Washington Street Bridge is the central link in a north-south arterial system that serves the Wilmington-Woburn-Winchester industrial and commercial corridor."

Given that a significant percentage of the more than 10 million square feet of commercial space managed by Cummings Properties is located in close proximity to the Washington Street Bridge, our growing concern about the economic impact of chronic traffic congestion in the area is genuine. While our office parks are thriving business centers, an overcrowded corridor impedes our ability to attract and retain clients.

In the time since the bridge was built, more than 60 years ago, the city of Woburn and the surrounding communities have enjoyed remarkable growth. In Cummings' experience, we find we are drawing national and international high-tech and life science firms to the area. We believe that transportation infrastructure improvements should tie in with the growth of the region and that the bridge replacement project would open many new opportunities for economic development. Cummings offers its enthusiastic support for this initiative.

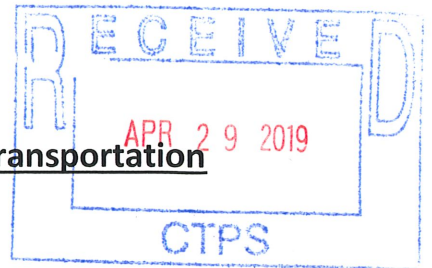
We appreciate your leadership at the Boston Region MPO and the organization's continued effort to update and improve our region's transportation system.

Sincerely,

CUMMINGS PROPERTIES

Eric S. Anderson  
President





**Comments Regarding the MPO Destination 2040 Long Range Transportation Plan**

Dear Sir,

I am opposed to the inclusion of the Green Line Extension to Mystic Valley Parkway in the MPO's Destination 2040 LRTP. A second Draft Environmental Impact Review (DEIR) of this project is currently being performed. Proposing a funding source for this project before the DEIR has been completed clearly implies that the results will not be seriously considered by the state.

A Green Line station and electrical substation at Route 16 would significantly increase traffic at the intersection of Mystic Valley Parkway and Boston Ave. Additional MBTA buses and ride-sharing vehicles from outlying communities would overwhelm the intersection and adjacent streets, affecting all area residents. The additional traffic would place an undue burden on the residents of West Medford.

The displacement of local residents through gentrification and real estate speculation has never been addressed at any level of government.

Some residents and businesses would have their property seized by eminent domain. They would also face increased exposure to harmful diesel particulates if the commuter rail tracks were moved closer to their homes. Residents of Walking Court are also concerned about the potential health effects of an electrical substation. Green Line trains running so close to residences every 5 minutes (as stated in a 2010 Mass DOT report) from 5 AM until 1 AM, 7 days/week, would create a perpetual nuisance for anyone living within half a mile of the tracks.

Finally, the distribution of this survey via email only, with no notice of how to review the proposal or submit comments for anyone without computer access, discriminates against both elderly and low-income residents.

| SIGNATURE               | NAME (printed)   | ADDRESS                         |
|-------------------------|------------------|---------------------------------|
| <i>Robert F. Wyatt</i>  | Robert F. Wyatt  | 13 Norton Ave Medford MA 02155  |
| <i>Marguerite Wyatt</i> | Marguerite Wyatt | 13 Norton Ave Medford, Ma.      |
| <i>Steven C. Wyatt</i>  | Steven C. Wyatt  | 13 Norton Ave Medford, MA 02155 |
| <i>Laura LaCapria</i>   | Laura LaCapria   | 15 Norton Ave Medford Ma        |
| <i>Brent LaCapria</i>   | Brent LaCapria   | 15 Norton Ave Medford, MA       |

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

| <b>FIRST</b> | <b>LAST</b>       | <b>NUM</b> | <b>STREET</b>      | <b>UNIT</b> | <b>CITY</b>        |
|--------------|-------------------|------------|--------------------|-------------|--------------------|
| Robert F.    | Wyatt             | 13         | Norton Ave         |             | Medford            |
| Marguerite   | Wyatt             | 13         | Norton Ave         |             | Medford            |
| Steven C.    | Wyatt             | 13         | Norton Ave         |             | Medford            |
| Laura        | LaCapria          | 15         | Norton Ave         |             | Medford            |
| Brent        | LaCapria          | 15         | Norton Ave         |             | Medford            |
| Ulrike       | Dettling Kalthofs | 120        | North St           |             | Medford            |
| Denis        | Dettling Kalthofs | 120        | North St           |             | Medford            |
| David        | McGlaslan         | 7          | Maple St           |             | Bradford (Medford) |
| Linda        | Bander            |            |                    |             | Woburn             |
| Donna        | Rebebo            |            |                    |             | Medford            |
| Andrea       | Van Wien          | 25         | Curtis St          |             | Medford            |
| Susan        | O'Rourke          | 32         | Moulton Rd         |             | Arlington          |
| Nancy C.     | Kurtz             | 20         | Ship Ave           | #6          | Medford            |
| Em           | Brenner           | 145        | Glenwood St        |             | Malden             |
| Elise        | Tamplin           | 179        | Winthrop St        |             | Medford            |
| Lorna J.     | Beckwith          | 9          | Walking Ct         | #9          | Medford            |
| Carl         | Barnwith          | 7          | Walking Ct         | Apt C       | Medford            |
| Richard      | Petruzzelli       | 20         | Walking Ct         | Apt H       | Medford            |
| Donna        | Brallier          | 27         | Gleason St         |             | Medford            |
| Kate         | Higgins           | 10E        | Walking Ct         |             | Medford            |
| John         | Razzaboni         | 8B         | Walking Ct         |             | Medford            |
| Consuelo     | Diez              | 10         | Walking Ct         |             | Medford            |
| Marie E.     | Jean              | 10A        | Walking Ct         |             | Medford            |
| Hiroko       | Fernandes         | 10H        | Walking Ct         |             | Medford            |
| Jeff         | Strauss           | 8          | Walking Ct         | Apt ?       | Medford            |
| Shirley      | Chen              | 15B        | Walking Ct         |             | Medford            |
| Eduardo      | Rojes             | 20F        | Walking Ct         |             | Medford            |
| Paul         | Ansenarlt         | 4A         | Walking Ct         |             | Medford            |
| Ray          | Bono              | 10D        | Walking Ct         |             | Medford            |
| Sal          | Arria             | 8G         | Walking Ct         |             | Medford            |
| Susan        | Bossa             | 1          | Prescott St        |             | Somerville         |
| Angelica     | Ortiz             | 32         | Piggott Rd         |             | Medford            |
| Robert       | Licari            | 67         | North St           |             | Medford            |
| Paul         | Delmonico         | 180        | Boston Ave         |             | Medford            |
| Marie        | Ferrazzani        | 4          | Norton Ave         |             | Medford            |
| Paul         | Ferrazzani        | 4          | Norton Ave         |             | Medford            |
| James        | Ferrazzani        | 4          | Norton Ave         |             | Medford            |
| Mitch        | Moise             | 6          | North St           |             | Medford            |
| Loeona       | Tevari            | 113        | Auburn St          |             | Medford            |
| Albert       | Beltrami          | 2208       | Mystic Valley Pkwy |             | Medford            |
| Theresa      | O'Keefe           | 2264       | Mystic Valley Pkwy |             | Medford            |
| Anne         | Wakeman           | 31         | Mystic St          |             | Medford            |
| Abul         | Basha             | 67         | Prescott St        |             | Medford            |
| John         | O'Connell         | 47         | Auburn St          |             | Medford            |
| Robert       | Fisher            | 53         | Auburn St          |             | Medford            |
| Laura        | Douglass          | 184        | Boston Ave         |             | Somerville         |

|                        |             |     |                |            |
|------------------------|-------------|-----|----------------|------------|
| Susan M.               | Gonsalves   | 250 | Boston Ave     | Medford    |
| Nadia                  | Gonsalves   | 250 | Boston Ave     | Medford    |
| Roseland Jean Baptiste | Moise       | 6   | North St       | Medford    |
| Theresa M.             | Gianta      | 105 | North St       | Medford    |
| Mary T.                | Drew        | 32A | Gordon St      | Somerville |
| Jean                   | Dumas       | 82  | Gordon St      | Somerville |
| Steven C.              | Lynch       | 17  | Stevens St     | Medford    |
| Maria                  | Lynch       | 17  | Stevens St     | Medford    |
| Vito                   | Cerasuolo   | 77  | West St        | Medford    |
| Viviana                | Alvia       | 126 | Auburn St      | Medford    |
| Mike                   | Petitto     | 126 | Auburn St      | Medford    |
| Mary Ellen             | Steelhorn   | 126 | Auburn St      | Medford    |
| Kelly                  | Fellner     | 132 | Auburn St      | Medford    |
| Mary                   | Raczko      | 132 | Auburn St      | Medford    |
| Marie                  | Gersh       | 82  | Cotting St     | Medford    |
| Kathleen               | Woodward    | 81  | West St        | Medford    |
| Maria                  | Cerasuolo   | 75  | West St        | Medford    |
| Lisa                   | Spinali     | 17  | Mystic St      | Medford    |
| Gloria                 | Serrano     | 73  | Wolcott St     | Medford    |
| Felix H.               | Blackburn   | 233 | Arlington St   | Medford    |
| Yvonne                 | Ruscoe      | 105 | Capen St       | Medford    |
| Joseph                 | Cox         | 1   | North St       | Medford    |
| Jackie                 | Kelly       | 1   | North St       | Medford    |
| Jennifer               | El Maghraby | 9A  | North St       | Medford    |
| Matthew                | Corrigan    | 9A  | North St       | Medford    |
| Tyler                  | Scott       | 9B  | North St       | Medford    |
| Barbara A.             | Monagh      | 95  | West St        | Medford    |
| Kathy                  | Tringale    | 10  | Valley Park St | Medford    |
| Jane                   | Collins     | 172 | Jerome St      | Medford    |
| Paul                   | Dumas       | 82  | Gordon St      | Somerville |
| Lori                   | DiFusco     | 71  | Gordon St      | Somerville |
| Franco                 | DiFusco     | 73  | Gordon St      | Somerville |
| Savannah               | Weinstick   | 62  | Cotting St     | Medford    |
| Nyrie                  | Nalbantian  | 56  | Cotting St     | Medford    |
| Edward                 | Reardon     | 28  | Cotting St     | Medford    |
| Lourdes L.             | Silva       | 111 | Auburn St      | Medford    |
| Larry                  | Bova        | 105 | Auburn St      | Medford    |
| Maryann                | Bova        | 105 | Auburn St      | Medford    |
| Edward L.              | Clayton     | 161 | Arlington St   | Medford    |
| Ed                     | Ligon       | 26  | Monument St    | Medford    |
| Warren L. Sr.          | Bilden      | 209 | Arlington St   | Medford    |
| Charles R.             | Ramos       | 36  | Sharon St      | Medford    |
| Benjamin               | Burke       | 25  | Pinkham Rd     | Medford    |
| Marge                  | Hickey      | 30  | Pinkham Rd     | Medford    |
| Stanley                | Baron       | 93  | North St       | Medford    |
| Shirley                | Miller      | 51  | Lincoln St     | Medford    |
| Kathy                  | Evans       | 30  | Lincoln St     | Medford    |

|             |            |      |                    |       |           |
|-------------|------------|------|--------------------|-------|-----------|
| Gayle       | Thomas     | 42   | Bower St           |       | Medford   |
| Kathleen    | Farmer     | 129  | Sharon St          |       | Medford   |
| Joyce       | Henry      | 113  | Boston Ave         |       | Medford   |
| Shirley     | Walcott    | 24   | Sharon St          |       | Medford   |
| Florence    | Dawson     | 29   | Harvard Ave        |       | Medford   |
| Christen    | Glogowski  | 71   | Lyman Ave          |       | Medford   |
| Richard     | Chobanian  | 11A  | Walking Ct         |       | Medford   |
| Nancy       | Garabedian | 43   | Hamilton St        |       | Medford   |
| Maureen     | Flynn      | 49   | Hamilton St        |       | Medford   |
| Patrick     | Flynn      | 49   | Hamilton St        |       | Medford   |
| Christopher | Flynn      | 49   | Hamilton St        |       | Medford   |
| Chris       | McGinky    | 39   | Hamilton St        |       | Medford   |
| Michael T.  | Hickey     | 30   | Pinkham Rd         |       | Medford   |
| Louis       | Gersh      | 82   | Cotting St         |       | Medford   |
| Thomas      | Costello   | 2260 | Mystic Valley Pkwy |       | Medford   |
| Lucia       | Miniello   | 56   | Orchard St         |       | Medford   |
| Kathryn     | Haisley    | 54   | Decatur St         | Apt 2 | Arlington |
| Heidi       | Patton     | 131  | N Union St         |       | Arlington |
| Avtar       | Singh      | 127  | N Union St         |       | Arlington |
| Linda       | Manning    | 10   | Gordon Rd          |       | Arlington |
| Stefan      | Botari     | 18   | Pinkham Rd         |       | Medford   |
| Carol       | Whalen     | 19   | Pinkham Rd         |       | Medford   |
| Claire B.   | Bianchi    | 21   | Pinkham Rd         |       | Medford   |
| Harriet     | Rogers     | 31   | Harris Rd          |       | Medford   |
| Pauline     | Sawicki    | 53   | Hamilton St        |       | Medford   |
| Leonard     | Sawicki    | 53   | Hamilton St        |       | Medford   |
| Lisa        | Graf       | 36   | Lyman Ave          |       | Medford   |
| Joanne      | Grande     | 7    | Valley Park St     |       | Medford   |
| Christina   | Farrell    | 2256 | Mystic Valley Pkwy |       | Medford   |
| Leslie      | O'Keefe    | 6    | Valley Park St     |       | Medford   |
| Herbert     | Bennett    | 10   | Roland St          |       | Medford   |
| Theresa     | Bennett    | 10   | Roland St          |       | Medford   |
| Harriet     | Chenkin    | 93   | Prescott St        |       | Medford   |
| Rosemary    | Portrait   | 78   | Orchard St         |       | Medford   |
| Helen       | Maloney    | 76   | Marshall St        |       | Medford   |
| Joseph      | Amato      | 78   | Marshall St        |       | Medford   |
| Beverly     | Harrington | 85   | Marshall St        |       | Medford   |
| Timothy     | McCarthy   | 131  | Winthrop St        |       | Medford   |
| Maureen     | McCarthy   | 131  | Winthrop St        |       | Medford   |
| Tina        | Rapatano   | 81   | Marshall St        |       | Medford   |
| Charles     | Gysan      | 78   | Marshall St        |       | Medford   |
| Dennis      | Lowthers   | 6    | Norton Ave         |       | Medford   |
| Alma        | Lowthers   | 6    | Norton Ave         |       | Medford   |
| Alicia      | Valentino  | 35   | Dearborn St        |       | Medford   |
| Michael     | Frongicco  | 27   | Dearborn St        |       | Medford   |
| Marie       | Frongicco  | 27   | Dearborn St        |       | Medford   |
| David       | Carr       | 45   | Lyman Ave          |       | Medford   |

|            |           |     |              |           |
|------------|-----------|-----|--------------|-----------|
| Rita       | Rutland   | 10  | Norton Ave   | Medford   |
| Charles    | Murray    | 12  | Norton Ave   | Medford   |
| Stephen    | Basar     | 49  | Lyman Ave    | Medford   |
| Adrienne   | Wood      | 128 | Green St     | Melrose   |
| Therese    | Vienof    | 47  | Sargent St   | Melrose   |
| Regina R.  | Hart      | 56  | Almont St    | Medford   |
| Esther     | Werner    | 136 | Saunders St  | Medford   |
| Leslie     | Brown     | 1   | Bailey Pl    | Cambridge |
| Gwendolyne | Blackburn | 233 | Arlington St | Medford   |





April 26, 2019

Metropolitan Planning Organization (MPO)  
Attn: Ms. Anne McGahan  
10 Park Plaza, Suite 2150  
Boston MA 02116

RE: Destination 2040 Long Range Transportation Plan (LRTP)  
GLX Phase 2 - Route 16 Green Line Station

Dear Sir/Madam:

I do NOT have a computer so the MPO, and other associated State agencies, continue to leave me, and others like me, out of your communication and public participation process. As well as being discriminatory, this practice surpresses both public participation and public feedback, and results in an inaccurate and untrue representation of ALL of the public's views (especially from those who currently live in the area that is near the proposed Rt 16 station site). MPO needs EVERYONE'S feedback when making the Build/No-Build Rt 16 decisions!!!

Over the last 10 years, whenever I've learned (via word-of-mouth neighbor conversations) about a public meeting or a public comment period concerning a proposed Rt 16 Green Line Station, I've attended the meeting and also submitted written comments. Throughout this time, and to the present, my feelings and position about a Rt 16 Green Line Station remains unchanged. So, instead of just restating my thoughts again in this letter, I'm attaching my 11/25/17 letter (which I sent to MEPA), and am asking you to STOP HERE, AND READ THIS LETTER NOW.

It seems very clear to me that MPO, and the State has been falsly trying to "gaslight" and convince everyone that there is a "real" need for a public transit station at the Rt 16 site. This is totally untrue!!! I've lived in my house for 60 years, and know for a fact that there are plenty of public transit options in this area, so this plan is just a "ruse" or a "smokescreen" to disguise the primary objective which is to add more housing (in the form of condo developments) and label it as "transit oriented" or "high-density" development. Under this concept, NO PARKING garage is built at either the transit station, or at the condos/mixed use developments to encourage the occupants to forego a car and use public transit instead. Medford's mayor is quoted in a 10/3/18 Boston Globe article (see attached) where she says: "a string of housing developments is proposed near planned stops on the future Green Line Station". Since the proposed Rt 16 Green Line site is actually located in Somerville (aside the current U-Haul building), exactly where in Medford is the housing development that our mayor is taunting going to be located and what will it consist of? The MPO came to the Medford Hillside several years ago, and displayed some artist drawings of envisioned developments at: The U-Haul Building, The Whole Foods Lot, The Walking Court Complex, and along Boston Ave (between North St & Rt 16). I feel the implications of this type of development here requires more discussion and involvement from those in my neighborhood who will be most directly impacted by any proposed development. FYI: I have personally

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RE: Destination 2040 Long Range Transportation Plan (LRTP)  
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spoken to over 100 of my neighbors in the last 2 weeks, and they are all opposed to a Green Line Station at Route 16, and are also opposed to any transit-oriented development near the Rt 16 site. Their feelings about this matter will be communicated to you separately, during this comment period. We know that there are many more of my neighbors ~~are~~ also opposed as well, but given the timing of the comment period was over Easter, Passover, Patriots Day, and the April school vacation week, they were not available, or knew about the comment period.)

It is important for the State to obtain current counts of the cars that are traveling on Rt 16 today near the site of the Rt 16 Station site. (I think 30,000 cars a day were clocked 10 years ago). As stated in my attached 11/25/17 MEPA letter, many of the cars that travel on Rt 16 are "Passing Through" onto other destinations (e.g. like Rt 93 & Rt 2, etc) and they would not forego their cars in favor of Rt 16 public transit. We locals are expecting to see more Rt 16 traffic once the Encore Casino opens in June 2019!

I would also like to ~~note~~ that the West Medford neighborhood has seen many people who take the Commuter Rail at West Medford, drive to their community, then leave their cars on the West Medford streets during the day. This has required the residents to have, and pay for "permit parking" which they say is bothersome and costs them extra money for their permit parking stickers. Similarly if a Rt 16 Station were built, many in my neighborhood worry about people leaving their cars in our neighborhoods, and then walking to the Green Line. My neighbors DO NOT want Permit Parking here, just to accomodate/counter potential GreenLine travelers.

I have also attached a 3/21/19 letter that was published in the Boston Globe from an Arlington resident. This letter references a recent study by an MIT researcher who found that "after 5 years of (high) density zoning near transportation centers in Chicago, there was no increase in housing production, only land speculation (by developers). The land speculation led to even higher housing costs and rents" If condo developments are built near the Rt 16 Station site this neighborhood will become less residential and more urbanized. We fear that this type of development would result in "gentrification", and force-out the elderly, and those with low or fixed incomes because they couldn't afford to live here any more.

In Summary, for all of the reasons stated above, and those stated in the attachments to this letter, I am STRONGLY OPPOSED to funding a Green Line Station at Rt 16. I also feel that a potential Rt 16 Station cannot be evaluated until Phase I of the project is operational and useage assessed. With the popularity of Uber & Lyft, etc., I think more people in the future will use these services instead of public transit. Thank you for your time and for considering my comments.

Sincerely

Mary Anne Adduci

2 North Street, Medford Ma 02155

Phone: 781-396-5138



November 25, 2017

Secretary of Energy & Environmental Affairs  
Executive Office of Energy & Environmental Affairs  
Attn: MEPA Office  
EEA No. 13886  
100 Cambridge Street, Suite 900  
Boston MA 02114

Re: 10/17/17 Notice of Project Change for Green Line Extension to Rt 16

Dear Sir:

Before I begin my comments, I am officially complaining about the lack of notification for the 11/20/17 public meeting about the 10/17/17 Notice of Project Change (NPC), and your plans for a Preliminary Environmental Review for a Green Line Station at Rt 16. Also, it was a poor decision to schedule this meeting during Thanksgiving week, and to set the public comment deadline immediately after the Thanksgiving weekend because people are very busy, or are out of town during this holiday period. Neither the abutters, or those of us living in the adjacent Medford neighborhood (between College Ave. & Rt 16) were aware, or advised that MassDot has restarted the process that would lead towards the addition of a Green Line station at Rt 16.

Several years ago, when the original Project was split into 2 Phases, MassDot said then that any Build/No Build decisions on Rt 16 would be deferred until AFTER the Phase I portion (to College Ave) was completed. However, now it seems that MassDot is going-back on what they previously said, so it's honestly very hard to have any trust in what MassDot tells us because they, and their related State agencies, all have a history of reneging on what they say, and they historically do so quietly, behind the scenes, to avoid public scrutiny. These tactics that are being employed in 2017 are not new; but, seem to be part of a continuing pattern to surpress the voices, and the participation of those most directly, and most negatively impacted by an extension of the Green Line to Rt 16. To provide evidence to support this conclusion (see attachment I enclosed) which is a copy of my 2-page 5/25/12 Public Comment letter to the MPO, that describes similar "non-notification" and "behind the scene" tactics that are a repeat of what's happening in 2017.

As was the case in 2012, I do not currently have a computer, and only learned of the 11/20/17 NPC meeting from a neighbor who was copied on a private email exchange that originated with a Rt 16 proponent. I then took it upon myself to get-the-word-out about the 11/20/17 public meeting by knocking on 150 doors, and passing-out 90 flyers about the meeting to neighbors and abutters, who would not have otherwise known about this event. I also contacted the Medford City Council, and they in-turn had the Medford Police issue a Reverse-911 call about the 11/20/17 meeting to the residents; however, the Reverse-911 call went-out only 48 hours before the meeting, so it wasn't very timely given the demands on people's time during a busy holiday week. Through my efforts, and those of my neighbors, a contingent of abutters, and others from the adjacent neighborhood came to the 11/20/17 meeting, that wouldn't have

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otherwise done so, if I had not gotten involved. Going forward, MassDot and all related State agencies MUST institute appropriate procedures so this does not happen again. It is simply NOT ACCEPTABLE, and could actually be construed as being discriminatory given the makeup of those being left-out of the loop!

In addition to the fact that there is no legal requirement to build a Green Line station at Rt 16, I also do NOT support MassDot's decision to submit and advance the 10/17/17 NPC because I think it's PREMATURE to do any work (preliminary or otherwise) for a Rt 16 station, until the College Ave Station is opened (currently scheduled for year-end 2021). After the College Ave Station opens, ACTUAL DATA (rather than hypothetical or estimated data projections) on items such as air quality, noise, vibration, traffic, ridership, cost, etc. can be collected and factored-into the Build/No Build decision process for Rt 16.

For Example, here is something you might want to consider: a lot of people in 2017 are opting to use ride-services like Uber, instead of driving themselves, or taking public transit. Given the current popularity of these ride-services, useage of them in the future will probably increase. So, if this assumption is correct, it will have a direct impact on future T-ridership, traffic, and air quality. It is therefore only logical to postpone the collection of T-ridership, traffic, and air quality data until at least 2022 (after College Ave opens), so ACTUAL 2022 data can be used for Rt 16 decisions, instead of using hypothetical estimated projections, based on 2018 data, when the future impact of Uber-type ride-services are not yet known. So, if 2022 ACTUAL data shows that T-risership has decreased over the previous 5 years (2018 - 2022), then I don't think either MassDot, or the public could justify spending taxpayer money for a Rt 16 station when ridership demand has decreased.

Given all the past delays we've seen with the whole Green Line Project to date, it's NOT unrealistic to think that unforeseen delays could happen again, and could possibly push the completion of the College Ave station beyond 2021. In this regard I think this adds to the reasons why MassDot should postpone any activity or decisions about a Rt 16 station until the College Ave station opens, either on-schedule, or on some other date beyond.

The main objective of imposing a legal mandate to extend the Green Line into Somerville & Medford was to reduce the number of cars on the road, and reduce the pollution emitted by these cars through the use of public transportation. After this project was split into 2 Phases, authorities decided that the mandate's Medford component would be satisfied by a station at College Ave. However, if a station at Rt 16 were built, the objective of the mandate would NOT be achieved because the volume of cars using Rt 16 would NOT DECREASE, and it could potentially increase, if more cars come to this location to drop-off/pick-up passengers at the station. Local residents are already using alternate roads to

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avoid Rt 16; therefore, 99% of the cars using Rt 16 in this area are just "passing through" Medford (via Rt's 93, 2, 3, 38, 28, etc.) onto destinations beyond the Green Line's service area. These "pass through" drivers would NOT be substituting the Green Line for their cars; and, neither would the people in delivery vans, like those used by Amazon, and tradesmen's vans, like those of repairmen, plumbers, electricians, etc.

In 2009, MassDot "clocked" almost 30,000 cars a day on Rt 16, and since then, I can tell you that the volume on Rt 16 has increased. In addition to the traffic already traveling on Rt 16, a fair number of cars enter or exit Rt 16 at the Boston Ave/Rt 16 intersection, but, it's very unlikely that these drivers would forego using their cars, for the Green Line at this site. Lastly, some of the increased Rt 16 traffic volume is attributable to new economic development "attractions" built nearby in the last few years, and all of them can be accessed via Rt 16! Some of these include: Station Landing (Medford), Assembly Sq. (Somerville), Market Basket ~~Basket~~ (Chelsea), Wegmans (Medford), and the soon to open, Wynn Casino (Everett). No one going to & from these "attractions" would be substituting their car for the Green Line at Rt 16. So, realistically, only a very small number of people "might" use a Green Line station at Rt 16, and these would be made-up of a low number of locals who would either walk or bike to the station, some who might get dropped-off/picked-up at the station by car, and those who would get there by bus (the #80 & #94, and any other new bus routes the MBTA might add). However, all of these commuters, can just as easily use the College Ave station, instead of the proposed Rt 16 station, and by doing so, would avert more Rt 16 traffic volume issues from developing, in and around the Rt 16 station site. So, I see more benefits of Not having a station at Rt 16! These days, according to the American Lung Association, and the EPA, Massachusetts has some of the cleanest air in the U.S. because the emission standards for the cars on the road today have significantly reduced tailgate pollution! So, I feel that this is less of a pollution issue, and more a traffic issue, that a Rt 16 Green Line station would make worse.

The NPC expects that both the North St & Winthrop St bridges will need rebuilding to accommodate a Green Line Station at Rt 16, because there currently isn't enough room under them for both the Green Line and Commuter Rail trains. These 2 bridges were "recently" (in bridge-life terms) re-built: North St in 1996, and Winthrop St. in 1983, and both at considerable cost. I'm NOT Happy (angry actually) at the prospect of having more of my taxes spent on bridge "re-do's", when there are MANY Massachusetts bridges in poor condition, that need to be given re-build priority over these 2 "re-do's" (especially when the "re-do's" are NOT a critical necessity now, and can be postponed into the future for more thought --- a Rt 16 Green Line station falls into this category).

The North St & Winthrop St bridges each took about 2 years to re-build,

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and while they were under construction, a considerable amount of disruption occurred in both the adjacent neighborhoods, and in the rest of the local community too because both bridges are heavily used every day. In addition to cars, these bridges are also used by buses, delivery trucks, tractor trailers, as well as pedestrians. To assess traffic volume MassDot should be placing a meter on both bridges to count the vehicles using them. Many of the side-streets off North St are 1-way, so, if the North St bridge was being re-built, that would force cars onto both Rt 16, and Boston Ave, and would further add to heavy traffic already on these roads, as discussed earlier. If Winthrop St was being re-built, that would force more cars onto Boston Ave, as well as onto Rt 16. Recently, with the addition of dedicated bike lanes, which have narrowed the Boston Ave roadway, we are now seeing lengthy traffic back-ups on Boston Ave between Rt 16 and College Ave, especially since the winter time-change, when the streets are dark during the evening rush-hours. If the Winthrop St bridge was being re-built, the merchants around the Winthrop St/Boston Ave intersection will be negatively impacted, because their customers will take their business elsewhere because there will be too much traffic congestion for them to deal-with on Boston Ave, and the Hillside area in general.

The vertical incline of the current North St bridge is very steep when going up the bridge, from the direction of my home, towards Boston Ave. This incline begins at the intersection of North St & Marshall St. I have been personally told by both a young parent pushing a baby carriage, and by a young man riding a bike that their climb up the incline was difficult. I've also seen elderly pedestrians (from the adjacent Walkling Court Senior Complex) stopping to rest, part-way up the incline, before being able to continue their climb to the top of the bridge. When I walk-up the incline myself, I've learned to take it slow, so I can make it up to the top of the bridge without needing to stop and rest. Therefore, any re-building of the North St bridge CANNOT make the new bridge any steeper than it is today. In past Green Line Project meetings it's been said that the current North St bridge was not high enough or wide enough for both sets of trains to pass under it. So, if the only way to accomodate both trains is to make the North St bridge steeper, then that's NOT ACCEPTABLE, and is reason alone to oppose the building of a Green Line station at Rt 16.

In comparison to the College Ave portion, a Green Line Station at Rt 16 requires a lot of work, and would more seriously, and more negatively impact my neighborhood, and would most especially impact those living on Piggott Rd, Orchard St, Walkling Court, and also those on Marshall St/North St who are at the foot of the North St bridge. The existing railbed narrows quite a bit as it approaches North St, so the abutters, and those living in the adjacent streets closest to North St will be the ones most significantly affected when the two trains are positioned closer to their homes. In addition to the noise and vibration issues, those on Orchard St, and Walkling Court will be exposed to more diesel

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particulates which are known to be very dangerous to your health. I also have some concerns about how close the Commuter Rail will be to Walking Court because there is currently only the width of a fire-lane separating the edge of some buildings, and the fence that marks the boundary of the Commuter Rail property. It's also undesirable that some abutters could lose part of their backyards, and others will need to have unsightly walls built along their property to absorb sound and vibration, and I suppose to prevent track trespass. As a further insult to the current railbed landscape, the current canopy of mature trees on both sides of railbed will need to be removed, which will make the track area aesthetically barren. The loss of these shade trees will also make the homes of the track abutters hotter in the summer which will require them to use more A/C. One of the Barget Ave abutters was complaining about how hot his house was now since the removal of trees for the College Ave station, at an update meeting that MassDot held at the Medford City Hall this past June. When considered collectively, all the track modifications needed along the approach towards North St would not result in an attractive view for my immediate neighborhood. Therefore, I am opposed to bringing the Green Line to Rt 16 because the negatives outweigh the positives.

Although the financial cost of the proposed Rt 16 (Phase II) Project has NOT yet been made available, I have sense & judgement to informally do my own "cost/benefit" assessment, and have concluded that any reasonable and fairly-intelligent person could not justify proceeding with this Project, and I think to do so would be irresponsible. The bottom line is that the College Ave station can equally accomodate (at no additional cost to the taxpayer) anyone who wants to use the Green Line, via all modes of access (walk, bus, bike, drop-off), so the Rt 16 station isn't necessary. I want to make clear, that I do support the use of public transportation, and I also support the addition of more public transit in localities that don't currently have public transit options available. However, I'm also fiscally conservative, and I'm NOT in favor of spending taxpayer money on transit projects that are NOT needed. I would rather see available public transit money used for new equipment, maintenance, the purchase of more hybrid buses, and to add more commuter ferry service (both via the rivers, as well as the ocean).

Although MassDot is not now seeking federal funds for the Rt 16 portion of the Extension Project, I think MassDot should be continuing with NEPA assessments, because this Rt 16 portion was originally covered under NEPA oversight, before the whole project was split into 2 Phases. In addition to environmental and engineering issues there are also "quality-of-life" issues, and civil rights issues that need oversight and consideration because many of the Medford residents and abutters have been left-out of the decision making process, and they are the ones who will be negatively impacted, if a Green Line station is built at Rt 16. These Medford residents include: the elderly, the disabled,

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the residents from the West Medford African American Community, and others. Also among these negatively impacted Medford residents are the abutters who are living in the HUD (federally sponsored) complex at Walkling Court, so it seems only reasonable that NEPA (the federal agency) should be providing the oversight for the Rt 16 portion of this project.

POINT OF INFORMATION:

In 2013, a federal lawsuit (Civil Action #13CV10115-JGD) was filed, and the plaintiffs contended that MassDot was deceiving the public by trying to avoid NEPA procedural law, which required greater oversight of the Rt 16 area. (the NEPA law requires a full environmental assessment, and greater environmental scrutiny of the Rt 16 area.)

Therefore, in order to now address the resident's concerns regarding this NEPA issue, I am asking Massachusetts to involve the U.S. Institute for Environmental Resolution, on behalf of Medford residents, to collectively address resident environmental issues concerning this Rt 16 project, and MassDot's avoidance of NEPA law. This request is being made based on the State's past history of NEPA avoidance, and their possible deceptive practices that were the basis of the above mentioned 2013 lawsuit.

I want to thank you for you for your time and attention, and for the consideration of all my above comments.

Sincerely,



Mary Anne Adduci  
2 North Street  
Medford MA 02155-4319

Phone: 781-396-5138



May 25, 2012

Attachment I  
11/25/17 Public Comments  
EEA 13886 NPC - Rt 16  
Page 1 of 2

Boston Region  
Metropolitan Planning Organization (MPO)  
10 Park Plaza - Suite #2150  
Boston, MA 02116-3968

Re: • Draft FFY's 2013-2016 TIP  
• Draft FFY 2013 UPWP

Dear Sir:

On 4/19/12 the MPO held a meeting at which a TIP amendment to expand the current Green Line Extension Project was put forward. This amendment is committing an additional \$8.1 million in design money now (which will lead to a follow-up commitment of \$190+ million for build money later) for the "add-on" of a non-mandated station at Route 16.

Because the mandate for a "Medford Hillside" Green Line station was satisfied by the College Ave. station site, and because money was tight, the potential of a station at the Route 16 site was separated from the mandated portion of the project, that became known as Phase I. The mandated vs non-mandated sections of the project were also split in recognition that the non-mandated site, potentially at Route 16, needed more evaluation in a Phase II project, that would begin after Phase I was built. I think this 2-phase plan has a lot of merit for a number of reasons, and given that money is still tight, I think the project should remain unchanged, and the Phase II project (i.e. Route 16) should not be put back into Phase I. I am opposed to the \$8.1 million TIP amendment, therefore, and strongly urge you not to advance it further at the 6/28/12 MPO meeting.

I know there is a close association between the MPO, MAPC (Metropolitan Area Planning Council), MassDOT, and the MBTA, and that you confer with each other about on-going projects at varying collaborative levels. I therefore assume that you all worked together to figure-out the steps that were needed to get the Green Line Project Plan amended, and marketed, so the TIP money would be approved. In this regard, I want you to know that I was very disturbed to learn that some (or perhaps all of you in agreement) invited only proponents of the Route 16 station site, to your 4/19/12 meeting. This was being deceptive with your audience as it gave the false impression that there is unanimous local support for a station at Route 16, when you know this is not the case. I was honestly taken aback that such a manipulative and biased tactic would be used by "so-called" professionals to "stack-the-deck" so you could garner enough audience support to get the \$8.1 million TIP amendment approved.

I do not have a computer, so I cannot follow or receive any electronic postings by any of the above noted groups. If I had not met face-to-face with another concerned Medford resident, I would still be unaware of your 4/19/12 meeting, the \$8.1 million TIP amendment, or, of this public comment period. I was also unaware that this

May 25, 2012  
Boston Region, MPO  
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Attachment I  
11/25/17 Public Comments  
EEA 13886 NPC - Rt 16  
Page 2 of 2

Re: • Draft FFY's 2013-2016 TIP  
• Draft FFY 2013 UPWP

\$8.1 million TIP amendment changes the current Green Line Extension Project to build a station at Route 16, without any notice of this imminent change to abutters, or to others who will be directly impacted by a Route 16 station. As an FYI, with the exception of Rep. Sciortino, none of the Route 16 proponents invited on 4/19/12 are abutters, or would be directly affected by the erection of a station at the Route 16 location.

I live on North Street in Medford, only a few houses away from the Route 16 station site, and I can attest to the fact that there has been a lack of (i.e. "No") recent communication to my neighborhood about the TIP amendment, or the related addition of a Route 16 station. With such an important issue at stake for abutters now, why aren't you (or the other noted groups above) making any effort to inform, and to solicit comments from those who will be impacted by this TIP amendment/Route 16 station??? Are you trying to "rail-road" through the approval of the TIP amendment by excluding the abutters from the process??? Since "sotto voce" communication strategies seem to have been employed on all aspects of this TIP amendment and Route 16 station, one can only conclude that there was a conscious and deliberate decision to exclude a segment of the public from the process, some of these being: senior citizens, low-income residents, and the disabled. This is unethical and discriminatory! On this basis alone, the \$8.1 million TIP amendment has to be immediately withdrawn, canceled, and permanently taken-off the agenda for 6/28/12.

The public is looking for restraint in government spending, because they know that in the end, the public ends-up with the tab, one way or another! In their personal lives, if money was tight, the public would eliminate spending on non-urgent items, that they would define as "nice to have, but it can wait". Since you are "spending their money", the public expects you to follow the same philosophy when deciding where to allocate available funds. Therefore, since money is tight, and because a Route 16 station isn't mandated, plus the West Medford Commuter Rail and the College Ave. Green Line stations are in close proximity to the Route 16 location, an expansion of the Green Line Extension Project for a Route 16 station, falls into the "it can wait" category! Due to this, along with the debt and money problems at the MBTA, I am opposed to the commitment of the \$8.1 million for the TIP commitment because I'm sure that there are more high priority and critically urgent projects that are more deserving of this funding.

Thank you for your time and for consideration of my comments.

Sincerely,

*Mary Anne Adduci*

Mary Anne Adduci  
2 North Street  
Medford MA 02155

# 15 mayors vow to add housing

Recent construction projects have included Fit Row at Assembly Row in Somerville (above) and West of Chestnut in Quincy Center (shown under construction in 2016).



DAVID L. RYAN/GLOBE STAFF/FILE 2016

Citing a regional crisis, they set goal of 185k units by 2030

By Tim Logan  
GLOBE STAFF

**S**OMERVILLE — The mayors of 15 cities and towns in the core of Greater Boston agreed Tuesday to sharply accelerate the pace of home construction in a bid to help tackle the region's housing crisis.

A coalition of municipal leaders from Braintree to Newton to Winthrop set a goal to add 185,000 new homes by 2030, to keep pace with the job and population growth that is driving up the demand for housing — and the prices.

"Our region is in the midst of a housing emergency," said Somerville Mayor Joe Curtatone. "It has deep and disastrous impacts."

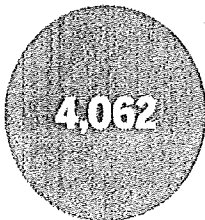
The pledge builds upon a new plan laid out last week by Boston Mayor Martin J. Walsh, who increased his city's new-housing target by 30 percent, to 69,000 additional units by 2030. That would account for a little more than one-third of the goal announced Tuesday. The rest would come from cities and towns around Boston, some of which have built relatively little new housing in recent years.

The plan calls for 185,000 homes to be built over the next 12-plus years in the 15 municipalities, compared with the 32,500 that have been permitted since 2010. That would mean building at a clip that is more than three times as fast as the region has built over this decade, and at twice the rate of the past few years.

The plan did not set goals for each city and town — those may come later, said Marc Draisen, executive director of the Metropolitan Area Planning Council,

**HOUSING, Page B8**

Stepping up the pace



Average number of housing units permitted by 15 cities and towns per year from 2010 through 2018



# 15 mayors vow to add more housing

## ►HOUSING

Continued from Page B6

which supported the effort and is rolling out a collection of strategies they think could help. But it's a recognition that housing costs are a regional problem, one that the entire region should be tackling together.

"No one community can do this alone," Draisen said.

With Greater Boston facing some of the steepest rents of any metropolitan area in the country, housing developers have been searching for places to build apartment and condo buildings, especially near MBTA stations and in neighborhoods close to job centers in downtown Boston and in Cambridge, as well as the region's many colleges and universities.

Medford Mayor Stephanie Burke rattled off a string of housing developments proposed and built in her city, many near Medford Square and planned stops on the future Green Line extension.

"We will hit our goals," Burke said of the 2030 deadline.

But some of the mayors who joined in Tuesday's announcement may have a sales job ahead of them.

Newton Mayor Ruthanne Fuller acknowledged that housing developments in her city have faced pushback from residents worried about the effects on traffic, schools, and general quality of life. She agreed Newton needs more housing, but the key, Fuller said, is planning it wisely — such as by building around Newton's MBTA stops.

"We have to make sure this works for Newton," she said.

When it comes to making the regional plan work, the devil will be in those sorts of details — how much gets built, where exactly, and what it looks like — said Chrystal Kornegay, executive director of MassHousing, a quasi-public state agency that



ARAM BOGHOSIAN FOR THE BOSTON GLOBE/FILE 2018

Newly developed buildings at Assembly Row in Somerville already do what planners are encouraging: provide easy access to existing public transit stations.

## More units coming, municipalities say

Fifteen cities and towns in the core of Greater Boston are pledging to add 185,000 units of housing by 2030.

### They are:

Arlington, Boston, Braintree, Brookline, Cambridge, Chelsea, Everett, Malden, Medford, Melrose, Newton, Quincy, Revere, Somerville, and Winthrop.

finances affordable housing. Those conversations, she said, won't be easy, especially in cities and towns where resistance to new housing can be strong.

"Building housing in this region takes courage," Kornegay said. "We believe very strongly in involving local people in local decisions, and that can get messy."

The administration of Governor Charlie Baker has tried to make it a little cleaner, encouraging cities and towns to develop near transit facilities and by pushing a bill in the Legislature during the last session that

would allow municipalities to lower the threshold for zoning changes, from a two-thirds approval vote by a local government council to a simple majority. But even that modest proposal failed to get through the Legislature, a sign of how hard it can be to address the region's housing crisis from Beacon Hill.

That leaves mayors and other city officials — including those who gathered under a tent in the mist Tuesday in front of an affordable housing development in East Somerville — in the forefront. They see the effects of the region's high housing costs every day, said Curtatone, who grew up nearby, the son of Italian immigrants who were able to scrape together enough to buy a house and raise a family in Somerville. Today, he said, that's harder for many families to pull off.

"We hear you," Curtatone said. "We're listening. And we want to lead."

Tim Logan can be reached at [tim.logan@globe.com](mailto:tim.logan@globe.com). Follow him on Twitter at [@bytimlogan](https://twitter.com/bytimlogan).

## Opinion

THE BOSTON GLOBE

THURSDAY, MARCH 21, 2019

### INBOX

#### **Zoning changes don't guarantee more affordable housing**

As a member of a community weighing the value of density zoning, I read "State faces challenges in its push for housing" (Page A1, March 16) with great interest.

It implies that if the state law were changed, and city councils and town meetings could approve density zoning with only a simple majority, more housing would be produced. I see three major issues in this argument.

First, the greater need is for affordable housing for low- and moderate-income tenants. The density plan under review by our town government does not guarantee any affordable housing. Moreover, the tenants in older, more modest apartment buildings will be displaced by the construction of high-end luxury apartments that they cannot afford.

Second, we should take note that a recent study by M.I.T. researcher Yonah Freemark found that after five years of density zoning near transportation centers in Chicago, there was no increase in housing production, only land speculation. The land speculation led to even higher housing costs and rents.

Third, it is important to remember that zoning changes, unlike school budgets, parking requirements, and sign regulations, cannot be easily undone.

Therefore, a two-thirds vote at town meeting is necessary for a thoughtful approach to radical zoning changes.

JO ANNE PRESTON  
*Arlington*

*The writer is a member of Arlington Residents for Responsible Redevelopment.*



I strongly oppose the inclusion of funding for the GLX Phase 2 in the Destination 2040 Long-Range Transportation Plan. An environmental review of this project is currently being performed. Proposing funding before it is completed strongly implies that the results of the environmental review are a foregone conclusion. And the possible location of an electrical substation has not been identified. Residents have the right to know how much property could potentially be seized by eminent domain before the state even considers funding this project.

In addition, a review of an extension of the Green Line Mystic Valley Parkway (MVP) has never been performed according to National Environmental Policy Act (NEPA) law. The MVP station was dropped from the GLX project before the federal review of the project had been completed. Using only state funding to build to MVP allows the state to avoid ever having to perform a review under NEPA standards.

The Medford Hillside and West Medford neighborhoods have serious concerns about a Green Line station at Mystic Valley Parkway.

The Medford Hillside neighborhood abutting the train tracks from College Ave. to Mystic Valley Parkway is fundamentally different from any section between Lechmere and College Ave. It is composed mostly of single family homes in much closer proximity to the railroad ROW. These homes already contend with the commuter rail and freight trains; those trains run infrequently. Green Line trains running every five minutes from 5 AM to 1 AM (as specified in the 2010 FEIR) would place an undue burden everyone living within the half-mile corridor bordering the tracks.

The Medford Hillside neighborhood is already very well-served by public transit. Many of us chose to live here precisely because of the access to good MBTA service. There is already commuter rail service within the proposed station area. The Red Line at Davis Square is readily accessible. Travel times to downtown Boston on the Red Line are comparable to the estimates of travel times on the proposed Green Line Extension. The difference is that the Red Line is reliable; the Green Line is anything but reliable. And it is obvious to anyone who regularly uses the Green Line that adding capacity will cause a bottleneck at the downtown Boston stations. Funneling more riders into an already overburdened system is a recipe for systemwide disruption.

Potential ridership estimates seem grossly inflated. The contention that most users of a station at MVP will walk to the station is misguided. MBTA service for those near MVP is already quite good. The College Ave. station will be a short distance away. Any decision to extend the Green Line to MVP should be postponed until all of the consequences of the current GLX have been documented.

Even the MAPC found that Medford Hillside already has good transit access. According to the 2012 MAPC Mystic Valley Parkway Community Visioning report, p. 61, "Currently, job center access from the study area is not difficult."

The intersection of MVP and Boston Ave. is troubled. But the vast majority of the cars traveling on MVP are not proceeding to destinations served by the Green Line/MBTA. The new casino in Everett will only exacerbate this situation. The new MBTA partnership with Lyft will encourage more vehicular traffic through West Medford to MVP.

The documents previously produced by the state relating to this project clearly indicate that the true objective of this project is to promote development in Medford Hillside:

"An overall policy goal of the Commonwealth is to direct public infrastructure investments to spur revitalization of previously developed urban sites over undeveloped greenfield sites." (DEIR Jan. 2010, p. 7)

"The extension of the Green Line would create an opportunity to redefine the area adjacent to the station as an area for neighborhood scale transit-oriented development." (MAPC Mystic Valley Parkway Green Line Extension Community Visioning Process, Feb. 2012, p. 43)

Medford Hillside is currently a thriving, family-oriented neighborhood. We treasure the peace it affords us. We do not want any outsiders imposing their vision on our community.

The MPO should be using scarce state dollars to fund projects that will actually make a significant improvement in transportation infrastructure. Allocating money to minor projects which will have a minimal impact is not good stewardship of state resources.

Sincerely,



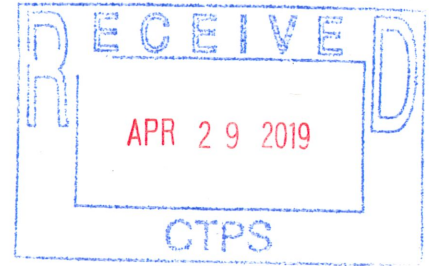
Anita Nagem

9 Norton Ave., Medford MA



April 25, 2019

Ms. Anne McGahan  
10 Park Plaza  
Suite 2150  
Boston, MA 02116



Dear Ms. McGahan:

I am writing to comment on Destination 2040 Long Range Transportation Plan (LRTP) that was recently released by the Metropolitan Planning Organization (MPO).

I object to the inclusion of potential funding for a Route 16/Mystic Valley Parkway Green Line station in the LRTP. The draft environmental review of the Route 16/Mystic Valley Parkway Green Line station has not yet been completed, and it is therefore premature to include potential funding for the station in the LRTP. There is significant neighborhood opposition to the Route 16/Mystic Valley Parkway Green Line station. The MPO should allow the draft environmental review, the public comments on the draft environmental review, and the final environmental review to be fully completed before there are any plans for potential funding of the Route 16/Mystic Valley Parkway Green Line station.

Sincerely,

Handwritten signature of Raymond J. Nagem.

Raymond J. Nagem  
9 Norton Ave  
Medford, MA 02155

