

**Draft Summary of Public Comments**  
**Draft FFYs 2018-2022 Transportation Improvement Program (TIP)**

PROJECT(S) /ISSUE(S)	SUPPORT OPPOSE REQUEST	COMMENTS	COMMENT (SUMMARIZED)	Page in PDF	Draft Response
<b>Regional Transportation Advisory Council</b>					
TIP Outreach	Support	Organization: RTAC	Thanks the MPO staff for its attention to reframing and improving communication, information, and material related to the TIP. States this information has been helpful in explaining the TIP processes to stakeholders and the public.	1	Thank you for your comment.
Project Scoring & Evaluation	Request	Organization: RTAC	Expresses appreciation for the MPO's attention to newly established priorities and the "binning" approach by which projects are compared to other projects of the same type in the TIP scoring.  Requests the MPO begin to consider criteria related to the sustainability of projects in the Community Transportation category. Notes a study has been identified to do this in the FFY 2018 UPWP.  States there are several projects on the TIP programming scenario list that were given initial approval as much as 15 or 20 years ago. Notes there have been many examples of changes in both regional and local priorities since that time. Requests that the MPO reconfirm that those projects are still priorities with the project sponsors, and to re-score the projects on a regular basis.	1	Thank you for your comment.  The Community Transportation/Parking/Clean Air and Mobility investment program will be defined by the MPO and MPO staff during FFY 2018.  MPO Staff will work with MassDOT to ensure that projects listed in the Universe of Projects are active and remain priorities of the municipal project proponents. If considered necessary, projects will be reevaluated and rescored during TIP development.
Project Programming & Funding	Request	Organization: RTAC	Expresses appreciation of the effort MPO staff has made in shuffling projects to keep them on their original schedule and ensure they are "shovel-ready."  Encourages the MPO to consider any opportunities to fund programmed projects from sources other than the MPO, should such opportunities arise, so that funds can be reallocated to other projects to reduce the backlog on the MPO list.	1-2	Thank you for your comment.  During development of the TIP and discussions with MassDOT, all options for funding projects will be considered.
Cost Estimates	Support	Organization: RTAC	States the Advisory Council looks forward to continuing discussion with the MPO and MassDOT on cost estimation, processes to budget realistically, and avoidance of major cost increases.	2	Thank you for your comment.
<b>Subregional Groups</b>					
Project Selection in the MAGIC Region	Support + Request	Organization: MAGIC	Support inclusion of three projects programmed in the FFYs 2018-22 TIP. MAGIC's top priorities are, in order:  1) Minuteman Bikeway Extension (Bedford) 2) Bruce Freeman Rail Trail, Phase 2D 3) Intersection Improvements at Massachusetts Avenue (Route 111) and Main Street (Route 27) (Kelley's Corner)  Requests consideration of programming the Intersection Improvements at Route 20 and Landham Road project.	3-4	As noted, the three projects supported by the Minuteman Advisory Group on Interlocal Coordination are programmed for funding in the FFYs 2018-22 TIP.  When developing the FFYs 2019-23 TIP, the MPO will maintain its commitment to currently programmed projects and consider programming the unfunded priority projects in the Minuteman Advisory Group on Interlocal Coordination's subregion that were evaluated by MPO staff during this past TIP cycle. In addition, as those unfunded projects advance to the 25% design stage, MPO staff will evaluate and add them to the list of evaluated projects for the MPO's consideration.
Project Selection in the South Shore Region	Support + Request	Organization: SSC	Support inclusion of five projects in the South Shore region in the FFYs 2018-22 TIP. SSC's top priorities are, in order:  1) Reconstruction and Related Work on Derby Street from Pond Park Road to Cushing Street 2) Intersection Improvements at Derby Street, Whiting Street (Route 53) and Gardner Street 3) Intersection Improvements at Middle Street, Libbey Industrial Parkway and Tara Drive 4) Reconstruction and Widening on Route 18 (Main Street) 5) Reconstruction of Atlantic Avenue and Related Work from Nantasket Avenue to Cohasset Town Line  Request consideration of two projects not currently programmed in the FFYs 2018-22 TIP. Including:  1) Signal Installation at Route 3 (NB&SB) Ramps and Route 3A (Tremont Street) 2) Reconstruction of Union Street (Route 139), from Linfield Street to Center Street/Water Street	5-6	As noted, the four projects supported by the South Shore Coalition are programmed for funding in the FFYs 2018-22 TIP.  When developing the FFYs 2019-23 TIP, the MPO will maintain its commitment to currently programmed projects and consider programming the unfunded priority projects in the South Shore Coalitions's subregion that were evaluated by MPO staff during this past TIP cycle. In addition, as those unfunded projects advance to the 25% design stage, MPO staff will evaluate and add them to the list of evaluated projects for the MPO's consideration.
Project Selection in the TRIC Region	Support + Request	Organization: TRIC	Support the following four projects programmed in the FFYs 2018-22 TIP, and request they are scheduled in the earliest possible TIP element. TRIC's top priorities are, in order:  1) Reconstruction of Route 1A (Walpole) 2) Intersection Improvements at Route 1A and Upload Rd./Washington St. and Prospect St./Fulton St. (Norwood) 3) Intersection Improvements at Route 1 and University Ave./Everett St. (Norwood) 4) Reconstruction of Highland Avenue, Needham Street, and the Charles River Bridge (Needham & Newton)  Note that TRIC's overall top priority is the I-93 / I-95 Canton Interchange Project. State that while they are aware of fiscal constraints, they are hopeful that the final phase of the Interchange Project will begin before the Dedham Corridor phase is completed.	7-8	As noted, the four projects supported by the Three Rivers Interlocal Council are programmed for funding in the FFYs 2018-22 TIP.  When developing the FFYs 2019-23 TIP, the MPO will maintain its commitment to currently programmed projects and consider programming the unfunded priority projects in the Three Rivers Interlocal Council's subregion that were evaluated by MPO staff during this past TIP cycle. In addition, as those unfunded projects advance to the 25% design stage, MPO staff will evaluate and add them to the list of evaluated projects for the MPO's consideration.

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<b>Regionally-Focused Organizations</b>					
Project Selection	Support + Request	<b>Organization:</b> A Better City	Support inclusion of ten projects in the FFYs 2018-22 TIP that A Better City and its members identify as priorities.  Request consideration of Improvements Along Commonwealth Avenue (Boston) and the McGrath Boulevard Project (Somerville), if not in the current draft TIP, then in future amendments and future TIPs.	9-10	As noted, the ten projects supported by A Better City are programmed for funding in the FFYs 2018-22 TIP. The Commonwealth Avenue project is considered a Major Infrastructure project because the construction cost is estimated to be more than \$20 million. Therefore, before this project can be included in the TIP, the MPO board needs to include it in the Boston Region MPO's Long-Range Transportation Plan (LRTP). Deliberations about programming this project can take place during the development of the next LRTP, which will begin in FFY 2018. The McGrath Boulevard project is included in the MPO's current LRTP, Charting Progress to 2040. Assuming this project maintains its place in the next LRTP, the MPO board can consider programming it in the TIP in coming years. The investment goals established by the MPO are factors that dictate the programming of projects in the TIP. No Major Infrastructure projects were added to the TIP during this year's TIP development cycle due to the fact that currently, about 60 percent of the MPO's TIP Target Program funding is dedicated to projects classified as Major Infrastructure, while the MPO's goal for spending in this category is 44 percent. The Major Infrastructure commitments currently programmed in the TIP include the Rutherford Avenue project (# 606226) and the Green Line Extension to College Avenue with the Union Square Spur (# 1570). Therefore, when recommending new projects for programming, MPO staff focused on funding bicycle and pedestrian projects, Complete Streets projects, and intersection improvement projects. The Commonwealth Avenue and McGrath Boulevard projects, which are both Major Infrastructure projects, will be considered for TIP funding by the MPO board in the future.
Replacement of Allston I-90 Elevated Viaduct, including Interchange Reconstruction Beacon Park Yard Layover and West Station (Boston)	Request	<b>Organization:</b> A Better City	Request immediate evaluation of the Replacement of Allston I-90 Elevated Viaduct. State this critical project should move forward as soon as funding becomes available, and construction is scheduled to begin before FFY 2022.	10	The project to replace the Interstate 90 Allston Viaduct is categorized as a Major Infrastructure project. As such, the project must be evaluated and recommended in the MPO's Long Range Transportation Plan (LRTP) before it can be programmed in the TIP to receive federal funds. We expect the MPO board will consider programming the project during the next update to the LRTP, which will be endorsed in 2019.
Universe of Projects	Request	<b>Organization:</b> A Better City	Request that a number of Bus Rapid Transit projects and routes being considered in the urban core be added to the Universe of Projects. The BRT projects should be considered for future amendments as more information is developed.  Request that the South Station Expansion Project be added to the Universe of Projects for work that will begin during this TIP cycle if funding is available.	10	Bus rapid transit projects and the expansion of MBTA stations are planned and prioritized for funding by MassDOT and the MBTA. The selection process for those transit projects is different than for the projects that typically make up the TIP's Universe of Projects. The latter tend to consist of roadway improvement projects because the funding programs that the MPO has discretion over are administered by the Federal Highway Administration. The MBTA and other transit authorities in the state receive funding from the Federal Transit Administration. The prioritization of their capital improvements primarily occurs via the Capital Investment Plan (CIP) process, now underway.  For more information on MassDOT's transit planning efforts, please refer to Focus40 ( <a href="http://www.mbtafocus40.com/">www.mbtafocus40.com/</a> ) and the Capital Investment Plan ( <a href="http://www.massdot.state.ma.us/InformationCenter/CapitalInvestmentPlan.aspx">www.massdot.state.ma.us/InformationCenter/CapitalInvestmentPlan.aspx</a> ). Both of these planning efforts will provide opportunities for public input.
Multiple	Support	<b>Organization:</b> CrossTown Connect TMA	Supports inclusion of 11 projects that help improve the transportation infrastructure in, around, and accessing CrossTown Connect's region. Express particular appreciation for the inclusion of the Minuteman Bikeway Extension (Bedford), Bruce Freeman Rail Trail (Phase 2D) (Sudbury), and Intersection & Signal Improvements at Kelley's Corner (Acton).	11-12	As noted, the eleven projects supported by CrossTown Connect TMA are programmed for funding in the FFYs 2018-22 TIP. See Chapter 3 of the TIP.

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Modernization of the MBTA	Request	<b>Organization:</b> CrossTown Connect TMA	Requests investment toward modernizing and increasing reliability of the MBTA, particularly the Red Line. States that a number of shuttles use Alewife Station as a beginning and end point, and the station is a gateway to the region. The MBTA needs to run efficiently in order for the TMA's services to run efficiently and for the region to benefit as much as possible.	13	The MBTA's capital investments and expansion projects are prioritized through planning processes led by the MassDOT and the MBTA, including Focus40 (the long-term investment strategy); the MassDOT Capital Investment Plan (the five-year financial plan for MassDOT and the MBTA); and the MBTA's Stations and Facilities Plan. (For more information visit <a href="http://www.mbtafocus40.com/">www.mbtafocus40.com/</a> and <a href="http://www.massdot.state.ma.us/InformationCenter/CapitalInvestmentPlan.aspx">www.massdot.state.ma.us/InformationCenter/CapitalInvestmentPlan.aspx</a> .)  These planning efforts also factor into the development of the MPO's Long-Range Transportation Plan, which will be underway in the coming year. MBTA projects currently planned for funding in FFYs 2018-22 are included in the following tables on the MPO's website: FFYs 2018-22 TIP tables at <a href="http://www.bostonmpo.org/data/pdf/plans/tip/FFYs_2018_2022_Draft_TIP_Tables_042417.pdf">www.bostonmpo.org/data/pdf/plans/tip/FFYs_2018_2022_Draft_TIP_Tables_042417.pdf</a> ; and MBTA Transit Program shown by federal fiscal year at <a href="http://www.bostonmpo.org/data/pdf/plans/tip/FFYs_2018_2022_TIP_Draft_MBTA_Program_by_FY.pdf">www.bostonmpo.org/data/pdf/plans/tip/FFYs_2018_2022_TIP_Draft_MBTA_Program_by_FY.pdf</a> .  Please remain involved in these efforts in order to make your priorities known.
Project Selection	Support	<b>Organization:</b> MASCO	Support inclusion of six projects that will improve multimodal access to the Longwood Medical Area in the FFYs 2018-22 TIP.  States that transit and roadway congestion are a notable constraint on access to the LMA that contribute to 62% of area employees having commutes over 40 minutes.	14-15	The projects you cite are programmed for funding in the FFYs 2018-22 TIP, in the following years: <ul style="list-style-type: none"> <li>- 605110 in FFY 2018 (Section 1A)</li> <li>- 606316 in FFY 2019 (Section 1B)</li> <li>- 605789 in FFY 2019 (Section 1A)</li> <li>- 606453 in FFY 2020 (Section 1A)</li> <li>- 607888 in FFY 2019 (Section 2C)</li> <li>- 606728 in FFY 2022 (Section 2A)</li> </ul>
Project Selection in the 495 / MetroWest Region	Support + Request	<b>Organization:</b> 495/MetroWest Partnership	Support inclusion of 22 projects within the 495/MetroWest Region in the FFYs 2018-22 TIP. Express particular appreciation for the inclusion of the Reconstruction of I-90/I-495 Interchange, Resurfacing & Intersection Improvements on Route 16 (Milford), and MWRTA funding, all of which address 495/MetroWest Partnership-defined "transportation nightmares." Note appreciation for the inclusion of a variety of new projects that traverse several subregions.  Request consideration of 24 projects within the 495/MetroWest Region for TIP funding, nine of which have been designated as "transportation nightmares" by the 495/MetroWest Partnership. State that a lack of sound financial footing for transportation infrastructure results in major projects that would have significant regional impact remaining idle in the TIP Universe of Projects. Note that projects such as Improvements at I-495 & Route 9 (Southborough, Westborough) and the Reconstruction of I-290/I-495 Interchange (Hudson, Marlborough) must be addressed to successfully confront congestion, safety, air quality, and sustainable development issues in the region.	16-20	As noted, the 22 projects supported by the MetroWest Partnership are programmed for funding in the FFYs 2018-22 TIP. See Chapter 3 of the TIP.  When developing the FFYs 2019-23 TIP, the MPO will maintain its commitment to currently programmed projects and consider programming the MetroWest Partnership's unfunded priority projects that were evaluated by MPO staff during this past TIP cycle. In addition, as those unfunded projects advance to the 25% design stage, MPO staff will evaluate and add them to the list of evaluated projects for the MPO's consideration.
Funding for 495/MetroWest Region Communities	Request	<b>Organization:</b> 495/MetroWest Partnership	Note several communities in the 495 / MetroWest Region have projects in the TIP Universe but have not received TIP funding as far back as 2008, and possibly further. The communities include, but may not be limited to: Bellingham, Holliston, Medfield, Millis, and Wrentham. Several other communities have received no TIP funding from 2008-2022, and do not have projects ready for consideration. State this demonstrates the challenge for municipalities to fund project designs, only to have the designs be outdated by the time they are considered for the TIP. The Partnership will recommend that policymakers consider state design funding in exchange for partial municipal funding of projects.	19	The MPO is examining the regional distribution of TIP funding and considering forming a subcommittee to examine the challenges faced by some municipalities that make it difficult for them to initiate and advance projects through the TIP process and win federal funding.  It is also important that municipalities (project proponents) take the initiative to understand and be involved in the TIP process and other transportation planning processes in the region.

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<b>State Representatives, State Officials, Municipal Officials, Residents, and Local Advocacy Organizations (Project Specific Comments)</b>					
<b>Bruce Freeman Rail Trail, Phases 2B and 2D</b>					
Bruce Freeman Rail Trail (Phases 2B & 2D)	Support	<p><b>Legislative:</b> Sen. Mike Barrett, Sen. Jamie Eldridge, Rep. Cory Atkins, Rep. Jennifer E. Benson</p> <p><b>Organizations:</b> CrossTown Connect TMA, 495/MetroWest Partnership, Friends of the Bruce Freeman Rail Trail</p> <p><b>Concord residents:</b> Bruce Bowden, Nancy Kerr, Richard A. Wells, Don Detweiler, Erik Waters, William Lehr, Dean Sullender, Pat Goldstein, Suzanne Knight, Steve Sutter</p> <p><b>Sudbury residents:</b> Alexander Glover, Chris Menge, Bettina Westerberg, Jason Viehland, Clyde Newton, Maile Hulihan</p> <p><b>Acton residents:</b> Irwin Abrams, Jim Snyder-Grant, Nancy Savage, Anne H. Anderson, Martin Burke, Bethel Gilbert, Dot Keyworth</p> <p><b>Framingham residents:</b> Sandy Gotlib, Katherine Reiner, Ed Kross</p> <p><b>Medford resident:</b> John G. Sieber</p> <p><b>Carlisle resident:</b> Steven W. Hinton, Bob Macauley</p> <p><b>Westford residents:</b> David Martin, Chris Barrett</p> <p><b>Chelmsford resident:</b> Mary Reese</p> <p><b>Weston resident:</b> David Hutcheson</p> <p><b>Belmont resident:</b> John Dieckmann</p> <p><b>Lowell resident:</b> Szifra Birke</p>	Support inclusion of the Bruce Freeman Rail Trail (Phases 2B & 2D) in the FFYs 2018-22 TIP. The completed project will connect communities along the trail to public transportation, recreation areas, local businesses, schools, and other amenities. Quality of life along the corridor will be enhanced, and increased tourism will benefit the local economy. The trail will encourage mode shift, reducing vehicle trips and reducing emissions, and provide a safe transportation for cyclists and pedestrians.	11-12, 16-20, 21-60	Phases 2B and 2D of the Bruce Freeman Rail Trail project are funded in the FFYs 2018-22 TIP. Phase 2B is programmed in the FFY 2019 element of the TIP, and listed under Section 2C/State Prioritized Expansion Projects. Phase 2D is programmed in the FFY 2022 element, under Section 1A/Regionally Prioritized Projects. See Chapter 3 of the TIP document.
Bruce Freeman Rail Trail (Phase 2B)	Support	<p><b>Acton residents:</b> Barbara Dowds, Joe Holmes</p> <p><b>Lawrence resident:</b> J. Breen</p> <p><b>Chelmsford resident:</b> Michael Mark Ross</p> <p><b>Westford resident:</b> Emily Teller</p>	Support inclusion of Phase 2B of the Bruce Freeman Rail Trail in the FFYs 2018-22 TIP. The project will connect the existing trail to West Concord and allow cyclists and pedestrians to safely cross Route 2. Phase 2B will connect trail users to nearby communities, public transportation, and local businesses. The project will improve quality of life and is consistent with other efforts to mitigate climate change.	61-65	Phase 2B of the Bruce Freeman Rail Trail project is programmed in the FFY 2019 element of the FFYs 2018-22 TIP. The funding amount is listed under Section 2C/State Prioritized Expansion Projects. For details, please see <a href="http://www.bostonmpo.org/data/pdf/plans/tip/FFYs_2018_2022_Draft_TIP_Tables_042417.pdf">www.bostonmpo.org/data/pdf/plans/tip/FFYs_2018_2022_Draft_TIP_Tables_042417.pdf</a>
Bruce Freeman Rail Trail (Phase 2D)	Support	<p><b>Municipal:</b> Melissa Murphy-Rodrigues, Sudbury Town Manager</p> <p><b>Organization:</b> MAGIC</p> <p><b>Concord resident:</b> Barbara Pike</p> <p><b>Sudbury residents:</b> Leonard Simon, James C. Richards, Dick Williamson</p> <p><b>Groton resident:</b> Thomas Knatt</p>	<p>Support inclusion of Phase 2D of the Bruce Freeman Rail Trail in the FFYs 2018-22 TIP. The completed will provide safe bike/ped access to nearby schools, recreation and conservation areas, local businesses, and public transportation. Construction of Phase 2C cannot be completed until construction of Phase 2D begins, as the final segment ends in the woods.</p> <p>On March 7, the Sudbury Board of Selectmen voted unanimously to request \$330,000 in free cash for the continued design of the BFRT to MassDOT standards, and the Town Meeting voted overwhelmingly in favor of that funding.</p>	66-72	Phase 2D of the Bruce Freeman Rail Trail project is programmed in the FFY 2022 element of the FFYs 2018-22 TIP. The funding amount is listed under Section 1A/Regionally Prioritized Projects. For details, please see <a href="http://www.bostonmpo.org/data/pdf/plans/tip/FFYs_2018_2022_Draft_TIP_Tables_042417.pdf">www.bostonmpo.org/data/pdf/plans/tip/FFYs_2018_2022_Draft_TIP_Tables_042417.pdf</a>
Bruce Freeman Rail Trail (Phase 2B)	Request	<b>Acton resident:</b> Terra Friedrichs	<p>Requests the use of field stone in the construction of the bridge over Route 2 rather than manufactured blocks, stating this will help retain "town character."</p> <p>Requests information regarding who to contact about design of the bridge. MPO staff have assisted with this request.</p>	73	Commenter has received information that the project proponent is responsible for design decisions.

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Bruce Freeman Rail Trail (Phase 2D)	Request	Sudbury resident: Pat Brown	<p>States that the Phase 2D of the Bruce Freeman Rail Trail received one point during evaluation under "Improves truck movement" because of the expected result of removing bicycle traffic from local roads.</p> <p>Requests that the GHG reduction numbers for the project be reduced to reflect users who will not be removing cars from the road, as they already use bicycles. Adds that the improvement in truck movement should be quantifiable.</p> <p>Alternately, if there is no discernable diversion of bicycle traffic from roadways, the point for "Improves truck movement" should be removed.</p>	74-75	<p>The Town of Sudbury's Environmental Planner stated, during the evaluation of this project, that truck movements are affected by pedestrian and bicycle use of roadways, especially on the numerous narrow and winding roads of Sudbury, and that reducing non-vehicular traffic on the roadways will help with truck movements.</p> <p>The MPO's project evaluation process attempts to score projects based on the various benefits the projects are expected to provide. Some of the evaluation criteria are quantitative (such as measures of substandard pavement and hours of vehicle delay), whereas other criteria rely on professional judgement. In many instances, such as measuring truck movement, the reliance on professional judgement is necessary in part because of issues related to the availability and completeness of data. The evaluation criteria were developed to reflect the many diverse and interrelated aspects of the MPO's goals and objectives. The MPO may consider revisions of the evaluation criteria in future TIP development cycles.</p> <p>During this year's evaluation process, MPO staff evaluated Phase 2D of the Bruce Freeman Rail Trail project's potential affect on truck movements and considered the roadway network in Sudbury in relation to surrounding towns and major roadway corridors. The Sudbury Road/Concord Road corridor provides an important connection for vehicles travelling from the east or west along Route 2 to downtown Sudbury. This route allows trucks to avoid travelling through Maynard.</p> <p>The MPO uses MassDOT's TIP Greenhouse Gas Assessment and Reporting Guidance to calculate the air quality benefits that would be produced by projects. This guidance is used for</p> <ul style="list-style-type: none"> <li>• the evaluation of projects proposed for programming in the TIP;</li> <li>• reporting for compliance with the Global Warming Solution Act; and</li> <li>• determination of Congestion Mitigation and Air Quality eligibility.</li> </ul> <p>The evaluation for this project under the Clean Air and Clean Community goal category was done in accordance with this guidance.</p> <p>For the air quality analysis, MassDOT provides spreadsheets for each project type, including bicycle and pedestrian projects. Inputs into the spreadsheet include information on the facility length and service area, along with population and employment, are considered.</p> <p>Another important factor is the bicycle and commuter mode share; Census and American Community Survey data were used to account for work-related trips. The mode share estimate may be a conservative assumption since it only takes into account commuters who travel to work and does not consider those who would use the facility for shopping and school trips.</p> <p>The MPO uses bicycle facility data from the 2011 MassDOT Road Inventory and 2011 MassDOT Bicycle Accommodation Inventory, as well as the Metropolitan Area Planning Council's Bicycle and Pedestrian Mapping Index for bicycle and pedestrian planning in the MPO area; however, we understand that we have a limited amount of actual bicycle data with which to work.</p> <p>Addressing your comments would require us to perform before-and-after studies and surveys to determine those users who drive to the site; use it for recreation only; bike instead of using their car for traveling to work, school or for shopping purposes; or bike on another facility. A request to conduct this additional work could be submitted as a comment during the development of the next Unified Planning Work Program.</p>
Bruce Freeman Rail Trail (Phase 2D)	Request	Sudbury resident: Pat Brown	<p>States that the Bruce Freeman Rail Trail (Phase 2D) was awarded 3 points for "Improves substandard sidewalk" under System Preservation. Because this is an expansion project, she asks how it would be awarded points for preservation. Notes that the 5 points awarded for "Improves pedestrian network" under Capacity Management/Mobility includes 2 points for "Adds new sidewalk(s) (including shared use paths)."</p> <p>Requests removal of the 3 points for improving substandard sidewalks.</p>	74-75	<p>The Town of Sudbury's Environmental Planner stated that some sections of the trail are routinely used, even though there are rail tracks and ties in place. The running team from the high school regularly uses a portion of the path as part of a running circuit. In these and some other frequently visited sections, there are path clearings, commonly called "goat paths," that indicate routine use.</p> <p>Based on this input, MPO staff assigned points for system preservation and improving a currently used path/sidewalk. The project was also awarded points for adding a new sidewalk. This project will allow the entire trail to be used and, since it will be paved, it will be accessible to more users.</p>

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Bruce Freeman Rail Trail (Phase 2D)	Request	<b>Sudbury resident:</b> Bill Schineller	Asks if Eversource should be offered right of first refusal over MassDOT to create Phase 2D of the Bruce Freeman Rail Trail, citing MAPC's promotion of "piggybacking" on utilities projects and Eversource's planned north-south upgrade between Sudbury and Maynard/Concord in 2020.	76	The general division of responsibilities for this project is such that the town is responsible for funding the design, engineering, right-of-way, and permitting work while it receives federal and state funds for project construction. When a transportation project receives federal and state funds for construction, the project proponent must ensure compliance with MassDOT's engineering standards. In this case, since Sudbury is the project proponent, it is the responsibility of the town to engage Eversource, if the company is interested in getting involved in construction of the trail.  Projects funded in the TIP are supported by multiple interrelated planning processes, including the MPO's Long-Range Transportation Plan, MassDOT's Bicycle Transportation Plan, and local transportation planning and long-range planning. As communities undertake roadway and transportation improvements, they often plan for these to coincide with needed utility work.
Bruce Freeman Rail Trail	Oppose	<b>Acton resident:</b> Kurt Marden	States that the existing right of way planned to be used by the Bruce Freeman Rail Trail would destroy what could be a viable circumferential light rail commuter line between Lowell and Walpole that would connect nearly all existing commuter lines. A small percentage of advocates desire the BFRT, and building it would be at the expense of creating an interconnected transit system in the outer Boston suburbs.	77-78	Rail corridors are generally leased to municipalities for use as rail trails with provisions that the state can take the corridor back if rail service is being introduced back into that area.
<b>Reconstruction of Highland Avenue</b>					
Reconstruction of Highland Avenue, Needham Street and the Charles River Bridge (Newton and Needham)	Oppose	<b>Municipal:</b> Mayor Setti Warren; Marianne B. Cooley, Chair, Needham Board of Selectmen; Kate Fitzpatrick, Needham Town Manager; James Cote, Newton City Councilor <b>Organizations:</b> TRIC, TripAdvisor, Newton Technology Park, Newton Center Associates, New Art Center Boston Development Group, Building 36, William James College, ArtScience Group, Sheraton Needham Hotel, New Coat Painting, Global Urban Solutions, Creative Development Co., Bakers Best Catering, Ball Consulting Group, Karyopharm Therapeutics, Massachusetts Bay Community College, Mantra Computing <b>Newton residents:</b> Allison Yee, Jarrad Glennon, Steffi Aronson Karp, Ruth Barnett, Jane Frantz, Michael Norman, Carrie Tracy, Vadim Kagan, Jan Huffman, Alan Huberman, Drew Grandi, Kent Gonzales, David P. Boronkay, Linda R. Green, Julie Lamie, Diane Prunte <b>Needham residents:</b> Glenn A. Mulno, Jim Galovski, Mary H., Martin Sklar, Rhanna Kidwell, Glenn K. Rosengard, Daniel Gersh, Marina Glekel, Matthew Talcoff  <b>Dedham resident:</b> Linda L. Logan <b>Dover resident:</b> Wendy Bornstein <b>Walpole resident:</b> Karen Griffey <b>Waltham resident:</b> Rachel Weinstein <b>Boston resident:</b> Michelle Kohanloo <b>Chestnut Hill resident:</b> Joyce Plotkin <b>Others:</b> Scott Wolf, John Brennan, Joanne Briggs, Joanne Minichino, John Foley, Emily Connor, David Conti	Oppose reprogramming the Reconstruction of Highland Avenue from FFY 2018 to the FFY 2019 element of the TIP. The congestion and safety issues along the corridor are a detriment to the local economy and quality of life. The project is essential to the region's economic and residential growth; delaying the project will impact planned developments that are contingent on the proposed improvements, and congestion will worsen if traffic conditions are not addressed. Improving travel times is vital to both attracting and retaining residents and employees, as is improving the currently dangerous conditions for cyclists and pedestrians.  Request that MassDOT accelerate their efforts in order to keep the project on its former timeline.	7-8, 79-137	Due to the large number of easements that need to be acquired for construction of this project, it is not possible to meet a schedule of advertising this project for construction in FFY 2018.
Reconstruction of Highland Avenue, Needham Street and the Charles River Bridge (Newton and Needham)	Oppose	<b>Newton resident:</b> Srdjan S. Nedeljko	Asks that the MPO delay the Reconstruction of Highland Avenue and that the Commonwealth withhold further funding until a plan is developed regarding underground utilities. States that current design does not move overhead utilities underground, despite appeals to the City of Newton. At a minimum, a plan should be developed for a conduit to be placed during roadway construction; a plan should also be developed to determine construction factors and a definite cost estimate. Construction should not begin until underground utilities have been addressed and included in the design.	138	Your comment was transmitted to MassDOT. The responsibility of relocating utilities underground lies with the City of Newton and not MassDOT. The cost of relocating utilities would be paid by rate payers of the City of Newton.  Although the relocation of utilities underground was discussed during project design and development, it was determined to be cost prohibitive and, therefore, was not pursued as a viable option. Relocating utilities underground is not necessary in order to construct this project and, therefore, MassDOT is not participating in this design element.  To become involved in the transportation planning and construction process in the Boston Region, you are encouraged to attend MPO meetings and contact the MassDOT project manager for more information on specific construction issues concerning this project. You can look up information on the project online ( <a href="http://www.massdot.state.ma.us/highway/ProjectInfo.aspx">www.massdot.state.ma.us/highway/ProjectInfo.aspx</a> ) and contact MassDOT through this website.
Reconstruction of Highland Avenue, Needham Street and the Charles River Bridge (Newton and Needham)	Oppose	<b>Newton resident:</b> Bob K.	Asks that the Reconstruction of Highland Avenue receive only local funds from Needham and Newton, rather than federal and state funds. States that federal and state funding is not justified and unnecessary. Current financial issues in the Commonwealth should render this project a low priority.	139	Every year, the MPO receives funding from the Federal Highway Administration (FHWA) to program transportation construction projects that are determined by the MPO to be a priority for the region. In order to select projects for funding, MPO staff evaluates each project using criteria that reflect the MPO's goals and objectives in the Long-Range Transportation Plan. This project had a high score and significant community support, both from residents and elected officials. For all of these reasons, it was selected for funding in the Transportation Improvement Program to be constructed using federal funds and state matching funds.

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Reconstruction of Highland Avenue, Needham Street and the Charles River Bridge (Newton and Needham)	Support + Request	<b>Newton resident:</b> Andreae Downs	Supports inclusion of the Reconstruction of Highland Avenue in FFYs 2019-20 of the TIP, noting disappointment in the delay from FFY 2018. Expresses gratitude that MassDOT will use the delay to modernize and improve the bike/ped elements of the project. Notes that new developments are contingent on the completion of the project.  Requests that MassDOT work closely with Newton officials regarding changes to the design, and that better avenues of communication are established.	140	Due to the large number of easements that need to be acquired for construction of this project, it is not possible to meet a schedule of advertising this project for construction in FFY 2018.  MassDOT will continue to coordinate with the municipalities affected by this project.
Reconstruction of Highland Avenue, Needham Street and the Charles River Bridge (Newton and Needham)	Request	<b>Needham resident:</b> Christina Hua	States that plans for Highland Avenue show that a wooden fence would be built on their property after the sound barrier leading to I-95 South. Their neighbor received a wooden fence while they only received four panels. Notes the neighbor was not included in the plans.	141	Your comment was transmitted to MassDOT. According to the MassDOT project manager, no fencing is being installed on abutter properties as part of the Reconstruction of Highland Avenue project (MassDOT ID # 606635). The fencing you see may be related to the I-95/Route 128 (Add-a-Lane) project (MassDOT ID # 603711).  To become involved in the transportation planning and construction process in the Boston region, you are encouraged to attend MPO meetings and contact the MassDOT project manager for more information on specific construction issues. You can look up information on the project online ( <a href="http://www.massdot.state.ma.us/highway/ProjectInfo.aspx">www.massdot.state.ma.us/highway/ProjectInfo.aspx</a> ) and contact MassDOT through this website.
<b>Minuteman Bikeway Extension</b>					
Minuteman Bikeway Extension (Bedford)	Support	<b>Organizations:</b> CrossTown Connect TMA, MAGIC, Bedford Friends of the Minuteman Bikeway	Support inclusion of the Minuteman Bikeway Extension in the FFYs 2018-22 TIP. The project is a step toward building a regional trail network and will connect Concord to Alewife and the urban core, as well as linking the communities along the trail; this could benefit the local economy by attracting residents and visitors. The project will also promote community health and greenhouse gas reduction.  The Bedford Friends of the Minuteman Bikeway note they collected 392 signatures in support of the project.	3-4, 11-12, 142-144	This project is funded in the FFY 2022 element of the TIP. The funding amount is listed in Chapter 3 of the TIP document, under Section 1A/Regionally Prioritized Projects.
Minuteman Bikeway Extension (Bedford)	Request	<b>Sudbury resident:</b> Pat Brown	States that the Minuteman Bikeway Extension was awarded 3 points for "Improves substandard sidewalk" under System Preservation. Because this is an expansion project, she asks how it would be awarded points for preservation. Notes that the 5 points awarded for "Improves pedestrian network" under Capacity Management/Mobility includes 2 points for "Adds new sidewalk(s) (including shared use paths)."  Requests removal of the 3 points for improving substandard sidewalks.	74-75	The Minuteman Bikeway project includes a section on Railroad Avenue where existing sidewalks will be improved and new sidewalks added. Additionally, this section of the Minuteman Bikeway currently functions as the Reformatory Branch Trail. Existing conditions along the Reformatory Branch Trail are described in the feasibility study. The existing trail is described as being frequented by bicyclists and pedestrians and as a popular recreational path. Additionally, the path is currently covered with gravel. Due to these existing conditions, points were awarded for system preservation. Since this project both improves existing assets and plans to add new pedestrian and bicycle amenities, it was awarded points in each category.
<b>Other Projects (Not Currently Programmed)</b>					
Grade Separated Multi-Use Path Construction along the Paul Dudley White Path at North Harvard Street Bridge over Charles River (Anderson Memorial Bridge) (Boston)	Request	<b>Boston resident:</b> Paul Moyer	Requests inclusion of the Grade Separated Multi-Use Path Construction in the FFYs 2018-22 TIP. States the proposed tunnel underneath North Harvard Street would eliminate the currently dangerous at-grade intersection.	145	When developing the FFYs 2019-23 TIP, the MPO will maintain its commitment to currently programmed projects and will consider the unfunded projects that were evaluated by MPO staff during this past TIP cycle.  This project was not evaluated by MPO staff because a functional design report was not provided; these reports are critical to understanding a project's proposed improvements. During the next TIP cycle, MPO staff will again reach out to project proponents and MassDOT in order to obtain information with which to evaluate this project, so that it may be considered for funding in the FFYs 2019-23 TIP.
Bowker Overpass (Boston)	Request	<b>Boston resident:</b> Paul Moyer	Requests additional reconstruction of Bowker Overpass, specifically the ramps and the section over I-90. States the current condition of the bridge is a safety concern, noting corroded steel, cracked and spalled concrete, and failing concrete bridge decks. Adds the overpass's state of repair will lead to injuries or death if not addressed.	145	A project addressing the Bowker Overpass is programmed for funding in the FFY 2022 element of the TIP. This project is referenced in the TIP as project ID number 606728, Superstructure Repairs on B-16-365, Bowker Overpass over Storrow Drive (EB).
I-93/I-95 Canton Interchange Project	Request	<b>Legislative:</b> Representative William C. Galvin <b>Municipal:</b> Charles Aspinwall, Canton Town Administrator	Request inclusion of the I-93/I-95 Canton Interchange Project in the FFYs 2018-22 TIP. The flaws in the current design have been known for decades. The sharp turns are a safety hazard for truckers and have resulted in numerous accidents involving serious personal injury, the release of hazardous materials, and deaths. Traffic congestion has reduced air quality, hampered local businesses, and impeded economic growth, costing the region millions in potential tax revenue. Completion of the project will honor a long-standing commitment of the Commonwealth to residents who use the corridor.	146-147	This project will be reevaluated and considered for inclusion in the MPO's new Long-Range Transportation Plan (LRTP), which will be developed in FFY 2019. Prior to being programmed in the TIP to receive federal funding, this project would need to be included as a priority in the LRTP.
Signal Installation at Route 3 (NB & SB) Ramps and Route 3A (Tremont St) (Duxbury)	Request	<b>Organization:</b> SSC <b>Municipal:</b> Duxbury Board of Selectmen	Requests inclusion of the Signal Installation at Route 3 Ramps and Route 3A in the FFYs 2018-22 TIP. States that signalization is a high priority for the town, as two higher-density developments at the location have recently completed full build-out, and medical office use is expanding in the vicinity. Notes that heavier traffic is anticipated for the 400-year anniversaries of Plymouth and other coastal communities. Requests the MPO reconsider these aspects in the scoring the project.	5-6, 148-149	This project is not currently included in the FFYs 2018-22 TIP. MPO staff can examine the project evaluation score during development of the next TIP. For consideration for future TIP funding, it is important that the municipality, as the project proponent, participate in MPO meetings and the TIP development process, to advocate for the community's priority projects. The MPO may consider this project for funding in the FFYs 2019-23 TIP or, if funding becomes available, included it in an amendment to the FFYs 2018-22 TIP.

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Pedestrian Hybrid Beacon Installation at Route 9 and Maynard Road (Framingham)	Request	<b>Organization:</b> 495/MetroWest Partnership <b>Framingham resident:</b> William Hanson	Request future inclusion of the Pedestrian Hybrid Beacon Installation in the FFYs 2018-22 TIP. Notes a high number of pedestrians crossing the four lane divided highway. Many of these crossings are made by Framingham State students, and in 2012 one student was killed while attempting the crossing.  The 495/MetroWest Partnership identifies this project location is identified as a "transportation nightmare."	16-20, 150	When developing the FFYs 2019-23 TIP, the MPO will maintain its commitment to currently programmed projects and will consider the unfunded projects that were evaluated by MPO staff during this past TIP cycle. The MPO will continue to consider it as funding becomes available.
Southern New England Trunkline Trail (Franklin and Medway)	Request	<b>Other:</b> David Labonte	Requests consideration of the Southern New England Trunkline Trail (SNETT) (in Franklin and Medway) by the MPO. States that for 2 1/2 years, advocacy groups and residents have been waiting for funds to be released from the 2014 Environmental Bond Bill. States that there are tens of thousands of residents who want state help to develop the SNETT.	151	In order for the MPO to consider funding a project along the SNETT, the project would need to be included as a priority in the statewide Bicycle Transportation Plan. MassDOT is currently updating the statewide Bicycle Transportation Plan. Information on the planning process and how to get involved is located at <a href="http://www.massdot.state.ma.us/planning/Main/StatewidePlans/BicyclePlan.aspx">www.massdot.state.ma.us/planning/Main/StatewidePlans/BicyclePlan.aspx</a> . Alternatively, to advance the project at the local level and seek federal funding for construction through the MPO, municipal staff would need to engage MassDOT in discussion of this project, initiate a project review through MassDOT's project design and development process, and fund the design. It is important that project proponents engage with the MPO by participating in MPO meetings and the TIP development process to advocate for their priority projects. As projects advance to the 25% design stage, MPO staff can evaluate and present them to the MPO for consideration.
Intersection Improvements at Route 20 & Landham Road (Sudbury)	Request	<b>Municipal:</b> Melissa Murphy-Rodrigues, Sudbury Town Manager <b>Organizations:</b> MAGIC, 495/Metrowest Partnership <b>Sudbury resident:</b> Pat Brown	Request inclusion of the Intersection Improvements at Route 20 & Landham Road in the FFYs 2018-22 TIP. The intersection is a significant safety concern, with 170 reported accidents in the past 10 years, one resulting in a fatality. The proposed improvements will also improve traffic flow through widening of the roadway and introducing turning lanes. The Town of Sudbury has advocated for improvements to the intersection for a number of years.	3-4, 16-20, 66-67, 74-75	This project will continue to be considered for TIP funding when it becomes available.
Commuter Parking	Request	<b>Boston resident:</b> Charles Dow	Requests increased commuter parking at MBTA station on the Red Line, Braintree, and at the intersection of Route 24 and Route 139 in Stoughton.	152	The MBTA's capital investments and expansion projects are prioritized through planning processes led by MassDOT and the MBTA, including Focus40 (the long-term investment strategy); the MassDOT Capital Investment Plan (the five-year financial plan for MassDOT and the MBTA); and the MBTA's Stations and Facilities Plan. (For more information visit <a href="http://www.mbtafocus40.com/">www.mbtafocus40.com/</a> and <a href="http://www.massdot.state.ma.us/InformationCenter/CapitalInvestmentPlan.aspx">www.massdot.state.ma.us/InformationCenter/CapitalInvestmentPlan.aspx</a> .)  The MPO is also in the process of developing a funding program for Community Transportation and Parking projects. If there is a project to expand parking, which is advanced by a community and supported by the MBTA, it could be considered for funding under the MPO's Community Transportation and Parking program.
Spur Line to the Highland Avenue Corridor (Newton and Needham)	Request	<b>Needham resident:</b> Martin Sklar	Requests a public/private partnership to create a spur line for the D Branch of the Green Line to the Highland Avenue corridor. States that a transit option in the area would reduce traffic. The right-of-way from the prior rail line could be used, allowing a reasonable cost for construction. Adds that benefits to the private sector would benefit in ways that are hard to quantify, and raises the question of sustainability of the spur line.	119	The MBTA's capital investments and expansion projects are prioritized through planning processes led by MassDOT and the MBTA, including Focus40 (the long-term investment strategy); the MassDOT Capital Investment Plan (the five-year financial plan for MassDOT and the MBTA); and the MBTA's Stations and Facilities Plan. (For more information visit <a href="http://www.mbtafocus40.com/">www.mbtafocus40.com/</a> and <a href="http://www.massdot.state.ma.us/InformationCenter/CapitalInvestmentPlan.aspx">www.massdot.state.ma.us/InformationCenter/CapitalInvestmentPlan.aspx</a> .)  These planning and programming efforts are inputs to the MPO's long-range transportation plan (LRTP), which will be developed in the coming year. Please remain involved in these efforts in order to make your priorities known.



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Various Improvements in the Wells Avenue / Needham / Newton Development Area	Request	<b>Newton resident:</b> Andrea Edson	<p>Requests improved public transportation planning in the Wells Avenue / Needham / Newton development area. States that a lack of comprehensive public transit in the area has resulted in heavy vehicle congestion, which will worsen due to new exits and entrances to Route 128.</p> <p>States the bike lane from on Nahanton Street is dangerous, as it crosses the Route 128/I-95 North Exit. Requests a stop sign for bike lane traffic.</p> <p>Requests the 60 Bus stop at Putterham Circle, granting those in the area easy access to Skyline Park.</p> <p>Requests the installation of sidewalks along Hammond Pond Parkway.</p> <p>Requests planning efforts for connecting the Needham Commuter Rail line to Wells Avenue.</p>	153	<p>Transit projects and other MBTA capital investments are planned through processes led by the MassDOT and the MBTA, including Focus40 (the long-term investment strategy); the MassDOT Capital Investment Plan (the five-year financial plan for MassDOT and the MBTA); and the MBTA's Stations and Facilities Plan. (For more information visit <a href="http://www.mbtafocus40.com/">www.mbtafocus40.com/</a> and <a href="http://www.massdot.state.ma.us/InformationCenter/CapitalInvestmentPlan.aspx">www.massdot.state.ma.us/InformationCenter/CapitalInvestmentPlan.aspx</a>.) These planning efforts prioritize expansion and reliability projects for the MBTA.</p> <p>Projects for constructing bicycle lanes, sidewalks, and improved pedestrian connections must be prioritized by the municipality. The municipal proponent must discuss the priority projects with the appropriate MassDOT district office, an important step toward determining the timing of construction and identifying funding. Then the projects can be initiated and advanced through the MassDOT project development and design process.</p>
Multiple	Request	<b>Boston resident:</b> Carl Seglem	<p>Requests prioritization of the following projects not programmed in the FFYs 2018-22 TIP:            McGrath Boulevard Project (Somerville)            Commonwealth Avenue, Phases 3 and 4 (Boston)            Lighting and Sidewalk Improvements on Exchange Street (Malden)</p>	154	<p>The Commonwealth Avenue project is considered a Major Infrastructure project because the construction cost is estimated to be more than \$20 million. Therefore, before this project can be included in the TIP, the MPO board needs to include it in the Boston Region MPO's Long-Range Transportation Plan (LRTP). Deliberations about programming this project can take place during the development of the next LRTP, which will begin in FFY 2018. The McGrath Boulevard project is included in the MPO's current LRTP, Charting Progress to 2040. Assuming this project maintains its place in the next LRTP, the MPO board can consider programming it in the TIP in coming years. The investment goals established by the MPO are factors that dictate the programming of projects in the TIP. No Major Infrastructure projects were added to the TIP during this year's TIP development cycle due to the fact that currently, about 60 percent of the MPO's TIP Target Program funding is dedicated to projects classified as Major Infrastructure, while the MPO's goal for spending in this category is 44 percent. The Major Infrastructure commitments currently programmed in the TIP include the Rutherford Avenue project (# 606226) and the Green Line Extension to College Avenue with the Union Square Spur (# 1570). Therefore, when recommending new projects for programming, MPO staff focused on funding bicycle and pedestrian projects, Complete Streets projects, and intersection improvement projects. The Commonwealth Avenue and McGrath Boulevard projects, which are both Major Infrastructure projects, will be considered for TIP funding by the MPO board in the future.</p> <p>The City of Malden's project, Lighting and Sidewalk Improvements on Exchange Street, was evaluated by MPO staff earlier this year. Due to the high demand for funding and the numerous worthy transportation construction projects in the region, the MPO did not choose to fund this project during this TIP cycle. The MPO hopes that the City of Malden will continue to advance this project and remain involved in the MPO's planning process. This project will be considered for programming in the TIP as funding becomes available. This project scored a 54 when it was evaluated with the MPO's evaluation criteria. When ranked among all Complete Streets projects considered for funding in the FFYs 2018-2022 TIP, it ranked 4th out of 12.</p>

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<b>Other Projects (Currently Programmed)</b>					
Intersection and Signal Improvements at Kelley's Corner, Route 111, and Route 27 (Acton)	Support	<b>Municipal:</b> Acton Board of Selectmen, Acton Design Review Board, Acton 2020 Committee <b>Organizations:</b> 495/MetroWest Partnership, MAGIC, CrossTown Connect TMA <b>Acton residents:</b> Terra Friedrichs, Brendan Bettez	Support inclusion of the Intersection and Signal Improvements at Kelley's Corner in the FFYs 2018-22 TIP. The project area is currently dangerous for pedestrians, many of whom are students, due to a lack of pedestrian facilities and traffic flow. The project will address regional vehicular congestion and provide safe bicycle and pedestrian facilities, creating a foundation for a walkable town center and economic growth. The proposed improvements to bicycle and pedestrian safety are in line with Acton residents' support of Complete Streets projects.	3-4, 11-12, 16-20, 155- 159	This project is funded in the FFY 2022 element of the TIP. The funding amount is listed in Chapter 3 of the TIP document, under Section 1A/Regionally Prioritized Projects.
Reconstruction on Route 126 (Pond Street) (Ashland)	Support	<b>Organization:</b> 495/MetroWest Partnership <b>Ashland resident:</b> Yolanda Greaves	Supports inclusion of the Reconstruction of Route 126 in the FFY 2020 element of the TIP. States that the project will upgrade a major business corridor in Ashland, and that residents of the community fully support the project. Notes they are actively working to move engineering along which, if possible, would mean the project could move into the FFY 2019 element.	16-20, 160	This project is funded in the FFY 2020 element of the TIP. The funding amount is listed in Chapter 3 of the TIP document, under Section 1A/Regionally Prioritized Projects. If this project is ready to advertise for construction sooner and funding becomes available in the TIP, the MPO could consider advancing this project to the FFY 2019 element of the TIP.
Reconstruction of Melnea Cass Boulevard (Boston)	Oppose	<b>Boston resident:</b> Anne McKinnon	Requests reconsideration of programming the Reconstruction of Melnea Cass in the 2019 element of the TIP as currently designed. States the project cost is too high for the project area, adding that few residents of the neighborhood support the current design.	161	Your comment will be transmitted to the MPO board and MassDOT for their consideration.  Please remain involved in the design process, which is conducted by the City of Boston. The City of Boston is responsible for design, engineering, permitting, and the related public process.
Pedestrian Bridge Rehabilitation over MBTA off Carlton Street (Brookline)	Support	<b>Municipal:</b> Melvin A. Kleckner, Brookline Town Administrator <b>Organization:</b> MASCO	Supports inclusion of the Pedestrian Bridge Rehabilitation in the FFYs 2018-22 TIP, noting disappointment that the project moved from the FFY 2018 to the FFY 2019 element. States the project will restore an historic pedestrian link to the Emerald Necklace Parks and provide universal access to this regional resource. Notes the project is a required mitigation measure by MEPA associated with Phase II of the Muddy River Restoration project, also scheduled to begin in FFY 2019.	14-15, 162- 163	The decision was made to shift this project from the FFY 2018 to FFY 2019 element of the TIP because of delays in the design and engineering process, which will likely prevent the project from being advertised for construction in FFY 2018.
Intersection and Signal Improvements at Route 9 & Village Square (Gateway East) (Brookline)	Support	<b>Municipal:</b> Melvin A. Kleckner, Brookline Town Administrator; Brookline Housing Authority <b>Organization:</b> MASCO	Support inclusion of the Intersection and Signal Improvements at Route 9 & Village Square in the FFYs 2018-22 TIP. The project will enhance the mobility of cyclists and pedestrians, including many low-income residents south of Route 9. The improvements will provide protected access to Brookline Village; MBTA rail and bus service; the Longwood Medical Area; and the Emerald Necklace park system's multi-use paths, which are used for both recreational purposes and access to regional employment centers.	162- 168	This project is funded in the FFY 2018 element of the TIP. The funding amount is listed in Chapter 3 of the TIP document, under Section 1A/Regionally Prioritized Projects.
Reconstruction of Broadway (Chelsea)	Support	<b>Boston resident:</b> Carl Seglem	Supports inclusion of the Reconstruction of Broadway in the FFYs 2018-22 TIP.	154	This project is funded in the FFY 2022 element of the TIP. The funding amount is listed in Chapter 3 of the TIP document, under Section 1A/Regionally Prioritized Projects.

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Reconstruction of Union Avenue (Framingham)	Support	<b>Framingham resident:</b> Ed Kross	Requests the use of basins under sidewalks in order to place storm grates out of the path of cyclists. Inlets can be vertical as part of the curb, with a solid cleanout access cover located in the sidewalk. Notes that basin covers in concrete sidewalks are less susceptible to settling than those located in the roadway.	169	Please contact the project proponent, the City of Framingham, for issues regarding project design.
Signal and Intersection Improvements on Route 135 (Hopkinton)	Support	<b>Municipal:</b> Hopkinton Board of Selectmen <b>Organization:</b> 495/MetroWest Partnership	Support inclusion of the Signal and Intersection Improvements on Route 135. State that Route 135 serves as Hopkinton's principal commercial corridor and as a major regional corridor for MetroWest and Central Massachusetts towns. The project is needed to address the projected 75% increase in traffic volume due to permitted development that will access the corridor. The proposed improvements will provide access to the Town's public safety facilities, town hall, public and the new village district. Add that the start of the Boston Marathon is within the project limits. Note that two locations of the project are ranked with the top 5% of High Crash Locations within the MPO.	16-20, 170- 171	This project is funded in the FFY 2019 element of the TIP. The funding amount is listed in Chapter 3 of the TIP document, under Section 1A/Regionally Prioritized Projects.
Safe Routes to School Improvements at Brooks Elementary (Medford)	Support	<b>Medford residents:</b> Ken Krause, Lois Bronnenkant, Ellery Klein, Martha Ondras	Support inclusion of the Safe Routes to School Improvements at Brooks Elementary in the FFYs 2018-22 TIP. The area is currently dangerous for pedestrians and children, and design changes are needed to ensure a safe flow of traffic.	172- 175	This project is funded in the FFY 2020 element of the TIP. The funding amount is listed in Chapter 3 of the TIP document, under Section 2B.
Reconstruction of Route 27 (North Main Street) (Natick)	Support	<b>Municipal:</b> Natick Board of Selectmen <b>Organization:</b> 495/MetroWest Partnership	Support inclusion of the Reconstruction of Route 27 in the FFYs 2018-22 TIP. State the project will support numerous economic development and quality of life initiatives within the community, including connecting housing and business developments to Natick Center and the Natick Center MBTA station.	16-20, 176- 179	This project is funded in the FFY 2019 element of the TIP. The funding amount is listed in Chapter 3 of the TIP document, under Section 1A/Regionally Prioritized Projects.
Cochituate Rail Trail, Phase 2 (Natick and Framingham)	Support	<b>Municipal:</b> Natick Board of Selectmen <b>Organization:</b> 495/MetroWest Partnership	Support inclusion of the Cochituate Rail Trail, Phase 2, in the FFYs 2018-22 TIP. The project will support economic development and quality of life initiatives within the community. Express appreciation of MassDOT's support of the increased funding level, stating that the cost increase is attributable to the full replacement of the Route 9 bridge, as well as the expansion of the project scope. A nearby development is partially funding the work on Route 30. The Town has recently acquired the CSX right-of-way.  Note that the Town anticipates that a project will be initiated to establish a link between the trail and a redesigned Natick Center MBTA station, which is now at the beginning of a comprehensive design process.	16-20, 176- 179	This project is funded in the FFY 2018 element of the TIP. The funding amount is listed in Chapter 3 of the TIP document, under Section 2C/Regionally Prioritized Projects.
Green Line Extension to College Avenue	Support	<b>Organization:</b> A Better City <b>Medford residents:</b> Ken Krause, Martha Ondras	Support inclusion of the Green Line Extension to College Avenue in the FFYs 2018-22 TIP. The project will provide access to educational and job opportunities, reduce vehicle congestion, and increase mobility for low income households and the elderly.	9-10, 172, 180	This project is funded in the FFYs 2018-21 TIP. The funding amount is listed in Chapter 3 of the TIP document, under Section 1A/Regionally Prioritized Projects.
Rehabilitation of Mount Auburn Street (Route 16) (Watertown)	Support	<b>Municipal:</b> Matthew Shuman, Town Engineer <b>Boston resident:</b> Carl Seglem	Support inclusion of the Rehabilitation of Mount Auburn Street in the FFYs 2018-22 TIP. The Town looks forward to proceeding with design to meet the FFY 2022 schedule.	154, 181	This project is funded in the FFY 2022 element of the TIP. The funding amount is listed in Chapter 3 of the TIP document, under Section 1A/Regionally Prioritized Projects.
Reconstruction of Route 1A (Main Street) (Walpole)	Support	<b>Municipal:</b> James A. Johnson, Town Administrator <b>Organization:</b> TRIC	Supports inclusion of the Reconstruction of Route 1A in FFY 2020 of the TIP. States the project is imperative to addressing significant traffic and pedestrian safety concerns, as well as enhancing the economic development potential in the region. The corridor is one of the region's main thoroughfares, and the project area encompasses several businesses, large commercial plazas, residential areas, and several public schools. Adds the project has been in development since 1997.	7-8, 182	This project is funded in the FFY 2020 element of the TIP. The funding amount is listed in Chapter 3 of the TIP document, under Section 1A/Regionally Prioritized Projects.

**Draft Summary of Public Comments**  
**Draft FFYs 2018-2022 Transportation Improvement Program (TIP)**

PROJECT(S) /ISSUE(S)	SUPPORT OPPOSE REQUEST	COMMENTS(S)	COMMENT (SUMMARIZED)	Page in PDF	Draft Response
<b>TIP Process and Documentation</b>					
TIP Document	Request	MassDOT: Office of Transportation Planning	Requests minor changes and clarifications to the document text and TIP tables.	183-185	The requested changes and clarifications will be addressed and incorporated into the final draft of the TIP tables and TIP document. The final version of the TIP will be transmitted to MassDOT after the MPO board endorses the document at their meeting on May 25.
Funding for Bike/Ped Projects	Request	Beverly resident: Kellie N. Gentry	Requests a higher percentage of funding for bike/ped connectivity projects, stating that only 3.8% of the FFYs 2018-22 TIP is dedicated to such projects.	186	During development of the current Long-Range Transportation Plan (LRTP), Charting Progress to 2040, the MPO set a goal to invest five percent of the funding in the five-year TIP to bicycle and pedestrian projects. This amount equates to approximately \$5 million to \$6 million per year. These investment goals could change when the MPO revisits its goals during the development of the next LRTP, which will be adopted by the MPO in FFY 2019.
CMAQ Eligibility	Comment Only	Acton resident: Kurt Marden	<p>Questions CMAQ funding for three projects (Cochituate Rail Trail, Phase 2; the Lynnfield/Wakefield Trail Extension; and Phase 2B of the Bruce Freeman Rail Trail) in the FFYs 2018-22 TIP. Using BFRT as an example, states that the projected number of trips on the corridor would not meet cost-effectiveness guidelines outlined in the CMAQ Guidance. Cites sections IV and VI of the Guidance regarding cost-effectiveness.</p> <p>Adds that the projects will not significantly reduce vehicle emissions, stating that very few commuters use the Minuteman Bikeway Extension during peak hours. Cites section VII of the CMAQ Guidance, noting that trails should not be exclusively recreational and should reduce vehicle trips. Questions how many commuters would use the BFRT in inclement weather.</p>	77-78	<p>The noted bicycle trails were selected, as a result of MassDOT's project selection process, to receive statewide Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. MassDOT is committed to promoting bicycling as an important transportation mode that can reduce emissions and support healthy lifestyles. MassDOT's Bicycle Transportation Plan proposes the creation of the Bay State Greenway system, a cohesive network of bicycle facilities. The sections of the Bruce Freeman Rail Trail in the towns of Acton, Carlisle, Concord, and Westford are part of this system. The section in Sudbury (funded by the MPO) and the proposed extension to Framingham will extend this trail to create a 25-mile path. The rail trail in Wakefield and Lynnfield is part of the Border to Boston Trail, which is also part of the Bay State Greenway system.</p> <p>As outlined in the MPO's Long-Range Transportation Plan (LRTP), the MPO is committed, through its vision, goals, and objectives, to provide a transportation system that includes bicycle and pedestrian options to support a sustainable, healthy, livable, and economically vibrant region. In the LRTP, the MPO set aside funding for a bicycle and pedestrian infrastructure program to promote walking and biking in the region. A network of bicycle and pedestrian facilities will provide alternatives to travel by automobile.</p> <p>Under Section V1.A of CMAQ MAP-21 Interim Program Guidance dated November 12, 2013, areas eligible to receive CMAQ funding include ozone, carbon monoxide, and particulate matter nonattainment and maintenance areas, including areas where the National Ambient Air Quality Standards (NAAQS) have been revoked. The Boston MPO was formerly in an ozone nonattainment area prior to the revocation of the ozone standard, so it continues to receive this funding, as noted in Section VI.A. CMAQ funds are used to ensure continued attainment of the air quality standards. Your comment relative to "geographic areas that are eligible to use CMAQ funds" reflects the language in Section VI.C regarding particulate matter. The Boston MPO is in attainment for particulate matter, so this section does not apply in this case. The MPO uses MassDOT's TIP Greenhouse Gas Assessment and Reporting Guidance to calculate the air quality benefits and cost effectiveness of projects proposed for programming in the TIP. This guidance is used for determining CMAQ eligibility. Each project that receives CMAQ funding has been reviewed by a statewide CMAQ Eligibility Committee. Members of the Federal Highway Administration, Federal Transit Administration, and Massachusetts Department of Environmental Protection are part of the committee that deems projects eligible for CMAQ funding. For the air quality analysis, MassDOT provides spreadsheets for each project type, including bicycle and pedestrian projects. Inputs include information on the facility length and service area, along with population and employment, are considered. Another important factor is the bicycle and commuter mode share; Census and American Community Survey data were used to account for work-related trips. The mode share estimate may be a conservative assumption since it only takes into account commuters who travel to work and does not consider those who would use the facility for shopping and school trips. The bike facilities that you mentioned provide access to commercial areas and schools, so not all trips on those facilities are commuting trips. Such trips replace automobile trips and are not recreational trips. Many of these facilities provide access to MBTA commuter rail stations as well.</p>
Cost Estimates	Request	Other: AnaCristina Fragoso	States that cost estimates for projects based on the 25% submittal phase and cost adjustments of 4% for projects beginning in 2019 are too low. Requests reconsideration of the adjustment contingency if the estimate is based on an early submittal.	187	<p>The Chief Engineer for MassDOT has an initiative underway to improve project delivery, a key component of which involves improving methods for estimating project construction costs. The agency is working with the Transportation Agency Liaison Committee/Highway Division Committee of the American Council of Engineering Companies on these project delivery issues. Currently, MassDOT is proposing to take the following actions to improve project cost estimation:</p> <ul style="list-style-type: none"> <li>• Including design contingencies in project cost estimates and assigning larger design contingencies to high-risk projects</li> <li>• Using a value for inflation that is adjusted to the midpoint time of construction</li> <li>• Developing guidance on incorporating costs for utility relocation and traffic police into the estimates</li> <li>• Developing protocols for entering costs into MassDOT's project information database</li> <li>• Establishing guidance for estimating project costs at the Pre-25% design stage</li> <li>• Developing guidance that provides a framework for designers to prepare preliminary design estimates (25% design)</li> </ul> <p>Your comment has been transmitted to MassDOT for their consideration. Boston Region MPO staff and staff of the other MPOs in the state currently adhere to an approach recommended by MassDOT for adjusting projects' construction costs for inflation: this guidance requires using an annual four percent inflation rate for project cost estimates beginning in the second programming year of the TIP.</p>

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PROJECT(S) /ISSUE(S)	SUPPORT OPPOSE REQUEST	COMMENTS(S)	COMMENT (SUMMARIZED)	Page in PDF	Draft Response
Local Access Scoring	Request	<b>Sudbury resident:</b> Pat Brown	States data underlying the local access score, known to be flawed, is used for project rankings for local access. The availability of sidewalks is calculated based upon sidewalks listed in the MassDOT Roads Inventory. The database lists these known problems with the current data set. Many communities do not have the resources to update the Inventory for their community—nor do they have any incentive to do so, since listing more sidewalks would decrease their apparent need for funding to build bicycle/pedestrian accommodations. Requests the MPO insist on a minimum level of accuracy for all communities for comparative rankings or decrease the points awarded projects for improving local access.	74-75	The scoring of projects in the TIP evaluation process does not rely on the local access score developed by MAPC. The availability of sidewalks is determined either from a site visit, information in engineering design drawings or reports, conversations with municipal staff, or aerial images provided via Google Earth. Further, the scoring process does not rely on the listing of sidewalk availability in the MassDOT Roadway Inventory. A project may receive points for improving access if it would close a gap in the sidewalk network or the bicycle network. This determination is made using verifiable data.
Table of Evaluated Projects (Appendix A)	Support	<b>Sudbury resident:</b> Pat Brown	Expresses appreciation for the new format for the table of evaluated projects. States that breaking out all sub-scoring and providing a text summary for each column is clearer than previous iterations of the table. Adds that the glossary of acronyms continues to be useful.	74-75	Thank you for your comment. We continuously strive to improve the clarity of our materials and documentation.
CMAQ Funding for Shared Use Paths	Request	<b>Sudbury resident:</b> Pat Brown	States that CMAQ funding for shared use paths should be based upon the facility reducing GHG emissions by reducing single-occupant auto travel. Trails provide recreation opportunities, and recreational users may drive to the trail. Requests that the MPO consider this for future TIP documents.	74-75	The MPO uses MassDOT's TIP Greenhouse Gas Assessment and Reporting Guidance to calculate the air quality benefits that would be produced by projects. This guidance is used for <ul style="list-style-type: none"> <li>• the evaluation of projects proposed for programming in the TIP;</li> <li>• reporting for compliance with the Global Warming Solution Act; and</li> <li>• determination of Congestion Mitigation and Air Quality eligibility.</li> </ul> The evaluation for this project under the Clean Air and Clean Community goal category was done in accordance with this guidance.  For the air quality analysis, MassDOT provides spreadsheets for each project type, including bicycle and pedestrian projects. Inputs include information on the facility length and service area, along with population and employment, are considered. Another important factor is the bicycle and commuter mode share; Census and American Community Survey data were used to account for work-related trips. The mode share estimate may be a conservative assumption since it only takes into account commuters who travel to work and does not consider those who would use the facility for shopping and school trips. The MPO uses bicycle facility data from the 2011 MassDOT Road Inventory and 2011 MassDOT Bicycle Accommodation Inventory, as well as the Metropolitan Area Planning Council's Bicycle and Pedestrian Mapping Index for bicycle and pedestrian planning in the MPO area; however, we understand that we have a limited amount of actual bicycle data with which to work. Addressing your comments would require us to perform before-and-after studies and surveys to determine those users who drive to the site; use it for recreation only; bike instead of using their car for traveling to work, school or for shopping purposes; or bike on another facility. A request to conduct this additional work could be submitted as a comment during the development of the next Unified Planning Work Program.
Project Evaluations/ EPDO / Injury Values for Shared Use Paths	Request	<b>Sudbury resident:</b> Pat Brown	States that EPDO/Injury values for shared use paths do not accurately reflect their expected contribution to public safety. EPDO/Injury values accurately report accidents involving motor vehicles, while accidents involving bicycles and pedestrians but not involving a motor vehicle are not customarily reported. Adds that the meaning of EPDO values in project areas for shared use paths is unclear.  Requests that the FFYs 2018-22 TIP state that only accidents involving motorized vehicles are reliably reported under items 23, 25, and 26 on pages B-4 and B-5. This should also be noted in the discussion of safety improvements in Chapter 4.  Requests that the MPO consider how to derive meaningful safety measurements for shared use paths in future TIP documents.	74-75	As you correctly state, EPDO values reflect crashes involving motor vehicles, but not bicycle and pedestrian crashes that do not involve motor vehicles. For off-road paths specifically, EPDO values provide an important quantitative approach to measure crash severity and crash rates at locations where a path crosses a road. Other aspects of safety are assessed in the project evaluation process through the use of evaluation criteria that qualitatively measure the effectiveness of bicycle safety countermeasures. For example, a project that adds a protected bicycle lane may be awarded more points than a project that adds an on-road bicycle lane. The MPO staff can clarify how EPDO values are used for evaluating shared-use paths in the document that describes the TIP evaluation criteria. Also, new or revised safety measurements will be considered when the MPO undertakes a revision of the TIP project evaluation criteria.
Document Readability (Chapter 2)	Request	<b>Sudbury resident:</b> Pat Brown	States page 2-8 of the TIP document, which documents project ranking criteria, lacks sufficient contrast between text and background for legibility. Requests recoloring of the page.	74-75	The color scheme of this graphic will be adjusted.
Quantification of CO2 Reduction	Request	<b>Sudbury resident:</b> Pat Brown	Requests that the MPO either quantify CO2 reduction in tons (the method used in the Highway Program Project Detail pages) or in kilograms (the method used is Appendix C), or clarify why different units are used in different sections.	74-75	The MPO quantifies greenhouse gas reductions associated with projects in both kilograms and tons. Kilograms are used for reporting in Appendix C of the TIP, as required by MassDOT's TIP Greenhouse Gas Assessment and Reporting Guidance. The measurement is reported in tons in the project descriptions in Chapter 3 of the TIP because it is assumed that it is easier for the public to visualize tons than kilograms.