

Draft FFY 2012 UPWP Comment Letters

7 Letters:

1. Bike-to-the-Sea
2. City of Waltham
3. I-495/MetroWest Partnership
4. Minuteman Advisory Group on Interlocal Coordination
5. Regional Transportation Advisory Council
6. Town of Bedford
7. Town of Lexington

From: [Mike Calabro](mailto:Mike.Calabro)
To: swinslow@comcast.net
Subject: FW: [bike-to-the-sea] Wellington bike-pedestrian improvements part of proposed study
Date: Wednesday, August 10, 2011 11:05:23 AM

From: Cathy Buckley [mailto:cbuckley@ctps.org]
Sent: Thursday, July 14, 2011 6:53 AM
To: publicinformation@bostonmop.org
Cc: swinslow.browndgreen@comcast.net
Subject: FW: [bike-to-the-sea] Wellington bike-pedestrian improvements part of proposed study

I am forwarding this per request of Stephen Winslow.
--Cathy

From: Stephen Winslow [mailto:swinslow.browndgreen@comcast.net]
Sent: Wednesday, July 13, 2011 8:54 PM
To: Cathy Buckley-Lewis
Subject: FW: [bike-to-the-sea] Wellington bike-pedestrian improvements part of proposed study

----- Forwarded Message

From: Stephen Winslow <swinslow.browndgreen@comcast.net>
Date: Wed, 13 Jul 2011 20:23:09 -0400
To: <ivable@bostonmop.org>
Subject: FW: [bike-to-the-sea] Wellington bike-pedestrian improvements part of proposed study

Cathy..

The e-mail listed below did not work so I thought perhaps you could forward this to David Mohler.

There was a very extensive study done by DCR and the Mystic Valley Development Commission about 10 years ago of the Route 16/ Wellington Corridor.. Fay, Spofford and Thorndike was the lead..

Just want to be sure that the UPWP folks look back at the study (though personally I did not like the lack of bicycle accommodations on Route 16 that the study at that time proposed..

Steve

----- Forwarded Message

From: "santillo" <chris_santillo@gmail.com>
Reply-To: bike-to-the-sea@yahoogroups.com
Date: Wed, 13 Jul 2011 13:59:19 -0000
To: bike-to-the-sea@yahoogroups.com
Subject: [bike-to-the-sea] Wellington bike-pedestrian improvements part of proposed study

[from Ken Krause on MedfordBIPeds list]

The Boston Region Metropolitan Planning Organization (MPO) is circulating an important transportation-planning document for public review and comment: the draft Federal Fiscal Year 2012 Unified Planning Work Program (UPWP), which shows the federally funded transportation-planning activities for the region that are proposed for programming and to take place during that year.

The list of new projects in the UPWP includes a \$40,000 study of the Wellington Circle area by the Central Transportation Planning Staff.

This study would consider conceptual short and long term improvements that would address congestion and traffic safety problems at Wellington Circle. In addition, pedestrian and bicycle facilities would be envisioned to improve non-automobile connectivity at this location.

Public comments on the draft FFY 2012 UPWP will be accepted until 5 p.m. on Tuesday, August 9, 2011. Written comments should be addressed to:

David Mohler
Chair, MPO Transportation Planning and Programming Committee
10 Park Plaza, Suite 2150
Boston 02116-3968
E-mail: [publicinformation\[AT\]bostonmop.org](mailto:publicinformation[AT]bostonmop.org)

A meeting to take action on the draft is currently scheduled for August 18, 2011, time TBA. It will be held in a conference room of the State Transportation Building, 10 Park Plaza, Boston. Members of the public are invited to attend.

Link to the Unified Planning Work Program document:

http://www.ctps.org/bostonmop/3_programs/3_upwp/FFY_2012_Draft_UPWP.pdf

Reply to sender <mailto:chris_santillo@gmail.com>?subject=Re%3A%20Wellington%20bike-pedestrian%20improvements%20part%20of%20proposed%20study> | Reply to group <<mailto:bike-to-the-sea@yahoogroups.com>>?subject=Re%3A%20Wellington%20bike-pedestrian%20improvements%20part%20of%20proposed%20study> | Reply via web post <<http://groups.yahoo.com/group/bike-to-the-sea/post>>?ytc=X3oDMTJxamyZM2x8F9TAzk3MzUSNzE0BGdycEikAZExNTU0MTIxBGdycHNwSWODMTcwNzYxNTc1OARzZWMDZnRyBHNsawNudHBJBH0aW1IAzEzMTA1NjU1Njk->?act=reply&messageNum=1335> | Start a New Topic <<http://groups.yahoo.com/group/bike-to-the-sea/post>>?ytc=X3oDMTJmDmFcaGJpBF9TAzk3MzUSNzE0BGdycEikAZExNTU0MTIxBGdycHNwSWODMTcwNzYxNTc1OARzZWMDZnRyBHNsawNudHBJBH0aW1IAzEzMTA1NjU1Njk-> Messages in this topic <<http://groups.yahoo.com/group/bike-to-the-sea/message/1335>>?ytc=X3oDMTm1c2Y42hBF9TAzk3MzUSNzE0BGdycEikAZExNTU0MTIxBGdycHNwSWODMTcwNzYxNTc1OARzZWMDZnRyBHNsawNudHBJBH0aW1IAzEzMTA1NjU1Njk-> (1)

Recent Activity:

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City of Waltham

Jeannette A. McCarthy
Mayor

August 9, 2011

David J. Mohler, Chair
Transportation Planning & Programming Committee
Boston Region Metropolitan Planning Organization
State Transportation Building
Ten Park Plaza, Suite 2150
Boston, MA 02116-3968

Sent by US Mail and
fax to 617-973-8855

RE: Request for Transportation Planning Services
Unified Planning Work Program – Boston Region MPO

Dear Mr. Mohler:

On behalf of the City of Waltham, I would like to thank you for the invitation to provide comments on the Boston MPO's Unified Planning Work Program (UPWP) for fiscal year 2012. As you know, I have been very involved in planning initiatives with the 128 Central Corridor Coalition (128C3) and the Metropolitan Area Planning Council (MAPC). I am pleased to see that this work will continue as one of the planning tasks outlined on page 6-7 of the UPWP (Project ID # MAPC5). I ask that this work also include a preliminary evaluation of interchange alternatives between Routes 20, 117, and 128 that may be used to improve congestion, air quality, and circulation for existing traffic, accommodate multi-modal users seeking to access a potential transit station, and encourage economic development in the area.

To further prioritize improvements in the area, I request that the Boston MPO fund a preliminary review of the Main Street (Route 117) corridor between the Weston town line and Bank Square (Route 20) as one of the priority corridors under CTPS' Project ID # 12201, which is described on page 6-16 of the UPWP. Main Street, especially the section between Bear Hill Road and Stow Street, is heavily congested during the peak commuter hours. Concurrent with the Route 128 corridor project listed above, I ask that you review the Route 117 corridor needs, bridge widening over Route 128, a potential roadway connection between Route 117 and Route 20 along Green Street, and other critical intersection improvements. There is significant traffic data and analysis available from other recent economic development projects that can be used by MAPC or CTPS for their evaluation.

With an execution of the tasks listed above, I believe this work by the Boston MPO will lead to improvements that will significantly improve the safety, air quality, and capacity of the area, and benefit the residents and businesses in Waltham and the surrounding communities.

Thank you for your consideration as you finalize this important work plan.

Sincerely,

Jeannette A. McCarthy
JAM/ns



495/METROWEST

PARTNERSHIP

Leaders for Regional Prosperity

August 2, 2011

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

RE: Boston Metropolitan Planning Organization's draft Unified Planning Work Program, FFY 2012

Dear Chairman Mohler:

On behalf of the 495/MetroWest Partnership, please accept the following as our official comments regarding the draft *Unified Planning Work Program* (UPWP) for FFY 2012.

The 495/MetroWest Partnership is a non-profit advocacy organization serving thirty-two communities, over half a million residents, and an employment base of approximately \$17 billion, by addressing regional needs through public/private collaboration, and by enhancing economic vitality and quality of life while sustaining natural resources. The Partnership is concerned about regional constraints and limitations, and conducts numerous initiatives on transportation, workforce housing, brownfields, and water resources.

The 495/MetroWest region has experienced significant growth over recent years which has resulted in opportunities and benefits, as well as presented a series of complex and conflicting transportation challenges. If ignored, these challenges threaten the quality of life and economic wellbeing of a region that has become an economic engine for the Commonwealth. Our regional transportation challenges affect the state's ability to remain economically competitive. These challenges include: increasing traffic congestion, an increase in vehicle miles traveled, highway capacity issues, gaps in public transit, and aging transportation infrastructure.

The Partnership has provided a voice of consensus on the transportation constraints confronting the 495/MetroWest region through our work on the MassDOT Transportation Advisory Committee, our partnering role on the EOHED funded "495/MetroWest Development Compact", as well as years of commentary on the Boston MPO's UPWP.

As a continuation of our transportation advocacy efforts, below you will find our comments on specific projects in the FFY 2012 UPWP.

Regional Model Enhancement

ID# 11244

The Partnership has long advocated for mechanisms for coordination of land use and transportation planning which has led to the ongoing "495/MetroWest Development Compact" project. As such, we strongly support this program's continued goal to build and maintain a state-of-the-practice regional

495/METROWEST PARTNERSHIP

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travel-demand model set for predicting the impact of regionally significant transportation improvements and land use policies on travel demand and air quality in the Boston MPO region. The effort to not only maintain but improve the model is to be commended, particularly the objective to document the modeling process so that its capabilities and limitations can be understood by the lay person. This planning support tool has already and will no doubt continue to benefit many projects and studies within the Partnership's region and throughout the Boston MPO region. Equally important to transportation planning and investment, as well to improving the model is the *Statewide Household Travel Survey*. In light of changing commuting patterns and greater employment opportunities outside of Metro Boston, this Survey has only increased in importance. The Partnership welcomes the continued efforts to make the Survey and the Regional Model successful tools for transportation improvements and land use policies.

Congestion Management Process

ID#11138

The Partnership is eager to see the outcome and potential benefits to refocusing the Congestion Management Process. We are particularly intrigued by the goal to include intermodal connectors as part of the next CMP cycle, as well as the reference to consideration for conducting an inventory of transportation management association services. We are hopeful that some of the many congestion problems in the 495/MetroWest region are included in the monitoring, needs assessment and strategy recommendations in the FFY 2012 Activities and Work Products.

Corridors/Subarea Planning Studies: Land Use Reviews

ID# MAPC 5

This UPWP task includes funding to support MAPC's work on corridor studies in the region. The Partnership is pleased that this section includes *the Route 9 phase 2 study implementation* as a follow-up to focus on implementing the recommendations of the completed study, which focused on the impacts of development anticipated along Rte 9 through three of the Partnership's thirty-two communities, namely Natick, Framingham, and Southborough. The Partnership was pleased to host a meeting of our long-standing Transportation Committee for the release of the Route 9 Phase 2 Study in March 2011, and we would welcome any opportunity for collaboration during the implementation phase.

The Partnership also supports the *Framingham Technology Park Sustainable Transportation Plan* in an effort to identify transportation demand management solutions; internal roadway, bicycle, and pedestrian improvements; and other ideas for this growing employment center within in region in order to ensure continued economic growth with improved mobility. The Partnership looks forward to working with MAPC as part of our role on the Framingham Technology Park Infrastructure Improvement Plan working group.

Safety and Operations Analyses at Selected Intersections

ID#13246

Congestion and safety problems at intersections affect the efficiency of roadway systems throughout the Commonwealth. As part of the Partnership's goal to ease the flow of goods and persons within, to and from the 495/MetroWest region, we are very supportive of this program, which could be utilized by our communities who have a backlog of projects but few resources to devote to design. As was evident during the distribution ARRA/Stimulus funds to "shovel ready" projects, few worthy projects were at the stage of qualification due to lack of design funding. We are hopeful that the 495/MetroWest region will stand to benefit from this project through inclusion of some of our challenged intersections.

Alternative-Mode Planning and Coordination

ID# MAPC 8

The Partnership is pleased that work on a regional pedestrian plan and bike plan will continue in FY 2012. Pedestrian and bike planning are critical to create a truly intermodal transportation system. We hope this plan addresses some of the pedestrian and bicycle shortcomings within the 495/MetroWest region and throughout Greater Boston. Considering the gaps in transit options in our region, one of

which has been filled by the MinuteVan service in Acton thanks to the MPO's Clean Air and Mobility Program, the Partnership welcomes better coordination of municipal shuttle service with existing regional transit service as well as continued support for transportation demand management strategies. We would like to continue to offer our regional insight into other service gaps in growing parts of our region such as Littleton and Boxborough, particularly in light of the Fitchburg Line Improvement Project and complementary station improvements.

Community Transportation Technical Assistance Program

ID# 13150 & MAPC 9

The Partnership is encouraged by the continuation of this program. The potential benefits to the 495/MetroWest communities within the Boston MPO region are significant. The technical expertise offered by CTPS and MAPC will no doubt be welcomed by communities with limited time and resources for identifying and addressing transportation issues. The Partnership understands that the scope of services offered by the engineers and planners is limited but we nevertheless feel this is a helpful resource. We would suggest that the success of this program relies upon how well and to whom it is publicized; utilizing groups like our own to coordinate key stakeholders is one recommendation we would like to offer. Please consider the Partnership in your FFY 2012 efforts to publicize this important service. Additionally, the Partnership recognizes and applauds the inclusion of economic development as one of the Boston MPO's stated goals.

MBTA Systemwide Passenger Survey: Comparison of Results

ID#TBD 4

In building upon the important work of the 2008-2009 survey, the Partnership concurs with the decision to compare the results of those surveys with prior surveys. A few specific trends that highlight the need for such comparisons include the rise in fuel prices, the recession, and the migration of business from the Metro Boston area to the 128 and 495 corridors. Fuel prices and the recession have both led to an increase in ridership on the MBTA and the latter trend is leading to demand for reverse commutes from skilled workers living in Boston who work at companies along various commuter rail lines. We look forward to reviewing the findings and are hopeful that recommendations for more frequent data collection are followed.

Pavement Management System Development

ID#TBD 5

The importance of a study to identify the cost of maintaining municipality-maintained federal aid arterial roadways and urban collectors in the Boston MPO region cannot be overstated. The Partnership applauds the start of an approximately five-year effort to estimate the cost required to bring all the FA roadways to a "good-to-excellent" condition. We feel strongly about the need to identify the cost of maintaining our existing infrastructure to highlight the need for more transportation revenue in the Commonwealth.

RTA Service Planning Technical Support

ID#TBD 7

The Partnership would like to thank the Boston MPO for their continued policy of supporting transit services in the region. The commitment to offering technical support to promote best practices is essential to providing mass transit options to 495/MetroWest residents and workers. We are also encouraged by the plans to extend support to TMA's and municipalities seeking to improve existing transit services. Should the Partnership's region specific insight be helpful, please do not hesitate to include us in efforts within our region.

APPENDIX A: OTHER BOSTON REGION TRANSPORTATION PLANNING PROJECTS:

Downtown Framingham Traffic Impact Analysis

Agency: MassDOT

The Partnership supports the inclusion of this analysis which is vital to the success and revitalization of downtown Framingham. We appreciate the recognition of the difficulties caused by the many at-grade

crossings in both downtown Framingham and Ashland. The Partnership understands that this is an initial and relatively small step in what will be a long process to address the negative impacts of the existing rail crossings in the downtown area which will only be further compounded by the expansion of service on the Framingham/Worcester Line thanks to the CSX deal with the Commonwealth of Massachusetts. Not only are solutions to the current and future congestion important to “each community’s quality of life, public safety, and economic development”, but such solutions would support MassDOT’s GreenDOT initiative by mitigating air quality concerns.

Fitchburg Small Starts Planning/Design/Engineering **Agency: MassDOT/MBTA**

As a member of the Fitchburg Line Working Group, the Partnership is extremely supportive of this project and the support offered by CTPS to MassDOT and the MBTA. In light of the progress already made toward the Fitchburg Line Improvement project, as well as ARRA funding for double-tracking and station improvements on the line, this effort can only prove to further advance the betterment of the MBTA’s oldest, longest line which historically has seen the least amount of improvements. We believe these improvements will lead to increased ridership and eventually, reverse-commute options for the many employees who work at the companies located in the 495/MetroWest region.

I-495/Route 9 Interchange Study **Agency: MassDOT**

The Partnership is pleased by not only the inclusion of this study in the Boston MPO’s UPWP, but also by the matching state funds in support of the federal appropriation and the subsequent decision to expand the study area to include the I-495/Route 90 interchange which is inextricably connected to the I-495/Route 9 Interchange. We appreciate the recognition that “these interchanges and the connecting segment of I-495 act as one network, with congestion at one interchange impacting the other.” We welcomed the opportunity to host the announcement of this project in March 2009 and are eager for the study to get underway. We look forward to working with MassDOT as the study progresses and contributing our regional expertise to the process.

Massachusetts Turnpike Corridor Plan (Boston Extension) **Agency: MassDOT**

As a long-time advocate of toll equity, the Partnership welcomes the inclusion of Turnpike needs in the Boston MPO’s UPWP. While the Corridor Plan is focused on a portion of the Turnpike outside of our region, many of our constituents rely upon the Turnpike to commute to work and conduct daily business. As such, the Partnership supports the efforts by MassDOT’s Office of Transportation Planning to conduct a thorough review of the Massachusetts Turnpike Boston Extension corridor. Tolling technologies are of particular interest in their potential to alleviate bottlenecks while improving air quality. Turnpike users pay daily for a state of good repair and should be able to expect full incorporation of the roadway into future TIP and UPWP projects and studies.

Massachusetts Turnpike - Boston Ramps Study **Agency: MassDOT**

Again, due to the fact that many 495/MetroWest drivers and employers are regular users of the Turnpike, the Partnership welcomes the goal of this study is to investigate the potential for new or revised access between Massachusetts Turnpike Extension (I-90) to the regional express highway network in the City of Boston along the segment between Commonwealth Avenue in Allston and Interstate 93 in Chinatown. These new connections would help address the traffic congestion caused by the economic growth in the Back Bay, Longwood Medical Area (LMA), Fenway, and Seaport District neighborhoods in the city of Boston.

The Partnership is disappointed that none of our communities are included as candidate locations for the **Priority Corridors for LRTP Needs Assessment (ID# TBD 1)**. While we recognize that there is ongoing corridor analysis being conducted for the “495/MetroWest Development Compact”, we would

encourage inclusion of identified Regionally Significant Transportation Investments within the Boston MPO region in the LRTP upon conclusion of the Compact project.

The Partnership would like to again extend our appreciation to the Boston MPO for their attention to suburban transportation needs. Given the acute need in the 495/MetroWest region for improved transportation services, we hope that our comments on the UPWP will be addressed. The Partnership is eager to participate in these initiatives and studies, as well as any projects in the 495/MetroWest region where our assistance could be helpful. Please do not hesitate to contact us and to utilize our Transportation Committee's perspective and experience.

If there are any questions regarding our perspective and commentary on these initiatives, then please contact Jessica Strunkin at 774.760.0495 x103, or by email at Jessica@495partnership.org. Thank you for your time and consideration.

Sincerely,



Paul F. Matthews
Executive Director



Jessica Strunkin
Deputy Director of Public Policy & Public Affairs

cc: 495/MetroWest Legislative Delegation



MINUTEMAN ADVISORY GROUP

ON INTERLOCAL COORDINATION

Acton ♦ Bedford ♦ Bolton ♦ Boxborough ♦ Carlisle ♦ Concord

Hudson ♦ Lexington ♦ Lincoln ♦ Littleton ♦ Maynard ♦ Stow ♦ Sudbury

June 14, 2011

David Mohler, Chair
Transportation Planning & Programming Committee, Boston MPO
c/o Central Transportation Planning Staff
10 Park Plaza, Suite 2150
Boston, MA 02116

Re: MAGIC Regional Transportation Priorities and comments for the TIP, LRTP, and UPWP

Dear Mr. Mohler:

I am submitting these comments on behalf of the Minuteman Advisory Group on Interlocal Coordination (MAGIC) subregion of the Metropolitan Area Planning Council (MAPC). MAGIC consists of 13 communities in the northwest area of MAPC: Acton, Bedford, Bolton, Boxborough, Carlisle, Concord, Hudson, Lexington, Lincoln, Littleton, Maynard, Stow, and Sudbury. MAGIC met and discussed the Long-Range Transportation Plan (LRTP), the FFYs 2012-2015 Transportation Improvement Program (TIP), and the FFY 2012 Unified Planning Work Program (UPWP) at our last two meetings on April 7, 2011 and May 19, 2011.

We recognize the severe fiscal constraints currently facing the Commonwealth and the need to prioritize scarce resources. The MAGIC towns have invested significant financial resources and decades to design and develop the projects we list in this letter, and it is our feeling that priority should be given to these worthy projects, already in the pipeline, in order to retain credibility and trust within our communities.

Our priorities include a few key road projects that relieve existing bottlenecks and improve safety and several projects that will improve bicycle, pedestrian, and transit mobility within our region. Taken together, these priorities are essential to sustaining an equitable, economically healthy, and environmentally responsible region. With limited transit resources within our suburban region, we believe the MPO should prioritize projects that enhance multimodal connections to existing transit nodes, downtowns, employment centers, and high single-occupancy vehicle traffic destinations.

The table below summarizes our project-specific recommendations for the TIP and LRTP, with comments on these and additional projects on the following page:

Project	ID #	Municipalities
MAGIC Priorities for FFYs 2012-2015 Transportation Improvement Program (TIP)		
Crosby's Corner	602984	Concord, Lincoln
Middlesex Turnpike/Crosby Drive Phase 3	029492	Bedford, Burlington, Billerica
Minuteman Bikeway Extension (Reformatory Branch)	-	Bedford
MAGIC Priorities for Long-Range Transportation Plan (LRTP)		
Assabet River Rail Trail	604531	Acton, Maynard, Stow
Assabet River Rail Trail	1139	Hudson, Stow
Bruce Freeman Rail Trail Phase 2A - at 25% design	604532	Acton, Carlisle, Westford
Bruce Freeman Rail Trail Phase 2B - Route 2 crossing	606223	Acton, Concord
Bruce Freeman Rail Trail Phase 2C	605189	Concord
Bruce Freeman Rail Trail Phase 2D - north of MBTA crossing	1164	Sudbury
Concord Rotary (Routes 2/2A/119)	602091	Concord

Crosby's Corner: As we have stated in several previous letters to the MPO, no single project has a direct greater impact on our region.

The Middlesex Turnpike/Crosby Drive Phase 3: This project has been a regional priority for approximately 30 years. Design for Phase 3 has been completed at the communities' expense and the Town of Bedford has exercised eminent domain to acquire the right-of-way to complete this project. This major arterial roadway is the main access for a significant proportion of the Commonwealth's economic and employment base.

Minuteman Bikeway Extension (Reformatory Branch): This two-mile Town-owned trail is a regional transportation asset that links eight towns along a 17-mile off-road network. The Bedford section provides a much-needed off-road alternative to Route 62 and is listed as a short-term priority in the Regional Bicycle Plan by MAPC. The proposal is to surface this section with asphalt to make it more viable as a commuter route.

Assabet River Rail Trail: The Assabet River Rail trail will have its 25% design submitted to MassDOT this summer. Acton, Maynard, and Stow have contributed significant local funding to the design and right-of-way acquisition through CPA and other local appropriations. Acton, Maynard, Hudson, Stow, and Marlborough have been working collaboratively to advance this project for over 18 years. Please program the Assabet River Rail Trail, Phase 2 into the earliest available time band on the LRTP so that earmarked funds can be accessed for the remainder of design for the two-mile Track Road section of Stow.

Bruce Freeman Rail Trail and Concord Rotary: The Acton, Carlisle, Concord, and north Sudbury sections of this trail are listed as short-term priorities and the Framingham and south Sudbury sections are listed as medium priorities in the Regional Bicycle Plan by MAPC. Please program Phases 2A, 2B, 2C, and 2D in the LRTP and ensure coordination of Phase 2B with the Concord Rotary project. Phase 2A is at 25% design.

Additional projects and comments:

Multimodal Center in Weston/Waltham: We support siting a multimodal transportation facility near Weston/Waltham along the Route 128 corridor that will facilitate transit options along Route 128 and provide connections with the Fitchburg Commuter Rail. Land acquisition and construction will certainly cost more than \$10 million and should be programmed in the LRTP as soon as is feasible.

Acton Dial A Ride: We were disappointed with the discontinuance of funding for the Acton Dial A Ride and felt that sufficient time was not given to fully deploy and build public awareness of this service before the funding was cut. We encourage the MPO to find an alternative source of funding to support this key multi-community transit service.

Route 4/225 in UPWP: MAGIC supports a corridor planning study for this route in Bedford and Lexington, which provides direct highway access to Route 128 and is one of the most congested in the region. Lexington recently rezoned this area, and the job creation and economic growth that could result should factor into this corridor study.

Coordinated public transportation studies in UPWP: MAGIC supports studies that look at innovative ways to integrate existing transit services (school buses, Council on Aging vans, locally funded shuttles, private business shuttles, etc.) into a more coherent and coordinated public transportation system.

As stated earlier, these projects, taken together, are essential to retaining credibility within our communities and for promoting regionalism and sustainability. Thank you for the opportunity to comment.

Sincerely,



Michelle Ciccolo, Chair

REGIONAL TRANSPORTATION ADVISORY COUNCIL



August 11, 2011

David Mohler, Chair
Transportation Planning and Programming Committee
Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 4150
Boston, MA 02116

RE: Draft federal fiscal year (FFY) 2012 Unified Planning Work Program (UPWP)

Dear Mr. Mohler,

The Regional Transportation Advisory Council (Advisory Council) is an independent group of citizen and regional advocacy groups, municipal officials, and agencies charged by the Boston Region Metropolitan Planning Organization (MPO) with providing public input on transportation planning and programming.

The Advisory Council strongly supports the draft FFY 2012 UPWP because it addresses many of the greatest concerns of the Advisory Council. Among the concerns addressed in the draft UPWP are that the MPO plan for a regional HOV system, develop an efficient freight distribution system that utilizes all modes, and develop a shared-use path network that closes critical gaps. Therefore, we particularly support the Freight Survey project, the Safe Access to Transit for Pedestrians and Bicyclists study, and the Regional HOV-Lane System Planning Study.

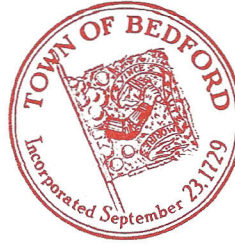
However, we are concerned that several studies in the 2011 UPWP that address these issues are not complete or underway. We would like the MPO to prioritize its freight, HOV, and bicycle planning work since it is very important to the region's future.

Advisory Council members are also pleased with the public outreach process that staff conducted to generate the draft FFY 2012 UPWP and all of its plans and studies. Public outreach is one of the critical MPO functions funded through the UPWP and we appreciate your continued attention to it. Thank you for considering our comments.

Sincerely,

Laura Wiener, Chair

TOWN OF BEDFORD
BEDFORD, MASSACHUSETTS 01730



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SELECTMEN of BEDFORD

Walter J. St. Onge III, Chair
Catherine Cordes William S. Moonan
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May 31, 2011

Unified Planning Work Program Subcommittee
Boston Metropolitan Planning Organization
State Transportation Building
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Boston, MA 02116-3968

Dear Sirs/Madams:

The Town of Bedford recommends that the Boston MPO include a study of the Route 4/225 Corridor in Lexington and Bedford as part of the FFY 2012 Unified Planning Work Program (UPWP).

The project is listed within one of the 10 proposed universes of new studies from the MPO UPWP Subcommittee. The project rationale: *“Corridor analysis might be a more logical way to approach transportation studies in the region. Possible corridors of critical and strategic concern might be best viewed in a programmatic way. An arterial management roadway improvement effort would recommend conceptual improvements for corridors that the CMP and the LRTP identified as part of the needs assessment process.”*

The recently completed *Paths to a Sustainable Region: Needs Assessment* examined and prioritized the needs in the Boston region in light of the MPO’s visions. The Needs Assessment identifies the needs for addressing bottleneck locations. Highway bottlenecks cause congestion, accidents, and result in higher emissions of pollutants. For each corridor, locations on the express highway and arterial roadway network were identified as being the most severe bottleneck locations because they were identified as a bottleneck by at least two of the three methods used by the MPO. These methods are the speed index (the ratio of observed speed to posted speed limit), the volume-to-capacity ratio (a ratio of existing volumes to the road’s capacity), and the MPO’s Congestion Management Process (CMP).

The Rte. 62, 225, and 4 corridor (Bedford, Lexington) traffic conditions fall within the listed criteria, and the corridor is one of the eleven cited as study candidates in the pre-draft UPWP Corridor Study Project.

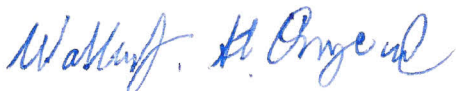
The Town of Lexington has recently up-zoned a presently under-utilized commercial zone. A consultant had been retained to perform traffic analyses of current and build-out conditions. The Town then approved an area-wide transportation plan, which calls for a number of traffic modernization improvements to occur on the Route 4/225 corridor. Lexington officials have discussed the feasibility of such improvements with MassDOT District 4 office and the Town expects to begin a 25 % design effort in the near future.

Two particular improvements called out are for two-lane roundabouts on Routes 4/225 intersections at Hartwell Avenue and also at the northern interchange with Route I95/128. The Town of Lexington believes that the results of the soon to be developed "Roundabout Installation Screening Tool" (FFY 2011 UPWP project) will have a real-world immediate application to evaluate its effectiveness. In addition, the 25 % design effort could move along more efficiently if questions about the applicability of these two proposed roundabouts could be effectively resolved.

The Town of Bedford has made some infrastructure improvement to the Routes 4/225 corridor, but a potential system corridor plan would help identify additional modernizations. Bedford also has specific concerns on how installation of the two-lane roundabouts in Lexington will affect traffic for those leaving Bedford during the AM peak travel periods and for those returning to Bedford in the PM peak travel periods. It would be helpful to study this proposal on a corridor-wide basis as part of the design effort.

Thank you very much for your consideration of this study.

Very truly yours,



Walter J. St. Onge III, Chair

Cc: Bedford Planning Board
Lexington Selectmen
Lexington Planning Board



Town of Lexington, Massachusetts

OFFICE OF SELECTMEN

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June 9, 2011



Mary Ellen Sullivan
Unified Planning Work Program Subcommittee
Boston Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Dear Committee Members:

The Town of Lexington recommends that the Boston MPO include a study of the Route 4/225 Corridor in Lexington and Bedford as part of the FFY 2012 Unified Planning Work Program (UPWP).

The project is listed within one of the 10 proposed universe of new studies from the MPO UPWP Subcommittee. The project rationale: *"Corridor analysis might be a more logical way to approach transportation studies in the region. Possible corridors of critical and strategic concern might be best viewed in a programmatic way. An arterial management roadway improvement effort would recommend conceptual improvements for corridors that the CMP and the LRTP identified as part of the needs assessment process."*

The recently completed *Paths to a Sustainable Region: Needs Assessment* examined and prioritized the needs in the Boston region in light of the MPO's visions. The Needs Assessment identifies the needs for addressing bottleneck locations. Highway bottlenecks cause congestion, accidents, and result in higher emissions of pollutants. For each corridor, locations on the express highway and arterial roadway network were identified as being the most severe bottleneck locations because they were identified as a bottleneck by at least two of the three methods used by the MPO. These methods are the speed index (the ratio of observed speed to posted speed limit), the volume-to-capacity ratio (a ratio of existing volumes to the road's capacity), and the MPO's Congestion Management Process (CMP).

The Route 62, 225, and 4 corridor (Bedford, Lexington) traffic conditions fall within the listed criteria, and the corridor is one of the eleven cited as study candidates in the pre-draft UPWP Corridor Study Project.

In Lexington, the town has recently up-zoned a presently under-utilized commercial zone. A consultant had been retained to perform traffic analyses of current and build-out conditions. The town then approved an area-wide transportation plan, which calls for a number of traffic modernization improvements to occur on the Route 4/225 corridor. Lexington town officials have discussed the feasibility of such improvements with MassDOT District 4 office and the town expects to begin a 25 % design effort in the near future.

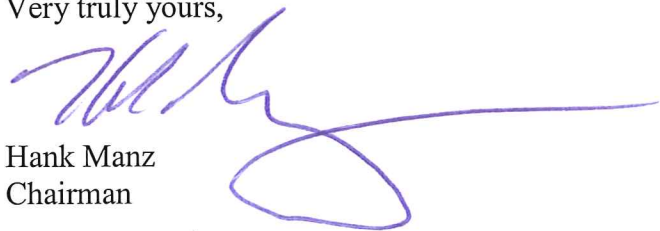
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The Town of Bedford has made some infrastructure improvement to the Routes 4/225 corridor, but a potential system corridor plan would help identify additional modernizations that would alleviate congestion all along Routes 4/225 to the point at which the two routes split past Bedford center. Lexington officials understand that Bedford also has specific concerns on how installation of the two-lane roundabouts in Lexington will affect traffic for those leaving Bedford during the AM peak travel periods and for those returning to Bedford in the PM peak travel.

Thank you very much for your consideration of this study.

Very truly yours,

Hank Manz
Chairman



HM
cc: Bedford Selectmen
Bedford Planning Board
Lexington Planning Board

