

## Public Comments Submitted to the Boston Region MPO

March 4, 2021

### Written comments were submitted for the following projects:

- **Belmont:** Community Path, Belmont Component of the MCRT (Phase 1) (#609204) (Scored for FFYs 2022—26 TIP)
- **Littleton:** Reconstruction of Foster Street (#609054) (Currently programmed in FFY 2024)
- **Salem:** Salem Skipper Microtransit Service (Scored for FFYs 2022—26 TIP)
- **Sudbury:** Bruce Freeman Rail Trail, Phase 2D (#608164) (Currently programmed in FFY 2022)
- **Swampscott:** Swampscott Rail Trail (#610666) (Scored for FFYs 2022—26 TIP)
- **Wilmington:** Intersection Improvements at Lowell Street (Route 129) and Woburn Street (#609253) (Currently programmed in FFY 2024)

## **Belmont (#609204): Community Path, Belmont Component of the MCRT (Phase 1)**

February 16, 2021

Paul Cobuzzi  
125 Channing Rd.  
Belmont, Ma 02478  
2/16/2021

Mr. Matt Genova

[mgenova@ctps.org](mailto:mgenova@ctps.org)

Dear Sir,

I am the current owner of 30 years of the property located at 125 Channing Rd, Belmont, Ma 02478. I have lived in this area for most(72 years) of my life(all but 3 years). I grew up in the house next door. My home sits adjacent to the MBTA Fitchburg rail line. I have written to you concerning this project on 5/21/2020 and 9/11/2020 and a series of letters written on 2/11/2021 concerning other problems.

This letter continues the series.

Picture #1.

Please look closely at the first picture (attached) at the top of the sign. It reads "Minuteman Commuter Bikeway". The warning, just below this, puts the responsibility of use squarely on everyone else (the pedestrians etc) rather than the cyclists(the moving vehicles). It is supposed to be the other way around. The cyclists are supposed to yield to pedestrians just like all moving vehicles. The cyclists talk sometimes about "bike etiquette" but you see very little of it. It is referred to as a "bikeway", not even as a bike path, or as a community path. This road is built with state hi way funds to which we all contribute. This is not supposed to be a road built especially for cyclists but you would never know it.

Also notice in this picture the black ribbon of asphalt with the yellow stripe in the middle of it. It looks like a hi-way does it not.



Picture #2.

Now look at the second picture. This is the "Belmont Community Path" in Belmont east of Brighton street. Do you see the similarities? It too is a black roadway and a yellow stripe. This BIKE ROUTE is planned to be continued through Belmont and points west far beyond Worcester.



If allowed to be built north of the tracks as is the current plan:

1. It would need \$4 million for extra flood lights.
2. It would not be patrolled by the police.
3. It will never be cleaned by anyone.

NOTE the extra green bag and white bag booby prizes center of the picture.

4. Our homes will be that much less secure because of all the unknowns who will be living there and traveling through it.
5. Both ends at 40 Brighton St and 7 Channing Rd are blocked by existing buildings.
6. Emergency vehicles will never be able to get through. Blocked or too narrow.
7. Private property rights could be unjustly taken away.

As I have said before, if the route were shifted south of the tracks:

1. It would be lit by the existing sports complex lights and Concord Ave.
2. The police would watch the property because of the schools.
3. The property would be maintained by whatever entity maintains it now.
4. The path and surrounding area would be safe because town people and school children would be mixed in with out of towners.

Thank you,  
Paul Cobuzzi

## **Belmont (#609204): Community Path, Belmont Component of the MCRT (Phase 1)**

February 18, 2021

Good Morning Matt,

I am writing today as a neighbor to the proposed path project. I live at 114 Alexander Avenue, diagonally across from the proposed Alexander Avenue underpass.

I simply wanted to make a few bullet points summarizing some thoughts about my MANY, MANY years following this path project and all of its iterations. I have lived on Alexander Avenue (purely coincidental street name!) since 199, am a third generation Belmontian, and a Town Meeting Member for over 30 years.

- Overall, the current Path Committee and previous ones as well, in my opinion, are NOT listening to the most affected people by this project, the abutters and business owners at either end. There have been broken promises and even cases of excluding people from joining into remote meetings. These are well documented.
- LIGHTING- The abutters were promised, numerous times, the path would be “dawn to dusk” and NOT be lit. My understanding is the current proposal includes lighting...very expensive lighting. THAT IS WRONG and against what was promised by the committees and the town fathers, on many occasions!
- SCREENING- I’m told now, that the barrier protections and screening promised to the abutters, my neighbors, are now reduced to a 4’ chain link fence! WRONG again...promises were made to these people, people who’s quality of life will be negatively affected by this project and who deserve what was promised. They bought houses knowing full well, the railroad was there...but never bargained for a community path, elevated greatly, behind their homes. They are owed protections to their quality of life in their back yards!
- COSTS- I am not a path opponent, by any means. I fully understand how great it would be to link Fresh Pond in Cambridge, through Belmont, into Waltham and beyond. I believe the huge cost to link ONLY Brighton Street to Belmont Center is very excessive. I also believe strongly...the path should be built on the Belmont High School side from Alexander to Brighton Street and not cross at that extremely dangerous location at the Commuter Rail crossing. The Path through Belmont is fraught with problems, some of which could be solved “on road”.
- 25% DESIGN- If the project is at 25% design, why have the business owners at Brighton Street and 7 Channing Road NOT been involved fully, at this juncture? That is wrong!
- THE ALEXANDER AVENUE TUNNEL- I have been in favor of a tunnel crossing since I moved to Winnbrook, in 1991. As you must know, there have been too many train deaths over the years! I personally remember two attempts at a crossing tunnel there. Both failed. The high school kids from my neighborhood would be well served by a safe crossing to eliminate the longer walk required. There will ALWAYS be track

crossing...I have done it many times myself! The path should continue on the south side, from that point, in my opinion!

My company has done two box culvert installations below the Fitchburg Line, since I have been here. Both were done over a weekend with the line shutdown on Friday and back in service on Monday AM. I do not understand why Jacking is the preferred, super costly and much longer operation, method of choice for the below track crossing. I think the neighbors will be more negatively affected by a Jacking operation than box culvert type installation.

Thank you for taking the time to read this and would appreciate a reply, simply noting receipt.

Best Regards... "Stay Positive...Test Negative"

Alex Corbett  
617-908-3363

**Belmont (#609204): Community Path, Belmont Component of the MCRT (Phase 1)**

February 18, 2021

Dear Mr. Genova,

This is Annie Xie. I live in Channing Rd Belmont. I am writing regarding to the Belmont Community Path.

There are a lot of concerns from abutters: privacy, safety, drainage, lighting, etc. But CPPC doesn't address adequately on abutters' concerns. Abutters don't have a representative in the committee. I don't feel welcome in those meetings.

As to the location of the path, I suggest the state to look at the south side of MBTA track, which is more accessible for emergency vehicles, close the high school and public green area. This option was in the flexibility study paid by the town.

Thank you for listening to us! Hope CPPA would address our abutters' concerns.

Thanks,

Annie Xie



# TOWN of LITTLETON

BOARD OF SELECTMEN / TOWN ADMINISTRATOR  
37 Shattuck Street  
Littleton, MA 01460

March 1, 2021

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

**Subject: Project 609054: Littleton – Reconstruction of Foster Street**

Dear Mr. Mohler

On behalf of the Town of Littleton I would like to thank Massachusetts Department of Transportation (MassDOT) and the Boston Metropolitan Planning Organization (MPO) for their support of our efforts to improve the transportation infrastructure of our Town. The \$3.8M funds requested to reconstruct a section of Foster Street will assist the Town in accomplishing many of the goals set forth in its Master Plan.

As a complete streets community, the Town understands the value of numerous types of transportation. This TIP project is vital to the continued development of the Littleton commuter rail train station area and the continued efforts in expanding the Town's complete streets program.

The Town would like to reaffirm its commitment to the members of the Boston MPO and MassDOT that we are committed to advancing this project. The Town's Engineer Fuss and O'Neill has submitted 75% design to MassDOT and is on schedule to submit 100% design plans 7/1/2021. The Town has already committed the design, right of way, and regulatory permitting funds needed to complete the project to state and federal design standards.

Thank you again to the MassDOT and the Boston MPO members for your continued support in addressing our transportation infrastructure needs, as we look forward to working together to expeditiously advance this project in the Town of Littleton

Sincerely,

Anthony M. Ansaldi, Jr.  
Town of Littleton  
Town Administrator

~ 1 ~





# City of Salem, Massachusetts

Traffic & Parking Department  
98 Washington Street, 2<sup>nd</sup> Floor  
Salem, MA 01970  
[www.salem.com](http://www.salem.com)

**Kimberley L. Driscoll, Mayor**

**David Kucharsky, Traffic & Parking Director**

March 2<sup>nd</sup>, 2021

David J. Mohler, Chair  
Boston Region Metropolitan Planning Organization  
State Transportation Building  
10 Park Plaza  
Boston, MA 02116

RE: Community Connections Grant Request – Salem Skipper Micro-Transit Service

Dear Mr. Mohler and Members of the Boston Region Metropolitan Planning Organization:

Thank you for the opportunity to provide comments as you consider supporting the City of Salem's grant request for the Salem Skipper micro-transit service. Given the fact that the Skipper is already in operation, I am happy to be able to provide you with some information about the service as well as preliminary ridership data since launching this past December.

The rideshare service, provided by River North Transit LLC (a subsidiary of Via Transportation Inc.), began on December 16<sup>th</sup>, 2020. Via provides the vehicles, drivers, software platform, as well as ongoing customer and operations support which includes data sharing and reporting. The service operates 7:00 am – 7:00 pm, Monday through Friday and 10:00 am – 6:00 pm on Saturday and can provide trips anywhere within the city limits. We currently have four vehicles in operation, two Chrysler Pacificas and two Dodge Caravans. The Dodge Caravans are wheelchair accessible. Each ride costs \$2 each (\$1 for senior citizens, middle school and high school students, and people with disabilities).

As of February 28<sup>th</sup>, the Skipper had provided approx. 3,000 trips with a peak of 116 rides provided in a single day and over 500 rides provided in a single week. Utilization has continued to grow since the launch with a peak of 3.3 rides per vehicle hour in a single week. Please note, these numbers are based on reduced vehicle capacity in accordance with social distancing guidelines. To that end, in addition to limited vehicle capacity, the City has worked closely with Via to ensure riders and drivers stay safe and are following state and local guidelines through the ongoing pandemic. Here are some of the measures that have been put in place:

- Everyone on board is required to wear a face mask or face covering.
- In-app wellness checks have been created to help make sure passengers and drivers are symptom-free before riding.

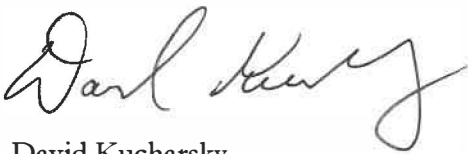
- Vehicles are being professionally cleaned regularly and we've provided drivers with cleaning supplies in order to perform frequent and thorough wipe downs of the vehicle interior with extra focus on common surfaces and high-contact areas.
- All Salem Skipper vehicles are equipped with plastic partitions between drivers and riders.

Based on the data reporting, people are using the Skipper for essential trips, including food and shopping, medical, as well as after school activities. Some of the top destinations include the North Shore Medical Center (NSMC), Salem YMCA as well as major retail establishments. Reports also indicate a substantial proportion of the users are students and those with accessibility needs.

Prior to and since the launch we have had ongoing discussions with multiple stakeholders in the community including Salem For All Ages, NSMC, Salem University and local schools to promote the service and encourage ridership. Moving forward, we will continue to engage with these groups and identify new partners to work with. In addition, to better serve the City's Hispanic population, we will be launching a Spanish version of the app on March 7<sup>th</sup>.

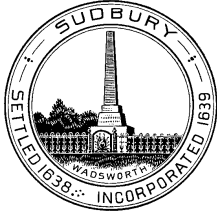
Thank you again for your consideration. Your support of the Community Connections grant request will allow the City to continue growing this vital service and build ridership beyond its initial year. I am happy to answer any questions and provide additional data as you move forward with your review process.

Sincerely,



David Kucharsky  
Traffic and Parking Director

Cc: Kimberley Driscoll, Mayor  
Cc: Dominick Pangallo, Mayor's Chief of Staff



## TOWN OF SUDBURY

*Office of the Town Manager*

*www.sudbury.ma.us*

278 Old Sudbury Road  
Sudbury, MA 01776-1843

978-639-3381

Fax: 978-443-0756

Email: [townmanager@sudbury.ma.us](mailto:townmanager@sudbury.ma.us)

Henry L. Hayes, Jr.  
Town Manager

February 17, 2021

David Mohler Chair  
Attn: Mr. Matt Genova, TIP Manager  
Boston Region Metropolitan Planning Organization  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02116

RE: Bruce Freeman Rail Trail Project in Sudbury (608164) and the FFY 2021-2025 TIP

Dear Chair Mohler and Board Members of the Boston Region Metropolitan Planning Organization,

On behalf of the Town of Sudbury, I respectfully request continued support from the MPO for the Bruce Freeman Rail Trail (BFRT), Phase 2D project in Sudbury (MassDOT Project 608164) for programming in the FY 2022 TIP. We are surprised to see the recommendation to move the project to early FY 2023 as a result of the MassDOT project readiness meeting, as we have not previously heard any concerns from MassDOT regarding the Town's advancement of project delivery and the proposed schedule.

The Town has worked for years to advance the design of the BFRT and in the past year tremendous progress has been made. We responded to and resolved MassDOT's final comments on the 25% Design and Bridge Sketch Plans, facilitated and supported MassDOT's Design Public Hearing in July of 2020, and contracted Fuss & O'Neill as our new design engineer team to complete the project design. More recently, we have rapidly advanced the 75% design plans and details, maintained close coordination with the MassDOT Project Manager, held meetings with MassDOT Highway and Rail Division ROW staff, and are embarking on robust public outreach campaign to facilitate finalization of the 75% plans. Our current schedule identifies an April 2021 75% Design submission to MassDOT and an advertising date of April 2022. This schedule has been submitted monthly to MassDOT since December, and we have not received feedback expressing any concerns with this schedule.

The MassDOT concerns associated with project readiness, as explained to us in an email received today from Matt Genova, MPO TIP Manager, are the need for a no-rise (hydrological) analysis associated with one of the project bridges and the ongoing complexity of negotiating ROW with MassDOT's Rail and Transit Division. The no rise analysis and certificate are no longer a concern, as they have been completed, and we have provided the appropriate documentation to MassDOT. Additionally, our design team is committed to advancing the ROW process and keeping the proposed schedule. We do not have complicated ROW actions, although we do require coordination with MassDOT Rail Division, the owners of the rail corridor. We have confidence our team will be able to advance in a timely manner and succeed in meeting the scheduling deadlines, so long as there is commitment from Rail Division to collaborate in delivering the project in 2022.

The construction of Phase 2D will involve 4.4 miles of rail trail in Sudbury and 0.5 miles of trail in Concord, improve pedestrian facilities, provide bicycle accommodation, and offer healthy transportation options to reduce greenhouse gas emissions. The project is a statewide and regional priority which will continue the BFRT into Sudbury and advance the dream of a regional multi-use path from Lowell to Framingham.

Sudbury has demonstrated its support for the project at Town Meeting numerous times with more than one million dollars in municipal funds allocated to the design. Last year, the Town also acquired the 1.4-mile southern rail road corridor from CSX which will be a direct extension of the BFRT, 2D. No other communities associated with the BFRT (to date) have procured rail corridor sections for the trail. The Town purchased this land following approval for a \$1.2 million project which passed overwhelmingly at Town Meeting and the subsequent ballot vote. Sudbury's unwavering commitment to expanding the BFRT, has been demonstrated time and time again. I urge you to consider all of these factors, plus indications expressed by Beth Suedmeyer and our team as it relates to Sudbury being able to deliver this project in 2022 as currently indicated.

We are happy to answer questions regarding the schedule and any concerns about the project advertising in 2022. Please do not hesitate to contact me at [hayesh@sudbury.ma.us](mailto:hayesh@sudbury.ma.us) or 978-639-3381 or Beth Suedmeyer in our Planning and Community Development Department at [suedmeyerb@sudbury.ma.us](mailto:suedmeyerb@sudbury.ma.us) or 978-639-3363, if you have any questions or seek additional information.

Respectfully submitted,

Henry L. Hayes, Jr.  
Town Manager

cc: Sudbury Select Board  
Senator Jamie Eldridge  
Senator Michael Barrett  
Representative Carmine Gentile  
David Mohler, MassDOT OTP, Director  
Barry Lorion, District 3, District Highway Director

## Swampscott (#610660): Swampscott Rail Trail

February 24, 2021

49 Bellevue Rd  
Swampscott MA 01907

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

Dear Chair Mohler:

We write this letter in absolute support of the Swampscott Rail Trail. Our property lies less than 50 yards from the trail and it has been a joy and a blessing. My wife and I use it almost daily and it is a critical part of our physical conditioning. We routinely walk on average well over 2 miles each day and the rail trail is an essential part of that experience. I joke with friends about being on a state championship high school cross-country team back in 1965 but the need to walk and hike is a serious matter at my age (or any age) since our daily habits define in large measure who we are and may well help determine in large part our longevity. Interestingly, the segment of the trail that is currently completed goes directly past the house of my primary care physician. Last week we complemented each other on how wonderful it looks as it passes each of our homes. Sadly, much of our town has yet to experience that kind of proximity to the trail since much of it has been left undone. We do understand it is a work in progress and it requires local and state support.

For many years we used and enjoyed the rail trail that traverses Marblehead since our street is only one street removed from the Marblehead town line. We frequently lamented that if only that trail continued into Swampscott what a benefit it would have been to our children as it could have provided a much safer corridor than the crowded streets they used to bike across town.

As town meeting members we supported the creation of the trail and we assisted the committee that worked hard to see that the trail would become a reality. A while back we went from door to door and spoke with many of the abutters to document their concerns and we also, like many of our neighbors, donated some funds to the cause. I cannot think of a single project that has the potential for bringing the whole town, both young and old, together as a community more than the completed rail trail could. Please make every effort to support this worthy project for the benefit of current and future generations of Swampscott and nearby communities.

Sincerely,  
Ron Brooks  
Judy Bevis

## **Swampscott (#610660): Swampscott Rail Trail**

February 24, 2021

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

610666 Swampscott - Rail Trail Construction Project.

Thank you for your consideration. I have been involved with the Swampscott rail trail project since 1999. In 1999 my friend Roger Talkov and I went in front of the Swampscott Select Board with a simple idea that others had pursued in the past, convert the rail corridor that bisects the town into a walkable, bikeable, commutable recreational asset. Little did we know that it would be twenty years before any portion of the trail was useable.

It was a great idea then and it continues to be now. Having grown up in this highly developed residential town, I know all too well the need for recreation. Not only recreation but nature recreation. I lost my father in 2016. He loved this town and volunteered many hours to make it a great place to live and only wanted to have a place where he could be amongst nature.

Along with being a great recreational asset, it would provide a commuting thread for schools, beaches, commuter rail, local businesses and neighboring towns. I'm excited to join the many other communities lucky enough to have rail trail.

Marc Barden

377 Forest Ave

Swampscott, MA 01907

[781 738-3898](tel:7817383898)



## SWAMPSCOTT PUBLIC SCHOOLS

Pamela R. H. Angelakis, M.A., M.Ed.  
207 Forest Avenue  
Swampscott, MA 01907  
Phone: 781 596 8800  
Fax: 781 599 2502  
Email: angelakis@swampscott.k12.ma.us

February 24, 2021

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

RE: Swampscott Rail Trail Construction Project 610666

Dear Mr. Mohler and Members of the Boston Region Metropolitan Planning Organization:

On behalf of the Swampscott Public Schools, I write to you in support of the Swampscott Rail Trail Project (610666) and respectfully request that you include this project in the FFY 2022-26 Transportation Improvement Plan currently under development.

This project will convert an abandoned railroad corridor and create a safe, accessible linear park that will provide students, staff, and families safe off-road access to Swampscott High School (9th-12th), Swampscott Middle School (Pre-K, 5th-8th), Stanley Elementary School, Clarke Elementary School and Hadley Elementary School (all K - 4th) which together have a student population of 2168, the majority of which live within a mile of their school. Pre-COVID 19, Swampscott only provided bus service to special needs students, our Boston students, and our Nahant students. The majority of our students either walked or rode bicycles to and from school.

In addition to providing residential access to schools, the trail will fill a gap in Swampscott's open space and green corridor network, connecting residential neighborhoods and visitors to recreational and open space destinations. The rail-trail will create a town asset that can help enhance the overall health of our community and I respectfully request your support for this project.

Sincerely,

Pamela R.H. Angelakis, M.A., M.Ed.  
Superintendent of Schools



PO Box 637  
Swampscott, MA 01907

February 25, 2021

David Mohler, Chair  
Boston Region Metropolitan Planning Organization  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02116  
c/o Matt Genova, mgenova@ctps.org

**RE: Swampscott Rail Trail Construction Project 610666**

Dear Mr. Mohler:

We write on behalf the Swampscott Conservancy to urge you to support the rail trail construction project in our town.

The Swampscott Conservancy is a non-profit, volunteer organization. Our members work to protect and enhance Swampscott's natural resources. As part of that work, the Conservancy created a native pollinator garden at Town Hall, reminiscent of past gardens at that location. The garden has been enthusiastically embraced by the community. We are currently working to expand the use of native plants at other public sites across town, including at parks and beaches.

The Swampscott Conservancy was pleased to be approached by the Friends of the Rail Trail to design and provide native plants along the rail trail. These plans are still being developed but we plan to include:

- A native pollinator garden at the head of the trail at the Marblehead line on Bellevue Road
- A native edible walking forest along the trail (e.g., raspberry, elderberry, beach plum, paw paw, and strawberry)
- Interpretative signage at points on the trail to educate on plants and relationship with wildlife.

Such plantings have multiple benefits. They create a low maintenance border, saving costs for ongoing upkeep of the trail. Native plantings also provide sources of food for insects (butterflies, honeybees, etc.) and animals (birds, chipmunks, and other small warm-blooded animals) that live



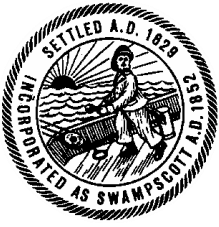
in the area and forage these plants. Such plantings also provide opportunities for education regarding native planting, which is particularly important during our era of climate change. And, of course, such vegetation provides evidence of the beauty that exists in nature in New England.

We look forward to using our organization's resources to benefit the trail. We hope you will fund the remaining costs for construction so that we can soon put our skills to use there.

Sincerely,

Toni Bandrowicz, President  
Suzanne Hale  
Jennifer Honig  
Richard Simmons

cc: Marzie Galazka, Director of Community and Economic Development, Town of Swampscott



TOWN OF SWAMPSCOTT  
**OPEN SPACE & RECREATION PLAN COMMITTEE**

ELIHU THOMSON ADMINISTRATION BUILDING  
22 MONUMENT AVENUE, SWAMPSCOTT, MA 01907

**MEMBERS**

TANIA LILLAK, CHAIR  
TONI BANDROWICZ, VICE CHAIR  
VERENA KARSTEN  
ANGELA IPPOLITO  
SIERRA MUNOZ  
RICHARD SMITH  
MICHELE BARDEN

March 3, 2021

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

RE: Swampscott Rail Trail Construction Project 610666

On behalf of the Swampscott Open Space & Recreation Plan Committee, I am writing to express our strong support for the Swampscott Rail Trail. We request that the Boston MPO include this project (Swampscott Rail Trail Project 610666) in the FFY 2022-26 Transportation Improvement Plan that is currently under development.

In addition to being one of the specific objectives of Swampscott's 2013 and new 2020 Open Space & Recreation Plan, the creation of the Rail Trail was identified as a top priority by residents in the Town's master planning process. "The rail trail has been one of the most supported open space and transportation initiatives during this planning process," the final Swampscott 2025 Master Plan notes, "[it] could serve as the spine of a town-wide green corridor network and offer an additional transportation option for bicycle commuters." Providing an alternative walking and biking route away from traffic, especially for our children, we believe provides a very strong incentive for the creation of the Rail Trail.

In addition to promoting healthy recreation and transportation by providing a place for adults and children to walk and safely ride their bikes, the Swampscott Rail Trail will add accessible green space to a Town woefully short on open space. Frederick Law Olmsted, creator of New York City's Central Park and Boston's "Emerald Necklace" of parks -- as well as our own Olmsted District here in Swampscott -- would have wholeheartedly approved of the proposed Rail Trail. He was a believer in the benefits of green space. Parks are the "lungs of the city," he said, and "the heart of the community."

The Rail Trail's 90,000 square foot linear park running the length of Swampscott will provide access for all the Town's residents to open space for enjoying recreation, the outdoors, and our community. It will give Swampscott's residents needed space to breathe and a better connection to our community. The time for fulfilling the creation of this green space is long overdue.

I appreciate your time and attention to this matter. Please contact me with any questions you may have.

Thank you,

A handwritten signature in black ink, appearing to read 'Tania Lillak', written in a cursive style.

Tania Lillak, Chair  
Open Space & Recreation Plan Committee

## **Swampscott (#610660): Swampscott Rail Trail**

March 2, 2021

Boston Region Metropolitan Planning Organization  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02116  
610666 Swampscott - Rail Trail Construction Project.

Dear Chair Mohler:

I write this letter in support of the Swampscott Rail Trail.

After twenty years of planning for this moment, construction has begun and been completed on two sections. It has already had an impact on the residents of Swampscott and neighboring towns.

I am so proud of our community for its commitment to this project, bringing much needed recreational space to our town by converting an abandoned railroad. It is a Town success for all of our citizens to use and enjoy. It is also heartening to see so many volunteers and those who have given financial support to make our community greener and to provide a better way for our children to go to school. Outdoor space is even more precious than ever and this trail also creates a commuter trail to the Swampscott train station which I will use regularly once complete.

Please consider helping us with this project.

Best,  
Roger Talkov  
16 Ross Rd  
Swampscott MA 01907  
781 910 2051



Town of Wilmington  
Office of the Town Manager  
121 Glen Road  
Wilmington, MA 01887-3597

PHONE: (978) 658-3311

FAX: (978) 658-3334

TTY: (978) 694-1417

[WWW.WILMINGTONMA.GOV](http://WWW.WILMINGTONMA.GOV)

February 17, 2021

Boston Region Metropolitan Planning Organization (MPO)  
MPO Board  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02116-3968

RE: Intersection Improvements at Lowell Street and Woburn Street  
Wilmington, MA  
MassDOT Project Number: 609253

Dear MPO Board Members:

Serving as the Town of Wilmington's Town Manager, I am writing to offer full support for advancing the intersection improvement project at Lowell Street and Woburn Street into an earlier TIP year. This project is currently scheduled for TIP funding for Federal Fiscal Year (FFY) 2024; however the recent draft schedule indicates this project is recommended to move into an earlier year.

I'd like to strongly advocate for this project to precede other scheduled TIP projects that will result in increases in traffic to this already over-burdened and unsafe intersection. These projects include Main Street Complete Streets corridor improvements and two (2) State bridge replacement projects that will require temporarily rerouting traffic patterns through the Lowell and Woburn intersection. The Town must also be prepared for the increase in transient traffic through this intersection from the New Boston Street Bridge opening in Woburn, which is programmed for FFY 2021. We cannot safely sustain an increase in traffic without the scheduled improvements for the intersection.

The Town has secured 100% design funding to see this intersection project through advertisement and we are advancing expeditiously through the MassDOT design development process. The project is anticipated to be at 100% design by the end of 2021.

Thank you for your consideration.

Sincerely,

Jeffrey M. Hull  
Town Manager