

From: **Contact form at Boston Region MPO** <drupaluser@ctps.org>
Date: Sat, May 18, 2019 at 9:48 PM
Subject: [Transportation Improvement Program (TIP)] Bruce Freeman Rail Trail Phase 2B Design Change request (Sent by Paul Malchodi, paulmalchodi@gmail.com)
To: <tip@ctps.org>

Paul Malchodi (paulmalchodi@gmail.com) sent a message using the contact form at <https://www.bostonmpo.org/contact>.

This comment is submitted for Amendment 3 of FY 2019-2023 TIP concerning Project 606223, Bruce Freeman Rail trail Phase 2B, known also as the route 2 crossing. This request is to modify the Route 2 overpass south side ramp to include a back angled off ramp back to the commonwealth owned land adjacent to the route to right of way. This ramp would be similar to the ramp included in the Route 2A overpass (Great Road) and would provide access to the School street fields from the Bruce Freeman Rail trail. This ramp can be readily added into the upcoming 100% design phase of this project with minimal cost changes because it add very little additional footings or retaining walls (instead splitting and existing wall and moving part of it) In addition, I would propose including a short ground level pedestrian path be added from the end of this ramp to the agricultural fields area (the historic livestock loading burm area) similar to the pedestrian path build adjacent to route 2 in Acton from Main street to Piper road.

This new connection would provide the shortest safest connection to the Assabet River Rail Trail, Via School, Parker, and Main streets in Acton. This connection is level and these roads are lightly traveled, both ideal improvements from the current usage of Main street and concord road in Acton.

This proposed connection would provide ready access to the heavily used School Street fields. These fields are currently uses by teams from many towns in multiple sports and see heavy additional usage by casual sports activities as well as the Acton Lions Club and Patriot day re-enactment Isaac Davis march camp-out. They are also used by bird watchers, Model rocketry clubs and RC aircraft clubs. This is a natural connection to these fields and should be a high priority connection for this project. This connection has lacked a loud constituency to this point in time because the fields are in Acton and the South end of the Bridge is in Concord.

Thank you
Paul Malchodi

ZIP code: 01720



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JOINT COMMITTEE ON TRANSPORTATION

May 28, 2019

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

Dear Mr. Mohler:

As legislators representing the City of Lynn, we write to express our concerns regarding the negative impacts of two major bridge repair projects that are currently underway. The two-year project for structural repairs on the Tobin Bridge, coupled with the North Washington Street Bridge replacement project, has led to unacceptable road congestion for North Shore commuters.

We have already seen these projects increase traffic delays to unacceptable levels, both on Route 1 and on alternate routes through Lynn and surrounding communities, in recent weeks. Residents of the North Shore are left with scant options for reasonable rush hour commutes and face serious accessibility issues that will stagnate economic growth, hamper public safety by stalling access to Boston hospitals for emergency vehicles, and negatively impact the overall quality of life in our region.

Understanding that these important bridge projects must be completed, we request that the Boston MPO take immediate steps to mitigate the negative impacts on these commuter corridors. Shifting drivers to the MBTA commuter rail, as recommended by project planners, is not an adequate solution with peak trains often at capacity before they reach Lynn and fares set to increase.

Therefore, we request that a portion of the ferry improvement funding added to federal fiscal year 2019 in TIP Amendment #3 be utilized as highway mitigation funding to operate a commuter ferry service from the existing Blossom St. dock in the City of Lynn into Boston. This

public transit alternative would serve to take cars off the road, minimize impacts to other congested corridors, improve public safety, and increase transit capacity from the North Shore.

The Lynn Ferry, which began with a two-year pilot program in May 2014, demonstrated viability for ferry service from Lynn to Boston for commuters from all over the North Shore. Funded by a grant from the Massachusetts Seaport Advisory Council and in partnership with Boston Harbor Cruises as the operator, the Lynn Ferry completed the second of two years in the pilot program in 2015. Ridership numbers far exceeded projections--13,322 passengers in 2014 and 14,577 passengers in 2015--and broad community and regional support continues to build. Currently, MassDOT and its consultants are finalizing the procurement of a boat for Lynn ferry service using the \$4.5 million Federal Transit Authority (FTA) Passenger Ferry Grant funds awarded for the City of Lynn in 2016.

We should look to our natural resources as a coastal state and leverage water transportation options to give residents of the North Shore a much-needed solution for their daily commutes while the scheduled bridge maintenance work continues on the Tobin Bridge and the North Washington Street Bridge. Ferry service can provide immediate relief. We respectfully request that the MPO vote to allocate a portion of the FHWA Flex funds added in Amendment #3 to provide mitigation by funding ferry service from Lynn to Boston.

Thank you for your time and consideration. Should you have any questions, please do not hesitate to contact us.

Sincerely,

Brendan P. Crighton
State Senator
Third Essex District

Daniel F. Cahill
State Representative
Tenth Essex District

Peter Capano
State Representative
Eighth Essex District

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