

# **WRITTEN PUBLIC COMMENTS RECEIVED FOLLOWING MARCH 21, 2019**

RE: federal fiscal years (FFYs) 2020–2024 Transportation Improvement Program (TIP) Development

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# Town of Bellingham

## BOARD OF SELECTMEN

10 Mechanic Street

Bellingham, Massachusetts 02019

Tel: 508-966-5800 \* Fax: 508-966-4425

March 27, 2019

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

RE: South Main Street (Route 126) – Douglas Drive to Mechanic Street  
Reconstruction Bellingham, MA – PROJIS #608887

Dear Mr. Mohler:

At a recent meeting of the MPO it was suggested that the Bellingham project currently programmed for advertisement in December 2022 could be moved up a year as a result of available funding. While we realize this is just a “possibility” I want to assure you we have fully funded the engineering for this project and all necessary easements will be completed to easily accommodate a December 2021 advertisement should that be further considered.

Our staff will continue to regularly attend your meetings to keep you apprised of our progress. On behalf of our community I want to express our appreciation for the MPO’s support.

We assure you our Town is fully committed to this project and prepared to address any issues or concerns that may arise.

Sincerely,

Daniel Spencer, Chairman  
Board of Selectman



CITY OF FRAMINGHAM  
DEPARTMENT OF PUBLIC WORKS  
FRAMINGHAM, MASSACHUSETTS 01702

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ASSISTANT DIRECTOR | FDPW

March 25, 2019

Lawrence J. Cash, P.E.  
MassDOT Supervising Project Manager  
10 Park Plaza, Suite 6340  
Boston, MA 02116

**RE: Project 608228 – Framingham – Reconstruction of Union Avenue from Proctor Street to Main Street**

Dear Mr. Cash:

The Massachusetts Department of Transportation (MassDOT) has expressed concerns that proposed sidewalk improvements within the Bowditch Field Athletic Field & Cultural Complex (Bowditch Field) property located at 475 Union Avenue could adversely impact the schedule of the above referenced project due to issues associated with Article 97 of the Massachusetts Constitution.

Per the current schedule (Report Run Date 2/28/19), the ROW Certification would be issued 12/20/20 and the construction project advertised 12/26/20. The City contends that the proposed pedestrian improvements are consistent with park use and that any Article 97 issues could be resolved within the current schedule. However, after spending considerable effort and money in preparation for this MassDOT project, the City is not willing to jeopardize the schedule over this issue. Therefore, the City will eliminate this element of the work from the MassDOT project. We will work with our consultant, BETA Group, to finalize the design for, and construct, the improvements within the Bowditch Field property in advance. The construction and right-of-way plans for the MassDOT work will be updated accordingly.

Please contact me if you have any questions.

Sincerely,

Peter A. Sellers  
Executive Director

C: David Mohler, Executive Director of Planning, MassDOT  
Dr. Yvonne M. Spicer, Mayor, City of Framingham  
Dennis Giombetti, Chair, Framingham City Council  
Thatcher Kezer III, Chief Operating Officer, City of Framingham  
Matthew Shute, P.E., Associate, BETA Group



TOWN OF WESTWOOD  
COMMONWEALTH OF MASSACHUSETTS

**BOARD OF SELECTMEN**

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Pamela M. Dukeman, Finance Director  
Christine E. McCarthy, Executive Assistant

December 20 2018

Boston Regional Metropolitan Planning Organization  
10 Park Plaza, Suite 2150  
Boston, MA 02116

RE: Comment on the MPO's Long Range Transportation Plan  
Related to the Canton I95-I93 Interchange Project

Dear Boston MPO Members:

On behalf of Westwood's Board of Selectmen, I write once again to express our region's strong, continued support for the final components of the I95/I93 Canton Interchange Project and the proposed amendment to the Transportation Improvement Plan (TIP) to move the project forward to the 2020 to 2024 timeframe. Along with many other communities in our region, most especially Norwood, Canton and Dedham, Westwood views this project as one of the top priorities for the enhancement of economic development in the region and the Commonwealth.

The specific work to be funded by the final phase of the project would eliminate the traffic congestion problem, which has progressively worsened since the I-95 extension was abandoned in 1972, impairing the region's economic growth potential. The completion of the construction would be the logical next step to the Add-A-Lane project, which is nearing completion, and would fulfill, but for the timing, the contractual commitment the Commonwealth made the communities to construct the Interchange improvement by 2004 when the region was asked to support the construction of the Rt.128/University Park rail station and parking garage.

In Westwood's case, the initial phases (the ramp at Blue Hill Drive in FFY2014) of this project immediately facilitated the approved University Station project, the redevelopment of the 140 acres of University Office Park into a transit oriented development containing new retail, commercial office and residential uses, as well as establish open space and recreational uses. This development which is two thirds complete has created new affordable housing, hundreds of temporary construction jobs throughout its build-out and significant permanent employment opportunities thereafter.

RE: Comment on the MPO's Long Range Transportation Plan related to the Canton Interchange Project  
December 20, 2018  
Page Two

The I-95 northbound slip-ramp and widening of Dedham Street and its bridges, which is the second phase of this project and currently under construction, will not only improve access to the Amtrak/Route 128 Station from the south and increase economic development opportunities in University Park, but it will also improve economic development in the adjacent office parks in Canton and Norwood. However, the full benefit from the completion of the first two phases will only be realized when the Interchange is finally reconstructed.

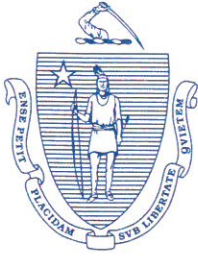
Therefore, for all the said reasons described above and on behalf of the Neponset Valley Regional Working Group - which includes the towns of Canton, Dedham, Norwood, Walpole and Westwood - I hereby sign this letter asking the Boston MPO Members, in the strongest manner possible, to move the final phase of the Canton Interchange Project forward to the 2020 to 2024 timeframe. This region as well as the entire Boston Metropolitan Area will benefit from a project that is, in fact, forty six years overdue. We thank you in advance for your partnership and assistance.

Sincerely,



Michael Jaillet  
Town Administrator

Cc Westwood Board of Selectmen  
Canton Board of Selectmen  
Norwood Board of Selectmen  
Dedham Board of Selectmen  
Neponset Valley Chamber of Commerce  
Three Rivers Interlocal Council



The Commonwealth of Massachusetts  
House of Representatives  
State House, Boston 02133-1054

JOSEPH W. McGONAGLE, Jr.  
STATE REPRESENTATIVE  
28TH MIDDLESEX DISTRICT  
EVERETT

STATE HOUSE, ROOM 279  
TEL. (617) 722-2017  
Joseph.McGonagle@MAhouse.gov

March 25, 2019

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

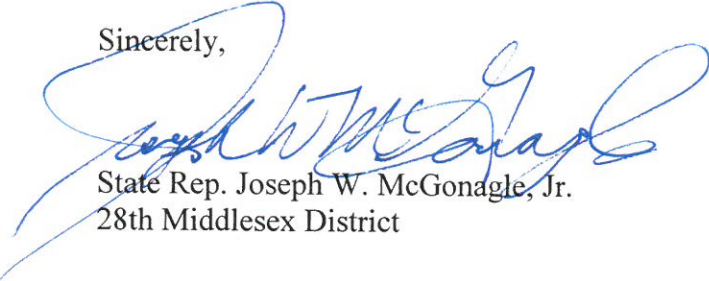
Dear Chairman Mohler,

I am writing to you today in support of the proposed full reconstruction of Beacham Street in Everett.

As both the State Representative and a lifelong resident of Everett, I know first-hand the pressing need to redesign this street in order to alleviate traffic in this area. Beacham Street is a critically important corridor serving many regionally important industries. Moreover, it serves as the first major multi-modal corridor north of Boston for vehicles unable to utilize the bridges and tunnels. It is even more pertinent that we undergo this full reconstruction given that our neighboring City of Chelsea is also reconstructing their portion of the corridor. Finally, the proposal introduces a shared use path, instead of the existing sidewalk, which will accommodate pedestrians and cyclists alike. This move is surely a welcome one for the community as we continue to encourage alternative methods of transportation.

Based on my own experiences and that of my constituents, I wholeheartedly support MassDOT's recommendation to reconstruct Beacham Street for the fiscal year 2024. Thank you for your consideration on this important matter.

Sincerely,



State Rep. Joseph W. McGonagle, Jr.  
28th Middlesex District



March 26, 2019

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

Dear David Mohler,

On behalf of the Mystic River Watershed Association, I would like to express our support for the full reconstruction of Beacham Street in Everett from Route 99 to the Chelsea line with federal funding in fiscal year 2024. This route plays an important role for local transportation and economic development needs.

The Mystic River Watershed Association (MyRWA) is a non-profit organization dedicated to the preservation and enhancement of the Mystic River Watershed. This includes working to improve the water quality in the Mystic River and all of its tributaries and promoting public access through the formation of continuous greenways that provide recreation and active transportation opportunities. We believe that these efforts will improve public health, the environment, and economy of Mystic River communities.

Sustainable mobility opportunities are particularly limited in the Lower Mystic communities of Everett and Chelsea. While there is progress around improved walking and biking opportunities locally, there is dire need for a safe and accessible route that connects these cities. This is a particularly important transportation corridor as more than 4,000 new jobs will be created at Encore Boston Harbor, adjacent to Beacham Street. It also serves many regionally important industries. Through a comprehensive reconstruction and addition of a physically separated shared-use path, this will be the first major multi-modal corridor north of Boston for traffic unable to utilize the bridges and tunnels.

Lastly, this region of Greater Boston has some of the high population densities and environmental justice communities. These statistics – coupled with a history of disinvestment – demonstrates the need for additional funding to reverse these inequities.

If you have any questions or require additional information, please contact the undersigned or any of the other organizations. Thank you for your consideration of this important opportunity.

A handwritten signature in dark ink, appearing to read "Amber", is written above the typed name.

Amber Christoffersen, Greenway Director  
Mystic River Watershed Association  
781-316-3438 [amber.christoffersen@mysticriver.org](mailto:amber.christoffersen@mysticriver.org)

CC:

Tony Sousa, City of Everett  
Tom Philbin, City of Everett  
Jay Monty, City of Everett  
Matt Genova, CTPS

March 26, 2019

To: David Mohler, Chairman  
Boston Metropolitan Planning Organization  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02116

From: LivableStreets Alliance

**Re: Reconstruction of Beacham Street in Everett**

Dear Mr. Mohler,

I am writing to express our support for inclusion of the reconstruction of Beacham Street in Everett for funding in the fiscal year 2024. For over 13 years, LivableStreets Alliance has advocated for streets that connect people to the places where they live, work and play.

Our current programs include advocating for:

- Emerald Network: our vision for a 200-mile system of greenways in Greater Boston
- Vision Zero: the effort to systematically improve traffic safety in cities and towns
- Better Buses: systemwide improvements to optimize and prioritize bus transit

The proposed reconstruction of Beacham Street aligns with our programmatic goals in terms of increasing safety for all users and creating regional multimodal connections.

Beacham Street is a uniquely aligned east-west corridor through an area with limited parallel alternatives, giving it a high level of importance in the regional transportation network. The poor condition of the roadway and lack of delineation creates an unreliable and unsafe corridor. Existing sidewalks are discontinuous, cross large driveways, are not ADA-compliant in all areas, and do not exist throughout the length of the corridor.



Despite an east-west desire line connecting employment centers in Everett and Chelsea, no such connection exists without using major arterials. With the completion of bike lanes on Broadway in Everett and similar accommodations in Chelsea, Beacham Street is a highly viable option for creating this missing bicycle corridor. Beacham Street is a necessary and vital truck route for the entire Metropolitan Area by providing access to major oil, natural gas, and food distribution centers. Beacham Street also provides a useful regional east-west link between Route 1 in Chelsea and Broadway (Route 99) in Everett. With the emerging Encore Boston Harbor and development at Suffolk Downs there will be an even greater need for a reliable east-west transportation corridor. The existing conditions and future uses of the corridor support heightened consideration for reconstruction of Beacham Street.

The entirety of this project is within an Environmental Justice community, areas typically bearing a higher burden of environmental and health issues. The Encore Boston Harbor, the Master Plan and Implementation Strategy for the City's Lower Broadway District, and associated transportation improvements in the vicinity will heighten use of this area, encourage more housing opportunities, and as such should coincide with safety and accessibility improvements. The reconstruction of Beacham Street is a key link in Everett's ongoing improvements in safety and accessibility for an Environmental Justice community in close proximity to existing and emerging employment centers.

Given the abundant existing concerns along Beacham Street and the improvements in multimodal safety and accessibility proposed by the City of Everett's design for a reconstructed Beacham Street, we strongly support the inclusion of this project in the budget for fiscal year 2024.

Sincerely,

Tony Lechuga

Program Manager, LivableStreets



## **Boston Cyclists Union**

P.O. Box 191710  
Boston, MA 02119  
617-516-8877

To: David Mohler, Chairman  
Boston Metropolitan Planning Organization  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02116

March 27, 2019

Dear Mr. Mohler,

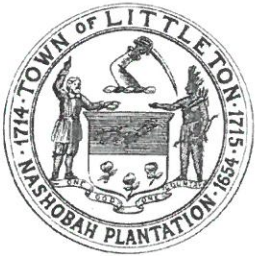
I am writing on behalf of the Boston Cyclists Union and our 1200 members from Metro Boston to express our support for the inclusion of the reconstruction of Beacham Street in the next round of available federal funding (FY2024). The Boston Cyclists Union works to make biking an accessible and safe mode of transportation for all ages and abilities in our region. This vision becomes possible when people have access to a connected network of physically separated bike lanes and Beacham Street is a critical piece of that network in Everett and Chelsea.

The current conditions on Beacham Street are treacherous for cyclists, especially due to the high truck volume on the road. Because it is a truck route, as well as one of the only routes from Boston into Chelsea via bicycle, cyclists and trucks will continue to share the road and it is critical to create physical separation between cyclists and trucks. We know that truck-bicycle collisions often end in tragedy. In Boston and Cambridge in the last 7 years, 11 out of the 18 cyclists fatalities were caused by crashes with trucks. In addition, with the completion of bike lanes on Broadway in Everett and increased bicycle accommodations in Chelsea, Beacham Street will provide a key link in the bike network.

Beacham Street is in dire need of improvements for all road users. The current deteriorated condition of the pavement, lack of road markings, poor lighting and missing sidewalks all make Beacham Street a great candidate for funding. The proposed plan will make it easier, faster and safer for people traveling in all modes of transportation. Given the amount of current challenges with the road as well as the potential to unlock connections to jobs and economic opportunities, we strongly support the proposed design by the City of Everett to reconstruct Beacham Street.

Respectfully,

Eliza Parad  
Director of Organizing, Boston Cyclists Union



# TOWN OF LITTLETON

## OFFICE OF THE BOARD OF SELECTMEN

37 SHATTUCK STREET, P.O. BOX 1305  
LITTLETON, MASSACHUSETTS 01460  
(978) 540-2460

March 26, 2019

Matt Genova, Transportation Improvement Program Manager  
Boston Region Metropolitan Planning Organization  
10 Park Plaza, Suite 2150  
Boston, MA 02116-3968

**Subject: Project 609054: Littleton – Reconstruction of Foster Street**

Dear Mr. Genova:

On behalf of the Town of Littleton I would like to thank Massachusetts Department of Transportation (MassDOT) and the Boston Metropolitan Planning Organization (MPO) for their support of our efforts to improve the transportation infrastructure of our Town. The \$3.6M funds requested to reconstruct a section of Foster Street will assist the Town in accomplishing many of the goals set forth in its Master Plan.

The Town is in the process of completing a MassHousing grant planning effort within the Littleton commuter rail train station area, this planning effort is looking at housing, business development, and other transit oriented development. As a complete streets community the Town understands the value of numerous types of transportation. The Town has recently implemented a last mile transportation program that includes transportation between the Littleton commuter rail train station and various businesses and commuter parking areas around town. This TIP project is vital to the continued development of the Littleton commuter rail train station area and the continued efforts in expanding the Town's complete streets program.

The Town would like to reaffirm its commitment to the members of the Boston MPO and MassDOT that we are committed to advancing this project. The Town has committed the design, right of way, and regulatory permitting funds needed to complete the project to state and federal design standards.

Thank you again to MassDOT and the Boston MPO members for your continued support in addressing our transportation infrastructure needs, and we look forward to working together to expeditiously advance this project in the Town of Littleton.

Sincerely,

Anthony M. Ansaldi, Jr.  
Town of Littleton  
Interim Town Administrator



Town of Wilmington  
Board of Selectmen  
121 Glen Road  
Wilmington, MA 01887-3597

PHONE: (978) 658-3311

FAX: (978) 658-3334

TTY: (978) 694-1417

[WWW.WILMINGTONMA.GOV](http://WWW.WILMINGTONMA.GOV)

March 4, 2019

Boston Region Metropolitan Planning Organization (MPO)  
MPO Board  
State Transportation Building  
Suite 2150  
10 Park Plaza  
Boston, MA 02116-3968

RE: Intersection Improvements at Lowell Street and Woburn Street  
Wilmington, MA  
MassDOT Project Number: 609253

Dear MPO Board Members:

As Chairman of the Town of Wilmington Board of Selectmen, I am writing in support of the intersection improvement project at Lowell Street and Woburn Street. This project is being considered by your Board for TIP funding for Federal Fiscal Years (FFY) 2020 through 2024.

At its meeting on December 10, 2018, the Town's Board of Selectmen voted unanimously to support this intersection project as the project addresses significant longstanding safety issues, and operational deficiencies at this critical intersection location. This intersection is of utmost importance economically to the Town of Wilmington, as this crossroad provides connections between commercial, industrial and residential districts as well as commuter access to Interstate 93 (I-93) to the east and the Route 38 commercial corridor and Wilmington Commuter-Rail Station to the west.

The Town has been diligent in securing design funding for this project, with 100% design costs set aside from traffic mitigation secured by the Town's Planning Board. Considering the community support, need and available design funding, we will be advancing expeditiously through the MassDOT design development process. As such, I respectfully ask the MPO to program this critical intersection improvement project in the FFY 2020-2024 TIP so that we may advance to construction as soon as possible.

Thank you for your consideration.

Sincerely,

Kevin A. Caira  
Chairman

cc: Matt Genova, TIP Manager, CTPS  
Jeffrey M. Hull, Town Manager



Town of Wilmington  
Board of Selectmen  
121 Glen Road  
Wilmington, MA 01887-3597

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March 4, 2019

Boston Region Metropolitan Planning Organization (MPO)  
MPO Board  
State Transportation Building  
Suite 2150  
10 Park Plaza  
Boston, MA 02116-3968

RE: Reconstruction of Route 38 (Main Street)  
Wilmington, MA  
MassDOT Project Number: 608051

Dear MPO Board Members:

As Chairman of the Town of Wilmington Board of Selectmen, I am writing in support of the reconstruction project of the Route 38 (Main Street) corridor from Route 62 south to the Town line. This project is being considered by your Board for TIP funding for Federal Fiscal Years (FFY) 2020 through 2024.

This complete streets project will reduce traffic congestion along the corridor, improve safety and traffic operations and provide healthy transportation alternatives for our community. This section of Route 38 serves as the conduit to the commercial center of the Town, with various retail, restaurant and commercial land uses along its length. In addition, local community amenities along this corridor including the recently constructed Yentile Farm Recreational Facility, the Wilmington Dog Park, Middlesex Canal and Aprile Field at Town Park, make this project of particular significance to the Town. The project will be a vast improvement for pedestrian and bicycle connectivity between adjoining residential neighborhoods, Wilmington Commuter-Rail Station and the previously mentioned local amenities.

The Town has funded design through the 25% design phase, with MassDOT funding the remaining design work to completion given the roadway is under MassDOT jurisdiction. As such, we anticipate advancing expeditiously through the MassDOT design development process. I respectfully ask the MPO to program this roadway improvement project in the FFY 2020-2024 TIP so that we may advance to construction as soon as possible.

Thank you for your consideration.

Sincerely,

Kevin A. Caira  
Chairman

cc: Matt Genova, TIP Manager, CTPS  
Jeffrey M. Hull, Town Manager