

Public Comments Submitted to the Boston Region MPO on the draft FFYs 2022—26 Transportation Improvement Program

June 3, 2021

Comments on projects considered for funding in the FFYs 2022—26 TIP:

- **Belmont:** Community Path, Belmont Component of the MCRT (Phase 1) (#609204)
- **Weston:** Reconstruction on Route 30 (#608954)

Comments on projects proposed for funding in the FFYs 2022—26 TIP:

- **Burlington and Woburn:** Intersection Reconstruction at Route 3 (Cambridge Road) & Bedford Road and South Bedford Street (#608067)
- **Newton:** MBTA Commuter Rail Station Upgrades (#P0170)
- **Sudbury and Concord:** Bruce Freeman Rail Trail, Phase 2D (#608164)

Comments on multiple projects and other topics:

- **495/MetroWest Partnership:** Projects throughout the MetroWest Region
- **City of Chelsea:** Funding for transit and intersection projects, electric buses
- **LivableStreets Alliance:** Project cost containment, supporting materials for the TIP process
- **Alex Griswold:** Bicycle and pedestrian projects, Commuter Rail station upgrades

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May 5, 2021

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

cc: Matt Genova, TIP Manager

Dear Mr. Mohler,

As Chair of the Belmont School Committee, I write regarding the Belmont project under your consideration, the "Community Path." The School Committee and Superintendent have reviewed and endorsed this letter. We support the Belmont Community Path project.

The School Committee and School Department have worked cooperatively in the preceding years to account for this major infrastructure project, while moving forward with a major school renovation.

The School Committee recognizes the needs of all families with respect to transportation modes and resources, and strives to ensure safe and accessible arrival to and dismissal from all schools while complying with related state and federal regulations. The School Committee recognizes that the schools are major transit activity generators; reducing vehicular activity in the school zone improves safety.

The School Committee, School Department, and the Belmont High School Building Committee recognized and integrated planning for the anticipated Alexander Underpass, for its safety and access improvements to the newly designed campus. The Building Committee incorporated general pedestrian and bike improvements by reducing student parking on campus and creating additional sidewalk/shared path access routes. The campus will nearly double its student population, serving about 2,200 students.

High school students in the Global Capstone course studied commute patterns/modes to the campus in 2017 in preparation for the building project. They found that 16% of students walk or bike, and proposed ideas for increasing such transit with incentive programs (walk/bike with contracts) and increased bike racks. Their surveys revealed families' desire for better bike lanes and support for bike culture, as well.

In relation to walking and biking transportation, the Belmont Schools have taken steps to support students and families in other ways, including:

- Provided review and input to the Complete Streets prioritization plan (school routes);
- Coordinates with Belmont Police Department for School Crossing Guards;
- Collaborated with Community Development Dept. to improve safety zones with signage and infrastructure improvements in school zones;

- Supports Safe Routes to Schools (MA DOT) program at the elementary and middle school level in partnership with parent-teacher organizations;
- Supported 4 different school-based applications to MADOT/Safe Routes to Schools Infrastructure Assessment Award program; and
- Supporting the MA DOT/SRTS award/project for the Wellington School.

The School Committee approved as part of the ongoing operational work of the district, to: “continue to collaborate...and to work toward the goals of Belmont’s Climate Action Plan.” The 2007 plan states that 37% of Belmont’s carbon emissions by source are attributed to transportation. The 2018 update identified the majority of emissions by source attributable to transportation and heating. It sets a target of 50% electric vehicles by 2030, while acknowledging non-emitting sources must be sustained to achieve target reduction levels.

School bus transportation costs continue to outpace revenue growth and the district relies on fees paid by families to offset these escalating bus costs. With Belmont being small, a significant percentage of students live well within 2 miles of the school they attend; by law, the district is not obliged to provide transportation for a majority of students. The Committee recognizes that welcoming and safer pathways for students to bike and walk supports students who utilize this affordable transportation option, while reducing bus demand. Neighboring peer districts Lexington, Arlington, Newton, and Melrose have integrated multi-use paths into arrival/dismissal plans and school maps successfully.

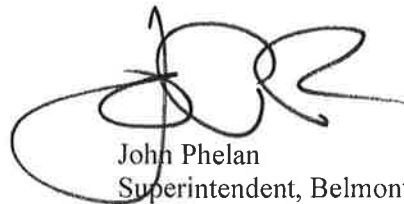
The Committee recognizes that active transportation has a positive impact on student health. The model Wellness policy for schools provided by the USDA and CDC states that “...physical activity before, during and after the school day, are strongly correlated with positive student outcomes.” And that, “...students who are physically active through active transport to and from school, recess, physical activity breaks, high-quality physical education and extracurricular activities – do better academically.” The model policy includes “active transport to and from school, such as walking or biking” as an area of wellness to promote. Belmont currently does several of the suggested activities outlined in the model. The Path would provide free and accessible recreation space. Peer districts have utilized paths for Wellness and physical education programs, as well as team-athletic training.

Finally, although the School Committee has not thus far deemed it necessary to take a position on any particular segments of the planned route, it has consistently identified the Alexander Underpass as a critical safety improvement for students and families.

Sincerely,



Amy Checkoway
Chair, Belmont School Committee



John Phelan
Superintendent, Belmont Public Schools

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

May 31, 2021

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

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

I was excited to see enthusiastic support expressed through hundreds of support letters for the Belmont Community Path (project 609204) summarized in Table C-1 of the draft FFYs 2022–26 TIP. It was a pleasure to read the personal accounts of ways in which this project will positively affect people's lives. I am especially touched by the comments about children's safety and activity as I personally become passionate about this project, and similar shared use paths, when advocating on behalf of the youth in our communities who are not able to engage in the public discourse. My passion has grown through envisioning new possibilities for community members like extended recreational walking for seniors and new commuting options for those with mobility constraints.

The Friends of the Belmont Community Path will continue its role engaging our community to create safe mobility options. Our priorities this year are to support rapid completion of the 25% design, facilitate broad engagement in the subsequent 75% and 100% design efforts, accelerate the phase 2 design timeframe, and coordinate with the Waltham community in completing this gap of the Mass Central Rail Trail. We will continue to work hard engaging the public to rapidly design a project that the MPO can soon support.

As indicated by the letters, residents in Belmont and its neighboring towns and cities yearn for a complete network of safe, off-road paths to connect our communities. Thus, I write to support all Bicycle and Pedestrian projects that the MPO continues to consider and to fund across the region. The MPO objectives are amplified by the network effects in supporting a broad portfolio of projects.

Finally, I must acknowledge the professionalism of the MPO members and staff and thank them for their efforts. Numerous letter writers expressed to our organization the pleasure in having a personal response to their communication. We all note the significant effort required to curate hundreds of individual communications into PDF documents. On behalf of a broad community of engaged citizens, I wish to convey gratitude to the MPO for its efforts to engage the public this past year, and specifically for Matt Genova's direct communications responding to each individual voice. We look forward to ongoing engagement with the MPO regarding TIP development next year.

Sincerely,
Jarrod Goentzel
Chair, Friends of the Belmont Community Path
96 Agassiz Avenue, Belmont, MA 02478

Weston (#608954): Reconstruction on Route 30

May 17, 2021

I am disappointed that the Weston Route 30 complete streets project was not included; as a sometime bike commuter between Framingham and Cambridge (who hopes to return to doing so after the pandemic), the deficiencies of this route are all too well known to me. I hope that the MPO will consider programming this project in a future TIP or amendment when more funding for this program becomes available.

Garrett Wollman

Mr. Matt Genova, TIP Manager, Central Transportation Planning Staff
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

By email: mgenova@ctps.org

Re: FFYs 2022-2026 Transportation Improvement Program Comment, Project # 608954, Reconstruction of Route 30 in Weston

Dear Mr. Genova,

In accordance with the annual FFYs 2022-2026 Transportation Improvement Program (TIP) comment period, the undersigned residents of Weston would like to offer public comment regarding project #608954, the Route 30 Reconstruction project in Weston.

This proposed \$8,117,562 project (initial estimate) would have long-lasting implications for all who use the Route 30 corridor from Natick to Newton. The project envisions a reconstruction of the roadway, intersection improvements, two new traffic signals and a bi-directional shared use path primarily for bicycle transportation on the south side of Route 30 (South Avenue) for most of the 3.4-mile corridor. At present, 25% design plans have been submitted by the Town and their designer, Howard Stein Hudson, to the District 6 office and MassDOT for preliminary review.

While there are components of the overall plan that are favorable and will result in improved conditions and safety in the corridor, we are extremely concerned about the extensive 3.4-mile shared use path that has been proposed, that in our view will result in a degradation of public safety for bicyclists, pedestrians, and motorists alike. In short, there are numerous viable alternatives to the proposed bi-directional shared use path that were given little or no consideration in the Town's pre-25% planning process, and this remains a major concern of residents.

We strongly support bicycle facilities, provided they are designed consistent with state and federal standards for roadways such as South Avenue (Route 30), and we urge a rethinking of the plans that have now been submitted to MassDOT.

In this comment letter we are forwarding to the MPO our most critical areas of concern about the shared use path aspect of the project. Our concerns have been reinforced in discussion with numerous residents, and this number will only expand as many other residents learn what is proposed and voice their concerns about the project. It is our ultimate goal in drafting this letter to urge the Town, in conjunction with MassDOT, to develop ways to seek broad input, seriously consider other design alternatives, and to craft project plans that will have substantial, if not unanimous, community support.

Proposed Shared Use Path

The current proposed plans call for a 2-way shared use path (primarily a bicycle access facility, sometimes called a sidepath) of 10 feet in pavement width from the Natick town line to Park Road (Turnpike access road) close to the Newton city line. The southerly side of South Avenue (even numbered addresses) in this corridor would be designated for this purpose.

The project segment length is 3.4 miles on the southerly side of South Avenue from the Natick town line to Park Road. The Route 30 corridor handles an average daily traffic volume of approximately 17,000 to 18,000 vehicles per day (as of September 2018), depending on the location.

Approximately 1.8 miles of the South Avenue corridor are characterized by numerous driveways and street intersections, resulting in **47 crossings** that intersect with South Avenue on the southerly side, outlined as follows:

- Single-family residences (26) creating a total of **30 driveways** that connect to South Avenue.

- Non-single family uses (or multi-purpose properties) (8) creating a total of **9 driveways** that connect to South Avenue.
- **8 intersecting streets** that connect with the southerly side of South Avenue.

In the 1.8 miles where these **47** crossing points occur, there is an average of **one crossing point every 202 feet**. This creates a high-stress environment for potential users of the proposed shared use path.

Within the 1.8 miles there are **78 households** that access South Avenue exclusively from the crossing points on south side as the only means of egress from their address. Motorists leaving and returning to these 78 households must cross the proposed shared use path – there are no alternative routes. The high number of motorist crossings make it imperative to consider operational and safety issues in the design of any bicycle facilities on the roadway.

Operational Issues with Bi-directional Shared Use Paths

The AASHTO “Guide to the Development of Bicycle Facilities”, 2012, 4th edition, is an industry-standard publication for the design of bicycle facilities. Chapter 5, “Design of Shared Use Paths”, devotes 56 pages to the subject of operational concerns. Section 5.2.2 addresses the use of shared use paths designed for two-way bicycle traffic on a separate right of way, as is proposed for South Avenue.

As noted above, there are 47 crossing points at driveways, roadway intersections, and businesses along the south side of the South Avenue corridor, creating high-stress areas of the proposed path. Note that, per AASHTO, page 5-8 (emphasis added):

“Before committing to this option (two-way bicycle traffic on a shared use path) for longer distances on urban and suburban streets with many driveways and street crossings, practitioners should be aware that two-way sidepaths can create operational concerns.

These conflicts include: (14 conflicts are listed in the guide, 4 of which are emphasized below)

- 1. At intersections and driveways, motorists entering or crossing the roadway often will not notice bicyclists approaching from their right, as they do not expect wheeled traffic from this direction. Motorists turning from the roadway onto the cross street may likewise fail to notice bicyclists travelling the opposite direction from the norm.***
- 2. Bicyclists travelling on sidepaths are apt to cross intersections and driveways at unexpected speeds (i.e., speeds that are significantly faster than pedestrian speeds). This may increase the likelihood of crashes, especially where sight distance is limited.***
- 3. Motorists waiting to enter the roadway from driveway or side street may block the sidepath crossing, as drivers pull forward to get an unobstructed view of traffic (this is the case at many sidewalk crossings, as well).***
- 4. Attempts to require bicyclists to yield or stop at each cross- street or driveway are inappropriate and are typically not effective.***

For these reasons, other types of bikeways may be better suited to accommodate bicycle traffic along some roadways.”

The “MassDOT Separated Bike Lane Planning & Design Guide”, 2015, <https://www.mass.gov/lists/separated-bike-lane-planning-design-guide> lists several examples that corroborate the operational issues outlined in the AASHTO guide.

Chapter 2, page 15: Travel Direction (emphasis added)

“One-way separated bike lanes in the direction of motorized travel are typically the easiest option to integrate into the existing operation of a roadway. This configuration provides intuitive and direct connections with the surrounding transportation network, including simpler transitions to existing bike lanes and shared travel lanes.

Providing a two-way facility introduces contra-flow movements which can be challenging to accommodate. Contraflow movements require special attention at intersections, driveways, and other conflict points as people walking and driving may not anticipate contra-flow bicycle movements. It is particularly important to consider options for managing potential conflicts between contra-flow bicyclists and left turning motorists, in this scenario motorists are primarily focused on identifying gaps in oncoming traffic and may be less cognizant of bicyclists approaching the intersection.”

Chapter 4, page 65: Left Turning Motorist

This section explains the operational drawback of a two-way bike lane on streets with characteristics such as those that exist on South Avenue:

“On streets with two-way traffic flow, the operational dynamic of a motorist looking for gaps in traffic creates unique challenges that cannot be resolved strictly through the provision of parking restrictions to improve sight distance. This is a challenging maneuver because the motorist is primarily looking for gaps in oncoming traffic and is less likely to scan for bicyclists approaching from behind. The motorist will be accelerating towards the crossing once they perceive a gap in traffic. This creates a higher potential for conflict on streets with:

- *High traffic volumes and multiple lanes*
- *Higher operating speeds*
- *Heavy left turn volumes“*

The “Masstrails August 2018 Shared Use Path Planning Primer” <https://www.mass.gov/doc/shared-use-path-planning-primer-0/download> provides additional guidance that further underscores safety as a top priority (emphasis added):

Page 2: Sidepath – *“Sidepaths are shared use paths that run adjacent to roadways...They can provide direct access to businesses, schools, and other destinations, **but safety at intersections and driveways must be carefully considered during planning and design.”***

Page 3: What is the Vision? – *“...Every path should be Safe: a safe path is one designed to reduce the **likelihood of conflicts between travel modes and reduce crash severity both along the path and at roadway crossings.”***

With respect to the Route 30 project, there has been a lack of consideration given to the numerous driveway crossings and intersections along significant portions of the proposed path. These crossings pose dangerous situations for motorists and all users of the path.

A bi-directional shared use path is not a safe option for South Avenue.

In addition to the operational concerns associated with bi-directional shared use paths listed above, we note the following operational and safety issues specific to South Avenue:

- The federal and state guidelines recommend that other types of bicycle facilities are likely better suited to roadways like South Avenue.
- The close proximity of the shared use path to the road and the bi-directional bicycle traffic on the path increase the possibility of conflicts (collisions or avoidance maneuvers) that could force bicyclists (or pedestrians and student athlete runners/joggers) off the path into oncoming traffic.
- The close proximity of driveways and streets – a driveway or street intersection every 202 feet – along the majority of the proposed shared use path creates a high-stress environment for bicyclists that increases the probability of accidents, especially in the westbound (contra-flow) direction.

- Steep grade changes and significant traffic noise make it challenging for bicyclists to perceive immediate threats to their safety and to communicate hazards to others on the path.
- The safety concerns are amplified by the numerous visitors, service providers, delivery trucks, etc. to these residents and businesses who will not be familiar with the bi-directional bicycle travel on the shared use path.

There is no question that safety must be a top priority for the reconstruction project. To date, many safety issues with the proposed shared use path have been left unaddressed by the consultant, despite numerous comments and questions regarding the issue of the proposed bi-directional shared use path on South Avenue.

New Traffic Signals and Community Participation

In addition to the shared use path, two new traffic signals at the intersections of Route 30 with Winter Street and Oak Street have been proposed and require more in-depth study. Public input to the design process has been limited, many affected residents were not notified about the project, and safety and operational concerns voiced at meetings remain unaddressed.

- Howard Stein Hudson cited accident rates of .53 at each intersection where new traffic signals are proposed. This is only .01 above the average accident rate at similar intersections in the region – this small difference warrants discussion of less intrusive measures to improve safety.
- No study has been done to illustrate any adverse effects the new traffic signals would have on traffic queuing that is already excessive along Route 30 during peak commuting hours.
- Alternatives to signals that could help to improve safety at those intersections such as improved signage and clearer pavement markings were not considered in public meetings.
- The scope of the proposed Route 30 project was not sufficiently advertised to affected residents, and input from residents was limited.
- Questions regarding alternative designs and concerns about safety were dismissed during public meetings.

We strongly encourage consideration of alternative designs for these significant proposed changes to Route 30, especially where the proposed design contradicts industry-standard recommendations for safety.

In summary, we the undersigned residents of Weston have numerous concerns about the proposed Route 30 Reconstruction plans that have been submitted by the Town to MassDOT for 25% design review. The proposed bi-directional shared use path raises numerous public safety issues, the two proposed traffic signals need further analysis, and a much fuller and engaging public participation process with affected residents needs to occur before widespread community support for the Route 30 Reconstruction project can be realized. In particular, viable and safe alternatives for bicycle facilities must be a top priority. We ask the Boston MPO to be aware of these concerns in the FFY 2022-2026 TIP program as well as in future years as this project is considered for further design and potential funding.

Respectfully,

Louis Mercuri South Avenue	Barbara Fullerton Winter Street	Joan Garron South Avenue	Deborah Khaksari South Avenue	Tyler Morris DiBenedetto Drive	Collin Stultz Highland Street
Rebecca Mercuri South Avenue	Bert Fullerton Winter Street	Lorna Garron South Avenue	Shahriar Khaksari South Avenue	Jack O'Donnell Highland Street	Kate Stultz Highland Street
Nick Berardinelli DiBenedetto Drive	Gina Gagliardi DiBenedetto Drive	Barbara Gilman Winter Street	Jaclyn Morris DiBenedetto Drive	Laura Paltrineri South Avenue	Fer Bourlot Wellesley Street
Steve Butera South Avenue	Doug Garron South Avenue	Richard Gilman Winter Street	Margery Morris DiBenedetto Drive	Chand Samaratinga South Avenue	Martin Bourlot Wellesley Street
Roxanne Ferreiro Highland Street	Jennifer Garron South Avenue	James Kappel Winter Street	Stephen Morris DiBenedetto Drive	Vidya Samaratinga South Avenue	



TOWN OF BURLINGTON

May 25, 2021

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

RE: WOBURN- INTERSECTION RECONSTRUCTION AT ROUTE 3 (CAMBRIDGE ROAD) & BEDFORD ROAD AND SOUTH BEDFORD STREET
 MassDOT Project Number: 608067

Dear MPO Board Members:

I am writing to offer the Town of Burlington's full support for advancing the intersection reconstruction at Route 3 (Cambridge Street, Bedford Street and South Bedford Street) in Woburn and Burlington. This project is currently scheduled for TIP funding for Federal Fiscal Year (FFY) 2025; however, we note that the project will be ready far before that timeline.

The Town of Burlington is working closely with the City of Woburn to prepare this intersection for these critically needed improvements. This area of Burlington has been growing over the past 10 years at the Oracle campus, the Trustee's property at Mary Cummings Park, Northeastern's Innovation Campus at Burlington and recent growth in the life science industry with Azzure Cleanrooms on Demand. The intersection at Cambridge Bedford/South Bedford Street is a critical problem for traffic circulation and safety in the area.

The Town has been able to work with area property owners to secure needed funding to develop the plans necessary to submit the project to the Transportation Improvement Plan and to identify and preserve over 9 acres of land through a conservation restriction. The importance of the latter measure is to satisfy any Article 97 of the Massachusetts Constitution requirements for land replacement obligations due to required takings to effectuate the above referenced improvements in the intersection. The Burlington Selectboard endorsed the restriction at their meeting of May 24, 2021.

The Town of Burlington is working alongside the City of Woburn on this effort and the Town would like to strongly advocate for this project to be considered for funding ahead of the 2025 timeline. The project is underway in the design phase and the Article 97 hurdles have been removed.

Thank you for your consideration. Sincerely,

Kristin E. Kassner

Kristin E. Kassner, AICP
 Planning Director
 Town of Burlington
 E: kkassner@Burlington.org
 P: 781.270.1645

cc: City of Woburn, District 4, Town of Burlington, Representative Kenneth Gordon, VHB.

Newton (#P0170): Newton MBTA Commuter Rail Stations

May 18, 2021

Dear M Genova

I used to ride to work daily either from Newtonville and/ or West Newton stations, when I used to work downtown Boston.

I believe it will be very hard for commuters, especially with so many new residential buildings newly built. Also it will be environmentally detrimental.

I would appreciate if you would reconsider your plan and not close those stations.

Than you
Christine Abrahamian

Newton (#P0170): Newton MBTA Commuter Rail Stations

May 18, 2021

Dear Mr. Genova,

I am writing as a citizen of Newton, MA, to request that the state invest in Commuter Rail Service for Newton, MA. We have multiple large housing developments which have recently been built or are in the process of being built, which are increasing our population by hundreds / thousands of residents. Without reliable commuter rail service, the traffic congestion and pollution in Newton will become a serious issue.

I hope the state will improve and invest in commuter rail service to help Newton adjust to this large increase in housing development. Thank you for your consideration.

Thanks,
Eve Bould
667 Chestnut St
Newton, MA 02468

Newton (#P0170): Newton MBTA Commuter Rail Stations

May 18, 2021

Commuter rail access should be on the increase as part of our action on climate change. Now is not the time to go back on fully funding stations in Newton and other communities! We and our neighbors feel very strongly about this issue.

Maxine & Mark Bridger

Newton (#P0170): Newton MBTA Commuter Rail Stations

May 18, 2021

Hi, Matt

I understand that Newton's commuter rail stations don't appear in your 2022-2026 Transit Improvement Plan. We've got plenty of commuters who live near and/or use those and they're a key element of a long-term plan for improving environmental impact and traffic congestion. Please explain the rationale behind their elimination.

Thank you.

Jeff Cadow
Newton Upper Falls

Newton (#P0170): Newton MBTA Commuter Rail Stations

May 18, 2021

Dear Mr. Genova,

Hope all is well with you and beloved ones!

As a new Newton, MA resident, who grew up poor in a Brazilian *favela*, it is concerning to learn that Newton's commuter rail service has been dropped from the State's draft 2022-26 Transit Improvement Plan. It's also extremely concerning to find out that station accessibility improvements for Auburndale, Newtonville, and West Newton have also been removed from TIP.

It's my understanding that "the MBTA completed the design for all 3 stations in 2019." People with disabilities or limited mobility - including some elderly, some pregnant women, parents using strollers and people with obesity - need better accessibility everywhere, including Newton.

The commuter rail project is long overdue, according to GreenNewton. "It was almost 20 years ago that then-Congressman Barney Frank secured \$3 million in Federal funding for the Newton Commuter Rail Accessibility Project." I am aware that investing in affordable housing is a priority for Newton's local government. By dropping Newton stops from the commuter rail project, the state is directly causing a negative impact on Newton's equity (not everyone can afford driving to their workplace or to access leisure options) and environmental (reducing greenhouse emissions and particulate matter pollution) efforts.

How can Newton advance its housing and environmental goals at the needed fast pace when important infrastructure is denied to the city?

What can be done for these two critical pieces of Newton's infrastructure to be added back into the 2022 - 26 TIP?

Thanks for considering,
Fernanda Campbell

Newton (#P0170): Newton MBTA Commuter Rail Stations

May 18, 2021

Newton needs its commuter rail service. Please don't defund it.

Thank you,

Eve Curtis

Newton (#P0170): Newton MBTA Commuter Rail Stations

May 18, 2021

Dear Mr. Genova

Newton needs its commuter rail service to support efforts to build more affordable housing and take cars off the road. Station design has long since been completed and Newton stations should not be dropped from state plans.

Best
Michael Goldman

Newton (#P0170): Newton MBTA Commuter Rail Stations

May 18, 2021

Matt,

I understand that the long-anticipated accessibility upgrades to the three Newton MBTA stations are in danger of being removed from the 2022-26 Transit Improvement Plan.

This would have disastrous consequences for all riders - those with handicaps and those without. The access to these stations – with extremely steep stairs – is currently unsafe for all riders, and is impossible for those with any physical disability. To further specify legal requirements for providing equal access for people with disabilities, the ADAAA law was passed in 2008. As Title II of that law specifies below, **"all public transit systems, including commuter and inner-city rail, must provide access for people with disabilities."** Thus, the MBTA is in violation of that law and is subject to legal action.

Particularly in Newtonville, there has been tremendous multi-family development to provide both market-rate and affordable housing. That increased population in that village center has and will continue to increase dramatically the number of people with disabilities who are local residents and dependent on public transportation. My adult son, Nathan Persampieri, is one of those residents. He requires the aid of a walker for his mobility. Nathan was part of the study to redesign the Newtonville station. He's been waiting and counting on that station being renovated to enable him to commute into downtown Boston for his job. To push that possibility out to beyond 2026 eliminates a critical piece of his access to employment in downtown Boston.

Quite simply, the accessibility improvements in all three Newton stations need to be reinstated into the Transit Improvement Plan. To exclude them continues the MBTA's violation of ADAAA.

The Americans with Disabilities Act (ADA) became law in 1990. The ADA is a civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, schools, transportation, and all public and private places that are open to the general public. The purpose of the law is to make sure that people with disabilities have the same rights and opportunities as everyone else. The ADA gives civil rights protections to individuals with disabilities similar to those provided to individuals on the basis of race, color, sex, national origin, age, and religion. It guarantees equal opportunity for individuals with disabilities in public accommodations, employment, transportation, state and local government services, and telecommunications. The ADA is divided into five titles (or sections) that relate to different areas of public life.

In 2008, the Americans with Disabilities Act Amendments Act (ADAAA) was signed into law and became effective on January 1, 2009. The ADAAA made a number of significant changes to the definition of "disability." The changes in the definition of disability in the ADAAA apply to all titles of the ADA, including Title I (employment practices of private employers with 15 or more employees, state and local governments, employment agencies, labor unions, agents of the employer and joint management labor committees); **Title II (programs and activities of state and local government entities); and Title III (private entities that are considered places of public accommodation).**

Title II (State and Local Government)

Nondiscrimination on the Basis of Disability in State and Local Government Services

Title II of the ADA prohibits discrimination against qualified individuals with disabilities in all programs, activities, and services of public entities. It applies to all state and local governments, their departments and agencies, and any other instrumentalities or special purpose districts of state or local governments. It clarifies the requirements of section 504 of the Rehabilitation Act of 1973, as amended, for public transportation systems that receive federal financial assistance, and extends coverage to all public entities that provide public transportation, whether or not they receive federal financial assistance. It establishes detailed standards for the operation of public transit systems, including commuter and intercity rail (e.g., AMTRAK).

This title outlines the administrative processes to be followed, including requirements for self-evaluation and planning; requirements for making reasonable modifications to policies, practices, and procedures where necessary to avoid discrimination; architectural barriers to be identified; and the need for effective communication with people with hearing, vision and speech disabilities. This title is regulated and enforced by the U.S. Department of Justice.

Betsy Harper
19 Fairmont Avenue
Newton, MA 02458
617-490-3081

Newton (#P0170): Newton MBTA Commuter Rail Stations

May 18, 2021

Please restore service to West Newton. I have to drive to Boston which is expensive and polluting.

Thanks
John Horst

Newton (#P0170): Newton MBTA Commuter Rail Stations

May 18, 2021

Dear Manager Genova,

Please reinstate Newton's commuter rail service. People have long depended on the trains to get to Boston. The 3 stations cut should all be renewed. If the overall goal of the government is to increase public transportation, lower car use, and meet environmental and housing goals, reliable public transportation has to exist.

Years ago I had to go to Spaulding Rehab outpatient for a head injury, at its old location, not where it is now. Having that train from Newtonville made it possible for me to get the medical care I needed. I remember the train being full too !

Please, pay attention and do the right thing for people. Newton and so many other communities need and depend on commuter rail service. Thank you.

Angela Nielsen
129 Wood End Road
Newton Highlands, Ma 02461

Newton (#P0170): Newton MBTA Commuter Rail Stations

May 18, 2021

Matt,

Newton needs commuter rail service to support our environmental and housing goals. I'm very disappointed to learn that proposed improvements to the Auburndale, West Newton, and Newtonville stations may be scrapped. Please keep these already-designed improvements in the 2022-2026 TIP.

Thank you,
Bob Persons
2396 Commonwealth Avenue
Auburndale, MA 02466

Newton (#P0170): Newton MBTA Commuter Rail Stations

May 18, 2021

Please do not discontinue improvements to the rail stations are the rail itself. It's the best way to get down town and would make it very hard for people who live here who don't want to take their cars everywhere to get to their work. Please don't drop Newton from your upcoming plans for station improvements or the transport itself.

Thank you,

Sharon L Regan in Newton Centre

Newton (#P0170): Newton MBTA Commuter Rail Stations

May 18, 2021

Dear Mr. Genova,

Please work to restore commuter rail service to Newton's 3 stations, and to move forward on accessibility improvements to our stations. Accessibility is overdue by decades and it's shameful that only those people who can manage stairs can use Newton's commuter rail. The train is a vital way for our population to access Boston without having cars. Our household has recently reduced our carbon footprint by having only one car, and an electric one at that. We can't manage without the commuter rail service though, and we don't wish to go backwards environmentally. Newton is currently building many new housing units close to the rail lines. The whole premise is that the new residents can use the train and won't need to rely on cars - otherwise, it's an environmental and traffic nightmare.

Thank you for your attention to this very important matter. We need your advocacy for this cause.

Jennifer Stone
73 Prospect Street
West Newton 02465

Newton (#P0170): Newton MBTA Commuter Rail Stations

May 18, 2021

Dear Matt,

In the April 7, 2020 MassDOT / MBTA and City of Newton Public Meeting, MBTA officials committed to writing a letter stating that the Riverside planned development could support a new Commuter Rail / Urban Rail station and service.

Link to meeting - see minutes 24 - 48 of this video:

<https://newtv.org/recent-video/107-committee-meetings-and-public-hearings/6184-land-use-committee-april-7-2020>

Please add this comment and request to your work planning MBTA Commuter Rail upgrades for Newton.

Thank you,

John Tourtelotte

Newton

Newton (#P0170): Newton MBTA Commuter Rail Stations

May 18, 2021

Dear Mr. Genova,

Please restore Newton Commuter Rail Service to the Transit Improvement Plan budget! Newton needs the commuter rail even more than previously in order to service several large new housing developments proximate to the turnpike. Without the stops at Auburndale, West Newton, and Newtonville, there will be more automobile congestion, more greenhouse gas pollution, and more health-harming particulate matter in the air, not just in Newton but all along the turnpike into Boston. It is a travesty to be cutting this transit service at a time when the Federal government is focused on improving mass transit both to address climate change and to provide good new jobs!

Thank you for your attention.

Sincerely,

Leslie Zebrowitz
62 Pine Crest Rd.
Newton 02459

Newton (#P0170): Newton MBTA Commuter Rail Stations

May 19, 2021

Dear Mr. Genova,

I live in Newtonville and have learned that our commuter rail service, and future improvements to that service, have been removed from the State's draft 2022-26 Transit Improvement Plan.

My neighbors and I rely on the commuter rail to get to and from work every day (outside of the pandemic). The Framingham/Worcester route is critical for so many of us. It's also much more environmentally responsible than driving a car. Newtonville Station also desperately needs improvements to be accessible as well as safe (the giant staircases are treacherous in winter).

Please don't degrade our commuter rail service, and please move forward with upgrades to the stations in Newton. The livelihood of our city depends on both.

Thank you very much.

--

Dan Barrett
18 Washington Park, Newtonville

Newton (#P0170): Newton MBTA Commuter Rail Stations

May 19, 2021

Dear Mr. Genova,

I have heard that the T plans to either cut back or eliminate commuter rail service in Newton. I count on this to get to medical appts from Landsdowne station. I was looking forward to the planned station improvements at West Newton.

Eric Campbell
ejcampbell1950@gmail.com
617 803 4824
Newton, MA

Newton (#P0170): Newton MBTA Commuter Rail Stations

May 19, 2021

Dear Matt,

I'm writing to express my concern at the de-prioritizing of accessible and reliable public transportation in Newton. I and many of my neighbors rely on the commuter rail for transportation, and I hope that all of us in the city can continue to use the train as a tool for more sustainable living long into the future.

I hope to see the plans associated with the Newton Commuter Rail Accessibility Project move forward and service continue to Newton commuter rail stations in order to make this a reality.

All best,
Maggie

Maggie Cooper
30 Gilbert St, West Newton, MA 02465
303-819-8381

Newton (#P0170): Newton MBTA Commuter Rail Stations

May 19, 2021

Dear Matt,

I am a resident of Auburndale, and a lifelong resident of Newton. I chose to raise my family here for many reasons, but one of the primary factors was the availability of public transportation, particularly the commuter rail.

I just learned that the state is no longer prioritizing improvements to the Auburndale, West Newton, and Newtonville Stations.

I am deeply concerned about this decision. The availability of the commuter rail in Newton is critically important. Please take action in support of improving commuter rail service in Newton.

Sincerely,
Naomi Grace

Newton (#P0170): Newton MBTA Commuter Rail Stations

May 19, 2021

I strongly urge improvements in the Auburndale, West Newton and Newtonville stations as well as handicapped accessibility in at least one of them.

I have mostly used the West Newton station which has not had any significant improvements for the 40 years I have been living here. The steps are very steep, slippery, end with a drop onto icy pavement in the winter, leading to falls. There is little shelter for the amount of people waiting during commuting hours, and the token fence between the Mass Pike traffic speeding by does little to divert fumes and possible debris from a potential crash.

If you want to increase ridership, "build it and they will come".

Janet Kuklinski

Newton (#P0170): Newton MBTA Commuter Rail Stations

May 19, 2021

I just read that the state has trashed its draft 2022-26 Transit improvement plan. Newton needs commuter rail service to support its environmental and housing goals.

We have depended on this for a LONG time. PLEASE get it back on track.

Best, Jane Matlaw

Newton (#P0170): Newton MBTA Commuter Rail Stations

May 19, 2021

Hello,

I've been made aware that you are proposing cutting Newton commuter rail stops - this seems wildly short sighted.

There are many large apartment/ condo developments along the mass pike Newton corridor. Sure, ridership is likely down now due to COVID-19, but with an influx of all these new apartments it's set to be busy again.

What is the rational for that?

Best,
Nick Mishol

Newton (#P0170): Newton MBTA Commuter Rail Stations

May 19, 2021

Dear Mr. Genova,

I am writing to express my dismay and confusion over the apparent lack of commitment to serving the commuter rail and public transportation service needs of my community.

My family moved to Auburndale in large part due to its convenient location to the station on the Framingham line. Prior to the pandemic we used the service to get into Boston at least once a month. I know of many neighbors who work in Boston who rely on this service to make it into work and have experienced severe disruptions due to the lack of service.

Our town has built and approved more building of apartment/condo buildings that were designed to rely on commuter rail service. Without it, our streets will not be able to manage the increase in car traffic.

Please restore service to at least the pre-pandemic levels for the sake of our town and residents.

Kind regards,

Teresa Mitchell

Newton (#P0170): Newton MBTA Commuter Rail Stations

May 19, 2021

Matt,

I understand that the long-anticipated accessibility upgrades to the three Newton MBTA stations are in danger of being removed from the 2022-26 Transit Improvement Plan.

This would have consequences for all riders - those with handicaps and those without. I am an advocate for people with disabilities. From my own experience providing feedback on the accessibility of the Newtonville station, it is CRITICAL that these stations be renovated. All three of them have very steep stairs. It would make it impossible for those in wheelchairs to get down to the platform.

Further delaying these critical improvements will affect me personally. Due to my disability, I require the aid of a walker for my mobility. When I get older, I want to be able commute from my home in Newtonville into downtown Boston for my job. To push that possibility out to beyond 2026 eliminates a critical piece of my access to employment in downtown Boston.

Particularly in Newtonville, there has been tremendous multi-family development to provide both market-rate and affordable housing. That increased population in that village center has and will continue to increase dramatically the number of people with disabilities who are local residents and dependent on public transportation.

Quite simply, the accessibility improvements in all three Newton stations need to be reinstated into the Transit Improvement Plan. To exclude them continues the MBTA's violation of ADA. The ADA became law over 30 years ago. The MBTA's continued violation of this critical law at these stations is outrageous. We need to do better.

Thank you,

Nathan Persampieri
19 Fairmont Ave.
Newton, MA 02458

Newton (#P0170): Newton MBTA Commuter Rail Stations

May 19, 2021

Hi Mr. Genova,

I hope all is well with you! I've just learned that the Newtonville station has been removed from the upcoming station improvement plan. This is very bad news for Newton residents. Older residents with mobility problems and newly settled residents expected this work to be done and moved here with that in mind. Please reconsider this decision and please let me know why this change was made.

Thank you very much,
Joy Reichling

Newton (#P0170): Newton MBTA Commuter Rail Stations

May 19, 2021

Dear Mr. Genova -

I am a handicapped senior that has lived in Auburndale for over 40 years. For most of the time I have been tirelessly working with Representative Khan to improve access to the Commuter Rail. It is long past time for this project to be fast tracked! The ADA has been in place for over 30 years now, and still the state transportation system is not anywhere close to being in compliance. What will it take to get you to prioritize these projects? Maybe a law suit is what is needed.

In addition to improved access, the Commuter Rail schedule needs to be greatly enhanced. Newton is in the midst of a fast paced increase in the housing stock along the Commuter Rail corridor. In part this housing has been planned because of the promise of improved Commuter Rail service along with the dire need for housing in the Greater Boston area. How do you expect cities and towns to properly plan for a greener future when the promises of a better public transportation system are constantly fluctuating? Can we depend on you?

Thank you, Lynn Slobodin

Newton (#P0170): Newton MBTA Commuter Rail Stations

May 19, 2021

Hi Mr. Genova,

I learned today that the draft 2022-2026 Transit Improvement Plan removed commuter rail service in Newton. I just moved to Auburndale (this week) specifically so my partner and I could have easy commuter rail access. I work in Worcester and he works in downtown Boston. If you remove rail access, I'll be forced to commute by car every weekday (adding to the state's traffic and carbon emissions). Correspondingly, my partner will be forced to take the green line all the way into downtown, adding significant time to his commute.

Cutting train service is absolutely the wrong choice given the state's climate goals -- it will either push out of Boston entirely and add to our total commute time or into more carbon intensive transportation options. Please reconsider this choice.

Best regards,
Mary Hannah Smith
Auburndale Resident

Newton (#P0170): Newton MBTA Commuter Rail Stations

May 19, 2021

Dear Matt,

As a resident of Newton who uses the commuter rail regularly to commute for work, we really need to add more service for the growing Newton population and not cutting back. I urge the group to continue forward with the investment plan to improve the Newton stations.

Thank you,
Erica Yung

Newton (#P0170): Newton MBTA Commuter Rail Stations

May 20, 2021

Hello

I'm disappointed to hear accessible commuter rail service in Newton may not happen. Many people in my neighborhood rely on daily commuter rail service. Some of the best employment in the area is accessed by this system. It is wrong to only offer this service to able bodied people.

Post do consider making the commuter rail in Newton accessible to all.

Thanks Kindly
Alissa Saginaw
Auburndale, MA

Newton (#P0170): Newton MBTA Commuter Rail Stations

May 20, 2021

I am distressed to learn that Newton's commuter rail service has been stopped and station accessibility improvements for Auburndale, Newtonville, and West Newton have been removed from the state's draft 2022-26 Transit Improvement Plan. Newton has approved or built at least four dense housing developments around its commuter-rail stations as Gov. Baker and legislation have encouraged. Without effective rail service, the environmental benefits of such housing near public transit will be lost.

It is urgent for the Transit Improvement Plan to restore funds to make the long-overdue accessibility improvements at Newton's commuter-rail stations, add a second track to speed up rail service, and restore rail service! Rail service is essential to meeting Newton's housing and environmental goals.

Sincerely,
Susan Tornheim
120 Hyde St.
Newton, MA 02461

Newton (#P0170): Newton MBTA Commuter Rail Stations

May 22, 2021

To the Members of the BR MPO,

I was very discouraged to see the Newton Commuter Rail Accessibility Improvements (PO170) removed from first the 2021 CIP and then the 2022-2026 STIP.

Newton has been waiting almost 20 years for this project. Our former congressman, Barney Frank, delivered an initial \$3 million of Federal funds for the project before he left office.

Newton has built and committed to building multiple housing developments, with low income housing, along this commuter rail line, including Austin St, Trio, Dunstan East, and the Armory. Vehicle traffic is the number one reason housing developments are opposed in Newton, as is evident from the discussions around Northland and Riverside.

Newton has, also, committed to reducing its greenhouse gas emissions through reduced vehicle miles travelled. This commitment is impossible to achieve without improved alternatives to single vehicle transportation or an economic recession.

Currently there are no accessible commuter rail stations in Newton, 30 years after the ADA was passed. As the parent of a 26 year old son who uses a wheelchair, this affects me personally.

Newton is attempting to do its part to help the State meet its housing and climate goals. Please do not backtrack on the State's commitments to improve the Newton Commuter Rail Stations to help achieve these goals.

Thank you,

Lucia Dolan

Newton (#P0170): Newton MBTA Commuter Rail Stations

May 23, 2021

Dear Matt Genova,

Why has Newton's commuter rail service been dropped - and station accessibility improvements for Auburndale, Newtonville, and West Newton been removed - from the State's draft 2022-26 Transit Improvement Plan?

The City of Newton very much needs commuter rail service to support its environmental and housing goals!

Without strong, reliable mass transit, housing developments along the Mass Pike in Newton, including Trio, Austin Street, the Armory, and Dunstan East, will generate increased traffic and drive up both greenhouse gas and particulate matter pollution.

Newton has a Climate Action Plan, and citizens are working with the City and local environmental groups to reduce greenhouse gases and take many other actions for a sustainable environment.

Please include Newton in the 2022-26 Transit Improvement Plan. Thank you for your time and work!

Sincerely, Beverly Droz

Newton (#P0170): Newton MBTA Commuter Rail Stations

May 25, 2021

Morning,

Please consider improving commuter rail service and access in Newton. Despite reduced use due to Covid-19, the long term need for public transport to reduce clogged roads and especially greenhouse gas emissions is critical!

Thank you,

Andy Gluck
19 Merton Street
Newton, MA 02458

Newton (#P0170): Newton MBTA Commuter Rail Stations

May 29, 2021

Dear Mr. Genova,

Newton is building an unprecedented number of new apartments which are dependent upon the rail service, which was already insufficient. It is astonishing that any rail service is being cut right now when we face such a climate crisis. Traffic is terrible and is only going to get worse. The Biden administration is focussing on the country's infrastructure.

For all of these reasons and many more not listed rail service should not be cut back and should be a priority. We hope you will reconsider cutting essential rail service to Newton.

Best, Susan Shepherd and Barry Payne

Auburndale, MA

Sudbury (#608164): Bruce Freeman Rail Trail, Phase 2D

May 17, 2021

The bike trail is so important!

Thanks to the Boston MPO for funding previous Phases and keeping Phase 2D (Project #608164)

Construction year of FFY 2022.

I fully hope this construction will continue swiftly and I will continue my support to see Phase 2D completed.

~~~ Nancy Cantone

**Sudbury (#608164): Bruce Freeman Rail Trail, Phase 2D**

May 17, 2021

Thank you and the Boston MPO for funding previous Phases and keeping Phase 2D (Project #608164) on the Draft TIP for the appropriate construction year of FFY 2022.

We are so excited to see this trail come to fruition and can't wait to see Phase 2D completed.

Thanks for your support!

Sue Ellyn Idelson  
96 Morse Rd  
Sudbury

**Sudbury (#608164): Bruce Freeman Rail Trail, Phase 2D**

May 17, 2021

Dear Matt,

As a Sudbury resident, I want to thank the Boston MPO for funding previous Phases and keeping Phase 2D (Project #608164) on the Draft TIP for the appropriate construction year of FFY 2022. I also want to express my strong support of completing this project, Phase 2D and the remaining sections throughout Sudbury. I would love to be able to enjoy the BFRT locally and not have to keep going to nearby towns to access it.

Sincerely,  
Reyne Macadaeg

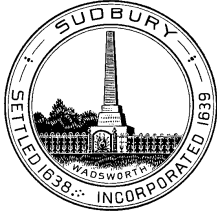


## **Sudbury (#608164): Bruce Freeman Rail Trail, Phase 2D**

May 19, 2021

I strongly support the next phase of work for the BFRT extension in Sudbury. Having used the trail since its inception, we have used the new paths that are being completed and are anxiously awaiting the next Acton/Concord connection. When Sudbury gets added this will be a recreational trail of incredible beauty and adventure safe from traffic and roads.

David Bronstein



## TOWN OF SUDBURY

*Office of the Town Manager*

[www.sudbury.ma.us](http://www.sudbury.ma.us)

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Sudbury, MA 01776-1843

978-639-3381

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

Henry L. Hayes, Jr.  
Town Manager

May 27, 2021

Chair David Mohler

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 and Concord (608164) Programming on the FFY 2022-2026 TIP

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

The Town of Sudbury is pleased to offer a letter of support for the draft 2022-2026 TIP and express our appreciation for the Board's continued commitment to programming the critical Bruce Freeman Rail Trail (BFRT) Project, Phase 2D (608164) in FFY 2022. The Town has worked for years to advance the design of the BFRT project and this month submitted to MassDOT the 75% design package. The proposed design remains within the construction budget and includes parking and other amenities to enhance the user experience. We are in close coordination with MassDOT to complete environmental permitting, the final design, and negotiate the lease for the Right-of-Way. The Town is poised in partnership with the Town of Concord and MassDOT, to complete the design and construction bid documents in the coming year and achieve an advertising date in spring of 2022.

With the Phase 2B of the BFRT, the bridge over Route 2 in construction, nearly 15 contiguous miles of the BFRT north of Sudbury will be completed. Sudbury is excited for the construction of our 4.4 miles section and the southern 0.5 miles section in Concord to advance and extend the regional trail, improve pedestrian facilities, provide bicycle accommodation, and offer healthy transportation options.

The Town, through Town Meetings with broad voter support, has allocated more than one million dollars to the design of the project and remains committed to this important priority regional project.

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

**Sudbury (#608164): Bruce Freeman Rail Trail, Phase 2D**

May 27, 2021

Thank you, Matt, for working in our government to cause healthy infrastructure like the Bruce Freeman Rail Trail to be built. Please keep the very encouraging progress going.

Dave Hutcheson

**Sudbury (#608164): Bruce Freeman Rail Trail, Phase 2D**

May 27, 2021

I strongly support quick action to complete the Bruce Freeman Rail Trail including the immediate funding of Phase 2D. As a neighbor to the recently completed 2C section in Concord, I have seen first hand the benefit it brings to our neighborhood, by providing critical recreation opportunities. I regularly use the BRFT to bike to work, and to run. Everyday, people of all ages are using the trail to run, walk, bike, walk the dogs, push their kids in a stroller, go to school, go to work, and just get outside in a safe space. I'm so thankful we've had this resource during the pandemic - it has been a real asset. Please prioritize funding of this and all other rail trails.

Christopher Schaffner

**Sudbury (#608164): Bruce Freeman Rail Trail, Phase 2D**

May 27, 2021

Please bring the Bruce Freeman Rail Trail to Sudbury!

Steve Van Hooser

**Sudbury (#608164): Bruce Freeman Rail Trail, Phase 2D**

May 27, 2021

Please push ahead with the Concord/Sudbury segment.

John Wood

ASSISTANT SPEAKER  
COMMITTEE ON APPROPRIATIONS  
SUBCOMMITTEE ON LABOR,  
HEALTH AND HUMAN SERVICES,  
EDUCATION  
SUBCOMMITTEE ON  
LEGISLATIVE BRANCH  
SUBCOMMITTEE ON  
TRANSPORTATION, HOUSING  
AND URBAN DEVELOPMENT  
DEMOCRATIC STEERING  
AND POLICY COMMITTEE  
[katherineclark.house.gov](mailto:katherineclark.house.gov)



KATHERINE M. CLARK  
CONGRESS OF THE UNITED STATES  
5TH DISTRICT OF MASSACHUSETTS

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FAX: (617) 354-1456  
116 CONCORD STREET, SUITE 1  
FRAMINGHAM, MA 01702

May 28, 2021

Matt Genova  
Central Transportation Planning Staff (CTPS)  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02116-3968

Dear Mr. Genova,

I write to express my support for the Bruce Freeman Rail Trail (BFRT) Phase 2D inclusion in Draft FFYs 2022-26 TIP. The Bruce Freeman Rail Trail Phase 2D will extend the existing trail network into southern Concord and northern Sudbury.

The BFRT provides countless health, safety, environmental, and transit benefits to the communities it serves. I have been pleased to watch the trail progress from the Lowell/Chelmsford line through the communities of Westford, Carlisle, Acton and Concord, and I look forward to its continuation into Sudbury and eventually Framingham.

As such, I offer my support to the BFRT Phase 2D portion of the project and its inclusion in the FFYs 2022-2026 TIP for FFY 2022 construction. Should you have any questions or require additional information, please contact Wade Blackman in my district office at 617-354-0292.

Sincerely,

A handwritten signature in black ink that reads "Katherine M. Clark".

Katherine M. Clark  
Member of Congress

**Sudbury (#608164): Bruce Freeman Rail Trail, Phase 2D**

May 28, 2021

Matt Genova  
Transportation Improvement Program Manager  
Central Transportation Planning Staff  
Boston Region Metropolitan Planning Organization

Dear Mr. Genova:

As a Sudbury resident, and recently elected Select Board member one year into a 3-year term, I write to express my support for continued TIP funding of the Bruce Freeman Rail Trail (BFRT) Project, Phase 2D (608164) for FY2022. Without a doubt, the most common question I hear from residents is: how can we make the BFRT a reality in Sudbury?

In the past year, Sudbury has made significant progress toward the completion of the design and is currently on track to advertise for construction in spring 2022. Just recently, Sudbury submitted the 75% Design plans to MassDOT. There is town-wide support for these plans. The Select Board voted 5-0 in support of these plans, the citizens' Bruce Freeman Rail Trail Design Advisory Task Force voted unanimously to support these plans, and Sudbury Town Meeting voted in September 2020 in favor of an Article directing town staff and boards to expedite the completion of the design of the BFRT. Sudbury is ready to do its part.

As a former member of the Conservation Commission and its designee to Sudbury's Bruce Freeman Rail Trail Design Task Force, which advised on alternative routes as part of the 25% design in 2017, I am familiar with both the design challenges and ultimate benefits to residents that the BFRT offers. A well-designed rail trail offers significant enhancements to the recreational, liveability, and sustainability opportunities in town. The connectivity that the BFRT provides extends these benefits across the region.

Not long ago, I rode the BFRT in Concord and spoke with a couple who had come from Andover to enjoy the trail in Concord. This shows how a local project can provide regional benefits, which the BFRT Phase 2D offers. Completing the 4.6-mile section in Sudbury would extend the BFRT to 20 miles in total, and connect the commercial district in West Concord with the commercial district in Sudbury. This connection will add to economic development and provide riders with greater access to amenities.

As a resident, I look forward to enjoying the long-overdue BFRT. As a Select Board member, I offer support and cooperation in making it a reality. Thank you for the opportunity to comment and your continued support for TIP funding for the the Bruce Freeman Rail Trail (BFRT) Project, Phase 2D (608164) for FY2022.

Charlie Russo, Sudbury Select Board member  
30 Juniper Road  
Sudbury



**Sudbury (#608164): Bruce Freeman Rail Trail, Phase 2D**

May 31, 2021

The already-completed sections of the BFRT are of IMMENSE value to the residents and visitors of the neighborhoods and communities it runs through. Just go out any nice day and see for yourself. Furthermore: trails users are impressively diverse: all ages, ethnicities, physical abilities, etc. This value will only increase as the remaining sections of the BFRT are finished and connect to other trails (like the Mass. Central Rail Trail).

Russ Cohen

**Sudbury (#608164): Bruce Freeman Rail Trail, Phase 2D**

May 31, 2021

Thank you for supporting the Bruce Freeman trail. I use several biking trails, including that and want to see more space opened up.

Kathryn Roy

## **Sudbury (#608164): Bruce Freeman Rail Trail, Phase 2D**

May 31, 2021

I urge you to support the inclusion of the Sudbury and Concord: Bruce Freeman Rail Trail, Phase 2D project (Project ID 608164, BFRT Phase 2D) for federal fiscal year (FFY) 2022 construction in the Draft FFYs 2022-2026 Transportation Improvement Program (TIP) document. As a regular user of the part of the trail that has already been completed - and thanks for supporting that - I'd love to see the rest of the planned extension completed.

Dennis Shedd

## Support BFRT Phase 2D inclusion in Draft FFYs 2022-26 TIP

### About this petition

Dear Boston Region Metropolitan Planning Organization (Boston MPO),

We the undersigned, advocates, users, and [Friends of the Bruce Freeman Rail Trail \(BFRT\)](#) strongly support the inclusion of the [Sudbury and Concord: Bruce Freeman Rail Trail, Phase 2D](#) project (Project ID 608164, BFRT Phase 2D) for federal fiscal year (FFY) 2022 construction in the [Draft FFYs 2022-2026 Transportation Improvement Program \(TIP\) document](#).

Phase 2D of the BFRT (Project ID 608164) will constitute almost 5 miles of trail including the unbuilt portion of the BFRT Phase 2C from Powder Mill Road in Concord to the Sudbury town line, and the 4.6-mile Sudbury segment from Concord Town line south to Station Road. Phase 2D of the BFRT will connect to approximately 14 miles of the BFRT to the north which is either built or under construction (Phase 2B the one-mile section dominated by the bridge over Route 2 in Concord and Acton is now scheduled to open in spring 2022).

We thank the Boston MPO for including BFRT Phase 2D for advertisement for construction for FFY 2022 in the FFYs 2022-2026 Draft TIP.

The BFRT and rail trails in general have many benefits.

- Safe transportation route to destinations, which there are many along the BFRT and include connections to the BFRT to the north and the east-west Mass Central Trail at Sudbury Station Road. When complete some connections to the BFRT include
  - West Concord MBTA station
  - Businesses (many small businesses, but also Crosspoint Tower in Lowell)
  - Schools (Sanborn School in Concord, and Byam School in Chelmsford)
  - Recreation areas (including Davis Field & Featherland Park in Sudbury, NARA Park in Acton)
  - Many retail establishments (in Lowell, Chelmsford Center, Acton, West Concord, and Sudbury)
  - Numerous conservation areas in Sudbury, Concord, Acton, Carlisle, and Chelmsford.
- Substitute for automobile trips
- Use of local merchants near the BFRT
- Health benefits of walking and riding
- Recreation benefits
- Community benefits including community gathering place
- Tourism

Also note, the Town of Sudbury has acquired the BFRT right-of-way to the Framingham border. The FBFRT also is working with the City of Framingham and local, state, and federal elected officials to help Framingham acquire the remaining portion of BFRT right-of-way to in the city, and thus providing the realistic goal of extending the FBFRT just west of Framingham State University. Thus, it is realistic that the benefits of Phase 2D section will be further enhanced by a future connection to the south, including the Sudbury commercial district, the Nobscot and Route 9 corridor Framingham sections.

For these reasons we strongly support the inclusion of Phase 2D of the BFRT in the FFYs 2022-2026 TIP for FFY 2022 construction.

1. Name: Emily Teller on 2021-05-16 17:59:29  
Comments: Thrilled that the Boston MPO has voted to include this BFRT Phase 2D project in the latest Transportation Improvement Plan !!  
Now the best news will be that the MPO votes to APPROVE this TIP to make this a reality for actual funding!! Mr. Michelman's summary and advocacy say it all! Go, MPO :)  
State: Massachusetts

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2. Name: Christopher Menge on 2021-05-16 18:08:17  
Comments: This is a great project! I sincerely hope that the MPO will vote to approve the project. The Bruce Freeman Rail Trail is a hugely popular recreational and transportation amenity. We need it badly to come to Sudbury!  
State: Massachusetts

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3. Name: Khaled Bounar on 2021-05-16 19:13:35  
Comments:  
State: Massachusetts

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4. Name: Dennis McNurland on 2021-05-16 20:43:23  
Comments: This is long awaited by many and needs to get done.  
State: Massachusetts

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5. Name: Jim Barnes on 2021-05-16 20:45:01  
Comments:  
State: Massachusetts

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6. Name: Barbara Pike on 2021-05-16 21:08:41  
Comments: Completing Phase 2C past White Pond will provide much needed structure and protections to that area.  
State: Massachusetts

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7. Name: Judy Perrin on 2021-05-16 21:21:06  
Comments: The Bruce Freeman Rail Trail is enjoyed by many as a safe place for walking and bicycling away from the busy roads. Extending the trail into Sudbury will provide access to the trail to more families and also provide access to the commuter rail in West Concord.  
State: Massachusetts

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8. Name: Jeffrey Fraser on 2021-05-16 21:49:23  
Comments: To date, this project has received wonderful reception. To not continue would deprive more families beyond White pond in Concord the many benefits of this fantastic trail.  
State: Massachusetts

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9. Name: Ed Kross on 2021-05-17 00:27:54  
Comments: This is a key segment to making the Bruce Freeman Rail Trail open to so many more users.  
State: Massachusetts
- 
10. Name: Christine Corr on 2021-05-17 01:42:20  
Comments: In this time of emerging hope, community connecting on the trail is all the more important. It's time to move forward with this next phase of the Bruce Freeman Rail Trail.  
State: Massachusetts
- 
11. Name: Dan Cook on 2021-05-17 02:36:25  
Comments:  
State: Massachusetts
- 
12. Name: William M Reis on 2021-05-17 04:00:36  
Comments: I am a retired senior and I strongly support the rail trails ... they are a perfect place for outdoor exercise and enjoyment of nature.  
State: Massachusetts
- 
13. Name: Rick Conti on 2021-05-17 04:07:21  
Comments: As a person with a chronic illness, cycling has been my most effective therapy. Long, safe bike paths like the BFRT are best for me and many others. This is an important project to complete.  
State: Massachusetts
- 
14. Name: hale powell on 2021-05-17 04:18:22  
Comments: I am an abutter to the Freeman trail. It is a tremendous asset to our town and to those who find exercise and community in the outdoors.  
State: Massachusetts
- 
15. Name: J Breen on 2021-05-17 09:49:35  
Comments: More trail needs to be built as the existing is getting like the Minuteman trail.  
State: Massachusetts
- 
16. Name: Greg Cantone on 2021-05-17 09:56:27  
Comments: In support of BFT  
State: Massachusetts
- 
17. Name: Kelly Barr on 2021-05-17 10:07:01  
Comments:  
State: Massachusetts
- 
18. Name: John Campbell on 2021-05-17 10:29:08  
Comments: As a retired active senior I make frequent use of rail trails, especially the

expanding BFRT (close to my home). A great asset for the community.  
State: Massachusetts

6/3/2021

- 
19. Name: Joseph D Bowen on 2021-05-17 10:37:48  
Comments:  
State: Massachusetts
- 
20. Name: Jack Johnson on 2021-05-17 10:54:13  
Comments:  
State: Massachusetts
- 
21. Name: Jack Sieber on 2021-05-17 11:05:38  
Comments: I fully support the expansion of the Bruce Freeman Rail Trail. The investment of money will be returned many fold to individuals and businesses in the area.  
State: Massachusetts
- 
22. Name: chuck matzker on 2021-05-17 11:32:28  
Comments: My family and I are avid cyclists, and we've actively pursued and built entire vacations around good solid bike trails that are safe and fun for us to enjoy. We've been to Vermont, Colorado, Oregon and Maine, just to name a few places with great trails. We've wanted to have a nice trail here in our community for so long. Now my kids are adults, and my wife and I bike on the roads of greater new england, as well as off-road. We'd like the Bruce Freeman rail trail to be here for our grandkids to enjoy with us. Let's make it a reality for all of us who love an appreciate the beauty of being outdoors in a safe environment sharing memories that will last a lifetime.  
State: Massachusetts
- 
23. Name: Janet Irons on 2021-05-17 11:36:32  
Comments: I love the rail trail!! I am an abutton to the trail and have greatly benefited from having it right outside my door. First, SO many happy people pass by every day, enjoying nature, getting exercise, taking a breather from work. Second, I used it several times a week for exercise during the pandemic, walking a few miles from different starting points each week. By now I have walked every mile of the existing trail and look forward to seeing the future extensions of the trail.  
State: Massachusetts
- 
24. Name: R Bradley Potts on 2021-05-17 12:01:43  
Comments:  
State: Massachusetts
- 
25. Name: Courtney Fraser on 2021-05-17 12:08:53  
Comments:  
State: Massachusetts
- 
26. Name: William Lehr on 2021-05-17 12:10:05



Comments: The BFRT is part of an important bike path route that is wonderful addition to our community for bike commuters and for everyone who wants to exercise outdoors without having to deal with bother of car traffic. Only good option for young bikers and for rollerbladers since roads really are not safe. I use the route all year and would welcome seeing it completed.

State: Massachusetts

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27. Name: Welles C Hatch on 2021-05-17 12:21:59

Comments: This is a critically important public asset serving to enhance property values and build community.

State: Massachusetts

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28. Name: Robert schless on 2021-05-17 12:22:57

Comments: Strongly support the build do the north Sudbury connector.

State: Massachusetts

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29. Name: Jim Terry on 2021-05-17 12:38:13

Comments: I have ridden all of phase 1 and the open portions of phase 2 and hope you will fund the construction of phase 2D to finish the Concord portion and begin the Sudbury portion. With more aggressive drivers I feel so much more comfortable on the rail trail and hope we might get to the connection to the east/ west trail in a few years.

State: Massachusetts

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30. Name: Courtland and Reyne Booth on 2021-05-17 13:04:37

Comments:

State: Massachusetts

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31. Name: Harry Hollenberg on 2021-05-17 13:12:49

Comments: I'm a strong supporter of the BFRT. It's a wonderful asset to these towns. It's great for exercise, it gets neighbors outside meeting each other, it's been a wonderful distraction from the mess we've been in for the last year. Please continue to support this great project.

State: Massachusetts

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32. Name: Sherri Cline on 2021-05-17 13:17:16

Comments: My husband and I are frequent users of the BFRT and are looking forward to the next phase. When built, the Sudbury line will be less than a mile from our house, making for an easy and pleasurable way to visit our friends in Concord. We can't wait!

State: Massachusetts

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33. Name: ALEX GLOVER on 2021-05-17 13:21:48

Comments: I'm offering my full support for BFRT Phase 2D because it will transform the areas surrounding it for the better, not just increasing property values but improving the physical and mental health of all those who will benefit from it. The environment stands to improve as well as bicycles, skates, etc. can be used more readily for transportation instead of cars. Thank you for your consideration here.

- 
34. Name: Sally Seaver on 2021-05-17 13:24:13  
Comments: Having safe walking and biking paths like this one is an awesome and necessary addition to any and every community  
State: Massachusetts
- 
35. Name: Robert Maselek on 2021-05-17 13:32:09  
Comments: I fully support the Phase 2D inclusion,  
State: Massachusetts
- 
36. Name: Peggy Wargelin on 2021-05-17 13:44:35  
Comments: When the effort to make the BRFT a reality started, I had one infant. I needed and wanted a nature-filled paved trail to walk on with my daughter's stroller in West Concord. As the years progressed, I still needed a path for a stroller, but also wanted a safe place that wasn't a parking lot for older kids to ride their bikes, then my parents moved in with me, and they wanted a safe, flat paved place to walk. Now that the bridge over Rt. 2 is almost complete, my youngest daughter loves to bike and is excited to be able to bike to Acton without needing to drive to meet her friends. Though it has taken over 20 years, I would like to thank the Boston MPO for funding previous Phases of the Bruce Freeman Rail Trail and keeping Phase 2D (Project #608164) on the Draft TIP for the appropriate construction year of FFY 2022. This bike path has become a lovely resource for West Concord residents, and has increased visitors to businesses as well.
- We need to continue to complete the BFRT to its completion, to make the network of trails complete.
- It is wonderful for local merchants near the BFRT, provides health benefits, recreation benefits and community benefits by providing a place for exercise removed from busy roadways.
- Thank you for your support,
- Peggy, Brad, Helen, and Janet Wargelin  
Rob and D'Nena Moore  
State: Massachusetts
- 
37. Name: Cliff Larsen on 2021-05-17 14:38:08  
Comments: The BFRT is a wonderful component of the quality of life in our region. To be able to use the trail to walk or ride to NARA Park or to ride to Heart Pond has been truly enjoyable. Extending the BFRT through Sudbury is a great project that should definitely be funded.  
State: Massachusetts
- 
38. Name: Cynthia Dunlap on 2021-05-17 14:51:31  
Comments: Last year I bicycled over 800 rail trail miles around hip replacement surgery in May and knee replacement surgery in August. The Bruce Freeman Rail Trail was an

integral part of my rehab. Please continue the expansion and maintenance of this amazing resource.

6/3/2021

State: New Hampshire

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39. Name: John Toulmin on 2021-05-17 14:59:01  
Comments:  
State: Massachusetts

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40. Name: Sharon Galpin on 2021-05-17 15:00:32  
Comments: I strongly support the inclusion of the BFRT Phase 2D for advertisement for construction for FFY 2022 in the FFYs 2022-2026 Draft TIP. Phase 2D is an important addition to the existing plan of the BFRT and adds a wonderful resource to the southern part of the trail.  
State: Massachusetts

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41. Name: Rebecca Seel Oddsund on 2021-05-17 15:09:19  
Comments:  
State: Massachusetts

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42. Name: Ann Grace on 2021-05-17 15:09:20  
Comments: The Bruce Freeman railtrail brings uncountable benefits to every community that it crosses. Please include funding for Phase 2D in the FFYs 2022-2026 TIP for FFY 2022 construction.  
State: Massachusetts

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43. Name: Miguel Echavarri on 2021-05-17 15:11:38  
Comments:  
State: Massachusetts

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44. Name: Kenneth Teal on 2021-05-17 15:27:31  
Comments: This trail has been a wonderful resource for my wife and I and we look forward to its continued expansion. It is truly a gift for all of us.  
State: Massachusetts

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45. Name: Chris Barrett on 2021-05-17 15:48:27  
Comments: Boston MPO,

As a resident of Westford who has been fortunate to have the BFRT in his backyard for many years now I can't overstate how much of a positive impact it has made to the Westford community as well as nearby towns. The communities around the trail desperately need a way for residents to safely get outside and walk, bike, run, etc. Our towns lack sufficient pedestrian and bike infrastructure to keep residents safe on the roads. The rail trail is that haven. That place where kids can safely ride with their friends and parents. A safe corridor for residents to commute to local business and transportation hubs. Please continue your support of the BFRT and include funding for phase 2D in the FFY 2022 TIP.

Thank you,

6/3/2021

Chris Barrett  
State: Massachusetts

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46. Name: Sharon Green on 2021-05-17 15:50:11  
Comments: I support continued support for the Bruce Freeman Rail Trail. They've already done a beautiful job with creating a safe and enjoyable path for walking or biking and more. They're very organized, committed and have proven they can carry through with their projects.  
State: Massachusetts

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47. Name: Catherine on 2021-05-17 16:49:31  
Comments:  
State: Massachusetts

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48. Name: Rick Waks on 2021-05-17 17:07:51  
Comments:  
State: Massachusetts

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49. Name: Bob Wolf on 2021-05-17 17:49:22  
Comments: Completing Phase 2 of the BFRT is long overdue.  
State: Massachusetts

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50. Name: Barbara Jacobs on 2021-05-17 18:21:35  
Comments: The BFRT is a great asset to our communities. We regularly bike on the trail on both sides of Route 2 and we anticipate the ability to ride through once the bridge over Route 2 is completed. We recently walked on the trail from Williams Road through the unpaved section into Sudbury. It is a beautiful recreational trail that opens up opportunities for residents of the area.  
  
Please continue to fund this project.  
State: Massachusetts

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51. Name: Paul Sawyer on 2021-05-17 19:28:33  
Comments: Looking forward to this next piece of a rail trail I enjoy using from Westford.  
State: Massachusetts

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52. Name: BRENT A DAVIS on 2021-05-17 19:58:48  
Comments:  
State: Massachusetts

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53. Name: William G Ames on 2021-05-17 20:18:34  
Comments:  
State: Massachusetts

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54. Name: Ho Yin Au on 2021-05-17 20:26:52  
Comments:  
State: Massachusetts
- 
55. Name: Karen StGeorge on 2021-05-17 20:27:30  
Comments:  
State: Massachusetts
- 
56. Name: Benjamin Bayes on 2021-05-17 20:31:27  
Comments: Phase 2D of the Bruce Freeman Rail Trail finally brings the trail adjacent to my bicycle commute. I have been waiting for this trail for more than a decade. At long last, please fund this trail immediately.  
State: Massachusetts
- 
57. Name: Andrew J Koh on 2021-05-17 20:33:17  
Comments: One of the best things we've seen developed by a highly accomplished regional community.  
State: Massachusetts
- 
58. Name: Dick Williamson on 2021-05-17 20:41:50  
Comments: When a CTPS study in the late 1980's indicated that it was feasible to construct a rail trail (the BFRT) on the former Framingham-to-Lowell rail bed, I was an immediate enthusiast. My bicycle has been tuned up and ready to ride for 33 years! As a Sudbury resident, I am impatient for construction of Phase 2D to begin in 2022.  
State: Massachusetts
- 
59. Name: Marc Hertzberg on 2021-05-17 20:54:33  
Comments: I strongly support this petition and construction of the BFRT.  
State: Massachusetts
- 
60. Name: Sean Long on 2021-05-17 21:00:53  
Comments: I eagerly look forward to the day when, perhaps, the BFRT can connect directly to the Mass Central Rail Trail, giving me a way to reach Boston with a minimum of time spent on roads - and phases 2 & 3 are how that can happen.  
State: Massachusetts
- 
61. Name: Tom Bailey on 2021-05-17 21:03:19  
Comments: Thanks!! As an abutter to the BFRT. I see lots of neighbors and friends from West Concord  
State: Massachusetts
- 
62. Name: Keith Bergman on 2021-05-17 21:10:56  
Comments: We're abutters along BFRT Phase 2D in Concord and very supportive of this important link in the trail system-- the first leg of our car-less commute via West Concord

station.  
State: Massachusetts

6/3/2021

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63. Name: Beth Ann on 2021-05-17 21:45:07  
Comments: I support the continuation of acquiring the rest of the rail line in Framingham and the surrounding towns. I have utilized multiple rail trails over the last year. I feel it will be a great asset to the community.  
State: Massachusetts
- 
64. Name: Barry Nelson on 2021-05-17 21:47:31  
Comments:  
State: Massachusetts
- 
65. Name: Don Burn on 2021-05-17 22:08:57  
Comments: This will be an important connection to the Mass Central Rail Trail, and potentially other trails in the future.  
State: Massachusetts
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66. Name: Rick Hedeman on 2021-05-17 22:48:48  
Comments: The pandemic has made abundantly clear how valuable this resource is to the communities around the area.  
State: Massachusetts
- 
67. Name: Dale Freeman on 2021-05-18 00:02:52  
Comments:  
State: Massachusetts
- 
68. Name: David Black on 2021-05-18 00:11:09  
Comments:  
State: Massachusetts
- 
69. Name: Richard Haddad on 2021-05-18 00:18:19  
Comments: This is a wonderful addition to have locally. I see folks of all ages and socioeconomic levels enjoying this space. It promotes healthy activity in a world where we are increasingly too "available" and focused on screens.  
State: Massachusetts
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70. Name: Constance Farb on 2021-05-18 00:25:42  
Comments:  
State: Massachusetts
- 
71. Name: David Brown on 2021-05-18 00:56:58  
Comments: We use the BFRT daily and we live in a 55 plus community. It's important for senior to have a safe place to walk.  
State: Massachusetts

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72. Name: Vincent D Lamenzo on 2021-05-18 01:32:03  
Comments:  
State: Massachusetts
- 
73. Name: Anjani Mehta on 2021-05-18 01:52:20  
Comments:  
State: Massachusetts
- 
74. Name: Rodney Brown on 2021-05-18 02:08:13  
Comments:  
State: Massachusetts
- 
75. Name: Linda Koretsky on 2021-05-18 02:12:04  
Comments:  
State: Massachusetts
- 
76. Name: Alan Hayes on 2021-05-18 02:34:34  
Comments:  
State: New York
- 
77. Name: Eric Larsen on 2021-05-18 02:41:56  
Comments:  
State: Massachusetts
- 
78. Name: Walter Foster on 2021-05-18 03:19:45  
Comments:  
State: Massachusetts
- 
79. Name: Michael Doyle on 2021-05-18 03:28:12  
Comments:  
State: Massachusetts
- 
80. Name: Roxanne Warniers on 2021-05-18 04:11:32  
Comments:  
State: Massachusetts
- 
81. Name: Craig Della Penna on 2021-05-18 09:06:20  
Comments: This needs to get built out. NYDOT built out 400 miles of these in 4 years, finishing in Dec 2020. We can do this.  
State: Massachusetts
- 
82. Name: Lucile Riand on 2021-05-18 09:10:19  
Comments: The existing bike trail will benefit from this extension to a beautiful area.

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83. Name: Daniel Rossignol on 2021-05-18 11:15:53  
Comments:  
State: Massachusetts
- 
84. Name: David Rutyna on 2021-05-18 11:21:45  
Comments:  
State: Massachusetts
- 
85. Name: Patty Smythe on 2021-05-18 12:15:21  
Comments: Rail trails are good for everyone including Mother Earth.  
State: Massachusetts
- 
86. Name: David Glass on 2021-05-18 12:22:41  
Comments: Frequent user of the trail.  
State: Massachusetts
- 
87. Name: Danielle Archer on 2021-05-18 12:53:19  
Comments:  
State: Massachusetts
- 
88. Name: Anne Jones on 2021-05-18 13:06:33  
Comments:  
State: Massachusetts
- 
89. Name: Harold L Peebles on 2021-05-18 14:20:51  
Comments:  
State: Massachusetts
- 
90. Name: August Blake on 2021-05-18 14:40:23  
Comments: This is a very important multiuse trail, connecting many communities together, and it will also connect with other multiuse trails. This is an important part of a regional transportation plan, plus there are numerous recreational and health benefits as a bonus.  
State: Massachusetts
- 
91. Name: John Dieckmann on 2021-05-18 14:41:33  
Comments: I totally support this. The BFRT is magnificent  
State: Massachusetts
- 
92. Name: John McQueen on 2021-05-18 15:47:44  
Comments: As a board member of the Friends of the Bruce Freeman Rail Trail, a long-time supporter & user of the BFRT, and a resident of Sudbury (host town for BFRT 2D), I



wholeheartedly support inclusion of 2D in the FFY 2022 TIP. The BFRT is a marvelous public asset and a vital regional connectivity resource, which is treasured by the communities (and more) through which it passes and serves. BFRT 2D has received the overwhelming support, financial commitment, and attentive, enlightened design from the Town of Sudbury. Importantly, 2D's Southern terminus will create a unique nexus by serving The Commonwealth as the intersection with the East-West extension of the Mass Central Rail Trail which DCR will near-term extend to and through Sudbury. BFRT deserves and needs to remain programmed for TIP funding for FFY 2022.

Thank you.

State: Massachusetts

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93. Name: Marc Milgram on 2021-05-18 15:52:58

Comments:

State: Massachusetts

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94. Name: Sherri Carlson on 2021-05-18 16:41:19

Comments:

State: Massachusetts

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95. Name: Ann Marie Folan-Reine's on 2021-05-18 17:23:10

Comments:

State: Massachusetts

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96. Name: Sandy Currier on 2021-05-18 19:08:31

Comments: The BFRT is an awesome project. I have used it to commute and to recreationally bike. It is highly used.

Please continue to prioritize it!

State: Massachusetts

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97. Name: Janice allen on 2021-05-18 23:50:56

Comments:

State: Massachusetts

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98. Name: Kevin Lind on 2021-05-19 00:40:25

Comments: I live in Framingham and would love to see the BFRT completed so that I can access the trail.

State: Massachusetts

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99. Name: Anne Anderson on 2021-05-19 01:19:13

Comments: Every mile added to this fabulous trail makes it so much more valuable. I volunteered as a trail-counter this morning, and the comments were incredibly positive!

State: Massachusetts

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100. Name: Pat Brewer on 2021-05-19 01:25:26

Comments:

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101. Name: Erik Peter Deede on 2021-05-19 02:09:00  
Comments: Rail trails add so much value to a community and get everyone out walking and riding. Let's do this!  
State: Massachusetts
- 
102. Name: Jessica A Flynn on 2021-05-19 02:11:01  
Comments: Please complete this rail trail project!  
We love using rail trails all around the state and the country.  
State: Massachusetts
- 
103. Name: Carol Dove on 2021-05-19 02:14:26  
Comments:  
State: Massachusetts
- 
104. Name: Andrew McFarland on 2021-05-19 04:02:37  
Comments: Creating a network of connected, safe trails through projects like this one are critical for building more vibrant communities. Please support this project!  
State: Massachusetts
- 
105. Name: Lisa Aciukewicz on 2021-05-19 10:22:24  
Comments:  
State: Massachusetts
- 
106. Name: Philippe Durant on 2021-05-19 11:47:16  
Comments: Support BFRT  
State: Massachusetts
- 
107. Name: Brad Haigis on 2021-05-19 11:47:39  
Comments:  
State: Massachusetts
- 
108. Name: Sophan Phin on 2021-05-19 12:02:24  
Comments:  
State: Massachusetts
- 
109. Name: Stuart Johnstone on 2021-05-19 13:32:32  
Comments: The importance of Phase 2D of the BFRT is immense for the creation of a functional active transportation network, a necessity for reducing carbon footprints and boosting human health. It will extend car-free access to W. Concord's commuter rail station, enhance bicycle access to Sudbury's schools and commercial areas, potentially link the Mass Central Rail Tr. in a statewide network of trails, and bring countless health and recreation benefits to the region. Phase 2D will be a community asset that will achieve vital goals, we have patiently waited for it long enough, and the next TIP

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110. Name: Cath Smith on 2021-05-19 14:50:55  
Comments: A vital outdoor resource for our community! Thank you!  
State: Massachusetts
- 
111. Name: Charles brady on 2021-05-19 15:07:28  
Comments:  
State: Massachusetts
- 
112. Name: Julio Colon on 2021-05-19 15:26:06  
Comments: Do it!  
State: Massachusetts
- 
113. Name: Merlin on 2021-05-19 15:58:54  
Comments: With cyclists being killed by cars all over the country, even in bike lanes (see <https://www.bicycling.com/news/a36463435/gwen-inglis-killed-by-colorado-driver/>), the need for protected bike lanes such as rail trails is clear.  
State: Massachusetts
- 
114. Name: Dewi on 2021-05-19 17:16:31  
Comments: Love the BFRT and all others!! We look forward to the extensions!  
State: Massachusetts
- 
115. Name: Jeffrey Orlin on 2021-05-19 17:20:39  
Comments: This is one more step in connecting the Bruce Freeman and the MCRT to create a large interconnected off-road trail system.  
State: Massachusetts
- 
116. Name: Tsun Au Yeung on 2021-05-19 17:37:53  
Comments:  
State: Massachusetts
- 
117. Name: Philip Swain on 2021-05-19 17:55:28  
Comments: Bruce Freeman Rail Trail is a great resource. It would be great to extend through Concord and Sudbury.  
State: Massachusetts
- 
118. Name: Andy Kirschbaum on 2021-05-19 18:07:52  
Comments:  
State: Massachusetts
- 
119. Name: David M Bronstein on 2021-05-19 18:12:19

Comments: The BFRT is a wonderful space for adventure and cycling. It is a beautiful asset that connects communities, and the ongoing buildout of the ACTON/CONCORD section, along with building the Sudbury section will create a path of incredible access and safety. I strongly support the work to get this trail completed.

State: Massachusetts

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120. Name: Alison Bulloxk on 2021-05-19 18:27:59

Comments:

State: Massachusetts

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121. Name: Lisa Pearson on 2021-05-19 18:32:27

Comments:

State: Massachusetts

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122. Name: John Pearson on 2021-05-19 19:40:52

Comments:

State: Massachusetts

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123. Name: GARDNER Gray on 2021-05-19 20:03:10

Comments:

State: Massachusetts

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124. Name: Glenn Stuart Pransky on 2021-05-19 20:36:09

Comments: Phase 2D is a critical link between a very popular N-S rail trail and a key east-west link that will soon be developed. This is a unique opportunity to create recreational possibilities for many more people in eastern Massachusetts. Based on numerous votes, the town of Sudbury enthusiastically supports rapid completion of this project.

State: Massachusetts

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125. Name: Nancy Kerr on 2021-05-20 03:38:53

Comments: The current trail is in constant use by all ages. Please extend the scope so we can travel even farther, car-free.

State: Massachusetts

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126. Name: Dick Lemieux on 2021-05-20 09:34:44

Comments: Every rail trail extension is a good public service.

State: New Hampshire

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127. Name: Tim Wright on 2021-05-20 10:29:19

Comments:

State:

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128. Name: Nicole Bernier on 2021-05-20 10:53:09

Comments:

State: Massachusetts

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129. Name: Christopher Landrigan on 2021-05-20 10:53:38  
Comments:  
State: Massachusetts
- 
130. Name: Karen Herther on 2021-05-20 13:51:13  
Comments: Great trail!  
State: Massachusetts
- 
131. Name: Shane Perfetuo on 2021-05-20 15:05:57  
Comments: We all know that more bike infrastructure is both needed and wanted by a large portion of residents statewide. Let's get it done.  
State: Massachusetts
- 
132. Name: Mark Szytko on 2021-05-20 15:07:53  
Comments:  
State: Massachusetts
- 
133. Name: Laura Robb on 2021-05-20 15:41:28  
Comments: Having safe paths for biking and walking is critical to battling the obesity epidemic in our country  
State: Massachusetts
- 
134. Name: Brendon Harris on 2021-05-20 18:35:29  
Comments:  
State: Massachusetts
- 
135. Name: Andrew Beaton on 2021-05-20 18:52:09  
Comments:  
State: Massachusetts
- 
136. Name: Briana Sabot on 2021-05-20 19:07:49  
Comments: More bike infrastructure is needed to provide a safe space for cyclist that is free from automobiles  
State: Massachusetts
- 
137. Name: Jacob Desforjes on 2021-05-20 19:32:31  
Comments:  
State: Massachusetts
- 
138. Name: Bob Treitman on 2021-05-21 13:42:09  
Comments:  
State: Massachusetts
-

139. Name: Andrew Santos on 2021-05-21 16:55:33  
Comments:  
State: Massachusetts
- 
140. Name: Ty Chum on 2021-05-21 19:26:55  
Comments:  
State: Massachusetts
- 
141. Name: Frederick Michael Rust on 2021-05-21 21:26:52  
Comments: My children grew up about a quarter mile from the Rail Trail path in Sudbury. I remember telling them when they learned to ride their bikes they could take the Rail Trail to downtown Sudbury. But now they are driving cars and out of college -- How long do we need to wait for this to happen??  
State: Massachusetts
- 
142. Name: Bill Moloney on 2021-05-22 16:31:28  
Comments: Continued support for the development of the BFRT should truly be a no-brainer. This is a premiere resource in constant use by everyone from our very youngest to our senior citizens. It provides a safe, scenic and tranquil experience throughout the year and I can testify that it has improved the quality of my life dramatically since it's been open.  
State: Massachusetts
- 
143. Name: Electa Tritsch on 2021-05-22 20:43:28  
Comments:  
State: Massachusetts
- 
144. Name: Stacey Mulholland on 2021-05-23 00:44:34  
Comments: I can't wait for 2D to become a reality. We live within a mile of Phase 1 and have loved it. We walk and bike it regularly. I'm so lucky to have 1 near me and can't wait to be able to bike further with my kids safely.  
State: Massachusetts
- 
145. Name: Carlene Hempel on 2021-05-25 11:49:55  
Comments:  
State: Massachusetts
- 
146. Name: Kathryn McKee on 2021-05-25 12:05:55  
Comments:  
State: Massachusetts
- 
147. Name: Jeffrey Dauzat on 2021-05-25 13:32:25  
Comments: Rail trails are a great benefit to community members, are cheap to maintain and they produce no negative side effects. A total win-win  
State: Massachusetts

- 
148. Name: Sylvia Carroll on 2021-05-25 13:48:38  
Comments:  
State: Massachusetts
- 
149. Name: Brett Alessi on 2021-05-25 14:14:58  
Comments:  
State: Massachusetts
- 
150. Name: Mel Stoler on 2021-05-25 14:16:39  
Comments:  
State: Massachusetts
- 
151. Name: Daniel J Sullivan on 2021-05-25 14:19:00  
Comments: Everyone wins with more rail trail!  
State: Massachusetts
- 
152. Name: Beth Corr on 2021-05-25 14:30:50  
Comments:  
State: Massachusetts
- 
153. Name: Thomas R Keery on 2021-05-25 14:49:18  
Comments:  
State: Massachusetts
- 
154. Name: Eric DeRivera on 2021-05-25 15:02:36  
Comments:  
State: Massachusetts
- 
155. Name: Tom Pincince on 2021-05-25 15:06:22  
Comments:  
State: Massachusetts
- 
156. Name: Troy Kenyon on 2021-05-25 15:15:14  
Comments: More trails=more happiness!  
State: Massachusetts
- 
157. Name: Christina Toro on 2021-05-25 15:24:53  
Comments: More trails for more happy citizens!  
State: Massachusetts
- 
158. Name: Claire Albertson on 2021-05-25 15:26:29  
Comments:  
State: Massachusetts

- 
159. Name: Ram Miller on 2021-05-25 15:37:18  
Comments: Rail trails are an important recreational resource and provide cyclists in particular with a safer travel option. By providing these safer travel alternatives, we can reduce the amount of traffic on our roads.  
State: Massachusetts
- 
160. Name: john hupalo on 2021-05-25 15:44:08  
Comments:  
State: New York
- 
161. Name: Roy Barr on 2021-05-25 15:45:48  
Comments:  
State: Massachusetts
- 
162. Name: Michael Cantor on 2021-05-25 15:50:27  
Comments:  
State: Massachusetts
- 
163. Name: Carl E Bonvini on 2021-05-25 15:55:39  
Comments:  
State: Massachusetts
- 
164. Name: Alan Paret on 2021-05-25 16:06:47  
Comments:  
State: Massachusetts
- 
165. Name: Deborah Lotterman on 2021-05-25 16:08:54  
Comments:  
State: Massachusetts
- 
166. Name: Robert Sheiffer on 2021-05-25 16:09:18  
Comments:  
State: Massachusetts
- 
167. Name: Leonard Simon on 2021-05-25 16:20:24  
Comments: Sudbury residents are anxiously awaiting the construction of BFRT, Phase 2D for exercise, relaxation, and getting around town without a car.  
State: Massachusetts
- 
168. Name: Susan Retik on 2021-05-25 16:35:05  
Comments:  
State: Massachusetts
-



169. Name: Robin Saitz on 2021-05-25 16:35:33  
Comments: This is an important extension.  
State: Massachusetts
- 
170. Name: Mike Yeomans on 2021-05-25 16:54:17  
Comments: I am a big supporter of rail trails in general and am very excited about the Bruce Freeman Rail Trail. I have been eagerly awaiting the completion of the rail trail since the beginning of phase 1. Every mile of the BFRT that is completed adds to the significance of the trail as a significant recreational opportunity in addition to providing an alternative means of transport other than cars. It's a benefit to the communities that it passes through and increase the inter-connectivity of the trail system in the greater Boston area.  
State: Massachusetts
- 
171. Name: Peter Vescuso on 2021-05-25 16:59:14  
Comments:  
State: Massachusetts
- 
172. Name: Kate Badertscher on 2021-05-25 17:07:09  
Comments:  
State: Massachusetts
- 
173. Name: Cameron Yeomans on 2021-05-25 17:09:05  
Comments:  
State: Utah
- 
174. Name: David Conklin on 2021-05-25 17:59:55  
Comments: Rail Trails offer health exercise for the body and the mind.  
State: Massachusetts
- 
175. Name: Elizabeth titus on 2021-05-25 18:24:21  
Comments: I support continued building of the trail.  
State: Massachusetts
- 
176. Name: Ronda Yeomans on 2021-05-25 18:26:37  
Comments:  
State: Massachusetts
- 
177. Name: Hal Bryer on 2021-05-25 19:02:16  
Comments:  
State: Massachusetts
- 
178. Name: Richard Fernandez on 2021-05-25 19:57:18  
Comments: Yes to safe and expanded biking!  
State: Massachusetts

- 
179. Name: Joyce reischutz on 2021-05-25 20:07:57  
Comments: The time is now. I meet a lot of people: the only question is when  
State: Massachusetts
- 
180. Name: Beth Karp on 2021-05-25 20:09:12  
Comments: As a 30 year member of Rails to Trails I fully support this extension to making  
riding in this area safer and more enjoyable.  
State: Massachusetts
- 
181. Name: Elizabeth Conant on 2021-05-25 20:25:16  
Comments:  
State: Massachusetts
- 
182. Name: Erwin Liverman on 2021-05-25 22:30:45  
Comments: Yes , yes!  
State: Massachusetts
- 
183. Name: Robert Gibson on 2021-05-26 01:00:22  
Comments:  
State: Massachusetts
- 
184. Name: Aliza Edwards on 2021-05-26 12:24:39  
Comments: The BFRT is getting a lot of use and use continues to steadily increase. It is a  
tremendous benefit to the surrounding communities and is enjoyed by many who travel to  
it as a destination. Continuing the construction of its length into Sudbury will greatly  
increase its benefits.  
State: Massachusetts
- 
185. Name: George Pardi on 2021-05-26 12:26:34  
Comments:  
State: Massachusetts
- 
186. Name: Robert Ferrara on 2021-05-26 12:43:01  
Comments: This addition is a makes a great community resource much greater still.  
State: Massachusetts
- 
187. Name: Stefanie A Cloutier on 2021-05-26 13:05:00  
Comments: Bike trails in general, and the BFRT in particular, connect people and places.  
This corridor is critical for giving people additional access to the outdoors in a safe way.  
Please consider this!  
State: Massachusetts
- 
188. Name: Selena Alger on 2021-05-26 13:08:50

- 
189. Name: Tom Allen on 2021-05-26 13:58:48  
Comments: The extension south to Framingham is the Manifest Destiny of the BFRT.  
State: Massachusetts
- 
190. Name: Susan Forney on 2021-05-26 14:45:37  
Comments:  
State: Massachusetts
- 
191. Name: Anne Tully on 2021-05-26 14:46:26  
Comments:  
State: Massachusetts
- 
192. Name: Dennis Hardy on 2021-05-26 14:49:20  
Comments:  
State: Massachusetts
- 
193. Name: koushik chaudhuri on 2021-05-26 14:51:31  
Comments:  
State: Massachusetts
- 
194. Name: Sandy Friede on 2021-05-26 14:52:46  
Comments:  
State: Massachusetts
- 
195. Name: Rodney Smith on 2021-05-26 14:58:47  
Comments: Please!  
State: Massachusetts
- 
196. Name: Maureen Walsh on 2021-05-26 15:02:02  
Comments:  
State: New Hampshire
- 
197. Name: Terence Burns on 2021-05-26 15:02:20  
Comments: Expand!  
State: Maine
- 
198. Name: Nancy Bascom on 2021-05-26 15:04:47  
Comments: Keep the trails going and growing  
State: New Hampshire
- 
199. Name: Fearghas McKay on 2021-05-26 15:04:58

Comments:  
State: Massachusetts

6/3/2021

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200. Name: Al Monterio on 2021-05-26 15:10:44  
Comments:  
State: New Hampshire

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201. Name: Jason Gonzalez on 2021-05-26 15:15:54  
Comments:  
State: Massachusetts

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202. Name: Micheline Cignoli on 2021-05-26 15:16:50  
Comments:  
State: New Hampshire

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203. Name: Lynn Reznick on 2021-05-26 15:17:44  
Comments:  
State: Massachusetts

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204. Name: Gail Smith on 2021-05-26 15:17:22  
Comments:  
State: Massachusetts

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205. Name: Nilda Silva-Janvier on 2021-05-26 15:18:44  
Comments:  
State: New Hampshire

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206. Name: Janie Smith on 2021-05-26 15:26:29  
Comments:  
State: Massachusetts

---

207. Name: Janine Venuti on 2021-05-26 15:28:30  
Comments:  
State: Massachusetts

---

208. Name: Y on 2021-05-26 15:28:45  
Comments:  
State: Massachusetts

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209. Name: Maureen Ryan on 2021-05-26 15:29:10  
Comments:  
State: Massachusetts

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210. Name: Cheryl Mahaffey on 2021-05-26 15:34:53

Comments:  
State: New Hampshire

6/3/2021

- 
211. Name: Barbara Orsino on 2021-05-26 15:35:17  
Comments:  
State: Massachusetts
- 
212. Name: Susan Hedman on 2021-05-26 15:37:28  
Comments: Please complete the connection between trails.  
State: Massachusetts
- 
213. Name: Mary Kay Chapman on 2021-05-26 15:40:08  
Comments:  
State: New Hampshire
- 
214. Name: Carol Ferrari on 2021-05-26 15:48:10  
Comments:  
State: Massachusetts
- 
215. Name: Jillian Hadley on 2021-05-26 15:51:21  
Comments:  
State: Massachusetts
- 
216. Name: Michelle Beadle on 2021-05-26 15:53:17  
Comments:  
State: Massachusetts
- 
217. Name: Jill Appel on 2021-05-26 15:59:10  
Comments: Rail trails are loved and enjoyed by many and are contributing to better health! Let's connect them!  
State: Massachusetts
- 
218. Name: David Ricci on 2021-05-26 16:04:55  
Comments: The preservation and expansion of the trail is a great investment by the state of Massachusetts.  
State: New Hampshire
- 
219. Name: Crissy Quinn on 2021-05-26 16:23:53  
Comments:  
State: Massachusetts
- 
220. Name: Carol Demers on 2021-05-26 16:24:58  
Comments: The rail trails are a great resource. Please support them.  
State: Massachusetts

- 
221. Name: Michelle Boie on 2021-05-26 16:27:07  
Comments:  
State: New Hampshire
- 
222. Name: Blaine on 2021-05-26 16:40:07  
Comments:  
State: New Hampshire
- 
223. Name: Valerie Lester on 2021-05-26 16:42:12  
Comments:  
State: New Hampshire
- 
224. Name: Bennett Marks on 2021-05-26 16:52:44  
Comments: Ride the BFT all the time.  
State: Massachusetts
- 
225. Name: Nancy Kelly on 2021-05-26 17:11:32  
Comments:  
State: Massachusetts
- 
226. Name: Sally abend on 2021-05-26 17:14:35  
Comments:  
State: Massachusetts
- 
227. Name: Mary Holmes on 2021-05-26 17:19:22  
Comments:  
State: Massachusetts
- 
228. Name: Eileen Barrett on 2021-05-26 17:39:00  
Comments:  
State: Massachusetts
- 
229. Name: Srikanth Reddy Devireddy on 2021-05-26 17:49:21  
Comments: I support extension of the trail.  
State: Massachusetts
- 
230. Name: Auntie Bubbles on 2021-05-26 17:59:24  
Comments: YES to extending the BFRT. It promotes reduction of CO2 emissions, increases personal health & well-being, and helps support small / local businesses. A win-win for all !  
State: Massachusetts
- 
231. Name: mary mccarthy on 2021-05-26 18:12:27

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232. Name: Catherine Tulig on 2021-05-26 18:15:03  
Comments: I love the work that has been done so far with extending and updating the Bruce Freeman bike trail. I think it is important to provide these biking opportunities so people can get out and exercise, bike or walk. Fully support this bike extension.  
State: Massachusetts

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233. Name: marilyn miller on 2021-05-26 18:18:58  
Comments:  
State: New Hampshire

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234. Name: Lynn Marino on 2021-05-26 18:20:56  
Comments:  
State: Massachusetts

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235. Name: Lauren Rosenzweig Morton on 2021-05-26 18:21:34  
Comments: This trail is highly used and is reducing greenhouse gases as well as leading residents and workers to living a healthier lifestyle. Please make this a very high priority so we can get all the way to Framingham soon.  
State: Massachusetts

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236. Name: Paula Durkee on 2021-05-26 18:26:15  
Comments: This extension will make the trail more awesome.  
State: Massachusetts

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237. Name: Barbara Nichols Previte on 2021-05-26 18:29:05  
Comments:  
State: Massachusetts

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238. Name: Laurie Fischer on 2021-05-26 18:34:38  
Comments:  
State: Massachusetts

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239. Name: Bill Segal on 2021-05-26 18:51:39  
Comments: These trails are an incredible resource and make a huge difference for the better in 1000s of lives.  
State: Massachusetts

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240. Name: Stuart Bambushew on 2021-05-26 19:11:37  
Comments:  
State: New Hampshire

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241. Name: Kathleen A Lambert on 2021-05-26 19:27:26  
Comments: Expansion of the trail? Yes please!  
State: Massachusetts
- 
242. Name: Zena Runkel on 2021-05-26 19:33:58  
Comments: Yes, please!  
State: Massachusetts
- 
243. Name: NICOLE S D'Auteuil on 2021-05-26 19:34:41  
Comments:  
State: Massachusetts
- 
244. Name: Karen Brody on 2021-05-26 19:36:30  
Comments:  
State: Massachusetts
- 
245. Name: Bruce A Leicher on 2021-05-26 19:57:17  
Comments: This trail is such a benefit to the region and continuing the construction will be really important.  
State: Massachusetts
- 
246. Name: Jane Fay on 2021-05-26 20:11:59  
Comments:  
State: Massachusetts
- 
247. Name: Mae Michaud on 2021-05-26 20:13:03  
Comments: I support the project.  
State: New Hampshire
- 
248. Name: Joyce C Bailey on 2021-05-26 20:21:05  
Comments:  
State: Massachusetts
- 
249. Name: Jeffrey G MacKinnon on 2021-05-26 20:36:19  
Comments: Please make a great trail even better!  
State: Massachusetts
- 
250. Name: Michael Katin on 2021-05-26 20:39:09  
Comments:  
State: Massachusetts
- 
251. Name: Dolores Galacki on 2021-05-26 20:45:42  
Comments:  
State: Massachusetts



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252. Name: PETER R DELABRUERE on 2021-05-26 21:08:27  
Comments:  
State: Massachusetts
- 
253. Name: Roberta Mercier on 2021-05-26 22:04:28  
Comments:  
State: Massachusetts
- 
254. Name: Peggy Dembro on 2021-05-26 22:33:15  
Comments:  
State: Massachusetts
- 
255. Name: Robert F Vaillancourt on 2021-05-26 22:51:17  
Comments:  
State: Massachusetts
- 
256. Name: Deb Mello on 2021-05-26 22:53:16  
Comments: Rail trails are priceless!  
State: Massachusetts
- 
257. Name: Janice Anne Pawlick on 2021-05-26 22:56:28  
Comments:  
State: Massachusetts
- 
258. Name: Kathleen Frappier on 2021-05-26 23:06:34  
Comments:  
State: Massachusetts
- 
259. Name: Kent Sharp on 2021-05-26 23:18:31  
Comments: This is a great resource to the communities and is used by all ages and stages of residents. Having it extend further will make it available to more residents and make it more useful to those already taking advantage of what has been done so far.  
State: Massachusetts
- 
260. Name: Al Grsf on 2021-05-26 23:47:03  
Comments:  
State: Massachusetts
- 
261. Name: Christopher Brown on 2021-05-26 23:49:13  
Comments:  
State: Massachusetts
- 
262. Name: Debbie Horgan on 2021-05-27 00:04:31

Comments:  
State: Massachusetts

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263. Name: Muriel Walsh on 2021-05-27 01:07:12  
Comments:  
State: Massachusetts

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264. Name: Sharron Figucia on 2021-05-27 01:32:56  
Comments:  
State: Massachusetts

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265. Name: ANNE DUBOIS on 2021-05-27 01:47:39  
Comments: PLEASE INVEST IN EXPANDING THIS WONDERFUL RESOURCE.  
State: Massachusetts

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266. Name: Cathy Putnam on 2021-05-27 01:51:35  
Comments: Please include Phase 2D - so important!!!!  
State: Massachusetts

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267. Name: Todd Goldstein on 2021-05-27 01:54:34  
Comments:  
State: Massachusetts

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268. Name: Susan Julian Gates on 2021-05-27 01:57:04  
Comments:  
State: Massachusetts

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269. Name: Steve Sutter on 2021-05-27 01:57:31  
Comments: I have been following and supporting this project for 20 years and would love to see it completed in my lifetime! The portions of the trail that are open now are beautiful and very popular but they also knit back together all these unique and historic towns that have been separated by highways and other development.  
State: Massachusetts

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270. Name: George Kirby on 2021-05-27 01:57:55  
Comments:  
State: Massachusetts

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271. Name: Tom Christensen on 2021-05-27 01:58:23  
Comments: I work at Hanscom AFB so access to various aspect to this Trail is great. I hope this goes forward  
State: New Hampshire

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272. Name: Peg Mikkola on 2021-05-27 01:58:51

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273. Name: Anne Sullivan-Soydan on 2021-05-27 01:59:11  
Comments:  
State: Massachusetts

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274. Name: Brian Judd on 2021-05-27 02:00:05  
Comments: My family uses and the BFRT regularly from Lowell through Acton. Please ensure this wonderful resource continues to be developed so more citizens can take advantage of it.  
State: Massachusetts

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275. Name: Tom Martin on 2021-05-27 02:01:43  
Comments:  
State: Massachusetts

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276. Name: Mark Hubelbank on 2021-05-27 02:04:20  
Comments: We have waited over 25 years for this. Now my wife is no longer able to take advantage of it but it is our obligation to have this for the next generation.  
State: Massachusetts

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277. Name: Katherine C Wurm on 2021-05-27 02:08:28  
Comments:  
State: Massachusetts

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278. Name: Linda Landry on 2021-05-27 02:09:01  
Comments: Let's keep making bike paths an important priority for healthy and safe recreation.  
State: Massachusetts

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279. Name: Sanjay patel on 2021-05-27 02:13:35  
Comments:  
State: Massachusetts

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280. Name: Donna Burge on 2021-05-27 02:14:05  
Comments:  
State: Massachusetts

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281. Name: ROBERT FUREY on 2021-05-27 02:15:45  
Comments:  
State: Massachusetts

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282. Name: Shawn Dodds on 2021-05-27 02:15:53

Comments: I strongly support the Phase 2D inclusion in Draft FFYs 2022-26 TIP.  
State: Massachusetts

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283. Name: Russell Freeman on 2021-05-27 02:16:50  
Comments: Named after my grandfather  
State: California

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284. Name: Jennifer Lipman on 2021-05-27 02:17:05  
Comments:  
State: Massachusetts

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285. Name: Lorrie Anderson on 2021-05-27 02:20:29  
Comments:  
State: Massachusetts

---

286. Name: Marcia Schloss on 2021-05-27 02:26:18  
Comments:  
State: Massachusetts

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287. Name: Ram Narayan on 2021-05-27 02:48:27  
Comments: I am retired now and enjoy riding all the way from chelmsford to acton regularly. I see people using (walking and biking) the bike path increase each time an extension is added. I cannot wait to see the day path continues to Framingham as soon as possible, hopefully even earlier than 2026.  
State: Massachusetts

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288. Name: John Baker on 2021-05-27 02:48:54  
Comments: Lets keep a great thing going.  
State: Massachusetts

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289. Name: Eleanor Yeomans on 2021-05-27 02:51:25  
Comments:  
State: Massachusetts

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290. Name: Maria Dawson on 2021-05-27 02:56:09  
Comments:  
State: Massachusetts

---

291. Name: Richard Canale on 2021-05-27 03:02:21  
Comments:  
State: Massachusetts

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292. Name: Lynden Lyman on 2021-05-27 03:03:38  
Comments:

- 
293. Name: Patty Norton on 2021-05-27 03:10:18  
Comments:  
State: Massachusetts
- 
294. Name: Nancy Powers on 2021-05-27 03:11:11  
Comments:  
State: Massachusetts
- 
295. Name: Barbara Soerheide on 2021-05-27 03:24:23  
Comments:  
State: Massachusetts
- 
296. Name: Tim Byrd on 2021-05-27 03:26:47  
Comments: Gorgeous trail, make it better!  
State: New Hampshire
- 
297. Name: Sarah Chmielewski on 2021-05-27 03:27:53  
Comments:  
State: Massachusetts
- 
298. Name: Agnes Patnode on 2021-05-27 03:42:28  
Comments:  
State: New Hampshire
- 
299. Name: Tim Berners-Lee on 2021-05-27 04:18:52  
Comments: As a local resident I can say that the already completed BFRT segments have made life significantly better, and strongly encourage the completion of the BFRT.  
State: Massachusetts
- 
300. Name: Richard Fishel on 2021-05-27 04:23:18  
Comments:  
State: New Hampshire
- 
301. Name: Peter Fandel on 2021-05-27 09:35:16  
Comments:  
State: Massachusetts
- 
302. Name: Pete Ciccarelli on 2021-05-27 09:37:28  
Comments:  
State: Massachusetts
- 
303. Name: Isabel Bailey on 2021-05-27 09:45:28

- 
304. Name: Tonge Carol Lee on 2021-05-27 10:03:01  
Comments: As a frequent user I am anxious to see the next section built.  
State: Massachusetts
- 
305. Name: Chris Aparo on 2021-05-27 10:09:18  
Comments:  
State: Massachusetts
- 
306. Name: kandace matzker on 2021-05-27 10:09:25  
Comments: My family and friends love bike trails. They're a great way to bring active fun and nature, and the spirit and wonder of exploration to young ones and safer alternative to the roads, where distracted drivers abound.  
State: Massachusetts
- 
307. Name: Julia Sprague on 2021-05-27 10:09:54  
Comments:  
State: Massachusetts
- 
308. Name: Denali Delmar on 2021-05-27 10:13:28  
Comments: Wonderful for recreation and staying fit, mentally as well as physically!  
State: Massachusetts
- 
309. Name: Thomas Yelton on 2021-05-27 10:16:15  
Comments: I've supported this for 20+ years. The 2D phase will finally (!) bring it into my Sudbury neighborhood and connect us with Sudbury business, Sudbury center, North Sudbury, Concord and beyond. Please make this beautiful and useful extension a priority.  
State: Massachusetts
- 
310. Name: Jason Viehland on 2021-05-27 10:26:01  
Comments: As a Sudbury resident, I strongly support the continued construction of the BFRT. I'm looking forward to more easily biking to the trail from my home and using it for exercise and shopping trips.  
State: Massachusetts
- 
311. Name: Laurie Ellis on 2021-05-27 10:27:55  
Comments: The BFRT is a great rail trail. Expanding it/connecting the segments would be a wonderful asset to the surrounding communities.  
State: Massachusetts
- 
312. Name: Anne Whitaker on 2021-05-27 10:31:39  
Comments: I heartily support the inclusion of the BFRT phase 2D project. I use the trail and am hoping you will support phase 2D so more communities can experience it as well.

It offers so many forms to f recreation! Thank you!  
State: Massachusetts

6/3/2021

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313. Name: Tom Harwood on 2021-05-27 10:34:47  
Comments:  
State: Massachusetts

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314. Name: Mark Engerman on 2021-05-27 10:38:24  
Comments:  
State: Massachusetts

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315. Name: Bill Robichaud on 2021-05-27 10:41:36  
Comments: I strongly support the BFRT as a means of making bicycle use the norm in our everyday lives.  
State: Massachusetts

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316. Name: Tom Treadwell on 2021-05-27 10:41:47  
Comments:  
State: Massachusetts

---

317. Name: Jeff Diercks on 2021-05-27 10:42:30  
Comments:  
State: Massachusetts

---

318. Name: Sandra Robichaud on 2021-05-27 10:47:15  
Comments:  
State: Massachusetts

---

319. Name: Erik Waters on 2021-05-27 10:49:44  
Comments:  
State: Massachusetts

---

320. Name: James Bossange on 2021-05-27 10:57:05  
Comments: Lets get the entire BFRT completed!!!  
State: Massachusetts

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321. Name: Carol Doblewski on 2021-05-27 10:57:41  
Comments: This is a vital transportation and public health project! Thank you for continuing to find it.  
State: Massachusetts

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322. Name: C Thomas Christiano on 2021-05-27 11:10:45  
Comments: Please support this extension of the BFRT. I bike on it almost every day, except in the winter months. The BFRT helps so many people stay as healthy as

possible.  
State: Massachusetts

6/3/2021

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323. Name: Don Galya on 2021-05-27 11:15:21  
Comments: My family and I use the BFRT almost every day. I use it for recreation, shopping, and commuting to work. And I know that many, many others are using it too - getting exercise while reducing traffic and greenhouse gases. The more miles we add the better. Please fund Phase 2D.  
State: Massachusetts
- 
324. Name: Matt Byrne on 2021-05-27 11:15:48  
Comments:  
State: Massachusetts
- 
325. Name: Daniel Donoghue on 2021-05-27 11:20:18  
Comments: The Bruce Freeman Trail has been a life-changer for the better. Please continue to support the Phase 2D project for Sudbury.  
State: Massachusetts
- 
326. Name: David Baxter on 2021-05-27 11:21:03  
Comments:  
State: Massachusetts
- 
327. Name: jay cushing on 2021-05-27 11:27:31  
Comments:  
State: Massachusetts
- 
328. Name: Mary Schatz on 2021-05-27 11:30:08  
Comments: BFRT is the best thing that has happened to our area in the last 10 years  
State: Massachusetts
- 
329. Name: Elizabeth Cavicchi on 2021-05-27 11:37:13  
Comments:  
State: Massachusetts
- 
330. Name: Anne Worth on 2021-05-27 11:37:48  
Comments: The BFRT is a vital part of our community, a place for exercise and recreation. I hope to see it extend into many other towns.  
State: Massachusetts
- 
331. Name: Stephen E Pustell on 2021-05-27 11:43:52  
Comments: Please complete this as soon as possible, only by linking trails together will we fully develop an alternate transportation infrastructure. Thank you for your support.  
State: Massachusetts
-



332. Name: Pamela Elrod on 2021-05-27 11:51:07  
Comments: The bike path is an endless source of enjoyment for thousands of Massachusetts residents. Let's get this done. Thank you  
State: Massachusetts
- 
333. Name: Wm Eichelberger on 2021-05-27 11:52:54  
Comments: As a disabled Vietnam survivor I find traveling the Bruce Freeman Rail Trail both calming and restorative, and it is about the only significant amount of exercise I can get  
State: Massachusetts
- 
334. Name: Joel Ross on 2021-05-27 11:56:38  
Comments:  
State: Massachusetts
- 
335. Name: Lisa Underkoffler on 2021-05-27 12:02:09  
Comments: The BFRT is a great resource for all ages - kids on bikes or in strollers to folks who want to get out but need a trail that's level and easy for those in wheelchairs or just less stable on their feet. This is a huge addition to all the towns involved.  
State: Massachusetts
- 
336. Name: Leslie Lowe on 2021-05-27 12:02:47  
Comments: We've been waiting a long time for the BFRT to be completed in Sudbury. Biking for fun on safe trails has helped families survive the Covid-19 pandemic. We need this trail.  
State: California
- 
337. Name: Chris Watson on 2021-05-27 12:11:04  
Comments:  
State: Massachusetts
- 
338. Name: David Land on 2021-05-27 12:15:48  
Comments: Go!Go!Go!  
State: Massachusetts
- 
339. Name: Lissa Wheeler on 2021-05-27 12:17:03  
Comments:  
State: Massachusetts
- 
340. Name: Paul Cohen on 2021-05-27 12:18:33  
Comments: The BFRT is a great corridor to connect communities. It provides walking, biking, and access to other recreational opportunities. The rail trail also benefits the economy of the region by the flow of people along who stop for dining and shopping.  
State: Massachusetts
-

341. Name: Nathaniel Welch on 2021-05-27 12:24:48  
Comments: This is a much needed addition to the network of trails that exist.  
State: Massachusetts
- 
342. Name: Margaret S McKenna on 2021-05-27 12:25:39  
Comments: The BFRT is an incredible community asset.  
State: Massachusetts
- 
343. Name: Steven Mirin on 2021-05-27 12:27:01  
Comments:  
State: Massachusetts
- 
344. Name: Raymond ONeil on 2021-05-27 12:28:35  
Comments:  
State: Massachusetts
- 
345. Name: Melody Anderson on 2021-05-27 12:32:15  
Comments: Rail trails are big assets to communities. This one will be, too!  
State: Massachusetts
- 
346. Name: Hugh Wight on 2021-05-27 12:34:28  
Comments: Please support the community's desire to complete this project.  
State: Massachusetts
- 
347. Name: Sandy Gotlib on 2021-05-27 12:35:00  
Comments: The BFRT is a valuable transportation, recreation and economic resource for not just the towns it traverses but for the entire region.  
State: Massachusetts
- 
348. Name: Katherine Reiner on 2021-05-27 12:36:34  
Comments: The Bruce Freeman Rail Trail is just amazing! Please support it.  
State: Massachusetts
- 
349. Name: Bill Rouine on 2021-05-27 12:44:52  
Comments: Need more miles of trails.  
Green spaces always welcome.  
Thanks for present construction ...  
Need funding to continue ...  
State: Massachusetts
- 
350. Name: Thomas Hollocher on 2021-05-27 12:48:13  
Comments: When finished, the BFRT will be viewed as a monument to progressive state government and a great service to the several communities now connected. Well done!  
State: Massachusetts
-

351. Name: Patricia Houpt on 2021-05-27 12:50:46  
Comments:  
State: Massachusetts
- 
352. Name: Henry Devlin on 2021-05-27 12:56:33  
Comments: Rail Trails are a positive addition to suburban life promoting healthy activity and safety. They are also a boon to the environment and an excellent reuse of a forgotten resource.  
State: Massachusetts
- 
353. Name: Susan Primm Thel on 2021-05-27 12:57:04  
Comments:  
State: Massachusetts
- 
354. Name: Thomas Gazda on 2021-05-27 13:00:20  
Comments:  
State: Massachusetts
- 
355. Name: Margaret Kay Primak on 2021-05-27 13:01:47  
Comments: I bike the BFRT many times a year. It's a great place to get a pleasant long bike ride. It would be even better if the southern sections got built so I could get on it via the Mass Central Rail Trail, which starts near my home in Waltham. Only if we finally connect our many wonderful local rail trails will we finally achieve the biking infrastructure Boston really needs. Please include the BFRT in your funding plans so we can finally connect the BFRT and the MCRT. Thanks!  
State: Massachusetts
- 
356. Name: Al Caruso on 2021-05-27 13:01:53  
Comments:  
State: Massachusetts
- 
357. Name: David Pryke on 2021-05-27 13:07:57  
Comments:  
State: Massachusetts
- 
358. Name: Susan Devlin on 2021-05-27 13:08:57  
Comments: BFRT is very important to me as a 72 year old trying to stay active. Thank you for all you do!  
State: Massachusetts
- 
359. Name: Ted Bially on 2021-05-27 13:12:13  
Comments:  
State: Massachusetts
- 
360. Name: Moira M Lataille on 2021-05-27 13:17:10

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361. Name: Bradley Wood on 2021-05-27 13:20:39  
Comments:  
State: Massachusetts

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362. Name: Emily on 2021-05-27 13:25:42  
Comments:  
State: Massachusetts

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363. Name: Julie Pinard on 2021-05-27 13:30:04  
Comments:  
State: New Hampshire

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364. Name: Jonathan Woodward on 2021-05-27 13:39:19  
Comments:  
State: Massachusetts

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365. Name: Chuck Oliveira on 2021-05-27 13:44:52  
Comments: I strongly support this project. I am a frequent user and supporter of this wonderful trail.  
State: Massachusetts

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366. Name: Eugene Delsener on 2021-05-27 13:48:04  
Comments: As a West Concord resident The BFRT has brought positive change to our community, convenient and safe place to walk, exercise, commute and interact. I feel more connected to my community because of this trail. Thank you, Boston MPO for funding previous Phases and keeping Phase 2D (Project #608164) on the Draft TIP for the appropriate construction year of FFY 2022.  
State: Massachusetts

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367. Name: Barbara Swoyer on 2021-05-27 13:49:34  
Comments:  
State: Massachusetts

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368. Name: Dennis McHugh on 2021-05-27 13:55:29  
Comments: i support the Rail Trail.  
State: Massachusetts

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369. Name: Ron Riggert on 2021-05-27 13:59:04  
Comments:  
State: Massachusetts

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370. Name: David Hutcheson on 2021-05-27 14:02:44  
Comments: Rail trails promote good health  
State: Massachusetts
- 
371. Name: Joseph Repole on 2021-05-27 14:08:42  
Comments:  
State: Massachusetts
- 
372. Name: Larry Wellington on 2021-05-27 14:15:59  
Comments:  
State: Massachusetts
- 
373. Name: Mikayla Caruso on 2021-05-27 14:18:27  
Comments:  
State: Massachusetts
- 
374. Name: Peter Ljutich on 2021-05-27 14:24:53  
Comments:  
State: Massachusetts
- 
375. Name: Bruce Freeman on 2021-05-27 14:32:27  
Comments:  
State: New Hampshire
- 
376. Name: Monica picarella on 2021-05-27 14:32:51  
Comments: Fully support  
State: Massachusetts
- 
377. Name: Virginia E Doxsey on 2021-05-27 14:42:57  
Comments: Thanks to the Boston MPO for funding earlier phases of the Bruce Freeman Rail Trail and for keeping Phase 2D (Project #608164) on the Draft TIP for the appropriate construction year of FY 202!.
- The BFRT has many, many state and community benefits, including safe transportation from Lowell through Concord, providing a means for bike trips instead of automobile trips, access to a variety of local merchants near the trail, health and recreation benefits of an easily accessible trail for biking, walking, strolling, skating. The funding of Phase 2D will connect the BFRT with all the other phases and will extend the many opportunities and benefits that the BFRT offers to Massachusetts citizens and visitors!
- State: Massachusetts
- 
378. Name: James Eldridge on 2021-05-27 14:46:01  
Comments: Please support BFRT Phase 2D to be included in the Draft FFYs 2022-2026 TIP. Thank you!  
State: Massachusetts

- 
379. Name: Ray Yacouby on 2021-05-27 15:13:06  
Comments: One of the best uses of our tax dollars  
State: Massachusetts
- 
380. Name: Gordon Taylor on 2021-05-27 15:15:10  
Comments:  
State: Massachusetts
- 
381. Name: Michael J Lague on 2021-05-27 15:19:36  
Comments:  
State: Massachusetts
- 
382. Name: Robert Nelson on 2021-05-27 15:20:47  
Comments: yes!  
State: Massachusetts
- 
383. Name: Lisa Nelson on 2021-05-27 15:21:25  
Comments:  
State: Massachusetts
- 
384. Name: Timothy Coll on 2021-05-27 15:31:30  
Comments: I live in NH, am a member of Bruce Freeman Group, visit the trail often, and ask for your continued support to extend ( Project ID 608164, Phase 2D).  
State: New Hampshire
- 
385. Name: Katharine Simmons on 2021-05-27 15:32:13  
Comments: Na  
State: Massachusetts
- 
386. Name: Darlene Matthews on 2021-05-27 15:56:55  
Comments:  
State: Massachusetts
- 
387. Name: Christopher Schaffner on 2021-05-27 16:18:09  
Comments: The rail trail has been a great addition to our neighborhood, but we need to complete the whole thing asap.  
State: Massachusetts
- 
388. Name: Emily McDowell on 2021-05-27 16:22:59  
Comments: This trail is a treasured addition to our community, and supports healthy outdoor recreation, saves gas for those who use it to commute, and preserves natural areas adjacent to it.  
State: Massachusetts

- 
389. Name: Ruth Schmidt on 2021-05-27 16:26:01  
Comments: The BFRT is my favorite rail trail in the region. It is such an asset to our communities, and gets better with every extension. Please help complete it asap.  
State: Massachusetts
- 
390. Name: Janice L Fortin on 2021-05-27 16:32:10  
Comments:  
State: Massachusetts
- 
391. Name: Buddy Bates on 2021-05-27 16:54:30  
Comments:  
State: Massachusetts
- 
392. Name: Judith Ball on 2021-05-27 16:55:30  
Comments:  
State: Massachusetts
- 
393. Name: steve carr on 2021-05-27 16:57:04  
Comments: the Trail is good now, but let's add Phase 2D to make it even better.  
State: Massachusetts
- 
394. Name: Steve Tobin on 2021-05-27 16:57:42  
Comments:  
State: Massachusetts
- 
395. Name: Charles Mickey on 2021-05-27 17:20:17  
Comments: The completion of the BFRT is very overdue.  
State: Massachusetts
- 
396. Name: Brian Taylor on 2021-05-27 17:31:10  
Comments: This would be a great extension for walkers, bikers, etc.  
State: Massachusetts
- 
397. Name: Sheila Harrington on 2021-05-27 17:36:33  
Comments:  
State: Massachusetts
- 
398. Name: Holly Swan on 2021-05-27 17:37:23  
Comments:  
State: Massachusetts
- 
399. Name: Penny Leslie on 2021-05-27 17:57:26  
Comments: I love this bike path and I hope it can get extended soon!!!!!!

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400. Name: Kurt Louis Glitzenstein on 2021-05-27 18:00:55  
Comments:  
State: Massachusetts
- 
401. Name: Fred Newton on 2021-05-27 18:02:16  
Comments: Phase 2D will open up and interconnect so many public sites in Sudbury to the BFRT!  
State: Massachusetts
- 
402. Name: Tim Gordon on 2021-05-27 18:04:16  
Comments: RailTrails keep bikers and pedestrians safer, and make the roads safer for cars & trucks. Win-win!!  
State: Massachusetts
- 
403. Name: Rob Bayley on 2021-05-27 18:06:32  
Comments:  
State: Massachusetts
- 
404. Name: Glenn Stewart on 2021-05-27 18:12:18  
Comments: As a frequent user of the Phase 1 trail. I'd very much like to see the completion of the Phase 2 trail. I use the trail as an avid runner and will be biking onto the Phase 2 trail, when completed, as time allows.  
State: Massachusetts
- 
405. Name: Tomasz L Schellenberg on 2021-05-27 18:22:53  
Comments: The trail brings tremendous benefits to our community. Healthy, ecology, business, tourism etc. Let's get it done!!  
State: Massachusetts
- 
406. Name: Nancy Cornelius on 2021-05-27 18:29:30  
Comments:  
State: Massachusetts
- 
407. Name: Joe Will on 2021-05-27 18:29:53  
Comments:  
State: Massachusetts
- 
408. Name: Sue Felshin on 2021-05-27 18:42:14  
Comments: Concord has some 30 miles of unpaved trails but the BFRT is the only paved trail. It will be a boon not just for bicycle transit but also for handicapped people who are unable to navigate narrow, twisting, root-filled dirt paths. People all along the length of the BFRT should get these benefits. Please include all the remaining phases!  
State: Massachusetts



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409. Name: Marianne Buttner on 2021-05-27 19:40:54  
Comments: Hooray!!! Hurry up and fund it so it can be built and I can have a safe off-road place to ride my bike and the health benefits of riding.  
State: Massachusetts
- 
410. Name: Sharyn Gilfix on 2021-05-27 19:54:35  
Comments:  
State: Massachusetts
- 
411. Name: Rick Marais on 2021-05-27 20:25:50  
Comments: This is a precious asset for bicyclists, runners and walkers in the Merrimack Valley. I just love riding my bike on this trail.  
State: Massachusetts
- 
412. Name: Bradley Hubbard-Nelson on 2021-05-27 21:07:56  
Comments: The Bruce Freeman Rail Trail is such a wonderful project, it really improves the communities it goes through. Please fund the continuation.  
State: Massachusetts
- 
413. Name: Tara Scanlon on 2021-05-27 21:11:12  
Comments:  
State: Massachusetts
- 
414. Name: Greg Hopkins on 2021-05-27 21:19:19  
Comments: I support all aspects of the BFRT  
State: Massachusetts
- 
415. Name: Alexander Woodle on 2021-05-27 21:19:30  
Comments:  
State: Massachusetts
- 
416. Name: Colin Anderson on 2021-05-27 21:21:25  
Comments: This has been in planning stages for SO LONG. Let's make it happen before I get too old to use it. I am 75 and counting on many good years to ride this trail in Sudbury.  
State: Massachusetts
- 
417. Name: Jane Anderson on 2021-05-27 22:59:02  
Comments: I see the increasing amount of use for this trail as time passes. I think it should be extended through Sudbury to Framingham to accomodate the many people who could access from these areas. What has been accomplished so far has opened up a great opportunity for more people enjoy the world outside by walking and biking.  
State: Massachusetts
-

418. Name: Bill Podszus on 2021-05-27 23:03:49  
Comments: A great trail to ride, and one that can only become better.  
State: Massachusetts
- 
419. Name: Jesse Heines on 2021-05-27 23:09:58  
Comments:  
State: Massachusetts
- 
420. Name: Sara Hinteregger on 2021-05-27 23:27:11  
Comments:  
State: Massachusetts
- 
421. Name: Ken Klein on 2021-05-27 23:32:02  
Comments:  
State: Massachusetts
- 
422. Name: deborah caban on 2021-05-27 23:41:12  
Comments:  
State: Massachusetts
- 
423. Name: Susan Tordella on 2021-05-27 23:44:48  
Comments: We need this trail completed. When you build it, they will come!  
State: Massachusetts
- 
424. Name: Tatum Hammer on 2021-05-28 00:06:11  
Comments:  
State: Massachusetts
- 
425. Name: Mary Giurleo on 2021-05-28 00:29:22  
Comments:  
State: Massachusetts
- 
426. Name: Debbie Eston on 2021-05-28 00:39:57  
Comments:  
State: Massachusetts
- 
427. Name: Nancy Olt on 2021-05-28 00:40:42  
Comments:  
State: Massachusetts
- 
428. Name: Barbara Kendall Sintros on 2021-05-28 00:51:13  
Comments: adding the Sudbury portion of BFRT would allow me to commute by bike to work safely  
State: Massachusetts

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429. Name: Martha Supnik on 2021-05-28 01:02:54  
Comments: Can't wait to use the longer trail.  
State: Massachusetts
- 
430. Name: Sara Ballard on 2021-05-28 01:13:12  
Comments: I really enjoy walking and riding my bike on the BFRT in Concord, and look forward to being able to take longer walks and rides in this safe environment.  
State: Massachusetts
- 
431. Name: Tom Wise on 2021-05-28 01:20:28  
Comments:  
State: Massachusetts
- 
432. Name: Michael Berlinski on 2021-05-28 01:57:27  
Comments:  
State: Massachusetts
- 
433. Name: Cynthia Pariseau on 2021-05-28 03:22:06  
Comments: I've been on this trail many times coming from Nashua. Now that I live in RI it would be great to start the trail from the South. Framingham would be great!!  
State: Rhode Island
- 
434. Name: Frances Gillespie on 2021-05-28 09:39:09  
Comments: I strongly support the inclusion of phase 2D; Sudbury needs more recreational biking opportunities! I used to live in Lexington; we had the Minuteman Rail Trail, but it was also far easier to ride in the streets due to wider shoulders. The Concord portion of this trail is beautiful; I'd like to see this become a reality!  
State: Massachusetts
- 
435. Name: Lawrence Kaplan on 2021-05-28 10:39:52  
Comments:  
State: Massachusetts
- 
436. Name: Margaret Coughlin on 2021-05-28 11:00:38  
Comments: Please finish this important project. Safety and outdoor usage is so important. This was reinforced roundly through our quarentine year.  
State: Massachusetts
- 
437. Name: Colleen Burnham on 2021-05-28 11:09:37  
Comments:  
State: Massachusetts
- 
438. Name: Sandy and Al Peirce on 2021-05-28 11:57:15

Comments: So many benefits...so good for body & soul. Thank you MPO, & may the BFRT continue to be extended for all to enjoy!

State: Massachusetts

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439. Name: Szifra Birke on 2021-05-28 12:37:08

Comments: As a person who uses the Bruce Freeman rail trail, I'm asking you to support the inclusion of the Sudberry and Concord phase 2D project. Project ID number is 608164 for fiscal year 2022.

State: Massachusetts

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440. Name: Fred palmer on 2021-05-28 12:39:12

Comments: The BFRT is becoming increasingly more popular. Expansion would be helpful

State: Massachusetts

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441. Name: Rochelle Chambless on 2021-05-28 12:42:23

Comments:

State: Massachusetts

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442. Name: Paul LoVecchio on 2021-05-28 12:42:54

Comments: My wife and I enjoy walking on the BFRT several times each week. Our walks keep us healthy while we enjoy the beautiful surroundings.

State: Massachusetts

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443. Name: Brian Tarbox on 2021-05-28 12:43:41

Comments: last year I rode 1000 miles on this trail, extending it would be amazing

State: Massachusetts

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444. Name: Tom Dougherty on 2021-05-28 13:26:48

Comments: One of the best community projects!!

State: Massachusetts

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445. Name: bryce mochrie on 2021-05-28 13:32:53

Comments: This is a great trail that I have ridden for many years. It provides a large benefit to our communities. Please work to extend this.

State: New Hampshire

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446. Name: Jane Morriss on 2021-05-28 13:47:51

Comments:

State: Massachusetts

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447. Name: Marcia Herlihy on 2021-05-28 13:48:47

Comments: Wonderful way to enjoy the great outdoors. Thanks for making the experience so inviting.

State: Massachusetts

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448. Name: Angela Matthews on 2021-05-28 14:01:38  
Comments:  
State: Massachusetts
- 
449. Name: Bill Burtis on 2021-05-28 14:14:32  
Comments:  
State: Massachusetts
- 
450. Name: Katrina Klinkhammer on 2021-05-28 14:17:51  
Comments:  
State: Massachusetts
- 
451. Name: Helen du Toit on 2021-05-28 14:19:16  
Comments:  
State: Massachusetts
- 
452. Name: Cynthia Knapp on 2021-05-28 15:12:13  
Comments:  
State: Massachusetts
- 
453. Name: David Egan on 2021-05-28 15:38:28  
Comments: As a Sudbury resident, I fully support this expansion of BFRT to create a safe, idyllic biking and walking trail into and through Concord and Sudbury. It can be a wonderful addition to all the involved towns, as a place to encourage safe, healthy outdoor activities for families and seniors throughout these communities. No better way to see and enjoy the natural surroundings that make these towns such great places to live!  
State: Massachusetts
- 
454. Name: Lara Hoke on 2021-05-28 15:42:51  
Comments:  
State: Massachusetts
- 
455. Name: Lynn Wachs on 2021-05-28 16:56:14  
Comments:  
State: Massachusetts
- 
456. Name: Mary Small on 2021-05-28 18:10:34  
Comments: The BFRT has opened new opportunities for local recreation and just being out in nature. I walk on it daily. Phase 2D will provide even more areas to explore in southern Concord and Sudbury.  
State: Massachusetts
-

457. Name: Jeanine Calabria on 2021-05-28 18:27:31  
Comments: I am in support of the BFRT Phase 2D inclusion in Draft FFY's 2022-26 TIP.  
Can't wait to see this additional 5 miles of trail executed!  
State: Massachusetts
- 
458. Name: Jerry Sarno on 2021-05-28 23:12:14  
Comments: Please support the continuation of the Bruce Freeman bike trail. It's a great  
source of recreation and safe travel.  
State: Massachusetts
- 
459. Name: KIRK DUBOIS on 2021-05-28 23:40:48  
Comments: Please support the continuation of the Bruce Freeman bike trail. It's a great  
source of recreation and safe travel.  
State: New Hampshire
- 
460. Name: Martha Childs on 2021-05-29 00:20:20  
Comments:  
State: Massachusetts
- 
461. Name: Henry Harvey on 2021-05-29 01:59:00  
Comments: The rail trails are a tremendous asset to the communities through which they  
pass. Witness for example the tremendous usage of the Minuteman Bikeway.  
State: Massachusetts
- 
462. Name: Darlene bump on 2021-05-29 02:11:44  
Comments:  
State: Massachusetts
- 
463. Name: Joseph Robb on 2021-05-29 11:23:59  
Comments:  
State: Massachusetts
- 
464. Name: Martine Cummings on 2021-05-29 12:48:49  
Comments:  
State: Massachusetts
- 
465. Name: Jon J Rude on 2021-05-29 12:58:53  
Comments:  
State: Massachusetts
- 
466. Name: Albert Reuther on 2021-05-29 13:19:43  
Comments: My family and I enjoy cycling on the current BFRT several times a week, and  
we look forward to cycling on Phase 2d portion soon!  
State: Massachusetts
-

467. Name: M Robillard on 2021-05-29 15:15:32  
Comments: Support BFRT!  
State: Massachusetts
- 
468. Name: Roy Westerberg on 2021-05-29 15:42:01  
Comments:  
State: Massachusetts
- 
469. Name: Sarah Guilford on 2021-05-29 16:23:34  
Comments: The Sudbury portion of the Bruce Freeman Rail Trail will provide Sudbury residents with a safe and welcome alternative to auto transportation and another means of enjoying our natural spaces. I fully support Phase 2D inclusion in the 2022 TIP.  
State: Massachusetts
- 
470. Name: William Miniscalco on 2021-05-29 16:34:03  
Comments: This much-needed extension of the rail trail is long overdue.  
State: Massachusetts
- 
471. Name: Carla Corey on 2021-05-29 18:07:24  
Comments:  
State: Massachusetts
- 
472. Name: Dick Robillard on 2021-05-29 18:07:36  
Comments:  
State: Massachusetts
- 
473. Name: Maureen Talayco on 2021-05-29 18:33:30  
Comments: The BFRT has been such a delightful and healthful boon to so many people. Money well spent. To see it completed Lowell to Framingham would be a real goal to reach.  
State: Massachusetts
- 
474. Name: Louis Hills on 2021-05-29 18:41:29  
Comments: Please approve 2D , those living in North Sudbury need it, so they can walk to to the West Concord MBTA commuter station.  
State: Massachusetts
- 
475. Name: Ken Redford on 2021-05-29 18:48:21  
Comments:  
State: Massachusetts
- 
476. Name: Joan McGuire on 2021-05-29 21:59:28  
Comments: The trail has been a god-send for me and my husband over the past year, as we have been able to get out and exercise safely.  
State: Massachusetts

- 
477. Name: Cheryl Robillard on 2021-05-29 22:36:05  
Comments:  
State: Massachusetts
- 
478. Name: Glenn Reed on 2021-05-29 22:38:06  
Comments:  
State: Massachusetts
- 
479. Name: Deb Capraro Phaup on 2021-05-29 23:23:58  
Comments:  
State: Massachusetts
- 
480. Name: Robert W Conole on 2021-05-29 23:50:22  
Comments: Wonderful trail; I am looking forward, with great delight in the whole trail being completed.  
State: Massachusetts
- 
481. Name: Tim Boland on 2021-05-30 00:51:24  
Comments:  
State: Massachusetts
- 
482. Name: Anna Fadden on 2021-05-30 02:12:10  
Comments: The BFRT is an important part of my life and a vital link to connect our communities!  
State: Massachusetts
- 
483. Name: Jeff Kline on 2021-05-30 02:48:04  
Comments: I support this effort by signing the petition  
State: Massachusetts
- 
484. Name: Bernard Weichsel on 2021-05-30 02:57:04  
Comments: As is proven every day by the thousands who use the BFRT it's continued growth will be a great addition to the community.  
State: Massachusetts
- 
485. Name: Sandy Bell on 2021-05-30 04:33:43  
Comments:  
State: Massachusetts
- 
486. Name: James Clark on 2021-05-30 13:34:33  
Comments: I love the bfrt and it will only get better with the new additions. Eager to cross rte 2 soon and someday connect to the mass central  
State: Massachusetts



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487. Name: Philip Posner on 2021-05-30 14:27:10  
Comments: Inclusion of this phase of the BFRT will support the Commonwealth's Active Transportation goals. Trail networks work!  
State: Massachusetts
- 
488. Name: Jonathan DeKock on 2021-05-30 20:07:17  
Comments: The BFRT is a wonderful community resource. Extending it will continue to improve it in a compounding and wonderful manner.  
State: Massachusetts
- 
489. Name: Gary Cattarin on 2021-05-30 20:28:33  
Comments: BFRT is an outstanding community resource and it enables healthy fitness activities as well as green commuting. Its value multiplies as its length increases. Finish it! Extend it!  
State: Massachusetts
- 
490. Name: Thomas Knatt on 2021-05-30 21:06:10  
Comments: This rail trail is very heavily used and should proceed forward.  
State: Massachusetts
- 
491. Name: Russ Cohen on 2021-05-30 21:44:55  
Comments: The already-completed sections of the BFRT are of IMMENSE value to the residents and visitors of the neighborhoods and communities it runs through. Just go out any nice day and see for yourself. Furthermore: trails users are impressively diverse: all ages, ethnicities, physical abilities, etc.  
State: Massachusetts
- 
492. Name: Gary Goldsmith on 2021-05-30 21:56:34  
Comments: An excellent reuse of an existing resource.  
State: Massachusetts
- 
493. Name: Sarah H McBride on 2021-05-31 01:16:27  
Comments: We live in Stow and would love to be able to access the trail in Sudbury. Our family of four all enjoys existing trails and would love to see expanded coverage.  
State: Massachusetts
- 
494. Name: Nathan McBride on 2021-05-31 01:19:33  
Comments: I run on all the trails in the area and would appreciate the safety of more rail trail options.  
State: Massachusetts
- 
495. Name: Virginia Reiner on 2021-05-31 10:21:20  
Comments: We love the bfrt, please expand it!  
State: Massachusetts

- 
496. Name: Lisa Pedulla on 2021-05-31 13:02:55  
Comments:  
State: Massachusetts
- 
497. Name: Allison MacBride on 2021-05-31 14:11:29  
Comments:  
State: Massachusetts
- 
498. Name: Mary Hurley on 2021-05-31 14:14:24  
Comments:  
State: Massachusetts
- 
499. Name: Catherine Farrell on 2021-05-31 14:15:24  
Comments:  
State: Massachusetts
- 
500. Name: Katherine Ames on 2021-05-31 14:19:57  
Comments:  
State: Massachusetts
- 
501. Name: Judy Weinberg on 2021-05-31 14:26:16  
Comments:  
State: Massachusetts
- 
502. Name: Andrea Heyda on 2021-05-31 14:29:30  
Comments:  
State: Massachusetts
- 
503. Name: Judy LaRocca on 2021-05-31 14:37:46  
Comments:  
State: Massachusetts
- 
504. Name: Clarissa Rowe on 2021-05-31 14:58:18  
Comments:  
State: Massachusetts
- 
505. Name: Stephen Winslow on 2021-05-31 15:18:34  
Comments:  
State: Massachusetts
- 
506. Name: Bob Shatten on 2021-05-31 15:45:26  
Comments:  
State: Massachusetts

- 
507. Name: Nancy Barry on 2021-05-31 16:12:29  
Comments:  
State: Massachusetts
- 
508. Name: Edson Gebo on 2021-05-31 17:48:42  
Comments: This resource needs to continue to be funded for as long as possible. There is rarely a day it doesn't get used and the extension into new areas & towns will bring more positive resources for all to enjoy.  
State: Massachusetts
- 
509. Name: Jeff Merritt on 2021-05-31 18:11:03  
Comments: We are Sudbury residents who live near the trail and are eagerly awaiting the trail being extended to our town for the recreational, public health and transportation benefits.  
State: Massachusetts
- 
510. Name: Paulina Knibbe on 2021-05-31 18:39:00  
Comments:  
State: Massachusetts
- 
511. Name: David Wilson on 2021-05-31 19:37:32  
Comments:  
State: Massachusetts
- 
512. Name: Robert Ziemer on 2021-05-31 20:17:36  
Comments:  
State: Massachusetts
- 
513. Name: Tom Michelman on 2021-05-31 21:59:35  
Comments: As President of the Friends of the Bruce Freeman Rail Trail, what everyone else said, and I especially repeat Tom Allen's comment: "The extension south to Framingham is the Manifest Destiny of the BFRT." On Memorial Day I strongly support the inclusion of the BFRT Phase 2D on the FFY 2022 TIP in order to fulfill the vision of H1455 first proposed in May 1987 and passed into law in April 1989 as "An Act Creating the Honorable Bruce N. Freeman Memorial Bike Path" to and help fulfill the manifest destiny of a dense network of rail trails in Massachusetts  
State: Massachusetts
-



# 495/METROWEST PARTNERSHIP

*Leaders for Regional Prosperity*

200 FRIBERG PARKWAY  
WESTBOROUGH, MA 01581  
774-760-0495  
495PARTNERSHIP.ORG

May 31, 2021

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

## **RE: Boston Region Metropolitan Planning Organization's Draft Transportation Improvement Program, FFY: 2022-2026**

On behalf of the 495/MetroWest Partnership, please accept the following as our official comments to the Boston Region Metropolitan Planning Organization (Boston MPO) regarding the draft *Transportation Improvement Program (TIP)* for FFY 2022-26.

The 495/MetroWest Partnership is a unique public-private collaboration among businesses, municipalities, and other stakeholders focused on creating an environment that prepares for and cultivates sustainable growth across our 36-community region. The Partnership accomplishes this by providing coordination, education, and advocacy for solutions to regional constraints. The key priorities that the Partnership addresses within the 495/MetroWest region are separate and unique, but operate as part of an interrelated network of regional needs. These areas of focus include economic development, transportation, housing, energy and sustainable development, and water resources, among others.

Given the unprecedented and protracted nature of the economic challenges facing the Commonwealth and our region as a result of the COVID-19 pandemic, we recognize the diligence of the Boston MPO and your continued efforts in cultivating a resilient regional transportation network.

As statewide traffic volumes continue to increase week by week, and as large employers continue to roll out plans to return staff to on-site work, we anticipate the same transportation challenges that threatened the economic vitality of the region prior to the statewide lockdown will soon fully reemerge. Other indicators, such as increases in the cost and total sales of single-family homes and condominiums in the 495/MetroWest region, suggest our communities remain a desirable place to relocate to. Despite a sharp 8.5% rise in median single-family home prices across the overlapping 495/MetroWest and Boston MPO communities from 2019 to 2020, the number of total sales also increased, indicating strong buyer demand, presumably from families and individuals of prime working age that will need efficient, reliable, and multimodal transportation options.

The Partnership greatly appreciates the 495/MetroWest projects included in the FFY2022-26 TIP. The Partnership strongly supports the inclusion of the following projects in the current draft TIP (with newly added projects emboldened for reference):

**FFY 2022**

- 608229 - Acton: Intersection Improvements at Massachusetts Avenue (Route 111) and Main Street (Route 27) (Kelley's Corner)
- **S12122- Acton: Parking Management System**
- 608443 - Ayer and Littleton: Intersection Improvements on Route 2A at Willow Road and Bruce Street
- 608887 - Bellingham: South Main Street (Route 126), from Mechanic Street (Route 140) to Douglas Drive
- 608599 - Foxborough: Canton, Foxborough, Norwood, Sharon, and Walpole: Stormwater Improvements along Route 1 and Interstate 95
- 608164 - Sudbury and Concord: Bruce Freeman Rail Trail, Phase 2D
- 607977 - Hopkinton and Westborough: Reconstruction of Interstate 90/ Interstate 495 Interchange

**FFY 2023**

- 608480 - Foxborough: Resurfacing and Related Work on Route 1
- 608889 - Framingham: Traffic Signal Installation at Edgell Road at Central Street
- 609530 - Medway: Holliston Street and Cassidy Lane Improvements (SRTS)
- 608255 - Stow: Bridge Replacement, S-29-11, Box Mill Road Over Elizabeth Brook

**FFY 2024**

- 608436 - Ashland: Rehabilitation and Rail Crossing Improvements on Cherry Street
- 609054 - Littleton: Reconstruction of Foster Street
- 603739 - Wrentham: Construction of Interstate 495/Route 1A Ramps

**FFY 2025**

- 610722 - Acton, Boxborough, and Littleton: Pavement Preservation on Route 2
- 610680 - Natick: Lake Cochituate Path

**FFY 2026**

- 607748 - Acton: Intersection and Signal Improvements on Routes 2 and 111 (Massachusetts Avenue) at Piper Road and Taylor Road
- **612099 - Ashland: Bridge Replacement, A-14-006, Cordaville Road over Sudbury River**
- 609402 - Framingham and Natick: Resurfacing and Related Work on Route 9
- 608045 - Milford: Rehabilitation on Route 16, from Route 109 to Beaver Street

We greatly appreciate the inclusion of funding for project #612099 in Ashland, which was not included in last year's TIP. This project would replace the existing bridge on Cordaville Road over the Sudbury River, which is proximately located next to the largest Commuter Rail parking lot on the Framingham/Worcester line, as well as several local parks. We also appreciate the inclusion of a digital parking management system for the South Acton Commuter Rail station's five lots, and that project #608255 in Stow was bumped up the TIP to FY23 from FY24. We are concerned, however, that project #608443 in Littleton, #608480 in Foxborough, #607748 in

Acton, #608045 in Milford, and #609402 in Framingham and Natick have slipped down the TIP to later funding years. We are disappointed that #609402 - Framingham and Natick: Resurfacing and Related Work on Route 9 has slipped further down the TIP for a second consecutive year, despite a programming decrease of \$7.63 million. As design concept refinements made to “The Throat” continue to delay the construction timeline for the Allston Multimodal Project, 495/MetroWest businesses and residents remain concerned that Route 9, already heavily encumbered with local traffic, will be ill-equipped to handle additional spillover traffic. The probability that resurfacing work on Route 9 in Framingham and Natick could align with the Allston Multimodal Project construction timeline exacerbates these concerns; project staging and timing for Route 9 work must be planned to minimize traffic disruption and aggressively communicated to the public.

We commend MassDOT and the Baker-Polito Administration for their leadership in funding the long-needed **I-495/I-90 Interchange Improvement project**, and advancing it through to the Final Environmental Impact Report. We appreciate the increase in total funds programmed across FY22-27, and continue to look forward to the positive impacts this project will have on not only the 495/MetroWest region, but on the many motorists from around the Commonwealth who utilize this interchange on a daily basis. A related project, the **I-495/Route 9 interchange project**, deserves future funding consideration given its proximity and interdependency with the I-495/I-90 interchange, and the area’s key role in serving freight across Eastern Massachusetts.

Consistent with our record of addressing suburban mobility challenges, promoting regional connectivity, and accentuating our region’s natural landscapes and recreational opportunities, the Partnership supports the two Bike & Pedestrian projects in our service area: #608164 - Sudbury and Concord: Bruce Freeman Rail Trail (Phase 2D) into Sudbury, and #610680 - Natick: Lake Cochituate Path. The Lake Cochituate Path would divert users away from a geometrically complex intersection at Route 9 and Speen Street and connect users to the Natick segment of the Cochituate Rail Trail, which is currently under development.

The Partnership would like to express our disappointment that #610660 - Sudbury and Wayland: Mass Central Rail Trail (MCRT), which was included in last year’s TIP, was subsequently removed from the FFY 2022-26 draft TIP. The expansion of the Bruce Freeman Rail Trail into Sudbury would connect with the proposed segment of the Mass. Central Rail Trail from Wayland into Sudbury along Route 20. We are disappointed that an opportunity for interconnectivity between two regionally significant, yet heavily segmented corridors will not come to fruition in the next several years.

We appreciate ongoing reforms at MassDOT and the MBTA under the leadership of Governor Baker, Lt. Governor Polito, and acting Secretary Tesler. We recognize the MPO was limited in its financial capacity to fund new projects given the cost increases for many projects programmed in previous TIP cycles, but remain perplexed by the significant amount of un-programmed regional target funds compared to previous TIP cycles. The Boston Region MPO Regional Target Investment Summary shows that un-programmed funds accounted for 0.2% (\$1,257,656) across MPO investment programs in FY21-25, while accounting for 3.8% (\$20,496,035) in FY22-26. These funds could have supported several regionally significant Complete Streets or Intersection Improvement projects. Additionally, we remain disappointed that for the third consecutive TIP cycle, MetroWest Regional Collaborative communities received the smallest proportion of regional target funds.

The Partnership would also like to offer our support for a number of significant projects that have entered the TIP universe:

- 610702 - Littleton: Intersection Improvements at Route 119/Beaver Brook Road
- 610553 - Acton: Improvements at Route 2 Eastbound Ramps at Route 27
- 609280 - Framingham: Roundabout Construction at Salem End Road, Badger Road and Gates Street
- 610691 - Natick: Cochituate Rail Trail Extension, from MBTA Station to Mechanic Street
- 607774 - Franklin: Resurfacing and Intersection Improvements on Route 140, from Beaver Street to I-495 Ramps
- 610676 - Wrentham: Intersection Improvements on Route 1A at North and Winter Street
- 611932 - Hopkinton: Campus Trail Connector, Shared Use Trail Construction
- 604862 - Bellingham: Ramp Construction & Relocation, I-495 at Route 126 (Hartford Avenue)

We thank you for your consideration of these comments. Should you have any questions or require any additional information, please contact our Manager of Policy & Planning, Jeremy Thompson by phone at (774)-760-0495 x 101 or via email at [jeremy@495partnership.org](mailto:jeremy@495partnership.org).

Sincerely,



Jason Palitsch  
Executive Director  
The 495/MetroWest Partnership

Cc: Matt Genova, TIP Manager  
John Bechard, Highway Division  
John Romano, Highway Division



## Department of Housing & Community Development

City Hall, 500 Broadway, Room 101 · Chelsea, MA 02150  
Phone: 617.466.4180 · Fax: 617.466.4175

**TO:** The Boston MPO

**FROM:** Benjamin Cares, Senior Planner of the City of Chelsea's Department of Housing & Community Development

**RE:** FFY 2022 – 2026- TIP Public Review

**Date:** 5.31.2021

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### **Page ES-5:**

*Transit Modernization should receive more allocated funding. Prioritizing transit modernization has manifold benefits through positive economic, environmental, and social impacts. Modernization can spur greater efficiency and frequency of all transit routes, especially those conducive to heavy rail along key commuter routes from Massachusetts's Gateway cities, such as Chelsea. Rapid modernization of public transit is imperative in addressing congestion and socioeconomic issues associated with pre-pandemic inequities which have now been amplified by Covid-19 public health concerns, such as overcrowding in public transit onboarding and off boarding facilities and within transit vehicles themselves. Modernization policies should center around increase of service along commuter rail lines, electrification of system with no intermediate diesel electric hybrid, fee transfers, and pushing forward on design/construction of the North-South Rail Link.*

*Additionally, more funding should be allocated to intersection improvements which prioritize pedestrian and bicyclist safety, while integrating smart signalization features that can help allay congestion, reduce air pollution, and complement the significant financing dedicated to the Community Connections program and Bicycle and Pedestrian improvements. Dense municipalities like the City of Chelsea cannot possibly encompass the high cost retrofitting their intersections, while also reconciling with impacts of outdated intersections and infrastructure along congested major roadways such as Route 16 and Route 1.*

### **Page ES-7:**

*According to Figure ES-7, the Boston MPO appears to be significantly below its Long Range Transportation Goals for Modernization. This clearly signals to the region and public transit patrons that modernization has taken a back seat in consideration of all other Long Range Transportation Goals, such as Complete Streets, Major Infrastructure and Intersection Improvements which primarily benefit car and roadway traffic. Modernization policies and*





Department of Housing & Community Development

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*goals may be impacted by economic factors; however, an argument can be made that given the right amount of immediate financial contribution and staff attention, modernization may allay many issues associated with economic recovery initiatives and overall financial outlook for regional transit.*

**Page 3-28**

*The dedicated funding for Silver Line’s Dual Mode Articulated (DMA) Bus Replacement system in Table 3-8: FFY 2022-26 TIP Transit Table should be scrutinized further for the prospective transition to fully electric vehicle fleets. The City of Chelsea supports a fully electric Silver Line System, and proposes further that for busses along major bus routes traversing highly dense urban areas, electric vehicle retrofits and replacement should be a top priority of the Boston MPO. The Boston MPO, the MBTA, and other state level planning groups and firms should organize a national procurement of fully electric vehicle fleet technologies for vetting and adaptation by an assembly of practitioners to the Greater Boston Region. The public health and environmental benefits of such a motion would be hugely beneficial for the State of Massachusetts’s most vulnerable Environmental Justice Communities.*

May 31, 2021

To: Matt Genova  
Boston Region Metropolitan Planning Organization  
10 Park Plaza, Suite 2150  
Boston, MA 02116

From: LivableStreets Alliance

Re: Boston Metropolitan Planning Organization FFY 22-26 Draft Transportation Improvement Program

Dear Mr. Genova and Boston MPO Board,

Thank you for inviting public comment on this draft of the Federal Fiscal Year (FFY) 2022- 2026 Transportation Improvement Program (TIP). For over 15 years, LivableStreets Alliance has advocated for streets that connect people to the places where they live, work, and play.

Our current programs include:

- **Emerald Network:** our vision for a 200-mile system of connected greenways throughout the Greater Boston area.
- **Vision Zero:** the effort to systematically improve traffic safety in cities and towns.
- **Better Buses:** systemwide improvements to optimize and prioritize bus transit.
- **Great Neighborhoods:** a statewide network of regional advocates focused on housing, transportation, and climate change.

We have reviewed the draft FFY 2022-2026 TIP and would like to provide the following comments:

### **Cost Containment**

We recommend formalizing the project funding process. Currently there is an unwritten policy that the Boston Region MPO will cover all project cost changes once they have been programmed into the TIP. This leads to limited accountability to contain project costs and limits the MPO's ability to fund future projects; we have seen, over many years, that many programmed projects have cost increases. As reported at the February 4, 2021 MPO meeting, 27 projects were vying for funding this year with a total request of over \$300 million. However, due to currently programmed projects' cost increases, only \$3.3 million is available for new projects in FY 2026. Last year 31 projects saw cost increases, with 19 of these projects each showing increases of over \$1 million.

We are concerned that due to project cost increases, no new projects that have been scored with the updated TIP scoring criteria are receiving funding this year. We believe that the new TIP scoring

criteria will better demonstrate the value of those projects that will lead to a more equitable, sustainable, and resilient region.

As Beth Osborne of Transportation for America said during the January 2020 MPO meeting, “the best performance management processes are constantly updated based on lessons learned.”<sup>1</sup> We agree and believe it is time to revamp the TIP funding process to increase accountability, which will remain limited as long as the responsibility for cost estimates is dispersed across MassDOT, municipalities, and consultants. We are further concerned that the MassDOT formula to determine cost estimates is inadequate, given the significant number of projects that increase in scope and cost. The MPO can better limit the impact of this consistent problem by following the process currently used by the Virginia Department of Transportation. We think there is benefit in CTPS staff reviewing project scope changes by doing a qualitative assessment and then requiring board approval for any potential budget increase, with the opportunity to revoke funding. This process will lead to more accurate cost estimates. We also hypothesize that this will allow for better bargaining as contractors will need to contain unnecessary scope creep.

We are happy to see that the MPO board is creating a policy change subcommittee to address this long standing funding problem. In order to achieve the most equitable outcome, it is critical to offer significant opportunities for public involvement in the subcommittee meetings. We recommend that advocates and other community stakeholders have a formal seat on the subcommittee and that the MPO allow for public questions and comments throughout the process. The recommendations made to the MPO board by this subcommittee will determine the long-term sustainability of MPO funding, which is critical for a more equitable, resilient, and sustainable region.

## **Materials**

The TIP project database is a great resource that makes it easier for community members to find the projects that are more interesting and relevant to them and their community. We applaud the CTPS staff for creating this helpful and visually appealing tool last year. We understand that there was limited staff capacity to update the database this year and encourage resources to be allocated to ensure this can be regularly updated and included in future TIP cycles.

## **TIP Program Table**

Lastly, we recommend an additional column be added to the TIP program table to highlight changes as compared to the previous year’s TIP as a method to increase transparency. Members of the public should be able to see, without needing to attend MPO meetings, if new projects have been added or removed each year; if project costs have shifted, especially if the change surpasses the \$20M major infrastructure project threshold; and the reason(s) why projects’ costs have increased.

Thank you for considering our comments.

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<sup>1</sup> [https://www.ctps.org/data/calendar/pdfs/2020/MPO\\_0123\\_Minutes.pdf](https://www.ctps.org/data/calendar/pdfs/2020/MPO_0123_Minutes.pdf)

Sincerely,

Kristiana Lachiusa  
LivableStreets Alliance

May 19, 2021

Dear Mr. Genova,

I have read the proposed 2022-26 TIP and am pleased to see so many excellent projects under consideration. As a member of the public and as a bike commuter, I have reduced the car mileage driving to work and on local trips by hundreds of miles per year. Therefore, I have great interest in seeing improvements to bike lanes and bike parking.

I want to go on record as strongly supporting the following initiatives:

#608164 Sudbury and Concord: Bruce Freeman Rail Trail, Phase 2D

- This is an important north-south route for both pedestrians and bikes. The full project should be completed and opened as quickly as possible.

#607777 Watertown: Rehabilitation of Mount Auburn Street (Route 16)

- This project, on my bike commute from house to work, is currently a heavily-used nightmare for bikers. I liken it as trying to ride on a four-lane highway. These improvements (as well as just getting rid of potholes) will make a HUGE difference.

#609066 Weston and Newton: Multi-Use Trail Connection, from Recreation Road to Upper Charles River Greenway including Reconstruction of Pedestrian Bridge N-12-078=W-29-062

- Re-opening the pedestrian bridge over the Charles River will make the park areas much more accessible

Unfortunately, with so many worthy proposals recommended for funding, there are other areas that I would like to see supported that are NOT in the current plan:

- Transit improvements and handicap accessibility to commuter rail stations in Newtonville, West Newton, and Auburndale. Proposed and recently-completed high density "smart" housing along the Framingham-Worcester commuter line is increasing demand on these stations.
- Extension and full funding for the Mass Central Rail Trail. The 104 mile multiuse-trail to Northampton is a dream, that I, as a bicyclist, I have had my entire adult life. Question is, will I live to see it completed?

Thanks for considering my comments and for all your hard work in helping to improve Massachusetts transportation system.

Alex Griswold  
67 Harvard Street  
Newtonville, MA 02460