

Table D-7
Summary of Written Public Comments Received During the Official Comment Period from July 25, 2019, to August 23, 2019

| Project/Issue | Committer's Name | Affiliation | Support/ Oppose/ Request | Comment | Staff's Proposed Response |
|------------------------------|-------------------------|--------------------------------------|--------------------------------|--|---|
| Policies and Programs | | | | | |
| Major Infrastructure Program | Christopher J. Connolly | Chair, Canton Board of Selectmen | Oppose | Opposes reducing the Major Infrastructure funding goal to 30 percent, and requests that the funding goal remain at 50 percent. States that 30 percent limit will essentially prevent all large-scale projects from funding consideration. These projects could provide significant regional benefits, including improvements to safety, congestion, and air quality, all of which are priorities for the LRTP. | Staff appreciates your comments on the funding assumptions selected for the <i>Destination 2040</i> LRTP. Funding assumptions played a significant role in determining project recommendations for the LRTP. The MPO considered the funding available for investments within each of the five-year time bands of the LRTP and the types of projects needed to meet its revised goals and objectives. The MPO chose to continue emphasizing the Operations and Management approach that focused on lower-cost intersection improvements and Complete Streets solutions. The MPO voted to cap the share of major infrastructure projects at 30 percent of available funding in each five-year time band. This assumption eliminated higher cost projects from being included in the recommended LRTP. |
| Major Infrastructure Program | Michael Jaillet | Town Administrator, Town of Westwood | Oppose | Opposes reducing the Major Infrastructure funding goal to 30 percent, and requests that the funding goal remain at 50 percent. States that 30 percent limit will essentially prevent all large-scale projects from funding consideration. These projects could provide significant regional benefits, including improvements to safety, congestion, and air quality, all of which are priorities for the LRTP. | Staff appreciates your comments on the funding assumptions selected for the <i>Destination 2040</i> LRTP. Funding assumptions played a significant role in determining project recommendations for the LRTP. The MPO considered the funding available for investments within each of the five-year time bands of the LRTP and the types of projects needed to meet its revised goals and objectives. The MPO chose to continue emphasizing the Operations and Management approach that focused on lower-cost intersection improvements and Complete Streets solutions. The MPO voted to cap the share of major infrastructure projects at 30 percent of available funding in each five-year time band. This assumption eliminated higher cost projects from being included in the recommended LRTP. |

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| Major Infrastructure Program | Thomas J. O'Rourke | President and CEO, Neponset River Regional Chamber | Oppose | Opposes reducing the Major Infrastructure funding goal to 30 percent, and requests that the funding goal remain at 50 percent. States that 30 percent limit will essentially prevent all large-scale projects from funding consideration. These projects could provide significant regional benefits, including improvements to safety, congestion, and air quality, all of which are priorities for the LRTP. | Staff appreciates your comments on the funding assumptions selected for the <i>Destination 2040</i> LRTP. Funding assumptions played a significant role in determining project recommendations for the LRTP. The MPO considered the funding available for investments within each of the five-year time bands of the LRTP and the types of projects needed to meet its revised goals and objectives. The MPO chose to continue emphasizing the Operations and Management approach that focused on lower-cost intersection improvements and Complete Streets solutions. The MPO voted to cap the share of major infrastructure projects at 30 percent of available funding in each five-year time band. This assumption eliminated higher cost projects from being included in the recommended LRTP. |
| Major Infrastructure Program | Karen Dumaine | Neponset Valley Transportation Management Association | Oppose | Opposes reducing the Major Infrastructure funding goal to 30 percent. States that this approach will have negative long-term impacts to the region. | Staff appreciates your comments on the funding assumptions selected for the <i>Destination 2040</i> LRTP. Funding assumptions played a significant role in determining project recommendations for the LRTP. The MPO considered the funding available for investments within each of the five-year time bands of the LRTP and the types of projects needed to meet its revised goals and objectives. The MPO chose to continue emphasizing the Operations and Management approach that focused on lower-cost intersection improvements and Complete Streets solutions. The MPO voted to cap the share of major infrastructure projects at 30 percent of available funding in each five-year time band. This assumption eliminated higher cost projects from being included in the recommended LRTP. |

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| Major Infrastructure Program | Karen Dumaine | Neponset Valley Suburban Mobility Working Group | Oppose | Opposes reducing the Major Infrastructure funding goal to 30 percent. States that this approach will have negative long-term impacts to the region. | Staff appreciates your comments on the funding assumptions selected for the <i>Destination 2040</i> LRTP. Funding assumptions played a significant role in determining project recommendations for the LRTP. The MPO considered the funding available for investments within each of the five-year time bands of the LRTP and the types of projects needed to meet its revised goals and objectives. The MPO chose to continue emphasizing the Operations and Management approach that focused on lower-cost intersection improvements and Complete Streets solutions. The MPO voted to cap the share of major infrastructure projects at 30 percent of available funding in each five-year time band. This assumption eliminated higher cost projects from being included in the recommended LRTP. |
| Major Infrastructure Program | Tegin Teich | Chair, Regional Transportation Advisory Council | Support | Supports the MPO's decision to not identify specific Major Infrastructure projects in the outer time band of the LRTP, stating that rapidly changing transportation technologies and objectives will likely shift the MPO's goal and objectives prior to reaching the outer time band. | Thank you for your support. |
| Major Infrastructure Program | Ambar Johnson and Kristiana Lachiusa | LivableStreets Alliance | Request | Requests continued inclusion of Major Infrastructure projects that improve multimodal connections and reduce the reliance on single-occupancy vehicles. Notes the environmental importance of projects akin to Rutherford Avenue, McGrath Boulevard, and the I-90 Elevated Viaduct in building a more climate-resilient Commonwealth. | The MPO will continue to prioritize projects that improve multimodal connections and reduce the reliance on SOVs to advance its revised vision, goals, and objectives, including an increased emphasis on resiliency. |
| Bicycle and Pedestrian Program | Staci Rubin | Senior Attorney, Conservation Law Foundation | Request | Requests that Bicycle and Pedestrian program funds be prioritized in Gateway Cities and environmental justice populations, as defined by the Executive Office of Energy and Environmental Affairs. | The MPO continues to value bicycle and pedestrian projects as part of its LRTP and TIP. The MPO allocated five percent of its available funding in the LRTP for the Bicycle Network and Pedestrian Connections program to allow for funding these types of projects, which can then be programmed as part of the TIP. Transportation equity criteria are considered for all projects evaluated for programming in the TIP. The MPO made major revisions to the transportation equity goal and objectives. This update will be considered during the process for updating the project evaluation criteria for the certification documents, which is currently in process. |

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| Bus Rapid Transit | Ambar Johnson and Kristiana Lachiusa | LivableStreets Alliance | Support/ Request | <p>Supports the addition of the Transit Modernization program, as well as the addition of dedicated bus lanes to the Complete Streets program.</p> <p>States that while tactical bus priority projects will lead to short-term improvements, truly transformative time savings and service improvements can only come with BRT. Requests that the LRTP explicitly note streets can receive funding for BRT Major Infrastructure program.</p> <p>Encourages the MPO to clarify how LRTP funding will work in conjunction with funding that the MBTA has allocated for new dedicated bus lanes, how the placement of bus lanes relate to the bus network redesign project, and how these will be coordinated with MassDOT and the MBTA.</p> | <p>Thank you for your support of dedicated bus lanes and the Transit Modernization program.</p> <p>With the establishment of the dedicated bus lane program within its Complete Streets program, the MPO will work with the MBTA to establish the process for prioritizing and programming the funding that the MPO has allocated for dedicated bus lanes in the region. The MPO will also work with MassDOT and the MBTA as it implements projects as part of <i>Focus 40</i> which could include implementation of Priority Bus Rapid Transit Corridors.</p> |
| Bus Rapid Transit | Julia Wallerce | Boston Program Manager, The Institute for Transportation and Development Policy | Support/ Request | <p>Supports the addition of the Transit Modernization program, as well as the addition of dedicated bus lanes to the Complete Streets program.</p> <p>States that while tactical bus priority projects will lead to short-term improvements, truly transformative time savings, service improvements, and connectivity can only come with true BRT. Requests that the LRTP incorporate language to support complete BRT corridors, most notably in the Major Infrastructure program.</p> <p>Encourages the MPO to clarify how LRTP funding will work in conjunction with funding the MBTA has allocated for new dedicated bus lanes, how the placement of bus lanes relate to the bus network redesign project, and how these will be coordinated with MassDOT and the MBTA.</p> | <p>Thank you for your support of dedicated bus lanes and the Transit Modernization program.</p> <p>With the establishment of the dedicated bus lane program within its Complete Streets program, the MPO will work with the MBTA to establish the process for prioritizing and programming the funding that the MPO has allocated for dedicated bus lanes in the region. The MPO will also work with MassDOT and the MBTA as it implements projects as part of <i>Focus 40</i>, which could include implementation of Priority Bus Rapid Transit Corridors.</p> |
| Clean Air/Sustainable Communities Goals | Lucia Dolan | Resident, City of Newton | Request | <p>States that Clean Air/Sustainable Communities goals are vague, adding that the LRTP should include a commitment to reducing SOV miles and the electrification of bus and rail.</p> | <p>The MPO is committed to reducing SOV miles as shown in its full set of goals and objectives that promote increased bicycle, pedestrian, and transit improvements. The MPO will coordinate with MassDOT, the MBTA, and other state agencies in implementing the recommendations in the Commission on the <i>Future of Transportation in the Commonwealth</i> report which includes supporting electrification of the transportation system.</p> |

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| Complete Streets Program | Bill Schineller | Resident, Town of Sudbury | Request | Requests allocation of a significant amount of Complete Streets funding toward projects in Sudbury, which lacks sidewalks and poses safety issues for cyclists and pedestrians. | The MPO has allocated funding to the Complete Streets program to signal to municipalities that funding is available for these types of projects through the TIP process. The MPO does not design projects but prioritizes projects that are submitted to MassDOT and the MPO by the municipality. The municipality may request funding for projects through the TIP process. |
| Dedicated Bus Lanes | Lucia Dolan | Resident, City of Newton | Support | Supports the proposed addition of the dedicated bus lanes to the Complete Streets investment program. | Thank you for your support. |
| Environmental Justice Communities | Staci Rubin | Senior Attorney, Conservation Law Foundation | Request | Requests that the percentage of Major Infrastructure projects be at least as high as the percent of Commonwealth census blocks classified as environmental justice populations, noting that 33 percent of Major Infrastructure projects are in environmental justice areas or serve low-income communities, communities of color, and area with English language isolation. Under the Massachusetts 2017 Environmental Justice Policy, approximately 72 percent of census block groups were classified as EJ communities. Pending legislation could potentially identify approximately 41 percent of census blocks as EJ communities. States that EJ communities disproportionately suffer the negative impacts of transportation emissions. It is necessary to prioritize transportation investments that should result in air quality improvements in EJ communities. | Major Infrastructure projects are those projects that cost more than \$20 million dollars or add capacity to the transportation system. These projects must be listed in the LRTP before they can be programmed in the TIP. The majority of the funding in the LRTP is allocated to smaller, lower cost projects that are included in the other investment programs. These projects do not have to be listed in the LRTP and can be directly programmed in the TIP. A geographic analysis is performed during the TIP development process to ensure that projects are being programmed throughout the region as well as in transportation equity locations. |
| Equity | Tegin Teich | Chair, Regional Transportation Advisory Council | Request | Requests that equity priorities be explicitly stated in the LRTP. Funding goals could be expanded to include a goal of the overall percent of funding allocated to projects supporting designated vulnerable populations. This goal should reflect the serious transportation challenges faced by many disadvantaged communities. | The MPO has stated its transportation equity priorities throughout the LRTP in its Needs Assessment, its vision, goals, and objectives, and through its equity analysis. The MPO's draft equity policy is under development and as it is completed it will be included in the next LRTP. Transportation equity criteria are considered for all projects evaluated for programming in the TIP, not for equity projects only. The MPO made major revisions to the transportation equity goal and objectives. This update will be considered during the process for updating the project evaluation criteria for the certification documents, which is currently being undertaken. |

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| Freight | Ambar Johnson and Kristiana Lachiusa | LivableStreets Alliance | Request | Requests that the MPO conduct research into opportunities for moving freight, including the use of marine highway corridors, better leveraging port infrastructure, cargo bikes, and unloading during off-peak service hours. Improved freight movement would improve safety, alleviate congestion, and reduce environmental impacts. | The MPO has an ongoing freight program which conducts freight studies in the MPO region. Your comment will be forwarded to MPO staff for consideration in the upcoming fiscal year. It will also be forwarded to MassDOT staff that are responsible for freight planning. |
| Green Infrastructure Fund | Karl Alexander | Resident, City of Somerville | Request | Asks if dollars generated through the "Green Infrastructure Fund" (Bill H.2810), if passed, could be used as the state match for the CIP over the lifespan of the LRTP. | Thank you for your comment. MassDOT would have to provide an answer to this question. Staff will forward this comment to MassDOT staff. |
| Interagency Coordination | Lucia Dolan | Resident, City of Newton | Support | Supports coordinating with partner agencies to implement recommendations made by the Commission on the Future of Transportation in the Commonwealth and measuring mode shift related to capital investment. | Thank you for your support. The MPO will coordinate with MassDOT, the MBTA, other state and regional agencies, and municipalities in implementing the recommendations in the Commission on the <i>Future of Transportation in the Commonwealth</i> report. |
| MPO Project Selection | Fred Moore | Resident, Town of Saugus | Request | Requests that the MPO prioritize rail improvement projects over suburban highway projects. | The MPO will continue to work with MassDOT and the MBTA to implement improvements included in <i>Focus 40</i> . |
| Needs Assessment | Stephen Kaiser | Resident, City of Cambridge | Request | Requests the inclusion of new studies and measurements of bus and train bunching in the Needs Assessment, as well as proposed counteractive measures. Expresses the need for a full study of transit service achieved on all subway lines, noting a historical increase in headways on the Green Line. | Studies are considered as part of the MPO's UPWP. Your comment will be considered in the development of the next UPWP to be developed for federal fiscal year 2021. |
| Performance-Based Planning and Programming | Lenard Diggins | Resident, Town of Arlington | Request | Requests that the LRTP include a timeline of the transition to Performance-Based Planning and Programming, stating that reasonable milestones would be helpful for tracking progress. | The MPO is currently conducting a PBPP process. It has established its vision, goals, and objectives through the LRTP and continues that process through its TIP and UPWP. It has established the federally required performance measures and targets and will continue to explore new measures in the next fiscal year. All updates will be included on the MPO's PBPP webpage at https://www.ctps.org/performance . |

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| Performance Measures | Ambar Johnson and Kristiana Lachiusa | LivableStreets Alliance | Request | Request that the LRTP include more measurable targets for objectives linked to goals for the purpose of benchmarking. Without quantifiable targets, it is impossible to recognize the work the MPO and its local and regional partners have achieved. | The MPO has established targets for performance measures that are federally required, therefore <i>Destination 2040</i> only includes those performance measures. Staff will work with the MPO to establish additional performance measures that will help the MPO to monitor its progress towards meeting its vision, goals, and objectives. The measures can then be the basis of project selection criteria for programming future LRTPs and TIPs. All updates will be included on the MPO's PBPP webpage at https://www.ctps.org/performance . |
| Performance Measures | Julia Wallerce | Boston Program Manager, The Institute for Transportation and Development Policy | Request | Request that the LRTP include more measurable targets for objectives linked to goals for the purpose of benchmarking. Without quantifiable targets, it is impossible to recognize the work the MPO and its local and regional partners have achieved. | The MPO has established targets for performance measures that are federally required, therefore <i>Destination 2040</i> only includes those performance measures. Staff will work with the MPO to establish additional performance measures that will help the MPO to monitor its progress towards meeting its vision, goals, and objectives. The measures can then be the basis of project selection criteria for programming future LRTPs and TIPs. All updates will be included on the MPO's PBPP webpage at https://www.ctps.org/performance . |

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| Performance Measures and Modeling | Tegin Teich | Chair, Regional Transportation Advisory Council | Request | <p>Requests an explanation of how equity and air quality impacts are developed and how the forecasting error is defined, noting that the forecasting error in the regional model is greater than the impacts of the proposed LRTP projects.</p> <p>Requests consideration of additional or alternative performance measures or measurement methods that illustrate the individual and collective impacts of the projects proposed in the LRTP.</p> <p>States that the performance measures included in the LRTP are not clearly related to the MPO's goals, targets are not related to any MPO-specific analysis, and the two- to four-year time horizon for the targets is shorter than the LRTP time horizon. Requests that the next LRTP include additional measures that directly align with the MPO's goals, as well as an expanded time horizon.</p> | <p>MPO staff can provide an explanation of the impacts and the forecasting error. Staff is continuing to finalize the disproportionate burden/disparate impacts policy used for the LRTP and its equity analysis and will continue to work with the MPO's DI/DB working group to educate them on this process.</p> <p>In addition, the air quality impacts are determined using a process that has been established through federal regulations and in consultation with FHWA, FTA, EPA, and Massachusetts DEP using the travel demand model and the MOVES emission factor model. Staff will be happy to meet with you and your members to further discuss this.</p> <p>The MPO has only established targets for performance measures that are federally required, therefore <i>Destination 2040</i> only includes those performance measures. Staff will work with the MPO to establish additional performance measures that will help the MPO to monitor their progress toward meeting its vision, goals, and objectives. The measures can then be the basis of project selection criteria for programming future LRTPs and TIPs.</p> |
| Performance Measures and Modeling | Tegin Teich | Chair, Regional Transportation Advisory Council | Request | <p>Noting an increased focus on smaller projects, requests that the MPO consider alternative evaluation methods, or enhancements to the regional model, that can better evaluate the impacts of all MPO investments. The tools should be able to consider hypothetical mixes of projects, which may reveal combinations of projects that produce more beneficial results.</p> | <p>As part of its scenario planning and project evaluation work, MPO staff can explore alternative methods to evaluate investments.</p> |
| Public Outreach | Tegin Teich | Chair, Regional Transportation Advisory Council | Request | <p>States that communicating the goals of the MPO to municipalities will encourage the submission of projects that align with the funding goals included in the LRTP. Requests that MPO staff continue to study creative ways to engage with communities and work with MPO members to prioritize and allocate resources to these outreach strategies. In addition, MPO staff should consider building relationships with town transportation committees and encouraging towns to gather input through these committees.</p> | <p>MPO staff is always exploring new ways to involve the public in the MPO's transportation planning process. New efforts were taken in the recent outreach for the LRTP (see Appendix D of <i>Destination 2040</i>). In addition, through TIP development, staff will continue to engage municipalities informing them of the new investment programs that have recently been added in the LRTP and TIP.</p> |

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| Regional Traffic Impacts | Ivey St. John | Resident, City of Boston (Charlestown) | Request | Asks for information on the traffic impact of the Encore Boston Harbor casino, as well how regional commuters impact Charlestown. | Thank you for your comment. The Encore Boston Harbor casino was included in the land use assumptions that were used in the development of the <i>Destination 2040</i> LRTP. In addition, a study was undertaken by the state, regional agencies, and municipalities prior to the construction of the casino. This information was used when considering recommendations as part of the LRTP. <i>Destination 2040</i> programmed the Rutherford Avenue project in the Charlestown neighborhood that will provide improvements along that roadway, which are designed to accommodate the casino traffic and address the concerns of the residents in your neighborhood. |
| Resiliency | Karl Alexander | Resident, City of Somerville | Support/ Request | Requests revising the rubric for scoring projects on resiliency. Suggests revising resiliency scoring from a risk-based approach to a predictive-based approach, which encompasses equity, economic impact, and accessibility. Adds that such revisions could give a higher priority for certain CIP projects. Supports allocating federal funds toward resiliency projects. | The MPO placed added emphasis on resiliency in the development of <i>Destination 2040</i> . Staff is in the process of revising its project evaluation criteria, which will include updating its criteria on resiliency. |
| Scenario Planning | Tegin Teich | Chair, Regional Transportation Advisory Council | Request | Stating that the LRTP has the potential to be more "visionary," requests that MPO staff conduct evaluations of different funding scenarios, including higher funding levels and "worst-case" scenarios, prior to the next LRTP. In addition, different allocations of a fixed funding scenario could be considered to evaluate the range of impacts. Requests that scenario planning to support the next round of LRTP development includes consideration of the full range of regional project and funding sources, as opposed to only considering incremental changes in discretionary MPO funding. This should include coordination with the Commonwealth to jointly set funding priorities and to measure the collective benefits of MassDOT and MBTA-funded projects. Early coordination among these agencies would support a more integrated approach to developing transportation projects and programs that support regional goals and objectives. | The MPO is including scenario planning in its work plan for its ongoing work for the LRTP. Your comment will be brought to the MPO when considering the scenarios to be examined as part of this work. A range of ideas can be considered, including potential funding, alternative demographic assumptions, and other factors, including climate change and resiliency. |

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| Transit Station Parking | Joel Weber | Resident, City of Somerville | Request | States that automobile parking at transit should not be expanded, and that automobile parking should be reduced at garages that require expensive maintenance and reconstruction. Requests increased bicycle parking at transit stations. This could include monitoring bike parking utilization, allowing for prompt expansion of bicycle parking at stations that are near their parking capacity. | The MPO has allocated funding to the Community Connections program and Transit Modernization program. Garage reconstruction could be an eligible project under the Transit Modernization program. Bicycle parking at transit stations is eligible under the Community Connections program. |
| Travel Demand Model | Lenard Diggins | Resident, Town of Arlington | Request | Requests additional information regarding the specifics of the inputs (values and assumptions) and outputs (specific values and error margins) of the Travel Demand Model. States that these details are needed to question how conclusions are derived, which brings into question the predicted outcomes and potential equity impacts. Requests that the next L RTP include the degree to which predictions of the Travel Demand Model compare to actual outcomes during the first time band of <i>Destination 2040</i> . | Staff is happy to meet with you and discuss specifics of the inputs and outputs of the Travel Demand Model in regards to the equity analysis. Staff will be finalizing its work on the DI/DB policy in the next fiscal year and will continue to work with the MPO's DI/DB working group to educate them on this process |
| Universe of Projects | Lenard Diggins | Resident, Town of Arlington | Request | Requests that MPO staff work with municipalities to proactively add projects to the Universe of Projects, allowing for more efficient and less costly project sequencing. | MPO staff will continue to work with municipalities through its TIP development process. Each municipality has a TIP contact who staff is in contact with during the development of the TIP. Staff is available to meet with municipal officials and interested stakeholders when considering projects for programming in the TIP. In addition, the MPO solicits input on study ideas for projects during the development of the UPWP. |
| Vision, Goals, and Objectives | Tegin Teich | Chair, Regional Transportation Advisory Council | Support | Supports the continued shift toward Complete Streets, Intersection Improvements, Bicycle and Pedestrian, and Community Connections projects, while reducing the percentage amount allocated to the Major Infrastructure program. | Thank you for your support. |
| Vision, Goals, and Objectives | Tegin Teich | Chair, Regional Transportation Advisory Council | Support | Supports the addition of the Transit Modernization program, as well as the addition of dedicated bus lanes to the Complete Streets program. Recommend that the MPO coordinate with the MBTA regarding specific projects that could be included in the L RTP. | Thank you for your support. MPO staff will work with the MBTA to coordinate projects to be funded as part of future TIPs. |

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| Vision, Goals, and Objectives | Tegin Teich | Chair, Regional Transportation Advisory Council | Request | Requests that more consideration be given to project category definitions in the next LRTP, such as including Complete Streets projects more than \$20 million under the Complete Streets program rather than the Major Infrastructure program. This may warrant changes to the overall funding goals to ensure projects continue to be adequately prioritized. Alternatively, the Major Infrastructure program could have a subcategory for large Complete Streets projects. | The MPO will be exploring the definition of the Major Infrastructure Investment Program in the development of the next LRTP including the definition of project cost in this category. |
| Projects | | | | | |
| Canton Interchange (I-95/I-93) Improvement Project | Representative William C. Galvin | State Representative | Request | Requests inclusion of the Canton Interchange Project in the LRTP. States the current design of the interchange is responsible for daily congestion and numerous fatal crashes. The proposed improvements will improve safety, reduce greenhouse gas emissions, bolster the regional economy, and enhance quality of life. | <p>Staff appreciates your comments on the reconstruction of the I-95/I-93 Interchange in Canton in the <i>Destination 2040</i> LRTP, however, this project was not approved for funding in <i>Destination 2040</i>.</p> <p>Funding assumptions played a significant role in determining project recommendations for the LRTP. The MPO considered the funding available for investments within each of the time bands of the LRTP and the types of projects needed to meet its revised goals and objectives. The MPO chose to continue emphasizing the Operations and Management approach that focused on lower-cost intersection improvements and Complete Streets solutions. The MPO voted to cap the share of major infrastructure projects at 30 percent of available funding in each five-year time band. This assumption eliminated this interchange from being included in the recommended LRTP. This project will continue to be included in the Universe of Projects list for consideration in future LRTPs.</p> |

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| Canton Interchange (I-95/I-93) Improvement Project | Michael Jaillet | Town Administrator, Town of Westwood | Oppose | Opposes removing the Canton Interchange Project from the LRTP. The project is a state and regional priority, and its inclusion in the LRTP is essential for it to maintain its standing as a project of regional significance. Notes that the project will not add capacity to the highway system, but rather allow for an improved, safer flow of existing traffic throughout the region. | <p>Staff appreciates your comments on the reconstruction of the I-95/I-93 Interchange in Canton in the <i>Destination 2040</i> LRTP, however, this project was not approved for funding in <i>Destination 2040</i>.</p> <p>Funding assumptions played a significant role in determining project recommendations for the LRTP. The MPO considered the funding available for investments within each of the time bands of the LRTP and the types of projects needed to meet its revised goals and objectives. The MPO chose to continue emphasizing the Operations and Management approach that focused on lower-cost intersection improvements and Complete Streets solutions. The MPO voted to cap the share of major infrastructure projects at 30 percent of available funding in each five-year time band. This assumption eliminated this interchange from being included in the recommended LRTP. This project will continue to be included in the Universe of Projects list for consideration in future LRTPs.</p> |
| Canton Interchange (I-95/I-93) Improvement Project | Christopher J. Connolly | Chair, Canton Board of Selectmen | Oppose | Opposes removing the Canton Interchange Project from the LRTP. The project is a state and regional priority, and its inclusion in the LRTP is essential for it to maintain its standing as a project of regional significance. Notes that the project will not add capacity to the highway system, but rather allow for an improved, safer flow of existing traffic throughout the region. | <p>Staff appreciates your comments on the reconstruction of the I-95/I-93 Interchange in Canton in the <i>Destination 2040</i> LRTP, however, this project was not approved for funding in <i>Destination 2040</i>.</p> <p>Funding assumptions played a significant role in determining project recommendations for the LRTP. The MPO considered the funding available for investments within each of the time bands of the LRTP and the types of projects needed to meet its revised goals and objectives. The MPO chose to continue emphasizing the Operations and Management approach that focused on lower-cost intersection improvements and Complete Streets solutions. The MPO voted to cap the share of major infrastructure projects at 30 percent of available funding in each five-year time band. This assumption eliminated this interchange from being included in the recommended LRTP. This project will continue to be included in the Universe of Projects list for consideration in future LRTPs.</p> |

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| Canton Interchange (I-95/I-93) Improvement Project | Karen Dumaine | Neponset Valley Transportation Management Association | Oppose | <p>Opposes removing the Canton Interchange Project from the LRTP. The project is a state and regional priority, and its inclusion in the LRTP is essential for it to maintain its standing as a project of regional significance. The Canton Interchange is a critical project for achieving the full economic development potential envisioned with the University Station project.</p> <p>States that the current design of the interchange is unsafe, noting fatal accidents and the release of hazardous materials. Adds that the full impact of the Route 128 Add-a-Lane Project will not be realized until the Canton Interchange is reconstructed.</p> <p>Notes that the project will not add capacity to the highway system, but rather allow for an improved, safer flow of existing traffic throughout the region.</p> | <p>Staff appreciates your comments on the reconstruction of the I-95/I-93 Interchange in Canton in the <i>Destination 2040</i> LRTP, however, this project was not approved for funding in <i>Destination 2040</i>.</p> <p>Funding assumptions played a significant role in determining project recommendations for the LRTP. The MPO considered the funding available for investments within each of the time bands of the LRTP and the types of projects needed to meet its revised goals and objectives. The MPO chose to continue emphasizing the Operations and Management approach that focused on lower-cost intersection improvements and Complete Streets solutions. The MPO voted to cap the share of major infrastructure projects at 30 percent of available funding in each five-year time band. This assumption eliminated this interchange from being included in the recommended LRTP. This project will continue to be included in the Universe of Projects list for consideration in future LRTPs.</p> |
| Canton Interchange (I-95/I-93) Improvement Project | Karen Dumaine | Neponset Valley Suburban Mobility Working Group | Oppose | <p>Opposes removing the Canton Interchange Project from the LRTP. The project is a state and regional priority, and its inclusion in the LRTP is essential for it to maintain its standing as a project of regional significance. The Canton Interchange is a critical project for achieving the full economic development potential envisioned with the University Station project.</p> <p>States that the current design of the interchange is unsafe, noting fatal accidents and the release of hazardous materials. Adds that the full impact of the Route 128 Add-a-Lane Project will not be realized until the Canton Interchange is reconstructed.</p> <p>Notes that the project will not add capacity to the highway system, but rather allow for an improved, safer flow of existing traffic throughout the region.</p> | <p>Staff appreciates your comments on the reconstruction of the I-95/I-93 Interchange in Canton in the <i>Destination 2040</i> LRTP, however, this project was not approved for funding in <i>Destination 2040</i>.</p> <p>Funding assumptions played a significant role in determining project recommendations for the LRTP. The MPO considered the funding available for investments within each of the time bands of the LRTP and the types of projects needed to meet its revised goals and objectives. The MPO chose to continue emphasizing the Operations and Management approach that focused on lower-cost intersection improvements and Complete Streets solutions. The MPO voted to cap the share of major infrastructure projects at 30 percent of available funding in each five-year time band. This assumption eliminated this interchange from being included in the recommended LRTP. This project will continue to be included in the Universe of Projects list for consideration in future LRTPs.</p> |

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|--|---|--|--------------------------------|--|--|
| Canton Interchange (I-95/I-93) Improvement Project | Senators Walter F. Timilty and Paul R. Feeney | State Senators | Oppose | Oppose removing the Canton Interchange Project from the LRTP. The project is a state and regional priority and is an integral component of the Town of Canton's long-term infrastructure goals. Its inclusion in the LRTP would establish an improved, safer flow of existing traffic throughout the region, as well reduce greenhouse gas emissions. | <p>Staff appreciates your comments on the reconstruction of the I-95/I-93 Interchange in Canton in the <i>Destination 2040</i> LRTP, however, this project was not approved for funding in <i>Destination 2040</i>.</p> <p>Funding assumptions played a significant role in determining project recommendations for the LRTP. The MPO considered the funding available for investments within each of the time bands of the LRTP and the types of projects needed to meet its revised goals and objectives. The MPO chose to continue emphasizing the Operations and Management approach that focused on lower-cost intersection improvements and Complete Streets solutions. The MPO voted to cap the share of major infrastructure projects at 30 percent of available funding in each five-year time band. This assumption eliminated this interchange from being included in the recommended LRTP. This project will continue to be included in the Universe of Projects list for consideration in future LRTPs.</p> |
| Canton Interchange (I-95/I-93) Improvement Project | Thomas J. O'Rourke | President and CEO, Neponset River Regional Chamber | Oppose | Opposes removing the Canton Interchange Project from the LRTP. The project is a state and regional priority, and its inclusion in the LRTP is essential for it to maintain its standing as a project of regional significance. Notes that the project will not add capacity to the highway system, but rather allow for an improved, safer flow of existing traffic throughout the region. | <p>Staff appreciates your comments on the reconstruction of the I-95/I-93 Interchange in Canton in the <i>Destination 2040</i> LRTP, however, this project was not approved for funding in <i>Destination 2040</i>.</p> <p>Funding assumptions played a significant role in determining project recommendations for the LRTP. The MPO considered the funding available for investments within each of the time bands of the LRTP and the types of projects needed to meet its revised goals and objectives. The MPO chose to continue emphasizing the Operations and Management approach that focused on lower-cost intersection improvements and Complete Streets solutions. The MPO voted to cap the share of major infrastructure projects at 30 percent of available funding in each five-year time band. This assumption eliminated this interchange from being included in the recommended LRTP. This project will continue to be included in the Universe of Projects list for consideration in future LRTPs.</p> |

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| Allston Multimodal Project | Staci Rubin | Senior Attorney, Conservation Law Foundation | Request | <p>Requests programming the Allston Multimodal Project in the FFY 2020-24 time band of the LRTP, rather than FFY 2030-34, stating that West Station should be constructed prior to 2030. Notes that the MPO will not contribute funds to the project. West Station offers an opportunity to transform the Boston-Worcester corridor, with West Station serving as a gateway.</p> <p>Envisions West Station as a 2-platform, 4-track multimodal station supporting regional rail and maximizing sustainable mobility choices. The station plan should allow for the distribution of rail passengers outward from West Station. Most, if not all, bus routes should run through the station, rather than terminating at the station.</p> | The Replacement of Allston I-90 Elevated Viaduct project is being designed and constructed by MassDOT. This project is included in the MPO's LRTP because it is a regionally significant project that adds capacity to the transportation system located in the Boston region and will use federal funding. Federal requirements are that this project must be listed in the MPO's LRTP to move forward. Your comment will be forwarded to MassDOT for consideration during the design of this project. |
| Bus Projects | Staci Rubin | Senior Attorney, Conservation Law Foundation | Support/ Request | <p>Supports inclusion of the Rutherford Avenue project in the LRTP, particularly as it results in exclusive bus lanes at Sullivan Station.</p> <p>Requests that the MPO work with municipalities served by the bus routes along the corridor to establish BRT infrastructure, as well as other communities.</p> <p>Requests that Complete Streets funds be used to improve bus stop accessibility, including the addition of benches, shelters, curb cuts, and multilingual signage.</p> | <p>Thank you for your support. The Rutherford Avenue project is included in the list of recommended projects in <i>Destination 2040</i> in the 2020 to 2029 time band.</p> <p>With the establishment of the dedicated bus lane program within its Complete Streets program, the MPO will work with the MBTA to establish the process for prioritizing and programming the funding that the MPO has allocated for dedicated bus lanes in the region. The MPO will also work with MassDOT and the MBTA as it implements projects as part of <i>Focus 40</i> that could include implementation of Priority Bus Rapid Transit Corridors.</p> <p>The MPO uses its project selection criteria and considers information including improving bus stop accessibility, additional benches, shelters, curb cuts, and multilingual signage when evaluating within the projects submitted for funding.</p> |
| Bus Service in Sudbury | Bill Schineller | Resident, Town of Sudbury | Request | <p>Requests express bus service from Sudbury to Boston and/or Cambridge, stating that the service would replace hundreds of vehicle trips.</p> <p>Requests that flashing lights on buses, combined with traffic laws requiring cars to pull over for buses as with emergency vehicles, be used in lieu of dedicated bus lanes on Route 20.</p> | Your comment will be forwarded to the MetroWest RTA for their consideration. |

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|----------------------------------|------------------|---|--------------------------|---|---|
| Cypher Street Extension (Boston) | Laura Gilmore | Senior Transportation Planner, MassPort | Support/ Request | Supports inclusion of the Cypher Street Extension project in the LRTP. Requests that the description, as well as associated maps, of the Cypher Street Extension project included in the LRTP be amended, noting that the description does not include the full scope of the project. | Thank you for your support. The Cypher Street project is included in the list of recommended projects in <i>Destination 2040</i> in the 2020 to 2024 time band and is being funded by the Commonwealth. The description and map were amended. |
| Green Line Extension (Phase 2) | Anita Nagem | Resident, City of Medford | Oppose | Opposes inclusion of the Green Line Extension to Mystic Valley Parkway in the LRTP. States that an environmental review of the project is currently underway, and the location of an electrical substation has not been identified. Residents should be informed about potential use of eminent domain prior to advancing the project. In addition, a review of the project has not been performed under NEPA standards. States that a Route 16 station would negatively impact local residents, particularly abutters, and increase vehicular traffic in surrounding areas. The area is currently well served by transit, noting that the 2012 MAPC Mystic Valley Parkway Community Visioning report found that "job center access from the study area is not difficult." Although the travel time to downtown Boston on the Red Line is comparable to estimated travel time on the proposed extension, the Red Line is more reliable. The Green Line currently experiences unacceptable crowding throughout most of its tunnel system, and increased Green Line ridership will worsen congestion. In addition, extending existing transit lines will place an increased burden on transfer stations in downtown Boston. The Urban Ring would better address the transit needs of the Boston area. States that funding should be allocated toward upgrading existing infrastructure. Includes a petition, signed by 147 individuals, opposing the project. | The Green Line Extension to Mystic Valley Parkway project is included in the Universe of Projects that were considered for programming in the <i>Destination 2040</i> LRTP. However, it was not programmed as a recommended project in the LRTP. It will remain in the Universe of Projects list for consideration in future LRTPs. |
| Green Line Extension (Phase 2) | Raymond Nagem | Resident, City of Medford | Oppose | Opposes inclusion of the Green Line Extension to Mystic Valley Parkway in the LRTP. States that there is significant neighborhood opposition to the project. The draft environmental review, the public comments on the draft environmental review, and the final environmental review should be completed prior to identifying potential funding for the project. The Green Line, which is currently overcrowded and unreliable, and College Avenue station will place an increased burden on the system. Funding should be allocated toward improving Green Line operations before any further expansion is considered. | The Green Line Extension to Mystic Valley Parkway project is included in the Universe of Projects that were considered for programming in the <i>Destination 2040</i> LRTP. However, it was not programmed as a recommended project in the LRTP. It will remain in the Universe of Projects list for consideration in future LRTPs. |

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| Green Line Extension (Phase 2) | Staci Rubin | Senior Attorney, Conservation Law Foundation | Request | Requests additional funding for the Green Line Extension to Route 16, stating that the funding would provide public transportation services to a densely populated and underserved area. The project will reduce greenhouse gas emissions and provide more equitable access to transit to five state-defined environmental justice communities. | The Green Line Extension to Mystic Valley Parkway project is included in the Universe of Projects that were considered for programming in the <i>Destination 2040</i> LRTP. However, it was not programmed as a recommended project in the LRTP. It will remain in the Universe of Projects list for consideration in future LRTPs. |
| Green Line Expansion to Needham | Joel Weber | Resident, City of Somerville | Request | Requests inclusion of converting the Needham Commuter Rail Line to Green Line in the LRTP. The D Branch could be redirected from Newton Highlands to serve Needham Line stations. Expanding the Orange Line to West Roxbury would provide service to additional stations on the Needham Line. | This project will be included in the LRTP's Universe of Projects list for consideration in the next LRTP. Your comment will be forwarded to the MBTA for consideration in its <i>Focus 40</i> plan. |
| Mass Central Rail Trail | David Hutcheson | Resident, Town of Weston | Support | Supports continued construction of the Mass Central Rail Trail. | The MPO continues to value bicycle projects as part of its LRTP and TIP. As part of the LRTP, the MPO allocated 5 percent of its available funding in its Bicycle Network and Pedestrian Connections program to allow for funding these types of project, which can then be programmed as part of the TIP. |
| McGrath Boulevard (Somerville) | Alexander Epstein | Resident, City of Somerville | Support | Supports inclusion of the McGrath Boulevard project in the LRTP. States the project is essential for reconnecting environmental justice communities and promoting sustainable transportation modes in the region. | Thank you for your support. The McGrath Boulevard project is included in the list of recommended projects in <i>Destination 2040</i> in the 2025 to 2034 time band. |
| McGrath Boulevard (Somerville) | Karen Molloy | Resident | Support | Supports inclusion of the McGrath Boulevard project in the LRTP, noting the project's regional significance. | Thank you for your support. The McGrath Boulevard project is included in the list of recommended projects in <i>Destination 2040</i> in the 2025 to 2034 time band. |
| McGrath Boulevard (Somerville) | Ambar Johnson and Kristiana Lachiusa | LivableStreets Alliance | Request | Requests earlier programming of the McGrath Boulevard project in the LRTP. The Grounding McGrath design process, municipal support, and the support of residents indicate that the proposed improvements do not need to be delayed. | The McGrath Boulevard project is currently programmed in the 2025 to 2034 time band of the LRTP. MassDOT and the City of Somerville will have to move the project through the design process before it can be considered for programming in the TIP. The first time band of the LRTP (2020 to 2024) is the current TIP, which was adopted by the MPO in May. The funding in that TIP is allocated to other projects. |
| New Boston Street Bridge (Woburn) | Representative Michelle Ciccolo | State Representative | Support | Supports inclusion of the New Boston Street Bridge reconstruction project in the LRTP. States that the project will improve congestion, safety, and bicycle and pedestrian access, and promote regional economic development. | Thank you for your support. The New Boston Street Bridge project is included in the list of recommended projects in <i>Destination 2040</i> in the 2020 to 2024 time band. |

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| North-South Rail Link | John Businger | Resident, Town of Brookline | Request | Requests inclusion of the North-South Rail Link in the LRTP, stating that it is the most important transportation, economic, and environmental project in the region. | Staff appreciates your comment on the North-South Rail Link. This is a MassDOT/MBTA project and it would have to be included in their <i>Focus 40</i> Plan before it is considered for funding in the Boston Region MPO LRTP. This project will continue to be included in the Universe of Projects list to be considered for future LRTPs. |
| North-South Rail Link | Jacob Deck | Resident, Town of Arlington | Request | Requests inclusion of a feasibility study of the North-South Rail Link in the LRTP, stating that any long-range plan for the region cannot be complete without discussion of the project. | Staff appreciates your comment on the North-South Rail Link in the LRTP, <i>Destination 2040</i> . This project would have to be coordinated with MassDOT and the MBTA and it would first have to be included in their <i>Focus 40</i> Plan, therefore it was not approved for funding by the Boston Region MPO in the LRTP. This project will continue to be included in the Universe of Projects list to be considered for future LRTPs. |
| Paratransit Service | Bill Schineller | Resident, Town of Sudbury | Request | Requests that THE RIDE provide curb-to-curb transit in the Town of Sudbury. Notes that THE RIDE does not currently operate in the Town, despite the addition of affordable housing and a rising senior population. | Your comment will be forwarded to the MetroWest RTA for their consideration. MetroWest RTA works with Sudbury's Council on Aging to provide transportation to seniors and people with disabilities. |
| Replacement of Allston I-90 Elevated Viaduct | Ambar Johnson and Kristiana Lachiusa | LivableStreets Alliance | Request | States that the Commuter Rail layover yard is not necessary if train sets are used for additional midday service. Requests an analysis of the up-front cost of constructing the layover yard versus the operational cost of running additional service to/from Worcester during midday hours. Requests the inclusion of West Station as an early build option, and that it be built with four tracks to allow potential future service to and from Kendall Square, North Station, and Sullivan/Assembly. Requests an analysis of traffic volumes on the Turnpike to determine if a three-lane roadway east of Allston is feasible. This would provide significant safety improvements east of the project area, which features narrow lanes and no shoulders. | The Replacement of Allston I-90 Elevated Viaduct project is being designed and constructed by MassDOT. This project is included in the MPO's LRTP because it is a regionally significant project that adds capacity to the transportation system located in the Boston region and will use federal funding. Based on federal requirements, this project must be listed in the MPO's LRTP to move forward. Your comment will be forwarded to MassDOT for consideration during the design of this project. |
| Route 4/225 (Bedford Street) and Hartwell Avenue (Lexington) | Representative Michelle Ciccolo | State Representative | Support | Supports inclusion of the Route 4/225 and Hartwell Avenue reconstruction project in the LRTP. States that the proposed improvements will address safety concerns, decrease congestion, facilitate transit, improve bicycle and pedestrian access, and encourage infill and mixed-use density along surrounding roadways. The project is vital to the economic development of the region. | Thank you for your support. The Route 4/225 and Hartwell Avenue project is included in the list of recommended projects in Destination 2040 in the 2030 to 2034 time band. |

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| Rutherford Avenue (Boston) | Ambar Johnson and Kristiana Lachiusa | LivableStreets Alliance | Request | Requests inclusion of dedicated bus lanes with potential for full-scale BRT along the entirety of Rutherford Avenue. With the City of Everett planning a BRT corridor along Broadway and dedicated bus lanes being constructed on the North Washington Street bridge to Haymarket, a redesigned Rutherford Avenue could create a contiguous transit connection from Everett to downtown Boston. | The Rutherford Avenue project is included in the recommended plan. The MPO prioritizes funding for projects in the LRTP but does not design the projects. The City of Boston is working with MassDOT and the MBTA in the design of the Rutherford Avenue project. This comment will be forwarded to them for their consideration. |
| Rutherford Avenue (Boston) | Julia Wallerce | Boston Program Manager, The Institute for Transportation and Development Policy | Request | Requests inclusion of dedicated bus lanes with potential for full-scale BRT along the entirety of Rutherford Avenue. With the City of Everett planning a BRT corridor along Broadway and dedicated bus lanes being constructed on the North Washington Street bridge to Haymarket, a redesigned Rutherford Avenue could create a contiguous transit connection from Everett to downtown Boston. Notes that ITDP analyses indicate a significant reduction in demand in the BRT system during peak hours when service terminates at Sullivan Square, when compared to a service that continues to downtown Boston. | The Rutherford Avenue project is included in the recommended plan. The MPO prioritizes funding for projects in the LRTP but does not design the projects. The City of Boston is working with MassDOT and the MBTA in the design of the Rutherford Avenue project. This comment will be forwarded to them for their consideration. |
| Sidewalk and Lighting Improvements on Route 9 (Natick and Wellesley) | David Hutcheson | Resident, Town of Weston | Support | Expresses appreciation for improved sidewalks and lighting on Route 9 in Natick and Wellesley. | The MPO continues to value pedestrian projects as part of their LRTP and TIP. As part of the LRTP, the MPO allocated 5 percent of its available funding in its Bicycle Network and Pedestrian Connections program to allow for funding these types of project, which can then be programmed as part of the TIP. |
| LRTP Document and Supporting Materials | | | | | |
| LRTP Document | Andrew Fabiszewski | Resident, City of Somerville | Request | States that the page number format of the LRTP document makes it difficult to search the PDF file for a specific page, as the section numbers and page numbers are not included on the same line. | Thank you for your comment. As part of finalizing the document, staff will refine the LRTP document to ensure that it will be easier to manipulate through the document. |
| LRTP Document | Julia Wallerce | Boston Program Manager, The Institute for Transportation and Development Policy | Request | Requests simplified LRTP materials and a diverse set of presentation methods to reach the largest number of people possible. Requests that the LRTP include improved clarity of how the LRTP affects and shapes the TIP and UPWP, with process maps of how these mechanisms impact the timeline and construction of projects. | Thank you for your comment. Staff will consider these suggestions in the development of the next LRTP. Staff will be exploring different ways to present the information that is included in <i>Destination 2040</i> in the next fiscal year, including visual aids and summaries. |

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| L RTP Document | Ambar Johnson and Kristiana Lachiusa | LivableStreets Alliance | Request | <p>Requests shortening the L RTP and the Needs Assessment in future years and including extra levels of detail in appendices, stating that length can discourage people from reviewing the draft plans. In addition, visual aids (maps, infographics, and charts) will help the general public understand the range geography of projects. Indexing the L RTP by subject area will assist people in focusing on areas of their particular interest. Members of the public should be able to understand the process, the proposed projects, and provide their input.</p> <p>Requests that the L RTP include improved clarity of how the L RTP affects and shapes the TIP and UPWP, with process maps of how these mechanisms impact the timeline and construction of projects.</p> | Thank you for your comment. Staff will consider these suggestions in the development of the next L RTP. Staff will be exploring different ways to present the information that is included in <i>Destination 2040</i> in the next fiscal year, including visual aids and summaries. |
| Needs Assessment | Meg Robertson | Director, Orientation and Mobility Department, Massachusetts Commission for the Blind | Request | <p>Requests the following additions and changes to the Needs Assessment:</p> <ul style="list-style-type: none"> -Include the need for a unified payment system for MBTA service, RTAs, ferry, Commuter Rail, and paratransit -Include the need to upgrade pedestrian signals to APS -Change "widen sidewalks and curb radii" to "widen sidewalks and decrease curb radii" -"Upgrading Curb Ramps" should include adding detectable warning strips -Include the need for consistent transit stop announcements -Include proper channelizing and ADA-compliant pedestrian barricades during construction -Include a plan to prevent dockless bicycle parking on sidewalks -Include APS upgrades and traffic calming signalization options in Table 8-1 | Your comments were added to the Stakeholder/Public Input sections in the appropriate goal area chapters of the Needs Assessment. |

ADA = Americans with Disabilities Act. APS = Accessible Pedestrian Signals. BRT = Bus Rapid Transit. CIP = Capital Investment Program. DEP = Department of Environmental Protection. DI/DB = Disproportionate Burden/Disparate Impacts. EJ = Environmental Justice. EPA = Environmental Protection Agency. FFY = Federal Fiscal Year. FHWA = Federal Highway Administration. FTA = Federal Transit Administration. ITDP = Institute for Transportation and Development Policy. L RTP = Long-Range Transportation Plan. MAPC = Metropolitan Area Planning Council. MassDOT = Massachusetts Department of Transportation. MBTA = Massachusetts Bay Transportation Authority. MOVES = Motor Vehicle Emission Simulator. MPO = Metropolitan Planning Organization. NEPA = National Environmental Policy Act. PBPP = Performance-based Planning and Programming Practice. RTA = Regional Transit Authority. SOV = Single-occupant Vehicle. TIP = Transportation Improvement Program. UPWP = Unified Planning Work Program.

Source: Boston Region MPO