

Public Comments Submitted to the Boston Region MPO

March 25, 2021

Written comments were submitted for the following projects since the last MPO meeting on March 18, 2021:

- **Bedford:** Minuteman Bikeway Extension (#607738) (Currently programmed in FFY 2023)
- **Belmont:** Community Path, Belmont Component of the MCRT (Phase 1) (#609204) (Scored for FFYs 2022—26 TIP)
- **Brookline:** Transit App Education Program (Scored for FFYs 2022—26 TIP)
- **Lexington:** Route 4/225 Bedford Street and Hartwell Avenue Reconstruction (Currently programmed in the 2030-34 time band of the MPO's Long-Range Transportation Plan)
- **Malden, Everett:** MBTA Main Street Transit Signal Priority (Scored for FFYs 2022—26 TIP)
- **Malden:** MBTA Salem Street Transit Signal Priority (Scored for FFYs 2022—26 TIP)
- **Medford, Malden:** Bluebikes Expansion (Scored for FFYs 2022—26 TIP)
- **MART:** Montachusett Regional Transit Authority Microtransit Service (Scored for FFYs 2022—26 TIP)
- **Salem:** Boston Street Improvements (#610674) (Scored for FFYs 2022—26 TIP)
- **Salem:** Salem Skipper Microtransit Service (Scored for FFYs 2022—26 TIP)
- **Stow:** Shuttle Service (Scored for FFYs 2022—26 TIP)
- **Swampscott:** Swampscott Rail Trail (#610666) (Scored for FFYs 2022—26 TIP)
- **Watertown:** Shuttle Service (Scored for FFYs 2022—26 TIP)

Comment on Project Cost Increases in the Transportation Improvement Program

March 18, 2021

To the MPO:

My view is this - the problem of cost increases is multi-faceted. There is the problem of what to do with the cost increases now, and the problem of what to do about the cost increases that will surely come later. I think the solution here is in multiple parts, and for some of it I don't think there's an easy answer.

I think that the MPO should engage with all projects currently funded, and seek ways for cost to be reduced, with the incentive being for the project proponent that no overruns will be funded at all unless they come to the table. I think the MPO needs to take a more active role in project oversight and delivery going forward - if this is possible within the current MPO/CTPS structure, great, but if it isn't, I think that that would be a great thing for the MPO to ask the legislature to fund. The MPO needs to take more responsibility not just for funding these projects, but for ensuring that they meet their promised outcomes.

For the future, though, I think it makes sense to have budgets allocated up front, and then stick to that number (maybe with an allowance for a small amount of inflation, as currently), but have a process for applying for additional funding through the TIP. I think that there are probably times when the cost increase is legitimately due to unit cost increases and unforeseen hazards, but there are also certainly times when the cost increases are due to scope creep. More hurdles for projects to add funding would help encourage fiscal discipline and limit cost increases to those absolutely essential.

It's also true that one problem is that municipalities currently have to pay design costs up-front, usually up to 25% design (as far as I know). I think that this is another place that the MPO or a state body should be able to help - and if they can't, I think it would be worthwhile for the MPO to push the legislature for funding it. A few engineers on CTPS staff would be really helpful for saving municipalities (and the MPO) money for design work, especially on simple projects like intersection improvements. Even if municipalities still had to pay CTPS for the design work, it would likely be more affordable due to increased efficiencies, and having the engineers in-house would mean that CTPS staff would better understand the projects being submitted for the TIP. If the money for this isn't available at the moment, I think that the MPO should advocate for the funding for it.

Sincerely,
Matthew Petersen



Town of Lexington

Town Manager's Office

James J. Malloy, Town Manager
Kelly E. Axtell, Deputy Town Manager

Tel: (781) 698-4540
Fax: (781) 861-2921

March 17, 2021

David Mohler, Chairman
Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Re: Minuteman Bikeway Extension Project, TIP Project Number 607738

Dear Chairman Mohler and Members of the Boston MPO:

On behalf of the Town of Lexington, I am writing to enthusiastically support the Minuteman Bikeway Extension Project which would extend the Bikeway to the Concord town line. The heavily used Minuteman Bikeway is a vital commuting, recreational and transportation asset for the entire region. The Bikeway Extension will enhance these important opportunities between the communities of Concord, Bedford, Lexington, and Arlington.

The Town of Bedford is ahead of schedule, having diligently moved the project forward. The project is well positioned to take advantage of any openings in the TIP and we strongly encourage the MPO to move Bedford's Minuteman Bikeway Extension Project back into FY2022.

This project will improve the overall safety and accessibility for pedestrians and bicyclists using the Minuteman Bikeway. The proposed parking enhances access to the path, which will provide greater opportunity for regional use of the path as an alternative transportation option to the Alewife T station.

We strongly encourage the MPO to move the Minuteman Bikeway Extension project to the FFY2022 TIP as this Bikeway Extension will enhance recreation, transit, and tourism opportunities in the region.

Sincerely,

James Malloy
Lexington Town Manager

cc: Sarah Stanton, Town Manager, Town of Bedford
Michelle Ciccolo, State Representative

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

March 16, 2021

Dear Mr Genova-

I know that you are receiving many stock template emails voicing support for the 2 mile Belmont link that will connect bike paths in eastern Massachusetts. I wanted to voice my support and add a personal story to the group of supporters.

I'm a 67 year old woman living in Somerville. When I moved to Somerville one of the most exciting features of my neighborhood was the fact that I would live only two blocks from the Somerville Community Path. I use the path almost daily for my walks in and about Somerville. I'm also a life long avid bicyclist. I was concerned when moving to Somerville from a nearby suburb that I would have to give up the ability to start my bike rides from home where I had easy access to safer suburban streets. Imagine my excitement when I found a home along the community path and discovered the access that it gave me to safe and beautiful cycling in the city and the surrounding suburbs. I, of course appreciate the many bike lanes that are being painted in Somerville and surrounding cities but at my age riding a bicycle in city traffic is too stressful to be enjoyable. The Community Path is my means of safely riding in and out of the city.

I feel that safe cycling and walking that is accessible to all ages and abilities is a priceless asset to our region. Belmont has a unique opportunity to be a proud community participant in this network of inter-connected multi-use trails.

Please stand in support of the health of the community by funding the Belmont link.

Thank you for your kind attention.

Marilyn Altbush
Elmwood Street
Somerville

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

March 16, 2021

Dear Mr. Genova,

I'm writing to express my support of the Belmont Community Path. Constructing this path will create vital new connections for the network of rail trails connecting Eastern Massachusetts and points beyond. It will be a boon to residents and visitors in Belmont, as well as to neighboring communities, providing safe routes for walking and biking, as well as space for recreation and healthy activity.

It's a huge challenge to make an active transportation network, since it involves stakeholders at every level and requires them to coordinate and cooperate with one another. In the past, we have all too often listened to voices of fear, who say that designs which include safe space for walking are wasteful, and missed the opportunity to make these vital connections. The chances come up infrequently and the plans are often the product of decades of advocacy and negotiation. Let's not let this one slip by. Build this vital new connection and take us one step closer to having a true active transportation network.

I'm a current resident of Brookline, and lifelong Greater Bostonian, having lived in Boston, Cambridge, Somerville, Medford, and a daily bicycle commuter. I frequent Belmont Wheelworks. Wherever I live, this will be part of my lifestyle. Making this connection in Belmont will help keep the community healthy and vital, connected, desirable.

Thanks for taking my comment.

Sam Archer
Chestnut St., Brookline MA

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

March 16, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because:

- the path and railroad underpass creates safe routes to school for children.
- the path will provide an accessible connection to Belmont Center for shopping and dining.
- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- the path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway
- the path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail.
- the path will offer recreational opportunities for me and my family.
- the path will enable me to bike to Downtown Boston almost entirely off-road.
- the path will reduce auto usage and carbon emissions in Belmont, and the surrounding region.
- the drainage enhancements proposed for the project will reduce flooding and improve climate resiliency.
- the project will create new public space in Belmont Center.

Thank you for your consideration.

Sincerely,

Charles Barry

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

March 16, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm a resident of Arlington and bike frequently through this area, both recreation and commuting. I'm looking forward to the Belmont Community Path because:

- the path and railroad underpass creates safe routes to school for children.
- the path will improve my commute by providing a direct walkable/bikeable connection to Alewife Station and enable me to avoid heavily trafficked streets.
- the path will provide an accessible connection to Belmont Center for shopping and dining.
- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- the path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, Watertown-Cambridge Greenway, Alewife Brook Parkway and Winchester Mystic Lakes/Horn Pond Path.
- the path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail.
- the path will offer recreational opportunities for me and my family.
- the path will enable me to bike to Downtown Cambridge and Boston almost entirely off-road.
- the path will reduce auto usage and carbon emissions in Belmont, and the surrounding region.
- the drainage enhancements proposed for the project will reduce flooding and improve climate resiliency.

Additionally, the path will provide off road access for Belmont residents to access green spaces in the Alwewife Reservation, along Alewife and Mystic River Parkways and adjacent to Mystic Lakes and Horn Pond in Winchester.

Thank you for your consideration.

Sincerely,
Mike Barry
32 Kilsythe Rd
Arlington, MA 02476

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

March 16, 2021

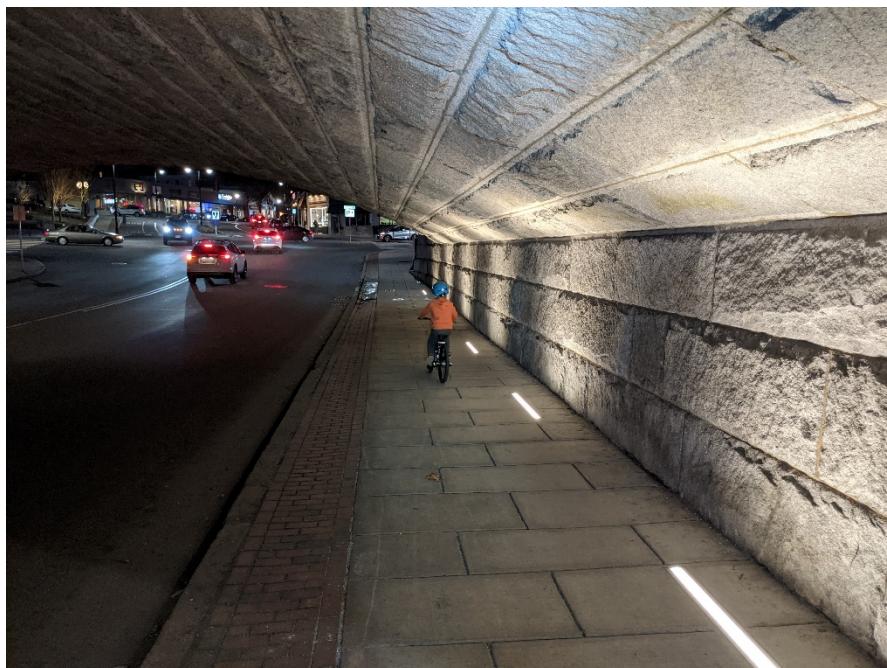
Dear Matt,

I live on Harvey St in Cambridge, close to Alewife station, with my spouse and three small kids. Last Thursday evening my five-year-old son Nándor and I rode our bicycles to Rancantore's in Belmont Center. On the way there we rode around Clay Pit Pond, then on the sidewalk of Concord Ave, which was dangerous and unsightly because of the deserted urban landscape of a commercial zone, with wide curb cuts for the gas station inviting high speed vehicular traffic over the sidewalk. On the way back we rode on Channing Rd, which was unpleasant because of the lack of sidewalks for a large section, and sidewalks being blocked by parked cars in other areas. We had to ride on the street, but since there are no street lights in that area, this was dangerous in the dark despite both of us having lights and reflective stickers and clothing. Because of this experience, my son and I will probably choose ice cream parlors in other areas for our future cycling adventures.

I'm writing to you to let you know that building the section of the Community Path between Brighton St and Belmont Center will not only serve the commuting and recreational needs of the local community, but it will also bring more customers to Belmont businesses. Good luck managing this project.

Sincerely yours,

Bence Béky



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

March 16, 2021

Dear Mr. Genova,

I strongly support the development of the Belmont Community Path. As a walker and biker, the path is of great benefit to me. The path would enable our community to improve overall physical and mental well-being, particularly during this trying time.

Thank you,
Rebecca Benson

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

March 16, 2021

Dear Mr. Genova,

I am writing to express my support for the Belmont Community Path. I enjoy biking on the Minuteman path, and sometimes commute to work via the part of the path that starts near the high school and leads to Somerville. I also walk all over town and would LOVE to have this path connect our town to its downtown and to the other bike and walking paths nearby. Increasing walkways and bikeways is not only wonderful for residents, but an important piece of increasing the climate resiliency of our state so we are less dependent on our cars.

I understand there is a very small, but vocal group of people (abutters) who oppose this path, but the overwhelming majority of the town strongly supports it. I have lived here almost 30 years, and it's been disheartening to watch other towns build wonderful bike paths while we wait for ours.

My husband has been a bike commuter for over 30 years, so he strongly supports the path as well!

Thank you for listening. Please help us with funding for this path.

Julia Blatt
27 Skahan Road
Belmont, MA 02478

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

March 16, 2021

Dear Mr. Genova,

I am writing in support of funding for the Belmont Community Path as a project for federal funding. My family has lived in Belmont for 37 years, and for 25 of those we have been waiting for a community path to be built. We now have a section underway but need more funding to complete the path. It would add more outdoor recreation possibilities, something in the time of the pandemic we have come to value even more than previously. It would aid in traffic congestion and decreased pollution by encouraging more cycling in lieu of cars. And it would connect us to neighboring communities in a more respectful way than simply driving through their towns. I hope you will consider this project as a priority.

Thank you for your consideration,

Kathryn Bonfiglio

84 Long Avenue, Belmont

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

March 16, 2021

Dear Mr. Genova,

I am writing in strong support of the Belmont Community Path.

As an avid cyclist, I am very aware of the urgent need for a safe haven for young and novice riders. The Belmont Community Path provides riders of all ability the opportunity to explore communities West of Boston without having to negotiate heavily trafficked roads such as Pleasant Street, Trapelo Road and Route 20.

The benefits to the adjoining communities will be real and tangible.

Sincerely,

Doug Burdi
32 College Ave.
Arlington, MA 02474

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

March 16, 2021

Dear Mr. Matt Genova:

I'm writing to support the Belmont Community Path (Project ID No. 609204) and request that the Boston Region MPO provide Transportation Improvement Program funding for the project as soon as possible.

My family, which includes my two young daughters ages 4 and 2, lives less than a quarter mile from the proposed route of the Belmont Community Path. The path is particularly important for us because it will provide my daughters with a safe, off-road location to ride their bicycles and connect to a larger network of paths including the Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway. Additionally, the railroad underpass component of the project will enable my daughters to travel safely underneath the railroad tracks to access Belmont Middle and High School, Belmont Public Library, Belmont Underwood Pool, and other local amenities.

The Belmont Community Path will also improve my commute to work by providing a direct walkable and bikeable connection to the MBTA's Belmont Center Station and Alewife Station. The cumulative effect of this connection for my family and others nearby will help reduce auto usage and carbon emissions in Belmont and the surrounding area.

Thank you kindly for your consideration.

Sincerely,
Audra Burns
88 Dean Street, Belmont, MA 02478

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

March 16, 2021

Mr. Genova,

I'm writing today to register my strong support for the Belmont Community Path. Among many other reasons, with the path, I'll be more comfortable with my daughters riding their bicycles to school instead of having to be driven.

Thank you,
--Brian Caputo

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

March 16, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because:

- the path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail.
- the path will offer recreational opportunities for me and my family.
- the path will enable me to bike to Downtown Boston almost entirely off-road.
- the path will reduce auto usage and carbon emissions in Belmont, and the surrounding region.
- the drainage enhancements proposed for the project will reduce flooding and improve climate resiliency.
- the project will create new public space in Belmont Center.

Additionally, I'm looking forward to the path because, due to COVID, I can really only socialize outside and this would be the perfect place to walk with my family and friends.

Thank you for your consideration.

Sincerely,
Meryl Cherner

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

March 16, 2021

Dear Mr. Matt Genova:

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because the path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail, the path will reduce auto usage and carbon emissions and the drainage enhancements proposed for the project will reduce flooding and improve climate resiliency.

Additionally, I'm looking forward to the path because the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.

Thank you for your consideration.

Sincerely,
Gwen Co-Wallis
1077 Massachusetts Ave
Arlington, MA 02476

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

March 16, 2021

Hi Matt-

An advocacy group in Belmont that I follow said that on March 25 there will be a budgetary meeting at the MPO and asked us to reach out to you in support of the Belmont Community Path.

I wanted to write you as someone from Belmont and say that I fully support the Belmont Community Path and hope it can continue through the permitting and financing process as soon as possible. I think it would be a great asset for Belmont as it would create a car free route from Belmont to Alewife station, and with the upcoming Greenline extension a similar route to Boston. I'm also excited about its potential to eventually connect to paths in Waltham and other points west.

Thank you for your consideration of this great project.

Joseph Crugnale

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

March 16, 2021

Mr. Genova –

I am writing to request that the Belmont Community Path receives its next round of funding in a timely manner.

I use walking paths in many communities in Massachusetts, New Hampshire, Virginia and Colorado.

I live in Belmont and I've been looking forward for many, many years to have the path in Cambridge extended into Belmont and hopefully, into points west.

Mark D'Andrea Jr
97 Waverley St
Belmont, MA

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

March 16, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because the path will improve my recreation options by providing a direct walkable/bikeable connection to Alewife Station or Belmont Center Station. The path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway and will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail. The drainage enhancements proposed for the project will reduce flooding and improve climate resiliency. I look forward to new public space in Belmont Center

Additionally, I'm looking forward to the path because he path will offer recreational opportunities for me and my family. Thank you for your consideration.

Sincerely,

Mary Dill
988 Memorial Drive #183
Cambridge MA 02138

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

March 16, 2021

Please support this worthy project!

Lee Dunham

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

March 16, 2021

Hello Matt,

I am writing to support funding for the Belmont Community Path. I think it's essential to Belmont people of all ages to have this path in place. I'm a senior, and I already use the path to Alewife to visit my son in Somerville. It's as fast as driving there, and lot more interesting and fun (and healthy). To have a path will add to the attractiveness of Belmont as a place to live and work ... or commute through!

Thanks,
Steve Friedman
Howard St.

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

March 16, 2021

We have lived in Belmont for 40 years and love the walk ability of Belmont and surrounding towns

We are looking forward- and certainly hope- that the Belmont Community pathos approved and funded

As senior citizens we appreciate being able to walk without the fear of being hit by cars.

Hoping for your support

Elizabeth Gallaher
29 Larch Circle, Belmont

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

March 16, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and urge that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

We've been waiting for over a decade to connect most of Belmont to the other community paths in Cambridge, Arlington, Somerville, and beyond. I regularly take the Fitchburg Cutoff trail to Alewife and have to navigate through crazy drivers on poorly maintained Belmont road. This project will make a huge difference for commuters that avoid using cars. In addition, my family and especially my kids are looking forward to the Belmont Community Path because the railroad underpass component will create a safe route to the new middle school and high school.

Please fund this much needed project that the vast majority of residents in Belmont and the surrounding communities support.

Thank you for your consideration.

Sincerely,

Dan Groszmann
236 Cross St, Belmont, MA 02478

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

March 16, 2021

Dear Mr. Genova,

Two years ago, I completed a 4,000+ mile solo bicycle tour from Boston to California, a lifelong dream. What made it a great pleasure to ride, again and again, was finding how much of my journey I was able to take on the converted rail trails which are popping up all over the country. I've been proud of the pioneering Minuteman Community Path since it was first opened, and the positive effects it's had on the neighborhoods and businesses along it are hard to miss. I have truly enjoyed the vastly increased safety and fitness opportunities afforded to all citizens (many of whom do not drive or do not wish to), as new dedicated recreational paths have become available in some of the traffic-congested towns of Eastern Massachusetts.

But my US tour also made me realize that some parts of my own area, despite progress made in some places, is actually lagging other major metro areas in the West and Midwest, when it comes to truly commutable rail trails that facilitate longer rides from suburbs to downtown. There are gaping holes in our network locally, and the lack of a continuous recreational trail West of Boston stands out in particular. Riding on the main streets of Belmont through Belmont Center is often discouraging. It's not that the local drivers go too fast, it's that they are too often distracted or oblivious, and sometimes even hostile to cyclists attempting to legally share the road with them.

I'm writing to voice my support for the Belmont Community Path, and the vital connection it will afford residents as well as visitors. I request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible. I think it's not a question of *whether* a connection through Belmont will be built, but when. And we all know that infrastructure projects deferred only get more costly to build as years pass.

I'm looking forward to the Belmont Community Path because...

- the path and railroad underpass creates safe routes to school for children. The current underpass situation in Belmont for pedestrians, bikes, and cars sharing is often untenable.
- the path will encourage bicycle commuters living West of Boston to increase in number, relieving pressure on the overcrowded roads.
- the path will provide an accessible connection to Belmont Center for shopping and dining.
- the path connection with Concord Ave. provides great access to Belmont Public Library, Belmont Underwood Pool, Belmont Center Post Office, and the MBTA 74/75 Bus Lines
- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- the path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway, raising the prospect of an off-road suburban loop trail for the first time in this area.
- the path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail. The people of Belmont and adjacent communities deserve to have safe and convenient access to this historic project.
- the path will offer recreational opportunities for me and my family.
- the path will reduce auto usage and carbon emissions in Belmont, and the surrounding region.
- the drainage enhancements proposed for the project will reduce flooding and improve climate resiliency.
- the project will create new public space in Belmont Center.

with kind regards,

-Carl D. Gruesz

130 Pleasant St

Brookline, MA

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

March 16, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because:

- the path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway.
- the path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail.
- the path will offer recreational opportunities for me and my family, we love to bike.
- the path will reduce auto usage and carbon emissions in Belmont, and the surrounding region.
- the drainage enhancements proposed for the project will reduce flooding and improve climate resiliency.

Thank you for your consideration.

Sincerely,

Amanda Gutowski
5 Benton Rd, Medford, MA 02155

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

March 16, 2021

Dear Mr. Genova,

I'm writing in support of funding the Belmont bicycle path. As a cyclist and year-around bicycle commuter, I would appreciate having a safer route through town. Bicycle paths are the best way for people to feel safe and be protected from distracted car drivers. They also will improve the air quality and traffic in Belmont and the health of our citizens.

Thank you for your consideration,
Greg Hall, Ph.D.
Belmont

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

March 16, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because the path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway.

I have watched the growth of bike paths throughout the region and have seen the benefits to surrounding businesses and home values and I would expect the same benefits to flow to Belmont businesses and homeowners surrounding the proposed route. I ride my bike frequently from Cambridge to Belmont and beyond and this trail is critical to linking access from the city to travel in many other directions west and north of the city. We are long-standing members of the Beth El Temple Center in Belmont and this link would help members of our community more safely bike to the temple

Thank you for your consideration.

Sincerely,
Brad Harkavy
122 Henry Street
Cambridge, MA 02139

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

March 16, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path for the following reasons:

- the path and railroad underpass creates safe routes to school for children.
- the path will create a walkable/bikeable connection to Alewife Station or Belmont Center Station.
- the path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway
- the path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail.
- the path will offer recreational opportunities for me and my family.
- the path will enable me to bike to Downtown Boston almost entirely off-road.
- the path will reduce auto usage and carbon emissions in Belmont, and the surrounding region.
- the drainage enhancements proposed for the project will reduce flooding and improve climate resiliency.

Thank you for your consideration.

Sincerely,

Marlene Heroux

Stoneham, MA

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

March 16, 2021

Dear Matt,

I am a Belmont resident and just wanted to voice my support for funding the Belmont Community Path. I regularly use nearby community paths for both walking and biking. They are a great asset in normal times, but have been even more appreciated during the pandemic.

Thank you,

Howard Herzog
75 Orchard Street
Belmont, MA 02478

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

March 16, 2021

Good morning - I'm a resident of Belmont, and I wanted to write you in support of the Belmont Community Path. My whole family resides in Belmont, and all of us - three teens, two adults, and one Labradoodle - would greatly appreciate this project. Thank you.

Jess Z Hicks

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

March 16, 2021

Dear Mr. Matt Genova,

I'm writing to support the Belmont Community Path and I hope the Boston Region Metropolitan Planning Organization will provide Transportation Improvement Program funding for the project soon.

The path will create a wonderful and safe way to get to Alewife Station walking or biking. It will offer great connections to existing and planned walking and biking paths. It will be wonderful for getting around and for recreation. It will be a nice way to reduce carbon emissions by taking it to the MBTA Red Line at Alewife or to the numerous jobs in Cambridge via the Somerville Community Path ending in East Cambridge and the huge new jobs development at Cambridge Crossing or linking up with the Grand Junction Path going to Kendall.

We need good, safe links for people walking and biking if we want to reduce our carbon footprint and this is a wonderful project to help us do that. I'm especially hopeful that it will become an important link to paths in Waltham, Weston, Wayland, and Sudbury over the coming years.

Thank you for your consideration,
Sean

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

March 16, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because the path will fill a critical gap between Cambridge and Waltham on the Massachusetts Central Rail Trail.

Additionally, I'm looking forward to the path because it will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and the Watertown-Cambridge Greenway.

Thank you for your consideration.

Sincerely,

Barbara Jacobs

Waltham, MA 02451

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

March 16, 2021

Living in the area since the 90's I have seen this project start and stop in fits. I LOVE the other paths in the area and know that this will be a great asset to our community and neighboring towns. As a Town Meeting Member and local business person I heartily support funding this initiative. Thanks

Juliet Blau Jenkins Ed. M., REALTOR, SRES

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

March 16, 2021

To whom it may concern:

I'd like to express my deep appreciation for the existing bike path system in Belmont and neighboring communities, and voice equally my support for suitable extension and continual improvement. Money from all sources, federal state and local, would be well spent on this effort to improve the quality of life throughout our Commonwealth.

Sincerely,
Andrew B Jonas
71 Juniper Rd
Belmont, MA 02478

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

March 16, 2021

I would like to express my support for funding of the Belmont Bike path. Biking is good for health and the environment. In the scheme of things. the cost is small.

I am 70 years old. I have been waiting 30 years for this project which has been repeatedly delayed. I would like to see it completed before I am too old to bicycle!

Thanks
Barry

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

March 16, 2021

Dear Mr. Genova,

I fully support the Belmont Community Path and hope it will receive the necessary funding to proceed. In an increasingly busy world - both physically and mentally - it is essential to have spaces and places in our community that foster well-being and I see the Belmont Community Path in that light.

Thank you for your attention.

Saskia Kovac
Belmont

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

March 16, 2021

Mr. Genova -

As a long-time Belmont resident and biker, I strongly support this project. The Town has been trying to get it built for 10 (20?) years. The Path will provide a critical bike and pedestrian link between Belmont and Alewife, Davis Square, and beyond. As development continues in the Belmont/Arlington/Cambridge area, the path will provide the only safe way to bike or walk between those points and help to alleviate a small part of the traffic congestion. It will be heavily used and greatly enjoyed.

Please fund it! Thank you.

Art Kreiger
1 Townsend Road, Belmont

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

March 16, 2021

Dear Regional Metropolitan Planning Organization,

I write to strongly support the community path project in Belmont, MA. I am aware that you are hearing from a few very vociferous folks who are concerned about the project, but the overall benefit this will bring to Belmont residents will far outweigh any drawbacks. We lived next to the Minuteman path when we lived in Arlington and it was a wonderful way to get recreation and also get to work. It's one of the main things I have missed in the several years I have lived in Belmont instead.

The community path will not only help bring business (via bike path) into Belmont's town center, but, by facilitating an easier path to Alewife, it will help Belmont meet its climate action goals, which are crucial for the community and the planet as a whole.

I strongly urge you to continue the plans, including any soft and discrete lighting that won't disturb abutters.

Thank you,

Mary Lewis
34 Randolph Street
Belmont, MA

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

March 16, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because I love to bike in town and am looking forward to teaching my son how to bike. Whenever possible, I use my bike to run errands and this will improve the experience for that.

I want my kids to be able to ride their bikes safely to school and to parks and this will facilitate that.

It is important to improve biking experience to encourage more riders.

Thanks,

Hannah Liberty

43 Worcester St, Belmont MA

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

March 16, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

Bike paths bring life to the communities nearby. They are much safer than car roads for bicycle traffic. We all need to help make the Central Mass Rail Trail a reality. It will be great for local businesses. Belmont's reputation as a bike friendly town will improve.

Thanks,
Avid cyclist and retiree,
David MacMillan
4 Ridge St.
Arlington, MA 02474

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

March 16, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because:

- The path will improve my commute by providing a direct walkable/bikeable connection to Alewife Station or Belmont Center Station.
- The path will provide an accessible connection to Belmont Center for shopping and dining.
- The project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- The path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway
- The path will enable me to bike to Downtown Boston almost entirely off-road.

Thank you for your consideration.

Sincerely,
Richard Manders
Co- Founder

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

March 16, 2021

Dear Mr. Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

As a lifelong resident of Belmont, I want to express my strong support for the Community Path in Belmont. Not only is it a green and environmentally friendly project (that also helps provide a green space for the community); it is also helpful to motorists who worry about safety on the roads.

I can't tell you the worry I feel as a motorists seeing bikes next to me on the road; I worry about cutting them off or them cutting me off. But by making a community path, it will allow them a space to safely commute, and clean up traffic safety.

Not only that, but it also creates safe routes to school for Belmont's children, and as a graduate of Belmont High School, this was and is a real concern. The path connection with Concord Ave is also significant for students in a social and communal way. It provides great access to Belmont Public Library, Belmont Underwood Pool, Belmont Center Post Office, and the MBTA 74/75 Bus Lines. As a resident, I also find the drainage enhancements proposed for the project, which will reduce flooding and improve climate resiliency, to be a nice addition. A win for those who want improvements to drainage, as well as those who strongly support green improvements to our infrastructure. I just want to end by again saying I strongly approve of this project, and hope this will receive funding and support as soon as able.

Thank you for your consideration.

Sincerely,

Michael McNamara

41 Marlboro Street

Belmont, MA 02478

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

March 16, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because the railroad underpass component of the project will create a safe route to school for neighborhood children and enable me to easily walk or bike to the Belmont Public Library, Belmont Underwood Pool, Belmont Center Post Office, and the MBTA 74/75 Bus Lines and because the path will provide a key connection in the region's bicycle and pedestrian network, which I use whenever possible to get exercise and avoid driving.

Thank you for your consideration.

Sincerely,

Erin McNeill
122 Alexander Ave, Belmont
508-735-4527 cell

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

March 16, 2021

Dear Mr. Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path for the following reasons:

- the path and railroad underpass creates safe routes to school for children.
- the path will improve commuting options by providing a direct walkable/bikeable connection to Alewife or Belmont Center.
- the path will provide an accessible connection to Belmont Center for shopping and dining.
- the path connection with Concord Ave. provides great access to Belmont Public Library, Belmont Underwood Pool, Belmont Center Post Office, and the MBTA 74/75 Bus Lines
- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- the path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway
- the path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail.
- the path will enable me to bike to Downtown Boston almost entirely off-road
- the path will reduce auto usage and carbon emissions in Belmont and the surrounding region.
- the drainage enhancements proposed for the project will reduce flooding and improve climate resiliency.

Thank you!!
Ellen Menounos, Watertown

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

March 16, 2021

Dear Mr. Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I live in the Winn Brook neighborhood, and I see many benefits to the path. First, it will provide a safe crossing of the train tracks for my kids to get to the high school. Second, as an avid runner, I utilize the Fitchburg cutoff and Minuteman path regularly for exercise. Finally, as businesses open back up in Boston, this path will create a much needed safe route to Alewife to commute into the city. Biking down Blanchard can be a harrowing experience.

Thank you for your consideration.

Sincerely,
Laura Miyakawa

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

March 16, 2021

Hi Matt,

I am writing to express my support for funding the Belmont Community Path. I use the current path for exercise (jogging) and recreation (family bicycle rides to Arlington for ice cream). Extending the path would eliminate a lot of the traffic we negotiate between our home and the community path.

Thanks,
Mike Muller
42 Clark St., Belmont, MA

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

March 16, 2021

Dear Mr. Genova;

I wanted to reach out to you to express my support for the Belmont Community Path. As a former board member of the Massachusetts Bicycle Coalition and as regular cyclist through the town of Belmont, I have long lamented the lack of safe egress to Channing Rd, Belmont Center and beyond. The BCP is a critical piece, which will insure safe walking, riding and other recreation. It will also provide an important link for commuters via the developing Mass Central Rail Trail. Thank you in advance for your support.

Regards,

Sam Nejame
Cambridge, MA

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

March 16, 2021

Hi Matt,

My name is Pat ODougherty, and I'm a Belmont resident and avid cyclist. I'm sending you a quick email to show my support for the Belmont Community Path. As a cyclist, I am always happy to see bike and walkways added to our community (everywhere). I try and drive less and ride more, and bikeways will always be a big help in that regard.

Thanks,

Pat ODougherty

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

March 16, 2021

Dear Mr. Matt Genova,

I'm writing to voice my family's enthusiastic support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

We have lived in North Cambridge for over 10 years, and were very excited at the initial improvements to create the wonderful Fitchburg cutoff trail. We use it to occasionally bike into Belmont center and visit friends who live in Belmont. However, the last bit of the way from the end of the current Fitchburg cutoff trail to Belmont center involves street biking and tricky street crossings that I am uncomfortable having my kids navigate.

I'm excited about this project and addition of the Belmont Community Path because the path will provide a safe and accessible connection to Belmont Center for shopping and dining. With a safe bicycle path, we would be much more frequent visitors along with our kids to the shops, restaurants, and our favorite ice cream shop.

Because we also use the Minuteman bikeway and other connected bike paths for getting around locally, as well as for recreational family outings, I look forward to having another connection to expand our opportunities as a family. The fact that the path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway means more people will have ways to commute, as well as access the businesses in Belmont center (which would benefit those businesses). Improved access will encourage more people to bicycle, which improves health and fitness and benefits the environment by reducing car traffic.

Thank you for your consideration.

Natasha Olchanski

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

March 16, 2021

Mr. Genova

I write to support the Belmont Community Path. It will be a way to get by bike from Alewife, eventually to the Mass Central Bikeway, without discommuting local Belmont auto traffic, without creating animosity between cyclists and motorists in Belmont and thereby making it safer for all road users, and because it will connect several routes that will provide recreation, commuting and transit for many people. There will be opportunities for users to access local Belmont shops and stores. All in all, it will be of significant benefit for users, non-users, and local businesses: a three way winner!

Cordially
Bernard D Pemstein
Homer Street
Newton, MA

I will be pleased to talk with you directly about the benefits, personal and communal, of bike paths.

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

March 16, 2021

Good afternoon, Mr. Genova -

I'm writing today to voice my ongoing & wholehearted support for the mixed-use path in the works for Belmont. I have ridden on the Minuteman and Charles river paths hundreds of times over the years and am very excited to one day ride from Belmont center right into the city, to Alewife, to the Minuteman, or perhaps west to Waltham and beyond.

My best,
Aaron Pikcilingis
Town Meeting Member, Belmont, MA

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

March 16, 2021

I 100% support the Belmont Community Bike path! I've been commuting on a bicycle for many years now and every improvement to the bike paths is a benefit to the community, the living experience of Belmont, and for all commuters. Safety for drivers and safety for bicyclists.

Dan Pullman

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

March 16, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because I prefer to commute to work by biking or running to support my health and the health of the environment. I reside in Waltham and work at MIT.

I share the benefits of commuting by bike with many other friends and co-workers who lie in metrowest.

In addition,

- the path and railroad underpass creates safe routes to school for children.
- the path will improve my commute by providing a direct walkable/bikeable connection to Alewife Station or Belmont Center Station.
- the path will provide an accessible connection to Belmont Center for shopping and dining.
- the path connection with Concord Ave. provides great access to Belmont Public Library, Belmont Underwood Pool, Belmont Center Post Office, and the MBTA 74/75 Bus Lines
- the railroad underpass component of the project will allow my child to walk or bike to Belmont Middle and High School safely.
- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- the path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway
- the path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail.
- the path will offer recreational opportunities for me and my family.
- the path will enable me to bike to Downtown Boston almost entirely off-road.
- the path will reduce auto usage and carbon emissions in Belmont, and the surrounding region.
- the drainage enhancements proposed for the project will reduce flooding and improve climate resiliency.
- the project will create new public space in Belmont Center.

Thank you for your consideration.

Sincerely,

Elaine M. Rancatore, DO FACEP

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

March 16, 2021

Dear Mr. Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project.

The Path is of interest to me because of the potential of:

- connecting with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway
- filling a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail.
- offering recreational opportunities.
- enabling me to bike to Downtown Boston almost entirely off-road.
- reducing auto usage and carbon emissions in Belmont, and the surrounding region.

Additionally, I'm looking forward to the path because of what it says about our transforming our culture to a bit of a slower way of life.

Thanks for your consideration.

Sincerely,
Bill Reed
20 Woodland St.
Arlington, MA 02476

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

March 16, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because:

- the path and railroad underpass creates safe routes to school for children.
- the path will improve my commute by providing a direct walkable/bikeable connection to Alewife Station or Belmont Center Station.
- the path will provide an accessible connection to Belmont Center for shopping and dining.
- the path connection with Concord Ave. provides great access to Belmont Public Library, Belmont Underwood Pool, Belmont Center Post Office, and the MBTA 74/75 Bus Lines
- the railroad underpass component of the project will allow my child to walk or bike to Belmont Middle and High School safely.
- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- the path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway
- the path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail.
- the path will offer recreational opportunities for me and my family.
- the path will enable me to bike to Downtown Boston almost entirely off-road.
- the path will reduce auto usage and carbon emissions in Belmont, and the surrounding region.
- the drainage enhancements proposed for the project will reduce flooding and improve climate resiliency.
- the project will create new public space in Belmont Center.

Thank you for your consideration.

Sincerely,

**Sean Rogers
64 Becket Rd.
Belmont, MA 02478**

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

March 16, 2021

I am writing to support the Belmont Community Path and hoping that it receives its next round of funding in a timely fashion.

As a family of 4 we use the path recreationally and as a means to safely travel on our bikes.

Thank you for your time
Riza Rosales

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

March 16, 2021

Hi Matt,

Oh please work to continue this community path. People path.

I will never bike or walk it as I live in Roslindale, am 86, ride a trike. It gets me to grocery store, bank, library, post office, doc appointments, meeting my peers to walk in the Arboretum . . .

Yes, I pedal away in the streets of Rozzie, JP, Brookline, West Roxbury — traffic lights, left turns and all.

However, bike and pedestrian paths are more safe. Friendly. Healthful. Respectful of human life. Beautiful, too. So beautiful. Good for what ails us, pandemic and no pandemic.

Please help do your part to keep children and young parents (and over 80s) healthy and safe from the extraordinary danger of motorized vehicles.

Extraordinary: 40,000+ American citizens killed by powerful motorized vehicles per year — a figure that would cause a national outcry if caused by plane or train crashes.

If you want to smile with pleasure, watch a video of school children pedaling away to school on a bike school bus in Amsterdam. A vehicle like one of our yellow buses but with no roof, sides, floor, gas tank or engine. Just an adult rider in front and a bunch of kids pedaling away in tandem. A bicycle built for twenty. You can bet they are fit, healthy kids, too.

What we can do here! The Belmont Community Path continuation is one more step along the way to enhanced health of kids and adults in the Boston area.

Paula Boyer Rougny
Roslindale

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

March 16, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because I am an avid cyclist and fully support increased infrastructure to facilitate safe cycling for all. I frequently bike in the Cambridge, Belmont, Watertown, Waltham area and believe this is a very needed resource for our communities.

Thank you for your consideration.

Sincerely,
Dennis Scannell

107 Washington Ave.

Cambridge, MA 01240

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

March 16, 2021

Dear Mr. Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

During the pandemic, safe paths to walk and bike have been absolutely essential. I have always enjoyed the Minuteman trail and would be very excited to have a link to Belmont.

In addition, I believe the path will benefit Belmont Center, where I spend a lot of time.

- the path and railroad underpass creates safe routes to school for children.
- the path will improve my commute by providing a direct walkable/bikeable connection to Alewife Station or Belmont Center Station.
- the path will provide an accessible connection to Belmont Center for shopping and dining.
- the path connection with Concord Ave. provides great access to Belmont Public Library, Belmont Underwood Pool, Belmont Center Post Office, and the MBTA 74/75 Bus Lines
- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- the path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway
- the path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail.
- the path will offer recreational opportunities for me and my family.
- the project will create new public space in Belmont Center.

Thank you for your consideration and your support.

Sincerely,

Alexandra Schweitzer

7 Allen Street

Lexington, MA

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

March 16, 2021

Hello,

I am a Belmont resident in strong support of the planned Belmont community path. Happy to reply if you have any questions.

Best Regards,

Joe Shaw

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

March 16, 2021

Dear Mr. Genova,

I am writing to convey our support for the Belmont Community Path. This path would provide a vital transportation link to improve safety and promote the allure of carbon-free transportation. Additionally the tunnel under the railroad tracks would eliminate the dangerous convention of taking a shortcut across live tracks which is so often used by high school students.

The benefits of the Belmont Community Path are clear, and the numerous similar paths in the Boston area have amply demonstrated the financial and human-centered viability of building this path. The years spent to date in planning of this path ensure its desirability and feasibility. We hope the MPO decides to support the Belmont Community Path.

Sincerely,

Mary M. Wakefield
Philip F. Shepley
45 Sherman St.
Belmont, MA 02478

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

March 16, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because

- the path will provide a direct walkable/bikeable connection between Alewife Station and Belmont, a route that now requires some on-road riding.
- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- the path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway
- the path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail.
- the drainage enhancements proposed for the project will reduce flooding and improve climate resiliency.

Additionally, I'm looking forward to the path because good off-road bicycling infrastructure is very important for human, environmental and economic health, and it is very important that these paths be incorporated into a true network to make them useful for commuting, local and regional transportation, and recreation. I bike regionally and enjoy the amenities of town centers (coffee shops, etc.) that are accessible by off-road paths.

Thank you for your consideration.

Sincerely,
Cynthia Snow
323 Tappan St.
Brookline, MA 02445

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

March 16, 2021

Hello,

I'd like to express my support for the Belmont Community Path project. This project is vital to the Belmont Community.

Thank you!

Rich Snow
17 Bow Rd
Belmont

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

March 16, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because:

- the path and railroad underpass creates safe routes to school for children.
- the path will improve my commute by providing a direct walkable/bikeable connection to Alewife Station or Belmont Center Station.
- the path will provide an accessible connection to Belmont Center for shopping and dining.
- the path connection with Concord Ave. provides great access to the Belmont Public Library, Belmont Underwood Pool, Belmont Center Post Office, and the MBTA 74/75 Bus Lines
- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- the path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway
- the path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail.
- the path will offer recreational opportunities for me and my family.
- the path will enable me to bike to Downtown Boston almost entirely off-road.
- the path will reduce auto usage and carbon emissions in Belmont and the surrounding region.
- the drainage enhancements proposed for the project will reduce flooding and improve climate resiliency.
- the project will create new public space in Belmont Center.

Additionally, I'm looking forward to the path because it will increase the property values for those who are near path access points.

Thank you for your consideration.

Sincerely,

Paul D. Sorkin
68 Munroe Street
Belmont, MA 02478

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

March 16, 2021

Dear Matt Genova~

Please include me among those who support the realization of the Belmont Community Bike/Pedestrian Path and hope for another timely round of funding. This is an era in which all forms of non-polluting transportation (including feet!) must be encouraged.

Thanks for your consideration,
Martha Spaulding
Belmont, MA

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

March 16, 2021

Matt,

I support the fund proposal for the Belmont Bike Path from Blanchard Road, Cambridge and through Belmont. Biking is on the increase, for Covid, the Climate, and for emission free and safe connections.

Please approve the funds for the Belmont Bike Path.

Thank you.

All the best,
Arthur Strang
Cambridge

And, a proponent of a bus lane on the sufficiently wide, one way, no parking, few pedestrians, no observed bikes, and wider than the 2 travel lanes of Concord Avenue neighboring Huron Avenue that has all these and 2-way traffic: The Alewife Access Road from 8-lane Route 2, carrying 4 MBTA bus routes and TMA and other corporate bus services from Route 128 and beyond.

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

March 16, 2021

Dear MPO,

My husband and I have lived in Belmont for over 20 years and are thrilled that Belmont is working hard to get a community bike path built.

We wholeheartedly support this initiative and urge the MPO to support it as well.

Thank you,

Victoria Thatcher
Mayhew Seavey
Belmont, MA

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

March 16, 2021

We enthusiastic support the community path in Belmont. Not only is an asset to an otherwise very sedate community but as partners in an effort to connect with other nearby communities in a project to enhance health and community togetherness. So, I ask you to strongly consider helping with the funding efforts for the Belmont segment of the community path!

Sincerely,
Marybeth Toomey

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

March 16, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because...

- the path will improve my commute by providing a direct walkable/bikeable connection to Alewife Station or Belmont Center Station.
- the path will provide an accessible connection to Belmont Center for shopping and dining.
- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- the path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway
- the path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail

Thank you for your consideration.

Sincerely,
Lisa Weissmann
51 Adams Avenue
Watertown, MA

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

March 16, 2021

Dear Mr. Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because the path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway, and it will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail.

I am 67 years old. My partner and I do not own a car and walk, bicycle and use public transportation to get around. We would love to take our bikes on the Red Line to Alewife and then be able to bicycle into and beyond Belmont on the proposed community path.

I am one of the leaders of RozzieBikes (biking advocacy group in Boston's Roslindale neighborhood) and a member of Boston Cyclists Union, MassBike, and StreetsBlog Mass.

Thank you,

Alan Wright

98 Birch St, Roslindale, MA 02131

alnwright@gmail.com

C: 617-821-3648

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

March 17, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because my primary mode of getting around is via bicycle. Although I'm now retired, when I was working in Cambridge, I commuted for many years with my bicycle. Now that I'm no longer working full time, I still use my bicycle to travel in to Boston, and for most trips around Belmont and the surrounding communities. There's nothing that gives me more pleasure, and makes me feel safer than using the existing bicycle paths in the surrounding communities.

- the path and railroad underpass creates safe routes to school for children.
- the path will improve my commute by providing a direct walkable/bikeable connection to Alewife Station or Belmont Center Station.
- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- the path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway
- the path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail.
- the path will enable me to bike to Downtown Boston almost entirely off-road.
- the path will reduce auto usage and carbon emissions in Belmont, and the surrounding region.
- the drainage enhancements proposed for the project will reduce flooding and improve climate resiliency.

I hope you will join me in facilitating this project to its completion. We need it.

Thank you for your consideration.

Sincerely,
Molly Alyson
9 Coolidge Rd
Belmont MA 02478

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

March 17, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

As a primary care physician having safe accessible paths make it easier to exercise - making easier to travel without the use of vehicles- it makes us healthier individually and as a community by reducing air pollution.

How we make towns bike and walker friendly is critical to healthy communities

Thank you for your consideration.

Sincerely,

Adrienne Allen , MD, MPH
14 Harris St, Belmont MA

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

March 17, 2021

Dear Matt Genova,

I'm emailing in support of MPO Transportation Improvement Program funding allocation to the Belmont Community Path.

This path is so important to the region as it connects multiple off-road bike and pedestrian trails. Giving people safe options for outdoor recreation is a vital way to help improve people's physical and mental health and build stronger communities. People who can use the trail instead of their vehicles to access Alewife or Belmont Center Stations will ease traffic congestion and reduce greenhouse gas emissions.

I also think the path will bring economic benefits to Belmont by providing access to shopping and driving in Belmont Center.

Thank you for your attention to this important matter,

Rose Mellion Allen

41 Columbus Ave #1

Waltham, MA 02451

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

March 17, 2021

Dear Mr. Genova--

I write to express my support for the Belmont Community Path. For Belmont, this represents a rare opportunity to increase safety of our children, cyclists, runners and pedestrians as they navigate a major, permanent, hazardous physical barrier in our town, the railroad track. Currently, everyone is forced into problematic crossings and tunnels, which discourage anyone but drivers--and even drivers--from making journeys across town. Access to the schools, playfields, library, post office and pool will be immensely improved. Access to public transportation at Alewife and the Belmont train stations will enable car-free, decreased-carbon-and-pollution commuting. Opportunities for exercise safe from automobile and truck traffic will be exponentially expanded as it connects with neighboring path systems

It is not unfair to say impacts from this use of a public right of way that has existed for well more than a century can be measured in lives saved and health gained, rather than merely the relative convenience or inconvenience of different constituencies. Arguably, property values throughout the area rise as it becomes a more attractive place to make a home.

On balance and across the lifetimes this kind of infrastructure decision contemplates, funding this project is appropriate now.

Please share my comments with decision-makers like yourself as needed, and keep up the good work of improving our area for the people who live here.

Best Regards,
Randy Bak, MD JD
Pediatrician
Belmont, MA

March 17, 2021

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

Dear MPO Members:

I'm writing to support the Belmont Community Path (Project ID No. 609204) and request that the Boston Region MPO provide Transportation Improvement Program funding for the project as soon as possible.

My family, which includes my two young daughters ages 4 and 2, lives less than a quarter mile from the proposed route of the Belmont Community Path. The path is particularly important for us because it will provide my daughters with a safe, off-road location to ride their bicycles and connect to a larger network of paths including the Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway. Additionally, the railroad underpass component of the project will enable my daughters to travel safely underneath the railroad tracks to access Belmont Middle and High School, Belmont Public Library, Belmont Underwood Pool, and other local amenities.

The Belmont Community Path will also improve my commute to work by providing a direct walkable and bikeable connection to the MBTA's Belmont Center Station and Alewife Station. The cumulative effect of this connection for my family and others nearby will help reduce auto usage and carbon emissions in Belmont and the surrounding area.

Thank you kindly for your consideration.

Sincerely,
Eric Batcho
88 Dean Street, Belmont, MA 02478



March 17, 2021

David Mohler, Chair
Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Via email at David.Mohler@state.ma.us

Dear Mr. Mohler and Members of the Boston Region MPO:

We are writing as officers of the Belmont Citizens Forum, a Belmont non-profit, to convey our strong support for the Belmont Community Path. The BCF has been advocating for a multi-use path in Belmont for most of our 21 year existence, through grant writing, education and, perhaps most significantly, right of way acquisition. In 2008 the BCF was able to purchase, for \$77,000, a parcel of former Massachusetts Central Railroad right of way north of the Fitchburg Line tracks between Belmont Center and Brighton Street. The parcel is roughly 3,560 feet long and 30 feet wide. The acquisition came about via the advocacy of an alert BCF board member. The BCF's purpose in acquiring the land was to preserve the option of a future bicycle / pedestrian path in that location, as explained in a front page article in our newsletter in November 2008 (<https://www.belmontcitizensforum.org/newsletters/2008/BCFNov08.pdf>). As stated in that article, and as communicated numerous times since then verbally and in writing, to the town and to the public, BCF will donate the land for the path. Contrary to what some path opponents have suggested, BCF has never suggested, publicly or privately, any interest or expectation that we would be reimbursed for this land.

As mentioned, BCF publishes a bimonthly newsletter, usually 16-20 pages and containing 4-6 articles. The newsletter, which recently marked its 20th anniversary, is distributed free to about 2,000 Belmont households, including senior town officials and all 288 Belmont Town Meeting Members. In addition to our mailing list, issues of the newsletter are distributed (or were before the pandemic) at the library, at businesses in all three of Belmont's business centers and at town events (e.g. Town Day, Meet Belmont), and are available for free download at our website. Topics covered in the newsletter include historic preservation, traffic, climate change preparedness, trash recycling and of course the Belmont path; in the last two decades we have published over 60 articles on paths, from progress reports on the Belmont path (our number one path topic), to studies of resident responses to paths in neighboring communities to stories on the emerging regional path network. You can find some of our recent path coverage at the links below. The point is that few, if any, local communities have had free access to the kind of sustained, in-depth coverage of multi-use paths that the newsletter has provided to Belmont residents.

The BCF has also advocated for improved pedestrian infrastructure in Belmont. For example in 2002 the BCF donated money to Belmont to fund painting the first five “international style” crosswalks in town as a demonstration project, based on strong published evidence that they were safer for pedestrians. The town adopted the design as its new standard in 2004.

The BCF board, two of whose members have served on various Belmont Community Path committees, is genuinely excited by the real progress the town has made toward design of a path, and looks forward to seeing it completed.

Sincerely,

Grant Monahon
President

John Dieckmann
Vice President

cc: Matt Genova, CTPS Staff (*via email at mgenova@ctps.org*)
Belmont Select Board (*via email at selectboard@belmont-ma.gov*)
Patrice Garvin, Belmont Town Administrator (*via email at pgarvin@belmont-ma.gov*)
Russ Leino, Chair, Belmont Community Path Project Committee (*via email at rleino@gmail.com*)

Links to selected recent articles on the Belmont Community Path in the BCF newsletter:

<https://www.belmontcitizensforum.org/wp-content/uploads/2020/11/Nov-Dec-2020-WEB-FINAL.pdf>
(see pages 13-14)
<https://www.belmontcitizensforum.org/wp-content/uploads/2020/09/Sept-Oct-2020-FINAL-WEB-1.pdf>
(see pages 16-17)
<https://www.belmontcitizensforum.org/wp-content/uploads/2020/06/July-August-2020-FINAL.pdf>
(see pages 9-11)
<https://www.belmontcitizensforum.org/wp-content/uploads/2020/02/Mar-April-2020-InDesign-FINAL-WEB.pdf>.
(see pages 1-8)
<https://www.belmontcitizensforum.org/wp-content/uploads/2019/03/BCF-Newsletter-MarchApril-2019.pdf>
(see pages 11-14)
<https://www.belmontcitizensforum.org/wp-content/uploads/2019/01/JanFeb-2019-BCF-Newsletter.pdf>.
(see pages 1-8)
<https://www.belmontcitizensforum.org/wp-content/uploads/2018/07/Belmont-Citizens-Forum-Newsletter-July-Aug-2018.pdf>
(see pages 1-11)
<https://www.belmontcitizensforum.org/wp-content/uploads/2018/05/BCF-May-June-2018-Newsletter.pdf>.
(see pages 1-9)
<https://www.belmontcitizensforum.org/wp-content/uploads/2018/01/Jan-Feb-2018-COLOR-FINAL-pdf.pdf>.
(see page 10)
<https://www.belmontcitizensforum.org/wp-content/uploads/2016/11/BCF-Nov-Dec-2016-FINAL-10-28-Color.pdf>.
(see pages 5-8)

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

March 17, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the path because it will make it much safer for my family to bike to the Fitchburg Cutoff Trail and everything it connects to - including the Minuteman Trail and the soon-to-be completed Somerville Community Path extension into Boston - without having to navigate busy major roads such as Concord Ave and Brighton Street in Belmont.

Additionally, I'm looking forward to the Belmont Community Path because the path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail.

Thank you for your consideration.

Sincerely,
Andy Berkheimer
142 Goden St
Belmont, MA 02478

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

March 17, 2021

Hello,

I am writing to express my strong support for moving forward with the Belmont Community Path. My family lives in the Winn Brook neighborhood of Belmont and not only will the path be beneficial for us, it will also connect to existing paths in Cambridge and Watertown thus making it easier for more people to commute into Cambridge/ Boston for work. This will help ease overall traffic congestion for all of us and help Massachusetts reduce its carbon emissions.

Sincerely,

Marty Bitner
207 Claflin St., Belmont

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

March 17, 2021

Hi Matt

I'm very much in favor of the work and possible funding to complete a phased approach to the community path between Cambridge through Belmont and over to Waltham. My family and I use the path quite a bit to go eastbound towards Cambridge and Arlington from Belmont and see how many people are using it currently. It would be amazing to see the continuation of this path come to fruition by completing access through Belmont over to Waltham thanks for your consideration and hope this will get past.

Dave brooks

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

March 17, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the **Belmont Community Path** and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because

- the path will provide a key connection in the region's bicycle and pedestrian network. I am a frequent user of the Minuteman Bikeway.
- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- Many of us use bikes to get around Belmont and to connect to our neighboring towns and stores in Cambridge and Arlington, Lexington. The Belmont Community Path is a real win for us riders and is a very positive way to encourage our children to get out exercising on bikes rather than being driven around.

Thank you for your consideration.

Sincerely,

Alan Cantor
30 Jackson Rd
Belmont

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

March 17, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the ***Belmont Community Path*** and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because...

- the proposed railroad underpass of the project will create a safe route to school for my child, who attends the nearby Belmont High School;
- the path will provide a key connection in the region's bicycle and pedestrian network.
- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- Many of us use bikes to get around Belmont and to connect to our neighboring towns and stores in Cambridge and Arlington, Lexington. The Belmont Community Path is a real win for us riders and is a very positive way to encourage our children to get out exercising on bikes rather than being driven around.

Bike paths provide an important alternative to biking in the road. I don't always feel safe biking along roads in our area and I hesitate to let my kids do this on their own. Having the bike path through town provides an important service and it means my children and I can do more trips on bikes and fewer in our car.

Thank you for your consideration.

Sincerely,
Laura Caputo
75 Oliver Road
Belmont, MA 02478

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

March 17, 2021

Dear Mr. Matt Genova,

I support the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

This path should be funded for many reasons, among them:

It provides a safe, shorter route for kids from many parts of Belmont to reach the new combined middle-high school; in years past many students took an unsafe shortcut across the commuter rail tracks. The tunnel under the tracks will eliminate the unsafe shortcuts, and the path through town bypasses several busy roads and intersections. Not only will this be safer, it will also provide an alternative to driving to the high school, which causes traffic backups every morning.

For commuters to and from Alewife station, and between Belmont, Cambridge, and Somerville, it adds to the existing local network of bicycle trails and provides a safe and comfortable route that allows people to bypass area traffic instead of adding to it. People working in Belmont Center will have another option for getting to work; people who live in Belmont and commute into Cambridge/Somerville/Boston will have another option for their commute.

For recreation, right now, it will give Belmont residents a better option for reaching the Minuteman Bikeway and the community path in Cambridge and Somerville. Eventually it will connect to Waltham and beyond, and will provide that option for people in Cambridge and Somerville.

Around rush hour, Belmont can be completely stuffed full of cars, making short trips across town (in a car) impractical. Getting to/from Alewife can be particularly difficult at those times. This path provides a comfortable, practical alternative for many of these trips.

I will enjoy riding on this path and it will save me a little time and make my life a little better, but this path is really for other people who aren't biking much now because they don't feel safe. I already bike to work in Kendall Square every day; when I started biking to work, my health, in all measurable ways, got noticeably better, and the one-year hiatus imposed by Covid and work-from-home has made it clear, again measurable at an annual physical, what I lose when I don't bike to work. Friends and colleagues, who themselves worry about health, parking, climate change, whatever, ask me questions about routes and bikes, and the one problem that crops up again and again is not feeling safe on the road, not wanting to be honked at, etc. This path would solve that problem for a lot of people in Belmont, and for people nearby who travel into or through Belmont. They'd save time, money, and end up healthier too. Even people who still drive in Belmont would benefit, because each person who travels through Belmont not-in-a-car, whether they walk, skate, scoot, or bike, makes traffic slightly better, and doesn't take up a parking space, either.

I should add, some of the backyard abutters along Channing Road have objected to this path because they think it will promote crime. I don't know their logic, but I've certainly heard their worry at many public meetings. However, I've been biking on the Fitchburg Cutoff to Alewife

since it was just a muddy path through the woods, and back then it was substantially creepier and sketchier than it is today with a well-designed multi-use path. Kids used to gather there to drink and spray graffiti, my kids tell me that it was one of the places to go for drug deals, and I didn't feel super comfortable there after dark. Now, with a path there, it feels safe. No more drinking. No more weird trash campfires. No more suspicion that I just rode my bike through a drug deal. Instead, I see lots of families walking to and from Alewife and beyond, some biking, and quite a few people walking to or from Alewife after dark. It feels safe because people use it, and people use it because it feel safe.

David

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

March 17, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the ***Belmont Community Path*** and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because...

- the proposed railroad underpass of the project will create a safe route to school for my child, who attends the nearby Belmont High School;
- the path will improve my commute by providing a direct walkable/bikeable connection to Alewife Station from Belmont Center;
- the path will provide a key connection in the region's bicycle and pedestrian network.
- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- Many of us use bikes to get around Belmont and to connect to our neighboring towns and stores in Cambridge and Arlington, Lexington. The Belmont Community Path is a real win for us riders and is a very positive way to encourage our children to get out exercising on bikes rather than being driven around.

Thank you for your consideration.

Sincerely,

Meg Clough
30 Gorham Road
Belmont MA
Mobile/ 617-306-6094



TOWN OF BELMONT
OFFICE OF THE TOWN ADMINISTRATOR
455 CONCORD AVENUE
BELMONT, MASSACHUSETTS 02478

pgarvin@belmont-ma.gov
jmarshall@belmont-ma.gov

455 CONCORD AVENUE
BELMONT, MA 02478
PHONE (617) 993-2610
FAX (617) 993-2611

TOWN ADMINISTRATOR
PATRICE GARVIN

ASSISTANT TOWN ADMINISTRATOR
JONATHAN MARSHALL

March 17, 2021

David Mohler, Chair
Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Via email at David.Mohler@state.ma.us

Dear Chairperson Mohler and Members of the Boston Region MPO:

On behalf of the Town of Belmont, we write in strong support of Project #609204 (Community Path, Belmont Component of the Mass Central Rail Trail [Phase 1]), and to express our full commitment to completing this important project. This project enjoys broad and deep support within the Town of Belmont, including among our elected leaders, professional Town staff, and the public at large, and we are confident that the community path will become a vital public resource – for recreation, transportation, and economic development – for the Town and our surrounding communities when it is constructed. Since 2012, successive Belmont Select Boards have appointed standing committees to push the community path project from concept to reality, and Belmont's representative Town Meeting has repeatedly appropriated, by overwhelming margins, more than \$1.5 million in capital budget and Community Preservation Act funding to date for the feasibility study and design of this project. The current standing project committee, the [Belmont Community Path Project Committee \(CPPC\)](#) is working closely with the Town's design consultant, Nitsch Engineering, to formally submit 25% design plans for the project to MassDOT this spring, and expects to complete 100% design in 2022. Other major Town projects, including the \$300 million [Belmont Middle and High School project](#), have expressly accounted for and accommodated the planned path into their design and construction. As such, we urge the Boston Region MPO to program this project for funding as soon as possible.

As this project has been discussed within Belmont for nearly 30 years, and taken on significant momentum over the past five years with the completion of a feasibility study and the initiation of design, the Town is well aware that some residents are – and will likely remain – opposed to the construction of the community path. Recently, we have learned of a coordinated campaign

initiated by some of those residents to target the Boston Region MPO as it deliberates on programming the project for funding. While those individuals certainly have every right to express their opinions on the project to the MPO, their letters and statements have unfortunately included a number of misstatements and inaccuracies regarding the project and the process by which the Town has engaged with the public. We seek to correct and clarify the record regarding the project here.¹

As noted, the Town understands that a small (but vocal) group of residents, particularly those whose properties abut the future path, worry about the potential ramifications of having a community path near their properties. The Town is sensitive to these concerns and has sought to understand and address them in good faith through a thorough and equitable process, and has endeavored to reach and engage with as many residents as possible regarding the project. The Town has provided (and will continue to provide) many opportunities for members of the public to receive accurate information about the status of the project, review proposed routes and design elements, ask questions of the Town's engineering consultants, provide constructive input, and express concerns. An overview of the Town's public engagement efforts for the project may be helpful in illustrating this commitment.

Public Engagement: 2012-2021

The process of resident engagement regarding this project began in earnest in 2012, with the first of three Select-Board appointed standing project committees, the Community Path Advisory Committee (CPAC). This committee was charged by the Belmont Select Board to “[c]ommunicate, solicit input, and involve the Belmont community with the CPAC's work.” In June 2014, CPAC submitted a [final report](#) to the Belmont Select Board. Chapter 8 of that report (pages 64-70), entitled “Community Feedback,” summarizes results of an online poll with approximately 1,400 responses. 1,050 of these were from Belmont residents, of whom 90% were supportive of the path (including 80% “strongly supportive”), 5% were neutral, and 5% were opposed to a path. A paper poll mailed to 332 abutters and other residents with houses close to the path elicited 88 responses (26.5%) and revealed a dichotomy between the views of Channing Road residents and other abutters, with Channing Road residents generally viewing the path more negatively. CPAC also held two public forums, both well attended, at which several of the recent letter writers expressed their views. However, the substantial majority of input at the public forums was positive, as documented in an appendix to the CPAC final report. In response to the concerns expressed by Channing Road residents, CPAC undertook a comprehensive review of over 40 published studies on the impact of new bicycle or multi-use paths on property values, user safety, crime, and other potential adverse impacts (Chapter 6 of the CPAC report, pages 17-47). The conclusion, in brief, was that paths increase property values (supported by the universal practice of real estate brokers to list any nearby path as an amenity) and do not adversely impact crime.

CPAC was succeeded by a second Belmont Select Board-appointed committee, the Community Path Implementation Advisory Committee (CPIAC). This committee was charged by the Select Board with procuring an engineering consultant to conduct a feasibility study and working with the consultant throughout the feasibility study process. The concerns of abutters were presented

¹ The Town is aware that a similar campaign occurred in FY2020. The Town's response to the MPO in that instance can be found [here](#).

to the Town's consultants from the Pare Corporation at the outset of the process, and also aired at [ten well-attended public engagement meetings](#) (facilitated by the Pare team) between 2015-2017. These meetings were essential to the development of the feasibility study by Pare and the CPIAC. Two members of CPIAC and a member of the Belmont Select Board also met with approximately 30 Channing Road residents at the home of an abutter to ensure that abutters were able to provide input in a smaller, more intimate setting.

After the completion of the [feasibility study](#) in late 2017, the Belmont Select Board engaged in substantial public deliberations regarding the final alignment of the community path, especially as to whether the Eastern portion of the path should be located on the North or South side of the MBTA Fitchburg Line (both alignments had scored similarly highly in the matrix utilized by Pare in the feasibility study). The Select Board weighed a number of factors² and accepted much public input before voting unanimously to approve the alignment on the Northern side of the Fitchburg Line for final design of phase 1 of the community path.

After approving the final alignment, the Belmont Select Board created the current standing committee, the CPPC, and charged it with procuring a design consultant to design phase 1 of the community path. As the design process has progressed, the CPPC, with the Nitsch team, has continued to engage the public and key Town stakeholders on this project. Specifically, Nitsch met with many Town staff and committees with potential interests in the project, and the CPPC and Nitsch held an abutter-focused site walk in November 2019. Additionally, Nitsch has held or is scheduling individual meetings with numerous abutters in 2020 and 2021. In addition, the CPPC and Nitsch held a public forum in July 2020 to present Nitsch's draft 25% design plans, which was accompanied by an online survey and a solicitation of public comments on the draft designs. These efforts have helped shape the actual design plans produced by the Nitsch team. Importantly, the CPPC and Nitsch are also planning a public forum later this spring to present the submitted 25% design to the Belmont community and to solicit additional comments and feedback in advance of MassDOT's formal design public hearing on the project.³

Addressing specific factual errors in the recent communications to the MPO

As illustrated above, the Town is fully committed to resolving or mitigating as many resident concerns regarding this project as possible, though it also realizes that it will not be possible to address every concern to each individual's satisfaction, and that some residents are likely to oppose the project no matter what. This opposition seems to have led a number of individuals to include false or misleading information in their recent communications to the MPO. The Town seeks to address some of that misinformation here.

² These factors included safety concerns expressed by the MBTA regarding the track crossing needed from the existing Fitchburg Cutoff path to the Southern alignment, as well as the need to demolish at least a portion of a privately-owned commercial structure on the South side of the tracks in order to provide sufficient off-set from the active railway. On the other hand, the Northern alignment would place the community path closer to the residential properties along Channing Road.

³ In addition, all regular CPPC meetings are open to the public, though the chair typically limits public comment at these meetings in order to allow the committee (composed primarily of volunteer Belmont residents and professional Town staff) adequate time to conduct its business during these working meetings.

Some individuals indicate that the Town contemplates permanent takings of private residential property along the path alignment. In fact, the need for permanent easements from any homeowner is likely to be minimal or non-existent, though some temporary easements may be necessary during the period of construction. Minimizing the project's impact on residential properties will be aided by the expressed intention of a local non-profit, the Belmont Citizen's Forum, to donate a parcel of land that was formerly part of the Massachusetts Central Railroad for the purpose of constructing the community path.

Another misconception is about lighting on the path. While no final decisions regarding lighting have been made, the CPPC has made clear in its public discussions that it does not recommend lighting along the length of the path, but only in areas such as the underpass at Alexander Avenue and potentially at key intersections where it is likely to materially enhance safety, as deemed necessary by the Town's design consultant. Suggestions that the Town has definitively decided to light the full length of the path are simply false.

Some individuals also raised concerns about drainage effects on neighboring properties and about the removal of existing trees along the route. Adequate drainage has been a design priority throughout the process, and the Nitsch team has presented detailed information to the public about this issue. For example, at the July 2020 public forum, the Nitsch team presented their plan for swales tied into an underground drainage system that will empty into the Belmont storm drain infrastructure (see slides 46-49 of the [July presentation at the public forum](#)). The Town is committed to a final design that is appropriately engineered to avoid water discharge to adjacent properties.

While some trees and vegetation will need to be removed from the path right-of-way, much of the existing vegetation along the right-of-way is invasive in nature and a number of the trees are diseased. The new design calls for replacement of impacted vegetation with trees and plantings appropriate for screening and with an emphasis on native species. The Nitsch design team includes a qualified landscape architecture firm that has been heavily involved in the conversations with path abutters and the overall public engagement and design process. Overall, the Town expects significantly greater tree cover when the path is complete and the new plantings have matured.

Other commenters expressed concerns about crime. Studies of rail trails and linear parks (reviewed in detail in chapter 6 of the CPAC report, as noted above) have demonstrated that paths do not affect crime rates and may improve social ties.

Some writers also express concerns about public safety. However, the Town expects this project will actually significantly enhance public safety, and notes that at least four deaths have occurred on the Fitchburg Line tracks between Brighton Street and Belmont High School since 1984 (several likely suicides). The path will be designed with secure barriers between the path and the existing MBTA rail lines, finally ending the longstanding practice of unsafe crossings of the tracks by generations of Belmont youth, and the new underpass will provide a safe crossing for residents from a heavily populated neighborhood to access the new high school/middle school complex, the public library, town swimming pool and other town amenities.

The Town of Belmont remains dedicated to an open and collaborative process to design and construct the Belmont Community Path. The Town will continue to provide information to and seek input from all stakeholders – including those who oppose the construction of the path – and will work toward an equitable outcome, as we have since the outset. However, the Town is fully committed to seeing this project to fruition, and our pledge to continued engagement should not be misunderstood as a lack of resolve. The Town believes that the path will be an important asset for the Town and surrounding communities – providing a safe and efficient transportation corridor and connections to regional multimodal transportation hubs; recreational, health and economic benefits to the Town and regional community; and enhance integration with civic and business amenities. We very much look forward to continue working with the Boston Region MPO to ensure the completion of this project, and we again urge you to program this project for funding without delay. Please do not hesitate to contact us through Town’s project manager and Director of Community Development Glenn Clancy at gclancy@belmont-ma.gov if you have any questions.

Sincerely,

The Belmont Community Path Project Committee, comprised of:

*Russell Leino, Chair
Bonnie Friedman, Vice-Chair
Ellen Sugarman, Secretary
Philip Lawrence, Member
Holly Muson, Member
Vincent Stanton, Member
Catherine Bowen, Member, School Committee Member, and liaison to the School Committee
Roy Epstein, Chair, Select Board, and liaison to the Select Board
Patrice Garvin, Town Administrator
Glenn Clancy, P.E., Director of Community Development
Jay Marcotte, Director of Public Works*

CC:

The Belmont Select Board, comprised of:

*Roy Epstein, Chair (via email at repstein@belmont-ma.gov)
Thomas Caputo, Vice Chair (via email at tcaputo@belmont-ma.gov)
Adam Dash, Member (via email at adash@belmont-ma.gov)*

*State Senator William Brownsberger (via email at william.brownsberger@masenate.gov)
State Representative David Rogers (via email at dave.rogers@mahouse.gov)
Matt Genova, CTPS Staff (via email at mgenova@ctps.org)*

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

March 17, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I've lived in Belmont for over 12 years and I can't think of a better project to bring the community together, and increase the health and safety of the community than a bike and walking path through the center of town. I've visited other towns with community paths through them, and as a visitor it was a great way to explore the town and stay off the roads. I often ride my bicycle over to Alewife, Cambridge, Somerville via the community paths. I'm one less car on the road and the paths take me to local shops and eateries that I may not have visited otherwise.

A community path through the center of Belmont would certainly bring a lot of people from neighboring towns over to Belmont center and its shops without congesting the roads. I know I'm not the only one who enjoys riding my bike to go out to eat. I see a lot of people parking their bikes at the Revival Cafe in Cambridge, right on the Fitchburg Cutoff bike path.

Thank you for your consideration.

Sincerely,
Timothy Dwyer

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

March 17, 2021

Dear Mr. Genova,

I'm writing to voice my support for the Belmont Community Path and request that the MPO approve funds to make it happen.

This path would add a critical link in our regional connectivity. Off-street paths like this expand mobility for the many people who would prefer healthy active transportation options but don't feel comfortable mixing with cars on the streets.

Sincerely,
Edward Faulkner
Somerville MA

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

March 17, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible. It has been so hard to get all the Belmont residents to agree: please don't jinx it!

I'm looking forward to the Belmont Community Path because I'm a long distance biker --- I've already traced the existing sections of the Mass Central Rail Trail at least ten miles in each direction, multiple times. I'm eager for more of it to be connected. And since Belmont is one of the relative holdouts, that makes this section particularly critical. If Belmont's section is a go, the rest of the towns along the route will be that much more willing to participate. If it fails, everyone else will be deeply demoralized. So the prospects of the whole 105 mile project will rise or fall based on the fate of this seemingly short section.

Additionally, some of the local improvements to my neighborhood would be highly appreciated: a safer crossing of Brighton St, better drainage, a safer path to the high school, among others.

Again, I strongly support the path, both for its local benefits and for its effect on the morale of the whole Mass Central Rail Trail project as a whole.

Rebecca Frankel

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

March 17, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because of all the wonderful reasons below

- the path and railroad underpass creates safe routes to school for children.
- the path will improve my commute by providing a direct walkable/bikeable connection to Alewife Station or Belmont Center Station.
- the path will provide an accessible connection to Belmont Center for shopping and dining.
- the path connection with Concord Ave. provides great access to Belmont Public Library, Belmont Underwood Pool, Belmont Center Post Office, and the MBTA 74/75 Bus Lines
- the railroad underpass component of the project will allow my child to walk or bike to Belmont Middle and High School safely.
- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- the path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway
- the path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail.
- the path will offer recreational opportunities for me and my family.
- the path will enable me to bike to Downtown Boston almost entirely off-road.
- the path will reduce auto usage and carbon emissions in Belmont, and the surrounding region.
- the project will create new public space in Belmont Center.

Additionally, I'm looking forward to the path because I live near the path and look forward to this amenity.

Thank you for your consideration.

Sincerely-
Elizabeth Gourley
1 Sherman Street
Belmont, MA. 02478

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

March 17, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because I would like to bike off the roads and feel safe. The path will provide an accessible connection to Belmont Center for shopping and dining. The path will enhance recreational opportunities and improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.

Since the community path was added to Belmont Grove St Park, we have seen an out-pouring of people walking and biking. There is a huge need in this congested area with heavy traffic, for a way to exercise safely and be outside in nature.

Thank you for your consideration.

Sincerely,

Susan Griffin
9 Anis Rd
Belmont MA 02478

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

March 17, 2021

Hi,

I am writing this email in strong support of the community path in Belmont.

As someone who has used the community paths in Arlington, Lexington and in various locations on Cape Cod, I have nothing but good things to say about how this enhances the quality of life in the community.

Please support it!

We have been waiting such a long time for this.

Let me add that I have also used community paths in Watertown, Cambridge and Somerville.

Belmont shouldn't be lagging so far behind other towns!

Nina Grimaldi

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

March 17, 2021

Dear M. Genova,

I'm writing to express my support for the Belmont community path. This will greatly enhance our community and deserves your full consideration.

Thank you,

Catherine Costello Hirata

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

March 17, 2021

Matt,

This is just a short note to express strong support of me and my whole family for the Belmont Community Path.

Thanks,

Eric Jones
154 Payson Rd.

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

March 17, 2021

Dear Mr. Genova,

I'm writing in support of the Belmont Community Path and to encourage the Boston MPO provide Transportation Improvement Program funding for the project as soon as possible.

My Cambridge family and I will certainly personally use the Belmont Community Path to access all sorts of places in Belmont and beyond. It's critical for us to have a safe bike route like this, which will further enable others to walk or bike when they would otherwise drive, out of safety concerns.

Thank you.

Warmly,

Janie Katz-Christy
166A Elm St. N.

N. Cambridge, MA 02140

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

March 17, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because...

- the path will provide a key connection in the region's bicycle and pedestrian network.
- the path will enhance recreational opportunities by connecting to the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway, and other paths in the region.
- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.

Thank you for your consideration.

Sincerely,
Jacob Knowles
Precinct 4

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

March 17, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the ***Belmont Community Path*** and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because...

- the proposed railroad underpass of the project will create a safe route to school for my child, who attends the nearby Belmont High School;
- the path will improve my commute by providing a direct walkable/bikeable connection to Alewife Station from Belmont Center;
- the path will provide a key connection in the region's bicycle and pedestrian network.
- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- Many of us use bikes to get around Belmont and to connect to our neighboring towns and stores in Cambridge and Arlington, Lexington. The Belmont Community Path is a real win for us riders and is a very positive way to encourage our children to get out exercising on bikes rather than being driven around.

Thank you for your consideration.

Sincerely,

Brian Kopperl
42 Hurd Road, Belmont MA 02478
617.875.4259 m
BKopperl@Gmail.com

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

March 17, 2021

Greetings Mr. Genova,

I wanted to express my strong support for the Belmont Community Path. I also ask that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funds for the project as soon as possible.

As a longtime bike commuter, I'm eager to see the Belmont Community Path completed because it will significantly improve my commute around town by providing a direct connection from Alewife Station to Belmont Center. I also appreciate the additional space for jogging and walking, as well as biking. These are activities enjoyed by many community members, and the Path will also afford safe passage for bicyclists and pedestrians crossing Brighton Street.

Many thanks for your time and consideration.

best wishes,
Caroline Light
200 Payson Rd
Belmont, MA 02478

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

March 17, 2021

Dear Mr. Genova,

I just wanted to take a moment and share my enthusiasm and support for the proposed Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

This path would provide a much needed safe route for me and my family to take to get to the Belmont Public Library, the Belmont Center Post Office, and the bus stations. It will also be simpler and safer to get to the Belmont Center shopping area by foot or bike.

I'm also excited about being able to take this new path to connect with other bike paths in the region.

Finally, I think this path will have a number of positive environmental impacts, including reducing carbon emissions through the elimination of short car trips and enhanced drainage to reduce flooding and improve climate resiliency,

Thank you for your consideration.

Best,
Rhiannon Macrae
63 Kilburn Road, Belmont

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

March 17, 2021

Hello,

I am just writing to express my strongest support for the funding of the Belmont Community Path extension. Our family of 4 would greatly benefit from that as we plan to be regular users once it is built.

Thank you in advance for considering the support application for MPO funds.

Sincerely,

Marc Melitz
34 Centre Ave
Belmont, MA 02478

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

March 17, 2021

Dear Matt Genova,

Let me add my voice in support of the Community Path. Ever since moving to Belmont, I have treasured the open spaces in town. In fact, access to open space was a key part of the reason we chose to move here.

My typical commute to my office in Boston is by bike. On those days when the newly-fallen snow makes that unsafe, I prefer to walk to Alewife and take the T. From Brighton to Alewife, the Fitchburg cut-off is a lovely path. But, there is no good route from my home, just uphill from the center of town, to Brighton. If and when the path is built, I would happily walk all the way from home to the T.

Opponents of the path claim that it is inadvisable to site it close to a "live rail". Twice I have seen heavily-used paths, hard by active rail lines. Madison Wisconsin has a very popular bike path system along a commuter rail, and Northhampton has one that runs, for several miles, along an Amtrak line. We have biked on both of these, with perfect safety. Each path was separated from the rail line by a metal fence, similar to the one between the Fitchburg cut-off and the purple line.

Thank you,
David Merfeld
16 Hay Road
Belmont

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

March 17, 2021

Dear Mr. Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because:

- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont. I urge you to consider reviewing the number of bicycle and pedestrian related accidents in Arlington *prior* to their implementation of the Minuteman Trail, as opposed to after. A significant increase to the safety of residents!
- the path will improve my household's commute by providing a direct walkable/bikeable connection to Alewife Station and Belmont Center Station.
- the path will provide an accessible connection to Belmont Center for shopping and dining.
- the path will provide a key connection in the region's bicycle and pedestrian network.
- the path will enhance recreational opportunities by connecting to the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway, and other paths in the region.
- the drainage enhancements proposed for the project will reduce flooding and improve climate resiliency.

Thank you for your consideration.

Sincerely,

Rickland Powell
7 Oak Avenue
Belmont
617.710.2299

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

March 17, 2021

Dear Mr Genova,

I am writing to implore you to provide TIP funding for the Belmont Community path project as soon as possible.

My family primarily travels around Belmont by bicycle as we generally find it a convenient way to travel short distances to school and errands without having to use our car. We have small children, who love to ride their bikes, but for whom travelling in the door-zone bike lane inches from sometimes inattentive and speeding drivers on Concord Ave is not an option. They are also unable to travel through the dangerous, and for all practical purposes un-fixable intersection of Concord, Common and Leonard St at the underpass.

The path project will allow us (and them) to safely cross that intersection, making it someday possible for them to ride to school, and will vastly improve the safety of their parents' rides into work in Somerville and Cambridge.

I know that there has been a lot of pushback from our neighbors who abut the path, but I am encouraged by the fact that property values abutting similar paths in Arlington and Somerville have surged, as fears of noxious use have abated with positive experience of the actual uses and benefits of the path.

Sincerely,
Carice Reddien
46 Centre Ave,
Belmont MA
Owner of Bicycle Belle,
Somerville MA

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

March 17, 2021

Dear Mr. Genova,

I am writing in support of the Belmont community path and ask that the MPAC provide TIP funding for the project as soon as possible.

This is an incredible opportunity to vastly improve the transportation options for both the town of Belmont, and the entire region with future connections to Waltham and beyond.

At our shop, we see increasing numbers of families turning to cargo bikes as a dependable and comfortable means of transportation, and extending the network of safe and comfortable off-street paths will increase access to many more families, which in turn helps with traffic congestion.

There are many families like mine in Belmont, which need to make short local trips- to school, to the library, pool and playgrounds, for whom bicycles are an excellent alternative to a car. Unfortunately many of them are deterred currently by the unpleasant riding conditions on Concord ave, and at underpass in Belmont center. This project would allow connectivity in a safe and convenient way. It would also provide a huge benefit for the many Belmont residents who commute to Alewife and beyond, providing a safer and more pleasant route to connect to the existing Fitchburg cutoff path.

Thank you for your consideration and support of the project.

Regards,
Carice Reddien

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

March 17, 2021

Dear Friends:

Please count me as a supporter of the proposed Belmont Community Bicycle Path and of the funding needed to implement it.

Not only will this path improve safety for pedestrians and kids walking to school, it will be the missing link needed to allow walking or cycling commuting to Alewife or Belmont MBTA stations. For us, it will link the Minuteman Trail with points west. We regularly cycle the Minuteman but would enjoy easy and safe access to restaurants and retail in Belmont and Waltham. The proposed trail will help make that possible.

Many thanks for your vision and creativity in moving this project forward!

Stephen and Constance Ringlee
28 Parkton Rd
Jamaica Plain, MA
M: 515-441-0450

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

March 17, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because the path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway. This will also fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail and continue to connect the Boston region to itself and the rest of MA.

Additionally, I'm selfishly looking forward to the path because the path will offer recreational opportunities for me and my family. We live on the Alewife path and we would use the Belmont Community Path to visit Belmont. My family really likes to go to Belmont Books for their events. Right now, I do not feel comfortable allowing my kids to bike to Belmont because of the off-road segments.

Thank you for your consideration.

Sincerely,
Tim Russell
69 Harvey Street #5, Cambridge MA 02140

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

March 17, 2021

I am a resident of Belmont. I am also a town meeting Member.

It would really be a great advantage to Belmont for us to be able to travel East and West on the new bike path connected to the existing and in process bike paths. We need the exercise and it would help reduce cars on our streets.

The Bedford to Alewife bike path demonstrates that it enhances the town and property values and does not bring crime or peeping toms. The underpass at the high school makes it accessible to those of us closer to Belmont ST.

Let's get this moving so we can access various grants to fund it.

Thanks
Brian

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

March 17, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because the path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway and will offer recreational opportunities for me and my family. I also appreciate that the drainage enhancements proposed for the project will reduce flooding and improve climate resiliency and create new public space in Belmont Center. As a young, active family with two small children, having this safe space for recreation and access to Belmont Center is critical both for health and recreation, but for creating a more environmentally friendly transportation option at a critical juncture in the fight against climate change.

Thank you for your consideration.

Sincerely,

Claire Schuster
551 School Street
Belmont, MA 02478

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

March 17, 2021

Mr Genova:

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

As a relatively new Belmont resident, I love that I'm so close to many exciting Boston-area neighborhoods like Harvard Square, Davis Square, and great bike trails like the Minuteman bikeway, but it's difficult to get there by bike from where we live today. I'd like to bike to these places more often if I could, but I'm usually forced to drive and add to the traffic on our streets and pollution in the air. The addition of the Belmont Community Path would make it much easier for me to get around by bike.

I also have a one-year-old daughter, as well as a son on the way, and I would love for them to grow up in a town with plentiful options for safe biking and easy bike access to nearby towns.

Thank you for your consideration.

Sincerely,
Jonathan Schuster

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

March 17, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the ***Belmont Community Path*** and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because...

- the proposed railroad underpass of the project will create a safe route to school for my child, who attends the nearby Belmont High School;
- the path will improve my commute by providing a direct walkable/bikeable connection to Alewife Station from Belmont Center;
- the path will provide a key connection in the region's bicycle and pedestrian network.
- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- Many of us use bikes to get around Belmont and to connect to our neighboring towns and stores in Cambridge and Arlington, Lexington. The Belmont Community Path is a real win for us riders and is a very positive way to encourage our children to get out exercising on bikes rather than being driven around.

Thank you for your consideration.

Sincerely,

Niti

Dr. Niti Seth
15 Carleton Circle
Belmont, MA 02478

Cell: 617-642-3586

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,

Thank you for your time and consideration of the funding for Phase I of the Belmont Community Path. There is so much excitement amongst the residents and town officials and people I know in neighboring towns for this path to progress. As you know, it has been a long haul, and we are feeling real momentum now.

We are so grateful for the efforts of the town in support of the path. Not only have Town Meeting members provided successive and overwhelming approvals of town funding for the project, but Select Board members have repeatedly voiced support for the project. In fact, numerous elected officials (Select Board and Town Meeting) have expressly campaigned for office on their support for completing the community path. The most recent show of support came earlier this year when the town submitted a grant to MassTrails to support the design of Phase 2 of the path.

I hope that the MPO will consider allocating Transportation Improvement Program funding for the project as soon as possible.

Sincerely,
Sara Smith
Secretary, Friends of the Belmont Community Path
52 Slade St
Belmont, MA 02478

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

March 17, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the ***Belmont Community Path*** and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because...

- the proposed railroad underpass of the project will create a safe route to school for my child, who attends the nearby Belmont High School;
- the path will improve my commute by providing a direct walkable/bikeable connection to Alewife Station from Belmont Center;
- the path will provide a key connection in the region's bicycle and pedestrian network.
- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- Many of us use bikes to get around Belmont and to connect to our neighboring towns and stores in Cambridge and Arlington, Lexington. The Belmont Community Path is a real win for us riders and is a very positive way to encourage our children to get out exercising on bikes rather than being driven around.

Thank you for your consideration.

Sincerely,
Leslie Talmadge
42 Hurd Rd., Belmont

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

March 17, 2021

Dear Mr. Matt Genova,

As Chair of Sustainable Belmont (623 members), I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible. The Belmont Community Path helps the town meet its climate action plan goals and the state achieve its 2050 GHG emissions goals by transitioning to zero emission vehicles such as bicycles. Additionally:

- the railroad underpass component of the project will create a safe route to school for my children and enable me to easily walk or bike to the Belmont Public Library, Belmont Underwood Pool, Belmont Center Post Office, and the MBTA 74/75 Bus Lines.
- the path will improve my commute by providing a direct walkable/bikeable connection to Alewife Station or Belmont Center Station.
- the path will provide an accessible connection to Belmont Center for shopping and dining.
- the path will provide a key connection in the region's bicycle and pedestrian network.
- the path will enhance recreational opportunities by connecting to the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway, and other paths in the region.
- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- the drainage enhancements proposed for the project will reduce flooding and improve climate resiliency.

Thank you for your consideration.

Sincerely,

Phil Thayer

39 Oak Ave
Belmont, MA 02478

Chair, SustainableBelmont.net
Town Meeting Member Precinct 6

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

March 17, 2021

Dear Mr. Genova,

I am writing today to voice my strong support for the Belmont Community Path, and request that the Boston Region MPO provide TIP funding for the project as soon as possible.

The Belmont Community Path is a significant asset both to the town of Belmont and surrounding communities. It helps the town and Commonwealth meet their climate action goals by facilitating increased travel by bicycle and foot. Also, there are important safety improvements associated with both the railroad underpass and the Brighton street crossing. Both of these locations have been the site of horrific accidents in the past few years.

I believe the concerns of the project's abutters have been more than adequately addressed, and that they will come to value the Path as highly as the abutters of the Minuteman Commuter Bikeway have done.

Thank you for your consideration.

Sincerely,
Mark Wagner
21 Hastings Rd., Belmont

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

March 17, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because the path will fill a critical gap on Massachusetts Central Rail Trail and connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway.

Additionally, I'm looking forward to the path because the path will reduce auto usage and carbon emissions in Belmont, and the surrounding region by creating new public space and pathway to access Belmont Center.

Thank you for your consideration.

Sincerely,

Tsun Au Yeung of Gill Rd in Waltham

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

March 18, 2021

Dear Mr. Genova,

I am writing you in support of the Belmont Community path. We have been considering this for decades in spite of it being hugely popular among voters and tax payors.

In addition to creating recreational options for our urbane setting, the Belmont Community Path helps the town meet its climate action plan goals and Massachusetts achieve its 2050 greenhouse gas emissions goals by facilitating transition to zero-emission vehicles such as bicycles.

Let's get it built.

Best regards,

Claus Becker
20 Poplar St.
Belmont
Town Meeting Member

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

March 18, 2021

Hi Matt,

Hope all is well with you, it's been a while since we chatted about a potential bridge over the Cambridgeside Canal to the Museum of Science and the McGrath project.

I just wanted to take a minute to write in strong support for the MPO to help improve the proposed Belmont bike path. It's a pretty tough ride right now, and would really benefit from protected infrastructure. I know people who commute to MIT from there right now, and I am sure that if it were safer and more comfortable, it would help promote mode shift and reduce traffic.

Thanks and I hope to bump into you soon near the museum now that we have some nice Spring weather!

Best,
Chris Cassa

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

March 18, 2021

Hi, as a Belmont, MA resident, I am writing to express my strong support for funding for the Community Path. The connected paths are incredibly important for so many reasons, including allowing local residents to stay fit by walking and exercising outside, and connecting neighborhoods and communities to each other. They are also much safer options for outdoor walking and exercise than uneven sidewalks and busy intersections.

Thank you for allowing me to express my strong support for the Community Path project and related fundraising.

Susan Cohen
33 Coolidge Road
Belmont, MA 02478

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

March 18, 2021

Dear Mr. Matt Genova,

I would like to encourage you to support the Belmont Community Path. It will be a major "plus" for Belmont and surrounding towns.

I often take the bike path from Hills Crossing in Belmont to Alewife station, and then on the Minuteman Bike Path. But I have to ride on local roads in order to reach the bike path. It would be terrific to have a bike path through the center of Belmont, making it more convenient and safer to reach Alewife and the bike paths leading from there.

Regards,
Mark Davis
30 Emerson Street
Belmont

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

March 18, 2021

Mr. Genova,

I strongly support the construction of the Belmont Community Path and request that the MPO provide Transportation Improvement Program funding for the project.

My family and I live in Belmont. The Path will have a noticeable difference in our lives, and will be used frequently. If funded and constructed, it will improve our daily lives by providing new, safe ways to commute to work and school. It will also allow for better recreation opportunities for everyone in my family.

The Community Path fits into Belmont's larger community conversation about climate solutions, healthy living, and quality of life. There is broad and deep support in the community.

As such, as urge you to help support this effort. Thank you for your consideration.

Sincerely,
Travis Franck
102 Gilbert Road
Belmont, MA

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

March 18, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path as well as the construction of a new hockey rink and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because the railroad underpass component of the project will create a safe route to school for my children and enable me to easily walk or bike to the Belmont Public Library, the new hockey rink, Belmont Underwood Pool, Belmont Center Post Office, and the MBTA 74/75 Bus Lines.

Thank you for your consideration,

John Gallagher

72 Kilburn Rd.

Belmont

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

March 18, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm really excited about the Belmont Community Path!

The path will make a connection between the Alewife T station in Cambridge, through Belmont, to numerous regional paths/bikeways. The Belmont Community Path creates safe routes to school for children. The project improves safety for bicyclists and pedestrians, in a beautiful and ecological way.

Thank you for your consideration.

Sincerely,

Lucy Gibson
54 Trowbridge St.
Belmont MA 02478

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

March 18, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because the path will offer recreational opportunities for me and my family, enable me to bike to Downtown Boston almost entirely off-road, reduce auto usage and carbon emissions in Belmont and the surrounding region, and the project will create new public space in Belmont Center.

Thank you for your consideration.

Sincerely,

Yumi Grassia

129 Slade St, Belmont, MA 0247

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

March 18, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because it will provide a very safe mode of transportation for many in the community to enjoy and will connect us with other widely used bike paths.

The path will provide an accessible connection to Belmont Center for shopping and dining, connection in the region's bicycle and pedestrian network, and will enhance recreational opportunities by connecting to the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway, and other paths in the region.

Thank you for your consideration.

Regards,

Paul Griffin

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

March 18, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I am a long time resident of Belmont. The Belmont Community Path will not only provide a key connection in the region's bicycle and pedestrian network, but also the railroad underpass component of the project will enable me to easily walk or bike to the Belmont Public Library, Belmont Underwood Pool, Belmont Center Post Office, and the MBTA 74/75 Bus Lines. In addition the drainage enhancements proposed for the project will reduce flooding and improve climate resiliency.

Thank you for your consideration.

Sincerely,
Radha Iyengar
76 Dean Street
Belmont, MA 02478

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

March 18, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible. I am a Belmont Precinct 8 Town Meeting Member and resident of the Winn Brook neighborhood who has been advocating for this for more than 10 years.

I am most excited about the prospect of a railroad underpass to create a safe and convenient route for me and my neighbors to the Belmont Public Library, Belmont Underwood Pool, Belmont Center Post Office, and the MBTA 74/75 Bus Lines. I expect that there will be a significant reduction in morning traffic as families favor this shorter alternative to driving their kids to the high school in the pre- and post-COVID traffic jam, and as more commuters choose bicycling over driving for their commute once this path connects to Waltham and beyond. In addition, I am thrilled for Belmont to support this key connection in the region's bicycle and pedestrian network.

Thank you for your consideration.

Sincerely,

Anne-Marie Lambert
79 Chilton Street
Belmont, MA 02478

Belmont Town Meeting Member,
Precinct 8

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

March 18, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path for so many reasons. It will be a great connection between other regional paths for biking and walking. It will improve the safety of cyclists and pedestrians, and drainage enhancements will improve climate resiliency.

Thank you for your consideration.

Sincerely,

Jane Levin
89 Hillcrest Road
Belmont, MA

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

March 18, 2021

Good Morning Matt,

I am a resident of Belmont, MA and would like to share my strong support for the Belmont Community Path. Towards that end I request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

Both my wife and I have been bicycle commuters into the Cambridge area for almost ten years. This path would increase both the safety of that commute as well as flexibility and overall enjoyment.

A favorite weekend activity with my seven year old is going for "big mile bike rides", including riding on "train track race track" (the Belmont-Cambridge pathway along the commuter line) to get to the Minute-man path at Alewife. Our current path includes crossing several busy intersections and traveling on high traffic roadways for a period of time. The Belmont Community pathway would essentially eliminate all of those dangers.

These are two specific and personal examples, but I am sure the benefits of this path will be countless. Thank you for your consideration.

Sincerely,
Michael Macrae
63 Kilburn Road, Belmont

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

March 18, 2021

Dear Mr. Genova,

I am writing to express my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path for several reasons. First, the railroad underpass component of the project will create a safe route to school for my son and enable my family to easily walk to the Belmont Public Library, Belmont Underwood Pool, Belmont Center Post Office, and the MBTA 74/75 Bus Lines. Second, the path will improve my commute by providing a direct walkable connection to the Belmont Center MBTA Station. Third, the path will provide a more accessible connection that will make it easier to get to Belmont Center for shopping and dining. I sincerely hope that this project will be funded and completed as soon as possible. It will be a great asset to the community.

Thank you very much for your consideration.

Sincerely,

Michelle-Marie Mendez
35 Clark Street
Belmont, MA 02478

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

March 18, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because I live very close to the Clark Street Bridge and will benefit daily from having safe, off-road access to Belmont center shops, the high school, and the rest of the minuteman network. I can not wait for this path as it will significantly improve the quality of life for my family on a daily basis!

Thank you for your consideration.

Sincerely,

Diane Beckley Miller, AIA, LEED AP, Ed.M

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

March 18, 2021

Hi Matt,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because the path will provide a key connection in the region's bicycle and pedestrian network and improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.

Thank you for your consideration.

Sincerely,
Heather Nahas
21 Blake Street
Belmont
617-484-2676

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

March 18, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

Apart from improving the ecosystem for pedestrians and bicyclists around Brighton St the path connects to, and provides connections between, the other bicycle paths in the area. This network of paths goes a long way to making the bicycle a viable choice for many people when they consider how they are going to get to work, run errands or for recreation. Cyclists are quite willing to take the long way around if its nicer (generally means away from traffic) and this provides a needed connection to building a usable network of paths.

Thank you for your consideration.

Sincerely,

Jeffrey Orlin

105 Nonantum St

Newton, MA 02458

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

March 18, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because the path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway and will allow more people to recreate and commute safely, without having to negotiate dangerous streets.

Additionally, I'm looking forward to the path because it will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail and will provide safe routes for children to walk or bike to school.

Thank you for your consideration.

Sincerely,

Aileen O'Rourke
10 Forest St, Manchester, MA 01944

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

March 18, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because-the path will provide a key connection in the region's bicycle and pedestrian network and the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont. Moreover, the drainage enhancements proposed for the project will reduce flooding and improve climate resiliency.

Thank you for your consideration.

Sincerely,
Susan and Stephen Polit
20 Douglas Road
Belmont, MA

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

March 18, 2021

Dear Mr. Genova,

I'm a Belmont resident, writing to support the Belmont Community Path and ask the Boston Region Metropolitan Planning Organization to provide Transportation Improvement Program funding for the project as soon as possible.

I support this project because it will improve pedestrian and bicycle infrastructure in Belmont, with connections to the surrounding area.

I used to live in East Arlington, where the Minuteman Commuter Bikeway is a significant improvement to the quality of life, being safer and quieter than walking along Massachusetts Avenue. The Bikeway is valuable in part because of the connections to Somerville's Linear Park and Community Path, which would be improved by the Belmont Community Path.

Thank you for your attention,

Vicki Rosenzweig

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

March 18, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path for several reasons, mostly the following.

- The path will provide an accessible connection to Belmont Center for shopping and dining.
- The project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- The path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway
- The path will offer recreational opportunities for me and my family.

Thank you for your consideration.

Sincerely,

Jason Sakos

North Cambridge Resident

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

March 18, 2021

Dear Mr. Matt Genova,

I'm writing to voice my and my family's support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

We are looking forward to the Belmont Community Path because we would like to do more walking instead of driving for environmental and health reasons, and I would like to be able to walk safely to the Alewife station.

Thank you for your consideration.

Sincerely,
Anna Scherbina and Bernd Schlusche
24 Clover Street,
Belmont

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

March 18, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because the path will provide an accessible connection to Belmont Center for shopping and dining.

In addition, it will provide a key connection in the region's bicycle and pedestrian network. And enhance recreational opportunities by connecting to the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway, and other paths in the region.

The project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont, and the drainage enhancements proposed for the project will reduce flooding and improve climate resiliency.

Thank you for your consideration.

Sincerely,

Elyse Shuster 29 Van Ness Rd.

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

March 18, 2021

Dear Matt,

I'm writing to express my support for the Belmont Community Path. I have been a resident of Belmont for almost 39 years. I am an active walker and had the opportunity, just yesterday, to visit the completed section of the Massachusetts Central Rail Trail in Wayland and Weston with a friend who lives in Wayland. It was such a pleasure to be able to use the trail and it made me realize how great it will be when the entire trail is completed. Today I saw a posting on the Nextdoor message board asking for expressions of support for the Belmont Community Path funding. In studying the map it seems clear that this is an essential piece of the overall project. Please make it possible for this very desirable effort to move forward.

Thank you.

Duncan Spelman
68 Prospect St.
Belmont

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

March 18, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because the path will reduce auto usage and carbon emissions in Belmont, and the surrounding region.

Additionally, I'm looking forward to the path because it is very healthy for all of us to be outside and do exercise for fun way and safe way.

Thank you for your consideration.

Sincerely,
Naomi Tokisue-Stevens
3 Chestnut st, Belmont MA 02478

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

March 18, 2021

Hello Matt,

My husband and I are Belmont residents and we would LOVE to have more bikeable paths in Belmont. We are current users of surrounding local bike paths and really enjoy them.

Patricia W.

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

March 18, 2021

Dear Mr. Genova:

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I am a great supporter of community paths, in general, and have been a heavy user of the Minuteman Commuter Trail for many years. The Minuteman adds so much value to the communities it passes through as well as nearby towns, including Belmont.

I think it is underestimated the extent to which the community path will be a positive game changer for Belmont. . I first heard about the path, probably 25years ago, in a meeting at Belmont High School. It has been frustrating how long it has taken to get to where we are today. We cannot afford more delays.

As I am sure you know the Belmont connection is complex, expensive, but essential to fulfilling the amazing vision of the 108-mile Mass Central Rail Trail from Cambridge to Northampton. Waltham is well along the way of moving to construction on its path and the completed Weston-Wayland section is already a jewel. Completing the connection from Cambridge to Wayland would be a major accomplishment.

I assure you that the Belmont path has the overwhelming support of the town, even acknowledging a few recalcitrant neighbors, who for decades have opposed this highly beneficial community and regional amenity. We have waited too long for this path. I urge you to do what you can to move this project forward.

Sincerely,
Roger Wrubel, Belmont Town Meeting member,
member of the Belmont's Energy Committee
165 Slade St, Belmont

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

March 19, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

This path will make it safer and more convenient for my family and me to connect to Alewife, the Red Line, and the rest of the Boston Metro region.

This path will also make it easier for my wife and me to enjoy our Saturday trips on the Minuteman Bike Trail.

Thank you for your consideration.

Sincerely,

Leland K. Ackerson

32 Harris St.

Belmont, MA 02478

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

March 19, 2021

Dear Mr. Matt Genova,

I am writing to you to support the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I am an amateur bicyclist myself (to call me avid would be an overstatement). One of the reasons I bought my current house is to be close to the Fitchburg Cutoff trail that goes to the Alewife subway station. It would be really nice for me personally, and, I think, for the community as a whole, if the path were extended in the other direction to also reach Belmont Center, where it would therefore become easier for me to go on errands; to say nothing of linking the Alewife office park to the recreation that Belmont Center provides (such as it is).

Thank you for your work considering this proposal,
~Alexey Radul
74 Brighton St,
Belmont, MA

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

March 19, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because the path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway. Additionally, the path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail.

Thank you for your consideration.

Sincerely,
Amanda siuda, 898 broadway, Somerville, ma

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

March 19, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I trust you have received many emails outlining the benefits of the Community Path, so I won't attempt to be comprehensive, and will just note that:

- In addition to Belmont, the Path will immediately benefit the entire region by linking existing bike / pedestrian paths in Cambridge, Arlington, Waltham, and other surrounding towns by extension
- The Path will include a pedestrian underpass linking Belmont High School to the Claflin Street neighborhood. At present, HS kids jump the fence and cross the train tracks directly, and since I've lived in Belmont several kids have been hit and killed by the commuter rail train. The Community Path will provide a safe alternative.
- The path will provide a direct, unobstructed bike and pedestrian link from the heart of Belmont to Alewife station and will allow current car-commuters to shift to public transit. This isn't just about creating a more scenic and safer route for commuters; because of the existing rail line there is at present **no** direct path from Belmont Center to Alewife. The Community Path will create one.
- This is a relatively small one-time infrastructure investment that will benefit Belmont *and the entire region* in perpetuity. Funding the path is a no brainer on its own merits, and the case is even stronger within the context of the 104 mile Mass Central Rail Trail.

Thank you for your consideration.

Sincerely,

Andrew Laubscher

31 Howells Road, Belmont

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

March 19, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

As a Waltham resident who lives on the Belmont border, I'm looking forward to the Belmont Community Path because:

- the path will improve my commute by providing a direct walkable/bikeable connection to Alewife Station or Belmont Center Station.
- the path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway
- the path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail.
- the path will offer recreational opportunities for me and my family.
- the path will enable me to bike to Downtown Boston almost entirely off-road.
- the path will reduce auto usage and carbon emissions in Belmont, and the surrounding region.
- the drainage enhancements proposed for the project will reduce flooding and improve climate resiliency.
- the project will create new public space in Belmont Center.

Thank you for your consideration.

Sincerely,

Ben Kornstein

78 Albemarle Road

Waltham, MA, 02452

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

March 19, 2021

Mr Genova: I'm writing in support of the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible. I have regularly used the existing extension to commute to Alewife. Having the path extended will increase my safety by reducing the risk of car/bike accidents.

Ben Lubetsky
21 Cedar Rd, Belmont

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

March 19, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because

- the railroad underpass component of the project will create a safe route to school for my children and enable me to easily walk or bike to the Belmont Public Library, Belmont Underwood Pool, Belmont Center Post Office, and the MBTA 74/75 Bus Lines.
- the path will improve my commute by providing a direct walkable/bikeable connection to Alewife Station or Belmont Center Station.
- the path will provide an accessible connection to Belmont Center for shopping and dining.
- the path will provide a key connection in the region's bicycle and pedestrian network.
- the path will enhance recreational opportunities by connecting to the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway, and other paths in the region.
- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.

Thank you for your consideration.

Sincerely,
Benchun Miao
29 Jason road Belmont MA 02478

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

March 19, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because-the path and railroad underpass creates safe routes to school for children.

- the path will improve my commute by providing a direct walkable/bikeable connection to Alewife Station or Belmont Center Station.
- the path will provide an accessible connection to Belmont Center for shopping and dining.
- the path connection with Concord Ave. provides great access to Belmont Public Library, Belmont Underwood Pool, Belmont Center Post Office, and the MBTA 74/75 Bus Lines
- the railroad underpass component of the project will allow my child to walk or bike to Belmont Middle and High School safely.
- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- the path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway
- the path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail.
- the path will offer recreational opportunities for me and my family.
- the path will enable me to bike to Downtown Boston almost entirely off-road.
- the path will reduce auto usage and carbon emissions in Belmont, and the surrounding region.
- the drainage enhancements proposed for the project will reduce flooding and improve climate resiliency.
- the project will create new public space in Belmont Center.

Thank you for your consideration.

Sincerely,
Yulia Borukhina
160 Claflin st
Belmont MA

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

March 19, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I grew up in nearby Newton and through college lived in Greater Boston with friends in Belmont and Arlington. I have a close friend now in Arlington with whom I frequently go biking and walking in area recreational areas. Now I live outside 495 but I feel strongly about what happens in Greater Boston. So, I please understand that the Belmont Community Path is important to many people even outside Belmont.

I'm looking forward to the Belmont Community Path because it is this kind of pedestrian/bike pathway that connects communities and allows everyone from commuters to families to get off auto/truck roadways safely. The big pathways are a reality in Massachusetts but these shorter connectors are so important to making the big trails useful. I know as I live close to the Bruce Freeman and the Nashua River Rail Trail and look forward to several shorter connector projects to be completed. I still need to ride busy roads to get to these rail trails and often this is a dangerous stretch of road. I'd not let the kids do it alone. But with a trail connection everyone would be safer and the trail be a daily part of life. The cost of a pathway is economical given the reward to a healthy safe citizenry.

So, please press our case, make the arguments, remember who important this is to the future of Greater Boston.

Thank you for your consideration.

Sincerely,

John Callahan

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

March 19, 2021

Dear Mr. Genova,

I'm writing to voice my strong support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I support the Belmont Community Path for several reasons.

- It's essential that we reduce our carbon footprint and encourage transportation that doesn't rely on fossil fuels.
- The path will connect with the region's bicycle and pedestrian network, including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway
- The path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail.
- The path will offer recreational and fitness opportunities for many individuals and families.

Thank you for your consideration.

Sincerely,
Katharine Canfield
103 Cushing Avenue
Belmont, MA 02478

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

March 19, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because the path will offer recreational opportunities for me and my family.

Additionally, I'm looking forward to the path because the path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail.

Thank you for your consideration.

Sincerely,

Jess Charlap
York Ave, Watertown

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

March 19, 2021

Kathleen Cowing
278 Cross Street
Belmont, MA 02478
617-489-3979
Mrs.cowing@gmail.com

Mr. Matt Genova
mgenova@ctps.org

Dear Mr. Genova,

I am writing with respect to the Belmont Community Path that is being considered for construction and financial support from the state. I have myriad concerns with the path and equally as importantly with the process that has gotten the path to this point, and wish to submit them for your consideration.

First and foremost, I wish to submit my main concern that the title "Community Path" is deeply disingenuous. A large portion of this path will be extremely narrow and run dangerously close to the still-live train tracks. Such proximity is not advisable for any number of reasons, not the least of which is exposure to inadvisable decibel levels. For a child, the recommended limits of decibel exposure range between 50-70 decibels. On average, a commuter rail train runs from 71-76 decibels, sometimes higher depending on the speed of the train. As such, to situate a path directly next to a train track that is simply too loud for exposure for small ears is a perfect example of why this is clearly not a "Community" path. I know that I would never utilize this path with my children, and I imagine many parents share my concerns. Other exposure concerns include fumes/off-gassing of trains, the draft of the train kicking up debris that could be harmful, and so forth. Additionally, it has been made clear that the manner in which this path is being situated will make it difficult, and in some situations next to impossible for first responders to reach a person in crisis in a reasonable amount of time (as an example, in several meetings it was expressed by the leaders of the fire and police departments that the narrow entrance to the path from Brighton Street and the choke point with abutting businesses will prevent vehicles from moving any further down the path than that choke point). As such, it would be inadvisable for any member of the community who is aging, or has any medical concern, to utilize the path, as they would be inaccessible in the event of any medical emergency. Given these and many other issues, it appears that children, seniors, and anyone with health concerns, is not likely to be able to safely or advisably utilize this path. The advocates for the path have labeled it a "Community Path" in order to garner support, but realistically this is a commuter path for cyclists and others, and the use of the word "Community" is misleading at best, and appears to be intentionally so.

I write this letter also as a female runner who has deep concerns over the design and situation of the path. I have attended many of the "public" meetings (where often, members of the public have been ignored, or worse treated with disdain and derision for expressing their concerns) and it appears that this path will require a wall between the tracks and the path, and that further, to address the concerns of the abutters, an additional wall or other substantial barrier will be constructed to protect their privacy. I firmly advocate for the privacy of the abutters, but in doing so, a deep concern arises in me as a woman who runs. A path that has a substantial stretch where there are high walls on both sides, and no access besides Brighton

Street and Leonard Street is a prime location for attacks. Over the past five years I have read with dismay as woman after woman is attacked while running in very similar situations. A long, walled-in corridor, where no one can hear a cry for help, and even if they do, first responders cannot adequately respond, is a recipe for disaster for runners like me.

I am not an abutter, but I would like to close this letter with my concerns that I share with the abutters of this project. As stated previously, I have witnessed many of the “public” meetings for this path, and in nearly all of them the treatment of the abutters and regard for their concerns has been abysmal. The abutters have raised valid concerns over the lighting of the path (its impact on their natural sleep cycles, particularly those of their children, the impact on wildlife in the area, etc.), over the privacy of their homes (the path has offered no clear answer to this and in fact has waffled between no barrier and landscaping, chain link fencing, and unspecified “walls”), over the drainage impact on their properties (as yet completely unaddressed), and over the impact on their existing landscaping, much of which includes mature trees on the property lines which are certain to be damaged or destroyed by the construction of the path. As someone with a home nearby, I can attest that already the lighting at the high school and high school track generates substantial light pollution in our neighborhood. The prospect of additional lighting is disappointing, and yet as I raised in my previous issue, an unlit path would be exceedingly dangerous. Were the path to be situated elsewhere it is likely that existing lighting would be sufficient and more would not be necessary, but the path committee rarely if ever treated other path locations as a real option. Additionally, as pointed out before, a path that creates ill effects for children in the community can hardly be labeled a “community” path. The privacy and safety of abutting homes is highly concerning to me. In a recent spate of break-ins in the town it was determined that the suspects were using the tracks as one of their means of access to the town. To literally pave the way for more access directly into a section of the community that has already been hard hit by house and car breaks seems unwise. To do so with a path that we already have determined is difficult if not impossible for public safety to access reliably seems even further of a poor decision. To do so with a path with as-yet-undetermined privacy options for those abutters appears deeply unfair and callous in the disregard for their valid concerns. Finally, to create a path that could have substantial negative environmental impacts without first truly addressing those impacts, is highly irresponsible. Mature trees cannot be replaced, and the impact of the runoff on any attempts to plant replacements is likely to be substantial. As such, it would be next to impossible to mitigate the devastating impact this path could have environmentally in that section of town, a section that has already suffered fairly substantial impact due to the building of a new High School.

Finally, I wish to address the complete and utter lack of planning as it relates to the big picture of the path. To ask for state and community funding in “pieces” to me represents an irresponsible approach. As yet, there appears to be no plan set in place for the section of the path that will extend from Leonard Street to Trapelo road beyond some very general “ideas” for what it “might” look like. The town is in the process of completing a substantial and critical renovation to the Police Station, which will abut one of the proposed locations for the “next phase” of the path, and yet there has been little to no information on how that would potentially impact that section of town. Further, the nearly-defunct light department building is also a portion of town-owned property that has quite a bit of potential, but such potential could be limited a great deal by the loss of property that a path in that section would represent. As a taxpayer in town, I am loath for the town to lose potential value, or operational viability for possible expansion (Light Department Building) or daily use (Police Station). There are also environmental concerns in that section of town as the path would enter some low-lying wetland areas that I suspect would merit protection and or mitigation. To ask for funding of one “phase” of a project when the viability of the next “phase” has not yet been fully vetted seems incredibly irresponsible, and as a resident and taxpayer I’m concerned that several of the proposed path

locations continue to be ill-advised, dangerous, environmentally damaging, and negatively impactful to abutters.

Mr. Genova, I would love a path that is genuinely a community path. I firmly believe that we as a town and state need to invest in infrastructure that encourages alternative transportation (cycling, pedestrians). I would love to see my town connected to other paths, and would love more safe locations in which to run, cycle, and otherwise ambulate both alone and with my family. But at this juncture, this path represents little to none of what I need as a community member, female, or parent. Furthermore the process has regularly ignored the needs of many in the town, and the valid concerns of just about anyone who presented them. This process has felt rushed, and frankly, forced upon the town by a small interest group who has a very specific desire for a straight line bike path, but who has framed their proposal as a path for the community. It is not. Please consider those whose voices have been silenced and ignored. Please consider that these concerns are valid and as-yet unaddressed. Please do not fund a plan that is half-baked and that ignores so many.

Thank you for your time and consideration,

Kathleen Cowing

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

March 19, 2021

Dear Matt Genova,

I am writing in support of the Belmont Community Path and ask that the Boston Region Metropolitan Planning Organization provide funding for the project. I live less than one mile away from the proposed railroad underpass of the project. In the 25 years I have lived in my house, I have biked and jogged from my home to Alewife and the Minuteman Bikeway numerous times, probably a dozen times in the past year alone. I use that path for training for marathons, and for biking to the western suburbs of Bedford, Carlisle, Concord, and Lincoln. I would love to be able to use the Belmont Community Path in conjunction with the Waltham and Weston and Minuteman paths to take 50 mile rides with a minimum of street use.

In addition the railroad underpass is of utmost importance for the safety of the Belmont school children. I have known numerous classmates of my children who have mentioned they illegally crossed the railroad tracks through holes in the fence to get to the High School every single school day because it saved them having to walk an extra mile. With the new Belmont school now including middle school students, that will mean even more students will cross the tracks each day if the underpass is not built.

Thank you for your work in this effort.

Sincerely,

James L. Crawford
22 Locust St.
Belmont, MA 02478

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

March 19, 2021

Dear Mr. Genova,

I'm writing to you in support of the Belmont Community Path. Transportation Improvement Plan funding can't come soon enough. I live in Waltham and biking along route 60 is the quickest and easiest way to get to Arlington, Alewife, Davis Sq, etc. However, it's also one of the most dangerous! Cars anxious to turn and rushing through lights have given me a few close calls. Having a safe and direct route through Belmont would be a boon to my travels and many others less confident (or foolish) than me.

Waltham's progress on our section of the trail has gotten a bit stale. I hope Belmont's action can spur us along; and by all finishing our respective portions, can produce a wonderful piece of infrastructure greater than the sum of its parts.

Enjoy the weekend,
Eamon Dawes

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

March 19, 2021

Dear Mr. Matt Genova,

I'm voicing my support for the Belmont Community Path. I'm requesting the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project for the following reasons:

- the project should make the crossing at Brighton Street in Belmont safer for bicyclists and pedestrians. This hazardous crossing has been the site of numerous accidents involving perdestrians, autos and sometimes trains!
- the path will offer additional recreational opportunities for me and my family.
- We often use the path to reach Alewife station and MBTA trains to downtown Boston, thus avoiding traffic jams and expensive parking. The Community Path will make this route safer for us.
- the drainage enhancements proposed for the project will reduce flooding which occurs today after major storms.
- the path should reduce auto traffic congestion somewhat in and around Belmont.

Regards,
Frank Frazier
11 Woods Rd
Belmont MA 02478

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

March 19, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because

- the railroad underpass component of the project will create a safe route to school for my children and enable me to easily walk or bike to the Belmont Public Library, Belmont Underwood Pool, Belmont Center Post Office, and the MBTA 74/75 Bus Lines.
- the path will improve my commute by providing a direct walkable/bikeable connection to Alewife Station or Belmont Center Station.
- the path will provide an accessible connection to Belmont Center for shopping and dining.
- the path will provide a key connection in the region's bicycle and pedestrian network.
- the path will enhance recreational opportunities by connecting to the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway, and other paths in the region.
- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- the drainage enhancements proposed for the project will reduce flooding and improve climate resiliency.

Thank you for your consideration.

Sincerely,
Xueyan Fu

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

March 19, 2021

Dear Mr. Matt Genova,

I'm writing to voice my enthusiastic support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path for many reasons, such as:

- the railroad underpass component of the project will create a safe route to school for children and enable many people to easily walk or bike to the Belmont Public Library, Belmont Underwood Pool, Belmont Center Post Office, and the MBTA 74/75 Bus Lines.
- the path will improve people's commutes by providing a direct walkable/bikeable connection to Alewife Station or Belmont Center Station.
- the path will provide an accessible connection to Belmont Center for shopping and dining.
- the path will provide a key connection in the region's bicycle and pedestrian network.
- the path will enhance recreational opportunities by connecting to the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway, and other paths in the region.
- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- the drainage enhancements proposed for the project will reduce flooding and improve climate resiliency.

Thank you for your consideration.

Sincerely,

Melissa Hart

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

March 19, 2021

Matt:

please support the Belmont Community Path for the next round of funding at the Boston Region Metropolitan Planning Organization budget plan meeting on March 25. As a Belmont resident, I strongly support this funding.

thank you,
Jeff Held

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

March 19, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible. I have been waiting and attending meetings on this for over a decade. Let's get this moving.

I'm looking forward to the Belmont Community Path because

- the path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway
- the path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail.
- the path will reduce auto usage and carbon emissions in Belmont, and the surrounding region.
- studies have shown that bike paths improve property values

Thank you for your consideration.

Sincerely,

John Herzfeld
Belmont MA

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

March 19, 2021

Hi Matt

I understand that there are some decisions coming up regarding the community path that extends the walking/bike path from the Brighton Rd railroad crossing to Belmont Center and beyond.

I just wanted to convey my support for this project as a resident of Belmont. I am familiar with the plan and the benefits of such off road paths. They are the future, encouraging safe community biking, walking, exercise and a low carbon no pollution way to get from A to B. In this case it will also be welcomed by many folks I see who end up at the end of the current path who look confused as to where they are (at the Brighton Road railroad crossing) as the new path they will end up in Belmont Center, an actual destination. There are also likely benefits to local businesses from additional visits of walkers and cyclists. It will also provide a more direct route for residents around Belmont center to walk (or bike) to Alewife T minimizing exposure to the noise and particulate pollution of the road traffic.

I understand that direct neighbors to the path have concerns and out of an abundance of respect for those concerns I do support, to the extent that is practical, measures built into the plan that provide them with continued privacy. But to be clear, the greater good is served by supporting the community path extension.

Thanks so much!

Dean Hickman
Concord Ave
Belmont

#cleanourtowns
#cleanupbelmont

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

March 19, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because...

- the path and railroad underpass creates safe routes to school for children.
- the path will improve my commute by providing a direct walkable/bikeable connection to Alewife Station or Belmont Center Station.
- the path will provide an accessible connection to Belmont Center for shopping and dining.
- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- **the path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway**
- **the path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail.**
- the path will offer recreational opportunities for me and my family.
- **the path will reduce auto usage and carbon emissions in Belmont, and the surrounding region.**
- the drainage enhancements proposed for the project will reduce flooding and improve climate resiliency.
- the project will create new public space in Belmont Center

Thank you for your consideration.

Sincerely,
JoAnn Ignelzi
36 Madison Street
Belmont

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

March 19, 2021

Dear Mr. Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

This path will provide safe opportunities for walking, running and biking; connection to Alewife Reservation and the Alewife T station; and a critical part of the Massachusetts Rail Trail. With the (nearly complete) Somerville Community Path Extension, the Belmont Community Path will provide a safe, off-road route east all the way to Boston.

Thank you for your support,
Kent Johnson
North Cambridge

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

March 19, 2021

Dear Mr. Matt Genova,

I am writing to ask for your support for funding the community path through Belmont. For the past three decades citizens here have been volunteering their time and expertise toward this end, while other cities and towns have made real progress on various sections of the rail trail which will connect to ours. We have discussed and vetted the path with participation from all parties and have a design; we now need to move forward, with funding from the Boston Region Metropolitan Planning Organization as part of the Transportation Improvement Program. The path will benefit many in town and in the region and needs to move forward.

Thank you,
Darrell King
Belmont, MA

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

March 19, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because:

- the path and railroad underpass creates safe routes to school for children.
- the path will provide an accessible connection to Belmont Center for shopping and dining.
- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- the path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway
- the path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail.
- the path will enable my husband to bike to Downtown Boston almost entirely off-road.
- the path will reduce auto usage and carbon emissions in Belmont, and the surrounding region.
- the drainage enhancements proposed for the project will reduce flooding and improve climate resiliency.
- the project will create new public space in Belmont Center.

Additionally, I'm looking forward to the path because:

- the path connection with Concord Ave. provides great access to Belmont Public Library and the Belmont Center Post Office.

Thank you for your consideration.

Sincerely,

Kerri Klugman

70 Bartlett Avenue

Belmont, MA

02478

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

March 19, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because:

- The path and railroad underpass creates safe routes to school for children.
- The path will improve my commute by providing a direct walkable/bikeable connection to Alewife Station or Belmont Center Station.
- The path connection with Concord Ave. provides great access to Belmont Public Library, Belmont Underwood Pool, Belmont Center Post Office, and the MBTA 74/75 Bus Lines
- The path will offer recreational opportunities for me and my family.
- The path will enable me to bike to Downtown Boston almost entirely off-road.
- The path will reduce auto usage and carbon emissions in Belmont, and the surrounding region.
- The drainage enhancements proposed for the project will reduce flooding and improve climate resiliency.
- The project will create new public space in Belmont Center.

Thank you for your consideration.

Sincerely,

-James MacDonald
15-year Belmont resident, father of 3

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

March 19, 2021

Dear Mr. Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because it will provide many benefits, including:

- the path and railroad underpass creates safe routes to school for children.
- the path will provide an accessible connection to Belmont Center for shopping and dining.
- the path connection with Concord Ave. provides great access to Belmont Public Library, Belmont Underwood Pool, Belmont Center Post Office, and the MBTA 74/75 Bus Lines
- the railroad underpass component of the project will allow many chidren to walk or bike to Belmont Middle and High School safety.
- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- the path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway
- the path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail.
- the path will offer recreational opportunities for me and my family.
- the path will reduce auto usage and carbon emissions in Belmont, and the surrounding region.
- the drainage enhancements proposed for the project will reduce flooding and improve climate resiliency.
- the project will create new public space in Belmont Center.

This project will be good not only for Belmont, but for residents in other nearby towns. It will provide another safe place to walk and bike close to my home. Please do not be misled by those very vocal people who do not want this project - they are definitely a minority in the town.

Thank you for your consideration.

Sincerely,

**Donna D Mayo & Kathryn R. Dunton
16A Cambridge St
Belmont, MA 02478**

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

March 19, 2021

Dear Mr. Genova,

I write in full support of the bike path.

I live on Royal Road and will have a full view of a portion of the bike path that will be constructed along Route 60. I am looking forward to enjoying the pleasure that individuals and groups take in using the bike path.

My children walked the dangerous route to Belmont High School and back home across the Common and Concord Street intersection; they survived. Not only will the middle and high school students have a safer route to school, but commuters will have a direct and safer route to Alewife Station. The width of the path will permit walkers, runners, skaters, and bicyclists an ease of travel that is missing in our town.

I fully support the building of the Belmont portion of the bike path.

Yours sincerely,
Penelope Moore
64 Royal Rd, Belmont, MA 02478
cell: 617 548 6842

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

March 19, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

The community path will connect two existing path networks, giving the community a viable new alternative from cars to commute, or to enjoy for recreation. There is something magical about using rail trails for community paths. Belmont and the citizens of Massachusetts would be well-served by moving forward as quickly as possible to complete this project.

Thank you.

Sincerely,

Robert J. Mountain
23 Orchard St, Belmont MA 02478

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

March 19, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because the path and railroad underpass create safe routes to school for children, it will enable me to bike to Boston, it will reduce carbon emissions, and it provides a wonderful recreational opportunity.

Thank you for your consideration.

Sincerely,

Lisa Pullman
24 Rutledge Road
Belmont, MA 02478

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

March 19, 2021

Dear Matt:

I have lived in Belmont since I was 14, my husband's family has been here since 1945. For years, our family has eagerly awaited the creation of the Belmont bike/walking path. It would give us a safe and interesting place to walk and ride our bikes. It would enable us to get around Belmont without our car. And it would facilitate our bike trips to Boston and Cambridge. It would be a great thing for the Belmont community.

We support it wholeheartedly.

Thank you for all your efforts.

Cordially,

Susan Samuelson

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

March 19, 2021

Dear Matt,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path for so many reasons, but as a Watertown resident, it will really add to the growing network around my community.

I've listed a few reasons below and I think if 2020 has taught us anything, more outdoor space for everyone is always better!

- The project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- The path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway
- The path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail.

Thank you!

Sincerely,

David Simpson
51 Commonwealth Road
Watertown, MA 02472
davidr.simpson@comcast.net

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

March 19, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because I want my young kids to have fun and be safe as they bike along rail trails.

- the path and railroad underpass creates safe routes to school for children.
- the path will improve my commute by providing a direct walkable/bikeable connection to Alewife Station or Belmont Center Station.
- the path will provide an accessible connection to Belmont Center for shopping and dining.
- the path connection with Concord Ave. provides great access to Belmont Public Library, Belmont Underwood Pool, Belmont Center Post Office, and the MBTA 74/75 Bus Lines
- the railroad underpass component of the project will allow my child to walk or bike to Belmont Middle and High School safely.
- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- the path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway
- the path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail.
- the path will offer recreational opportunities for me and my family.
- the path will enable me to bike to Downtown Boston almost entirely off-road.
- the path will reduce auto usage and carbon emissions in Belmont, and the surrounding region.
- the drainage enhancements proposed for the project will reduce flooding and improve climate resiliency.
- the project will create new public space in Belmont Center.

Additionally, I'm looking forward to the path because as a family we've biked the Weston/Wayland section of the Mass Central rail trail many times and look forward to the day when the MCRT will fully connect to the urban areas of Boston area cities.

Thank you for your consideration.

Sincerely,
Robert Simpson
82 Highland Rd.#2
Brookline, MA 02445

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

March 19, 2021

Mr. Genova,

I am a strong supporter of funding for construction of the Belmont Community bike path. This will enable a much larger number of area residents to safely and quickly link to the Alewife MBTA station or beyond to the bike paths linking to Cambridge and Tufts University. By encouraging a healthy and safe bike commute option, we will reduce rush hour congestion from personal automobiles funneling through Belmont into and out of Cambridge. This is a relatively small investment with paybacks for every commuter, local or regional, who must pass through the congested roads feeding into the western edge of Cambridge.

kind regards,
David Titus

Belmont MA 02478

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

March 19, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because:

- the path will enable me to bike to Downtown Boston almost entirely off-road.
- the path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail.
- the path will offer recreational opportunities for me and my family.

Additionally, I'm looking forward to the path because the path will offer a safe space for my children to enjoy long-distance bike rides.

Thank you for your consideration.

Sincerely,

Noriko Tonomura
194 Beech St, Belmont, MA 02478

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

March 19, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because the path and railroad underpass creates safe routes to school for children. The path will improve my commute by providing a direct walkable/bikeable connection to Alewife Station or Belmont Center Station. The path will provide an accessible connection to Belmont Center for shopping and dining. The project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont. The path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway. The path will offer recreational opportunities for me and my family. The path will reduce auto usage and carbon emissions in Belmont, and the surrounding region.

Additionally, I'm looking forward to the path because I believe the shared space increases a town's value and Belmont needs to be drawing more and more young families and businesses to the community.

Thank you for your consideration.

Sincerely,

Aaron Wolfe
219 Lexington st
Belmont

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

March 19, 2021

I support the Bike Path Project! This will greatly enhance our community!
Please move forward with the project!

Torunn Yock
52 Cedar Rd.
Belmont

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

March 19, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path, which will create a safe route to school for my children and enable me to easily walk or bike to the Belmont Public Library, Belmont Underwood Pool, Belmont Center Post Office, and the MBTA 74/75 Bus Lines.

Thank you for your consideration.

Sincerely,
Yong Zhao

124 Dean St
Belmont, MA

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

March 20, 2021

Dear Mr. Genova,

I'm a big supporter of the Belmont Community Path, and would like to express my encouragement for the Boston Region Metropolitan Planning Organization to provide Transportation Improvement Program funding for the project as soon as possible.

I have been a Belmont MA resident for the last 23 years, I have had two children born in this town and gone through the public school system, the youngest is now a Junior in Belmnt High School.

The path, and associated infrastructure, will greatly improve the safety of access to the new High School for students.

The existence of the path will encourage school students and parents, and commuters to Alewife or into Cambridge/Boston to choose alternatives to cars and greatly reduce congestion around busy commute times.

The path creates an important link in the non-car infrastructure linking Cambridge and Boston to the Western Suburbs

Thanks for your consideration

Sincerely,

Phil Abercrombie

79 Winn St, Belmont, Ma 02478

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

March 20, 2021

Dear Mr. Matt Genova,

I'm writing to express my support for the Belmont Community Path and to ask that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project. The Community Path and the Alexander Avenue railroad underpass will provide my children and others in the community a safe path to the middle and high schools and to their friends' houses. It will also enable my family to bike to other towns on safe, designated paths. It will obviate the need for my children to bike on Brighton Street to reach the Minuteman Bike Path, the lack of safety of which we have often experienced on family bike rides.

My family asks that you dedicate the necessary funding for this project as soon as possible.

Thank you.

Best,

Maria Bollettino, 207 Claflin St, Belmont, MA 02478

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

March 20, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because it would provide me a safer route to the Alewife station. I have lived in Belmont and Watertown for the last 4 years, and have been commuting to work by bike for over 10 years. Extending the path would provide me a much safer route to my destinations.

I also think it will be a great community support tool allowing safer pedestrians walking paths around Belmont Center and the High School.

Thank you for your support,
Michael Costa

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

March 20, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the ***Belmont Community Path*** and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I feel the Belmont Community Path is important, and beneficial to the town because:

- the proposed railroad underpass of the project will create a safe route to school for a large number of Belmont High School attendees;
- the path will provide a key connection in the region's bicycle and pedestrian network.
- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- Many of us use bikes to get around Belmont and to connect to our neighboring towns and stores in Cambridge and Arlington, Lexington. The Belmont Community Path is a real win for us riders and is a very positive way to encourage our children to get out exercising on bikes rather than being driven around.

Thank you for your consideration.

Sincerely,
Greg Duckworth
32 Fletcher Rd.
Belmont, MA 02478

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

March 20, 2021

Matt Genova
TIP Project Manager
Central Transportation Planning Staff

Boston Region Metropolitan Planning Organization
Boston, MA

Dear Mr. Genova,

I am writing in support of the Belmont Community Path project.

I live on Royal Road opposite to the Fitchburg Line and will be able to see the new path from my front windows six months a year. I expect that the landscaping associated with the path will actually improve my view, as the MBTA currently treats the area adjacent to the tracks as a dumping ground for old train ties, hardware, and other railroad debris.

I look forward to using the path to get out on my bicycle and take walks. The availability of a safe, car-free path just a few doors from my house will definitely make that easier.

I hope that this discussion can proceed respectfully. As we strive for consensus, Belmont citizens should appreciate the efforts of volunteers seeking to serve the community.

Sincerely

Viva Fisher
32 Royal Road
Belmont, MA 02478

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

March 20, 2021

Dear Mr. Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because my husband, two college-aged children, and I bicycle throughout the MetroWest for work, school, fitness, and pleasure. We rely on safe and accessible paths throughout the year and the proposed section is vital.

The path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail, improve our commutes by providing a direct bikeable connection to Alewife Station, Fresh Pond shopping area, and Tufts University.

The path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge. This is vital to our region and helps to minimize my family's carbon footprint.

Thank you for your consideration.

Sincerely,

Alice Holt

76 Standish Road

Watertown, MA 02472

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

March 20, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont. It also will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway.

Additionally, I'm looking forward to the path because it will provide an accessible connection to Belmont Center for shopping and dining, and will create safe routes to school for children.

Thank you for your consideration.

All the best,

Catherine Holt (she/hers)
Music Education student
Trombone

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

March 20, 2021

Dear Mr Genova,

I write in strong support of the Belmont Community Path. I am a Watertown resident who bikes both recreationally and as a commuter, and I see first-hand how the connection/extension of the Fitchburg cutoff will be of great benefit to all who bicycle. It is critical that ALL sections of bike path networks get completed, it is the linkage that makes it all work. Picture this: Waltham completes their sections, the Belmont Path is done, and so is the extension of the Somerville Community Path. Now, one can commute to the Charles River Bridge in Boston all the way from the Sudbury/Wayland line. A LOT of people will use and benefit from this network, and all parts must be built. Fewer bikes on the roads! Study after study show that bike paths improve the quality of life, and do **not** increase crime, please ignore the crime argument opponents will make.

Thank you for your consideration.

Joseph M Holt

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

March 20, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because...

- the path and railroad underpass creates safe routes to school for children.
- the path will improve my commute by providing a direct walkable/bikeable connection to Alewife Station or Belmont Center Station.
- the path will provide an accessible connection to Belmont Center for shopping and dining.
- the path connection with Concord Ave. provides great access to Belmont Public Library, Belmont Underwood Pool, Belmont Center Post Office, and the MBTA 74/75 Bus Lines
- the railroad underpass component of the project will allow my child to walk or bike to Belmont Middle and High School safely.
- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- the path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway
- the path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail.
- the path will offer recreational opportunities for me and my family.
- the path will enable me to bike to Downtown Boston almost entirely off-road.
- the path will reduce auto usage and carbon emissions in Belmont, and the surrounding region.
- the drainage enhancements proposed for the project will reduce flooding and improve climate resiliency.
- the project will create new public space in Belmont Center.

Thank you for your consideration.

Sincerely,

**Josephine Mullan
Cambridge**

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

March 20, 2021

Dear Mr. Genova,

I am writing in support of the Belmont Community Path. The past year has made very clear the importance of safe and convenient places to walk, as walking has been such an important part of pandemic life and exercise for so many people. It will be terrific to have the path as part of the resources available to people for exercise and wellness post-pandemic.

Thank you and the other members of the MPO Transportation Improvement Program for your consideration.

thank you,
Dave Nuscher
50 Winn Street, Belmont

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

March 20, 2021

Hello,

I'm writing to express my strong support for the Belmont Community Path.

Now more than ever, we need more non-car-centric transportation infrastructure. This path would allow my family a safer bicycle/walking route to Alewife for Red Line commuting to work and school. We also look forward to its eventual westward expansion to link up with Waltham, Weston, and beyond to Northampton. I believe this future path will become as beneficial and beloved to Belmont as the Minuteman Bikeway is to Arlington/Lexington.

Please, please, approve MPO funding to allow progress.

Regards,
Tom Parent
Gabriella Carolini
Ottavio Carolini Parent
76 Cross St, Belmont, MA 02478

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

March 20, 2021

Dear Mr. Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because I live in Watertown and often bike to the Alewife area and to Waltham, but find that there is not currently any good way to link these two destinations. I used to be happy biking on the road, but after two crashes in the past two years, both of which caused injury, and especially with car speeds still apparently higher coming out of the pandemic, I'm now a huge fan of bike paths. This is the best opportunity to fund this path; if the area is redeveloped otherwise, it will be too late. With adult interest in biking at a 50-year high, and families looking for more outdoor activities on bike or by foot, we can no longer say that this is a project that will serve only a fringe population.

Thank you for your consideration.

Sincerely,

Hannah Rakoff
87 Spruce St
Watertown

Please note: I collaborate on unrelated projects with the Boston MPO and CTPS as part of my professional responsibilities. I write this email strictly in my personal capacity.

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

March 20, 2021

Dear Mr. Matt Genova,

I am writing in support of the Belmont Community Path and to request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

We've lived in Belmont for over 20 years and are avid walkers and bikers. We make frequent use of the Fitchburg Cutoff and the Minuteman Bikeway, as well as other paths in the region. We also use the path to walk to Alewife station to take the T to Boston. Judging from the constant high number of people on the path, it is a very popular route.

In addition to convenience, this project will greatly improve safety for bicyclists and pedestrians. We have been eagerly anticipating the railroad underpass for easier and safer access to the library and the post office; it is also very important for students' safe access to the new middle/high school from our neighborhood on the other side of the tracks.

Thank you very much for your consideration.

Sincerely,

Judy Sheldon
99 Cross Street
Belmont, MA 02478
617-686-7845

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

March 20, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because the path will offer recreational opportunities for me and my family by connecting the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway. This path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail.

Additionally, I'm looking forward to the path because safe, protected bike paths will encourage more residents to commute by bicycle, thereby reducing automobile congestion and emissions. Ultimately this can contribute to increased quality of life in terms healthy lifestyle, cleaner air, and reduced traffic.

Thank you for your consideration.

Best,
Bonne Thompson
Beech St., Belmont

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

March 20, 2021

Dear Mr. Matt Genova,

I'm writing to voice my enthusiastic support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible. This is such an important project that will positively impact so many children, families, and people!

I'm looking forward to the Belmont Community Path for many reasons including:

- the path and railroad underpass creates safe routes to school for my children and all neighborhood children.
- the path will improve my commute by providing a direct walkable/bikeable connection to Alewife Station or Belmont Center Station.
- the path will provide an accessible connection to Belmont Center for shopping and dining.
- the path connection with Concord Ave. provides great access to Belmont Public Library, Belmont Underwood Pool, Belmont Center Post Office, and the MBTA 74/75 Bus Lines
- the railroad underpass component of the project will allow my children to walk or bike to Belmont Middle and High School safely.
- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- the path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway
- the path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail.
- the path will offer recreational opportunities for me and my family.
- the path will enable me to bike to Downtown Boston almost entirely off-road.
- the path will reduce auto usage and carbon emissions in Belmont, and the surrounding region.
- the drainage enhancements proposed for the project will reduce flooding and improve climate resiliency.
- the project will create new public space in Belmont Center.

Thank you for your consideration.

Sincerely,
Trish Wagner

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

March 20, 2021

Dear Mr. Genova,

I'm writing to support the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because one of my frequent bike rides takes me through Belmont to the Minuteman Bikeway and currently I have to use Concord Ave, Blanchard Rd, and Brighton St, all busy roads, just to get to the Fitchburg Cutoff path. I will use the Belmont Community Path as soon as it exists.

I'm 66 and have been wondering if the Belmont Community Path will exist before I'm too old to still cycle. I lived in Belmont for 29 years and wish this path existed when I was there but I'm still nearby (Watertown) so I still want to use it.

Other reasons to support this project are that:

- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- the path will connect with nearby bicycle and pedestrian paths including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway
- the path will fill a gap between Cambridge and Waltham on the Massachusetts Central Rail Trail.

Thank you for your consideration.

Sincerely,

Gail Walker,

111 Pleasant St #35

Watertown, MA 02472

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

March 20, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because:

- I am an avid cycler and walker. I use the Minuteman path 2-3 times per week and the path will provide better access to it.
- the railroad underpass component of the project will create a safe route to school for children in my neighborhood and enable me to easily walk or bike to the Belmont Public Library, Belmont Underwood Pool, Belmont Center Post Office, and the MBTA 74/75 Bus Lines.
- the path will provide an accessible connection to Belmont Center for shopping and dining.
- the path will provide a key connection in the region's bicycle and pedestrian network.
- the path will enhance recreational opportunities by connecting to the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway, and other paths in the region.
- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- the drainage enhancements proposed for the project will reduce flooding and improve climate resiliency.

Thank you for your consideration.

Sincerely,

Robin Whitworth
Cross St
Belmont, MA

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

March 21, 2021

Dear Mr. Genova,

I live in Belmont and strongly support the building of the Belmont Community Path. I would make frequent use of it on my bike and on foot, especially to travel to and from Belmont Center. (I live close to the east end of the proposed path.) I hope that eventually a connection can be made on its proposed west end to a bike path through Waltham and beyond.

In brief, the Belmont Community Path would be a great and useful addition to not only Belmont, but a number of nearby communities such as Cambridge, Arlington (via Fitchburg spur and Minuteman Bikeway) and Waltham and beyond.

Sincerely
Edward H. Cohen
55 Hill Rd Apt 200
Belmont, MA 02478

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

March 21, 2021

Dear Mr. Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I live in Somerville and transport my family by bike. I'm looking forward to the Belmont Community Path because:

It provides currently non-existent safe connections from Somerville and North Cambridge to Belmont Center, Waverly Square, and Beaver Brook Reservation. We currently drive to these places because there's no safe route; the Belmont Community Path would replace a car with a bike. It would further connect those existing trail systems with the Massachusetts Central Rail Trail in Waltham and beyond.

In Somerville, the Somerville community path has become major pedestrian corridor, taking people off roads and sidewalks and allowing them to go to Davis Square in a pleasant and social route. I imagine something similar could happen for Belmont, changing the way people move around the town and how they socialize and see each other.

Thank you for your consideration.

Sincerely,

Ethan Contini-Field
215 Summer St. #1
Somerville, MA 02143

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

March 21, 2021

Hello, I am writing to express my support for the Belmont portion of the Mass Central/Wayside rail trail.

I am not a Belmont resident, but I live nearby in Winchester, and this extension is an important part of the eventual connection to Boston from the western and central part of the state.

Belmont's section may be small, but it is still important, and will fill in a current GAP in the trail.

Some Belmont residents and abutters are making false claims about rail trails that a lot of NIMBYs (not in my back yard) abutters make when a rail trail is being discussed or built. / planned. They claim it will create crime which in a majority of cases it actually decreases crime, because there are more trail users. Yes, maybe their privacy might be a bit diminished, but overall if they knew they bought a house near an old rail line, they should have known that some day a rail trail might be built there. Just like if you move near a mall or an airport. expect noise, traffic, expansion etc.

Crime is actually lowered with rail trails as more people are around and can see things going on in the area that otherwise would have been overlooked. It has been proven time and time again that rail trails do not increase crime. What rail trails do is get people healthier, and get people outside. They provide people from not only the town or city they pass through but people from the region to come and spend money in the town and explore new places. A lot of users come from outside the towns and spend the day riding the trails and spend money \$\$\$\$ in the town at restaurants, and stores, or that favorite local diner or ice cream shop. Small mom and pop businesses are benefits of rail trails as are property values . People find out after awhile with the trail they love the trail and they usually realize their initial fears were not verified. Usually the people who were once opposed to the trail the most, are the ones five years later out using the trail every day or every other day and using it the most. Usually once opponents of the trail transform into supporters of the trail after a couple years of the trail running by their property. This has happened in communities all across this country and around the world. ---My town Winchester just opened the tri community greenway. We too had NIMBYs who didn't want it improved. The fears of crime and privacy issues were rampant. But five years later, everyone is using the trail and its been a boom to the community especially during times of Covid. Neighbors can still get out and meet their other neighbors on the trail as will be the case with the Mass central. The Mass Central trail is an important connection to other trails and our regional hiking and biking network and I hope you will go ahead with this project and vote to support it. I do believe there are more supporters of the trail than opponents.

Sincerely,
Jeff W > Dearman
39 Irving St.
Winchester, MA
01890

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

March 21, 2021

Dear Mr. Genova,

As someone who regularly rides both the newly opened Weston rail trail portion of the MCRT and the spur from Alewife, I look forward to the Belmont Community Path connecting the two pieces of the Mass central Rail Trail and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

In addition to filling in one more link to the Mass Central Rail Trail, the Belmont Community Path will provide many other benefits. Some of them are:

- the path and railroad underpass creates safe routes to school for children.
- the path will improve commuting by providing a direct walkable/bikeable connection to Alewife Station or Belmont Center Station.
- the path will provide an accessible connection to Belmont Center for shopping and dining.
- the path connection with Concord Ave. will provide greater access to Belmont Public Library, Belmont Underwood Pool, Belmont Center Post Office, and the MBTA 74/75 Bus Lines
- the railroad underpass component of the project will allow children to walk or bike to Belmont Middle and High School safely.
- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- the path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway
- the path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail.
- the path will offer recreational opportunities for me and my family.
- the path will enable me to bike to Downtown Boston almost entirely off-road.
- the path will reduce auto usage and carbon emissions in Belmont, and the surrounding region.
- the drainage enhancements proposed for the project will reduce flooding and improve climate resiliency.
- the project will create new public space in Belmont Center.

Thank you

Andrew Fischer
JASON & FISCHER
Attorneys at Law
P.O. Box 470628
Brookline Village, MA 02447

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

March 21, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because...

- the railroad underpass component of the project will create a safe route to school for my children and enable me to easily walk or bike to the Belmont Public Library, Belmont Underwood Pool, Belmont Center Post Office, and the MBTA 74/75 Bus Lines.
- the path will provide an accessible connection to Belmont Center for shopping and dining.
- the path will provide a key connection in the region's bicycle and pedestrian network.
- the path will enhance recreational opportunities by connecting to the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway, and other paths in the region.
- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- the drainage enhancements proposed for the project will reduce flooding and improve climate resiliency.
- Bike paths are AWESOME! They encourage healthy activity and safe, family fun.

Thank you for your consideration.

Sincerely,

Noel Flatt
254 Waverley St.
Belmont, MA 02478

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

March 21, 2021

Matt Genova
Boston Metropolitan Planning Organization
Boston, MA

Dear Mr. Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because the path and railroad underpass creates safe routes to school for children, the path will improve my commute by providing a direct walkable/bike-able connection to Alewife Station or Belmont Center Station, the path will provide an accessible connection to Belmont Center for shopping and dining, the path connection with Concord Ave. provides great access to Belmont Public Library, Belmont Underwood Pool, Belmont Center Post Office, and the MBTA 74/75 Bus Lines, the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont, the path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway, the path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail, the path will offer recreational opportunities for me and my family, the path will enable me to bike to Downtown Boston almost entirely off-road, the path will reduce auto usage and carbon emissions in Belmont, and the surrounding area, the drainage enhancements proposed for the project will reduce flooding and improve climate resiliency, the project will create new public space in Belmont Center.

Thank you for your consideration.

Sincerely,

Danielle Green, LICSW

16 Fairmont Street, Belmont MA 02478

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

March 21, 2021

Dear Matt and friends of the bike path.

I have been a Belmont citizen for 15 years and raised three kids here. I also have a business in the town.

It is high time to approve and build this bike path. I request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I want this path so I can run or ride from Waverly through to Davis Square. It is ridiculous we can't get through.

I want to be able to walk from my work (next to the Loading Dock) to the station directly.

I want my customers (who often comes from Alewife or Belmont Station) to be able to walk or cycle to my work

This will much safer for kids at the HS who currently risk life and limb crossing the tracks I'll be able to access town much easier.

This path will bring Belmont into the 21st century. We must reduce the use of cars and gas and enable walking and biking.

The population need this too for exercise purposes.

I appreciate the hard work the committee has done to make it quiet and maintain privacy for abutters.

Best,

Mark Green

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

March 21, 2021

Hello,

I'll keep this brief. I am writing to support the development of a bike path in Belmont, MA. It has been studied for years, now is the time to actually implement it. We need more ways to get around other than by car.

Best regards,
Ann Jansen

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

March 21, 2021

Matt Genova
Boston Metropolitan Planning Organization
Boston, MA

Dear Matt,

We are writing to urge you to support funding for the Belmont Community Path, which will run from Belmont Center to Bright Street, connecting Belmont Center to the Minuteman Path, and providing a railroad underpass to create a good alternative for Belmont High School students who sometimes make the dangerous choice to cross the railroad tracks.

This path will also eventually provide a link to Waltham and west, helping make the Central Mass bike path a reality.

Both of us are frequent cyclists, and we see this community path as a good way to encourage more walking, and more biking instead of automobile travel. This improves health and improves the community; it also helps us address the threat of climate change.

We know that there are some abutters who have expressed concerns that the community path might lead to noise near their properties. Past experience with the Minuteman Trail shows that abutters ultimately appreciate the amenity of an adjacent community path. Studies have shown that this is often mentioned in real estate listings, and in Lexington and Arlington more abutters have removed fences and barriers than have installed them.

Thank you for your consideration, and for your work to help improve the biking and walking infrastructure in Eastern Massachusetts

Jeff and Linda Levin-Scherz
75 Woodbine Road
Belmont MA 02478

Jeff: 617 826 9402
Linda: 617 834 4682

jlevinscherz@gmail.com
llevinscherz@gmail.com

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

March 21, 2021

Hello,

I just wanted to express my SUPPORT for the Belmont community path that is proposed linking the Fitchburg Cutoff Path, the Alewife Rd and the Minuteman Trail. I'd like to request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because the path will improve my commute by providing a direct walkable/bikable connection to Alewife Station and Belmont Center Station and will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.

Thank you for your consideration,

Suzanne McCarthy, PsyD
45 Harding St.
Belmont, MA 02478

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

March 21, 2021

Dear Mr. Genova,

I am writing to express my and my husband Fred Paulsen's enthusiastic support for the Belmont Community Path. We hope that the MPO will approve the expenditure and that at least \$7.5 million will be in the TIP so that the path can move ahead very quickly in its construction. This community path is much more than simply for the Belmont community. It is a transportation corridor that will allow people from the west to access Alewife Station easily and will reduce some of the impacts of daily automobile traffic. This path is part of a 104 mile corridor and will connect the Mass Central Path to the Minuteman BikePath and to Somerville. Fred Paulsen commuted for many years along the Charles River to Boston from Belmont by bike. His good health as an older person can be attributed to that activity. What a benefit we can provide to this and future generations.

When I was elected to serve in the Massachusetts House of Representatives, my constituents in Arlington were very nervous about the bike path that was being constructed behind their residences. They wanted it stopped but when the Minuteman Trail opened, they soon began to understand its advantages. There was no crime; people whizzed by their property without cutting through. Now houses that are for sale are advertised as having access to the bike path.

That same evolution of thinking will happen in Belmont. Abutters fear change but with proper landscaping in place, they will not see those passing by and bikers will not be peering at them. Also, the landscaping should deaden the noise of the trains. Their yards will be more private.

People will appreciate the convenience of the path when completed. Presently, commuters and others jump on the trail that begins at Brighton St. in Belmont. Everyday this part of the trail is crowded with commuters headed to Boston and with those out for exercise on a safe car free path. [Of course not during the pandemic]

I urge the MPO to fund this important link in the overall offstreet paths that are being developed in Massachusetts. It will serve the needs of many many people who live west of the city and west of Belmont as well as serve the local community.

Thank you, Anne Paulsen, 90 School St. Belmont

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

March 21, 2021

Dear Mr. Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

The Belmont Community Path will provide much needed off-road connections between Cambridge and Waltham, and help create a regional bike network. As a Watertown resident, this route will provide a safe way for me and my family to travel by bike to Belmont Center and on to Waltham. It will also link to existing and planned bike paths in the region to create a safe route to bike into Boston.

Thank you for your consideration.

Sincerely,

Amy Plovnick
29 Ashland Street, Watertown

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

March 21, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because

- the path and railroad underpass creates safe routes to school for children.
- the path will provide an accessible connection to Belmont Center for shopping and dining.
- the path connection with Concord Ave. provides great access to Belmont Public Library, Belmont Underwood Pool, Belmont Center Post Office, and the MBTA 74/75 Bus Lines
- the railroad underpass component of the project will allow children to walk or bike to Belmont Middle and High School safely.
- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- the path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway
- the path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail.
- the path will offer recreational opportunities for me and my family.
- the path will reduce auto usage and carbon emissions in Belmont, and the surrounding region.
- the drainage enhancements proposed for the project will reduce flooding and improve climate resiliency.
- the project will create new public space in Belmont Center.

Thank you for your consideration.

Sincerely,

**Henry Pollakowski
24 Fairmont Street
Belmont, MA 02478**

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

March 21, 2021

I want to voice my full-hearted support for the Belmont Community Path. I have lived in Belmont for thirty years and I have been waiting almost as long for a path. Now we have the opportunity to connect Belmont's path to a longer network of bike paths - it seems to me to be an amazing opportunity to create that connection.

When the path was first considered I saw it as an opportunity for my children to be able to safely ride their bikes to the high school. The Belmont roads have only got more congested. Providing an alternative for students to get to school, for those who want to get to the center of town or just for exercise, is even more necessary. I am certain that the Community Path will be well used.

A couple of years ago I visited Hudson Mass. A town in the 90s that was filled with empty store fronts. When I went into a shop in their vibrant downtown, I asked a shopkeeper what she thought caused the change, she replied that it was the bike path. Creating these paths have so many positive effects for communities.

A community path would benefit Belmont in many ways. Many of us have been waiting a long time for a community path. I can't wait to ride my bike on it with my grandchildren.

Thank you considering the path in this years budget

Jeri Weiss
74 Agassiz Ave
Belmont Ma.

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

March 21, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because:

- the path and railroad underpass creates safe routes to school for children.
- the path will improve my commute by providing a direct walkable/bikeable connection to Alewife Station or Belmont Center Station.
- the path will provide an accessible connection to Belmont Center for shopping and dining.
- the path connection with Concord Ave. provides great access to Belmont Public Library, Belmont Underwood Pool, Belmont Center Post Office, and the MBTA 74/75 Bus Lines
- the railroad underpass component of the project will allow my child to walk or bike to Belmont Middle and High School safely.
- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- the path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway
- the path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail.
- the path will offer recreational opportunities for me and my family.
- the path will enable me to bike to Downtown Boston almost entirely off-road.
- the path will reduce auto usage and carbon emissions in Belmont, and the surrounding region.
- the drainage enhancements proposed for the project will reduce flooding and improve climate resiliency.
- the project will create new public space in Belmont Center.

Thank you for your consideration.

Sincerely,
Taylor Yates
85 Lawrence Lane
Belmont, MA

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

March 22, 2021

Matt Genova

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because the path will connect with the region's bicycle and pedestrian networks, and this will have many benefits for healthier, safer commuting, recreation and routes for school children.

I believe it is in the public interest to promote cycling over driving whenever possible.

Thank you for your consideration.

Yours Sincerely,

Anne Brandt

Cambridge, MA

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

March 22, 2021

Dear Mr. Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because...

- the path and railroad underpass creates safe routes to school for children.
- the path will improve my commute by providing a direct walkable/bikeable connection to Alewife Station or Belmont Center Station.
- the path will provide an accessible connection to Belmont Center for shopping and dining.
- the path connection with Concord Ave. provides great access to Belmont Public Library, Belmont Underwood Pool, Belmont Center Post Office, and the MBTA 74/75 Bus Lines
- the railroad underpass component of the project will allow children to walk or bike to Belmont Middle and High School safely.
- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- the path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway
- the path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail.
- the path will offer recreational opportunities for me and my family.
- the path will enable me to bike to Downtown Boston almost entirely off-road.
- the path will reduce auto usage and carbon emissions in Belmont, and the surrounding region.
- the drainage enhancements proposed for the project will reduce flooding and improve climate resiliency.
- the project will create new public space in Belmont Center.

Additionally, I'm looking forward to the path because I use the Minuteman path from Bedford to Davis Square regularly - I am so grateful for the public infrastructure and abutters that made it possible. The missing link is a small section of Belmont and I hope that it will get completed. A key component of any place I would think of moving to in the future is access to safe bike paths.

Thank you for your consideration.

Sincerely,

Carol & Frank Burt
25 Brettwood Road
Belmont, MA 02478

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

March 22, 2021

Dear Mr. Genova,

I am writing in support of the Belmont Community Path project. In the past year, with the Covid pandemic, biking, along with walking, has become more important than ever, for people's physical and mental health. I don't think that this reconnection with the outdoors is temporary; I think it is a permanent positive outcome of the pandemic lockdown.

Nevertheless, what stops a lot of people from biking is fear of cars. But the Belmont Community path would ensure that people can bike without fear of getting into a traffic accident.

Moreover, I drive to Wayland from Cambridge every day (I am a teacher) but would love the opportunity to bike to school. The path would allow me to bike there (thereby taking one more car off the road with its concomitant GHG emissions) avoiding the traffic that can build up in Watertown and Waltham. I imagine I am not the only one who would use this path to commute.

I very much hope that you will allow this important project to happen - for people's health and for creating greener streets.

Yours sincerely,

Sara Cabot

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

March 22, 2021

Hi Matt -

I am writing in support for the Belmont Bike Path. Completing this bike path will allow much better access for commuters on bikes into the city as well as access for riders out of Boston to areas with less car traffic. It further builds out and connects a long term biking infrastructure which will make the greater Boston area more livable and desirable.

Thank you for your consideration.

Tim Cabot

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

March 22, 2021

Let's literally connect ourselves to the larger network and community. Let's get it done!

--Warren Croce

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

March 22, 2021

Dear Matt-

I am a regular bicyclist who would welcome the extension of the bike path in Belmont to parallel the RR tracks. I often ride through Belmont and have dreamed of such a connection, to get me off busy streets. Thank you

Jennifer Frutchy
43 Larchwood Drive
Cambridge

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

March 22, 2021

Hi Matt - I'm writing in support of the Belmont Community Path and request funding to support it.

Living in Belmont, we regularly use Alewife Station to access the Red Line. The community path will help us access the station safely. In addition, as a cyclist who bicycles all over the metro Boston region, having a path to link to the Waltham paths is so important. Right now, Belmont is a huge hole in bicycle service between Waltham and Cambridge.

Our future is green and helping create better pathways for walkers and cyclists has to be prioritized now.

Thanks for your support.

Debora Hoffman
118 Goden St, Belmont, MA 02478

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

March 22, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because

- the path and railroad underpass creates safe routes to school for children.
- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- the path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway
- the path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail.
- the path will offer recreational opportunities for me and my family.
- the path will reduce auto usage and carbon emissions in Belmont, and the surrounding region.
- the drainage enhancements proposed for the project will reduce flooding and improve climate resiliency.
- the project will create new public space in Belmont Center.

Thank you for your consideration

Jean I. Layzer
42 Fairmont Street
Belmont, MA 02478
(617) 484-1491

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

March 22, 2021

Dear Mr. Genova:

I am writing to express my strong support for the Belmont Community Path. As cities around the world are adapting to become more bike-friendly, it is critical that we do the same. The Covid crisis has significantly increased the number of people relying upon bikes for transportation and recreation, but it has not done so without risks. It seems like every month there is another article about a Boston-area biker being hit or dragged by a car or truck. I have had several near misses.

I think it is critically important to create more corridors for bikes free from car traffic. Funding the Belmont Community Path would be good for the environment, public safety and, I believe, local businesses. I make more stops to shop when I am on a bike when I don't have to worry about parking.

Thank you for your consideration,

Bob Mann
29 Bowdoin Street
Cambridge, MA 02138

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

March 22, 2021

Hello

I'm writing to voice my full, family, support for a community path in Belmont. Every town should have one if possible! We should NOT be the break in the link between Cambridge and Watertown.

Additionally, reducing traffic in Belmont should be a priority. It's increased dramatically in the 25 years that I have lived here.

Thank you!

Maureen

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

March 22, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because the path will provide a key connection in the region's bicycle and pedestrian network, the path will enhance recreational opportunities by connecting to the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway, and other paths in the region and the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont which I do daily on my commute to Lexington.

Thank you for your consideration.

Sincerely,
Daniel Oates
302 Payson Rd, Belmont, MA 02478

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

March 22, 2021

Hi Matt,

I'm writing in support of the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I live on the Belmont/Watertown border and love cycling along the Massachusetts Central Rail Trail, but typically need to drive my bike out to Waltham because the bike infrastructure is so poor between where I live and where the MCRT currently picks up. I'm really excited about the Belmont Community Path because of how it will connect the regional cycling and pedestrian network, and how it will make commuting much easier for people who live further out along the MCRT.

I hope you'll consider providing TIP funding for this important project!

Best,
Josh Rosmarin

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

March 22, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I live in north Cambridge, near Alewife, and often bicycle to Belmont Center for shopping and restaurants, to Habitat and Rock Meadow for walking, and to Waltham where I get vegetables from the Waltham Fields Community Farm. It is extremely uncomfortable biking along route 60, and it is inconvenient zig zagging through neighborhoods after the end of the current bike path on Brighton Street. My son worked as a counselor at Habitat in Belmont and I always worried about him trying to make his way over there by bike. A safer facility would get much use.

In addition, I'm looking forward to the Belmont Community Path because...

- the path and railroad underpass creates safe routes to school for children.
- the path will provide an accessible connection to Belmont Center for shopping and dining.
- the path connection with Concord Ave. provides great access to Belmont Public Library, Belmont Underwood Pool, Belmont Center Post Office, and the MBTA 74/75 Bus Lines
- the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont.
- the path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway
- the path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail.
- the path will offer recreational opportunities for me and my family.
- the path will reduce auto usage and carbon emissions in Belmont, and the surrounding region.
- the drainage enhancements proposed for the project will reduce flooding and improve climate resiliency.
- the project will create new public space in Belmont Center.

Thank you for your consideration.

Sincerely,

Ruthann Rudel

205 Rindge Ave Cambridge.

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

March 22, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path, and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm a resident of Somerville (where I have lived since 2003 and am a homeowner), and I live near the Davis Square Community Path. I have often cycled the path to its terminus at the Fitchburg cutoff; this provides an essential off-road corridor for safe transportation to Cambridge and towards Belmont. I'm particularly excited about the Belmont Community Path, as it would enable cycling to Belmont Center for shopping and restaurants. I am a big fan of Il Casale, and I'm excited to try Trinktisch; if a safe biking route existed, these restaurants would be frequent destinations for my husband and me. Non-driving transport options — whether by bike or public transport — are *the* critical factor for us in choosing which restaurants to frequent.

Thank you for your consideration.

Sincerely,

Noelle Selin
38 Burnham Street
Somerville, MA 02144
eckleyselin@gmail.com

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

March 22, 2021

Dear Mr. Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm looking forward to the Belmont Community Path because the path and railroad underpass creates safe routes to school for children; the path will improve my commute by providing a direct walkable/bikeable connection to Alewife Station or Belmont Center Station; the path will provide an accessible connection to Belmont Center for shopping and dining; the path connection with Concord Ave. provides great access to Belmont Public Library, Belmont Underwood Pool, Belmont Center Post Office, and the MBTA 74/75 Bus Lines; the project will improve safety for bicyclists and pedestrians crossing Brighton Street in Belmont; the path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway; the path will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail; the path will offer recreational opportunities for me and my family; the path will enable me to bike to Downtown Boston almost entirely off-road; the path will reduce auto usage and carbon emissions in Belmont, and the surrounding region; the drainage enhancements proposed for the project will reduce flooding and improve climate resiliency; and, the project will create new public space in Belmont Center.

Thank you for your consideration.

Sincerely,

Jeremy Silverfine

163 Oakley Rd., Belmont, MA 02478

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

March 22, 2021

Dear Mr. Matt Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I'm currently an active user of the Minuteman Bikeway and looking forward to its extension to Alewife so I can easily ride to work in Cambridge. Funding the Belmont Community Path is essential because it will connect with the region's bicycle and pedestrian network even further including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway.

In general, these bike paths are an incredible resource for the community and well worth funding. I would ask you to provide Transportation Improvement Program funding for the Belmont Community Path project.

Thank you for your consideration.

Sincerely,

Shawn Szturma
81 Walnut Street
Arlington, MA 02476
Mobile: 617-306-0467

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

March 22, 2021

Dear Mr. Matt Genova,

I write to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project as soon as possible.

I look forward to the Belmont Community Path because the path will connect with the region's bicycle and pedestrian network including the Fitchburg Cutoff, Minuteman Bikeway, Somerville Community Path, and Watertown-Cambridge Greenway

Additionally, I'm looking forward to the path because it will fill a critical gap between Cambridge and Waltham on Massachusetts Central Rail Trail, while reducing auto usage and carbon emissions in Belmont, and the surrounding region.

Thank you for your consideration.

Sincerely,

Sam Thompson
15 Cottage Street
Cambridge, MA 02139

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

March 22, 2021

Hello,

I recently learned about the funding discussion for the Belmont Community Path. My family enjoys biking and walking on all the local paths, and look forward to the addition of this new link. The organizers and town have been careful with planning and responsive to the community. Please approve future funding!

Thank you,
John Verrilli

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

March 23, 2021

David Mohler, Chair Boston Region Metropolitan Planning Organization State Transportation Building 10 Park Plaza, Suite 2150 Boston, MA 02116-3968 Via email at David.Mohler@state.ma.us

cc: Matt Genova, CTPS Staff (via email at mgenova@ctps.org)

Dear Mr. Mohler,

I am writing in regards to the project, "Belmont Community Path," which is currently in design for phase 1 of 2 phases. While I serve as a School Committee Member (since 2017) and as the School Committee representative on the Community Path Project Committee, the Town Financial Task Force II, and the Belmont Middle and High School Building Committee, I am expressing my individual views which may or may not be the same as those of any whole body or subcommittee of which I am a member.

As an individual resident and Town Meeting Member since 2014, I support the Belmont Community Path project.

The path project represents a critical investment in equitable, healthy, and low-emissions transportation with and beyond Belmont and in supporting economic vitality to commercial centers. The Town has done exhaustive due diligence to enable this project to come to fruition on behalf of the community.

Like many towns, Belmont has the underpinnings of transportation-balanced neighborhood design but has disproportionately been overtaken with car use and development while not adequately counterbalancing with policies and infrastructure improvements to sustain walking, biking and public transit access, long at the heart of "smart growth" urban design and endemic to Massachusetts's town-centered developments, like Belmont.

Since 2012, Belmont has made several changes to re-balance some of the inequities in its transportation:

- Adopted residential sidewalk snow-removal by-law (the majority of sidewalks are residential; a commercial by-law pre-dates 2021)
- Supported 4 applications to MADOT/Safe Routes to Schools Infrastructure Assessment Award program, yielding 1 grant award/project under \$2M
- Created the "*Transportation Advisory Committee*" with a focus on multi-modal transportation planning and safety for vulnerable users
- 2020 Adopted a "Traffic Calming Policy"
- Dedicated funds to annual sidewalk improvements
- Updated road repair policy to include protective, low-cost curbing and buffers for sidewalks
- Joined the Complete Streets program, prioritized projects, applied for 1st cycle of grants (not awarded)
- Applied for MassWorks grant for traffic-calming and pedestrian safety on Park Ave (not awarded)
- Adoption of 25 MPH speed limit by Town Meeting

While not every effort yields a grant or a perfect solution, the recognition that residents need safe and easy access by foot and bike has been acknowledged through this and other efforts, and that those efforts cannot be auxiliary to transportation planning. I hope that Belmont continues to foster a safe and accessible environment for all its residents and visitors.

The Community Path will extend and tie together balanced transportation planning, and quite literally create a more unified town. Belmont has 3 main commercial centers, 2 would be connected by the path: **Belmont Center** (Leonard St/Concord Ave) and **Waverley Square** (Trapelo Rd/Lexington Ave). A fourth center on Brighton St., may also see improvements to patronage. Both major centers would yield direct benefits from the development of the path in patronage, and subsequently yield commercial tax revenue for the Town. The path would contribute positively to a kind of place-making that is well established in urban renewal strategies. With few economic improvement options and a heavy reliance on residential property taxes for revenue, this project stands as an obvious economic “win” for businesses and residents. Our recent experience in Belmont Center to absorb street space for dining under COVID-19 conditions gave a small indication of the economic power of place-making and foot traffic.

Finally, in serving on the School Committee and Town Meeting, I recognize that **the costs of school transportation continue to outpace tax growth and fees continue to be used to balance transportation costs**. Providing safe and healthy transportation options for students provides relief for families on multiple levels – financial and health. Research shows that starting the day with exercise improves learning outcomes, such a project provides free and accessible recreation and exercise space - no team fees required, no scheduling needed. Our neighbors in Lexington, Arlington, and Watertown integrate such spaces into arrival/dismissal plans and school maps, as well they tie them to Wellness and PE programs and workout regimes for team athletes.

As part of the planning for the new middle and high school, the School Committee and the Belmont High School Building Committee recognized and planned for accommodations for the anticipated Alexander Underpass, recognizing it as a safety and an access improvement to the newly designed campus. The campus will nearly double its student population by virtue of general enrollment growth and additional grade levels served, ~2200 students. The main entrance connects with the anticipated Alexander Underpass tunnel. The Community Path would provide a significant portion of multi-unit residences and affordable and subsidized housing units a safer and more direct access to the new school campus, and other civic amenities, such as the public library, public swimming pool, and Town offices.

I believe that transportation costs in combination with the demands of climate change to reduce emissions from the transportation sector – already part of the Town’s Climate Action Plan – combined with the changes in technology for student learning and our own workplaces, I believe there will be even more value on local systems and resources. There are still details to be worked out in the project design, however I trust the process will yield compromises and beneficial solutions. Among the many lessons from the pandemic, it is the need for community and connection, which is precisely what a multi-use path provides.

Thank you for your service to the Commonwealth.

Sincerely,

Catherine Bowen

67 Bartlett Ave., Belmont MA

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

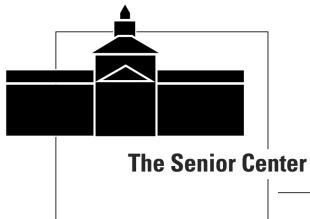
March 23, 2021

I write to support the Belmont Community Path. I am an 86 year old bicyclist who very much being out on my bicycle now that the nice weather is here. However, I no longer want to ride on the streets and count on bicycle paths to keep me safe, to have fun and to get some exercise.

Marilyn Dorsey

**City of Newton
Department of Senior Services**

Newton Council on Aging



December 9, 2020

Dear Ruthann:

The Newton Department of Senior Services strongly supports your proposal for a Metropolitan Planning Organization - Community Connections Education project. This innovative program will assist seniors and others with disabilities in making effective and enhanced use of varied local transportation options utilizing new technologies.

Our organization and the people we serve have directly benefitted from the work of TRIPPS and the Brookline COA in helping older adults transition to new technologies and specifically helping older adults learn to use rideshare. The training our older adults received helped launch them on these new services.

We look forward to presenting this new phase of training materials from TRIPPS & the Brookline COA to better equip older adults on wayfinding (Google Maps) and real time scheduling apps (Transit). The combination of both presentations and written materials is particularly important for training older adults in these new systems. The COVID-19 pandemic has highlighted the importance of keeping older adults up-to-date with technology. In addition, it has shown the importance of having multiple modes of educational programming for our residents.

Like the Brookline COA, the Newton Department of Senior Services has prioritized transportation and mobility and we are excited about the potential of this proposal and offer whatever assistance you may need.

Sincerely,



Director, Newton Department of Senior Services

Newton Council on Aging/Senior Center | 345 Walnut Street | Newton, MA 02460

Tel: 617-796-1660 | Fax: 617-969-9560

E-mail: info@newtonseniors.org | Web Site: www.newtonseniors.org





Massachusetts Councils On Aging

December 9, 2020

Dear Ruthann:

The Massachusetts Association of Councils on Aging strongly supports your proposal for a Metropolitan Planning Organization - Community Connections Education project. This innovative program will assist seniors and others with disabilities in making effective and enhanced use of varied local transportation options utilizing new technologies.

Many COA's across Massachusetts have benefited from the expertise of the TRIPPS staff and volunteers in producing programs that benefit seniors in the transition to new transportation options. Most recently, we have supported your work in developing and implementing programs that assist seniors in utilizing rideshare as an option for getting around.

MCOA looks forward to working with the Town of Brookline and the TRIPPS Program on implementing these new programs at our Senior Centers and Councils on Aging across Massachusetts.

MCOA is a 501c3 trade association representing 349 Massachusetts cities and towns that have established a municipally based Council on Aging Department. Incorporated in 1979, our mission is "to support the independence of adults 60 and older by advocating for programs and services to meet their needs, promote the growth and quality of Councils on Aging and senior centers and strengthen the professional skills of Council on Aging staff." MCOA is excited about the potential of this proposal and offers whatever assistance you may need.

Sincerely,

David P. Stevens
Executive Director
MCOA
iPhone: 413.539.0565
Email: david@mcoaonline.com
Web: www.mcoaonline.com



COUNCIL

ON AGING

Needham

Dear Ruthann:

The **Needham Council on Aging** strongly supports your proposal for a Metropolitan Planning Organization - Community Connections Education project. This innovative program will assist seniors and others with disabilities in making effective and enhanced use of varied local transportation options utilizing new technologies.

Our organization has appreciated the work of TRIPPS and the Brookline COA in helping older adults transition to new technologies and specifically helping older adults learn to use rideshare. The training our older adults received helped launch them on these new services.

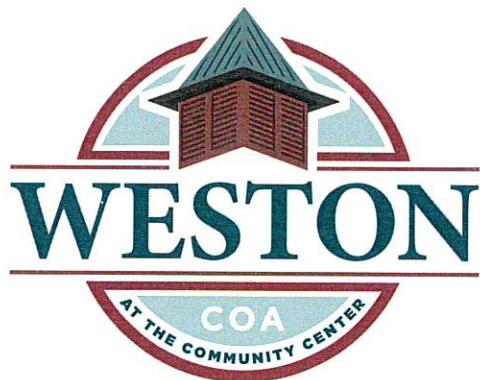
We look forward to presenting this new phase of training materials from TRIPPS & the Brookline COA to better equip older adults on wayfinding (Google Maps) and real time scheduling apps (Transit). The combination of both presentations and written materials is particularly important for training older adults in these new systems. The COVID-19 pandemic has highlighted the importance of keeping older adults up-to-date with technology. In addition, it has shown the importance of having multiple modes of educational programming for our residents.

The **Needham Council on Aging** is excited about the potential of this proposal and offers whatever assistance you may need.

Sincerely,

LaTanya Steele

Aging Services Director, Needham Council on Aging



20 ALPHABET LANE, WESTON, MA 02493

Dear Ruthann:

The Weston Council on Aging strongly supports your proposal for a Metropolitan Planning Organization - Community Connections Education project. This innovative program will assist seniors and others with disabilities in making effective and enhanced use of varied local transportation options utilizing new technologies.

Our organization has appreciated the work of TRIPPS and the Brookline COA in helping older adults transition to new technologies and specifically helping older adults learn to use rideshare. The training our older adults received helped launch them on these new services.

We look forward to presenting this new phase of training materials from TRIPPS & the Brookline COA to better equip older adults on wayfinding (Google Maps) and real time scheduling apps (Transit). The combination of both presentations and written materials is particularly important for training older adults in these new systems. The COVID-19 pandemic has highlighted the importance of keeping older adults up-to-date with technology. In addition, it has shown the importance of having multiple modes of educational programming for our residents.

The Weston Council on Aging is excited about the potential of this proposal and offers whatever assistance you may need.

Sincerely,



Town of Lexington

Town Manager's Office

James J. Malloy, Town Manager
Kelly E. Axtell, Deputy Town Manager

Tel: (781) 698-4540
Fax: (781) 861-2921

March 17, 2021

David Mohler, Chairman
Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

**RE: Route 4/225 Bedford Street and Hartwell Avenue - Major Infrastructure Project
*Destination 2040 – Long Range Transportation Plan -***

Dear Chairman Mohler and Members of the Boston MPO,

I am pleased to announce that the Town of Lexington has hired VHB to develop the 25% design for the Route 4/225 Bedford Street and Hartwell Avenue - Major Infrastructure/Complete Streets Project. Work is well underway with robust public input planned. We are moving our project forward with a construction goal of 2030 although we plan to be ready earlier should a TIP position open.

The Hartwell Avenue Area business owners and nearby residents are eager for this project to be completed. Town Meeting recently approved high density commercial manufacturing zoning along Hartwell Avenue and Bedford Street. Next year, we hope to add residential mixed-use zoning to create an active corridor with enhanced transportation options.

As the MPO works through this year's TIP, it is apparent that the rising costs and estimate assumptions are putting pressure on available funds. We are well aware that inaccurate cost estimates and scope creep can wreak havoc on the TIP programming. Vigorous community and stakeholder input ensures that we develop a design that meets the needs of the community and the region. Working with VHB and our partners at MassDOT, we strive for an accurate cost estimate to ensure our project remains on target as planned as we move through the development phases.

At a recent project transportation forum connected to the rezoning of the Hartwell/Bedford Area, residents expressed strong interest to have improved transit to the area and safer pedestrian and bicycle accommodations.

The Town very much looks forward to working with the MPO, MassDOT, the MBTA and our local TMAs to ensure these transportation improvements address the diverse stakeholder needs, particularly in this pivotal transportation environment.



Town of Lexington

Town Manager's Office

James J. Malloy, Town Manager
Kelly E. Axtell, Deputy Town Manager

Tel: (781) 698-4540
Fax: (781) 861-2921

I will continue to update the MPO as the project moves along. The Town is excited to move this important project forward.

Sincerely,

James J. Malloy
Town Manager, Town of Lexington

cc: Connie Raphael, MassDOT
Michelle Ciccolo, State Representative
Anne McGahan, Boston Region Metropolitan Planning Organization



www.cityofmalden.org

Gary Christenson, Mayor

December 18, 2020

Delivered electronically by email to: sjohnston@ctps.org

Sandy Johnson
Boston Regional Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Re: MBTA's Community Connections Grants

Dear Sandy Johnson:

On behalf of the City of Malden, I write in support of the MBTA's Community Connections Grant applications. The first is to implement transit signal priority (TSP) on Main Street in Malden and Everett and the second is to implement transit signal priority on Salem Street and Centre Street in Malden.

In 2016, CTPS identified Centre Street and Salem Street as corridors with considerable delay for bus riders and Main Street was identified as a candidate for transit enhancements through MassDOT's Everett Transit Action Plan. Recently, as a part of MassDOT's Shared Streets and Spaces Grant, the City of Malden coordinated closely with the MBTA to implement multimodal improvements on Florence Street in Malden Center that prioritizes bus routes 99, 104, and 105 with an inbound bus lane, benefiting over 3,100 bus riders daily. The Community Connection grants would provide the resources needed to continue to improve bus priority to and from Malden Center, while furthering inter-municipal coordination with the City of Everett by jointly focusing on a key corridor shared by both cities.

Finally, improving these corridors and making them more reliable is vital to Malden and the region's health and well-being in the wake of the COVID-19 pandemic. Bus lines are lifelines for many of our residents who depend upon these services to work at essential businesses, travel to the grocery store, and access healthcare. The City provides its support with the understanding that the traffic signals remain under the City's care and primary control and that the Traffic Signal Prioritization protocols are subject to the review and approval of our City Engineering Department.

For these reasons, the City of Malden respectfully requests that the Boston MPO look favorably on these applications. Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Gary Christenson".

GARY CHRISTENSON
Mayor, City of Malden

Sandy Johnson
Boston Regional Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Delivered electronically by email to: sjohnston@ctps.org

Re: Community Connections grants for Main Street

Dear Sandy Johnson:

I am writing today on behalf of the City of Everett to express our community's support for the MBTA's Community Connections grant application to implement transit signal priority (TSP) on Main Street in Malden and Everett. This project would greatly benefit the City of Everett and all of our road-users, particularly the thousands of daily transit riders traveling through Everett and nearby destinations like the Encore Casino, Malden Center, Wellington Station, and Sullivan Square.

Main Street was identified as a candidate for transit enhancements through MassDOT's Everett Transit Action Plan in 2016, and the City of Everett has worked closely with our state-level partners to make considerable improvements on the corridor to-date. Through the recently implemented improvements on Broadway, Main Street, and Sweetser Circle, the City of Everett worked closely with MassDOT and the MBTA to create a series of bus lanes benefitting 9,600 riders who rely upon bus routes 97, 99, 104, 105, 106, 109, 110, and 112 as a part of the MBTA's Rapid Response Bus Lane Program, MassDOT's Shared Streets and Spaces, and the region's COVID-19 transportation response. If awarded, this Community Connection grant would provide the City of Everett and the MBTA with the resources needed to continue advancing bus priority in Everett, while furthering inter-municipal coordination with the City of Everett by jointly focusing on Main Street, a key corridor shared by both cities.

For these reasons, the City of Everett respectfully requests that the Boston MPO award this grant at this time. Thank you for your attention in the matter.

Sincerely,

Jay Monty
Director of Transportation and Mobility
City of Everett, MA



Bike to the Sea, Inc.

51 Pleasant Street #15,
Malden MA 02148



December 3, 2020

Mayor Christenson
City of Malden
215 Pleasant St
Malden MA 02148

Re: Community Connections Grant: Blue Bikes for Medford and Malden

Dear Mayor Christenson,

We write on behalf of Bike to the Sea, Inc. in total support of adding more Bluebikes stations along and near the Northern Strand Trail, the longest, safest, and most accessible artery for bicycle use in the northern Boston area.

In particular we believe areas in Malden and Medford are perfect locations for new stations because of their high density and proximity to downtown Boston. Not only will the stations give residents in both cities more affordable and healthy ways to commute to/from work, but also to run errands, go to school (16+), exercise, and enjoy the outdoors.

Bluebikes' success in other Boston area communities proves that not everyone who wants to ride bicycles has the budget, time, and/or desire to *own and maintain* their own bicycles. Bluebikes gives that group of people, as well as low income residents through their income-eligible program, a way to still reap the benefits of bicycles.

We hope one day Bluebikes stations will exist along the entirety of the Northern Strand, all the way from downtown Lynn to Boston. The greater their connectivity, the greater their practicality of use, and the greater their positive impact on all our communities.

But Bluebikes will only install stations within a certain distance from other existing stations. That means towns like Melrose, Saugus, and Lynn will likely never even be eligible for stations unless Medford and Malden first bridge their gap. Especially now that the Northern Strand nears total completion, the sooner both cities invest in Bluebikes, the sooner an ultimate network connectivity will be realized for all our communities.

Sincerely,

Yurij Roman Lojko
Bike to the Sea, Executive Director

Janet Green
Bike to the Sea, President



City of Malden

Massachusetts

Stephen P. Winslow, Councillor at Large
215 Pleasant Street Malden MA 02148
swinslow@citymalden.org 781-661-8032

December 11, 2020

David Mohler, Chair & Members
Boston Metropolitan Planning Organization
10 Park Plaza
Boston MA

Re: Community Connections Grant Application
Bluebike Expansion to Medford and Malden

Dear MPO Members:

I am writing to express my strong support for expansion of the Bluebike program into Medford and Malden and of the status of my effort to secure the full backing and support of the City of Malden for this effort.

Malden had an extremely successful experience with the dockless bike share program that brought 300 Lime Bikes to our City several years ago. That program came at no cost to our city and at a very affordable cost to our residents who enjoyed tens of thousands of rides during its operation. That positive experience came to an end when Lime realized that it could not financially sustain the program. Since Lime has departed City residents have called on the City to find ways to bring bike share back to Malden. In 2019, the City did reach out to Bluebikes to understand what would be entailed in an expansion to Malden. Bluebikes indicated at that time that it was too busy expanding elsewhere to meet with us.

Recently, in reaction to the call for Community Connection applications, Malden once again reached out to Bluebikes as well as the City of Medford who Malden often partners with on various projects. Those discussions have been informative and are still underway. Just yesterday Bluebike shared its preliminary estimate to operate a three dock system in Malden. I have shared that information with Mayor Christenson's office who is working with our Comptroller's office to understand the financial commitment associated with the program. Unfortunately, due to the late hour, our review has not been completed. Given the unusual and uncertain times, you can understand the City needs to complete its due diligence on a financial commitment that is many months out in the future. I do expect to have further conversations and will inform you of the results soon as possible.

Thanks for your consideration.

Stephen Winslow
Malden City Councillor at Large

Cc: Maria Luise, Mayor's Office, City of Malden
Todd Blake, City of Medford.



BREANNA LUNGO-KOEHN
MAYOR

City of Medford

OFFICE OF THE MAYOR

City Hall - Room 202
Medford, Massachusetts 02155
Telephone (781) 393-2408

FAX: (781) 393-2514
TTY: 711
E-mail: mayor@medford-ma.gov

December 7th, 2020

David Mohler
Chairman, Boston Region MPO
Members of the Boston Region MPO
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

Subject: Letter of Support for Bluebike Expansion into Medford

Dear Mr. Mohler and Members of the MPO:

I am writing in support of the City of Medford and City of Malden's joint Community Connections grant application to fund the capital purchase of Bluebike stations. The City of Medford is enthusiastic about collaborating with our neighbors in Malden to become the newest cities in the Bluebike network. Not only would Community Connections funding allow us to make these large capital purchases, but staff in both communities would be granted greater ability to engage with our residents to ensure the location of Bluebike stations is logical, equitable, and accessible for all.

Partnering with Bluebikes in Medford and Malden is a promising next step in forging valuable regional connections between Greater Boston communities, allowing our residents to shift from personal or rideshare vehicles to active transportation opportunities such as Bluebikes. With Bluebikes already offered in many of our neighboring communities, like Arlington, Somerville, Cambridge, Boston, Everett, and newly Revere and Chelsea, Medford and Malden are particularly poised to take advantage of Bluebike stations to provide residents with important connections both within our own cities as well as neighboring communities, jobs, healthcare, and other important services.

It is no secret that the COVID-19 pandemic has affected our communities and will continue to affect them in many ways. Bluebikes offer the opportunity to travel across Greater Boston in a

safe way. Similarly, both communities believe that expanding Bluebikes to our area would also greatly benefit our local businesses who need additional customer support now more than ever.

Outside of COVID-19, Bluebikes also offer the opportunity to make important first- and last-mile connections for Medford and Malden residents. Particularly as the Green Line Extension is nearing completion in Medford and Malden hosts the Orange Line, residents who regularly use or need to regularly use transit but are unable to reach stations will be able to do so with Bluebikes.

I hope that you will strongly and favorably consider our joint application and help advance our short- and long-term goals for our communities, as well as provide important resources for residents during the COVID-19 crisis.

Thank you for your consideration,



Breanna Lungo-Koehn



December 10, 2020
David Mohler, Chair
Members of the Boston Region Metropolitan Planning Organization (MPO)

Subject: Letter of Support for Bluebikes Expansion into Malden and Medford

Dear Mr. Mohler and Members of the MPO:

Lyft supports the application for Community Connections grant funding from the Cities of Malden and Medford to expand the Bluebikes network to those cities.

Lyft strongly believes that getting more people out of single occupancy vehicles, and encouraging them to walk, bike, or take public transit to their destinations is key to creating transportation systems that work better for everyone. Particularly now, connecting communities through integrated bikeshare systems has never been more important, and working with cities to grow these networks is very important to us.

As the operator of the publicly-owned Bluebikes system, we have supported the growth of the network to its current size of 375 stations and over 3,500 bikes across 10 municipalities and 66 square miles. As Bluebikes has been introduced in new areas, we've seen it reduce the barriers for bike commuting and increase the number of people using bikes as one of their transportation choices. Adding these two cities to the Bluebikes network will expand access to biking and provide residents with another public transportation option to get around the region. Joining the Bluebikes network connects these communities not only to one another but also to the rest of the vast Bluebikes service area.

If they receive this grant funding, Lyft is committed to working with Malden and Medford to join the Bluebikes system, including delivering and installing equipment within the grant's timeline, operating the system, and marketing the expansion to current and potential customers. We believe this will be a prudent and beneficial use of these funds.

Thank you,

Dominick Tribone, General Manager, Bluebikes
Thomas DeVito, East Coast Policy Manager, Lyft



Medford Bicycle Advisory Commission

December 4, 2020

David Mohler, Chair

Members of the Boston Region Metropolitan Planning Organization (MPO)

Subject: Letter of Support for BlueBike Expansion into Medford

Dear Mr. Mohler and Members of the MPO:

The Medford Bicycle Advisory Commission (MBAC) strongly supports the expansion of the BlueBikes network. Accordingly, we respectfully request consideration for funding to expand it to the City of Medford. The Commission works to encourage those who live, work, and travel in Medford to ride bikes. We educate road users on how to ride and drive safely, advise the City on ways to improve our infrastructure, and help organize our local community of cyclists. The Commission's members are appointed by the Mayor. Below, we describe several of the reasons that we support the City's efforts to expand the BlueBikes bike share network into Medford.

The MBAC has long supported the bike share concept. We believe that bike share systems provide a valuable transportation option for our residents. They promote healthy lifestyles and offer an affordable alternative to motorized vehicles, thereby reducing traffic congestion, pollution, and greenhouse gas emissions. The opportunity to bring the system to Medford - long a goal, but never financially feasible - will benefit our residents and tie us into a successful, regional network. Bike share systems serve to encourage ridership among new and casual users, people who would consider riding if only it were more convenient and safer. By using grant funding to help obtain a supply of convenient and reliable shared bikes for our cities, we free up constrained city budgets to invest in new infrastructure that will benefit these new road users.

The opportunity to bring BlueBikes to both Medford and Malden would provide critical connectivity to Somerville, Arlington, Cambridge, Everett, Boston, and Brookline. Medford and Malden residents live on the border of a large bike share network. However, most of our residents live too far from stations in neighboring municipalities to use the system, rendering it appealing but ultimately out of reach. These systems are most useful when stations are plentiful and located close to home - users need to be able to walk to stations near their home. We believe an expanded system will provide significant transportation options for users, particularly those who currently do not have direct routes via public transit to their desired locations. The collaboration between our two cities will also allow us to share knowledge, expertise, and efficiencies to our mutual benefit.

A bike share system is an important addition to the Medford Bicycle Master Plan. While our City is adding bicycle infrastructure with road markings, bike lanes, and multi-use paths, we know that those improvements are, of course, most effective when people feel safe enough to use them. Making bicycles more accessible to people through a bike share system will enhance the safety-in-numbers effect. Increased ridership also yields increased demand for safe cycling infrastructure, which also tends to facilitate increased pedestrian safety projects, improving the safety of all road users.

Expanding the BlueBikes system into Medford and Malden may lead to improved transportation equity and mode shift. Bike share systems are often relied upon by those who do not or cannot afford to own a car. In some instances, using these bikes may also be more cost-effective and convenient than using public transportation, and certainly less expensive than vehicle ride-share services or owning a car. In addition, BlueBikes offers subsidies for lower income eligible households, making it an affordable option for lower-income households. In light of the COVID-19 pandemic, we also know that many are concerned about the health risks of being in close proximity to others while using public transportation. This system would provide those who prefer to avoid public transit another transportation option, thereby freeing up capacity for those users who must rely on public transit. If we are fully connected to our neighboring municipalities' bike share systems, our residents will also be able to travel freely to nearby communities by bike, avoiding the cost and hassle of parking or vehicle maintenance.

We strongly support a dock-based bike share system, where bicycles are securely locked at convenient, prominent locations. Fixed stations add predictability for users, who quickly learn where to go to find a bike. Fixed stations also avoid any potential concerns that

unattended bikes may unintentionally block sidewalks, driveways, or other public right-of-ways. This is a significant concern in densely-populated cities, with limited sidewalk space. We therefore are seeking funding for a system that benefits new bike share users without negatively impacting other vulnerable sidewalk users.

We anticipate significant ridership from Medford and Malden residents once this system is established. Because we attend public meetings held by the City and engage with citizens privately and at community events, we are deeply connected to our community. We regularly hear concerns from them about ways to increase bike safety and their desire to improve transportation options for Medford residents. It is our responsibility to do what we can to help make cycling in our city easier, safer, and more useful, for riders of all ages and abilities.

Therefore, we, the Medford Bicycle Advisory Commission, strongly support the City's application for a BlueBikes funding grant, and greatly appreciate your consideration.

Medford Bicycle Advisory Commission

Jared Powell, Chair

Patrick Bibbins, Vice Chair

Lisa DiRocco, Secretary

cc: MBAC members

December 8, 2020

David Mohler, Chair
Members of the Boston Region Metropolitan Planning Organization (MPO)

Subject: Letter of Support for BlueBike Expansion into Medford

Dear Mr. Mohler and Members of the MPO:

The Medford Complete Streets Committee (CSC) strongly supports the expansion of the BlueBikes network and the Cities of Medford and Malden in their joint application for Community Connections Funding. The CSC in Medford is a group of stakeholders made up of City Hall employees and Medford residents who believe in the Complete Streets philosophy and want to bring it to Medford. Below are several reasons that the Committee supports the City's effort to expand the Bluebike network into Medford and Malden.

More people on bikes means fewer people are in their cars. Part of the Complete Streets philosophy is that streets should be for everyone - especially people who have experienced systemic underinvestment or whose needs have not been met through a traditional transportation approach.¹ This philosophy encourages communities to design and operate the entire right of way to prioritize safer slower speeds for *all people* who use the road, over high speeds for motor vehicles. This in mind, the expansion of the Bluebike network into Medford and Malden would encourage mode shift from personal vehicle use as well as encourage people who have not considered biking to take advantage of the system. Even given the COVID-19 pandemic, when many are concerned about being in close proximity to other people, those who can use Bluebikes would be encouraged to do so by the expansion, thereby freeing up public transportation for essential workers who rely on it.

The expansion of the Bluebikes network would also provide critical connectivity to Greater Boston. Medford and Malden residents who live on the outskirts of the amazing Bluebike network but most residents live too far from a station in our neighborhooring communities that the system is out of reach. Bringing Bluebikes directly into Medford and Malden would allow for residents to take full advantage of this system and make valuable connections to our neighbors.

Similarly, expanding the Bluebike system into Medford and Malden may lead to improved transportation equity and mode shift behaviors. Bike share systems offer reliable transportation options for those who do not or cannot afford cars. Often, bike share is also more cost effective than public transportation or ride-share services. Bluebikes also offers subsidies for low-income households which helps to make it more accessible for all interested users, no matter income.

Lastly, a dock-based bikeshare system addresses the safety concerns that remain from Medford and Malden's last bikeshare experience with a dockless system. It is important for the City, then to expand

¹ <https://smartgrowthamerica.org/program/national-complete-streets-coalition/publications/what-are-complete-streets/>

Bluebikes which is a system that benefits new bike share users without negatively impacting other vulnerable sidewalk users.

The Medford CSC strongly supports the City of Medford and the City of Malden's joint Community Connections grant to secure Bluebikes for our communities, and greatly appreciates your consideration.

Thank you,



Tim McGivern, Chair
Complete Streets Committee



Administrator
Mohammed H. Khan

MONTACHUSETT REGIONAL TRANSIT AUTHORITY
1427R Water Street, Fitchburg, Massachusetts 01420
(978)345-7711 - 1-800-922-5636 - FAX: (978) 345-9867

Member Communities

Mr. Sandy Johnston,
Unified Planning Work Program Manager
Boston Metropolitan Planning Organization

Fitchburg
Leominster
Gardner
Ashburnham
Shirley
Ayer
Lancaster
Sterling
Hubbardston
Royalston
Littleton
Winchendon
Ashby
Templeton
Westminster
Hardwick
Lunenburg
Harvard
Bolton
Boxborough
Stow
Athol

Dear Mr. Johnston,

The Montachusett Regional Transit Authority (MART) provides public transit services to twenty-one of its twenty-two (22) member communities in the North Central Massachusetts region through contracts with private operators utilizing MART-owned vehicles. The public transit services include: fixed route bus; ADA complementary paratransit services; Councils on Aging (COA's); subscription services; Job Access Reverse Commute (JARC) night service (demand taxi & paratransit), Link Intercity bus routes; and Dial-A-MART services which provide contract services for various human and social service agencies.

MART operates an extensive fixed route bus system throughout the cities of Fitchburg, Leominster and Gardner, as well as linked routes and services in the towns of Templeton, Athol, Winchendon, Lunenburg, and Lancaster with MART's ADA service providing the appropriate complementary paratransit services to those fixed route services. MART also provides COA para-transit services in all but one of its member communities which include Ashburnham, Ashby, Athol, Ayer, Bolton, Boxborough, Fitchburg, Gardner, Hardwick, Harvard, Hubbardston, Lancaster, Leominster, Littleton, Lunenburg, Shirley, Sterling, Stow, Templeton, Westminster and Winchendon. The Town of Royalston elects to have no service.

Transportation is a basic human need, and as societies become more complicated, transportation infrastructure and transportation management have become more complex. MART has pioneered innovative ways to provide rides for its demand response service for ADA and the general public in our region using mobile apps and advanced web tools through our technology provider QRyde. MART and QRyde are again partnering to create an on-demand MicroTransit service for the towns of Bolton, Boxborough, Stow and Littleton based on a successful MicroTransit model implemented in Fitchburg.

The proposed system will allow communities such as healthcare facilities, veteran service organizations and workforce organizations to negotiate better prices for the consumers they serve, and help them book on-demand transportation while managing payments and subsidies. The implementation of this program will result in a decrease in the cost of delivering service by reducing the daily overhead cost and allow MART to provide better customer service. Providing on-demand transportation with contactless payment options will also make paying fares safer and instill more confidence in community-based transportation, by reducing the interaction between drivers and passengers, especially for the exchange of ride payments.

In addition, this is an opportunity to test the feasibility of the project to be implemented with multiple agencies or transportation providers on a much wider scale across other regional transit regions in the future.

MART is committing to provide a local match in cash.

	Proposed Budget	Local Match (MART)	Estimated Local Match (Corporate)
Year 1	\$ 424,927.00	\$ 84,985.40	\$ -
Year 2	\$ 424,927.00	\$ 49,985.40	\$ 35,000.00
Year 3	\$ 424,927.00	\$ 34,985.40	\$ 50,000.00

I believe this innovative solution will create much greater opportunity for residents and facilities to access safe, efficient and affordable transportation. I fully support this application and believe that the implementation of this system will be a significant benefit, helping to improve community living and economic conditions in our region.

Sincerely,

Bruno J. Fisher

Bruno J. Fisher
Deputy Administrator



609437 Boston Street, Salem

Complete streets corridors improvements approximately 1 mile long, begining at the Peabody/Salem line along Boston Street, to the intersection with Essex Street, and along Essex Street from Jackson Street to North Pine Street.

Project History

Portions of this project were studies as part of the MAPC Route 107 Corridor Study, released in November 2016. The study evaluated existing transportation conditions, potential for future development and economic growth, and made recommendations for both short and long term transportation improvements for all mode of travel.

The City is promoting job growth and economic development along the Boston Street corridor, as well as Citywide. There are a number of properties that are under redevelopment along and adjacent to Boston Street, which includes over 76 residential units recently built, 259 units currently under construction, and 150 units currently being permitted with the City.

In addition to the study completed by MassDOT, the City has promoted Healthy Transportation as an Citywide initiative by installing separated bike lanes, repairing sidewalks and enhancing transit stops to encourage active transportation and mobility. The Boston Street project has been designed to meet both MassDOT's Healthy Transportation Policy, as well as the City's Policy.

The project is also located within a mile of 2 Environmental Justice (EJ) areas. The area north of Boston Street is classified as a minority EJ area, and the area south of Boston St from Pope St to Essex St is a minority and low income EJ area. The project ill provide non motorized travel options from the two EJ areas to area employment opportunities, health care centers and retail.

The following Story Map has been created by the City and added to the City Website for the project:

Boston Street Story Map:

<https://storymaps.arcgis.com/stories/7d828e958eb847c383d835d5a681f23a>

Project Status

Plans:

- › 25% Design Plans submitted to MassDOT May 2020
 - › Comments received, responses being finalized
 - › Utility coordination currently
- › 75% Submission anticipated September 2021

Environmental Permitting:

- › An Environmental Notification Form will be filed with MEPA during the advancement of the 75% design development.

Right of Way:

- › Preliminary Right Of Way Plans submitted to MassDOT July 2020
 - › Comments received, responses being finalized

Design Highlights

- › Roadways are designed with full depth reconstruction within project limits. The roadway width will be reduced to remove pavement that is not needed.
- › Existing non compliant sidewalks will be reconstructed to ADA compliance.
- › Addresses safety issues at the intersections of Boston Street at Pope Street and Boston Street at Bridge Street/Proctor Street and the Boston Street at Essex Street intersection as well as along Essex Street to Dalton Parkway.
- › Provides new traffic signal at the intersection of Boston Street at Aborn Street.
- › Reconstructs traffic signals and improves pedestrian phasing and bicycle accommodations at the following locations:
 - Main Street/Boston Street at Howley Street
 - Boston Street at Grove Street/Nichols
 - Boston Street at Bridge Street/ Proctor Street
 - Boston Street at Essex Street
 - Essex Street at Fire Station Driveway
 - Essex Street at Jackson Street?
- › All roadway crossings will be upgraded with ADA compliant wheel chair ramps and crosswalk pavement markings.
- › Provides protected cross walks at Federal Street (RRFB)
- › At Jackson Street, the design includes upgrades to the traffic signal for pedestrian push buttons and signal phasing.
- › Separated shared use path or separated bike lanes installed through out the project
- › Installs an ADA compliant sidewalk from Aborn Street to Howley Street, closing a gap in pedestrian mobility.
- › Installs street trees to meet the City's Hazard Mitigation plan
- › Relocation of the monument currently in at the Boston Street/Essex Street intersection to a park at Dalton Parkway, installs ADA Compliant sidewalks through the park, along with Landscaping.
- › Bus stops for MBTA Bus Route 465 will be upgraded to meet ADA compliance
- › The antiquated drainage system will be replaced with a new stormwater system that complies with MassDOT and DEP standards.

Construction Cost and Project schedule

Project costs are estimated to be \$13.5 million

The design will be completed in 2023.

Christine Reichert and Nancy Brown
357 ESSSEX STREET, APARTMENT 2, SALEM MA 01970

March 19, 2021

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

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

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

Thank you for the opportunity to provide comments as you consider supporting the City of Salem's grant request for the Salem Skipper micro-transit service.

My wife and I highly support the Skipper program here in Salem, MA. We have been enthusiastic users of this service since the beginning. It fills a critical need for us because we do not have a car nor a driver's license.

We have been consistent users of Salem's Senior bus program, but it is limited in scope and requires a two-day pre-registration and allows just one trip/person/day. As a result, we are now able to use Skipper when we have two appointments in one day and if a doctor's appointment comes up unexpectedly. Further, because our health restricts walking, we are unable to complete the half-mile trip to downtown to pick up prescriptions, go to the bank, post office, and neighborhood grocery store. Skipper allows us to do those things, which are also essential for our daily lives.

Finally, Skipper allows us to have far more independence, which we love. While we have wonderful friends (who are willing to drive us occasionally), it is a drain on their good will and can, at times, create a strain in our friendships. Skipper eliminates so much stress and provides a critically needed service at a cost we can afford on our limited income.

We are also impressed with the COVID safety precautions provided when using the service. Although, we both have had our COVID vaccines, we are still vulnerable. The precautions provide us that essential confidence that we are as safe as possible using this service.

Thank you again for your consideration. Your support of the Community Connections grant request will allow the City to continue growing this vital service and build ridership beyond its initial year.

Please feel free to reach us if you have further questions.

Sincerely,

Christine Reichert and Nancy Brown
357 Essex Street, Apt. 2
Salem, MA 01970
419.290.7104
Christinereichert02@comcast.net



The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON, MA 02133-1054

PAUL F. TUCKER
STATE REPRESENTATIVE
7TH ESSEX DISTRICT
CITY OF SALEM

STATE HOUSE, ROOM 473G
TEL: (617) 722-2070
FAX: (617) 722-2817
Paul.Tucker@MAhouse.gov

March 23, 2021

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

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

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

Thank you for the opportunity to provide comments as you consider supporting the City of Salem's grant request for the Salem Skipper micro-transit service.

The Salem Skipper has been extremely well received by the Salem community and has exceeded all expectations in terms of being a fast, easily accessible, and efficient way to get around town. The feedback from the diverse group of service users has been very positive and the ridership numbers has shown a strong appetite for continuing this program.

The locations that are among some of the most popular traveled areas have included the shopping centers, the North Shore Medical Center, the MBTA Salem Intermodal Station and Salem State University. I offer my strong support to continue this program and it is my hope to be able to expand on it as an alternative to other less efficient and more expensive alternatives.

Thank you again for your consideration. Your support of the Community Connections grant request will allow the City to continue growing this vital service and build ridership beyond its initial year.

Sincerely,

A handwritten signature in blue ink that reads "Paul F. Tucker".

Paul F. Tucker

State Representative

December 10, 2020

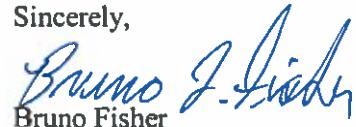
Sandy Johnston
Unified Planning Work Program Manager
Boston Metropolitan Planning Organization

Dear Mr. Johnston,

The Montachusett Regional Transit Authority (MART) is pleased to support the Town of Stow's Community Connections grant application for piloting a commuter shuttle using Town-owned Council on Aging vans. The Town of Stow has been partnering with MRTA to provide shuttle service to its older adult population for many years and the expansion to a commuter based shuttle service is a welcome advancement.

Recently MRTA has been working with Stow to explore the potential for backup van service to supplement their Pilot program and we look forward to the potential for future partnership as the program matures.

Sincerely,


Bruno Fisher
Deputy Administrator

Swampscott (#610666): Swampscott Rail Trail

March 15, 2021
Nason Road Neighborhood Association
Swampscott, MA 01907

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

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

We are writing to you as concerned residents of Swampscott regarding the town's Notice of Intent (NOI) application for the proposed Rail Trail project. As currently depicted, we believe a NOI is premature given the significant, and numerous, design and environmental issues that have yet to be resolved or in many instances, even addressed, as evidenced by a dearth of detail in the submitted plans, contrary to the requirements of the Commission.

Below is a succinct list of the main, but not all, environmental concerns:

- **Streambed crossing issues** – The town must comply with the Massachusetts Stream Crossing Standards to the fullest extent as acknowledged in the project narrative; insufficient information has been provided in regards to the proposed stream crossing, including, but not limited to: disruption of streambed from 4-sided culvert construction rather than an open bottom design, lack of documentation on matching substrate replacement for restored impact areas; justification as to why existing stream substrate will be buried with imported material rather than stockpiled and preserved for reuse in subsequent restoration
- **Vernal pool impact** – As currently proposed, trail construction including clearing and grading, will take place within the 100-foot buffer zone of four vernal pools. No analysis has been provided as to the potential impact on those areas.
- **Lack of scope of work depiction** – The Commission requires depictions of elevations and grading; the project narrative notes that “minor grading beyond the shoulder may be required”; given the close proximity to wetlands, further clarification must be required.
- **Drainage analysis and water carrying capacity** – The project narrative states that “the water carrying capacity and groundwater and surface water quality...will be maintained”; It is unclear whether the town’s proposal as currently situated can meet this standard; in addition, no analysis has been prepared for storm water drain-off for abutting properties nor does the current design provide for the mitigation of stone dust runoff into wetlands.
- **100-foot buffer zone** – A significant portion of the entire project will take place within existing vegetated portions of the 100-foot buffer zone, which will include clearing and a permanent change in surface type. Additional analysis must be provided as to how to minimize this impact.

As proposed, the current plans for the Swampscott Rail Trail do not meet the standards required for the NOI application. We strongly urge the Commission to require additional analysis, design, documentation, and discussion in order to address the numerous outstanding environmental concerns.

Respectfully,

Nason Road Neighborhood Association

Christine Tierney
Brian Tierney
93 Nason Road

Matt Dragani
Jacqueline Dragani
15 Nason Road

Andrew Samalis
Kimberly Samalis
23 Nason Road

Jeanne Patz
Ryan Patz
29 Nason Road

Jeanne Breen
95 Nason Road

Paul Marescalchi
Kristen Marescalchi
33 Nason Road

Julie Surette
Paul Surette
79 Nason Road

Mary O'Connell
David O'Connell
87 Nason Road

Larry Zoll
Keiko Zoll
69 Nason Road

Matt Fallon
Lindy Aldrich
1 Nason Road

Danielle DeVeau
Jeff DeVeau
41 Nason Road

Liza Goldstein
Josh Goldstein
16 Nason Road

Swampscott (#610666): Swampscott Rail Trail

March 17, 2021

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

Dear Mr. Mohler,

I am a longtime resident of Swampscott and my property includes a portion of that which is slated for the Rail Trail. I would like to make you aware of some of the issues that I and many of my neighbors are concerned about.

From the beginning, the citizens of Swampscott were led to believe that we do not own this land. This is not true, and in fact many of us have perfected our deeds to reflect that we do indeed own this land. This is still being misrepresented on the rail trail website, as well as the fact that we have not been part of the planning process as is stated there and has been stated at town meetings. The only contact we have had from the town has been after they planned the whole trail and this came in the form of threats of years of construction easements and generally making our lives miserable for years if we did not agree to gift our land to the town. We have concerns that have nothing to do with NIMBY issues, and everything to do with preservation of our properties' value and environmental concerns. The town has never studied the effects of the trail on the environment or our properties. They have refused to even procure appraisals for the inevitable eminent domain takings. This is something that we intend to fight as are our rights, and given that these takings generally are valued at 10-15% of a property's value, will certainly run into the millions for the town.

What may have seemed like a great idea in 1980 is not necessarily one in 2021. Global warming has changed things immeasurably. In the past few years I have lost five 100 foot plus trees on my property , one crushed our shed and another just missed our house. What the trail does in this area is to destroy mature, established trees and vegetation and it puts the remaining ones at great risk as well as our homes. It does not create green space, it destroys it. Once these trees and other vegetation are cut they cannot be put back. Every year we see more and more violent storms after which the streets, cars, and buildings are littered with limbs and debris. The town is actively trying to get donations of trees to mitigate the scores that have been lost.

This has never been studied or addressed by the trail proponents. They have silenced and vilified citizens who bring these issues up. They are plowing through without a thought as to the environmental impact, and without any concern for the many property owners who this impacts the most. Nor have they considered alternative routes that will not destroy greenery and

properties and will be infinitely less costly.

I urge you to reconsider your association with this project. Much of the green you see in the background in the first picture below will be gone forever. Same for most of my neighbors, many of whose homes are much closer and will be more devastatingly impacted. We would welcome and encourage your inspection of the site at any time.

I have sent you a hard copy of this letter which you should receive in a day or two.

Sincerely,

Meryl Rose
82 Phillips Avenue
Swampscott





Watertown Town Council

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6470

November 27, 2019

ELECTED OFFICIALS:

Mark S. Sideris,
Council President

Caroline Bays,
Councilor At Large

Anthony J. Donato,
Councilor At Large

Susan G. Falkoff,
Councilor At Large

Anthony Palomba,
Councilor At Large

Angeline B. Kounelis,
District A Councilor

Lisa J. Feltner,
District B Councilor

Vincent J. Piccirilli, Jr.,
District C Councilor

Kenneth M. Woodland
District D Councilor

Mr. David Mohler, Chair
Metropolitan Planning Organization
Community Connections Program
Ten Park Plaza, suite 2150
Boston, MA 02116

Re: Community Connections Program

Dear Mr. Mohler:

The Watertown Town Council strongly supports the application of the Watertown Transportation Management Association (WTMA) to help fund a commuter shuttle in Watertown. The Town, working with the WTMA, has been working on launching shuttle service for some time. Funding support from the Community Connections Program offers a real opportunity to get a shuttle off the ground. The Town, which is a member of the WTMA, is committed to providing a local match, in the form of funding of \$70,000 from TNC funds, and/or a back-up vehicle.

Watertown has experienced a major increase in development, both residential and commercial. Pleasant Street is one of the corridors experiencing new growth. Over 800 units have been developed along Pleasant Street since 2005, with 200 more permitted or under construction. However, there is no MBTA service connecting those residents to jobs or services. Most residents use their cars to commute to work. The proposed commuter shuttle will connect Pleasant Street residents to MBTA bus service in Watertown Square and Watertown Yard, and directly to the Red Line in Harvard Square.

A commuter shuttle may be our best opportunity to increase non-SOV access to area jobs, by connecting residents to the MBTA system. The Town is strongly committed to reducing SOV travel and greenhouse gases, and sees this as an avenue to get there. Symbolic of our commitment, the Town and WTMA are also working with a local employer, athenahealth, to expand their shuttle service to serve employers and residents along Arsenal Street, another corridor experiencing significant development. These two efforts together could have a significant impact on congestion and air quality in the area.

We thank you for your consideration of our project, and look forward to working with you on it.

Sincerely,

Mark S. Sideris
Council President



TOWN OF WATERTOWN
Department of
Community Development and Planning
PLANNING OFFICE

Steve Magoon
Director
smagoon@watertown-ma.gov

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6417
Fax: 617-972-6484
www.watertown-ma.gov

December 2, 2019

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

Re: Community Connections Program, Watertown Shuttle Proposal

Dear Mr. Mohler:

I am writing to let you know that Watertown Mews is required to participate in the Watertown TMA Pleasant Street shuttle. Although we do not have a written commitment letter from them, they have a Condition in their Special Permit that requires them to participate in a commuter shuttle in a proportionate share, and the Town intends to hold them to that commitment. Their financial obligation for the first year is \$25,000. If we receive further correspondence from them it will be provided to you as well.

Sincerely,



Steve Magoon
Director of Community Development and Planning and
Assistant Town Manager

Cc: Jessica Ferguson, Watertown Mews Property Manager
Shelagh Anderson, Regional Associate, Bozzutto

December 6, 2019

Mr. Sandy Johnston
Metropolitan Planning Organization
Community Connections Program
Ten Park Plaza, Suite 2150
Boston, MA 02116

Dear Mr. Johnston,

Boylston Properties is pleased to provide this letter in support of the Metropolitan Planning Organization Community Connections Program application being submitted by the Watertown Transportation Management Association (WTMA). Boylston Properties is a founding member of the WTMA and strongly supports the organization's goals of reducing traffic congestion and improving air quality in the region.

The WTMA appreciates this opportunity provided by the Boston Metropolitan Planning Organization to apply for a grant from the Community Connections Program. The funding requested would be used to start two new commuter shuttles to connect businesses and residential locations along Pleasant Street in Watertown with Watertown Square and Harvard Square. Pleasant Street has undergone a period of increased development, but continues to have very limited access to public transportation. This shuttle would open up more commuting opportunities for both residents and people who travel to and from Watertown for work, benefiting businesses and residents along Pleasant Street and the community as a whole.

The WTMA is strongly supported by its members including the Town of Watertown, and by surrounding communities, as well as by a number of area stakeholders. A Pleasant Street shuttle would be a valuable addition to the network of programs and services that the TMA has been developing in the region to address increasing traffic congestion and to make improvements in air quality by taking single-occupant vehicles off of the road. Thank you.

Sincerely,
Boylston Properties



Andrew J. Copelotti
Principal

Cc: Board members, Watertown TMA

c | d | p

December 3, 2019

Mr. Sandy Johnston
Metropolitan Planning Organization
Community Connections Program
Ten Park Plaza, Suite 2150
Boston, MA 02116

Dear Mr. Johnston:

Criterion Development Partners (“CDP”) is pleased to provide this letter in support of the Metropolitan Planning Organization Community Connections Program application being submitted by the Watertown Transportation Management Association (“WTMA”). As a developer of transit-oriented residential projects including Riverbend on the Charles in Watertown, CDP strongly supports the WTMA’s goal of reducing traffic congestion and improving air quality in the region by reducing reliance on single-occupancy vehicles.

According to the WTMA, the requested funding will be used to start two new commuter shuttles to connect businesses and residential locations along Pleasant Street in Watertown, with Watertown Square and with Harvard Square. CDP’s Riverbend on the Charles was one of the first residential developments constructed in the Town of Watertown’s newly designated Pleasant Street Corridor District (“PSCD”). The goal of the District is to encourage development of mixed-use projects along Pleasant Street. While most of these projects are located within 1.5 miles of the Watertown Square and Watertown Yard transit hubs, there is no public bus service connecting these developments to the existing transit services. The shuttles proposed by the WTMA would provide this critical link for residents and employees along Pleasant Street and offer an alternative to commuting by single-occupancy vehicle.

The WTMA is strongly supported by its members and area stakeholders who recognize the value of having an organization focused on commuting and transportation solutions in the region. Shuttle service on Pleasant Street would significantly enhance the WTMA’s ability to achieve its goal of improving traffic congestion and air quality.

Sincerely,



John J. Englert
Executive Vice President

C R I T E R I O N D E V E L O P M E N T P A R T N E R S

DALLAS 14160 NORTH DALLAS PARKWAY, SUITE 750 · DALLAS, TEXAS 75254 (O) 214.393.4100 (F) 214.393.4110

BOSTON 1601 TRAPELO ROAD, SUITE 280 WALTHAM, MA 02451 (O) 781.890.5600 (F) 781.890.5553

Mintz Development Group

December 2, 2019

Mr. Sandy Johnston
Metropolitan Planning Organization
Community Connections Program
Ten Park Plaza, Suite 2150
Boston, MA 02116

Dear Mr. Johnston:

Mintz Development Group (“MDG”) is pleased to provide this letter in support of the Metropolitan Planning Organization Community Connections Program application being submitted by the Watertown Transportation Management Association (“WTMA”). As a local real estate developer and long-time resident of Watertown, MDG strongly supports the WTMA’s goal of reducing traffic congestion and improving air quality in the region by reducing reliance on single-occupancy vehicles.

According to the WTMA, the requested funding will be used to start two new commuter shuttles to connect businesses and residential locations along Pleasant Street in Watertown, with Watertown Square and with Harvard Square. In the last few years, several large developments have been constructed along Pleasant Street, most within one mile of the Watertown Square and Watertown Yard transit hubs. Unfortunately, there are no public bus routes along Pleasant Street to provide first-mile/last-mile connections to existing transit services. The shuttles proposed by the WTMA would provide this critical link for residents and employees who travel to and from Pleasant Street for work.

The WTMA is strongly supported by its members and area stakeholders who recognize the value of having an organization focused on commuting and transportation solutions in the region. Shuttle service on Pleasant Street would significantly enhance the WTMA’s ability to achieve its goal of improving traffic congestion and air quality.

Sincerely,

Melissa A. Mintz

Melissa A. Mintz
Owner



PARADIGM PROPERTIES | PARADIGM CAPITAL ADVISORS

December 20, 2019

Mr. Sandy Johnston
Metropolitan Planning Organization
Community Connections Program
Ten Park Plaza, Suite 2150
Boston, MA 02116

Dear Mr. Johnston,

GRE Riverworks LLC is pleased to provide this letter in support of the Metropolitan Planning Organization Community Connections Program application being submitted by the Watertown Transportation Management Association (WTMA). GRE Riverworks LLC supports the organization's goals of reducing traffic congestion and improving air quality in the region. The WTMA appreciates this opportunity provided by the Boston Metropolitan Planning Organization to apply for a grant from the Community Connections Program. The funding requested would be used to start two new commuter shuttles to connect businesses and residential locations along Pleasant Street in Watertown with Watertown Square and Harvard Square. Pleasant Street has undergone a period of increased development but continues to have very limited access to public transportation. This shuttle would open up more commuting opportunities for both residents and people who travel to and from Watertown for work, benefiting businesses and residents along Pleasant Street and the community as a whole. The WTMA is strongly supported by its members including the Town of Watertown, and by surrounding communities, as well as by a number of area stakeholders. A Pleasant Street shuttle would be a valuable addition to the network of programs and services that the TMA has been developing in the region to address increasing traffic congestion and to make improvements in air quality by taking single-occupant vehicles off of the road.

Sincerely,

Alexa Sadler
Assistant VP or Property Management
Paradigm Properties, agent
GRE Riverworks LLC

December 6, 2019

Mr. Sandy Johnston
Metropolitan Planning Organization
Community Connections Program
Ten Park Plaza, Suite 2150
Boston, MA 02116

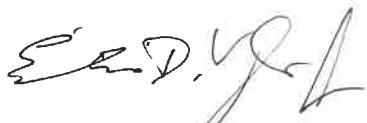
Dear Mr. Johnston,

Tufts Health Plan is pleased to provide this letter in support of the Metropolitan Planning Organization Community Connections Program application being submitted by the Watertown Transportation Management Association (WTMA). Tufts Health Plan is a founding member of the WTMA and strongly supports the organization's goals of reducing traffic congestion and improving air quality in the region.

The WTMA appreciates this opportunity provided by the Boston Metropolitan Planning Organization to apply for a grant from the Community Connections Program. The funding requested would be used to start two new commuter shuttles to connect businesses and residential locations along Pleasant Street in Watertown with Watertown Square and Harvard Square. Pleasant Street has undergone a period of increased development, but continues to have very limited access to public transportation. This shuttle would open up more commuting opportunities for both residents and people who travel to and from Watertown for work, benefiting businesses and residents along Pleasant Street and the community as a whole.

The WTMA is strongly supported by its members including the Town of Watertown, and by surrounding communities, as well as by a number of area stakeholders. A Pleasant Street shuttle would be a valuable addition to the network of programs and services that the TMA has been developing in the region to address increasing traffic congestion and to make improvements in air quality by taking single-occupant vehicles off of the road.

Sincerely,



Emidio DiVirgilio, Jr.
Manager Safety & Security
Tufts Health Plan

November 29, 2019

Mr. Sandy Johnston
Metropolitan Planning Organization
Community Connections Program
Ten Park Plaza, Suite 2150
Boston, MA 02116

Dear Mr. Johnston,

I am pleased to provide this letter in support of the Metropolitan Planning Organization Community Connections Program application being submitted by the Watertown Transportation Management Association (WTMA). I live and work in Watertown and as the non-voting citizen advisory member of the WTMA, I strongly support the organization's goals of reducing traffic congestion and improving air quality in the region. My employer and my apartment community are also both members of the WTMA and support these shared goals.

The WTMA appreciates this opportunity provided by the Boston Metropolitan Planning Organization to apply for a grant from the Community Connections Program. The funding requested would be used to start two new commuter shuttles to connect businesses and residential locations along Pleasant Street in Watertown with Watertown Square and Harvard Square. Pleasant Street has undergone a period of increased development, but continues to have very limited access to public transportation. This shuttle would open up more commuting opportunities for both residents and people who travel to and from Watertown for work, benefiting businesses and residents along Pleasant Street and the community as a whole.

I moved to Watertown 5 years ago from the Washington, DC, metro area and was excited by the prospect of using public transportation for my commute which is 3 miles away within Watertown. Unfortunately the nearest bus route is an express route to Boston. My only option to use public transportation to travel these 3 miles involves a one mile walk and the use of 2 different buses. This trip can take 90 minutes or more, depending on the bus schedules. A shuttle would reduce that commute to a shuttle and a bus. Connecting Pleasant Street to Watertown Square would greatly improve access to public transportation for residents and those commuting in and out of the area. My 3 mile drive used to take under 15 minutes; some days it now takes 30 minutes to cross the town. Reducing traffic congestion would be a welcome improvement.

The WTMA is strongly supported by its members including the Town of Watertown, and by surrounding communities, as well as by a number of area stakeholders. A Pleasant Street shuttle would be a valuable addition to the network of programs and services that the TMA has been developing in the region to address increasing traffic congestion and to make improvements in air quality by taking single-occupant vehicles off of the road.

Sincerely,



Susan Downard, RPh
WTMA Citizen Advisory Member
Resident, Watertown Mews Apartment Community
Employee, Tufts Health Plan
1 Repton Place #1323
Watertown, MA 02472

December 2, 2019

Mr. David Mohler
Metropolitan Planning Organization
Ten Park Plaza, Suite 2150
Boston, MA 02116

Re: MPO Community Connections, Application by Watertown Transportation Management Association

Dear Mr. Mohler,

The Watertown Transportation Task Force is a community organization which seeks to improve the quality and quantity of affordable transit services for Watertown residents and workers. We have long advocated for better transit services for the Pleasant Street and Arsenal Street corridors. The proposal for Pleasant Street shuttle service operated by the Watertown Transportation Management Association (WTMA), connecting to the transit hub at Watertown Square and to Harvard Square, offers the best opportunity to quickly bring much needed transit services to the rapidly increasing number of workers and residents on that underserved corridor. Such shuttle service has the potential to significantly reduce the severe local traffic congestion and associated air pollution.

We strongly support the application being submitted by the WTMA and Town of Watertown to the MPO Community Connections Program for funds to assist in creation of the Pleasant Street shuttle.

Sincerely,

Aaron Dushku

Aaron Dushku, Chair
Watertown Transportation Task Force