

Table B-1: Summary of Written Comments on the Draft FFY 2015 UPWP, with MPO Responses

ID	Date	Affiliation	Name/Title	Summary of Comment	MPO Response
1	5/28/2014	Conservation Law Foundation (CLF)	Rafael Mares, Staff Attorney	Supports the inclusion of the Fairmount Line Station Access Analysis (ID #11249), which the Conservation Law Foundation (CLF) suggested to the MPO, in the UPWP. Notes that this analysis is designed to complement and help complete the Boston Redevelopment Authority's work by analyzing impediments to walking or biking in areas within a quarter-mile of Fairmount Line Stations. Notes that this information would be useful to the MBTA and the City of Boston in making the stations more accessible to pedestrians and bicyclists; and would make the Fairmount Line a continued success overall.	The MPO appreciates the Conservation Law Foundation (CLF)'s proposal and support for the Fairmount Line Station Access Analysis. This study would provide an opportunity to enhance access to the Fairmount Line, particularly for neighboring communities.
2	5/28/2014	WalkBoston	Wendy Landman, Executive Director	Supports the Fairmount Line Station Access Analysis (ID #11249). Notes that the Fairmount Corridor presents Boston's southern neighborhoods with the opportunity to benefit from improved transportation opportunities and that easy walking access to the Fairmount Stations is needed to realize this potential. Describes variations in the settings and pedestrian travel conditions surrounding several Fairmount Line stations. Strongly supports the assessment and development of recommendations to ensure safe and convenient walking access to the stations so they may become catalysts for neighborhood revitalization.	The MPO appreciates WalkBoston's support for the Fairmount Line Station Access Analysis. This study would provide an opportunity to enhance transportation access to the Fairmount Line, particularly for neighboring communities.

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Table B-1: Summary of Written Comments on the Draft FFY 2015 UPWP, with MPO Responses (continued)

ID	Date	Affiliation	Name/Title	Summary of Comment	MPO Response
3	6/8/2014	Not Applicable	Joel N. Weber II	<p>Suggested studies for future UPWPs as part of comments about CTPS's (2012) <i>"Improving the Southeast Expressway: A Conceptual Plan"</i> report. Suggested additional topics to explore with respect to the report's infrastructure improvement proposal. These include: the necessity of four Red Line tracks South of Savin Hill; the potential benefits of rerouting MBTA Route 15 bus service to serve Savin Hill Station directly; alternative options for double-tracking the South Station to Braintree commuter rail route; an extension of the existing zipper lane to just north of the Southampton Street Ramp; and a restricted-access preferential lane design.</p> <p>Suggested UPWP study topics include:</p> <ul style="list-style-type: none"> - Opportunities to reduce the severity of single-track bottlenecks on the Old Colony commuter rail mainline between Braintree and South Station- A low-cost version of the Southeast Expressway preferential lane extension (discussed in the <i>"Improving the Southeast Expressway: A Conceptual Plan"</i> report) - An analysis of whether battery-powered buses running through the Pleasant Street Incline (now closed) could provide the benefits that a Green Line branch along the Silver Line 5 (SL5) or MBTA bus 28 corridors could provide (assuming similar available right-of-way and stopping patterns for the bus and Green Line transit modes) 	<p>The MPO appreciates the comments pertaining to the <i>"Improving the Southeast Expressway: A Conceptual Plan"</i> report, and the suggestions for future UPWP study topics. The MPO will consider these suggestions when developing the FFY 2016 UPWP.</p>

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Table B-1: Summary of Written Comments on the Draft FFY 2015 UPWP, with MPO Responses (continued)

ID	Date	Affiliation	Name/Title	Summary of Comment	MPO Response
4	6/10/2014	Commonwealth of Massachusetts House of Representatives	Byron Rushing, State Representative, Ninth Suffolk District	Supports the Core Capacity Constraints study (ID #23326), which initially was proposed by State Senator William Brownsberger. Notes that the study would provide: much-needed information about existing or potential constraints on the roadway and public transit system during peak hours; the impact on the transportation system of future development and redevelopment in the area; and the capacity of possible transportation projects in the area to meet projected demand.	The MPO appreciates Representative Rushing's support for the Core Capacity Constraints study. This study would provide the MPO with valuable information to support its planning for the transportation system in the region's core, and better respond to present and future constraints on mobility.
5	6/16/2014	Commonwealth of Massachusetts Senate	William N. Brownsberger, State Senator, Second Suffolk and Middlesex District	Supports the Core Capacity Constraints study (ID #23326). Notes that the pace of growth in the core neighborhoods of Boston continues to place a strain on an already taxed transportation system, and that congestion and poor public transit service has the potential to inhibit growth and drive businesses and residents out of the city. Notes that the Core Capacity Constraints study would provide clarity to policy makers and planners as they decide what major transit investments are needed to accommodate future growth.	The MPO appreciates Senator Brownsberger's support for the Core Capacity Constraints study. This study would provide the MPO with valuable information to support its planning for the transportation system in the region's core, and better respond to present and future constraints on mobility.