

Public Comments Submitted to the Boston Region MPO

May 26, 2022

Written comments were submitted for the following projects before and during the 21-day public comment period for the draft FFYs 2023–27 Transportation Improvement Program:

- **Belmont: Community Path, Belmont Component of the MCRT (Phase 1) (#609204) (pages 2-64)**
 - o 35 letters in support
 - o 2 letters in opposition
 - o One petition in support with 707 signatures

- **Belmont: Chenery Middle School Bicycle Parking (#S12704) (pages 21-22)**
 - o 1 letter in support

- **Canton, Dedham, Norwood: Interchange Improvements at Interstate 93/ Interstate 95/ University Avenue/ Interstate 95 Widening Including 10 Bridges at 9 Multi-Use Path/Pedestrian Bridge (#87790) (page 65)**
 - o 1 letter in support

- **Somerville: McGrath Boulevard Construction (#607981) (page 66)**
 - o 1 letter in support

- **Sudbury, Wayland: Mass Central Rail Trail (MCRT) (#610660) (pages 67-68)**
 - o 2 letters in opposition

- **Swampscott: Swampscott Rail Trail (#610666) (pages 69-161)**
 - o 23 letters in support
 - o 10 letters in opposition
 - o 1 petition in opposition with 24 signatures
 - o 1 petition in support with 362 signatures

- **Weston: Reconstruction on Route 30 (#608954) (pages 162-169)**
 - o 1 petition in opposition with 36 signatures

- **Regionwide: Comment letters with references to multiple projects or topics (nine letters, pages 170-192)**

Mr. Paul Joy & Ms. Katherine Venzke
Co-Chairs, Belmont Economic Development Committee
Belmont, MA 02478

Mr. David Mohler
Chair, Boston Regional Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116

May 2, 2022

Dear Mr. Mohler and Members of the Boston Regional Metropolitan Planning Organization:

Our names are Paul Joy and Katherine Venzke, and we are the Co-Chairs of Belmont's Economic Development Committee. Our committee is tasked with representing Belmont's small business community, making recommendations to our Select Board on matters pertaining to economic development, and coordinating with other town committees—like the Belmont Community Path Project Committee—on a wider-set of Belmont initiatives.

As such, we **fully and unanimously support Belmont's Community Path**. We were impressed with the detail provided to our committee on the path plan, the potential impact the path would have on local business, and the committee's follow-up to our questions. Furthermore, our reach out to local businesses on the path's potential was overwhelmingly positive.

The Belmont Community Path (Phase One) would extend the Fitchburg Cutoff Bike path through east, central, and west Belmont. This would positively impact current and future small businesses along that corridor and provide a safe route for students coming from our new 7th-12th school campus. It would help bring additional traffic to our major commercial hub, Belmont Center. Furthermore, extending the Belmont Community Path (Phase Two) to Waverly Square will generate significant upside potential for small business growth and development in the medium-term.

In conclusion, we feel the Belmont Community Path will have a long-lasting positive economic impact across Belmont, similar to what the Minuteman Path has done for Cambridge, Arlington, and Lexington. We see it utilized by commuters, families, students, and seniors. Most importantly, we see it as a critical 21st century project that encourages healthy living, community engagement, and builds positive connections to our neighboring towns and cities. We strongly encourage your group to look favorably on the Belmont Community Path. Thank you!

Sincerely,

Paul Joy & Katherine Venzke

Co-Chairs, Belmont Economic Development Committee

Town of Belmont

May 17, 2022

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

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

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

We are writing as officers of the Belmont Citizens Forum (BCF), a Belmont non-profit, to once again affirm our strong support for the Belmont Community Path. The BCF has been advocating for a multi-use path in Belmont for most of our 22 year existence, through grant writing, education and, perhaps most significantly, right of way acquisition. In 2008 the BCF purchased, for \$77,000, a parcel of former Massachusetts Central Railroad right-of-way north of the Fitchburg Line tracks between Belmont Center and Brighton Street. The parcel is roughly 3,560 feet long and 30 feet wide. The acquisition came about via the advocacy of an alert BCF board member. The BCF's purpose in acquiring the land was to preserve the option of a future bicycle / pedestrian path along the north side of the Fitchburg Line, in the former Massachusetts Central Railroad corridor, as explained in a front page article in the November 2008 issue of our widely read newsletter (<https://www.belmontcitizensforum.org/newsletters/2008/BCFNov08.pdf>). As stated in that article, and as communicated numerous times since then verbally and in writing, to town officials and to the Belmont public, BCF will donate the land for the path. Indeed, we are eager to do so as we are currently responsible for insurance and for clearing fallen trees and any damage they cause.

The BCF Newsletter, which recently marked its 21st anniversary, is distributed free to about 2,000 Belmont households, including senior town officials and all 288 Belmont Town Meeting Members. In addition, issues of the newsletter are distributed for free pickup at the Belmont Public Library, at businesses in all three of Belmont's business centers, at Belmont High School, and at town events (e.g. Town Day, Meet Belmont).

In a letter to the MPO last year we mentioned that the Newsletter has published over 60 articles on the Belmont path and other nearby paths, and appended a list of ten recent articles about the Belmont path. Since that letter the BCF Newsletter has published a further eight articles on the Belmont path and related developments in neighboring towns; see links below for details. What we hope to convey by providing these details about our newsletter and citing relevant articles is that all Belmont residents have had free access to sustained, in-depth coverage of multi-use paths in general and the Belmont path in particular. (Two other local publications, the Belmont Citizen-Herald and the online Belmontonian also cover the path, but from a more news-driven perspective.)

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

Sincerely,

Grant Monahan

John Dieckmann

Grant Monahan
President

John Dieckmann
Vice President

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

2021-22 articles published in the BCF newsletter concerning the Belmont Community Path:

January 2021

Bikeway Building Booms Beyond Belmont (pages 7-10)
<https://www.belmontcitizensforum.org/wp-content/uploads/2020/12/Jan-Feb-2021-FINAL-WEB.pdf>

May 2021

Mass Central Rail Trail Comes Closer (pages 11-13)
<https://www.belmontcitizensforum.org/wp-content/uploads/2021/05/May-June-2021-WEB-FINAL.pdf>

July 2021

Bike Infrastructure Makes Belmont Safer (pages 1-4)
Belmont Community Path Moves Forward (pages 5-6)
Cochituate Rail Trail Shows Success (pages 7-8)
<https://www.belmontcitizensforum.org/wp-content/uploads/2021/06/July-August-2021-WEB-FINAL.pdf>

September 2021

Letter to the Editor re: safe bicycling on Concord Avenue in Belmont (pages 20-21)
<https://www.belmontcitizensforum.org/wp-content/uploads/2021/08/Sept-Oct-2021-WEB-FINAL.pdf>

January 2022

Belmont Community Path Passes Phase 1 Milestone (page 13)
The New England Mountain Bike Association (NEMBA) at Lone Tree Hill (page 14)
<https://www.belmontcitizensforum.org/wp-content/uploads/2022/01/Jan-Feb-2022-WEB-FINAL.pdf>

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

May 17, 2022

I wanted to document my utmost support for the Belmont Community Path Project proposed in the Draft TIP. We live just feet from the proposed underpass and would use it daily to access the new junior/senior high school, the proposed bike path, and other town amenities (library, post office, Underwood Pool) immediately on the other side of the railroad which currently are not as accessible. My family cycles and walks regularly together and knows the value of a community path extension through Belmont Center would bring in terms of bike and pedestrian safety, health & exercise, sense of community, and customers for our local businesses. The underpass to the new junior/senior high school will be particularly welcomed and prevent many unsafe illegal pedestrian crossings of the tracks, reduce driving and congestion by opening up access for walkers and bikers on the Winn Brook side of the tracks, and encourage use of the new bike path at multiple points.

Erika Roberts

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

May 18, 2022

Dear Mr. Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project in FY '26 or sooner as outlined in the draft FY23-27 funding plan currently in public comment period.

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

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

Thank you for your consideration.

Sincerely,
Zoe Chin

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

May 18, 2022

Dear Mr. Genova,

I'm writing to express support for TIP funding for the Belmont Community Path in FY26. Because it will connect existing and to-be-built segments of the Mass Central Rail Trail, it will have substantial benefits not just for Belmont, but for the entire region. My family and countless others will make good use of this path. Please fully fund this project!

Thank you for your time and service!

Best,
Rachel Curtin
(previous Belmont resident, currently residing in Arlington)

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

May 18, 2022

Dear Mr. Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project in FY '26 or sooner as outlined in the draft FY23-27 funding plan currently in public comment period.

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

- In addition to Belmont, the Path will immediately benefit the entire region by linking existing bike/pedestrian paths in Cambridge, Arlington, Waltham, and other surrounding towns by extension
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- The path will provide a direct, unobstructed bike and pedestrian link from the heart of Belmont to Alewife station and will allow current car-commuters to shift to public transit. This isn't just about creating a more scenic and safer route for commuters; because of the existing rail line there is at present **no** direct path from Belmont Center to Alewife. The Community Path will create one.
- This is a relatively small one-time infrastructure investment that will benefit Belmont *and the entire region* in perpetuity. Funding the path is a no brainer on its own merits, and the case is even stronger within the context of the 104 mile Mass Central Rail Trail.

Thank you for your consideration.

Sincerely,

Andrew Laubscher

31 Howells Road, Belmont

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

May 18, 2022

Dear Mr. Genova,

I'm writing to express support for TIP funding for the Belmont Community Path in FY26. Because it will connect existing and to-be-built segments of the Mass Central Rail Trail, it will have substantial benefits not just for Belmont, but for the entire region. Fully funding this project as soon as possible is a no brainer.

Thanks,

Karl Laubscher

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

May 18, 2022

Dear Mr. Genova,

I'm writing to express my strong support for TIP funding for the Belmont Community Path in FY26. Connecting the existing trail to the MCRT will deliver benefits not just for Belmont, but for the entire region.

Thanks,
James Paci

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

May 18, 2022

Dear Mr. Genova,

I'm writing to express support for TIP funding for the Belmont Community Path in FY26. Because it will connect existing and to-be-built segments of the Mass Central Rail Trail, it will have substantial benefits not just for Belmont, but for the entire region.

Thanks,
Andrew T.

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

May 19, 2022

Dear Mr. Genova,

I'm writing to voice my support for the Belmont Community Path and request that the Boston Region Metropolitan Planning Organization provide Transportation Improvement Program funding for the project in FY '26 or sooner as outlined in the draft FY23-27 funding plan currently in public comment period.

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

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

Thank you for your consideration.

Sincerely,
Max Goldberg

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

May 19, 2022

Hey Matt. My neighbor Russ Leino here in Belmont informs me that the Boston Region Metropolitan Planning Organization (MPO) has formally proposed allocating \$21,034,382 of state and federal Transportation Improvement Program (TIP) funding for construction of phase 1 of the Belmont Community Path in federal fiscal year (FFY) 2026 and that your organization is considering comments before finalizing the funding allocation.

I just wanted to write and express my strong support for this allocation. The Community Path is a transformational piece of 21st Century infrastructure that is desperately needed in Belmont. When built, it will provide a direct, safe and car free route connecting Belmont Center to Alewife MBTA station. That alone will remove scores - if not hundreds -of commuter cars from our roadways each workday, as professionals who live in Belmont but work in Cambridge and Boston find it is easier to walk or bike than fight traffic on Rte. 2. The planned pedestrian underpass from the Winn Brook neighborhood (where I live) to the new Belmont 7-12 school will likewise remove countless vehicles from the roads, as parents allow their children to use a safe, car free passage to school vs. negotiating the congested Belmont Center or Brighton Street neighborhoods on foot or bike.

In short, this Path is a critical step to making Belmont a greener and more pedestrian friendly community. If Route 2 was the defining piece of infrastructure for the 20th century in our little corner of the State, this path - a part of the eventual Mass Central Rail Trail - will define the 21st. I urge you to vote for this important allocation.

Paul

--

Paul Roberts
Editor, Blogging Belmont

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

May 19, 2022

I write to support the inclusion of funding for Phase 1 of the Belmont Community Path in the FY2026 TIP funding. As a Belmont resident and regular bike commuter, I have closely followed the careful and thoughtful planning that has gone into the design of the Community Path. It will serve several important functions in our community, including improving safety for high school students and others, helping tie together neighborhoods on the north and south sides of the railroad tracks, reducing automobile traffic and associated emissions, and enhancing the health and livability of our community.

Roger Tobin

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

May 20, 2022

Dear Mr. Genova,

I am writing to you to ask you to vote in favor of TIP funds to support the Belmont Community Path. The path will fill in a gap connecting communities to the west into Cambridge and the Alewife T stop.

I am a Town Meeting Member in Precinct 2 and have heard from many of my constituents that are in strong support of moving forward with this project.

Thank you for your consideration.

Marty Bitner
Belmont Town Meeting Member, Precinct 2

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

May 20, 2022

Mr. Genova,

I have written to you in the past regarding the status of the Belmont Community Path that is coming before you for TIP funding shortly. My previously expressed concerns remain. This project has insufficiently addressed the concerns of the neighbors and has systematically excluded them from the conversation, as well as anyone who echoes their concerns. This project continues to present myriad safety concerns with the lack of access points and visibility, which as a female would lead me to feel unsafe using it. This project is being done in too many phases and is being submitted without proof that the full path is even fully realizable. It would be a massive waste of taxpayer money to fund one portion only to realize the second phase isn't feasible. This project includes components (a tunnel under active commuter rail tracks) that have not been fully vetted or committed to by all stakeholders, nor has it been determined if they can even be possible.

There are other locations for this path that make far more sense (along concord avenue as a continuation of the concord avenue bike lanes on the Cambridge section), that would be far less costly for taxpayers, that would improve access for ALL users (not just cyclists but pedestrians and seniors), that would not unfairly impact abutters, and that would involve far less disruption to the environment surrounding our community. Please direct this project back to the drawing board where it belongs and don't waste tax dollars on a project that has far too many issues that have not been reasonably addressed.

Thank you
Kathleen Cowing

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

May 20, 2022

Dear Mr. Genova,

I am writing to express my support for the Belmont Community Path and to urge you to vote in favor of the TIP funds supporting this path. I first heard about the Community Path project when we moved to Belmont in 2013. I can't tell you how excited I am to hopefully finally see this project moving forward and becoming a reality. The path is vital to our infrastructure and to improving the quality of life in Belmont, particularly with the creation of a tunnel that will help reduce the traffic caused by the railroad tracks bisecting our town.

I am a Town Meeting Member in PCT 1 of Belmont and I am confident there is significant community support for this Community Path. Thank you for your support in voting to fund this project.

Sincerely,

Nicole Dorn
PCT 1 TMM

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

May 20, 2022

Dear Mr. Genova,

I am writing to express my support for the Belmont Community Path and to urge you to vote in favor of the TIP funds supporting this path. The path will be a vital part of our infrastructure and additionally the tunnel that addresses the traffic caused by the railroad tracks bisecting our town.

I am a Town Meeting Member in PCT 1 of Belmont and I am confident there is significant community support for this Community Path. Thank you for your support in voting to fund this project.

Sincerely,

Emily Peterson
PCT 1 TMM

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

May 21, 2022

Dear Mr. Genova,

I am writing to express my support for the Belmont Community Path and to urge you to vote in favor of the TIP funds supporting this path. The path will be a vital part of our infrastructure and additionally the tunnel will address the traffic and safety issues caused by the railroad tracks bisecting our town. Our family are frequent users of the bike path.

I am confident there is significant community support for this Community Path. Thank you for your support in voting to fund this project.

Thanks,

Allison Dahl
2 Lamber Road
Belmont, MA

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

May 21, 2022

Dear Mr. Genova,

I am writing in strong support of the Belmont Community Path, which as we recently learned is now included in the Boston Region Metropolitan Planning Organization draft 2026 budget. I very much hope this item will remain intact.

Building the path will create a terrific asset for the whole Belmont community, from students to seniors. It will open up realistic bike access to the Belmont High School and Middle School campus for students who live in many areas of town. The Alexander Avenue underpass, as part of the project, will massively improve access to the campus for families living in the northern area of Belmont. And people of all ages in town will have better walking and bicycling access to many parts of Belmont as well. In so doing, the path should help reduce traffic problems in Belmont, particularly during morning and afternoon rush hour time slots.

Additionally, the greater connectivity to other bike paths — Cambridge's linear path, the Minuteman Bikeway — will be a significant benefit in terms of localized commuting, recreation, and inter-town area transport. I believe local sentiment is strongly in favor of this action, and I hope it will be a part of the final budget as well.

Thank you very much.

Best,

Peter Dizikes
Town Meeting Member, Precinct 1, Belmont



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

pgarvin@belmont-ma.gov

TOWN ADMINISTRATOR
PATRICE GARVIN

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

May 19, 2022

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

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

Dear Chairperson Mohler and Members of the Boston Region Metropolitan Planning Organization:

I am writing on behalf of the Belmont Select Board and the Belmont Community Path Project Committee (CPPC) to urge the members of the Boston Region Metropolitan Planning Organization (“MPO”) to finalize the draft [Federal Fiscal Year \(“FFY”\) 2023-27 Transportation Improvement Program \(“TIP”\)](#) as proposed. In particular, we urge the MPO to finalize the draft TIP with the inclusion of programmed funding for Project #609204 (Community Path, Belmont Component of the Mass Central Rail Trail [Phase 1]) (hereinafter “Belmont Community Path”) in FFY 2026 in the amount of \$21,034,382. We also support the inclusion of programmed funding for the Chenery Middle School Bicycle Parking Community Connections Project in FFY 2023 in the amount of \$4,376.

In support of this position, we reiterate the many benefits of and strong public support for the Belmont Community Path noted in our previous letters to the MPO, dated [March 17, 2021](#) and [February 16, 2022](#), as well as those noted in the communications received by the MPO from many other project stakeholders and interested residents (and summarized in Table C-1 of the draft TIP). Also as outlined in our previous letters to the MPO, we remain committed to a robust public engagement process as the process moves forward, especially with project abutters and including with project opponents, and will continue to seek to address their concerns (including those outlined in Table C-1 of the draft TIP) to the extent feasible.

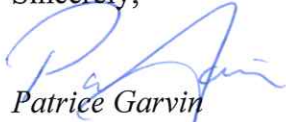
We thank the MPO and the Central Transportation Planning Staff (“CTPS”) for their thorough and thoughtful development of the draft TIP, and we very much look forward to continue working with

Page 1 of 2

the MPO and CTPS to ensure the successful completion of the Belmont Community Path project on time and on budget.

Please do not hesitate to contact us through the Town's project manager and Director of Community Development Glenn Glancy at gclancy@belmont-ma.gov if you have any questions.

Sincerely,



Patrie Garvin
Town Administrator
Member (ex officio), Community Path Project Committee

On behalf of:

The Belmont Select Board, comprised of:

Mark Paolillo, Chair
Adam Dash, Vice-Chair
Roy Epstein, Member

And:

The Belmont Community Path Project Committee, comprised of:

Russell Leino, Chair
Bonnie Friedman, Vice-Chair
Ellen Sugarman, Secretary
Steve Engler, Member
Mark Kagan, Member
Philip Lawrence, Member
Holly Muson, Member
Vincent Stanton, Member
Catherine Bowen, Member, School Committee Member, and liaison to the School Committee
Mark Paolillo, Member (ex officio), Select Board Chair, and liaison to the Select Board
Glenn Clancy, P.E., Member (ex officio) and Director of Community Development
Jay Marcotte, Member (ex officio) and Director of Public Works

CC:

State Senator William Brownsberger (via email at william.brownsberger@masenate.gov)

State Representative David Rogers (via email at dave.rogers@mahouse.gov)

Matt Genova, TIP Manager (via email at mgenova@ctps.org)

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

May 22, 2022

Dear Mr. Genova,

I am writing to express my support for the Belmont Community Path and to urge you to vote in favor of the TIP funds supporting this path. The path will be a vital part of our infrastructure and additionally the tunnel will address the traffic and safety issues caused by the railroad tracks bisecting our town.

Thank you for your support in voting to fund this project.

Sincerely,
Beth Berwick

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

May 22, 2022

Dear Mr. Matt Genova

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

I'm looking forward to the Belmont Community Path because the path will provide an accessible connection to Belmont Center for shopping and dining.-and the path connection with Concord Ave. provides great access to Belmont Public Library Belmont Underwood Pool Belmont Center Post Office and the MBTA 74/75 Bus Line.

Additionally, I'm looking forward to the path because makes so much sense for all involved.

Thank you for your consideration.

Sincerely,

David and Jane Otte



COMMONWEALTH OF MASSACHUSETTS
THE GENERAL COURT
STATE HOUSE, BOSTON 02133-1053

May 23, 2022

Boston Region Metropolitan Planning Organization
10 Park Plaza #2150
Boston, MA 02116

Dear Members of the Metropolitan Planning Organization Board of Directors,

We are writing in support of finalizing the draft FFYs 2023-27 Transportation Improvement Program with the planned funding for the Belmont Community Path. We are glad the project was included in the FFY26 plans and encourage the board to vote to endorse the final TIP at the MPO's discussion taking place on Thursday, May 26, 2022.

The construction of this proposed community path would create a safe, simple, and valuable link between neighboring municipalities and regional transit hubs. The community members of Belmont and surrounding areas could greatly benefit from the increased access to schools, parks, and businesses this project provides.

Skilled and committed community leaders have been dedicated to this project for more than a decade. This project is well-conceived and is broadly supported in the Belmont community. We hope that the board will vote to move this important project forward on the earliest possible timeline.

Sincerely,

A handwritten signature in blue ink that reads "William N. Brownsberger".

William N. Brownsberger
State Senator
Second Suffolk and Middlesex District

A handwritten signature in blue ink that reads "David M. Rogers".

David M. Rogers
State Representative
24th Middlesex

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

May 23, 2022

Dear Mr. Genova,

I am writing to you to strongly support including the Belmont Community Path in the Boston Region Metropolitan Planning Organization 2026 Budget. People ask the community to use bikes to commute, but without safe infrastructure, few of us are willing to risk it.

I bike my son from Belmont to Cambridge for school and we have safe bike paths most of the way. When I zip home to bike my daughter to preschool within Belmont, it's pretty terrifying (see below picture). In fact, I can't fathom how two families in our preschool have their 5 year olds bike alongside them without an attached ride-along to our preschool.

The community path will make it safe to do so for so many people of all ages throughout the town of Belmont. More widely it will continue the incredible vision of the linked bike paths from Cambridge to the far suburbs. Please keep it in the budget. It is so important. Thank you for your important work on this project.

Jess Hausman
Belmont Town Meeting Member, Precinct 1

PS here is a visual example of one of the many that you will keep off the busy streets on the safer bike path. You can see it's important to instill biking habits early.

Jess Hausman (she/her)



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

May 23, 2022

Dear Mr. Genova,

I am writing in strong support of the Belmont Community Path. Thank you for including it in the Boston Region Metropolitan Planning Organization draft 2026 budget.

The path is an important piece of infrastructure that will add tremendous value to our community in terms of safer pedestrian and bicycling access to the Belmont High School and Middle School campus and other areas of town. Building the path with consideration for its connectivity to other local bike paths will also allow recreational use and local commuting.

Thank you for your continued work,

~Angela Holmes
Belmont resident

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

May 23, 2022

Dear Mr. Genova,

I am writing to express my support for the Belmont Community Path and to urge you to vote in favor of the TIP funds supporting this path. The path will be a vital part of our infrastructure and additionally the tunnel will address the traffic and safety issues caused by the railroad tracks bisecting our town.

Thank you for your support in voting to fund this project.

Lindsay Kalmakis

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

May 23, 2022

Hello Mr. Genova,

I am writing to express support for the Belmont Community Path and to urge you to vote in favor of the TIP funds supporting this path. The path will be an important part of our infrastructure while addressing traffic and safety issues caused by the railroad tracks bisecting our town.

Thank you for your support in voting to fund this project.

Sincerely,

Amelia Kantrovitz
Precinct 5

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

May 23, 2022

Dear Mr. Genova,

As residents of Belmont (Precinct 5), I and my wife would like to express our support for the Belmont Community Path and ask that you vote in favor of the TIP funds for these improvements, which will benefit our community for years to come.

Sincerely,

Ramon Lovin and Danielle Kellermann

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

May 23, 2022

I have lived in Belmont for 59 of my 65 years. I write to express the strongest possible support for inclusion of the Belmont Community Path in the FFYs 2023–27 TIP. As noted in the Table C1: Benefits of the project include increased connectivity to transit, educational facilities, and local businesses; expansion of the regional bicycle network and the filling in of a missing gap of the MCRT between Cambridge and Waltham; safety improvements for bicyclists and pedestrians; increased mode shift opportunities; increased recreational opportunities; improved health of Path users; and the creation of new public space in Belmont Center. The project will improve safe travel for Belmont students and allow mainly off-road travel into downtown Boston. Cites the robust public process that has been undertaken by the Town in support of the project. In opposition to the project are a group of homeowner abutters who are apparently blind to the manifest benefits of bicycle paths to abutting properties, and indifferent to the benefits to the community. Their opposition has delayed the project for 25 years, and they continue delaying tactics. It is time to overrule their objections definitively and build.

Klemens Meyer

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

May 23, 2022

Kudos for the progress that the Boston Regional Metropolitan Planning Organization (MPO) has made with bike infrastructure. When I relocated here 20 years ago, I would ride my bike only on the sidewalk to places that were less than a half mile away; otherwise I drove. Now, I regularly cycle from Belmont to destinations up to 5 miles away in Arlington, Cambridge, Medford and Watertown.

I've been able to cycle rather than drive because of the infrastructure improvements you've funded: dedicated bike paths, and most especially complete streets. You have increased the capacity of the very crowded streets in Metro Boston by enabling commuting by bike. Congratulations.

For a while I've been hearing there's interest for a bike path here in Belmont. It seemed irrelevant to me since it's so safe to bike in this town with few highways and so many side streets. That changed when I recently saw the \$21M price tag.

I've traveled by bike in Malden, Everett, Dorchester, Mattapan and Roxbury and other areas that are less wealthy and less white than Belmont. **It's much less safe getting around in those places that have four lane and Interstate highways than here in Belmont.** \$21M could go a long way in those areas towards making cycling safer and repairing the harm to the local communities caused by large highways built just to serve just motor vehicles.

Why aren't people in those areas advocating for multi-million dollar bike projects? The prosperous people in Belmont have the time and leisure to advocate for a very expensive piece of infrastructure (an underpass on a residential street of Alexander Ave) that will make it better for Belmont and will only very marginally improve the bike network for the region.

I hope and pray that the professionals in MPO do the job of regional planners: **look at the bang for the buck for the region.** Don't be distracted by the articulate, well meaning residents of Belmont who have put much time and effort to get this project to you. Please, keep in mind the safety and well being of poorer people in this region who do not have the resources to put together special projects for their towns.

Perhaps, it would make sense to allocate a much smaller amount for a bike path in Belmont? Perhaps \$0.21M, (\$210K)? That's still a lot of money for a bike project without much regional transportation or public safety benefit.

Beth C. Miller

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

May 23, 2022

Dear Mr. Genova,

I am writing to express my support for the Belmont Community Path and to urge you to vote in favor of the TIP funds supporting this path. The path will be a vital part of our infrastructure and additionally the tunnel will address the traffic and safety issues caused by the railroad tracks bisecting our town.

I am a Town Meeting Member in Precinct 6 of Belmont and I am confident there is significant community support for this Community Path. Thank you for your support in voting to fund this project.

Sincerely,
Katherine Oates

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

May 23, 2022

I am writing to support full funding for Phase 1 construction of the Belmont Community Path (Project ID 609204) that was included in the Transportation Improvement Program (TIP) for Federal Fiscal Years (FFYs) 2023-27, Draft for Public Review, dated May 2, 2022. The path offers significant benefits to regional mobility and safe routes to school along with many other regional and community benefits. The project will greatly increase the number of people using the regional network of off-road bike and walking paths and the commuter rail underpass will provide safer access for people and students going to school at the Belmont high and middle schools and create a new connection between the parts of town bisected by the MBTA commuter rail line. I request you to continue to include the funding for this project when approving the final FFYs 2023-27 TIP and to accelerate funding to an earlier fiscal year as opportunity allows.

Mark Smith

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

May 23, 2022

Dear Matt,

I am so grateful the Belmont Community Path is included in the Transportation Improvement Program. This generous grant will help our community be more connected to our neighboring towns and within Belmont. It will make it safer for kids in the Winn Brook area of Belmont to walk to/from the 7-12 school--currently children use holes cut in the fences and scamper across the train tracks. It will help alleviate automobile traffic during school drop off/pick up and reduce the need for parking along Concord Ave and side streets--at a time when the MBTA is cutting our already very limited bus service. It will help lift local businesses in Belmont Center with more bike traffic.

Thank you so much, and all the best,

Matt Taylor
Belmont, MA

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

May 23, 2022

Dear Matt,

I'm reaching out to express my support for the inclusion of the Belmont Community Bike Path in the Transportation Improvement Program. The path will help to make our town more navigable and safer for pedestrians and cyclists, including kids. Thanks for your work on this!

Regards,
Nicole Estvanik Taylor
Belmont, MA

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

May 23, 2022

Hello Mr. Genova,

I am a Belmont resident (and Town Meeting Member) writing to express my enthusiastic support of the Belmont Community Path, which I recently learned is now included in the Boston Region Metropolitan Planning Organization draft 2026 budget.

I very much hope this item will remain intact. The Community Path will be a tremendous boon to Belmont and to surrounding towns, and I look so very forward to its construction.

Kindly,
Erica Zidel
Belmont Town Meeting Member, Precinct 8

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

May 23, 2022

Dear Mr. Genova,

I am writing in strong support of the Belmont Community Path, which as we recently learned is now included in the Boston Region Metropolitan Planning Organization draft 2026 budget. I very much hope this item will remain intact.

Building the path will create a terrific asset for the whole Belmont community, from students to seniors.

Thank you very much.

Best,

David Zipkin
Town Meeting Member, Precinct 2, Belmont

May 23, 2022

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



Dear Mr. Mohler and Members of the Boston Region Metropolitan Planning Organization,

We write with enthusiastic support of the decision to program Phase 1 of the Belmont Community Path (Project ID 609204) in FY 2026 of the [Transportation Improvement Program \(TIP\) for Federal Fiscal Years \(FFYs\) 2023-27 Draft for Public Review](#) dated May 2, 2022. This project provides many benefits, enjoys growing public support, and is urgently needed to close a key gap in the Massachusetts Central Rail Trail and to improve safe access to several Belmont schools via the commuter rail underpass. Thus, we further encourage the MPO to program this project in an earlier fiscal year as funding opportunity and project readiness allows when developing the TIP next year.

To provide more specific feedback on the Draft FFYs 2023-27 TIP, we agree with benefits expressed in Table A-2: *This project is expected to improve safety for bicyclists and pedestrians, including by constructing an underpass to allow for safe passage beneath the commuter rail tracks. It will add more than a mile of community path and connect to the existing Fitchburg Cutoff Bike Path. By extending and improving the region's bicycle network and improving access to local destinations, this project is expected to increase non-SOV travel. It is also expected to reduce CO2 and other transportation-related emissions.* Many supporters, e.g. the Belmont High School Climate Action Club, appreciate your emphasis on and assessment of the project's impact on CO2 and emissions. While a more comprehensive list of benefits could be created, we endorse this succinct summary.

We also appreciate the MPO efforts to enable public input and are encouraged by the continued legislative, municipal, organizational, and residential support summarized in Table C-1 of the Draft FFYs 2023-27 TIP: *Benefits of the project include increased connectivity to transit, educational facilities, and local businesses; expansion of the regional bicycle network and the filling in of a missing gap of the MCRT between Cambridge and Waltham; safety improvements for bicyclists and pedestrians; increased mode shift opportunities; increased recreational opportunities; improved health of Path users; and the creation of new public space in Belmont Center. The project will improve safe travel for Belmont students and allow mainly off-road travel into downtown Boston.* We would like to further highlight the benefit of off-road travel and suggest that it be explicitly called out as a key factor in providing safety for bicyclists and pedestrians in Table A-2. We also appreciate the summary of opposition letters from 9 residents and remain committed to tracking how the design and project implementation addresses the concerns raised.

As this project moves forward, public support continues to grow. Appreciating the effort required by MPO staff in 2021 to process 361 support letters for the Belmont Community Path, we launched a petition on May 7 to consolidate supporter input during the public

comment period. Grassroots support is clear as word spread from a single Facebook post and email to our list. By May 23, there were 707 signatures in support of the MPO decision to fund the Belmont Community Path (details were provided to MPO staff directly).

Buoyed further by active engagement during the public comment period, we urge you to retain full funding for the Belmont Community Path when finalizing the TIP. Moreover, given consistent advances in project readiness and municipal support that complement the rapidly growing public support, we ask you to accelerate funding earlier than FY 2026 during future TIP budget development as readiness and opportunity allows.

Sincerely,
Jarrod Goentzel
Chair, Friends of the Belmont Community Path
96 Agassiz Avenue, Belmont, MA 02478

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

Support funding for the Belmont Community Path

Published by FriendsBelmontCommunityPath on 7th May 2022

The Boston Region Metropolitan Planning Organization (Boston MPO) has initially programmed \$21,034,382 in fiscal year 2026 to fully construct Phase 1 of the Belmont Community Path. This decision is captured in the Transportation Improvement Program (TIP) for Federal Fiscal Years (FFYs) 2023-27 Draft for Public Review. Public comments are due by 5pm on May 23. In signing this petition, you will join others in providing formal public input by the deadline to endorse their decision to fund this project and to accelerate funding as future opportunity allows.

For more information, see the following sections of the TIP draft for public review (<https://www.ctps.org/data/pdf/plans/TIP/FFYs-2023-2027-Draft-TIP-Public-Review.pdf>):

Project description on page 3-70

Project impact in Table A-2

Project benefits in the summary of support letters in Table C-1

We, the undersigned, support full funding for Phase 1 construction of the Belmont Community Path (Project ID 609204) that was newly programmed in the Transportation Improvement Program (TIP) for Federal Fiscal Years (FFYs) 2023-27 Draft for Public Review dated May 2, 2022. The town has made consistent progress on project readiness. The path offers significant benefits to regional mobility and safe routes to school along with many other benefits such as those summarized in Table C-1 of the Draft FFYs 2023-27 TIP. On behalf of the increasing number of people accessing the regional network of off-road paths, the high number of middle and high school students seeking safer access to the Belmont campus via the commuter rail underpass, and many other future users of the Belmont Community Path, we ask you to retain this programmed funding when endorsing the final FFYs 2023-27 TIP and to accelerate funding to an earlier fiscal year in future TIP development as opportunity allows.

#	Title	First name	Last name	City	State	Date
1	Mr.	William	Cordis	Belmont	MA	May 08, 2022
2		Jarrold	Goentzel	Belmont	Massachusetts	May 08, 2022
3		Regina	Smith	Belmont	MA	May 08, 2022
4		Sara	Smith	Belmont	Ma	May 08, 2022
5		Kelly	Moriarty	Belmont	MA	May 08, 2022
6	Mr.	Jon	Ramos	Somerville	Massachusetts	May 08, 2022
This path will make a meaningful improvement in my bike trips with my two young kids. We frequently bike to Belmont to visit an Aunt						
7	Mrs	Jane	Callahan	Somerville	Massachusetts	May 08, 2022
8		Tom	Grimble	Belmont	Massachusetts	May 08, 2022
9	Mrs	Abigail	Starr	02140	MA	May 08, 2022
10		Michal	Feldman	Belmont	Ma	May 08, 2022
11	Dr	Mark	Kagan	Belmont	MA	May 08, 2022
Let's build the bike path, ensure Dave commutes for our children and reduce our carbon footprint						
12		Fionnuala	Gerrity	Belmont	MA	May 08, 2022
13	Mr.	Andrew	Stout	Cambridge	Massachusetts	May 08, 2022
14		Kendra	Eshleman	Watertown	MA	May 08, 2022
I'm so excited for this path!						
15		Yulia	Borukhina	Belmont	MA	May 09, 2022
16		Elizabeth	Brown	Belmont	MA	May 09, 2022
17		Adam	Driver	Belmont	MA	May 09, 2022
18		Jordi	Weinstock	Belmont	MA	May 09, 2022
19	Mr	Jasyn	Tandy	Belmont	MA	May 09, 2022
Can't wait for this town-enhancing project to get started! I want my kids to use the path as a safe route to school. And I want to run and bike along the path.						
20	Ms	Bonnie	Friedman	Belmont	Massachusetts	May 09, 2022
21	Mr.	David	Merfeld	Belmont	MA	May 09, 2022
22	Ms	Laura	VanderHart	Belmont	Massachusetts	May 09, 2022
23		Maura	Hobson	Belmont	MA	May 09, 2022
24	Ms.	Erin	Rowland	Belmont		May 09, 2022
25	Mr.	William	Horne	Belmont	Massachusetts	May 09, 2022
26		Anne	Mahon	Belmont	Massachusetts	May 09, 2022
27		Jeri	Weiss	Belmont	Mass	May 09, 2022
There are so many ways Belmont will benefit from a community path						
28		Daniel	Eldridge	Belmont	Massachusetts	May 09, 2022
The Belmont Community Path is a vital missing piece of transportation and recreation infrastructure in town. Anything that can be done to support it is an enormous help.						
29	Dr	Zofia	Gajdos	Belmont	MA	May 09, 2022
This community path would provide a much needed connection to Belmont Center and beyond from the existing bikeways.						
30		Zac	deBethizy	Malden	Ma	May 09, 2022
Fully support bike path expansion. Any additional to the minute man will bring business into town and improve safety of our residents getting to and from a connected path system.						
31		Amy	Dedeo	Belmont	MA	May 09, 2022
Thank you for investing in the expansion of our community networks.						
32		Ethan	Contini-Field	Somerville	MA	May 09, 2022
33		Idith	Kisin	Belmont	Ma	May 09, 2022
We need this badly to get into Town.						

#	Title	First name	Last name	City	State	Date
34	Ms	Ellery	Klein	Medford	MA	May 09, 2022
	Would love to see this completed! I currently bike to work weekly to teach at Powers Music School (daily for parts of the summer) and the end of the Fitchburg cutoff is always a shock as the road leading to Concord Avenue feels so unsafe. Make safe cycling infrastructure a priority please!!!					
35		Nikolay	Koumpikov	Belmont	MA	May 09, 2022
	The Belmont Community Path will have a major positive impact on multiple levels for the Town of Belmont as well as the adjacent towns. It will increase public safety, especially for school-aged kids, it will help reduce the traffic in Town, and it will help decrease the pollution.					
36	Ms.	Elizabeth	Khan	Belmont	MA	May 10, 2022
37	Mr.	Mohiuddin	Khan	Belmont	Ma	May 10, 2022
38	Mr	Nick	Doyle	Belmont	MA	May 10, 2022
	Please fund this project!					
39	Mr.	Daniel	Kirsch	Belmont	Massachusetts	May 10, 2022
40	Mr	Jonathan	Schuster	Belmont	MA	May 10, 2022
41	Mrs.	Marianne	Bindslev	Belmont	MA	May 10, 2022
42	Dr	Heather	Brenhouse	Belmont	Massachusetts	May 10, 2022
43		Laura	Berkheimer	Belmont	MA	May 10, 2022
44	Dr	Jeffrey	Kerner			May 10, 2022
45	Mr	Jon	Schultz	Somerville	MA	May 10, 2022
46		Sean	Rogers	Belmont	Massachusetts	May 10, 2022
47		Randy	Bak	Belmont	MA	May 11, 2022
48		Renan	Feldman	Belmont	MA	May 11, 2022
49	ms	Clara	Roth	belmont	ma	May 11, 2022
50	Ms.	Audrey	Brenhouse	Belmont	Massachusetts	May 11, 2022
51	Mrs.	Melissa	Irion	Belmont	MA	May 12, 2022
	Please fund this path ASAP! Our community desperately needs the Channing Underpass.					
52		Joel	Iglesias	BELMONT	MA	May 12, 2022
	As a high school student I support the community path, because it will provide great opportunities for fun in the sun, and it's also a great way to travel!					
53		Dahlia	Liu	Belmont	Massachusetts	May 12, 2022
54		Kieran	Barlow	Belmont	MA	May 12, 2022
55	Mr.	Cooper	Cullen			May 12, 2022
56		Vivian	Stang	Belmont	massachusetts	May 12, 2022
57		Will	Sprague			May 12, 2022
58	Ms	Heidi	Braun	North Ogden	United States	May 12, 2022
59	Miss	Mack	Brown	Belmont	Massachusetts	May 12, 2022
60	Mr.	Russell	Leino	Belmont	Massachusetts	May 12, 2022
61	Ms	Lena	Marinell	Belmont	MA	May 12, 2022
62		Sofia	Colombo	Belmont	Massachusetts	May 12, 2022
63	Mx.	Kiril	Kueppenbender	Belmont	Massachusetts	May 13, 2022
64	Miss	Francesca	Kitch	Belmont	Massachusetts	May 13, 2022
65		Magnus	Snorrason	Belmont	MA	May 13, 2022
	Why wait until 2026? This such an obviously beneficial community improvement!					
66		John	Dieckmann	BELMONT	MA	May 13, 2022
67	Mr	Aaron	Pikcinglis	Belmont	Massachusetts	May 13, 2022
68	Mr	Gregory	Campisano	Belmont	Massachusetts	May 13, 2022
	This is a very useful project.					

#	Title	First name	Last name	City	State	Date
69		Shanta	Pai	Belmont	MA	May 13, 2022
70	Dr	Maureen	Rezendes	Belmont	MA	May 13, 2022
71	Mr	Jeff	Cronin	Belmont	MA	May 13, 2022
Just as Minuteman has been a huge success, so will Belmont Community Path						
72	Dr.	William	Marinell	Belmont	MA	May 13, 2022
I've been waiting for this path for years. It will be wonderful! Please absolutely fast track these funds!						
73	Mr	Robin	Whitworth	Belmont	MA	May 13, 2022
74		Shilpa	Lawande	Belmont	MA	May 13, 2022
Excited to see the funding for the Belmont community path!!						
75	Dr.	Christopher	Cassa	CAMBRIDGE	MA	May 13, 2022
76		Toby	Lester	Belmont	Massachusetts	May 13, 2022
77		Duane	Bronson	Boston	MA	May 13, 2022
78		Mary	Johanson	Belmont	MA	May 13, 2022
I support Belmont's community bike path. It's long overdue. Thank you, Mary						
79	Dr	Marty	Bitner	Belmont	MA	May 13, 2022
80		Coralie	DiTommaso	Belmont	MA	May 13, 2022
81	Mr.	Eric	Twietmeyer	Belmont	Massachusetts	May 13, 2022
82	Mr.	David	Johanson	Belmont	Massachusetts	May 13, 2022
All initiatives that encourage, enhance and support cyclists and pedestrians should be supported.						
83	Ms	Anne	Poulin	Belmont	MA	May 13, 2022
84	Ms.	Mary	Lewis	Belmont	Massachusetts	May 13, 2022
This path is critical to reducing traffic in Belmont and permitting easier access to the middle and high school from the north side of town.						
85	Mr	Erik	McCoy	Belmont	Massachusetts	May 13, 2022
86	Prof.	Emily	Pollock	Belmont	MA	May 13, 2022
We have been waiting for this for so long!						
87		Bach	Nguyen	Belmont	MA	May 13, 2022
88		Michael	Gao	Belmont	MA	May 13, 2022
Belmont will benefit from this project in so many ways. Let's support it and make it happen.						
89		John	Bowe	Belmont	Massachusetts	May 13, 2022
I strongly support the Belmont Community Path						
90		Zach	Taylor	Belmont	MA	May 13, 2022
91	Mr	Ruichao	Shen	Belmont	MA	May 13, 2022
This path will greatly benefit the high school students and nearby residents commuting everyday. It will also reduce traffic and the carbon emissions generated by people otherwise commuting by cars. It should be supported with high priority.						
92		Erin	McNeill	Belmont	Massachusetts	May 13, 2022
Full support for Belmont Community Path Phase 1 funding. I live at the intersection of Alexander and Channing where the underpass will provide entry and exit to path. This is needed for all ages, demographics, and for traffic and climate.						
93		Na	Li	Belmont	MA	May 13, 2022
This path will greatly benefit the high school students and nearby residents commuting everyday. It will also reduce traffic and the carbon emissions generated by people otherwise commuting by cars. It should be supported with high priority.						
94	Dr.	Chunhua	Qi	Belmont	MA	May 13, 2022
Strongly support for the path ! Will greatly benefit the commuting of school students and residents.						
95	Mrs.	Melissa	McKenna	Belmont	MA	May 13, 2022
96		Xueyan	Fu	Belmont	Ma	May 13, 2022

#	Title	First name	Last name	City	State	Date
97	Dr	Linging	Li	Belmont	Massachusetts	May 13, 2022
	This path is critical for nearby high school students' safety, as this will provide a safe and convenient route for them to commute to and from school. It will also reduce traffic and the carbon emissions generated by people otherwise commuting by cars. It should be supported with high priority."					
98		Erica	Zidel	BELMONT	MA	May 13, 2022
99		Nathan	Kaufman	Somerville	Massachusetts	May 13, 2022
100		Aleda	Freeman	Malden	MA	May 13, 2022
101		Matt	Berk	Belmont	MA	May 13, 2022
102	Dr	Karen	Twietmeyer	Belmont	MA	May 13, 2022
	I fully support construction of the path and will be a frequent user when completed.					
103		Sharon	Bridburg	Belmont	MA	May 13, 2022
	Fantastic! Can't wait until the Path is completed!					
104	Ms	Carolyn A	White	Arlington	Massachusetts	May 13, 2022
	I'm an East Arlington resident I currently ride & walk the Fitchburg Cutoff Path. I'd love to be able to bike to both Belmont Center for shopping & to Waltham for a nice ride. I get bored only using the Minuteman Bike Path to Bedford.					
105	Mr	Fred	Bouchard	Belmont	MA	May 13, 2022
106	Mr	PHILIP	ABERCROMBIE	Belmont	MA	May 13, 2022
107		Caroline	Sherrard	West Somerville	MA	May 13, 2022
108		Erin	Mihok		Massachusetts	May 13, 2022
109		Francisco	Rosales	Somerville	MA	May 13, 2022
110		Adam	Crossman	Waltham	MA	May 13, 2022
111		Matt	Taylor	Belmont	MA	May 13, 2022
112	Ms.	Sheetal	Chhabria	Belmont		May 13, 2022
	I fully support the bike path and funding for it as soon as possible. As we face climate change head on, initiatives like this are essential to our survival.					
113		Becky	Berk	Belmont	MA	May 13, 2022
114		Myles	Steinhauser	Waltham	Massachusetts	May 13, 2022
	The Belmont Community Path extension will provide a crucial link in the modal shift to e-mobility both for commuting and recreation. I am ecstatic to one day cycle from Waltham to downtown Boston on paths and roads designed and upgraded for cyclists and pedestrians to enjoy non-vehicular transportation. Funding for both Phase 1 and Phase 2 is absolutely critical to fully realize the vision that is the Mass Central Rail Trails complete benefits across many populations.					
115	Dr	Katherine	Jewell	Belmont	Ma	May 13, 2022
116		Roger	Cadman	Arlington	MA	May 14, 2022
117		Katherine	Martin	Watertown	MA	May 14, 2022
	I and so excited for this path! I would use it frequently once it's built.					
118		Eric	Colburn	Cambridge	Massachusetts	May 14, 2022
	I would use this path often to get from my neighborhood to Belmont Center, where I often ride my bike. Currently I use the Fitchburg Cutoff path, but then I have to go on streets in Belmont. A path would be safer and better for everyone, especially kids and seniors.					
119		Keith	Eisenman	Lexington	Massachusetts	May 14, 2022
120	Mr.	Michael	Crowley	B elmont	Massachusetts	May 14, 2022
	We can't wait for Belmont's Community Path to be completed!					
121	Mr	Lee	Hollenbeck	Wilmington	MA	May 14, 2022
	Great path is needed for connections					
122	Mrs.	Erika	Whitworth	Belmont	MA	May 14, 2022
123	Mr	Michael	Capitani	BELMONT	MA	May 15, 2022
124	Mr	William	Messenger	Jamaica Plain	MA	May 15, 2022
	Please fully fund construction of Phase I. It's a crucial link for Belmont and all Metro West					

#	Title	First name	Last name	City	State	Date
125		Dawn	Anderson	Belmont	MA	May 15, 2022
126	Belmont Town Meeting Memb	Yvette	Tenney			May 15, 2022
127	Mr	Arthur	Prokosch	Arlington	MA	May 15, 2022
128	Mr	Feng	Pan	Belmont	Massachusetts	May 15, 2022
129		Lin	Ji			May 15, 2022
130	Mr.	xinming	cai	Belmont	MA	May 16, 2022
131	Ms	Xiuli	Yu	Belmont	Massachusetts	May 16, 2022
132	Mr	Charles	Conroy	Belmont	MA	May 16, 2022
133	Ms	Wendy	Conroy	Belmont	MA	May 16, 2022
134	Ms	Charlotte	Conroy	Belmont	MA	May 16, 2022
135		Fang Fang	Zhang	Belmont	Massachusetts	May 16, 2022
136	Ms	Li	Xie	Belmont	MA	May 16, 2022
137	Ms	Zhonghui	Ou	Belmont	Ma	May 16, 2022
138		IAN	FINDLAY	Belmont	MA	May 16, 2022
139	Bo Leng	Bo	Leng			May 16, 2022
140		Yan	Yin		MA	May 16, 2022
141		Glen	Laird			May 16, 2022
This bike trail and the underpath to the high school are extremely important to the community and students.						
142		Lei	Huang	Belmont	MA	May 16, 2022
143	Ms	Kristine	Wan	Belmont	MA	May 16, 2022
144		Yun	Wang	Belmont	MA	May 16, 2022
145		Haixia	Shang	Belmont	MA	May 16, 2022
146	Mr	Qi	Lu	Belmont	MA	May 16, 2022
147	Ms.	Yuanyuan	Lin	Belmont	MA	May 16, 2022
I live nearby. I highly support the funding for the Belmont Community Path.						
148		Jiayin	Mao	Belmont	MA	May 16, 2022
149	Ms	Holly	Muson	Belmont	Massachusetts	May 16, 2022
150	Dr	Hongli	Zhu	Belmont	MA	May 16, 2022
151	Mr	Steve	Muson	Belmont	MA	May 16, 2022
152	MS	Juanjuan	Yang	Belmont	Massachusetts	May 16, 2022
This is a good project to alleviate local traffic problem						
153	Ms.	Sue	Morris	Belmont	MA	May 16, 2022
154	mrs	nancy	dignan	belmont	MA	May 16, 2022
155	Mr	Jiafan	Wu	Belmont	Ma	May 16, 2022
156		Yiwei	Jiang	Belmont	MA	May 16, 2022
157	Mr	SHAWN	ZHANG	Belmont	MA	May 16, 2022
158	Ms.	Xinxin	Guo	Belmont	MA	May 16, 2022
Support this funding since the path leading from Alexander st to high school will greatly benefit surrounding residents and reduce morning traffic. The overall community path will make Belmont connect to neighbor towns even better.						
159	Ms	Pengling	Sun	Belmont	MA	May 16, 2022
160		Xiaoping	Xiong	Belmont	MA	May 16, 2022
161	Ms	Carol	kean	Belmont	MA	May 16, 2022
162	Ms	Yongqun	Zheng	Belmont	MA	May 16, 2022

#	Title	First name	Last name	City	State	Date
163	Ms	Sally	Martin	Belmont	MA	May 16, 2022
164		Andrew	Scholte		MA	May 17, 2022
165	Mr	Randy	Baker	Medford	Massachusetts	May 17, 2022
166	Dr.	Karin	Knudson	Somerville	Massachusetts	May 17, 2022
167	Mr.	Scot	DeDeo	Belmont	Massachusetts	May 17, 2022
168		Roger	Wilson	Winchester	MA	May 17, 2022
A network of bike paths is essential to our transportation in our region and this segment is important to the Alewife subway system connection and to Alewife as a hub.						
169		William	Colgan	CAMBRIDGE	MA	May 17, 2022
170		Jay	Fiske	Boston	MA	May 17, 2022
171	Dr	Benjamin	Spaulding	Arlington	MA	May 17, 2022
172	Ms	Inge	Knudson	Concord	Massachusetts	May 17, 2022
173		Bradley	Harris	Somerville	Massachusetts	May 17, 2022
174	Dr.	Colin	Carroll	Somerville	Massachusetts	May 17, 2022
175		Zachary	Sawyer	Arlington	MA	May 17, 2022
176	Ms.	Rennie	Zimmerman	Belmont	MA	May 17, 2022
177		Tim	Morin	Arlington	MA	May 17, 2022
178		Kathryn	Auffinger	Belmont	MA	May 17, 2022
179	Mr.	Michael	Flamang	Belmont	Massachusetts	May 17, 2022
These trails are invaluable community assets. They facilitate low-impact transportation and enhance the quality of life of the community and neighborhood.						
180	Dr.	Doug	Lipinski	Somerville	MA	May 17, 2022
181	Ms.	Amy	Kirsch	Belmont	MA	May 17, 2022
This is so very needed, thanks for all the work rallying to support this project						
182		Mark	Jacobson	lexington ma 02420		May 17, 2022
183	Mr.	Robert	Imberman	Belmont	MA	May 17, 2022
184	Ms.	Cynthia	Matthes	Belmont	MA	May 17, 2022
185		Julie	Perkins	Belmont	MA	May 17, 2022
186		David	Zipkin	Belmont	MA	May 17, 2022
187	Dr.	Gi	Yoon-Huang	Belmont	MA	May 17, 2022
I am eager to have this come to fruition.						
188	Mr	Mohit	Dilawari	Belmont	MA	May 17, 2022
189	Ms	Gladys	Unger	Belmont	MA	May 17, 2022
We've been using the paths in other towns and it's time that Belmont added its miles!						
190		Chris	Foster	Belmont	MA	May 17, 2022
191		Sabrina	Tan	Belmont	Massachusetts	May 17, 2022
192	Ms	Laura	Caputo	Belmont	MA	May 17, 2022
193		Melissa	MacIntyre	Belmont	Massachusetts	May 17, 2022
I am a cyclist, a Parent, and an elected Town Meeting Member from Precinct 8 in the town of Belmont, and I support this project 100%. Supporting and completing this project is essential to help ensure the safety of the town's children, and all others who want to be able to walk or ride on a path that is free from cars. Thank you!						
194		Kara	Tandy	Belmont	MA	May 17, 2022
The path sounds great! My kids can use it to safely get to the new middle and high school.						
195	Mr.	Reed	Irion	Belmont	Massachusetts	May 17, 2022
196	Dr.	Ambrose	Huang	Belmont	MA	May 17, 2022
197		katherine	dilawari	Belmont	MA	May 17, 2022

#	Title	First name	Last name	City	State	Date
198		Alexandra	Houck	Belmont	Massachusetts	May 17, 2022
199		Emma	Lucia-Thurston	Belmont	MA	May 17, 2022
200		Dmitriy	Ivkov	belmont	Massachusetts	May 17, 2022
201		Tom	Parent	Belmont	MA	May 17, 2022
	This project is so important! It's a crucial link in the region's non-car transportation infrastructure. The railroad tunnel will allow my son a more direct and safe walk/bike to school as well as help alleviate the insane traffic at the Belmont Center railway bridge underpass. Thank you.					
202		William	Hees	Belmont	MA	May 17, 2022
203	Mr.	John	Regier	Belmont	Massachusetts	May 17, 2022
204	Dr	Gavin	Braithwaite	Belmont	Massachusetts	May 17, 2022
205	Mr.	John	Lees	Cambridge	MA	May 17, 2022
	I support this important project for safe community biking in Belmont.					
206	Mr.	Wolfgang	Ketterle	Belmont	MA	May 17, 2022
	Big improvement for bike commuting!					
207	Dr	Emily	Peterson	Belmont	MA	May 17, 2022
208	Dr	Anne	Dwyer wilmer	Adams	St	May 17, 2022
	This will connect many more people to the existing Minuteman/alewife path networks.					
209	Mr	David	Kindler	Concord	MA	May 17, 2022
210		Richard	Nielsen	Waltham	MA	May 17, 2022
211	Mr.	Richard	Fries	Arlington	MA	May 17, 2022
	This is part of a fantastic vision with enormous benefit. The public health, economic and environmental value of such a path is vast.					
212	Mr	Nate	Kemp	Concord	MA	May 17, 2022
213	mr	Amir	Viskin	Concord	MA	May 17, 2022
214	Ms	Aiyana	Currie	Concord	MA	May 17, 2022
215		Brian	Seitz	Watertown	MA	May 17, 2022
216	Mr	Jeffrey	Moriarty	Belmont	MA	May 17, 2022
217		Beth	Rosenzweig	Carlisle	MA	May 17, 2022
218		Robert	MacNeill	Concord	Massachusetts	May 17, 2022
219	Mr.	John	Mendelson	LINCOLN	MA	May 17, 2022
220	Ms	Frederique	Rigoulot	Belmont	MA	May 17, 2022
221		David	McCormick	Acton	MA	May 17, 2022
	I strongly support the construction of the Belmont Community Path. I am a recreational and bike-commenting cyclist and used the Minuteman Rail Trail for many years to commute into Boston and access many rail trails in Middlesex County. These trails are an important resource for safe biking, running, walking and promoting healthy lifestyles.					
222	Mr.	Jeff	Hunt	Concord	Massachusetts	May 17, 2022
	Much needed!					
223		Joseph	Bowen	CONCORD	MA	May 17, 2022
224		John	Graham	Concord	MA	May 17, 2022
225		Karen	Mackin	acton	ma	May 17, 2022
226	Mr	Geoffrey	McCarthy	Concord	MA	May 17, 2022
227	Mr	Brian	Herr	Carlisle	MA	May 17, 2022
228	Ms.	Amy	Kraus	Belmont	Massachusetts	May 17, 2022
229	Ms	Joy	McCallum	Lexington	MA	May 17, 2022
230		David	Peters	Melrose, MA		May 17, 2022
231	Mrs.	Erika	Roberts	Belmont	MA	May 17, 2022
	We are so eager to see this project come to life. We would use the bike path all the time and the underpass daily!					

#	Title	First name	Last name	City	State	Date
232		Laura	Bak	Belmont	MA	May 17, 2022
233		Laurie	Ellis	Arlington	MA	May 17, 2022
	this would be a great addition to the bike path network					
234	Ms.	M	Barnes	Lexington	Massachusetts	May 17, 2022
235		Caroline	Huang	Belmont	MA	May 17, 2022
236		Ruth	Smullin	Belmont	MA	May 17, 2022
	Please fund this project and accelerate funding as future opportunity allows, to fully construct Phase 1 of the Belmont Community Path. Thank you.					
237	Dr	Nathan	Burow	Concord	MA	May 17, 2022
238		Kenneth	Stalberg	Belmont	MA	May 17, 2022
239		Donal	Reynolds	Belmont	Massachusetts	May 17, 2022
240		Peter	Grey	Belmont	MA	May 17, 2022
	As a cyclist and walker, I support full funding of Phase 1 of the Belmont Community Path, a much needed resource for Belmont and surrounding towns.					
241	Ms	Mary	Bradley	Belmont	Ma	May 17, 2022
	I fully support the path because it offers significant benefits to regional mobility and safe routes to school along with many other benefits.					
242	Mr	Josh	Fenollosa	Arlington	MA	May 17, 2022
	As a resident of Arlington, I really like that this path will connect the Minuteman Bikeway to Belmont Center by dedicated bike path, via Alewife. My family will use this.					
243	Mr	Richard	Rowe	Belmont	Massachusetts	May 17, 2022
	This is a very important service for Belmont and beyond.					
244	ms	Frances	Lappé	Belmont	Massachusetts	May 17, 2022
	Please approve this important new public service					
245	Mrs	diane	miller	Belmont	MA	May 17, 2022
246	Mr	Keith	Miller	Belmont	MA	May 17, 2022
247	Ms	Ella	Miller	Belmont	MA	May 17, 2022
248	MR	Michael	Dwyer	Chelmsford	MA	May 17, 2022
249	dr.	mary d.	stearns	belmont	Massachusetts	May 17, 2022
250	Mr	David	Rosenbaum	Concord	US-0-MA	May 17, 2022
	What a great addition to Boston area cycling!					
251		Joe	Bernard	Belmont	MA	May 17, 2022
252	Mr	Lars	Kellogg-Stedman	Belmont	Massachusetts	May 17, 2022
	I think this project will be an incredible asset to our community. It will help bring people together, help reduce dependence on cars for transportation, and help make Belmont a great place for families.					
253		leslie	Talmadge	Belmont	MA	May 17, 2022
254	Mr	Paul	Stanislawzyk	Concord	Ma	May 17, 2022
255	Ms	Deborah	Zehner Cross	CONCORD	MA	May 17, 2022
256		Peter	Gallagher	Concord	MA	May 17, 2022
257		Jesse	Morrow	Somerville	Massachusetts	May 17, 2022
258		Ruth	Sudduth	Stow	Massachusetts	May 17, 2022
259	Ms.	Kathleen	Quirk	Belmont	MA	May 17, 2022
260	Ms	Jennifer	Fries	Cambridge	MA	May 17, 2022
	This project funding is key to regional mobility, connecting students to safe routes to school, and allowing commuters off-street options.					
261		Adam	Dash	Belmont	MA	May 17, 2022
262	Mr	Paul	Santos	Belmont	MA	May 17, 2022
	Please fund this project.					
263		Abigail	Klingwil	Belmont	Massachusetts	May 17, 2022

#	Title	First name	Last name	City	State	Date
264	Ms	Margaret	Muckenhoupt	LEXINGTON	MA	May 17, 2022
265		Stacey	Dybel	Arlington	Massachusetts	May 17, 2022
266	Dr. Michael B. Chesson	MICHAEL	CHESSON	Belmont	MA	May 17, 2022
267		Kevin	Feehily	Marlborough	Ma	May 17, 2022
	This is an important path for commuters to allow another option for safe passage for cyclists/runners/walkers. It will be a healthy benefit for all users.					
268	Mr.	Philip	vanderWilden	Concord	MA	May 17, 2022
269		Radha	Iyengar	Belmont		May 17, 2022
	The Belmont community Path will be a great asset to the community and help alleviate the traffic issues in Belmont. I fully support the Path					
270		Thomas	Farnsworth	Stow	MA	May 17, 2022
271		Paul	Rickter	BELMONT	MA	May 17, 2022
272	dr	Robert	Dannemiller	Boston	MA	May 17, 2022
273	Dr	Robert	Shade	Belmont	MA	May 17, 2022
274	Mr.	Michael	McNamara	Belmont	Massachusetts	May 17, 2022
	I strongly support the community path. Its accessibility to cyclists, but also older residents, parents with young kids, and disabled residents is a potential game changer for people's ability to get around our community in a safe and easy way. Also it can help reduce traffic as more people could bike/take the T to work by using the path. Sincerely, Michael McNamara Town Meeting Member Precinct 7 Belmont MA					
275		Craig	Perini	Acton	MA	May 17, 2022
276		Andrea	Tsai	Belmont	MA - Massachusetts	May 17, 2022
277	Dr.	David	Le Sage	Belmont	MA	May 17, 2022
278		Betsy	Thomas	Belmont	Massachusetts	May 17, 2022
279		Tom	Keane	Somerville	MA	May 17, 2022
	Thanks for considering extended the Fitchburg Cutoff into Belmont. I use the Fitchburg Cutoff a lot!					
280		Dorothy	Bowe	Belmont	MA	May 17, 2022
281		Stephanie	Shapiro Ferrante	Belmont	Massachusetts	May 17, 2022
282	Mr	Theodore	Dukas	Belmont	MA	May 17, 2022
283	Ms	Ying	Tian	belmont	Ma	May 17, 2022
284		Jared	Fernandez	Belmont	Massachusetts	May 17, 2022
	As an avid cyclist, I am in full support of this project. Thank you!					
285	Mr	Sandy	Currier	Bedford	MA	May 17, 2022
286	Ms.	Kathy	Hynes	Watertown	MA	May 17, 2022
287	Dr.	Maria	Bollettino	Belmont	Massachusetts	May 17, 2022
288		Debora	Hoffman	Belmont	MA	May 17, 2022
	Belmont needs this path! With it, we will be more connected with our neighbors and cycling around Belmont will be made easier.					
289		James	Crawford	Belmont	MA	May 17, 2022
290		James	Rhoades			May 17, 2022
291		Elana	Sulakshana	Somerville	MA	May 17, 2022
292		Ken	Green	Concord	MA	May 17, 2022
293		Lindsay	Kalmakis			May 17, 2022
294		Ramon	Kolb	Belmont	Massachusetts	May 17, 2022
295	Mr.	Stephen	Shestakofsky	Belmont	Massachusetts	May 17, 2022
	The Belmont Community Path is long overdue! It would provide a safe and effective route for bicycles and pedestrians that would help get people out of cars with all of the public health benefits that would ensue to both the individuals involved and to the community at large. It would also bring the region closer to a much needed comprehensive and connected system of bicycle and pedestrian trails.					
296		Kerri	Klugman	Belmont	Massachusetts	May 17, 2022
297		Diana	Cosmas	Belmont	MA	May 17, 2022

#	Title	First name	Last name	City	State	Date
298	mr	Peter	Jantzen	concord	MA	May 17, 2022
	please support the Belmont Community Path!					
299	Ms.	Anne	Quirk	Belmont	USA	May 17, 2022
300		Rebecca	Forter	Arlington	MA	May 17, 2022
301		Rachel	Heller	Belmont	Massachusetts	May 17, 2022
302		Deborah	Lockett	Belmont	MA	May 17, 2022
	Couldn't be more delighted that this is finally coming to a vote! There are so many bikers that cut through Belmont and need the whole path connected. The region needs this Path! Thank you for your consideration. We look forward to riding along side you and others when this is all complete.					
303		Hernan	Salcedo	Concord	MA	May 17, 2022
304	Mr	Bruno	Duquet	Acton	MA	May 17, 2022
305	Ms	Gail	Walker	Watertown	MA	May 17, 2022
	I've been hoping to see this path built for over a decade!					
306		Bob	Robitaille	Concord	MA	May 17, 2022
307	Dr.	Amy	Dierberger	Somerville	MA	May 17, 2022
308	Ms	Linda	Levin-Scherz	Belmont	MA	May 17, 2022
309	Ms.	Marie	DeVore	BELMONT		May 17, 2022
	I hate more spending					
310	Mr.	Steve	Klionsky	Belmont	Massachusetts	May 17, 2022
311	Dr	Andrea	Prestwich	Belmont	MA	May 17, 2022
312		Karin	Lehr	Belmont	Ma	May 17, 2022
313		Peter	Jacoby	Belmont	MA	May 17, 2022
314	Ms	Natalie	Leino	Belmont	Massachusetts	May 17, 2022
315		Emily	Running	Belmont	MA	May 18, 2022
316		Beth Ann	Fricker	Belmont	MA	May 18, 2022
317		Ian	Goentzel	Belmont	MA	May 18, 2022
318	Ms	MEREDITH	QUINN	Belmont	MA	May 18, 2022
319	Mr	Sam	Goentzel	Belmont	Massachusetts	May 18, 2022
320		Robert	MacIntyre	Belmont	MA-Massachusetts	May 18, 2022
321	Mr	Kristian	Cibulskis	Belmont	Massachusetts	May 18, 2022
322	Mr	Russell	Mann	Belmont	MA	May 18, 2022
323		Amanda	Rettig	Belmont	MA	May 18, 2022
324	MR	Thomas	Mason	Arlington	US-0-MA	May 18, 2022
325		Wendy	Etkind	Belmont	MA	May 18, 2022
326	Dr.	Sylvia	Fischer	Belmont	Massachusetts	May 18, 2022
327	Ms.	Kai-Ting	Shade	Belmont	MA	May 18, 2022
328	Dr	Rachel	Abercrombie	Belmont	Massachusetts	May 18, 2022
	I have been waiting for this for decades. Both tunnel and path will be a major benefit to people in Winn Brook neighborhood - including those abutting - as well as surrounds.					
329		Elizabeth	Woo	Belmont	MA	May 18, 2022
330	Mr.	angus	abercrombie	Belmont	MA	May 18, 2022
331		Michael Curtis	Curtis	Somerville	MA	May 18, 2022
332		Danielle	Lemack	Belmont	MA	May 18, 2022
333	Mr.	Clay	Siegert	Belmont	MA	May 18, 2022
	The Siegert family is 100% in favor of this project!					

#	Title	First name	Last name	City	State	Date
334		Hilary	Marzot	Concord	Massachusetts	May 18, 2022
335		Susan	Galli	Belmont	MA	May 18, 2022
336		Jamie	Shea	Belmont	MA	May 18, 2022
337	Ms	Anna	Churchill	Belmont	Massachusetts	May 18, 2022
338	Mr	Kaleb	KEITHLEY	Belmont	MA	May 18, 2022
339	Mr.	Craig	Della Penna	Florence	Mass	May 18, 2022
	This is a key part of the longest--and most complicated rail trail in the northeast. Once done--and it will be done, sooner or later, it will be one of the key things that makes our area such an astounding place to live.					
340		Ali	Weihofen	Belmont	MA	May 18, 2022
341	Dr	Quentin	McCubbin	Belmont	Massachusetts	May 18, 2022
342		Holli	Lloyd	Belmont	MA	May 18, 2022
343		Leonard	Katz	Belmont	Massachusetts	May 18, 2022
	A good thing for walkers and bicyclists of all ages.					
344	Dr	Aimee	Reynolds	Belmont	MA	May 18, 2022
345		Peter	Dizikes	Belmont	Massachusetts	May 18, 2022
346	Dr.	James	Clem	Belmont	Massachusetts	May 18, 2022
347		Hannah	Fischer	Belmont	MA	May 18, 2022
348	Ms.	Alexandra	van Geel	Belmont	MA	May 18, 2022
349	Ms.	Abigail	Donner	Belmont	MA	May 18, 2022
350	Mrs	Martha	Loftus	Belmont	MA	May 18, 2022
351		Amy	Checkoway	Belmont	Massachusetts	May 18, 2022
352	Mr.	Paul	Roberts	Belmont	MA	May 18, 2022
	This is a widely supported and long sought investment in 21st century infrastructure. It is a vital project for the economic, social and environmental health of the Belmont/Arlington/Waltham/Cambridge area. I urge MPO to approve these funds!					
353		Michael	Ramsey	Southampton	Mass	May 18, 2022
354	Mr.	Jeffrey	Liszt	Belmont	Massachusetts	May 18, 2022
	The community path is a critical investment in the quality of life for our town as well as providing a safe route to school.					
355	Dr.	Lisa	Starobin	Belmont	MA	May 18, 2022
	I strongly support MPO's plan to allocate federal and state funds to construct the Belmont Community Path!					
356	Mr	Panny	Stephen	Westport	Fairfield	May 18, 2022
357	Mr.	George	Eckert	Natick	MA	May 18, 2022
	Please fund Belmont Community Path. I live in Natick and we have just finished a 2 mile long addition to the Cochituate Rail Trail. An enormous number of people have commented on how beneficial our seemingly short segment is. As our regional trail system blossoms, health, environmental and economic benefits will come to our communities and our neighbors. Please help nourish this blossoming.					
358	Mr.	Carl	Solander	Belmont	Massachusetts	May 18, 2022
359		Picasso	Williams	Petersham	MA	May 18, 2022
	Let's get this done!					
360		Ron	Newman	SOMERVILLE	MA	May 18, 2022
	This is an essential link in a trail that will connect Boston, Cambridge, and Somerville to Waltham and points further west (eventually to Northampton)					
361		Heather	Rubeski	Belmont	MA	May 18, 2022
362	Ms.	Jessie	Bennett	Belmont	MA	May 18, 2022
	This path took an enormous amount of work to get to this point. Please fund and construct it quickly!					
363	Ms.	April	Edrington	Belmont	MA	May 18, 2022
364		Trish	Wagner	Belmont	Massachusetts	May 18, 2022
365		bruce	cherner		MA	May 18, 2022

#	Title	First name	Last name	City	State	Date
	Please fund this important section of the Mass Central Rail Trail. This is an investment which will pay handsome returns to the Commonwealth for many years to come.					
366	Ms.	Denise	Madden Smith	Belmont	MA	May 18, 2022
367	Mr	Charles	Hill	Belmont	MA	May 18, 2022
368	Mrs.	Kathleen	O'Donnell-Bustin	North Reading	Massachusetts	May 18, 2022
	My family routinely loads up our bikes into our minivan and travels rail trails throughout the Boston region, such as the Arlington bikeway and the Peabody Independence Greenway. This proposed Community Path will truly be treasured by generations to come, and will help Americans get more exercise.					
369		Rosemary	Burke	Belmont	MA	May 18, 2022
370	Ms	Mae	Klinger	Belmont	MA	May 18, 2022
371	Dr.	Adrienne	Allen	Belmont	MA	May 18, 2022
372		Tiffany	Lyman	Easthampton	MA	May 18, 2022
373	Dr	Kathryn	Rodriguez-Clark	Belmont	MA	May 18, 2022
374	Mr.	Mark	Wagner	Belmont	Massachusetts	May 18, 2022
375		Hannah	Liberty	Belmont	MA	May 18, 2022
	Please support the funding of this project. It will be a valuable space for the community to use.					
376		Shea	Brams	belmont	massachusetts	May 18, 2022
377	Mr.	Todd	Van Hoosear	Belmont	Ma	May 18, 2022
	An extension of the bike path into Belmont Center is sorely needed and most welcome!					
378		Elshad	Kasumov	Belmont	MA	May 18, 2022
379		Bill	Penn	Andover	CT	May 18, 2022
	Get it done. Connect trails for safe transportation and recreational use					
380	Mr.	Michael	Copacino	Cambridge	MA	May 18, 2022
	So excited for this project, thanks to all who have worked on it!					
381	Ms.	Elizabeth	Gourley	Belmont		May 18, 2022
382		Christopher	Smith	Belmont	MA	May 18, 2022
383	Ms	Judith	Greenspan	Belmont	Massachusetts	May 18, 2022
384	Mr.	Hugh	O'Reilly	Cambridge	MA	May 18, 2022
385	Dr	Roger	Wrubel	Belmont	MA	May 18, 2022
	I have been a strong supporter of the Belmont Wayside portion of the Mass Central Rail Trail, for over 20 years. Please approve funding for Phase I of this worthy and vital project.					
386	Mrs.	Katherine	Lind	Belmont	MA	May 18, 2022
387	Mr	Jeffrey	North	Belmont	MA	May 18, 2022
388	Dr	Claus	Becker	belmont	massachusetts	May 18, 2022
389		Michael	Price	Belmont	Massachusetts	May 18, 2022
390	Mrs	Jennifer	Ausrotas	Belmont	MA	May 18, 2022
391	Mr.	David	Smoragiewicz	Belmont	MA	May 18, 2022
392	Mr.	Anthony	Fitzpatrick	Belmont	Massachusetts	May 18, 2022
393		Stephen	Tomczyk	Belmont	MA	May 18, 2022
394		Catherine	Karatzas	Belmont	MA	May 18, 2022
395		Ray	Ausrotas	Belmont	MA	May 18, 2022
396		J	Orbanes	Belmont	MA	May 18, 2022
	As an avid cyclist and former Belmont citizen (commuting & touring) I look forward to all places in the country being accessible safely by non-motorized wheeled vehicles. I applaud the efforts to complete the Belmont Community Path as rapidly as possible. Thank you for your hard work!					
397		Travis	Franck	Belmont	MA	May 18, 2022
398		Tim	Enman	Florence	MA	May 18, 2022
399		Angela	Holmes	Belmont	MA	May 18, 2022

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400	Mr.	Jake	Lloyd	Belmont	MA	May 18, 2022
	As an avid runner and cyclist, and user of the Minuteman Bikeway, Fitchburg Cutoff Path and Waltham Wayside Trail, I cannot stress enough how thrilled I would be to have a community path in Belmont that would connect all of these routes.					
401	Mr.	Brian	Kopperl	BELMONT	MA	May 18, 2022
	Strongly support the Community Path, which will allow Belmont residents to safely ride off the road while also connecting our town with Cambridge and the bike path leading west to Waltham and beyond.					
402	Mr.	Justin	Leahey	Brookline	Massachusetts	May 18, 2022
	I live in Brookline but bike regularly to Belmont to visit my parents who live there. We enjoy family bike rides on the Minuteman Bike Path and this connector would be great!					
403		Donovan	Hudson	Belmont	MA	May 18, 2022
404	Mr	Michael	Muller	Belmont	Massachusetts	May 18, 2022
405		Lynn	Jacobs	Belmont	Massachusetts	May 18, 2022
406	Ms	Christina	Hatzipetros	Belmont	MA	May 18, 2022
407		Shauna	Daniel-Collins	Belmont	Massachusetts	May 18, 2022
408		Ed	Marrone	Springfield	Mass	May 18, 2022
	Important to have safe plces to ride/walk					
409	Mrs	Jane	Feldhaus	Belmont	MA	May 18, 2022
410		Sean	Westgate	Belmont	MA	May 18, 2022
411	Ms	Lauren	Corning	Belmont	Ma	May 18, 2022
412		Pat	Halvey	Belmont	MA	May 18, 2022
413	Ms.	Azra	Nelson	Belmont		May 18, 2022
414		Christine	Ebstein	Clinton	Massachusetts	May 18, 2022
	I live on another section of MCRT 34 miles west: how am I to cycle in to Boston without this link being completed!!! YES. please push this forward.					
415		Stephanie	Houde	Belmont	MA	May 18, 2022
416		Sue	Garland	Belmont	MA	May 18, 2022
417		Nancy	Voynow	Belmont	Massachusetts	May 18, 2022
418		Sue Ko	Walsh	Belmont	MA	May 18, 2022
419		Adam	Novitt	Northampton	Ma	May 18, 2022
	Please do this! I live in Northampton and would love to travel the state by bike spending money here rather than away!					
420	Ms.	Stephanie	Crement	Belmont	Massachusetts	May 18, 2022
421	Ms.	Irene	Fairley	Belmont	MASS	May 18, 2022
	I support this effort! thank you.					
422		Rachel	Bruno	Belmont	MA	May 18, 2022
423		Ellen	Schreiber	Belmont	MA	May 18, 2022
424		Jay	Abolofia	Waltham	MA	May 18, 2022
	This community path is long overdue and will be an absolute gem to Belmont and the surrounding communities once complete. I implore all decision-makers to rally behind this project.					
425		Brandon	K			May 18, 2022
426		Carolyn	Bishop	Belmont	Massachusetts	May 18, 2022
	Wonderful project with positive impact on the Town, Schools, traffic and environment!					
427	Mr.	Michael	Bolio	Acton	MA	May 18, 2022
428	Mrs	Amy	Gomez	Belmont	MA	May 18, 2022
	I would love to see this work happen and fully support the Belmont Community Path.					
429	Ms	Margaret	Velie	Belmont	Massachusetts	May 18, 2022
430		Evan	Ricker			May 18, 2022
431	Ms	Ruth	Sacks	Belmont	MA	May 18, 2022

#	Title	First name	Last name	City	State	Date
432		Jill	Tapper	Belmont	MA	May 18, 2022
	I strongly support this project.					
433		Bruce	Lederer	Cambridge	Massachusetts	May 18, 2022
434		Andrew	Laubscher	Belmont	MA	May 18, 2022
435	Ms	Annie	Powell	BELMONT	MA	May 18, 2022
	I support the allocation of funds to the Belmont Community Path. Thank you!					
436	Dr	Livia	Racz	Belmont	MA	May 18, 2022
	To whom it may concern: I strongly support full funding of Phase I of the Belmont Community Path project.					
437	Ms.	Carol	Burt	Belmont	MA	May 18, 2022
	I am an enthusiastic supporter and will use the proposed path regularly for commuting and exercise.					
438		Amy	Grossman	Belmont	MA	May 18, 2022
439	Mr.	Brian	Iler	Belmont	Massachusetts	May 18, 2022
440		Ellen	Sugarman	Belmont	MA	May 18, 2022
441		Sue	Bass	BELMONT	MA	May 18, 2022
442	Mr & Mrs	Henry	Ogilby	Belmont	MA	May 18, 2022
443		David	Michaud	Belmont	USA	May 18, 2022
444	Ms.	Amy	Tananbaum	BELMONT	MA	May 18, 2022
445	Ms.	Kathleen	Spencer	Belmont	Massachusetts	May 18, 2022
	Thank you so much for considering this project! We live in the Winn Brook neighborhood and are very excited about it for us and our businesses					
446		Amy	Gavalis	Chesterfield	MA	May 18, 2022
447		Joseph	Hibbard	BELMONT	MA	May 18, 2022
448	Dr	Neal	Snider	Belmont	MA	May 18, 2022
	I want my children to have a safe bike path to the high school and downtown Belmont					
449		Lisa	Brookins	Belmont	Massachusetts	May 18, 2022
450		Josh	Lubarr	Belmont	Massachusetts	May 18, 2022
451		Christine	Doyle	belmont	ma	May 18, 2022
	This bike path will reduce car traffic!!					
452		Leslie	Pilder	Florence	MA	May 18, 2022
	A wonderful project					
453	Mrs.	Victoria	Fici	Belmont	MA	May 18, 2022
454		Will	Jason	Belmont	MA	May 18, 2022
455	Ms	Janice	Biederman	Belmont	MA	May 18, 2022
456	Ms	Emily	Woods	Belmont	MA	May 18, 2022
457	Mrs	Georgina	Lamont	Belmont	MA	May 18, 2022
	Our family fully supports the construction of this Belmont path as a sustainable benefit and safety measure for Belmont students and the whole community					
458	Ms.	Tara	Donner	Belmont	MA	May 18, 2022
459		Satoko	hesp	Belmont	MA	May 18, 2022
460		laurie	graham	Belmont	Massachusetts	May 18, 2022
461	Ms.	J.	Mcswain	Belmont	MA	May 18, 2022
462	Mr	Matthew	Gasbarro	Belmont	MA	May 18, 2022
463		Joshua	Phillips	Belmont	MA	May 19, 2022
464	ms.	Leslie	Kolterman	BELMONT	MA	May 19, 2022
465		Audrey	Miller	Belmont	MA	May 19, 2022

#	Title	First name	Last name	City	State	Date
466	Mr.	Robert	Kuehn	Belmont	MA	May 19, 2022
467		Margo	Furman	Belmont	MA	May 19, 2022
468	Mr	Aaron	Turcotte	Belmont	Ma	May 19, 2022
469		Maria	Olagunju	Belmont	MA	May 19, 2022
470	Ms	Rachel	Hinchliffe	Belmont	MA	May 19, 2022
471	Ms.	Alisa	Todreas	Belmont	MA	May 19, 2022
I fully support the building of the Belmont Community Bike path.						
472	Mr	Ja	Sparks	Belmont	MA	May 19, 2022
473	Ms.	Argelis	Roman	Belmont	Massachusetts	May 19, 2022
474	Mr.	Stephen	Donnelly	Easthampton	MA	May 19, 2022
475	Mr.	Paul	Joy	Belmont	Massachusetts	May 19, 2022
476	Mr	Brian	Saper	Belmont	MA	May 19, 2022
477	Ms	Martha	Pickett	Belmont	Massachusetts	May 19, 2022
478	Dr	Jeff	Levin-Scherz	Belmont	MA	May 19, 2022
479	Mr	Benjamin	Piat	Waltham	Ma	May 19, 2022
It would benefit the community						
480	Ms	Amanda	Forsythe	Belmont	MA	May 19, 2022
481		Lisa	Harrington	Belmont	Massachusetts	May 19, 2022
482		Meryl	Junik	Belmont	MA	May 19, 2022
483	Ms.	Julliette	Carignan	Belmont	MA	May 19, 2022
484	Mr.	Mark	Pucci	Belmont	Massachusetts	May 19, 2022
485		Kathryn	Bowers	Belmont	Massachusetts	May 19, 2022
486	ms.	McNamara	Buck	Cambridge	Massachusetts	May 19, 2022
487		Evanthia	Malliris	Belmont	Massachusetts	May 19, 2022
The Belmont Community Path is a much needed link between Cambridge and points west. It will encourage more cycling and walking, so vital in our fight to mitigate the effects of climate change.						
488		Chris	Brookins	Belmont	Massachusetts	May 19, 2022
489	Mr.	Louis	Bucciarelli	belmont	MA	May 19, 2022
490	Ms	Martha Lee	Spaulding	Belmont	MA	May 19, 2022
491		David	Goldberg	Belmont	MA	May 19, 2022
492		Sarah	Kirshner	Belmont	Massachusetts	May 19, 2022
493	Mr.	Philip	Shepley	Belmont	MA	May 19, 2022
The Belmont Community Path is vital to encourage healthy activities and reduce greenhouse gasses. It is also a critical link in the expanding paths in the Boston area.						
494	Ms	Susan	Demb	Belmont	Middlesex	May 19, 2022
495	Ms.	Kathryn	Crawley	Belmont	MA	May 19, 2022
496	Mr	Steven	Friedman	Belmont	MA	May 19, 2022
497	Mr	Christopher	Cleary	Belmont	MA	May 19, 2022
498		Anne	Mahon	Belmont	MA	May 19, 2022
I'm a commissioner of the Belmont Housing Authority and the Community Path would make transportation for our residents easier and safer. We have needed this for years and we need to move forward on this project. Anne Mahon						
499		Heather	Blake	Belmont	MA	May 19, 2022
500		Mayhew	Seavey	Belmont	MA	May 19, 2022
501	Ms	Lydia	Harris	Belmont	Massachusetts	May 19, 2022
502	Mr.	David	Firth Bard	Belmont	Massachusetts	May 19, 2022

#	Title	First name	Last name	City	State	Date
503		Dong	Wei	Belmont	MA	May 19, 2022
504	Mr.	David	Scheltz	Belmont	MA	May 19, 2022
The Belmont Community Path will be a major asset for the town!						
505		Jennifer	Fallon	Belmont	MA	May 19, 2022
506	Mr.	Mark	D'Andrea	Belmont	MA - Massachusetts	May 19, 2022
507		nora	huvelle	Belmont	MA	May 19, 2022
508		Martha	Moore	Belmont	MA	May 19, 2022
A community path through Belmont would offer area residents a transportation corridor, contributing to the regional effort to reduce carbon emissions, and also recreational opportunities,						
509		Pawel	Nowakowski	Belmont	MA	May 19, 2022
510	ms	Victoria	Thatcher	Belmont	Mass	May 19, 2022
511	Ms	Amy	Kennedy	Ashland	MA	May 19, 2022
512	Dr	Peter	Palmer	Belmont		May 19, 2022
An essential and valuable part of the transportation infrastructure, especially as it connects with existing routes.						
513		Alex	Thurston			May 19, 2022
514		Elizabeth	Dionne	Belmont	MA	May 19, 2022
515	Rev	Ron	Albertson	Easthampton	MA	May 19, 2022
516	Ms.	Marzie	Galazka	Swampscott	MA	May 19, 2022
517	Ms	Libby	Shaw	Watertown		May 19, 2022
518		Philip	Lawrence	Belmont	Massachusetts	May 19, 2022
519	Mrs	Anne	Bassler	Belmont	MA	May 19, 2022
I bike to work from Belmont to Longwood Medical area and have seen some new bike lanes and improvements which is fantastic. Especially lanes over the BU Bridge. I am hoping Belmont can secure TIP funding for the proposed bike path! Thank you, Anne						
520		Ann	LeRoyer	Arlington	Massachusetts	May 19, 2022
521	Ms	Sarah	Wang	Belmont	MA	May 19, 2022
Looking forward to better and safer routes for non-autos!						
522		jenny	smilovitz	Belmont	MA	May 19, 2022
523		James	Bredt	Watertown	Mass	May 19, 2022
The existing spur (Fitchburg cutoff) is one of the most beautiful segments of the Minuteman system. Having it ultimately connect through to Waltham will ensure more people will get to enjoy it, and also use it to commute to Alewife.						
524	Dr.	Richard	Madden	Belmont	MA	May 19, 2022
525	Dr.	Derek	Reformat	Boston	Massachusetts	May 19, 2022
526	Mr	Marc	Melitz	Belmont	MA	May 19, 2022
527		Jason	Lachapelle	Somerville	MA	May 19, 2022
As someone who crosses Belmont by bicycle frequently, and similarly uses the Fitchburg Cutoff path as both a cyclist and runner, I would certainly use this path often. I'm glad to see it in the planning stages!						
528	Ms.	Pamela	Andrews	Belmont	Massachusetts	May 19, 2022
529	Dr.	Kelly	O'Connell	Somerville	MA	May 19, 2022
530		Kate	Daniel	Medford	MA	May 19, 2022
531		SUSANNAH	FORD	Somerville	MA	May 19, 2022
532	Mrs	Jess	Petersen	Somerville	Massachusetts	May 19, 2022
533	Mr.	Dane	Helsing	Belmont	MA	May 19, 2022
534		Libby	Gallaher	Belmont	MA	May 19, 2022
Excited for the community path. Will use to walk						
535	Dr.	Roger	Tobin	Belmont	MA	May 19, 2022
536	Mr	Martin	Wagner	Belmont		May 19, 2022

#	Title	First name	Last name	City	State	Date
	I have been waiting for this path since before my kids were born so they could have used it to get around town without biking in the street. They are now adults. I hope we get this for the next generation of kids					
537		Noel	Clarke	Somerville	Massachusetts	May 19, 2022
538	Mr.	Brendan	Caffrey	Somerville	MA	May 19, 2022
539	Mr.	Patrick	ODougherty	Belmont	MA.	May 19, 2022
	A great idea!					
540	mrs	ann	bucciarelli	belmont	Massachusetts	May 19, 2022
541		IAN	TODREAS	BELMONT	MA	May 19, 2022
542	Ms.	Carrie-Anne	DeDeo	Somerville	MA	May 19, 2022
543		Christopher	Lay	Somerville	MA	May 19, 2022
	The construction of the proposed Belmont Community path would give me a safe bicycle corridor to some of my most-visited points outside Somerville. Please give this project the funding it needs to succeed!					
544	Mr	John	Reinhardt	Somerville	MA	May 19, 2022
	I strongly support the Phase 1 of the Community Path					
545		Mark	Coleman	Bedford	Massachusetts	May 19, 2022
546	Mr.	Frank	Burt	Belmont	Massachusetts	May 19, 2022
	Completing of the Community Path is long overdue. It is necessary for safety and to help preserve our environment.					
547		Rebecca	Benson	Belmont	Massachusetts	May 19, 2022
548	Ms	Barbara	Quinn	Easthampton	Massachusetts	May 19, 2022
549	Me.	John	Scott	Somerville	MA	May 19, 2022
550		Todd	Prokop	Somerville	MA	May 19, 2022
551		Gwen	Co-Wallis	Arlington	MA	May 19, 2022
552		Linda	Blum	Belmont	Massachusetts	May 19, 2022
553		Josephine	Mullan	Cambridge	MA	May 19, 2022
	Can't wait to ride to Belmont with my family in safety and eat and shop there!					
554		Grant	Covell	Belmont	Massachusetts	May 19, 2022
555		Jennifer	Ewers	Florence	MA	May 19, 2022
556		Martha	Grinnell	Williamsburg	MA	May 20, 2022
557		Martin	Plass	Belmont	MA	May 20, 2022
558		Martha	Cohen	Belmont	Massachusetts	May 20, 2022
559	Mr	Andrew	Schneider	Arlington	MA	May 20, 2022
560		David	Brecht	Arlington	MA	May 20, 2022
	The extended bike path would be a huge asset to the community!					
561		Lucy	Gibson	Belmont	MA	May 20, 2022
	I support funding for the Belmont Community Path. It will provide a safer commute, including for children. A positive improvement.					
562	Ms	Jennifer	Kundrot	Belmont	MA	May 20, 2022
563	Ms	Jan	Devereux	Cambridge	MA	May 20, 2022
564		John	Whiteman	Belmont	MA	May 20, 2022
565		Ben	Lubetsky	Belmont	MA	May 20, 2022
566		Shannyn	Heyer	02478	ma	May 20, 2022
567		Tani	Chen	Belmont	MA	May 20, 2022
568	Mr	Alexandre	Valentin	Belmont	MA	May 20, 2022
	This bike path is overdue. It would greatly facilitate safe biking connections through Belmont					
569	Mr.	Peter	Briere	Wayland	Massachusetts	May 20, 2022

#	Title	First name	Last name	City	State	Date
	It is important to keep the Central Mass Rail Trail progressing to completion.					
570	Mr.	Tom	Caputo	Belmont	MA	May 20, 2022
571	Mrs	Barbara	Richardson	Northfield	MA	May 20, 2022
572	Mrs.	Kate	Daly	Easthampton	MA	May 20, 2022
573		Sarah	Caputo	Belmont	MA	May 20, 2022
574		Barb	Taylor	Belmont	Ma	May 20, 2022
	This project will greatly help with traffic to the high school and will keep the kids safe as of right now many of them just cross the train tracks. I love having more safe biking and off-road pass available in Belmont					
575		Ariane	Frank	Belmont	MA	May 20, 2022
576		Jean	Wagener	Northfield	Massachsetts	May 20, 2022
	An important addition to MA trails					
577	Mr.	Robert	Weidknecht	Holliston	MA	May 20, 2022
578	Ms.	Catherine	Bowen	Belmont	Ma	May 20, 2022
	I support the funding of the Belmont Community Path on the 2023-2027 TIP. Town Meeting Member Precinct 4 in Waverley Square					
579		Jeffrey	Licht	Belmont	Massachusetts	May 20, 2022
580	Dr	David	Roberts	Belmont	MA	May 20, 2022
	It just makes sense					
581		Chris	Tweed	Waltham	MA	May 20, 2022
582		Martin	November	Belmont	MA	May 20, 2022
583	Mr	Steve	Hayes	Medford	MA	May 20, 2022
	Would love to see this bike path move forward.					
584	Mr.	Colin	Johannen	Chelmsford	MA	May 20, 2022
585		Steedman	Bass	Cambridge	MA	May 20, 2022
	I strongly support full funding of Phase 1 of the Belmont Community Path. Traffic-separated paths are a huge asset to any community. Linking paths to each other allow people to safely travel between towns, while enjoying the many benefits of human-powered transport.					
586	Mr. and Mrs.	Robert	Phillips	Belmont	MA	May 20, 2022
587	Mr	Tim	Russell	Cambridge	MA	May 20, 2022
588	Ms	Rachel	Gould	Belmont	MA	May 20, 2022
589	Ms	Carol	Miller	Belmont	MA	May 20, 2022
	Build this path while I can still ride a bike! I'm 74...					
590	Mr	Paul	McDonald	Belmont	MA	May 20, 2022
591		Chelsey	Graham	Cambridge	MA	May 20, 2022
592	Mr.	Arne	Buck	Newton	Massachusetts	May 20, 2022
	I look forward to riding/walking this path in the near future. I ride Pleasant Street and Concord Avenue often.					
593	Mr.	John	Pelletier	NEWTONVILLE	Massachusetts	May 20, 2022
594		Caesar	Naples	Belmont	MA	May 20, 2022
595	Dr.	Joseph	Getzoff	Belmont	MA	May 20, 2022
	This would be amazing! I have been struggling to find a nice bikeway from Waverly to connect to Alewife.					
596		Fred	Howland	Medford	Ma	May 20, 2022
597		Brian	Caputo	Belmont	MA	May 20, 2022
598	Ms	Caitlin	Madevu-Matson	Belmont	MA	May 21, 2022
599		Yvette	Cendes	Belmont	MA	May 21, 2022
600		Aaron	Hinchliffe	Belmont	MA	May 21, 2022
601	Mrs	Julia	Muse	Belmont	Massachusetts	May 21, 2022

#	Title	First name	Last name	City	State	Date
602		Caleb	Langer	Florence	MA	May 21, 2022
603		David	Olliges	Belmont	MA	May 21, 2022
604		Meg	Guimond	Belmont	Ma	May 21, 2022
605	Mr	Hilton	Madevu-Matson	Belmont	MA	May 21, 2022
606	Mr	Jeff	Liberty	Belmont	MA	May 21, 2022
607		Christina	Matson	Belmont	MA	May 21, 2022
608	Mr	Doug	Brown	Cambridge	MA	May 21, 2022
	Please fund this important path. It is useful for both Belmont residents and those who live elsewhere and want to walk or cycle to Belmont.					
609	Mr	Vijay	Chandra	Belmont	MA	May 21, 2022
610	Mr	John	Verrilli	Belmont	MA	May 21, 2022
611		Edith	Engel	Belmont	Massachusetts	May 21, 2022
612	Mrs	Jeanne	Jacoby	Belmont	MA	May 21, 2022
613	Ms	Deborah	Galli	Belmont	Massachusetts	May 21, 2022
614		Vincent	Stanton	Belmont	Massachusetts	May 21, 2022
615	Mr	Gregory	LaBombard	Belmont	Massachusetts	May 21, 2022
	I fully support this bike path. Growing up in Belmont, I had to cross the tracks everyday to go to the high school which was extremely dangerous. One of my classmates died. It is irresponsible to not build the path and the tunnel.					
616		Andrew	Machado	Belmont	MA	May 21, 2022
617		Ann	Verrilli	Belmont	Massachusetts	May 21, 2022
	I support the proposed funding for the Belmont Community Path.					
618	mr	peter	olej	belmont	ma	May 21, 2022
	Great idea!					
619		Roger	Gallagher	Belmont	MA	May 21, 2022
620	Mr	Guillaume	Andre	Arlington	MA, middelsex	May 21, 2022
621		Sarah	Dideo	Belmont	Ma	May 21, 2022
622		Elizabeth	Sharawara	Belmont	MA	May 21, 2022
623	Mr	Dean	Hickman	Belmont	MA	May 21, 2022
	In addition to the benefits outlined, this proposal connects Alewife and the Minuteman bike way through to Belmont Center and beyond, good for residents, neighboring town residents improving low carbon and safe access to and from Alewife MBTA consistent with the town and States climate goals.					
624	Mr	Cameron	Klimasmith	Belmont	MA	May 21, 2022
625		Laura	Miyakawa	Belmont	MA	May 21, 2022
626	Mr	John	Fuller	Belmont	MA	May 21, 2022
627	Mr	Philip	Posner	Concord	MA	May 21, 2022
	Build the trail!					
628		Hal	Shubin	Belmont	Ma	May 21, 2022
	We should join all of the other communities in the area in providing safe routes for commuting and recreation.					
629	Mr	David	Naigles	Marlborough	Massachusetts	May 21, 2022
630		Elizabeth	Brown	Belmont	MA	May 21, 2022
631	Mr	William	Kaplan	Belmont	MA	May 21, 2022
	Please accelerate funding and construction.					
632		Catherine	Buni	Belmont	MA	May 21, 2022
633	Ms	Eileen	McGettigan	Belmont	MA	May 22, 2022
	Belmont's Community Path is long overdue.					
634	Dr.	Semyon	Dyatlov	Belmont	MA	May 22, 2022

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635		Brian	LaBombard	Belmont	MA	May 22, 2022
636	Mr.	Travis	Mazerall	Belmont	Massachusetts	May 22, 2022
637	mrs	mai	phan	BELMONT	Massachusetts	May 22, 2022
638	Ms	Margaret	Meehan	Belmont	MA	May 22, 2022
639	Dr	ALAN	Savenor	Belmont	MA	May 22, 2022
640	Mr.	Brendan	Meade	Belmont	MA	May 22, 2022
641		Leigh	Kenney	Belmont	Massachusetts	May 22, 2022
642		Allison	Luss-Lusis	Belmont	MA	May 22, 2022
643	Dr.	Eva	Patalas	Belmont	MA	May 22, 2022
	I am in favor of the community path being built as soon as possible.					
644		Patrick	Welsh	Belmont	MA	May 22, 2022
645	Mrs	Cortney	Eldridge	Belmont	MA	May 22, 2022
646	Ms	Sara	Masucci	Belmont	MA	May 22, 2022
647	Ms.	Christine	Kochem	Belmont	Massachusetts	May 22, 2022
	Our family strongly supports the Belmont Community Path project. We urge the Boston Region Metropolitan Planning Organization to fund at least \$21 million as part of its 2026 budget to build Phase 1 of the Belmont Community Path and to accelerate funding as future opportunity allows. Thank you.					
648	Mr.	Richard	Schaffer	BELMONT	MA	May 22, 2022
	The Belmont Community Path will improve safety and provide greater access to business, cultural, and recreational resources.					
649		Jessie	Yang	Belmont	MA	May 22, 2022
	This is very meaningful for the Belmont residents!					
650		Andrew	McLean	Belmont	Massachusetts	May 22, 2022
651	Mr	Duje	Jelaska	Belmont	MA	May 22, 2022
	As parents to a growing family we would very much want this safe space for them to recreate, but especially as they age into the school system this would be invaluable to us.					
652		Chelsea	Jelaska	Belmont	MA	May 22, 2022
653		David	OTTE		MA	May 22, 2022
654	Mr.	Petru	Sofio	Arlington	MA	May 22, 2022
655	Mr	Barry	Kaue	Belmont	MA	May 22, 2022
656		Ellery	Klein	MA	Medford	May 22, 2022
	I work on Concord Avenue in Belmont and use the Fitchburg Cutoff to get to work each week (or day, in July, for summer programs)- a continuation of this path would feel much safer. Please build this bike path!					
657		Itamar	Turner-Trauring	Cambridge	Massachusetts	May 22, 2022
658		Pete	Goodrich	MA	Belmont	May 22, 2022
659		Jeri	Weiss	74 Agassiz Avenue	MA	May 22, 2022
	I've supported hailing a community path for the 30 years I've lived in Belmont. With the densely trafficked streets, it's critical for a safe space for pedestrians and bikers.					
660		Joseph	Toth	Belmont	MA	May 22, 2022
661		Kristen	Lewis	Belmont	MA	May 22, 2022
	I support the Belmont Community Path.					
662	Dr	Matthew	Henn	Belmont	Massachusetts	May 22, 2022
	Expediting Phase 1 and Phase 2 of this project overdue and needed to promote alternative means of transport and to facilitate students getting to high school.					
663	Ms	Donna	Mayo	Belmont	Massachusetts	May 23, 2022
	This project is good for Belmont. Please approve full funding for Phase 1.					
664		Heather	Barr	Belmont	MA	May 23, 2022
	The Belmont Community Path will give Belmont residents safe bicycle access to neighboring communities and the Alexander underpass will greatly improve the town's walkability.					
665	Mr.	Mark P	Smith	Belmont	MA	May 23, 2022

#	Title	First name	Last name	City	State	Date
	I support full funding for Phase 1 construction of the Belmont Community Path (Project ID 609204). This project will increase the number of people using the regional network of off-road paths, will provide safer access to the large number of middle and high school students seeking safer access to the Belmont middle and high schools via the commuter rail underpass, and many other future users of the Belmont Community Path. I request you include this programmed funding when endorsing the final FFYs 2023-27 TIP and to accelerate funding to an earlier fiscal year in future TIP development as opportunity allows.					
666	Ms	Zoé	Marion			May 23, 2022
667	Ms	Kate	Wong	Belmont	Massachusetts	May 23, 2022
668	Mrs.	Karen	Yates	Belmont	Massachusetts	May 23, 2022
	I support full funding for Phase 1 of the Belmont Community Path					
669		Laura	Meyer	Belmont	MA	May 23, 2022
670	Ms	Margaret	Lazenby	Belmont	MA	May 23, 2022
671	Mr	Rudy	Lerosey	Belmont	Massachusetts	May 23, 2022
672		Klemens	Meyer	Belmont	MA	May 23, 2022
	I've lived in Belmont since I was 6 years old, and now I'm 65. I would really like to be able to bicycle the Belmont Community Path while I'm still able to cycle. We need to get this done, already.					
673		BENJAMIN	SMITH	BELMONT	Massachusetts	May 23, 2022
674		Jose	Salazar	Belmont	Massachusetts	May 23, 2022
675		JULIET	Jenkins	Belmont	Massachusetts	May 23, 2022
676		Felipe	Pait	Brookline	Ma	May 23, 2022
	Excellent for safe healthy transportation.					
677	Mr	Taylor	Yates	Belmont	Massachusetts	May 23, 2022
	This will make our town a better place and significantly benefit abutters.					
678	Dr	Catherine	Fullerton	Belmont	MA	May 23, 2022
679		Marc	Rudnick	Waltham	MA	May 23, 2022
680	Ms.	Danielle	Parrington	Belmont	Massachusetts	May 23, 2022
681	Mr	Daniel	Larson	Waltham	MA	May 23, 2022
682		Ronisha	Carter	Cambridge	Massachusetts	May 23, 2022
683	Mr.	Jonathon	Weiss	Arlington	Massachusetts	May 23, 2022
684		Beverly	Antunes	Winchester	MA	May 23, 2022
685	Ms	Rachel	Herzfeld	Belmont	Massachusetts	May 23, 2022
686		Kathy	Keohane	Belmont	Massachusetts	May 23, 2022
687		Jess	Hicks	Belmont	MA	May 23, 2022
688		Barry	Lubarsky	Belmont	Massachusetts	May 23, 2022
	This will be an important enhancement to the safety of Belmont residents and a significant step towards improving our regional transit system.					
689	Mrs.	Kimberly	Haley-Jackson	Belmont	MA	May 23, 2022
690	Mrs	Lydia	Kogler	Belmont	Ma	May 23, 2022
691	Mrs	Mary Ellen	Birenbaum	Belmont	27	May 23, 2022
692	Ms.	Ariela	Zonderman	Arlington	Massachusetts	May 23, 2022
	Increased regional connectivity of the bike path network will benefit Belmont, obviously, and also surrounding towns.					
693	mr	Douglas	Massidda	Belmont	Ma	May 23, 2022
694		Nichole	Savenor	Belmont	MA	May 23, 2022
695		Kelly	Michaud	Belmont	MA	May 23, 2022
696	Dr.	Ronald	Geiger	Belmont	MA	May 23, 2022
	Totally in support of this project.					
697	Dr	Michael	Macrae	Belmont	Massachusetts	May 23, 2022
698	Ms.	Lisa	Murakami	Belmont	MA	May 23, 2022
	This would be such an asset to our community!					

#	Title	First name	Last name	City	State	Date
699	Mrs	Claire	Grimble	Belmont	MA	May 23, 2022
700	Mrs.	Fabrizia	Renart	Belmont	MA	May 23, 2022
701		Michelle	Young	Belmont	MA	May 23, 2022
702		Jill	Norton	Belmont	MA	May 23, 2022
703	Ms	Marcia	Haines	Belmont	MA	May 23, 2022
704		Christina	Marsh	Belmont	Massachusetts	May 23, 2022
705		Erin	Sawyer	Belmont	MA	May 23, 2022
706		Dennis	Kavanagh	Belmont	MA	May 23, 2022
707	Mr	Jordan	Kogler	Belmont	MA	May 23, 2022

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

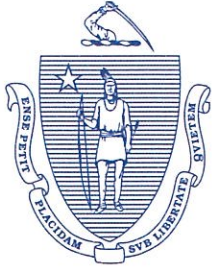
May 24, 2022

Dear Mr. Genova,

I write in strong support for moving forward as expeditiously as possible with approval for the Belmont Community Path. Beyond the many benefits including access to recreation and commuting, the tunnel under the train tracks at Alexander Avenue will make it possible for middle and high school students living north of the train tracks to safely bike or walk to school, which is currently not possible. Students actually risk their lives daily instead of walking around to the official crossing points.

Thank you,

Mary Lewis
Belmont Town Meeting Member, Precinct 1



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

WILLIAM C. GALVIN
STATE REPRESENTATIVE
6TH NORFOLK DISTRICT
STATE HOUSE, ROOM 166
TEL. (617) 722-2692
FAX (617) 722-2846

CHAIRMAN
House Committee on Rules

William.Galvin@MAhouse.gov

May 4, 2022

Mr. Matt Genova
TIP Manager, Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116

RE: Comment on the MPO's Transportation Improvement Program/Canton Interchange Project

Dear Mr. Genova:

Please accept this letter as my strong, continued support of the I-95/I-93 Interchange improvement project in Canton. The interchange is poorly designed, with hairpin turns that create daily traffic headaches and are responsible for numerous fatal crashes. In addition to the traffic woes on the interstates themselves, increasingly each year, more and more vehicles try to circumvent the interchange by utilizing lesser-highways and ultimately, local roadways in the communities I represent, burdening the quality of life for many of my constituents.

The Interchange Project originated in the early 1970's as part of a plan to extend I-95N through the Route 128 corridor and into Boston from points south. Design and reconstruction of the interchange was anticipated to be completed in 2006. This project is long overdue. Acknowledging the regional importance of reconfiguring this interchange, during the 2019-2020 legislative session, I was proud to work with my legislative colleagues to secure \$300 million in funding for this project, which was included in Chapter 383 of the Acts of 2020. It is my hope that the MPO will recognize the benefits that this would have on relieving a traffic pressure point and would prioritize this project. Further, I would respectfully ask the Baker Administration's consideration in releasing the funds contained in the 2020 Transportation Bond Bill, as well as the Administration and the MPO's collaboration in securing and investing federal resources to help make this project come to fruition.

This project is vital to the health and economic wellbeing of the region and is worthy of inclusion in the Boston Region Metropolitan Planning Organization's Transportation Improvement Program for 2023-2027. These improvements will have significant benefits for the Greater Boston region by improving safety, reducing greenhouse gas emissions, enhancing the regional economy, and improving quality of life for many Massachusetts residents. Please consider the full impact of this project when making any decisions regarding the I-95/I-93 Interchange improvement project. Thank you.

Sincerely,

A handwritten signature in blue ink that reads "William C. Galvin".

William C. Galvin
State Representative

CC: *The Honorable Charles D. Baker, Governor of the Commonwealth of Massachusetts*
The Honorable Jamey Tesler, Secretary of Transportation and CEO of MassDOT

Somerville (#607981): McGrath Boulevard Construction

May 23, 2022

To the Boston Regional MPO,

We in Somerville Transportation Equity Partnership (STEP) highly commend the Boston Regional MPO for including funding for the McGrath Boulevard project in the draft FFYs 2023-27 Transportation Improvement Plan (TIP).

McGrath Highway, built in 1928 and augmented with the McCarthy Overpass in the 1950s, exemplifies the unfortunate era of car-first urban planning when it was built as a high-speed pass-through long before I-93 construction. The McCarthy Overpass, over Washington Street in Somerville, has been an eyesore and physical barrier of concrete and noisy polluting traffic separating Union Square from the East Somerville and Innerbelt neighborhoods. It has also been extremely dangerous for pedestrians.

The long-awaited removal of the McCarthy Overpass will help reconnect those neighborhoods that will soon be serviced by the forthcoming GLX. By uniting the east and west parts of Somerville, a modern McGrath Boulevard can meet both current and foreseeable pedestrian-oriented development and mobility needs, by prioritizing safe and accessible separated and protected ped/bike infrastructure and transit connections.

The potential of removing the McCarthy Overpass has been extremely popular among Somervillians since MassDOT held a public process to develop early McGrath Boulevard concepts back in 2015-2016. We very much look forward to seeing the project rebooted and funded in the FFYs 2023-27.

Best regards,

- Karen Molloy
on behalf of Somerville Transportation Equity Partnership (STEP)

Sudbury and Wayland (#610660): Mass Central Rail Trail (MCRT)

May 23, 2022

The MCRT (Mass Central Rail Trail) in Sudbury and Wayland, project ID 610660, is proposed for upwards of \$4.5 million in state highway funds in FFY2027. This will extend the trail from Andrews Road in Wayland to Landham Road in Sudbury through the Great Meadows National Wildlife Preserve across the Sudbury River.

There is no project ranking for this proposal. It is described as a MassDOT priority, the reasons are unexplained, and it is not possible to understand where its priority lies among other proposed projects. The rail trail is #610660 built to an arbitrary endpoint; it ends abruptly beneath a bridge at an underpass depressed more than ten feet from the surrounding surface, and provides no reasonable access for pedestrians, cyclists or motorists attempting to bring users to the facility. MassDOT recently rebuilt the adjacent intersection of Landham Road with Boston Post Road (#607249) and there was no mention of the need to accommodate access for a trail. Indeed, there will be no viable public access to this trail within the borders of Sudbury.

I realize that MassDOT is subject to intense advocacy by rail trail enthusiasts, but proceeding with this project with no end-game in sight is not in the public interest. Currently, continuing the trail further west depends on an ill-advised alliance between Department of Conservation and Recreation (DCR) and Eversource. Continuing resistance to the Eversource proposal puts any attempt to continue the trail beyond the non-endpoint at Landham Road at risk, and may result in significant delays.

Please remove this project (#610660, MCRT in Sudbury and Wayland) from the TIP. It does not stand on its own and it's not clear when it could continue.

Thank you.

Patricia Brown



Sudbury and Wayland (#610660): Mass Central Rail Trail (MCRT)

May 23, 2022

The TIP indicates 80% of the funding for the Mass Central Rail Trail is Federal Funding. If this is true, please advise why the Surface Transportation Board (STB) is not involved in the planning and design phases. This is an "active" Right of Way (RoW) in that it has never been formally abandoned by the STB. As an active RoW it is under STB jurisdictional authority. Abandonment is permissive and not self executing. The STB has exclusive and plenary authority for abandonment of RoWs. The MBTA in a recent filing with the STB advised they believed the RoW was abandoned. I assure you the RoW has not been formally abandoned and any design or construction of a Trail that interferes with current or any proposed future use as a rail asset by "any interested railroad" is subject to preemption by the STB.

Daniel A. DePompei

Mr. David Mohler, Chair
Chair, Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116
C/O Matt Genova, mgenova@ctps.org

RE: Swampscott Rail Trail (Project 610666)

Dear Mr. Mohler,

I have been a resident of Swampscott for 29 years and am writing to express my opposition to the town of Swampscott's request for funding related to the Swampscott Rail Trail. I last wrote to you in March of 2021 and my concerns remain.

First, my section of the proposed rail trail runs between Bradlee Ave. and Humphrey St. There are approximately 30 landowners in this dense section and it's been proven that the land is owned by the adjacent property owners, including myself. The town does not own this land, which I believe is a prerequisite to receiving the grant. If the town chooses to move forward with Eminent Domain, not only would it be a drawn out, costly endeavor for such a small town, but I believe it would be a grave misuse of power. Eminent Domain may be necessary in extreme cases, but to use it for a recreational path is misguided and I believe setting an unsettling precedent.

My second and perhaps even more compelling reason are the effects on the environment. Two short segments have already been completed and the decimation of trees, brush, plants and wildlife habitat is inexcusable and completely unnecessary, especially in this time of accelerating global warming and the resulting extreme weather. We live in a beautiful seaside town with tremendous access to the coastline, including a well maintained boardwalk from Swampscott, along Lynn Short Drive and into Nahant. We are also lucky to have not only our own Harold King Forest with a 1 mile walking loop, but we are in close proximity to Salem Woods and Lynn Woods, allowing plenty of opportunity for walking and recreation. Respectfully, this is not the time to be destroying trees and vegetation, especially when there is no need.

For your review, and as a reminder of the importance of our existing mature trees and vegetation along the path, I am re-attaching the Salem News article written by Brian Watson, where he elaborates on many of the environmental concerns I state here. Brian is a Salem News columnist, a registered architect and served 10 years on the Swampscott Planning Board. He was also the town's representative to the Metropolitan Area Planning council. This article begs the question of why we need to disrupt nature in this small town for a path when we already have so many wonderful, natural amenities around us to enjoy and live a healthy lifestyle.

Thank you for taking the time to read my letter. We appreciate the good work the MPO board does and the ever increasing volume of projects you have to analyze and prioritize. We appreciate your efforts!

I respectfully request that the town of Swampscott's request for funding related to this project be denied.

Sincerely,

Maura and Bill Carroll
33 Morton Road
Swampscott, MA 01907

Column: Rethink the Swampscott Rail Trail

Brian T. Watson

Jul 22, 2021



This recently completed section of the Swampscott rail trail had to be cleared of substantial brush and trees. Brian T. Watson photo



I have written a number of times about the proposed Swampscott Rail Trail. That is because we are in an unfolding environmental crisis and we are having difficulty seeing it, understanding it and identifying the actions required of us in response to it. I am writing again also because there is still time for the town to avoid making a terrible mistake.

In light of global – and local – warming, and the rapid destabilization of ecosystems in every region, we should either abandon or redesign the portion of the rail trail that is not yet built.

The current design requires the removal of too much brush and too many trees. Our town needs that foliage to help to temper our local air temperatures, and to contribute to tempering the air of the larger region. Communities are in this together.

In June, did you spend any time outdoors during the two heat waves? Did you feel that heat?

Let me paint a picture of what's coming. By 2070, the Boston metropolitan area will experience 90 days a year when the temperatures exceed 90 degrees. That's basically the whole summer. Every year between now and 2070, the number of 90-degree days will increase. In the 1960s, we got three or four 90-degree days annually; today we get 14 or so. Oh, and by 2070, summer itself will be two months longer.

Relying on air conditioning and an expanded power grid won't save Swampscott or the region. Across the world, as habitats and woods and the Amazon shrink, the global nature of the coming heat will simply overwhelm our efforts to fight it.

Do you understand what the greenery and brush and trees now existing along the proposed trail do for Swampscott? They shade the soil, lower its temperature, and provide moisture for the air. They remove carbon dioxide from the air, absorb rainwater and significantly lower the air temperature in the area. And these effects are multiplied and made more powerful because they come from trees and brush that form a connected, mature, green corridor, as opposed to the lesser effects available from isolated street trees.

The brush and trees in the rail trail route are robust, resilient, protected, and they shade each other. Nobody has to water them, and they survive droughts.

Some people say, well, let's build the trail and then plant new trees in other areas. That's a good sentiment, but it doesn't grasp the emergency we're in now, or the conditions that are coming. It also doesn't recognize the difficulty of ensuring that new trees grow or survive over the decades it takes for them to gain meaningful size.

Because our society has waited so long to acknowledge the severity of the coming heat, we cannot afford to remove any trees unless there is no alternative. In actuality, we need to both preserve the rail trail greenery, and plant new trees.

If we were to clear the remainder of the trail route, we would within 10 years or so realize what a mistake we had made.

Though it may be startling to read this, we will soon – within decades – be facing repeated heat waves that will upend organized life in many significant ways. Unless you are older than 70 or 75, you will see this. Children and young adults under the age of 35 or 40 certainly will not have pleasant or safe futures.

Lots of people in Swampscott are relatively prosperous. We have home and car air conditioning, plenty of food and drink, good health and fitness habits, a friendly community, beautiful neighborhoods and an often cool oceanside environment. To us in Swampscott, it can seem like the environmental crisis is always someplace else, that here it seems like we can manage it.

I've lived here since 1981, so I get that feeling too. I understand how difficult it is to get our minds around the idea that our actual future – any future – is in jeopardy. We are very comfortable now, and it is very difficult to imagine environmental and societal breakdown from that comfortable position.

Perhaps, measured against the scale of global warming, removing 300 or 400 trees and uprooting two miles of vines and bushes just doesn't seem like significant damage. But that is the kind of thinking – multiplied across regions – that has brought on this crisis.

Swampscott residents can't fix the Amazon, can't stop the forest fires in California, or halt the drought in the western states. All we can do is act responsibly with the small bits of nature in our town, and contribute what we can by preserving our trees and preserving our remaining undeveloped corridors.

Accordingly, we should reconceive the rail trail. Our selectmen, together with townspeople, should talk about the trail in the context of local and regional warming. That focus and connection have never been widely and publicly examined. Perhaps the town should conduct a teach-in for itself, and come to understand the crisis we're in and what responses we want to make.

In light of the coming frequent and intense heat, chain-sawing trees and uprooting vegetation – as has been done in the recently built sections of the trail – is actually madness.

I know that thinking of the future as a sure ecological disaster is an immense challenge for people. It is unprecedented. But only by thinking that way will we make an impression on ourselves, and be able to alter commensurately our actions today.

Brian T. Watson is a registered architect and has been a member of the Swampscott Planning Board and the Downtown Revitalization Committee, and served as the town's representative to the Metropolitan Area Planning Council. Contact him at btwatson20@gmail.com.

||||

Trending Video



Swampscott (#610666): Swampscott Rail Trail

May 1, 2022

Dear Matt Genova,

Please be aware that Swampscott needs all the green space it still has. The Rail Trail (as is proposed) is a development of that land. The enormous cost is evidence of that. I strongly object to using taxpayer dollars for this project when roads and sidewalks are long overdue. Eminent domain? Really? If the Town has that much free money, maybe they should first consider lowering our sky high taxes! This is an insult in so many ways.

Please do not approve our money for this project.

Sincerely,

Jeanne Breen

Swampscott (#610666): Swampscott Rail Trail

May 1, 2022

Dear Mr. Genova,

The area of the rail trail raises lots of issues for the wildlife of the area as well as overflowing from rains.

Has a study been performed that examines these issues?

The people who live near the trail know this best.

Is their testimony included in your findings?

Thank you,

Richard Klayman, Ph.D.



ESSEX NATIONAL HERITAGE COMMISSION

10 Federal Street · Suite 12 · Salem, MA 01970
978.740.0444 tel ~ 978.744.6473
www.essexheritage.org

May 5, 2022

Matt Genova
Transportation Improvement Program Manager
Central Transportation Planning Staff
10 Park Plaza, Suite 2150
Boston, MA 02216

Re: TIP Project #610666 – Swampscott Rail Trail

Dear Mr. Genova,

The Essex National Heritage Commission is writing in strong support for the continuing trail project in the town of Swampscott that will connect a key gap in the Border to Boston (B2B) Trail. The B2B Trail is an increasingly connected multi-user approximately 70-mile trail from the New Hampshire border to Boston. The B2B Trail is also a critical link in Massachusetts for the East Coast Greenway (www.greenway.org) being developed between Maine and Florida.

Locally, completion of this section of the Swampscott Trail will make possible a non-motorized corridor option for students to safely get to three public schools. Regionally, the Swampscott section of the B2B Trail will be a major step toward linking the towns to the south of Lynn, Saugus, and others along the Northern Strand Trail with the towns to the north of Marblehead, Salem, and Peabody.

The Planning Department for the Town of Swampscott has worked diligently with the trail neighbors and local developers whose parcels abut the right-of-way for this section of trail. They are well on their way to securing all the necessary easements for both the needed at-grade crossings and bridge abutments.

We respectfully request the MPOs continued support of, and inclusion of, the Swampscott Rail Trail (Project #610666) on the FFY23-27 Transportation Improvement Plan. Construction of this project will close an important gap in the B2B trail.

Sincerely,

David C. Read
President, Essex Heritage Board of Trustees

Cc: Annie Harris

The mission of the Essex National Heritage Commission is to preserve and enhance the historic, cultural, and natural resources of Essex County, Massachusetts.

Swampscott (#610666): Swampscott Rail Trail

May 6, 2022

Good afternoon,

I'd like to voice my support for Project Number 610666 'Swampscott Rail Trail Construction.'

As a resident of Swampscott, a member of the Swampscott Planning Board, and a frequent user of the current rail trail (which ends at the Swampscott/Marblehead border), I fully support this project. The construction of the entire rail trail in town will provide great benefit to the people of Swampscott. This new path will connect to the Swampscott Middle School and new Swampscott Elementary School, cross a major roadway (State Route 1A), and provide access to Marblehead, Salem, and the larger trail network that is building across the region. It will provide a low-stress and safe alternate means of transportation and recreation to people across town, especially at the end point near the Swampscott MBTA commuter rail station, which is a part of town that is densely populated and lacking in green space. There really couldn't be a better project to unite the town, and it shows, with Town Meeting voting in favor of the trail on several occasions.

Thank you for reading these comments and for including the trail in this draft of the TIP.

Michael Proscia
16 Jessie St, Swampscott

432 Humphrey Street, Unit 11
Swampscott, MA 01907-2529
May 10, 2022

Mr. Matt Genova
Transportation Improvement Program Manager
Central Transportation Planning Staff
10 Park Plaza, Suite 2150
Boston, MA 02116

RE: SWAMPSCOTT RAIL TRAIL CONSTRUCTION PROJECT 610666

Dear Mr. Genova:

I am writing to support completion of the Swampscott Rail Trail. As a resident of Swampscott for the past 16 years, I enjoy walking and biking in the area. I am grateful that Swampscott Town Meeting members have consistently supported creation of the Rail Trail. They are asking for the Metropolitan Planning Organization's continued support of the Swampscott Rail Trail, and the inclusion of this project (#610666) on the FY 23-27 Transportation Improvement Plan.

Enthusiasm has grown following completion of the first two sections of the trail. In addition to private contributions, the Friends of the Swampscott Rail Trail have raised funds through several used bike sales that were held last summer and have already begun this spring. Last summer, the Friends donated \$150,000 toward construction of the trail, all of which was raised through donations and used bike sales.

Volunteers can be seen regularly picking up litter, and planting shrubbery and flowers. As a former rail bed, the Rail Trail is particularly susceptible to invasive plant species, because nothing was ever deliberately planted on the train tracks. The Friends of the Swampscott Rail Trail have worked with the Swampscott Conservancy identifying and removing invasive plants, and replacing them with native species. The aim of this effort is to complete this recreational trail while adding more native trees and plants than have ever existed along this beautiful pathway. I am helping, and am continuing to plant as I remove invasives to ensure that this remains a "green" project!

I have been so pleased to see extensive use of the completed sections of the trail, along with increased community involvement. I urge you to approve the funding for this initiative as our town works toward completion. Thank you very much!

Very truly yours,

Emily Andreano

Emily Andreano

8 Parsons Drive
Swampscott, Massachusetts 01907
May 10, 2022

Mr. Matt Genova
Transportation Improvement Program Manager
Central Transportation Planning Staff
10 Park Plaza, Suite 2150
Boston, MA 02116

RE: SWAMPSCOTT RAIL TRAIL CONSTRUCTION PROJECT 610666

Dear Mr. Genova:

We are writing in support of completion of the Swampscott Rail Trail. As residents of Swampscott for the past 40 years, we enjoy walking and biking in the area. We are grateful that Swampscott Town Meeting members have consistently supported creation of the Rail Trail. We are asking for the Metropolitan Planning Organization's continued support of the Swampscott Rail Trail and the inclusion of this project (#610666) on the FY 23-27 Transportation Improvement Plan.

Enthusiasm has grown following completion of the first two sections of the trail. In addition to private contributions, the Friends of the Swampscott Rail Trail has raised funds through several used bike sales that were held last summer and have already begun this spring. Last summer, the Friends of the Swampscott Rail Trail donated \$150,000 towards construction of the trail, all of which was raised through donations and used bike sales.

Volunteers can regularly be seen picking up litter, planting shrubbery and flowers. As a former rail bed, the Rail Trail in particular is prone to having invasive plant species, because nothing was ever deliberately planted on the train tracks. The Friends of the Swampscott Rail Trail has worked with the Swampscott Conservancy identifying and removing invasive plants and replacing them with native species. The aim of this effort is to complete this recreational trail while adding more native trees and plants than have ever existed along this beautiful pathway. We are helping, and are continuing to plant as we remove invasives to ensure that this remains a "green" project!

We have been so pleased to see extensive use of the completed sections of the trail, along with increased community involvement. We urge you to approve the funding for this initiative as we work toward completion. Thank you very much!

Sincerely,



Irene Leamon



Jonathan Leamon

cc: Marzie Galazka, Director of Community and Economic Development, Swampscott
Alexis Runstadler, Friends of the Swampscott Rail Trail

May 10, 2022

Mr. David Mohler, Chair
Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116
c/o Matt Genova at mgenova@ctps.org

Re: Swampscott Rail Trail Project #610666

Dear Mr. Mohler:

I am writing as a follow up to my letter dated March 28, 2021 regarding the proposed Swampscott Rail Trail (Project #610666).

I am a 48 year resident of Swampscott, MA and again respectfully request that you **decline funding** the Swampscott Rail Trail at this time. Since my last letter, which is incorporated into my comments below, no changes have been made as it relates to the ownership, use of eminent domain, density of this section, nor the Town of Swampscott's willingness to consider an alternative outside of the proposed Trail path (which would eliminate the use of eminent domain).

My section of the proposed trail runs between Bradlee Avenue and Humphrey Street. This section of the proposed trail is definitively owned by the adjacent property owners (as reflected on their deeds), including myself. The Town's campaign in 2017 to support the provision of \$850k for the design and related land acquisition costs was largely run on vague and misleading information related to the true ownership of the related property. Additionally, I note that the Town has represented in the information they have provided to you that Swampscott Town Meeting overwhelmingly approved the provision of \$850k in 2017; what they failed to mention was that a group of residents pushed the matter to a town wide vote which occurred on June 29, 2017. While that vote was not successful in preventing the provision of funding, it more accurately represents the divided sentiments of Swampscott's residents. On that voting day, 46% of Swampscott's registered voters turned out with the proponents winning by a difference of 589 votes, which is hardly the overwhelming majority the Town would have you believe.

Additionally, the Town of Swampscott will use eminent domain to take an easement for a recreational path in this section. Although the Town maintains that property owners will continue to "own the dirt underneath the easement", once the land is taken via eminent domain for a recreational path, the use of the land is forever changed and will never return to the property owners. To add insult to injury, the Town has offered residents in this section \$100 for their property, which then puts the onus on the homeowner, at their own expense, to take the Town to court to secure reasonable compensation.

While I am not opposed generally to Rail Trails, I am vehemently opposed to using eminent domain for such Trails. Eminent domain powers were originally created to facilitate building hospitals, schools and highways, not recreational paths.

Additionally, this section of the proposed Rail Trail would run between a dense area of homes, many of whom have maintained the property as part of their yards, because it is! This tract is full of mature trees and vegetation, including native blackberry bushes on my property. This fact is quite contrary to what the Town and the Trail proponents would have you believe, and in fact, I spoke directly to this matter during public comment at one of your meetings last year.

As an alternative, we have suggested that the Town move this section to the quiet adjacent street in front of this section, rather than take property via eminent domain for a recreational path behind our homes. To date, the Town has not been willing to consider any alternative outside of the proposed Trail.

I respectfully ask again that you **decline any funding** until the Town of Swampscott is willing to consider alternatives that don't include the use of eminent domain, even for a recreational easement.

Finally, I invite you and your colleagues to visit my property at any time to view the devastation the Trail will cause in this very dense section of Town, and I'm confident that my neighbors would agree to the same site visit. I'm happy to arrange such a visit at your convenience.

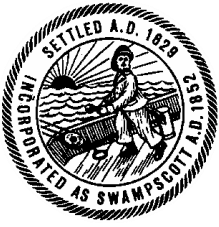
Sincerely,

A handwritten signature in cursive script that reads "Kimberly Nassar".

Kimberly Nassar

27 Morton Road

Swampscott, MA 01907



TOWN OF SWAMPSCOTT
OPEN SPACE & RECREATION PLAN COMMITTEE

ELIHU THOMSON ADMINISTRATION BUILDING
22 MONUMENT AVENUE, SWAMPSCOTT, MA 01907

MEMBERS

TANIA LILLAK, CHAIR
TONI BANDROWICZ, VICE CHAIR
BRIAN LONGIN
ANGELA IPPOLITO
SIERRA MUNOZ
RICHARD SMITH
MICHELE BARDEN

May 13, 2022

Mr. David Mohler, Chair
Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116
c/o Matt Genova at mgenova@ctps.org

RE: Swampscott Rail Trail Construction Project 610666

The Swampscott Open Space & Recreation Plan Committee respectfully requests the MPO's continued support of, and inclusion of the Swampscott Rail Trail (Project #610666) on the FFY23-27 Transportation Improvement Plan.

In addition to being one of the specific objectives of Swampscott's 2013 and 2020 Open Space & Recreation Plan, the creation of the Rail Trail was identified as a top priority by residents in the Town's master planning process. "The rail trail has been one of the most supported open space and transportation initiatives during this planning process," the final Swampscott 2025 Master Plan notes, "[it] could serve as the spine of a town-wide green corridor network and offer an additional transportation option for bicycle commuters." Providing an alternative walking and biking route away from traffic, especially for our children, we believe provides a very strong incentive for the creation of the Rail Trail. The rail trail will also provide off-road access and connection to three schools, including a new 900 student district wide K-4 grade school. Construction of the new school will commence later this year.

In addition to promoting healthy recreation and transportation by providing a place for adults and children to walk and safely ride their bikes, the Swampscott Rail Trail will add accessible green space to a Town woefully short on open space. Frederick Law Olmsted, creator of New York City's Central Park and Boston's "Emerald Necklace" of parks -- as well as our own Olmsted District here in Swampscott -- would have wholeheartedly approved of the proposed Rail Trail. He was a believer in the benefits of green space. Parks are the "lungs of the city," he said, and "the heart of the community."

The Rail Trail's 90,000 square foot linear park running the length of Swampscott will provide access for all the Town's residents to open space for enjoying recreation, the outdoors, and our community. It will give Swampscott's residents needed space to breathe and a better connection to our community. The time for fulfilling the creation of this green space is long overdue.

I appreciate your time and attention to this matter. Please contact me with any questions you may have.

Thank you,

A handwritten signature in black ink, appearing to read "Tania Lillak". The signature is written in a cursive, flowing style.

Tania Lillak, Chair
Open Space & Recreation Plan Committee

Swampscott (#610666): Swampscott Rail Trail

May 14, 2022

Julie Surette
79 Nason Road
Swampscott, MA 01907

Mr. David Mohler
Chair, Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116
C/o Matt Genova, mgenova@ctps.org

RE: Swampscott Rail Trail (Project number 610666)

Dear Mr. Mohler and members of the Boston Metropolitan Planning Organization:

I am writing to you in opposition to the funding requested for the Swampscott Rail Trail (Project number 610666). There are many problems with this project. I would like to direct your attention to one more major issue, which is blasting in this environmentally sensitive area. This trail design calls for moving a stream, which is an important part of the drainage system for this beautiful area behind the Nason Road section of this project.

Having lived adjacent to this conservation area for over 30 years, I am well aware there is a tremendous amount of ledge in this area. Additional proof is that National Grid's poles are installed with ledge mounts here.

When I questioned the design team representative about this at a Swampscott Conservation Committee public meeting (pre-covid), she confirmed for all, yes, that blasting due to ledge may indeed be required to move the stream on the Nason Road corridor of this project. Blasting in an environmentally sensitive area, adjacent to vernal ponds no less, is never a wise choice. Especially when a better environmentally friendly choice is available.

There is an existing trail in the woods that runs parallel to the rail trail where the stream is slated to be moved. This existing, well established trail is many many decades old. It is in use daily by walkers, joggers and bikers. Further down this Nason Road area, this trail merges onto the proposed rail trail bed, well past the area of concern over moving a stream.

The design team seems determined to keep this portion of the trail project on the rail bed.... no matter what the cost to the environment....even with significantly better alternatives available.

There is still much to be addressed on this project.

It does not deserve your funding.

Respectfully,

Julie Surette

Swampscott (#610666): Swampscott Rail Trail

May 17, 2022

Grant support to enable prompt completion of the Swampscott Rail Trail at a high level will be an effective use of the available funding.

I have been an active user of the very busy Marblehead Trail for many years, and as a Swampscott resident now also of our short forts section to which it connects. In Marblehead the trails passes the High School, as it will in Swampscott along with two other schools. I see many school kids in Marblehead with their knapsacks and sports equipment going to and from School. It is certain this will be the same in Swampscott, along with the same steady flow of stroller pushers, walkers, runners dog washers and cyclists. All ages pleasantly enjoy this linear park that is also a transportation option that will both connect to Marblehead and cross our Town as our trail will pass Swampscott's Commuter Rail Station. So many wins!

Robert Baker
Age 79
75 Stanley Road
Swampscott. 01907

Swampscott (#610666): Swampscott Rail Trail

May 17, 2022

Matt Genova
Transportation Improvement Program Manager
Central Transportation Planning Staff
Boston Region Metropolitan Planning Organization

Dear Mr. Genova,

I am writing in support of the Swampscott Rail Trail (Project #610666 on the FFY23-27 Transportation Improvement Plan.)

When my children were toddlers in the early 1990s I started riding through the streets of Swampscott, parallel to the existing railroad right of way, to get to the Marblehead rail trail with my kids in bike seats. I realized that extending the Marblehead trail through Swampscott would give us a great open space amenity, and joined with a few other residents to try to get that done.

While some abutters predictably objected to the idea of the trail, Town Meeting on several occasions indicated strong support for the project with near unanimous adoption of pro-trail articles and even allocating over \$800,000 for trail easement acquisition. Swampscott is a small community and allocating this funding by an over 2/3 majority (no roll call was required, so support was clearly higher than this) indicates strong support. That support was confirmed in a town wide vote.

Since that time, more than a quarter of a century ago, I have seen many rail trails built near us, including some such as the trail in Danvers where abutters fought the trail for years and, now that it's built, love it.

The current rail corridor hardly counts as open space, it's overgrown and impassable for much of its length and in places full of trash. Finishing it will give us an amazing amenity that will connect the Town through its length including running by the Middle school and coming close to the High School and MBTA commuter line station at one end and the Marblehead trail at the other.

I am really excited that our trail is now actually being built and this funding is clearly key.

Best Regards,

Richard Frenkel
3 Grant Road, Swampscott, MA
781-844-3838

Swampscott (#610666): Swampscott Rail Trail

May 17, 2022

To Whom It May Concern,

We are fortunate to have a wonderful potential community resource of a Rail Trail for our citizens, their families, and their guests. Our home town of Swampscott is seeking grant funding for the construction of this rail trail. We are writing to request that the Metropolitan Planning Organization (MPO) continue to support the Swampscott Rail Trail (Project #610666) on the FFY23-27 Transportation Improvement Plan. It is vital that we can provide easily accessible outdoor open space for our residents to enjoy fresh air and offer exercise options for better health. Thank you for your potential continued support of this necessary project.

Sincerely,

Sami and Jack Lawler

Sami and Jack Lawler
6 Gale Road
Swampscott, MA 01907

Swampscott (#610666): Swampscott Rail Trail

May 17, 2022

Matt Genova
Transportation Improvement Program Manager
Central Transportation Planning Staff
Boston Region Metropolitan Planning Organization

Dear Mr. Genova,

I am writing to you to request that the Metropolitan Planning Organization continue to support, and include, the Swampscott Rail Trail (Project #610666) on the FY23-27 Transportation Improvement Plan.

Our town has made a strong start at creating this new transportation corridor that will ultimately provide an alternative to auto transportation along the North Shore, using private donations and small grant support. Funding through the Regional Target Program will give this important effort the financial resources to move forward.

My wife and I utilize the existing Marblehead Rail Trail currently to bike and walk to Marblehead and Salem and on to Beverly, both for exercise and to make appointments and run errands. Being able to connect from a Swampscott offroad trail directly without traveling on highly trafficked streets would offer a significant advantage to us.

Thank you.

L. James Olivetti
86 Farragut Rd.
Swampscott


May 17, 2022

Marzie Galazka
Town Planner
Town of Swampscott
22 Monument Avenue
Swampscott, MA 01907

Dear Marzie,

This letter is to voice our strong support for the development of the Swampscott Rail Trail and we are requesting that the Metropolitan Planning Organization continue to support and include the Swampscott Rail Trail (Project #610666) on the FFY23-27 Transportation Improvement Plan. Marzie, thank you personally for all that you have done in advancing this project. It has been a long process, but will be truly, in our opinion a benefit to our town once it is completed.

Very Truly yours

A handwritten signature in black ink, appearing to read "Carol B. Roberts". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Richard D. Simmons, Jr.
Carol B. Roberts
432 Humphrey Street, Unit 8
Swampscott, MA 01907

Swampscott (#610666): Swampscott Rail Trail

May 17, 2022

Dear Mr. Genova,

I am writing about the proposed Swampscott rail-trail. I understand that the town has applied for a grant to fund the trail, and that you are involved in reviewing the proposal. I am a Swampscott resident and was for many years the town's representative to the MAPC.

I commented last year on the town's request for TIP funding for the trail, and I pointed out significant shortcomings of the proposed plan. Those shortcomings still have not been addressed by the town.

I think that the trail -- as currently designed -- is not worthy of a grant. While conceptually a trail could be a good idea, the current design is a generic, "industry-standard" trail laid out to comply with one-size-fits-all specifications. That design is inappropriate for the specific right-of-way corridor in Swampscott where the trail will be imposed.

The location of the trail -- in a relatively narrow, 40-foot width utility easement -- is surrounded by houses, yards, stockade fences, and cleared land. Ironically, the only "nature" or extensive greenery and trees in most of the trail areas is on the easement itself. The current design calls for clear-cutting a 14 to 16-foot width of land, to make way for a 10-foot width trail. On the sections of the trail that have already been built, substantial amounts of small and large brush and trees have been removed.

The current trail design is rigid and inflexible, and does not allow for saving even the largest trees if they exist in the pathway. The trail should instead be site-specific, and site-responsive, and curve and bend around the significant trees. This consideration should be very important because there are precious few trees outside of the right of way.

In this age of coming climate change, carbon dioxide in the atmosphere, and increasing periods of unusual heat, we should be preserving our trees when we build new projects. The current generic design of the Swampscott rail-trail makes no effort to do this. It should be redesigned to reflect the actual site and the vegetated and treed conditions of the trail corridor.

I encourage you to disapprove Swampscott's request for a grant.

If you have questions, or if I can help with any more information, feel free to email or phone.

Best regards,
Brian Watson
781 367 2008

May 18, 2022

David Mohler
Chair, Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116
c/o Matt Genova, mgenova@ctps.org

RE: Swampscott Rail Trail (Project number 610666)

Dear Mr. Mohler and members of the Boston Region Metropolitan Planning Organization:

I am writing to you as an abutter of Swampscott's proposed Rail Trail. As a Town Meeting member, I received a lot of input from our neighbors and the precinct residents I represent at Town Meeting, and I did as much homework, research, and listening to concerns as possible—and I really hope you will consider including the Swampscott Rail Trail (Project #610666) in the FFY23-27 Transportation Improvement Program.

In full disclosure, I was initially against this proposal, as the trail is elevated next to our property and looks down on our house and into our upstairs windows, so there were privacy concerns. But the overwhelming support our Rail Trail proposal has received from Town Meeting members—supported again by a townwide vote—from all ages and all neighborhoods in town, convinced me that this is a plan that must be carried forth and supported.

This trail would provide a safe, enjoyable, community-building pathway that links many of our neighborhoods with the middle school, our planned new elementary school, Swampscott's baseball fields, tennis courts, and other recreational areas—and hopefully even the commuter rail station. It would be the safest way for our families to travel between all these spaces and would reduce the number of vehicles on our already congested roadways at peak times. It is far more than a recreational pathway. It would provide a means for commuting about town, to neighboring towns and cities, and even into Boston using public transportation where those connections could be made.

It quite honestly would be the greatest development for our community that I will have witnessed since living here, providing safety, limiting emissions and congestion, and fostering a greater sense of community both in town and with our neighbors.

I am happy to answer any questions or provide more input, but I sincerely hope that you will consider including the Swampscott Rail Trail Construction Project in the FFY23-27 TIP.

Sincerely,

Scott Saunders

Scott Saunders
5 Banks Ct
Swampscott, MA 019017

Swampscott (#610666): Swampscott Rail Trail

May 19, 2022

Hi Matt,

I wanted to drop you a line to express Bike to the Sea's unequivocal support for the addition of the Swampscott Rail Trail to the FY23-27 TIP. As you likely know, this is a key link in our growing N-S trail network that forms the backbone of the East Coast Greenway, and our portion of the Border to Boston trail, and leverages the investments already made by the Governor and others in the Northern Strand Trail. We look forward to seeing continued planning and engagement on this project as it advances through the coming years.

Thank you,

Jonah Chiarenza
Executive Director, Bike to the Sea, Inc.
www.biketothesea.org
(434) 284-2715

Swampscott (#610666): Swampscott Rail Trail

May 19, 2022

Mr. David Mohler
Chair, Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116
C/o Matt Genova, mgenova@ctps.org

RE: Town of Swampscott Rail Trail

To Whom it May Concern:

I am reaching out today to request that the Boston Region Metropolitan Planning Organization to request that the Town of Swampscott Rail Trail initiative receive a favorable place in the Transportation Improvement Program (TIP). The Town of Swampscott Rail Trail initiative is a portion of a regional initiative to create access and improve connectivity in and around the North Shore area.

The Greater Lynn Chamber of Commerce is a member-driven organization enhancing the economic vitality of southern Essex County. The Town of Swampscott Rail Trail initiative is an important program which will enhance connectivity, help combat difficulties in transportation accessibility, and continue to advance the region to meet the Destination 2040 plans.

Please feel free to reach out to me if you have any questions.

Sincerely,

Colin Codner
Executive Director
Greater Lynn Chamber of Commerce
583 Chestnut Street, Unit 8
Lynn, MA 01904



Town of Swampscott

Office of the
Town Administrator
Elihu Thomson Administrative Building
22 Monument Avenue
Swampscott, MA 01907



Sean R. Fitzgerald
Town Administrator

Tel: (781) 596-8850
Email: sfitzgerald@swampscottma.gov

May 19, 2022

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

RE: Swampscott Rail Trail (Project number 610666).

Dear Mr. Mohler and Members of the Boston Region Metropolitan Planning Organization,

Once again, I am writing to you to reconfirm my strong support for inclusion of the Swampscott Rail Trail (Project #610666) in the final FFY23-27 Transportation Improvement Program.

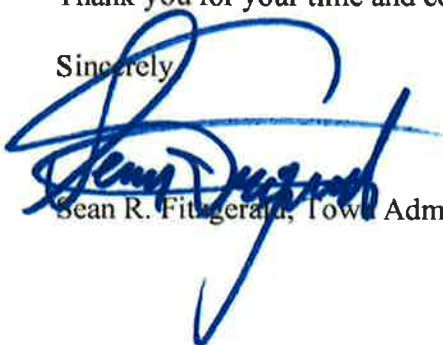
This project is greatly needed, and not just in Swampscott but in our region as it will provide the missing link that will connect the Northern Strand Community Path with the Marblehead and Salem Community Path. It will also add additional off-road mileage to the East Coast Greenway and the Border to Boston Trail. Bicycle use produces zero emissions, comes with a long list of societal and economic benefits and is quite simply one of humanity's greatest hopes for a shift towards a zero-carbon future.

Swampscott is the third most densely populated town in Massachusetts. This trail project, when completed, will connect with three area schools and significantly increase student and pedestrian safety in an area which has seen numerous pedestrian and motor vehicle accidents. This trail will also link to existing open space and hiking trails, allowing residents to access and enjoy these areas more freely. This will all result in an environmentally friendly mode of equitable transportation that will encourage a healthy lifestyle and help spur economic development in the region.

The residents of Swampscott and its community leaders are fully in support of this project and have been steadfast in making it a reality for quite some time. I respectfully request that you adopt the draft FFY23-27 TIP as currently written and fund all of the projects as listed.

Thank you for your time and consideration of this important project.

Sincerely,



Sean R. Fitzgerald, Town Administrator

SWAMPSCOTT RAIL TRAIL

Community transportation, open space & recreation



May 10, 2022

David Mohler
Chair, Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116
c/o Matt Genova, mgenova@ctps.org

RE: Swampscott Rail Trail (Project number 610666).

Dear Mr. Mohler and members of the Boston Region Metropolitan Planning Organization:

I am once again writing to you on behalf of the community group Friends of the Swampscott Rail Trail to ask for your continued support and inclusion of the Swampscott Rail Trail (Project #610666) in the FFY23-27 Transportation Improvement Plan. Since I spoke before you in March, I've been out on the constructed segments of the trail a number of times and continue to be amazed by the number of people using and enjoying the trail – adults, kids, bikers, walkers, pet owners, parents with strollers...and we are all eagerly anticipating the completion of this two-mile green corridor for off-road, safe transportation linking neighborhoods, schools, parks, and the Swampscott MBTA Commuter Rail station.

In addition to the many benefits for local residents, the completed Swampscott Rail Trail will fill a recognized critical gap in the regional trail network with our current connections to the Marblehead Rail Trail and Salem Bike Path to the north and the future connections to the Northern Strand Community Path in Lynn to the south. Constructing this gap will meet goals established by the Metropolitan Area Planning Council as well as add additional off-road mileage to the East Coast Greenway and the Border to Boston Trail, of which we are already a part.

The Friends group was created in 2017 by Swampscott residents with the mission of advocating for the creation and use of the Swampscott Rail Trail, providing maintenance and upkeep of the trail, and fundraising for trail creation and beautification. We represent the thousands of Swampscott residents who voted to create the Rail Trail in 2017 as well as all the individuals and businesses who have donated to that end. Last year, we presented the Town of Swampscott with \$150,000 for the continued design and engineering of the Swampscott Rail Trail, one of the largest gifts to the Town from a community organization.

I hope that you will include the Swampscott Rail Trail Construction Project in the FFY23-27 TIP for the lasting benefit it will bring to the community of Swampscott and all of Massachusetts. Thank you again for your consideration.

Sincerely,

Alexis Runstadler, President
Friends of the Swampscott Rail Trail

Friends of the Swampscott Rail Trail



89 Burrill Street
Swampscott, MA 01907



info@swampscottrailtrail.org



swampscottrailtrail.org

**Jennifer Honig
12 Banks Terrace
Swampscott, MA 01907**

May 19, 2022

David Mohler
Chair, Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116
c/o Matt Genova, mgenova@ctps.org

Dear Mr. Mohler:

**Re: Inclusion of the Swampscott Rail Trail (Project #610666) in the FFY23-27
Transportation Improvement Plan.**

I write as a Swampscott resident who lives a few houses away from where the proposed rail trail would intersect at Walker Road. Please fund the completion of our trail. **People are already using it and waiting at the trail head for the remainder! Every day, someone asks me “what is happening with the trail?” or “when will it be completed?”**

For the following reasons I ask that you include this project in the FFY23-27 TIP for the following reasons:

Democracy

The creation of this rail trail was overwhelmingly supported by our democratically elected town body – town meeting. It is critically important that the voices of the voters in Swampscott be heard and their votes put into action.

Environmental protection

The North Shore is already an extremely congested area, where car traffic threatens to overwhelm the natural beauty and access to the environment. There are few alternative ways to navigate these communities and no other rail trail running through Swampscott. In light of the climate crisis and the threat particularly to the seacoast of coastal flooding, the residents of Swampscott want to take action. A recent study of the sources of climate changing pollutants that come from Swampscott found that personal vehicle travel was a top source of pollution. This trail would help address that source of global warming.

Safety

Swampscott students need safe routes to school. This proposed trail would allow access for Swampscott students of all ages to safer ways to walk and bike to school. This is essential. Our roads and sidewalks are narrow and curvy. Given the level of traffic, they are not safe for young, inexperienced bike riders. The bike trail would be good for students and their families.

Equity

The trail would allow people from low income, immigrant, and racially diverse communities access the amenities, beaches, and shopping available on the North Shore, including in Swampscott, Marblehead and Salem. This trail allows people who do not have an automobile a way to reach these communities and access beaches that might otherwise be limited (by sticker requirements) to town residents.

Recreation

Swampscott is an extremely dense community with only 19 acres of remaining undeveloped land. The proposed trail would allow people to access a hidden natural and wild resource and compensate for our otherwise fully developed landscape.

Thanks so much.

Sincerely,

Jennifer Hong, for myself and Christopher Muntiu, Lola Muntiu, and Herschel Muntiu

Swampscott (#610666): Swampscott Rail Trail

May 19, 2022

Good afternoon, Matt,

I'm writing a quick note in support of the MPO funding the Swampscott Rail Trail. I am the Executive Director of Save the Harbor/Save the Bay and a Swampscott Resident. I live on Walker Road near the intersection of a future portion of the Rail Trail, and hope to see the trail completed as a critical link to the existing portions of the trail, the Marblehead and Salem Community Paths, and the Border to Boston trail system.

In my view both personally and professionally, the Swampscott Rail Trail is an essential part of creating a safe bike/ped alternative to on street transportation. As a neighbor of the future rail trail, I am enthusiastic about the opportunity its creation will provide to my family and neighbors to access public lands and resources in Swampscott, Marblehead, Salem, Lynn and other connected communities.

Save the Harbor is a vocal advocate for any improvements to bike/ped transportation that can connect more people to our public beaches and waterfront. Given its proximity to sites like King's Beach, Phillips Beach and Fisherman's Beach in Swampscott, as well as more in Marblehead and Salem, this is something we look forward to seeing completed.

Thanks for your time and attention.

-Chris

Chris Mancini (he/him)

Executive Director

Save the Harbor/Save the Bay

mancini@savetheharbor.org | 617-451-2860 x1009

SavetheHarbor.org | [Twitter](#) | [Instagram](#) | [Facebook](#)

Swampscott (#610666): Swampscott Rail Trail

May 19, 2022

Matt,

I wanted to drop you a quick note in support of the Swampscott Rail Trail - a critical link in the Boarder to Boston regional trail. This trail will extend the recently completed Northern Strand to the north and will benefit folks across many north shore communities. We helped to finance the early design work for this link despite the efforts of a small group of naysayers to dissuade us. The benefits for the many far outweigh the perceived loss of privacy along a few backyards. Those same people who oppose it now, once the trail is built, may be among those using it every day and getting to know their neighbors.

Best of luck going forward.

Herb

Herbert Nolan
Executive Director
Lawrence and Lillian Solomon Foundation

Swampscott (#610666): Swampscott Rail Trail

May 20, 2022

Mr. Mohler/ Mr. Genove - Full disclosure I'm on the Friends of the Swampscott Rail Trail committee and been working on bringing a rail trail to Swampscott since 1999 but this email is not about me. I can see how you might dismiss me as just another rail trail advocate but I wouldn't have spent thousands of hours along with my family and friends if I didn't think a rail trail is good for the town. It's about the residents of Swampscott.

From humble beginnings we have always had one goal in mind, added recreational space, a safe commuting alternative, reducing our carbon footprint, getting people back to nature, connecting the town sections and expanding to other existing trails and beyond. Alright that's more than one goal but you get the point.

Please help us achieve these goals.

Marc Barden
377 Forest Ave
Swampscott MA

Swampscott (#610666): Swampscott Rail Trail

May 20, 2022

Dear Mr. Mohler and Genova,

I wish to express my unconditional support for the Town of Swampscott to receive the necessary funds to complete a LONG overdue project. I am 69 years old, and remember when the train actually ran, back in the late fifties. It stopped running around 1958, and our house was an abutter to the "tracks", and we were given permission to now walk along the path. We used it over the years to walk to school safely, without being subject to much traffic, and visit local convenience stores. It is now overgrown in some areas and needs to be formally designed and maintained as a functional trail. It would be such a pleasure to take my kids/grandkids for a walk, dog walking, and riding our bikes thru town. The trail has actually been started close to the adjacent town of Marblehead. It runs completely thru Marblehead and connects with the Salem trail, which has just been extended to Salem center. It would be such a pleasure to start seeing the Swampscott trail being fully used once again. There are so many benefits, and I'm sure you are privy to most of them. I personally have run/biked on dozens of trails throughout the US, Canada, and the Netherlands. The recreational/health/practical benefits are tremendous. All funds contributed to make the conversion of this trail complete would be money well spent, and appreciated by all the residents of Swampscott and neighboring towns. I pray and hope this project comes to fruition.

Sincerely,
Richard Gilberg
105 Phillips Ave
Swampscott, MA 01907

Swampscott (#610666): Swampscott Rail Trail

May 20, 2022

Dear Mr Genova,

Please accept this letter of support for the Swampscott Rail Trail (Project #610666). The project is essential in helping our community achieve its goals to reduce carbon emissions, improve transportation safety, and provide open space that is enjoyable and accessible to all residents and visitors.

My family home is on Paradise Road, just a few hundred feet from the proposed crossing location of the Swampscott Rail Trail. I have witnessed countless accidents and near-misses at this location, many of which could have been prevented with a safer crossing alternative for pedestrians and cyclists. As a cyclist, runner, and parent of active children, I'm eager to see the completion of this project because the Rail Trail would open new possibilities to commute to school or work without the use of motor vehicles, and connect Swampscott to our neighboring communities in a new way.

As Chair of the Swampscott Renewable Energy Committee and a resident, I urge the Metropolitan Planning Organization to continue its support and funding for this project in the FFY23-27 Transportation Improvement Plan.

Thank you,
Ryan Hale

Swampscott (#610666): Swampscott Rail Trail

May 20, 2022

Matt Genova
Transportation Improvement Program Manager
Central Transportation Planning Staff
Boston Region Metropolitan Planning Organization

Dear Mr. Genova,

I am a 70 year old, 42 year resident of Swampscott. My husband, 71 years old, and I raised two sons here. My husband and I have a lot of experience with the Cape Cod Rail Trail. We have vacationed in Cape Cod almost every summer and enjoyed riding on the Cape Cod Rail Trail with our children. Now, my husband and I still enjoy riding on it. People were respectful of the abutters and bought food, supplies etc. from nearby businesses. There was no litter on the trail. At some point, a large investment was made to complete the Cape Cod Rail Trail and improve the riding surface and the experience was amazing. Also, I have walked on the Minuteman Rail Trail and always found the users respectful of the abutters, and no litter. I've walked on and rode my bike on the completes parts of the Swampscott Rail Trail and hope that Swampscott will work to finish the rail trail as it will be an asset to the town that members of the community and visitors will enjoy. It will also be helpful to businesses.

We urge you to approve the funding for this initiative as the town works toward completion.

Best,

Merle Hyman and Edward Shapiro
25 Pine Hill Rd.
Swampscott, MA

Swampscott (#610666): Swampscott Rail Trail

May 23, 2022

Good afternoon Matt,

It has come to my attention that there is an on-line petition on Facebook asking people to support full funding by the MPO for the construction of the Swampscott Rail Trail, as well as a letter writing campaign. It can be argued that most of these people are blissfully unaware of the many unresolved issues surrounding this trail, including land ownership, eminent domain costs, and the negative environmental impact on the wetlands.

Just a quick background, that in 2017 there was a town-wide election on the Swampscott Rail Trail, and 46% of the 10,733 voters came out to vote. It won by 589 votes, with 44% voting against it, and those who voted in favor were mis-lead by the town administration regarding land ownership, the use of eminent domain against private home owners, and connection to the train. If the voters in Swampscott had the truthful information and facts at election time that they have now, the vote would most likely have been no.

I hope you'll consider these facts when reviewing the petition response. Thank you again for your time and I respectfully ask that the MPO deny funding for the Swampscott Rail Trail.

Best,
Maura Carroll
33 Morton Road
Swampscott, MA 1907

May 23, 2022
Annette Cuttle
5 Suffolk Ave
Swampscott, MA 01907
Abutter

Mr. David Mohler
Chair, Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116
C/o Matt Genova, mgenova@ctps.org

RE: Swampscott Rail Trail (Project number 610666)

Dear Mr. Mohler and the members of the Boston Region Metropolitan Planning Organization:

Thank you for taking the time to read my letter. I am an abutter to the proposed rail trail and I wanted to express my views and tell you and the other members of the Boston Region Metropolitan Planning Organization why I am very strongly against awarding any funding to the Swampscott Rail Trail Construction Project. I do not know a great deal about the Transportation Improvement Program, but from what I have read it seems that the main goals of the organization are to protect public safety in the context of the maintaining the commonwealth's transportation infrastructure including our roads and bridges, improving safety of our train stations, and intersections, and ensuring equitable modes of transportation for all.

I need to say that the proposed rail trail project is not a "transportation project". The presentation as if it is, is misleading. This is a project that is for recreational purposes and, as I have tried to present below, it is for the recreation of some via the detriment of others.

In the proposal before you, it is curious that there are two very important words that are missing; they are Eminent Domain. Swampscott is a very small, densely populated town with very little available land for development. The proposed trail follows an old and very narrow rail bed that weaves through densely populated neighborhoods, abutting homes and yards sometimes within feet. This can be seen in the aerial map below. There is no room to build a rail trail that will not require the taking of land from the abutters. The presentation of this proposal to the public in Swampscott was misleading and quite frankly deceitful. People were told that there would be no taking of land and that the cost of the project would be \$360,000. This information is documented in the minutes of town meetings held in June of 2017. The minutes are a matter of public record and they can be found on the town website.

I believe that this is the proposal before you. Again... it is curious to me why the taking of land is not mentioned, and why they are asking for almost 9 million dollars as opposed to the \$360,000 that was presented to the town.

Swampscott: Rail Trail Construction

Proponent: Swampscott
ID Number: 610666
Project Type: Bicycle and Pedestrian
Cost: \$8,932,000
Funding Source: Regional Target Funds



Scoring Summary

Category	Safety	Sys Pres	CM/M	CA/SC	TE	EV	Total
Score	13 out of 20	5 out of 14	18 out of 18	12 out of 14	7.4 out of 20	11 out of 14	66.4 out of 100

Project Description

This project will construct a new 2.1-mile-long multi-use linear park running the length of Swampscott and connecting with the existing Marblehead Rail Trail and the larger East Coast Greenway. This project will provide safe, accessible connections to the Town's schools, recreation areas, MBTA commuter rail station, and natural resources for people walking and bicycling. The project will feature a 10-foot-wide trail with a two-foot sloping shoulder on each side. The trail will cross Paradise Road (Route 1A) with a pedestrian bridge using the existing railroad abutments from the former rail line. Trail amenities will be located at the Swampscott Middle School, including bathrooms, vehicle parking for trail users, bicycle parking, and a public bike repair station.

Source	(FFY) 2023	2024	2025	2026	2027	Total
Federal Funds	—	—	—	—	\$7,145,600	\$7,145,600
Non-Federal Funds	—	—	—	—	\$1,786,400	\$1,786,400
Total Funds	---	---	---	---	\$8,932,000	\$8,932,000

This proposal claims that the trail is a safe way to access the town's schools and the train station, which is absolutely false. The proposed trail does not connect to the train station and it will not connect any of the schools. Please see the diagrams below.

This is an aerial view of the proposed trail marked in red.

Swampscott High School

The Proposed rail trail **does not** “provide [a] safe and accessible connection” to Swampscott High School. The school is located on the opposite side of Essex St., a very busy major road connecting to Lynn; nor does it connect to the train station.



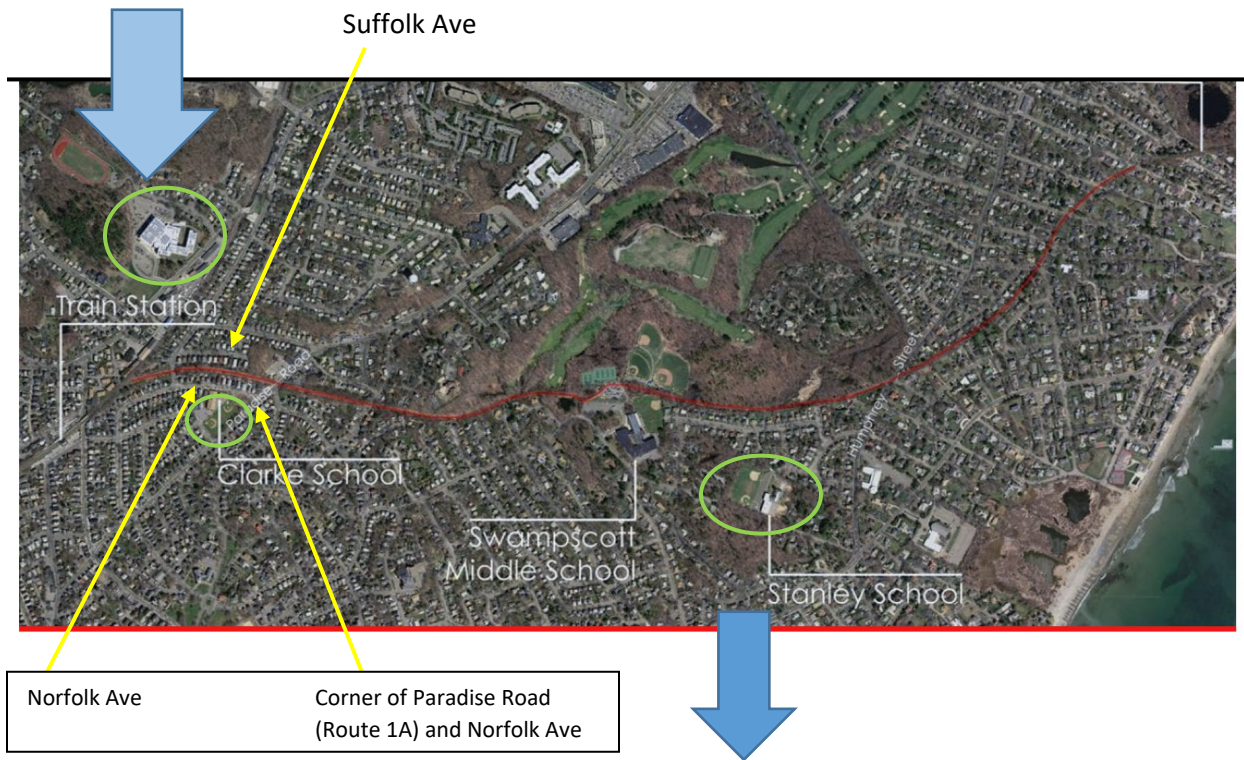
Hadley Elementary School

There are 3 elementary schools in Swampscott. There are 2 shown above, the Clarke School and the Stanley School. The 3rd elementary school is the Hadley School, which is not visible in this picture. Its approximate location is depicted by this blue arrow, on other end of Humphrey Street. Humphrey Street is the beach road, part of which is shown above on the right side of this picture. The Hadley school is not located near the proposed rail trail. **The trail would not provide a “safe [and] accessible connection” for the children at the Hadley school.**

Stanley Elementary School

The proposed rail trail **does not** “provide [a] safe and accessible connection” to the Stanley School as is stated. The Stanley School is located in a very densely populated neighborhood. The proposed trail passes behind a street homes as can be seen above. In order for the trail to connect to the school, some type of an off shoot would need to be built, that would cut through the property of the home owners, necessitating the **taking of their land by eminent domain.**

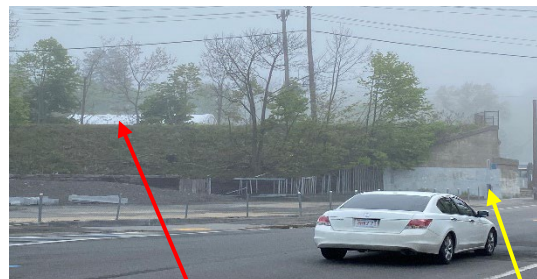
Swampscott High School



Hadley Elementary School

The Clarke Elementary School

The Clarke Elementary School is located in a very densely populated neighborhood on the corner of Paradise Road and Norfolk Ave. See the map above. Paradise Road is also Route 1A, a major through way that runs through the towns of the North shore. "The trail will cross Paradise Road (Route 1A) with a pedestrian bridge using the existing railroad abutments from the former rail line," The abutments are shown using the yellow arrows below.



Old Railroad abutment where the bridge would be built over 1A

Corner of Paradise Road and Norfolk Ave across from Clarke School

Old Railroad abutment where the bridge would be built over 1A

Tree line where the trail would be built, up on the hill, between the houses that line Norfolk and Suffolk Ave and across the street from the Clarke

Old Railroad abutment where the bridge would be built over 1A

The pictures below show the south side corner of Paradise Road and Norfolk ave in front of the Clarke school. As you can see it is extremely densely populated. The proposed trails pass behind the homes on the right side of these pictures high on a hill, at the height of the abutment. It follows a very narrow railbed between the homes on Norfolk and Suffolk Ave. This is shown in the aerial view of trail above.



Clarke School Norfolk Ave Tree line where trail would be built, up on the hill, between the houses that line Norfolk and Suffolk Ave across the street from Clarke School

The Clarke Elementary School

The proposed rail trail **does not “provide [a] safe and accessible connection”** to the Clarke School as is stated. The Clarke School is located in a very densely populated neighborhood. The proposed trail would cross over Paradise road and follow the tree line on the top of the old railroad abutment. It then would pass behind the homes on Norfolk Ave, which is on a very high elevation and is on the opposite side of the street from the Clarke School. In order for the trail to **“provide [a] safe and accessible connection”** to the school, some type of an off shoot would need to be built, that would cut through the property of the home owners on Norfolk Ave, necessitating the **taking of their land by eminent domain**. Because this section of the proposed trail is on an elevation, this off shoot would logically need to be a ramp. It would need to be constructed with the appropriate slope in order to comply with the ADA for wheelchair accessibility, so that the trail could descend safely to ground level. The land for this ramp would need to be taken by eminent domain. The amount of land that it would take to build such a ramp is not totally clear.

Eminent Domain

The proponents of the trail have stated that there would be no taking of land and that town will be seeking easements. Although there may be legal differences between the two, in this case it seems that the use of easements is equivalent to the taking of land by eminent domain.

Many people may not realize that in Massachusetts, “[a]n [eminent domain](#) taking in fee simple extinguishes all other interests in the subject property. In particular, where an easement exists, the taking of the servient estate will destroy the easement rights of the dominant estate.” *New England Continental Media, Inc. v. Milton*, 32 Mass. App. Ct. 374, 376 (1992). **This means that if an individual has easement rights over a parcel of land that is ultimately taken by eminent domain, those rights are terminated once the taking occurs.**

<https://www.phillips-angley.com/blog/2012/06/implicit-easements-eminent-domain/>

It is obvious that the legal easement of land in this case is quite clearly a taking of land, especially once a handicapped ramp is build which could in fact take not just land but garages and theoretically homes in these very densely populated areas.

Another highly significant concern is the loss of privacy for a very large proportion of the abutters to the proposed trail. Below is a picture taken from my back deck. I am an abutter and I live on Suffolk Ave. My home is back to back with the homes on Norfolk ave, the ones across the street from the Clarke School.



The yellow arrow is the space between the back fences of the homes on Norfolk and Suffolk Ave where the proposed trail would be located. The blue house is located on Norfolk Ave. This is an extremely small and elevated area.



This picture is taken standing in the elevated area where the proposed trail would be located, looking into my back yard. The trail would completely eliminate my ability to enjoy the privacy of my own back yard as anyone riding a bike or walking by it using the trail would have full view. I must say that I did not, and would not have purchased a home in an expensive town that was wedged between 2 public sidewalks.

This is a highly contentious issue in our town and it has been being talked about for approximately 20 years. There is a very good reason why it has not come to fruition yet. It is exquisitely simple... **The taking or damaging of someone else's property is just wrong.. plain and simple.** This is a project supported by those who will not lose their land or privacy. It is truly for recreational purposes and does not provide the boasted safety of the school children of Swampscott. Please do not grant any money to this proposal.

Perhaps the leadership of this town should focus on the safety and well being of our school children as they walk to school every day and fix the sidewalks. This is a picture of the sidewalk in front of the Clarke school.



Thank you for reading through this very lengthy message.

Annette Cuttle

May 23, 2022
41 Morton Rd.
Swampscott, MA 01907

Mr. David Mohler
Chair, Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116
C/o Matt Genova, mgenova@ctps.org

RE: Swampscott Rail Trail (Project number 610666)

Dear Mr. Mohler and members of the Boston Region Metropolitan Planning Organization:

Please accept this letter in strong opposition to the project referenced above. I oppose this trail for many reasons, but to be sure my main reason is the complete lack of honesty and integrity that has been the hallmark of how this plan has been proposed, designed and to date implemented. The former Chair of our Select Board and self-proposed King of Swampscott, Peter Spellios, has pushed his agenda forward on this trail through misrepresenting, misleading and mistreating the tax payers of Swampscott he is elected to serve. He has taken every opportunity to dismiss and disparage the landowners this trail will acutely affect and never once has he spent any time working with them. He would rather run over them, like he plans to our properties, by calling us selfish, NIMBY's and offering nothing in the way of conversation and fair negotiation. If you have any doubt about this, please feel free to ask many of those whose properties he has already run over and how they felt they were treated.

It is also important to note, that although the Swampscott Town-wide vote held under widespread misrepresentation allowed this project to proceed in 2017, the language of the ballot required landowners to receive appraisals prior to any work being completed, which has not been respected by the town of Swampscott and its leadership. We, along with many of our neighbors, have requested such information multiple times with no response. What some of us have received is an initial offering of \$100 with a potential 10-year construction easement as the town's fair exchange for this property. We still await the promised appraisals. Also, of note is how the town has dealt with National Grid and the conservation commission in terms of addressing their concerns to date. The fact is they have not communicated with them at all regarding their concerns. They just push on answering to no one, not the landowners, the tax payers, the public utility company who has partnered well with the landowners, or the environmentalist who have real questions going completely unaddressed in the hope that your money can make them go away.

From the day this needless quest on his part was started in a town with plenty of quiet streets, boardwalks and beaches for walking and biking, and too few trees for clean air, he has NEVER ONCE acted in good faith or in good conscience to listen and work with those affected. First, he lied about our landownership, then he misrepresented to the town the ability to complete the trail to the all too important train station (a main reason it was being built per the initial marketing), and misled the voters on how much land would be needed, what it might cost, how it would be maintained, and what impact it would have on their neighbors.

In summary, I believe that your organization would be well served not only steer clear of the rotten dealings of this project and the leadership that brought it to your doorstep, but furthermore suggest the better way to spend the state's money would be to have ethics division look into how this project and many other things have been handled in this small town where one man acts as if he is the king and the tax payers are his disciples.

Sincerely and Respectfully,

Matthew and Kristen Roddy

Swampscott (#610666): Swampscott Rail Trail

May 23, 2022

Dear Mr. Mohler and Mr. Genova:

I have been working as a volunteer in support of the Swampscott Rail Trail since 2017. I live at 51 Suffolk Avenue and my property abuts a section of the proposed rail trail that has not yet been built. I am very excited about the trail and I look forward to seeing people of all ages walking, biking, and enjoying nature from my backyard. It will be a wonderful addition to the community.

I live very close to the train station and the trail will provide a lovely, safe alternative route to the commuter rail. It will also serve as a connection between different parts of our town, such as parks and schools. With the connection to the Marblehead Rail Trail, we will also be able to bicycle all the way to Downtown Marblehead and Salem, and enjoy their historic sights, beaches and shops.

Please assist us with this endeavor. I thank you for taking the time to read this correspondence.

Best regards,

Fran Weiner [Swampscott Rail Trail Abutter]
51 Suffolk Avenue
Swampscott, MA 01907
781-956-7479

Swampscott (#610666): Swampscott Rail Trail

May 23, 2022

Matt Genova
TIP Manager
Boston MPO/CTPS
10 Park Plaza #2150
Boston, MA 02116

Dear Mr Genova,

I am writing from Swampscott MA to alert you to some concerns with the proposed rail trail project in Swampscott. There are many problems with this project from land ownership concerns to deceptive practices in presenting the project to Town Meeting. I am sure you will be hearing about those issues in other public comments. I am writing to address the environmental concerns including habitat and ecosystem destruction that this project will create.

Swampscott is a town of three square miles and roughly 15,000 residents. Most of our town is already paved with roads and sidewalks with very little green space left. The old rail bed has become a refuge and a byway for wildlife. The damp boggy area produces our wonderful native plant jewelweed that is excellent for supporting our threatened pollinators. The low lying brush that grows along the rail bed is also where many bird species nest. We have wetland areas and vernal pools near the trail that support peeper frogs and waterfowl. This habitat is also used as a trail by many of our mammalian friends such as fox, coyote, fisher and the occasional deer. Some residents see this area as a useless area full of weeds, however nature has truly taken it over and is making great use of the space to support a thriving small ecosystem. The design of the trail threatens to destroy the entire habitat. There is no way to build the trail and save the jewelweed. Currently there is some knotweed in the area but the shade of the old growth trees keeps the knotweed in check. I have asked how they plan to keep the knotweed from proliferating when they expose it to sun and spread the rhizomes and there is no answer. This could cause the knotweed to take over the entire area and choke out more native plants and create a less amiable habitat for many species. There are other concerns with wetland protection that I believe have not been addressed. I am attaching the independent report from Linden Partners that raises many concerns. Please note section 7 in the report that outlines how a section of the trail may not have been properly identified as wetlands as it should be. The town was trying to avoid this issue and not properly designate the area as wetlands. I have not heard any updates on plans that mitigate the threat to the wetlands.

If we look at the section of the trail that has been built it is nothing more than a gravel path with stockade fences on each side. It has been stripped of all greenery and all habitat that would be useful to support wildlife. This is what much of the trail will look like. This is not an environmentally friendly or green project. We are at a tipping point in the climate crisis. It is our job to protect these small patches of nature that we are connected to. Even though we may not use these patches of green, we need them. The loss of greenery and old trees could potentially create a situation where our carbon output is greater than it is currently. The argument is that this recreation path will offset our carbon emissions because people will use this as an alternative mode of transportation. If that were truly going to happen we would not have traffic and congestion in towns like Marblehead, Salem and Cape Cod who all have rail bike paths and have for years. Given that we live in New England and we have inclement cold weather for a good portion of the year I think this is an unrealistic expectation. People who bike and walk to the train are already doing so on our existing miles of paved surfaces. We should be utilizing our existing developed infrastructures to improve the walking and biking experience rather than destroy natural habitats for more human use. We also already have an oceanside recreation path that connects us to Lynn and Nahant.

Therefore Swampscott already has a recreational oceanside bike and walking path. I am attaching photos of the portion of constructed trail and the undeveloped trail. You can see the constructed portion offers very little to support wildlife or even offer places for animals to coexist with humans. They will be penned in with no hiding places. In contrast the undeveloped portion of the trail has native old growth trees, black raspberry bushes and other native plants that support wildlife. While we do have some invasive species, razing the area will only give the invasive plants a better chance to thrive. I believe the creation of this trail is environmentally irresponsible and will have long term detrimental consequences.

Please help Swampscott be part of the climate solution not part of the climate problem and deny the funding of this poorly thought out project.

Thank you for your time and consideration.

Sincerely,

Sheila Yang
25 Lexington Circle
Swampscott MA 01907



September 30, 2019

Town of Swampscott Conservation Commission
c/o Ms. Marzie Galazka, Director of Community Development
22 Monument Avenue
Swampscott, MA 01907

Re: Review of Notice of Intent, MADEP File #071-0322
Swampscott Rail Trail
Station 39+40± to Station 76+50±, Swampscott, MA

Ladies and Gentlemen:

This correspondence is submitted to you in accordance with our proposal to you dated August 16, 2019. Our review of the project and related materials and information is being conducted to assure compliance of the project, plans and submitted data with the requirements of the Massachusetts Wetlands Protection Act (MAWPA), the Wetlands Protection Act Regulations, 310 CMR 10.00 et. seq. (MAWPAREGS) and the Massachusetts Department of Environmental Protection 2008 Stormwater Regulations and Handbook (MADEP 2008 SWR & MADEP 2008 SWH).

At the public hearing held by the Swampscott Conservation Commission (SCC) on Thursday, August 29, 2019 the SCC asked that we include comments on the project that National Grid stated they would provide to us. We have incorporated our understanding of their comments and concerns into this report and we are attaching their letter to this report. The Applicant needs to address the comments in our report as well as the comments in the National Grid Letter.

The SCC also stated at the public hearing that one abutter could send us his photographs of flooding and another abutter could send us their questions. As of this date we have not received anything from any of the abutters.

PROJECT DESCRIPTION

The project consists of the construction of a "Rail Trail" on the former railroad bed from Stetson Avenue to the Marblehead Town Line. A portion of the work (Station 39+40± to Station 76+50±) will take place within jurisdictional wetland resource areas or within wetland buffer zones.

REVIEW MATERIALS

The following is a list of the materials received by our firm for our review:

1. Notice of Intent Application prepared by LEC Environmental Consultants, Inc., 100 Grove Street, Suite 302, Worcester, MA 01605.

Town of Swampscott Planning Board and Conservation Commission
Re: Review of Notice of Intent, MADEP File #071-0322, Swampscott Rail Trail
Station 39+40± to Station 76+50±, Swampscott, MA
September 30, 2019, Page 2 of 14

2. Plans entitled, "Town of Swampscott, Massachusetts, Swampscott Rail Trail, Notice of Intent Submission", sheets 1 to 20, various scales, dated August 2, 2019 prepared by Stantec, 5 Burlington Woods, Burlington, MA 01803.

Our review of the project outlined in this report is based on the above submitted materials listed above.

PROJECT REVIEW

The following are our firm's observations, comments and concerns regarding the proposed project and the information reviewed. The numbered items in this report are the items that we feel require a response or action by the Applicant. We have attempted to avoid repetition of the issues in the review, however, many of the issues are inter-related and how the Applicant addresses one issue may affect other issues and may raise new issues. We have also attempted to create a comprehensive list of concerns; however it is possible that we may have unintentionally overlooked an item or included an item more than once.

NOTICE OF INTENT:

The MADEP has issued a file number, MADEP FILE #071-0322, in response to the Notice of Intent (NOI) filing for the project and as of this date had no technical comments. With the issuance of a file number by MADEP, the public hearing for the project may be closed when the SCC determines that they have received all of the necessary information on which to base their decision and an Order of Conditions (affirmative or denial) may be issued, if the SCC so votes.

NOTICE OF INTENT

1. Abutter notifications appear to have been sent by the Applicant's Representative based on a List of Abutters which appears in the NOI. Was this list prepared from a Certified Abutters List provided by the Town of Swampscott Assessors? Please provide the certified lists for our review. Also, when were the Notices sent (as both the Notices and Affidavit of Service have a date of August XX, 2019)? Was this date at least 7 days before the hearing date? Also, please provide a copy of the Town of Swampscott Assessor's Maps with the properties highlighted in one color and the abutters who were notified in another color so that we can determine if all of the abutters legally entitled to notice under 310 CMR 10.05(4)(a) and the DEP Guide to Abutter Notification dated April 8, 1994 have been notified. Also, were the actual property owners notified along with the abutters?
2. NOI Item A8, page 2 of 9, Property Recording Information: Based on information provided to us by National Grid it appears that the Book and Page information for a portion of the National Grid (Massachusetts Electric Company) land should also include Book 5509, Page 728.
3. NOI Item C7b, page 7 of 9, MADEP Stormwater Management Standards: The box stating that the Standards do not apply was checked and the statement, "No impervious surfaces are proposed" was written in. The form lists 3 types of projects which are exempt and the

proposed project does not fall into any of the three categories. In addition, 310 CMR 10.05(6)(k) states, *“No Area Subject to Protection under M.G.L. c. 131, § 40 other than bordering land subject to flooding, isolated land subject to flooding, land subject to coastal storm flowage, or riverfront area may be altered or filled for the impoundment or detention of stormwater, the control of sedimentation or the attenuation of pollutants in stormwater discharges, and the applicable performance standards shall apply to any such alteration or fill. Except as expressly provided, stormwater runoff from all industrial, commercial, institutional, office, residential and transportation projects that are subject to regulation under M.G.L. c. 131, § 40 including site preparation, construction, and redevelopment and all point source stormwater discharges from said projects within an Area Subject to Protection under M.G.L. c. 131, § 40 or within the Buffer Zone shall be provided with stormwater best management practices to attenuate pollutants and to provide a setback from the receiving waters and wetlands in accordance with the following Stormwater Management Standards as further defined and specified in the Massachusetts Stormwater Handbook”*. The project type listed in the NOI is Transportation. 310 CMR 10.085(m)6 states that *“The Stormwater Management Standards shall apply to the maximum extent practicable to Footpaths bikepaths and other paths for pedestrian and/or nonmotorized vehicle”*. It is our opinion that the Stormwater Management Standards apply to this project and a Stormwater Report with a Checklist for Stormwater Report, Calculations, Construction Period Pollution Prevention Plan (CPPPP) and a Long Term Operations and Maintenance Plan (LTO&MP) should be prepared and filed with the NOI for review along with an amended NOI.

4. NOI Item F3 & 4, page 9 of 9, Property Owner Signature: The form indicates “signature to be provided prior to the public hearing”. To the best of our knowledge no form with the property owners signatures was provided prior to or since the public hearing. This issue needs to be addressed. If the Town’s position is that they can sign the form as an owner by virtue of the taking of an easement on the National Grid (Massachusetts Electric Company) property then an amended form should be signed by the Town as Applicant and Property Owner with the Town’s ownership position clarified on the form (owner of Parcels 17-52-0 and 18-04-0 and owner of easement rights on Parcels 16-175-0, 18-34-0 and 22-1A-0), otherwise an amended form signed by all of the property owners should be filed with the SCC. It is important that this issue be addressed so that the NOI is properly before the SCC,
5. The project narrative (page 18) states, “Minor grading within the adjacent BVW may be required to achieve stream continuity for the proposed stream channel”. The plans do not identify this impact area and the NOI Form does not list any BVW Impacts. Please clarify and explain.

NOI WETLAND FEE TRANSMITTAL FORM

No Comments.

NATURAL HERITAGE & ENDANGERED SPECIES PROGRAM (NHESP)

The NOI correctly identifies that the project does not contain and is not located adjacent to any

Town of Swampscott Planning Board and Conservation Commission
Re: Review of Notice of Intent, MADEP File #071-0322, Swampscott Rail Trail
Station 39+40± to Station 76+50±, Swampscott, MA
September 30, 2019, Page 4 of 14

areas identified as Estimated Habitat of Rare Wildlife as indicated on the most recent Estimated Habitat Map of State-Listed Rare Wetland Wildlife published by the NHESP.

The MassGIS maps do show two certified vernal pools (CVP 2147 and 2214) in the vicinity of the project area. The NOI included an email from the NHESP Program dated July 30, 2019 stating that the vernal pools shown on the MassGIS are incorrectly plotted but that they needed more time to correctly show their positions.

6. Has NHESP determined the correct location of the CVP's (as stated in their email)? The Applicant needs to provide documentation as to the exact location of the Certified Vernal Pools with respect to the project and show that they are sufficiently distant from the proposed work area?

WETLAND RESOURCE AREA DELINEATION

The wetland resource areas shown on the plans filed with the NOI are based on wetland flagging by LEC Environmental Consultants, Inc. in November 2017. Our firm along with our wetlands scientist, Mr. Patrick Seekamp, PWS, CWS of Seekamp Environmental Consulting, Inc. (SEC) visited the site along with representatives of the Applicant and others on August 20, 2019 to view portions of the project area. Mr. Seekamp visited the site again on September 20, 2019 with the Applicant's wetlands scientist to review additional portions of the flagging.

SEC reviewed the wetland flags WF1 - WF34, and MHW 1 - MHW5 as shown on the Construction Plans and found the wetland boundary and Vernal Pool boundary to be substantially correct with no flag changes necessary. SEC also reviewed the wetland boundary specifically along and adjacent to Lot D1, Lot 96, and Lot 92 to address our understanding of some abutters concerns here. SEC found the wetland delineation to be accurate in this location.

In the vicinity of the proposed box culvert (WF300 - WF303 / WF332 - WF335) SEC agrees with the wetland delineation and agrees this resource is Bank with associated Land Under Water per DEP "policy". SEC also reviewed the wetland flags WF201 – WF223 and found the wetland boundary to be substantially correct with no flag changes necessary, SEC tried to review the Vernal Pool flags MHW 1A – MHW10A but could not get to them due to the vegetation and ground conditions. The location of these flags seemed reasonable and they are located a significant distance from any proposed work.

The following are our comments on the wetlands delineation presented for the project:

7. Based on research we have done (old USGS topographic maps) we believe that the area labeled stormwater basin (just west of the Middle School driveway and parking area) was likely constructed in a wetland and in any case, was it was constructed prior to the MADEP 1996 Stormwater Policy. There is a piped culvert connection from the area labeled stormwater basin to the downstream BVW area to the east of the Middle School parking area (delineated by the WF43 to WF54). It is our opinion is that the stormwater basin area is in fact a jurisdictional wetland area and needs to be noted as such on the plans and in the NOI. Any

impacts here should be accounted for as BVW impact and mitigation for that impact needs to be proposed. Preferably the path can be shifted so any impacts are avoided. As a side note, we think the wetland boundary along the north east edge of the area labeled as "stormwater detention pond" is incorrect. As the plan is proposed this has no impact on the buffer zone location where the work is being proposed, however, the wetland line in this area would need to be revised if any plan revisions were to propose wetland mitigation in this area. No mitigation should be allowed along the north east edge of the area labeled as "stormwater detention pond" due to a significant grove of tupelo trees (*Nyssa sylvatica*) which, in our opinion should not be disturbed.

8. The area labeled as a drainage ditch along Rail Trail (WF62 – WF92G) is identified as intermittent stream bank. LEC stated during the Site walk that they observed flow in the ditch here. We have no reason to discount this, however, while SEC agreed to the placement of flags and their call of Bank here, questions still remain as to the hydrology and jurisdiction of this area. This area could be Isolated Vegetated Wetland and Isolated Land Subject to Flooding or if connected it could contain Bordering Vegetated Wetland and Bordering Land Subject to Flooding. It appears that the tail end of this "intermittent stream" simply drops out as flow infiltrates into more permeable soils. This occurs at approximately station 64+25. More information and detail needs to be provided on how the actual hydrology works in this area and what happens during storm events at station 67+20±.
9. What lies between the path apron shown on the plan and the BVW located at WF201 - WF204. Is there a defined channel here, indicating Bank, thus a hydrologic connection to the "downstream" BVW? Is this really a connection?.

The NOI correctly states that there are no Special Flood Hazard Areas identified on the FEMA Flood Insurance Rate Maps for the project area (Maps 25009 C0531G and 25009 C0532G both dated 7/16/14). However, the fact that the FEMA Maps do not show the flood areas is not a definitive determination that no Bordering Land Subject to Flooding (BLSF) exists. As a matter of course FEMA does not study areas with a watershed area less than 1 square mile.

310 CMR 10.57(2)(a) 3 states, "The boundary of Bordering Land Subject to Flooding is the estimated maximum lateral extent of flood water which will theoretically result from the statistical 100-year frequency storm. Said boundary shall be that determined by reference to the most recently available flood profile data prepared for the community within which the work is proposed under the National Flood Insurance Program (NFIP, currently administered by the Federal Emergency Management Agency, successor to the U.S. Department of Housing and Urban Development). Said boundary, so determined, shall be presumed accurate. This presumption is rebuttable and may be overcome only by credible evidence from a registered professional engineer or other professional competent in such matters. Where NFIP Profile data is unavailable, the boundary of Bordering Land Subject to Flooding shall be the maximum lateral extent of flood water which has been observed or recorded. In the event of a conflict, the issuing authority may require the applicant to determine the boundary of Bordering Land Subject to Flooding by engineering calculations which shall be: a. based upon a design storm of seven inches of precipitation in 24 hours (i.e., a Type III Rainfall, as defined by the U.S. Soil

Conservation Service); b. based upon the standard methodologies set forth in U.S. Soil Conservation Service Technical Release No. 55, Urban Hydrology for Small Watersheds and Section 4 of the U.S. Soil Conservation Service, National Engineering Hydrology Handbook; and c. prepared by a registered professional engineer or other professional competent in such matters.”

10. Based on the testimony of abutters regarding flooding in the project area during the first public hearing, we believe that the statement in the NOI that there are no areas of BLSF in the project area needs to be supported with the calculations referenced in 310 CMR 10.57(2)(a) 3. These calculations should be done for all of the wetlands within or adjacent to the project area. Once the flood elevations are documented then the impact of any proposed filling on the flood elevations can be evaluated. The design for the project may need to be modified so that there is no loss in available flood storage at each foot of elevation below the 100 year flood as determined by the calculations.

STORMWATER REPORT, CHECKLIST, CALCULATIONS, CPPPP, LTO&MP

As previously stated, it is our opinion that the Stormwater Management Standards apply to this project and a Stormwater Report with a Checklist for Stormwater Report, Calculations, CPPPP and LTPPP should be prepared and filed with the NOI for review along with an amended NOI

11. The NOI states that the proposed project will not impact runoff as no new impervious areas are proposed and no runoff calculations have been prepared. However, the project will be altering the surface condition of a portion of the existing rail bed from a Soil Cover Complex Classification of Brush/Brush and Weeds to a combination of Stone Dust Path, Grassed Shoulders and Grassed or Meadow Slopes. The following table shows the Runoff Curve Numbers (RCN from the Soil Conservation Service Method) for various soils and cover types:

Ground Cover	SCS METHOD RUNOFF CURVE NUMBERS (RCN)			
	HSG A Soil	HSG B Soil	HSG C Soil	HSG D Soil
Brush/Brush & Weeds	30	48	65	73
>75% Grass Cover	39	61	74	80
Meadow	30	58	71	78
Dirt (stone dust) Surface	72	82	87	89

Note that the RCNs for the composite of the proposed land uses will be higher than for the existing condition. The RCN is an integral component of the calculation of runoff volumes and peak rates of runoff. Higher numbers will result in higher volumes and rates of runoff. The proposed ground alterations may also impact the time of concentration for the runoff which may increase the peak rates of runoff. We do understand that some pavement will be removed in the middle school parking lot but this amount of removal is not sufficient to outweigh the changes in other areas.

For these reasons runoff calculations should be prepared to document the impact of the construction of the path on runoff and flooding in the area.

12. Calculations need to be provided for the design of the proposed culvert and the inlet to the culvert from Muskrat Pond. These calculations need to include detailed measurements and hydraulic characterization of the existing outlet restriction and the channel through the proposed culvert. We are also very concerned with the potential impact that the excavation for the culvert and headwalls might have on the landform that is presently controlling the outlet from the pond. What measures are being taken during the installation of the culvert to avoid any disturbance of or reshaping of the outlet. Might the soil of the outlet collapse into the excavation for the culvert and headwalls? In our opinion the intent of the Massachusetts Stream Crossing Standards is that the existing stream bed would be maintained and not destroyed and replaced as part of the project. We recommend that the project utilize an open bottom box culvert design here to retain existing natural substrate, channel and Bank, and to avoid additional unnecessary disturbance here. This culvert (upside down U shaped) can be placed on strip footings on either side of the stream crossing or the crossing can be done by the construction of two abutment walls on either side of the stream crossing and precast plank decking. Either of these would avoid deep excavation near the pond outlet. We note that the downstream abutter expressed a concern regarding preserving the present condition of runoff from the pond onto his property at the public hearing. On page 3 of National Grid's letter attached to this report they list detailed concerns regarding this stream crossing. We share these concerns and request that the Applicant address these in detail. The crossing also needs to be designed to accommodate National Grid's vehicles in terms of width and loading as well as for emergency vehicles.
13. Has any on-site soil data been obtained (borings or test pits) to establish soil types (for runoff calculations and general grading use), depth to ledge/rock (especially in the culvert area and any areas of excavation) or Estimated Seasonal High Groundwater Table?
14. The Stormwater Report should include a Construction Period Pollution Prevention Plan and a Long Term Operations and Maintenance Plan as required by the MAWPAREGS or in the alternative the Applicant could submit a Storm Water Pollution Plan required as part of the NPDES Permit to be issued by the USEPA for the project. The SWPPP would incorporate both the CPPPP and LTO&MP into the document.

DESIGN AND PLAN REVIEW AND COMMENTS:

GENERAL

15. Why has the path been placed in such close proximity to the wetland resource areas? MADEP's policy with regard to wetland disturbance is Avoid, Minimize and Mitigate. In our opinion the proposed project needs more study to try to avoid as much of the wetlands disturbance as possible. We understand the motivation in attempting to provide as much separation to the abutting properties as possible but more attention needs to be paid to

avoiding the wetland impacts by simply moving the path further away from the wetland. Why can this not be done and avoid many, if not all of the direct wetland impacts? Perhaps privacy can be aided by fencing or vegetated barriers constructed along the path. The goal for the project needs to be to avoid and minimizing any wetland disturbance, creating a buffer between the work and the wetland resource area, no loss in available flood storage and no impact to the pre-existing hydrology (peak rates and volumes of runoff). We suggest that in general the limits of work should be a minimum of 5 feet off of the wetland line and the erosion controls should be a minimum of 7 feet off the wetland line.

16. Why is the stone dust path for the rail trail ten (10') feet wide? Can the project goals be accomplished with a smaller path which will have less impact in terms of the extent of slopes toward the wetlands?
17. How will the stone dust surfacing be retained in place? Over time stone dust tends to migrate due to traffic, wind and rainfall. What is being done to prevent the movement of the stone dust on the steeply sloping areas (areas sloping more than 2%, some are as steep as 4.5%)?
18. What measures will be used to deal with the runoff from the path at low points in the proposed profile and prevent any stone dust migration and erosion? When the longitudinal slope of the path exceeds the cross pitch of the path much of the runoff will flow along the path and concentrate at the low points.
19. Why have no measures been taken to reduce the spread of the side slopes (such as including low block type retaining walls, curbing, etc.)? Why is the profile of the trail being raised (significantly in some places)? Has a cut & fill analysis been done for the project and are grades being raised to use excess materials? Is the portion of the project located in the wetlands buffer zone a net cut or a net fill? How and where will the excess material be disposed of?
20. Are the limits of the permanent and temporary easements taken by the Town shown on the plans? If they are shown then they need to be made more legible. Is the path wholly contained within the permanent easement taken by the Town? Is all of the work, including erosion controls, contained within the temporary easement taken by the Town? As this is a property rights issue the plans also need to be signed and stamped by a Massachusetts Registered Land Surveyor.
21. It is our understanding that former rail beds are considered to contain contaminated soil under MGL Ch. 21E and the Regulations. We further understand from the plans that the proposed project will involve soil movement over a large area and in around the wetland areas. Has any on-site soil testing been performed to determine whether the soil in the project area is contaminated under the law and the Regulations? If not, when will the soil testing be performed? Is a soil management plan under the MGL 21E Regulations required for the project and will one be prepared? Will the movement of the soil and exposure to rainfall, air and wind increase the mobility of any pollutants present and cause these to be washed with runoff into the wetland resource areas? Will an Activity and Use Limitation be required for the

- use of the project by the public and if so is the soil cover proposed sufficient to meet MADEP requirements?
22. What has National Grid been doing on the land for vegetation maintenance for its transmission line and does the plan (or has it in the past) involve any spraying of herbicides? If so, what chemicals were used and are there any residuals remaining in the soil which will be disturbed by the proposed work? Has any on-site soil testing been performed to determine if any residuals are present? If not, when will the soil testing be performed? If there are residuals, is a soil management plan under the MGL 21E Regulations required for the project and will one be prepared? Will the movement of the soil and exposure to rainfall, air and wind increase the mobility of any residual pollutants present and cause these to be washed with runoff into the wetland resource areas? Will an Activity and Use Limitation be required for the use of the project by the public and if so is the soil cover proposed sufficient to meet MADEP requirements?
23. It is our understanding that the NPDES Regulations require two means of erosion control when proposed work is within 50 feet of a wetland (or the Waters of the United States). The plans currently show a single 12" diameter compost sock. We suggest that this be backed up by a second measure such as a siltation control fence (that will also serve as more of a visual barrier to the contractor) when the work is within 50 feet of a wetland resource area.
24. Do the plans filed with the NOI reflect all of the work necessary for the construction and completion of the project. We understand from National Grid that relocation of poles, guys and wires on their transmission line outside of the MAWPA jurisdictional areas will likely require changes to their poles, guys and wires within jurisdictional areas. It is apparent from the correspondence received from National Grid that the totality of the impact of the trail on their system has not been fully determined. In our opinion, this coordination with National Grid needs to be completed and all of the necessary work or changes to fences, path widths, etc. reflected on the design plans before the SCC issues an Order of Conditions for the project.
25. Will any additional work be required for access from abutting roadways and properties to the project site during or after construction. Will additional work be required for maintenance access to the electric transmission lines, poles and substations, etc.? Will design elements (such as fences) need to be moved or eliminated to provide proper maintenance access for National Grid? If so, all of this work needs to be reflected on the plans prior to approval by the SCC.
26. Have any studies been done regarding the potential impacts of the path construction and any required work (such as excavating, filling and potentially blasting) on the electric transmission line pole foundations?

27. Has a study of the clearance from the actual transmission wires to persons and vehicles on or around the path been done and is there sufficient clearance to meet the required safety standards?
28. What calculations have been done to document the statement that, “the water carrying capacity...will be maintained”?
29. The documents do not appear to address the disposal of brush and trees. Will the stumps of any trees be removed or flush cut and left in place? Is it the intention of the project to chip the brush and trees and leave the chips in the project area?
30. More detail (bottom widths and elevations, side slopes, contours, etc.) needs to be provided for the proposed ditch from stations 61+30 to 67+50. Given the wet conditions which will be present in the bottom of the ditch, how will the loaming and seeding work in the bottom of the ditch? The plans should clearly show and label the limits of the stream/ditch relocation.
31. The plans show a proposed ditch where the trail to the Tedesco Country Club takes off from the rail trail. What are the elevations in this area? From the site walk it appears that the water has to flow over the trail (up some 24” to 30”) from the wetland before it flows out of the area. It appears that the creation of this ditch will alter the pre-existing drainage conditions in the area and cause more flow to enter the adjacent wetland system sooner than will occur under existing conditions. How will this trail continue to be used with a ditch crossing across the trail?
32. As we understand the plans, there are no mitigative plantings proposed as part of the project. In our opinion a mitigation plan needs to be proposed as part of the project to reduce the overall impact of the project on the values provided by the existing wetlands buffer zone.
33. Given the large amount of invasive plants in and around the project area, has any thought been given to implementing an Invasive Species Management Plan as part of the project? Such a plan will benefit the area by reducing the spread of the invasive species and will benefit the path by controlling these species so they do not take over the shoulder areas and eventually the path.

PLANS

GENERAL

34. In our opinion the plans need more detail and refinement to be at construction ready level which plans filed with an NOI are supposed to be. The Applicant is reminded of the requirements of the MassDEP standard condition #14 which states, “Any change to the plans identified in Condition #13 above shall require the applicant to inquire of the Conservation Commission in writing whether the change is significant enough to require the filing of a new Notice of Intent”

35. What will be done in terms of trimming branches from trees that are located outside of the Limit of Work but whose branches overhang the trail area?
36. The wetland resource area boundaries and 100 foot buffer zone limits need to stand out more.
37. It does not appear that all of the National Grid facilities in the area shown on the survey. For example, the substation near station 49+40 and the wires headed to Forest Avenue are not shown. Also, no pole numbers for the transmission line poles are shown on the plans. The existing National Grid easements (for their transmission lines and facilities not located within their land, i.e. the middle school) should be shown on the plans.
38. No contour lines (existing or proposed) are shown on the plans. Contour lines are necessary to understand the existing conditions and the proposed design and how the design interfaces with the existing conditions. All of the proposed or necessary grading needs to be shown on the plans and references such as, "minor grading beyond the shoulders may be required to blend into adjacent grades" should not be on the plans. When the contours are added it may be necessary to have a separate existing conditions plan with only the trail baseline shown for reference purposes. Also, more frequent cross sections need to be shown at much smaller intervals along the baseline to fully depict the proposed work. All of this is necessary to understand that the proposed work and erosion controls can be accommodated within the limits of work and that no unanticipated impacts or filling of wetlands will occur.
39. We could not locate a construction detail for the block retaining wall in the details.

Sheet 1 – Cover Sheet:

No Comments

Sheet 2 – Legends & Abbreviations:

40. There is no existing symbol for wetland or bank flags and # shown.

Sheet 3:

41. Note 20 on Sheet 3 states that the tactile warning strips are to be installed in concrete but there is no detail of how extensive the concrete is and the extent of the concrete is not shown on the plans.

Sheet 4:

No Comments

Sheet 5:

42. The typical full depth trail section detail, Stations 64+20 to 67+36 does not show any drainage channel elevations or widths (nor do the plans). Is this channel being planted with the NE Meadow mix or how is it surfaced?
43. The typical full depth trail section detail, Stations 61+33 to 64+20 does not show any drainage channel elevations or widths (nor do the plans)
44. The typical full depth trail section detail, Stations 51+06 to 53+97 does not show what will be planted in the shoulder between the path and the parking area to remain (Meadow Mix?).
45. Property lines need to be added to the section views.

Sheet 6:

No Comments

Sheet 7:

46. In the vicinity of WF22 - WF23 it appears that the erosion control is placed in the wetlands here. Please clarify the distance from the erosion controls to the wetland. Will there be any impacts or BVW filling here?
47. The plans need to show the Buffer Zone from WF#37 to WF#39
48. The plans need to show the box culvert inlet and outlet elevations on the plan view along with the top of headwall elevations at key points.

Sheet 8:

49. Where does the wetland go east (or north) of WF#54?
50. Are any erosion controls being used on the pavement at the Middle School parking lot and driveway? We suggest the compost filter tubes can be placed on the pavement with a 6" high wedge of pea stone places on the disturbed earth side to filter the runoff.
51. The small portions of the restored meadow being disturbed by the path at the Middle School parking lot should be planted with meadow mix rather than loam and seed as labeled on the plans.

Sheet 9:

52. Where does the wetland go east (or north) of WF#54?

Town of Swampscott Planning Board and Conservation Commission
Re: Review of Notice of Intent, MADEP File #071-0322, Swampscott Rail Trail
Station 39+40± to Station 76+50±, Swampscott, MA
September 30, 2019, Page 13 of 14

53. It appears that the rockfill slope and erosion control impact wetland resource area here. Please clarify the distance from the erosion controls to the wetland. Will there be any impacts or BVW filling here?

Sheet 10:

54. Extend the Buffer Zone 100 feet off of WF#92E and 92G.
55. Please explain how the stream channel can be constructed so close (2 feet) to the property line with erosion controls, etc.
56. The erosion controls are shown over the property line from station 66+80 to station 67+40. Does the Town have permission for this work? The adjacent property was not included in the property listings in the filing with no owner's signature on the NOI.

Sheet 11:

No Comments

Sheet 12:

57. Extend the Buffer Zone 100 feet off of WF#222 and 223.

Sheet 13:

58. The box culvert should be shown with elevations in the profile.

Sheets 14, 15 & 16:

59. The limits of the wetland buffer zones should be shown in the profiles along with the box culvert.
60. The depth of fill along the trail needs to be reviewed such as at station 37+80, station 39+30, station 47+85, etc. If the amount of fill on the trail is reduced then the extent of the side slopes will be reduced and will be pulled away from the wetland.

Sheet 17:

61. The detail for the compost filter tubes should show staking at 4 feet intervals through the tube to maintain ground contact.
62. The Modified Rock Fill Detail says "See plans". The areas of the modified rock fill need to stand out more on the plans wherever this detail is being used (it is hard to find).

Town of Swampscott Planning Board and Conservation Commission
Re: Review of Notice of Intent, MADEP File #071-0322, Swampscott Rail Trail
Station 39+40± to Station 76+50±, Swampscott, MA
September 30, 2019, Page 14 of 14

Sheets 18 & 19:

No Comments

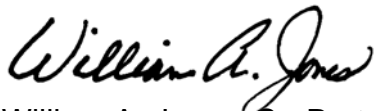
Sheet 20:

63. The box culvert inlet and outlet invert elevations should be added to the details.

We look forward to discussing the project, this report and any questions that the SCC may have regarding the project at the continued public hearings. We are available to discuss the project with you, your staff and/or the Applicant and/or his Engineers and representatives as necessary.

Very truly yours,

LINDEN ENGINEERING PARTNERS, LLC



William A. Jones, Sr. Partner



Richard G. Cutts, P.E., President

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NINA PICKERING-COOK
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September 10, 2019

BY EMAIL

Tom Ruskin, Chair
Town of Swampscott Conservation Commission
22 Monument Avenue
Swampscott, MA 01907
c/o Marzie Galazka (mgalazka@swampscottma.gov)

Re: Massachusetts Electric Company High-Voltage Electric Utility Corridor in Swampscott, Massachusetts

Dear Mr. Ruskin:

I represent the Massachusetts Electric Company d/b/a National Grid (“National Grid”) with respect to the Town’s taking of easement rights to construct and maintain a recreational path (the “Rail Trail”) along National Grid’s high-voltage electric utility corridor in Swampscott (the “Corridor”). Thank you again for allowing National Grid to present its concerns at the public hearing on the Town’s Notice of Intent (“NOI”) to undertake work on certain portions of the Rail Trail.

National Grid has reviewed the Town’s NOI application and the set of plans for the proposed Rail Trail dated August 2, 2019 by Stantec. We would like to supplement National Grid’s general comments made at the hearing on August 29 with the following specific areas of concerns that we have identified in the Town’s submissions to the Commission.¹

1. An NOI is premature where the path of the Rail Trail has not been finalized.

The Town admits that it is still determining the final design of the complete Rail Trail. Nonetheless, it seeks an NOI for construction of a portion of the Rail Trail now from the

¹ National Grid reserves its right to further supplement its comment on the Town’s NOI based on any response to these concerns from the Town, Stantec or the Commission’s Peer Reviewer, William Jones (who is copied here).

Mr. Tom Ruskin
September 10, 2019
Page 2

Commission. Although National Grid understands that the Commission purview is ostensibly limited to examination of the resources area for the portions of the Rail Trail being submitted in the Town's NOI, we implore the Commission to look broadly at the status of the Town's plans.²

The Town attempts to allay concerns on the impact to National Grid infrastructure by stating that it will not be relocating any of the National Grid poles in the area of the proposed Rail Trail under Commission review. This statement is misleading. As we mentioned at the August 29 hearing, from National Grid's perspective, the design of the Rail Trail is interdependent among the sections and cannot be segmented. The Commission must be aware that changes to National Grid infrastructure in other sections of the Rail Trail will likely affect the layout and placement of utility infrastructure in the section presented to the Commission now for permitting.

National Grid has continually made it clear to the Town that the current design and layout of the Rail Trail as depicted on the construction plans provided to National Grid in January (labelled the "Preliminary Construction Plans") had substantial deficiencies with respect to its impact on National Grid's infrastructure. These deficiencies include lack of or inaccurate details, as well as reflecting a design that is infeasible with National Grid's operations, such as the placement of fences separating existing poles from the right of way, the proposed relocation of poles and unworkable grade changes. Similarly, the NOI plans also reference "minor grade changes" but detail is needed to know whether those grade changes may impact clearances and foundations related to National Grid's poles and wires. National Grid has attempted to work with the Town's engineers at Stantec to assist them in better understanding those potential impacts and the costs involved, all of which would be the responsibility of the Town as a matter of law. That work is ongoing and, even the Town admits, is not yet done. On page 11 of the LEC Notice of Intent Application, the Town's consultants state: "Where needed, the existing utility poles, anchors/guy wires, and overhead wires will be relocated to accommodate the new trail alignment."

Simply put, changing the location of one or more poles will have a ripple effect on the location of the remaining poles along the Corridor, and may require installation of additional poles/guys and potentially refitting the entire line. As a matter of operational safety and efficiency, electric utility poles (and wires) must be as straight and even-height as possible. The changes may also impact other gas and electric facilities owned by National Grid, including National Grid's substation facilities along the Corridor, resulting in additional customer impacts for the people of Swampscott. At this time, because there are no acceptable design plans for review, we have no ability to determine the full extent of the Rail Trail's impacts and what else in the plans may require modification. As a result, the NOI plans in front of the Commission are likely to change and should not be viewed as the final layout of the Rail Trail.

² It is worth noting by way of comparison, that typically MEPA requires analysis of a complete project and does not allow segmenting of a project like that proposed by the Town here.

2. Specific Technical Issues with NOI Segment Plans

Separate and apart from the generalized concerns expressed above and at the August 29th hearing, National Grid provides the following technical comments concerning the Town's NOI for certain sections of the proposed Rail Trail:

1. The Town seeks to construct a new stream crossing (concrete box culvert) where the Rail Trail is proposed across an intermittent stream. Because the proposed culvert constitutes a new crossing, the Town must comply with the MA Stream Crossing Standards to the fullest extent, as acknowledged by LEC on Page 13 of the Project Narrative. Although the Town appears to demonstrate that Standards 2, 3, and 6 are satisfied in the Project Narrative and tables provided on Sheet 7 of the Project Site Plans, Standards 1, 4-5 are not specifically addressed by LEC. National Grid's comments on those Standards as applied to the proposed Rail Trail plans are below:
 - a. *Standard 1: Spans (bridges, 3-sided box culverts, open-bottom culverts or arches) that preserve the natural stream channel are strongly preferred:* The project proposes a four-sided culvert in the location of the proposed stream crossing. The goal of Standard 1 is to minimize disruption to the streambed. However, under the proposed design, the entire streambed will be impacted in order to install the proposed crossing. Justification should be provided as to why an open bottom culvert is not proposed for this crossing.
 - b. *Standard 4: Natural bottom substrate within the structure:* The resource area descriptions note that the existing substrate within the stream is comprised of "coarse and small stones". The project proposes to restore impacted areas of the intermittent stream using the natural substrate overlain with 6" of 2-4" diameter rounded river stone. Since the goal of this standard is to approximate the natural stream substrate as much as possible, the applicant should 1) provide additional documentation that the proposed natural stream bed substrate matches both upstream and downstream of the crossing, and 2) provide additional justification as to why the existing stream substrate will be buried with imported material as opposed to stockpiled and preserved for reuse during restoration.
 - c. *Standard 5: Designed with appropriate bed forms and streambed characteristics so that water depths and velocities are comparable to those found in the natural channel at a variety of flows:* The Site Plans provide a basic profile of the proposed crossing on Sheet 20. However, additional information is needed to review the Project's compliance with this standard. At a minimum, the Ordinary High Water (OHW) elevation should be depicted on this plan set to demonstrate that the crossing will preserve water depths at a variety of flows across the channel. A continuous thalweg should also be maintained throughout the crossing, which is not currently proposed. The Project Narrative (Page 12) notes that dry wildlife passage will be provided within the crossing, however, this is not shown on the provided crossing profile. A more detailed cross section should be prepared identifying the proposed stream bed

and dry wildlife passage material elevations, OHW and flood elevations, and a continuous thalweg across the channel.

2. MassGIS indicates the presence of four (4) Certified Vernal Pools (CVPs) along the project corridor with one located near STA 56 and three (3) near STA 73. These CVPs should be noted on the Site Plans, as work appears to be proposed within their associated 100-foot Buffer Zone. Page 16 of the Project Narrative acknowledges the presence of these CVPs, although no discussion is provided as to the project's effect on these areas. In both locations, clearing and grading within otherwise undisturbed portions of the 100-foot Buffer Zone to the CVPs is proposed that may be considered significant wildlife habitat.
3. The scope of work has not been fully depicted on the Site Plans as a grading plan has not been prepared for this section of the Rail Trail. Although representative cross sections have been provided, Page 12 of the Project Narrative notes that "minor grading beyond the shoulders may be required to blend into adjacent grades." Given that several areas along the Rail Trail Corridor are located in close proximity to wetland boundaries, a grading plan or statement clarifying what is included in the limits of work should be provided by the Town to clearly depict the limits of "minor grading", as it is unclear if this work has been accounted for on the Site Plans within the limits of work.
4. For portions of the relocated stream and proposed drainage channel (STA 61+33 to 67+36):
 - a. In areas where the stream channel will be relocated, the NOI plan proposes a 2-foot vegetated shoulder between the stone dust path and the stream. The path will be graded in a 1.5% slope to drain towards the stream. But the NOI is void of any explanation as to how the proposed design will prevent runoff and stone dust from the Rail Trail from resulting in sedimentation to the stream given the proximity and proposed grades.
 - b. Page 12 of the Project Narrative indicates that an approximately 10-foot segment of the relocated stream will be comprised of modified rockfill. However, this substrate generally provides limited habitat value and may impact aquatic organism movement within the stream. The Town should explain whether it is possible to design the stream to be comprised of modified rockfill overlain with a more natural stream bed material to match the surrounding native substrate, or incorporate compost/seed into the modified rockfill.
 - c. Page 12 of the Project Narrative indicates that the bottom of the stream channel will be loamed and seeded with a FacW wed meadow seed mix. But the NOI is void of any explanation as to how the proposed design in this area will be stabilized to prevent erosion and downstream sediment deposition in the event of channel flows while the vegetation within the channel is becoming established.
 - d. The Town should describe what alternatives were considered for the overall project design as it relates to impacts associated with the relocation of the stream channel.

The NOI Application notes that a priority of the project was to retain household encroachments and a vegetative buffer between the trail and adjacent residential properties, but it does not detail, for instance, whether the feasibility of a retaining wall, narrowed trail width, or other avoidance measures considered as alternatives to resource area impacts.

- e. The stream is being relocated towards National Grid's existing overhead utility pole line. Grading associated with the stream relocation appears to directly affect these facilities, as the poles are within the limits of grading. Particularly near STA 65, the proposed drainage channel which receives discharges from the stream is nearly within the direct path of the existing utility pole. The Town must explain how this will affect these facilities, and how will the Town proposes to protect the poles from impacts of the stream flows.
 - f. The NOI Site Plans should clarify the proposed limits of the relocated stream, including the approximately 586 linear feet of Bank, that will be constructed as part of the stream relocation. The proposed channel centerline is currently all that is shown on the plans and it is unclear where, particularly in relation to National Grid's overhead utilities, the stream flows will be located.
 - g. Page 20 of the Project Narrative states that "the water carrying capacity and groundwater and surface water quality of the channel will be maintained...". However, since the project does not provide a grading plan, the water carrying capacity of the relocated stream is unclear. Although a typical cross section has been provided on Sheet 5 of the Site Plans, without additional information demonstrating that the proposed grades and elevations will maintain flows within the channel, it is unclear if the Town's proposal can meet this performance standard.
5. The resource areas present along the south side of the trail near STA 48, in the location of the proposed box culvert, are not clearly defined. The resource area descriptions in the Project Narrative indicates that WF#333-335 indicate the boundary of Inland Bank associated with the intermittent stream, WF#322-328 indicate the boundary of Inland Bank associated with the pond, and implies that the remainder of the 300-series flags constitute the limits of BVW (see Project Narrative, Page 9), although per the resource area descriptions, "while a wetland occurs intermittently along the pond's edge, the wetland flags largely represent the Bank to Pond." The resource area in this location should be clarified (BVW vs. Bank), as direct impacts are proposed, so that the project can be evaluated under the appropriate performance standards. If BVW will be impacted, the Town should propose, or be required to include, some mitigation in the form of wetland replication.
 6. The Project Narrative (Page 18) notes that "minor grading within the adjacent BVW may be required to achieve stream continuity for the proposed stream channel", however, it is unclear where this activity is being proposed and what constitutes "minor" if no grading

plan has been provided. As written, the NOI Application does not propose impacts to BVW, and should either be revised to provide an area of alteration or more clearly commit to avoiding work within this resource area.

7. As written, no monitoring is currently proposed under this NOI. National Grid would expect that the Town would be required to monitor the relocated stream channel to ensure that vegetation reaches sufficient establishment for successful stabilization.
8. Overall, as a significant portion of the Rail Trail will occur within existing vegetated portions of the 100-foot Buffer Zone and will include clearing, grubbing, and a permanent change in surface type, the Town should consider additional ways to mitigate the reduction of the capacity of the buffer zone to slow, detain, filter, store, and infiltrate runoff prior to reaching the resource areas that will be impacted by the project.

3. Summary of August 29th Comments

Beyond the general premature nature of the Town's plans, National Grid highlighted the following concerns with the Town's NOI Application during the August 29 hearing:

- The Commission requires that contours should the elevations and grading on any NOI plans; none are shown on the Town's Rail Trail plans;³
- The load bearing capacity of the box culvert appears to be deficient for the current required load to bear National Grid utility trucks (HS-25) and emergency vehicles (which may also require the bridge area to be AASHTO-rated), and the railings proposed for the trail above the culvert would need to be made removable to allow for first responder access;
- Grading changes along the Rail Trail may impact the accessibility of utility poles, requiring further relocation of National Grid infrastructure or redesign of the Rail Trail; although until grading is shown along the entire NOI plan section, it is difficult to determine with precision; and
- Stormwater data is needed to determine any impact on or exacerbation of current flooding of National Grid infrastructure and abutting substations.

³ It should also be noted that where the Town is proposing construction of a public trail in a high-voltage environment, a comprehensive civil engineering design is mandated. National Grid cannot permit any field contractor to "grade as needed" without knowing precisely what is needed. Construction work in a high-voltage environment needs to be well planned in order to help alleviate indecision in the field and maintain operations and safety.

Mr. Tom Ruskin
September 10, 2019
Page 7

CONCLUSION

The Town's NOI filing and plans provided to the Conservation Commission lack necessary detail as to how the construction of the Rail Trail and the proposed drainage will impact National Grid's facilities within the Corridor and on its abutting properties. Where such impacts were purportedly of paramount concern to the Town, National Grid is concerned with that apparent disconnect.

We look forward to continuing to work with the Town on the issues raised in this letter (in addition to those outside of the Commission's jurisdiction). National Grid's goal is to engage with the Town to ensure that the construction and maintenance of this Rail Trail does not jeopardize public safety or National Grid's ability to provide safe and reliable service to the Town of Swampscott.

Very truly yours,



Nina L. Pickering-Cook

ecc: William A. Jones, Linden Engineering Partners, LLC
Jonathan D. Eichman, Esq.
Megan F.S. Tipper, Senior Counsel, National Grid

April 28, 2022
Nason Neighborhood Association
Swampscott, MA 01907

Mr. David Mohler
Chair, Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116
C/o Matt Genova, mgenova@ctps.org

RE: Swampscott Rail Trail (Project number 610666)

Dear Mr. Mohler and members of the Boston Region Metropolitan Planning Organization:

We are writing to you as concerned residents of Swampscott regarding the town's funding request for the proposed rail trail project. As currently constituted, there are numerous legal, design, funding, and environmental issues that have not been addressed or resolved.

Below is a succinct list of the main, but not all, concerns:

- **Environmental** – The Swampscott Rail Trail design is not approved by the Swampscott Conservation Commission due to a litany of environmental concerns that have remained unaddressed and outright ignored, a small but not exhaustive, list include:
 - **Streambed crossing issues** – The town must comply with the Massachusetts Stream Crossing Standards to the fullest extent as acknowledged in the project narrative; Insufficient information has been provided in regards to the proposed stream crossing, including, but not limited to: disruption of streambed from 4-sided culvert construction rather than an open bottom design, lack of documentation on matching substrate replacement for restored impact areas; justification as to why existing stream substrate will be buried with imported material rather than stockpiled and preserved for reuse in subsequent restoration
 - **Vernal pool impact** – as currently proposed, trail construction including clearing and grading, will take place within the 100 foot buffer zone of four vernal pools. No analysis has been provided as to the potential impact on those areas.
 - **Lack of scope of work depiction** – The Commission requires depictions of elevations and grading; the project narrative notes that “minor grading beyond the shoulder may be required”; given the close proximity to wetlands, further clarification must be required
 - **Drainage analysis and water carrying capacity** – The project narrative states that “the water carrying capacity and groundwater and surface water quality...will be maintained”; It is unclear whether the town's proposal as currently situated can meet this standard; In addition, no analysis has been prepared for storm water drain off for abutting properties
 - **100 foot buffer zone** – A significant portion of the entire project will take place within existing vegetated portions of the 100 foot buffer zone, which will include clearing and a permanent change in surface type. Additional analysis must be provided as to how to minimize this impact.
 - **Stone dust** - The current design calls for the use of a stone dust base along a half mile of protected and unprotected wetlands. The use of stone dust in this manner fails to meet many state and federal standards and will silt up/destroy the protected vernal pools and wetlands along the proposed trail.
- **Legal/Property** – There are several major legal issues in terms of property rights regarding the trail. Ahead of the town wide vote in 2016 to approve the trail, residents were lead to believe from town leadership that all property issues had been resolved and the town had rights to all land needed for the project. In fact, this was

far from the truth. A significant section of the trail is owned by private residents who proved this, at their own cost, by perfecting their deeds. Thus, eminent domain would be a necessity to complete the project. Furthermore, another entire section is owned by National Grid which has filed a civil suit against the town and its select board in December of last year to invalidate the town's taking of an easement for the project. The suit purports that the vote was flawed because the taking was dependent upon the satisfaction of several conditions – of which the select board reneged post vote.

- **Design** – The rail trail design team has repeatedly refused to work with neighboring abutters on the project to make reasonable accommodations, such as moving the trail further from property lines or providing a narrower easement in certain areas. We invite you to examine the one small section of the trail that has been completed – the Bradlee Avenue entrance. Dozens of mature trees were felled, an entire swath of land razed, and ten foot stockade fences put up on either side of a 20 foot wide ‘trail’. What does this do to preserve our green areas? Does the sight of this inspire or bring anyone closer to nature? The reality is, according to current designs, much more devastation would be required to complete the project – *hundreds* of mature trees would have to be felled and our fragile wetland areas would have to be significantly compromised.
- **Funding** – At the time of the town vote and henceforth, residents were promised that zero tax dollars would be used for this project. Zero. Yet, despite this fact, that town is asking for an enormous sum of money - \$7.7m, from the MPO. Furthermore, the town has repeatedly taxed the resources of the Swampscott DPW for repairs and maintenance on the one small completed section after publicly stating that no town resources would be used for the project.

As proposed, the current plans for the Swampscott Rail Trail do not take into serious consideration the numerous environmental, legal, and design issues at stake, nor has the town in good faith sought to actively engage the impacted residents of the project. We strongly urge the MPO to deny funding for this flawed project.

Respectfully,

The Nason Neighborhood Association

Matt & Jacquie Dragani
15 Nason Road

Andrew & Kim Samalis
23 Nason Road

Gail Brock
12 Laurel Road

Martha Cesarz
80 Nason Road

Paul Dwyer
25 Neighborhood Road

Betsy Burns
3 Laurel Road

Christine & Brian Tierney
93 Nason Road

Jeanne Breen
95 Nason Road

Lindy Aldrich & Matt Fallon
1 Nason Road

Ryan & Jeanne Patz
27 Nason Road

Steven Sciortino
39 Middlesex Ave

Paul & Julie Surette
79 Nason Road

Josh & Liza Goldstein
16 Nason Road

Katherine & Ted Smith
11 Laurel Road

Kristen & Paul Marescalchi
33 Nason Road

SWAMPSCOTT RAIL TRAIL

Community transportation, open space & recreation



May 23, 2022

David Mohler
Chair, Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116
c/o Matt Genova, mgenova@ctps.org

RE: Swampscott Rail Trail (Project number 610666).

Dear Mr. Mohler and members of the Boston Region Metropolitan Planning Organization:

To further demonstrate to you the depth of support that the Swampscott Rail Trail project has in Swampscott and surrounding communities, the Friends of the Swampscott Rail Trail posted an online petition on its Facebook page and shared it over email on Friday, May 20th. This petition asked signers to affirm their support and provide comments on the Swampscott Rail Trail Project (#610666) and included the following text:

We, the undersigned, support full funding for construction of the Swampscott Rail Trail (Project ID 610666) that was programmed in the Transportation Improvement Program (TIP) for Federal Fiscal Years (FFYs) 2023-27 Draft for Public Review dated May 2, 2022.

As of this afternoon, the petition had garnered over 362 signatures. Of those, 277 are residents of Swampscott. As a note, the petition allowed for signers to choose not to have their names displayed although we received their names and addresses to ensure that they were unique and verifiable signatures. The results of the petition are attached.

In addition to the support letters you have already received, I hope you will consider this list of project supporters and their comments in consideration of including the Swampscott Rail Trail Construction Project in the FFY23-27 TIP

Sincerely,

Alexis Runstadler, President
Friends of the Swampscott Rail Trail

Friends of the Swampscott Rail Trail



89 Burrill Street
Swampscott, MA 01907



info@swampscottrailtrail.org



swampscottrailtrail.org



Online Petition Report:

Support funding for construction of the Swampscott Rail Trail

Location: <https://www.thepetitionsite.com/584/723/341/support-funding-for-construction-of-the-swampscott-rail-trail/>

Author: Friends of the Swampscott Rail Trail; swampscottrailtrail@gmail.com

Petition Available Online: 80 hours; Friday, May 20, 2022 8:30am EDT – Monday, May 23, 2022 4:30pm EDT

Recipient: Boston Region Metropolitan Planning Organization (Boston MPO)

Petition Delivered: Electronically to Matt Genova, CTPS; mgenova@ctps.org

TOTAL SIGNATURES: 362

Swampscott Signatures: 277

Other MA Signatures: 77

Other Signatures: 8

Petition Text:

We, the undersigned, support full funding for construction of the Swampscott Rail Trail (Project ID 610666) that was programmed in the Transportation Improvement Program (TIP) for Federal Fiscal Years (FFYs) 2023-27 Draft for Public Review dated May 2, 2022.

(For more information see the [TIP Draft for Public Review](#))

Number	Date	First Name	Last Name	City	State	Why Is This Important to YOU?
1	5/20/22	Alexis	Runstadler	Swampscott	MA	The completion of the Swampscott Rail Trail will provide safe off-road transportation and recreation to our community.
2	5/20/22	Rebecca S	Spellios	SWAMPSCOTT	MA	This trail will provide access to a broader system of bike paths and will promote car-free movement within our town.
3	5/20/22	Marzie	Galazka	Swampscott	MA	
4	5/20/22	Suzanne	Hale	Swampscott	MA	Completing this rail trail will connect communities to each other, our natural world and reduce carbon emissions.
5	5/20/22	Neal	Duffy	Swampscott	MA	
6	5/20/22	David	Grishman	Swampscott	MA	
7	5/20/22	Deb	Newman	Swampscott	MA	Connecting communities by foot, bicycle, and other self-locomotion is good for all of us and the environment.
8	5/20/22	Amy	Grishman	Swampscott	MA	
9	5/20/22	Richard	Frenkel	Swampscott	MA	I regularly use area bike trails including Marblehead. This also will allow children to get safely to school.
10	5/20/22	Douglas	Thompson	SWAMPSCOTT	MA	This is a critical community resource to connect our community and to provide safe transportation path reducing traffic and greenhouse gas emissions
11	5/20/22	Jennifer	Honig	Swampscott	MA	
12	5/20/22	Jack	Lawler	Swampscott	MA	This is an essential community resource that is long overdue.
13	5/20/22	Jennifer	Simon	Swampscott	MA	
14	5/20/22	Katie	Arrington	Swampscott	MA	
15	5/20/22	NICHOLAS	WEINAND	Swampscott	MA	
16	5/20/22	Kevin	Farren	Swampscott	MA	
17	5/20/22	sami	Lawler	Swampscott	MA	Providing a safe and pleasant place to walk is vital to the strength of a community.
18	5/20/22	Marc	Barden	Swampscott	MA	A rail trail would do so many things, add open space, provide a safe commute for students, commuters, residents, link the many sections of Swampscott, reduce vehicle emissions, provide additional nature/exercise space, connect the town with its neighbors and beyond, satisfy the desires of the majority of residents.
19	5/20/22	Laura	Spathanas	Swampscott	MA	

<https://www.thepetitionsite.com/584/723/341/support-funding-for-construction-of-the-swampscott-rail-trail/>

20	5/20/22	Joshua	McCloy	Swampscott	MA	Family bike trips from Swampscott to Salem My kids will be able to ride their bikes to High School without having to cross Rte 1a.
21	5/20/22	Heather	Smith	Swampscott	MA	
22	5/20/22	Stephen	Lento	Swampscott	MA	A walkable town is a better town.
23	5/20/22	Ethan	R	Swampscott	MA	
24	5/20/22	Diana	Eddowes	Swampscott	MA	
25	5/20/22	Martha	Schmitt	Swampscott	MA	Extending the bike trail will provide safe biking and walking options than enable access to different neighborhoods and communities.
26	5/20/22	Don't Display		SWAMPSCOTT	MA	
27	5/20/22	Don't Display		REDWOOD CITY	CA	
28	5/20/22	Josh	McCloy	SWAMPSCOTT	MA	
29	5/20/22	Roger	Talkov	Swampscott	MA	Commuting to train station and enjoyment connecting to Marblehead and Salem trails
30	5/20/22	catherine	sturdevant	Swampscott	MA	
31	5/20/22	Don't Display		Swampscott	MA	
32	5/20/22	Scott	Saunders	Swampscott	MA	As an abutter, I support this trail wholeheartedly. It will provide a safe path for our families to travel between schools and recreational areas while serving as a recreational area in its own right. It will reduce traffic, congestion, and emissions. It's exactly what we need, and our town has proven in both Town meeting and a full townwide vote that Swampscott supports and wants this.
33	5/20/22	Kevin	MacNichol	Swampscott	MA	
34	5/20/22	David	LaPorte	Swampscott	MA	
35	5/20/22	Andy	Seipel	Swampscott	MA	
36	5/20/22	Steven	F	Swampscott	MA	I have biked hundreds of miles of rail trails across MA, NH, ME, VT and PA. In every community I have visited the rail trails have benefitted the communities immeasurably. The Swampscott Rail Trail will benefit the town in so many ways.
37	5/20/22	Mark	Degatano	Swampscott	MA	It's a healthy and relaxing way to get around the area.
38	5/20/22	Leanne	O'Brien	Swampscott	MA	

<https://www.thepetitionsite.com/584/723/341/support-funding-for-construction-of-the-swampscott-rail-trail/>

39	5/20/22	Drew	Deppen	Swampscott	MA	Would love to see kids use this to get to school and for ability to run and bike through town!!
40	5/20/22	Jason	Gatlin	Lynn	MA	
41	5/20/22	Jacqueline	Deppen	Swampscott	MA	
42	5/20/22	Don't Display		Swampscott	MA	There is a lack of open and recreational space in Swampscott and the rail trail adds that space that is not utilized.
43	5/20/22	Lorenz	Olivetti	Swampscott	MA	
44	5/20/22	Leah	Palone	Swampscott	MA	
45	5/20/22	Joseph	Palone	Swampscott	MA	Having an accessible community space in our town for walking, running, biking will encourage more active, healthier lifestyles and allow residents and visitors alike to more safely be outside and enjoy nature!
46	5/20/22	Julie	McCannon	Swampscott	MA	
47	5/20/22	Ilene	Vogel	Swampscott	MA	This will be a major benefit to Swampscott in terms of providing safe trails for bikers and walkers, connect us to major rail trails popping up all over MA and connecting our public schools so that kids can walk to schools and not always need to be driven.
48	5/20/22	Angela	Dooley	Swampscott	MA	We love the rail trail for our kids and exercise! Safe space to ride and connect to surrounding towns
49	5/20/22	Daniel	Kelly	Swampscott	MA	It is a great way to get around the neighborhood and connect to abutting rail trails.
50	5/20/22	Frances	Weiner	SWAMPSCOTT	MA	This is a wonderful project with long-term environmental and health benefits for our town. It will be a lovely green space .
51	5/20/22	Ara	Talkov	Swampscott	MA	
52	5/20/22	Joseph	Doeringer	Swampscott	MA	This will add significant value to the town, everyone in my neighborhood will use it.
53	5/20/22	Garret	Weigel	Swampscott	MA	We should fund projects that contribute to our community's well being. More bike trails encourage outdoor time and recreation, good for both physical and mental health!
54	5/20/22	Don't Display		Swampscott	MA	
55	5/20/22	Ethan	Talkov	Swampscott	MA	
56	5/20/22	Kyle	Reardon	Salem	MA	I love the rail trail and the commitment to providing accessibility and safety for those using it

<https://www.thepetitionsite.com/584/723/341/support-funding-for-construction-of-the-swampscott-rail-trail/>

57	5/20/22	Sean	Atcherley	Swampscott	MA	Keep my kids off the street
58	5/20/22	J.	Susarrey	Swampscott	MA	
59	5/20/22	Phoebe	Palone	Swampscott	MA	
60	5/20/22	Lena	Palone	Swampscott	MA	
61	5/20/22	Shayne	Spaulding	Swampscott	MA	
62	5/20/22	Megan	Weigel	Swampscott	MA	
63	5/20/22	Eric	Webb	Swampscott	MA	
64	5/20/22	Emily	Westhoven	Swampscott	MA	I couldn't be more excited about finalizing this trail and making it accessible for Swampscott residents. While this is generally called a bike trail, I very much see this also a (safe) and needed walking path to connect important points within the town, in particular some of our schools. My sincere personal vision and hope is that this path will encourage many families and students to walk and/or bike to school or other places they would like to get to. My hope is also to complete the path in the most respectful way as it relates to abutters on the trail and ensuring that natural protection alongside the trail through shrubs, trees and plants can either be kept, restored or restored and that funding for this should be part of the entire effort. I am very much looking forward to it and endorse this decision to fund construction of the trail.
65	5/20/22	Jason	Levine	Swampscott	MA	
66	5/20/22	Jonathan	Almon	Swampscott	MA	
67	5/20/22	Kristen	Kelly	Swampscott	MA	
68	5/20/22	Cynthia	Picariello	Swampscott	MA	
69	5/20/22	Cassie	Huddle	Swampscott	MA	
70	5/20/22	Andrea	Rovaldi	Swampscott	MA	Our family loves a safe place to ride our bike along the scenic trail.
71	5/20/22	Joseph	Maldonado	Swampscott	MA	
72	5/20/22	Sandra	Gordon	Swampscott	MA	New to the area, but can see we need to add outdoor space and not more condos.
73	5/20/22	Polly	Titcomb	Swampscott	MA	The path will provide access to so many significant points of interest in town and connect both sides of town and everyone in between!
74	5/20/22	Thomas	Levenberg	Swampscott	MA	

75	5/20/22	Gary	Barden	Swampscott	MA	Continued support for open space and recreation access is critical.
76	5/20/22	Barbara	Hemphill	Swampscott	MA	Access to less developed areas as well as a place to walk, run and ride while not taking my life into my hands with motorized traffic is most important to me. Having a rail trail nearby let's all of us get a little closer to nature which can be restful and restorative.
77	5/20/22	David	Westcott	Swampscott	MA	Bikes are a great way for transportation and recreation for the entire community!
79	5/20/22	Roxana	Perdue	Swampscott	MA	
80	5/20/22	Marta	Wejman	Swampscott	MA	
81	5/20/22	Laura	Wayne	Swampscott	MA	
82	5/20/22	Michael	Gilmore	SWAMPSCOTT	MA	Beautiful shared spaces increase both the quality of life as well as property values for the entire community. Give kids a safe place to get outside and ride.
83	5/20/22	Terry	Lorber	Swampscott	MA	
84	5/20/22	Gayle	Rubin	Swampscott	MA	
85	5/20/22	Lou	Marino	Swampscott	MA	We are looking forward to enjoying this wonderful resource here in our town for walks and bike rides with our children.
86	5/20/22	Elisabeth	Knudsen	Swampscott	MA	This rail trail will allow my daughter to safely ride her bike to school, away from cars! I couldn't be more excited to see this come to fruition!
87	5/20/22	Richard	Gilberg	SWAMPSCOTT	MA	I have been waiting over 20 years for this trail. Please finish so we all can enjoy!
88	5/20/22	Don't Display		Swampscott	MA	
89	5/20/22	Amy	Powell	Swampscott	MA	I want this great outdoor, off road trail for my community, and to connect with the wonderful trails in other communities .
90	5/20/22	Don't Display		Swampscott	MA	
91	5/20/22	Kelsey	Henry	Swampscott	MA	Please finish this trail to provide safe walking and biking paths through town; my kids can't wait to bike!
92	5/20/22	Amy	OConnor	Swampscott	MA	The rail trail will provide an important conduit for kids biking to school. Let's finish what has been started!
93	5/20/22	Andy	McDonough	Salem	MA	I grew up riding the trails in Swampscott into Marblehead, still do today. With the way people are driving these days, it is the safest option.

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94	5/20/22	Terry	Dansdill	Swampscott	MA	I am an avid walker and bicyclist- would use the Rail Trail regularly.
95	5/20/22	John	O'Connor	Swampscott	MA	
96	5/20/22	Colleen	Hankins	Swampscott	MA	
97	5/20/22	Brett	Laker	Swampscott	MA	
98	5/20/22	Don't Display		Swampscott	MA	
99	5/20/22	Aaron	Berdofo	Swampscott	MA	
100	5/20/22	James	Hankins	Swampscott	MA	Enhanced safety for walkers and bike riders.
101	5/20/22	Jonathan	Leamon	Swampscott	MA	
102	5/20/22	Don't Display		Swampscott	MA	
103	5/20/22	Don't Display		Swampscott	MA	
104	5/20/22	Sarah	Dionne	Swampscott	MA	
105	5/20/22	Christopher	Ford	Swampscott	MA	
106	5/20/22	Patrick	Noonan	Marblehead	MA	
107	5/20/22	Tara	Myslinski	Swampscott	MA	
108	5/20/22	Dawn	Rafferty	Swampscott	MA	
109	5/20/22	Emily	Andreano	Swampscott	MA	It's vitally important to a community to have green space for walking and biking. The quality of life increases dramatically.
110	5/20/22	Nelson	Knudsen	Swampscott	MA	Our community needs more shared open recreational areas. The rail trail is a great way to make so many places in our town more accessible without a car and to promote a healthy lifestyle and planet.
111	5/20/22	Stephen	Young	Swampscott	MA	I often ride my bike in Swampscott and I have been injured (broken arm) riding in unsafe road conditions.
112	5/20/22	Kathleen	Farren	Swampscott	MA	
113	5/20/22	Jackie	Lane	SWAMPSCOTT	MA	It will create new low carbon impact means of transportation around Swampscott and connect an area of town that is separated by a major road. It will also give the children a safer route to school.
114	5/20/22	Abbie	Groff	Swampscott	MA	Long overdue! We need much better methods of car-free safe transport thru town, the rail trail is the clear winner
115	5/20/22	Sammia	Atoui	Swampscott	MA	Enjoyment of outdoor space
116	5/20/22	Sierra	Munoz	Swampscott	MA	We are so excited to enjoy the green spaces and open air in Swampscott with our young kids on the rail trail!!
117	5/20/22	Judith	Locke	Swampscott	MA	

118	5/20/22	Tania	Lilak	SWAMPSCOTT	MA	Swampscott residents need a safe passage around town by foot and by bike. Creation of the rail trail will connect communities and provide opportunity for exercise, social interaction, and a connection to nature. Please help us to fulfil our dream of a rail trail in Swampscott for all residents to enjoy.
119	5/20/22	Dawn	Rafferty	Swampscott	MA	
120	5/20/22	Kate	Doria	Swampscott	MA	So our kids can bike to school.
121	5/20/22	Konstantinos	Tsioris	Swampscott	MA	Alternative transportation through town, especially for the new elementary school. This will ease traffic. Great for recreation and connecting communities between Nahant and Marblehead.
122	5/20/22	Don	Giard	Swampscott	MA	
123	5/20/22	Christopher	K	Salem	MA	As a cyclist we need more safe trails to ride on. Let's do this!!
124	5/20/22	Peg	Martin-Epstein	Swampscott	MA	
125	5/20/22	Wilson	Castellanos	Swampscott	MA	
126	5/20/22	Keli	Khatib	Swampscott	MA	To make Swampscott outdoors a nice place.
127	5/20/22	Don't Display		SWAMPSCOTT	MA	
128	5/20/22	Don't Display		Swampscott	MA	The rail trail MUST be built
129	5/20/22	Don't Display		Swampscott	MA	
130	5/20/22	Don't Display		Swampscott	MA	
131	5/20/22	Carolyn	Matheson	Swampscott	MA	
132	5/20/22	Michele	Barden	Swampscott	MA	It would be great to have a linear park to safely walk or bike in town. It is sad to go to another town to use their trail.
133	5/20/22	Arleen	Silverlieb	Swampscott	MA	It will bring so many people joy!
134	5/20/22	Marla	Gay	Swampscott	MA	It will enhance our town.
135	5/20/22	Don't Display		Swampscott	MA	community improvement
136	5/20/22	Grandy	Cody	Marblehead	MA	
137	5/20/22	David	McInerney	Lynn	MA	
138	5/20/22	Don't Display		Swampscott	MA	
139	5/20/22	Douglas	LaRose	Swampscott	MA	
140	5/20/22	Michelle	B	Marblehead	MA	Will enhance the trails that are already in place and will join communities together
141	5/20/22	Don't Display		Marblehead	MA	
142	5/20/22	Jacque	Quann	Swampscott	MA	
143	5/20/22	Michael	Proscia	SWAMPSCOTT	MA	Having a safe off-road recreation and transportation option that truly connects all

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						sides of town will be a great asset for Swampscott.
144	5/20/22	Anne	DiNatale	Swampscott	MA	I,Äm a walker.
145	5/20/22	Ella	Parker	Swampscott	MA	
146	5/20/22	Don't Display		Swampscott	MA	Finish what has been talked about for more than a decade.
147	5/20/22	Mary	R	Swampscott	MA	
148	5/20/22	Marcy	Gunther	Swampscott	MA	
149	5/20/22	Theodore	Vander Linden	Swampscott	MA	
150	5/20/22	Don't Display		Swampscott	MA	
151	5/20/22	Laurie	Strazzullo	Swampscott	MA	
152	5/20/22	Michael	Legere	Swampscott	MA	
153	5/20/22	Sheila	Popeo	Swampscott	MA	I enjoy biking and walking the bike trail to Marblehead & Salem, & would love it to extend to Swampscott Train station.
154	5/20/22	Amanda	Boyd	Swampscott	MA	Need safe outdoor safe!
155	5/20/22	Don't Display		Swampscott	MA	
156	5/20/22	Michelle	Fine	Swampscott	MA	
157	5/20/22	Shane	McCarran	Swampscott	MA	
158	5/20/22	Rosalie	Miller	Swampscott	MA	
159	5/20/22	Don't Display		Swampscott	MA	
160	5/20/22	Don't Display		Swampscott	MA	
161	5/20/22	Don't Display		New York	NY	
162	5/20/22	Fred	Bollen	Swampscott	MA	I am an avid cyclist
163	5/20/22	Don't Display		Swampscott	MA	Completing the trail will be great for Swampscott and the surrounding communities.
164	5/20/22	Don't Display		Swampscott	MA	We need a rail trail in Swampscott! Having a completed one would be amazing!
165	5/20/22	Martha	Dansdill	Swampscott	MA	
166	5/20/22	Philip	White	Swampscott	MA	It's a great way to connect different sections of town for bike riders
167	5/20/22	Michael	McNutt	Marblehead	MA	
168	5/20/22	Don't Display		Swampscott	MA	
169	5/20/22	Richard	Simmons	Swampscott	MA	It's a great linear park that will bring our community together.
170	5/20/22	Don't Display		SWAMPSCOTT	MA	Open space, health lifestyle, quality of life
171	5/20/22	Don't Display		Swampscott	MA	
172	5/20/22	Don't Display		Marblehead	MA	
173	5/20/22	Kelly	Boyne	Swampscott	MA	Biking on the roads is not safe with all the texting and driving.

174	5/20/22	Richard	Smith	Swampscott	MA	Swampscott isa very small town geographically, and is has little open space. The rail trail is an opportunity to create a green corridor that can connect the entire town and get people out of motor vehicles.
175	5/20/22	Heidi	Kluge	Swampscott	MA	
176	5/20/22	Kelly	OConnell	Swampscott	MA	
177	5/20/22	STEVEN	James	SWAMPSCOTT	MA	
178	5/20/22	Anthony	Waite	Swampscott	MA	
179	5/20/22	Don't Display		Swampscott	MA	
180	5/20/22	Jon	Gilman	Swampscott	MA	
181	5/20/22	Laurie	Rosen	Swampscott	MA	I especially enjoy walking the trails in the summer heat under the shaded trees. And I enjoyed snowshoeing them this past winter. Wonderful addition to any town!!
182	5/20/22	Alex	Yanischevsky	Swampscott	MA	Increase green space in town and encourage more non-motorized recreation
183	5/20/22	Don't Display		Marblehead	MA	The opportunity to create more recreational, green space is a gift! No question that this should happen!
184	5/20/22	Paula	Claridge	Swampscott	MA	We need better, safer bike and pedestrian connections in our community and to access neighboring communities.
185	5/20/22	Nancy	Wolinski	Swampscott	MA	
186	5/20/22	Mark	Wolinski	Swampscott	MA	An overwhelming number of citizens have been trying for about 45 years to create this trail. Now is the time to finally get this completed
187	5/20/22	Nate	McNameeee	Swampscott	MA	
188	5/20/22	Tiffany	Naste	Swampscott	MA	
189	5/20/22	Heshi	Muntiu	Swampscott	MA	
190	5/20/22	Don't Display		Swampscott	MA	
191	5/20/22	Tara	Gallagher	Swampscott	MA	The Swampscott trail would like to the Marblehead and Salem trails allowing me to bike to and from work. Also it is a vital link in this regional network.
192	5/20/22	Larry	Simmons	Swampscott	MA	Recreational opportunities make better town. Great alternative for getting to Marblehead and Lynn instead of car. Need more bike connections throughout the greater Boston area. Traffic truly sucks.
193	5/20/22	Reggie	Pagan	Swampscott	MA	Walking the Swampscott Rail Trail will be a joy and a health benefit for the community.

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						Also, it will unify Marblehead, Swampscott and Lynn.
194	5/20/22	cheryl	Miller	Swampscott	MA	need safe places to walk and commute.
195	5/20/22	Danielle	Torres	Lynn	MA	
196	5/20/22	STEVEN	LAKIND	SWAMPSCOTT	MA	
197	5/20/22	Don't Display		Swampscott	MA	
198	5/20/22	frances	marshall	Swampscott	MA	This trail will add such lovely tranquility to our quite crowded lovely town.
199	5/20/22	Nancy	Hewitt	Swampscott	MA	
200	5/20/22	nathan	Rouse	Swampscott	MA	
201	5/20/22	Martha	Curry	Swampscott	MA	I would love a place to walk and bike in a safe way.
202	5/20/22	John	DeGregorio	Swampscott	MA	
203	5/20/22	Dana	Anderson	Swampscott	MA	
204	5/20/22	Don't Display		Marblehead	MA	
205	5/20/22	Peter	Freudenberger	Salem	MA	I ride bikes with my children and would love an extension of a safe route
206	5/20/22	Allison	Duffy	Swampscott	MA	
207	5/20/22	Verena	Karsten	Swampscott	MA	We need more open space for recreation and options for none vehicular transportation. This is very important for all residents in and neighboring communities.
208	5/20/22	Don't Display		Swampscott	MA	We use the rail trail all the time – it's a safe, healthy way to get around.
209	5/20/22	David	Townsend	Swampscott	MA	I am a big supporter and user of rail trails
210	5/20/22	Don't Display		Swampscott	MA	Huge asset to the town and residents
211	5/20/22	Caroline	Norden	Yarmouth	ME	
212	5/20/22	Don't Display		Swampscott	MA	
213	5/20/22	Ken	McKenna	Swampscott	MA	I can't wait for a green alternative mode of transportation to the Swampscott train station. It certainly will be a safe way for me to ride my bike for recreation.
214	5/20/22	Don't Display		Swampscott	MA	
215	5/20/22	Arlene	Albaneese	Swampscott	MA	I am a walker and enjoy finding new walking paths. Having something close by would be so great.
216	5/20/22	Don't Display		Swampscott	MA	The last town we lived in fought for a rail trail. It was fantastic once completed. We also enjoy using the Marblehead trail.
217	5/20/22	Tanya	Kater	Swampscott	MA	
218	5/20/22	Glenn	Paster	Swampscott	MA	
219	5/20/22	Justin	McGuirk	Salem	MA	

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220	5/21/22	Kathleen	Powers	Lynn	MA	Saves some space from commercial use
221	5/21/22	Don't Display		Swampscott	MA	Wonderful way to experience part of Swampscott
222	5/21/22	David	Gardiner	Swampscott	MA	The Rail Trail will add valuable recreational green space in a town that has precious little of it.
223	5/21/22	Deborah	Boggs	Swampscott	MA	The Swampscott Rail Trail will be a resource available to residents of MA's North Shore for generations to come. It will provide an opportunity for people of all ages to exercise in the beauty of nature-such a natural resource is desperately needed in our community.
224	5/21/22	Marisa	Rubin	Swampscott	MA	
225	5/21/22	Joanna	Oneil	Swampscott	MA	
226	5/21/22	David	Goulart	Swampscott	MA	Access to other parts of Swampscott, commuter rail, bike path for my family, running path, community events
227	5/21/22	Myles	Steinhauser	Waltham	MA	Rail trails provide a wonderful way to practice active transportation and enjoyable recreation. Specifically, it is true that if you build it they will come and even more so when the trail network grows larger. I am excited to one day continue riding the Swampscott north to the New Hampshire border as I did last year without the trail.
228	5/21/22	Janice	S	Marblehead	MA	I love the rail trail. It's a great way to enjoy the outdoors with family and friends via walking or bike riding.
229	5/21/22	Don't Display		Marblehead	MA	
230	5/21/22	Amy	Ries	Swampscott	MA	
231	5/21/22	Don't Display		Swampscott	MA	Wonderful opportunity for desperately needed recreational space.
232	5/21/22	Elana	Zabar	Swampscott	MA	It's time!
233	5/21/22	Marisa	Fava	Swampscott	MA	
234	5/21/22	Carol	Pope	Swampscott	MA	
235	5/21/22	Don't Display		Swampscott	MA	
236	5/21/22	Debbie	Aurigemma	West Milford	NJ	
237	5/21/22	Elizabeth	McDonnell	Swampscott	MA	Healthy way to travel
238	5/21/22	Philip	Bereaud	Swampscott	MA	We enjoy the Marblehead Rail Trail and are excited to have our Swampscott Rail Trail connect to it. Riding a bike is great exercise

						and a useful mode of transportation. Let's get this done!
239	5/21/22	FRANZISKA	SALCEDO	Swampscott	MA	
240	5/21/22	Don't Display		Swampscott	MA	Improves the beauty of this town.
241	5/21/22	DAVID	SIMONSON	Swampscott	MA	
242	5/21/22	Jeffrey	Gunther	SWAMPSCOTT	MA	
243	5/21/22	Don't Display		Swampscott	MA	
244	5/21/22	Don't Display		Swampscott	MA	Town's all hills and no easy parking--difficult for elderly/handicapped to get out and walk. Town needs far more open land, free transportation, access to beach areas, bird and animal sanctuaries. Dog park was good start.
245	5/21/22	Liz	Bilodeau	Swampscott	MA	
246	5/21/22	Don't Display		Swampscott	MA	
247	5/21/22	Jo	Oltman	Everett	MA	I ride the Strand regularly. Would love to see more connections
248	5/21/22	Don't Display		Malden	MA	
249	5/21/22	Margaret	Butler	Revere	MA	Love railtrails. The more the better! Trains won't use the row anymore so much better that it is getting used rather than a dumping ground for people's trash!
250	5/21/22	William	T	Medford	MA	
251	5/21/22	Carol	Roberts	Swampscott	MA	This is important because it will connect the community and give great recreational opportunities to all ages to walk, jog and ride bikes.
252	5/21/22	Don't Display		Revere	MA	
253	5/21/22	Jeffrey	Freedman	Swampscott	MA	I use the rail trail for recreational bike riding. It is safe, well maintained, and an asset to the community.
254	5/21/22	Sean	Going	Medford	MA	
255	5/21/22	Loretta	LaCentra	Revere	MA	
256	5/21/22	Don't Display		Beverly	MA	Transit connectivity
257	5/21/22	Michael	Lawler	Beverly	MA	All trails should be connected wherever possible for continuous ways for commuters and recreational users.
258	5/21/22	Don't Display		Beverly	MA	I love bike paths! And I feel connecting them between communities is threat for physical health and community health.
259	5/21/22	Denise	Butler	Revere	MA	A rail trail is much safer for pedestrians and especially cyclists who otherwise would have to ride on the road.

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260	5/21/22	Amanda	Burroughs	Lynn	MA	Safer bike riding
261	5/21/22	Matthew	Quinn	MALDEN	MA	Love the Northern Strand and would love to see similar routes open in the area
262	5/21/22	Heather	O'Brien	Boston	MA	
263	5/21/22	Don't Display		Melrose	MA	We need access to more safe bike paths.
264	5/21/22	Victoria	Shams	Swampscott	MA	It is important to have a safe area in Swampscott where we could spend time with friends and family, walking, chatting, etc.
265	5/21/22	Christina	Michaud	Malden	MA	We bike on the northern strand trail all the time and want more length to it!
266	5/21/22	Hildreth	Curran	Lynn	MA	A continuation of the Marblehead rail trail will be a wonderful addition.
267	5/21/22	Adrian	Rodriguez	Swampscott	MA	
268	5/21/22	Paul	Croft	EVERETT	MA	
269	5/21/22	Leonard	Goldstein	Arlington	MA	
270	5/21/22	Joan	Hilario	Swampscott	MA	Great place to safely ride and walk with kids
271	5/21/22	Caren	Hunter	Malden	MA	We live on the trail and love it!
272	5/21/22	Amy	McCormick	Somerville	MA	An enjoyable & accessible way to experience & navigate the natural beauty of our geography & coastline. Thank you
273	5/21/22	Rebecca	Mallqui	Swampscott	MA	We leave on the proposed rail trail and are very excited about it being built. This will be a safe and healthy way for our kids to travel in town and get exercise.
274	5/21/22	David	Alexander	Lynn	MA	Rail trails are the best, safest options for avid bikers like us!
275	5/21/22	Ashlee	Earl	Swampscott	MA	Let's do this!
276	5/21/22	Don't Display		Newton	MA	Biking can reduce car trips therefore reduce pollution
277	5/21/22	Don't Display		Melrose	MA	
278	5/21/22	Christopher	Corneille	Swampscott	MA	
279	5/21/22	Leanna	Copp	Steilacoom	WA	
280	5/21/22	Heathet	Kunst	Malden	MA	Biking infrastructure is important for healthy communities and a livable climate.
281	5/21/22	Patricia	Correia	Swampscott	MA	
282	5/21/22	Mark	Bolivar	Swampscott	MA	I would use the train allot and i think it would improve the community.
283	5/21/22	Nancy	Mulrey	Malden	MA	
284	5/21/22	Angela	Ippolito	Swampscott	MA	Public open rec space for ALL ages
285	5/22/22	Kathy	Sunderland	Beverly	MA	It's great to have as many safe places to bike as possible.
286	5/22/22	Hillary	Okun	Saugus	MA	

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287	5/22/22	Chris	Howe	Swampscott	MA	Will be great addition to the town
288	5/22/22	Don't Display		Wakefield	MA	
289	5/22/22	Ryan	Conner	Swampscott	MA	
290	5/22/22	Carole	Shutzer	Swampscott	MA	Rail trail will add to the quality of life in Swampscott. All ages can enjoy walking without the worry of traffic and enjoy open space and nature.
291	5/22/22	Marla	Belostock	Swampscott	MA	I love to walk the trail in Swampscott where it connects with Marblehead. Looking forward to walking more in Swampscott!!
292	5/22/22	Kathryn	Hubney	Swampscott	MA	We would be able to walk, bike, and run off the roads and away from cars. Kids would have a safer way to school and to explore the town.
293	5/22/22	Jillian	DiNunzio	Winthrop	MA	I love biking and it makes for safer trails
294	5/22/22	Amirault	Ryan	Melrose	MA	
295	5/22/22	KC	Cucchi	Swampscott	MA	A safe biking/walking path to thread various parts of town together? What's not to love!?
296	5/22/22	Gilbert	Hendry	Swampscott	MA	
297	5/22/22	Pamela	Straube	Wakefield	MA	
298	5/22/22	Daniel	Rabe	SOMERVILLE	MA	Safe biking spaces are essential for providing people a way to be more active
299	5/22/22	Doris	Bezada	Lynn	MA	Better and easy transportation
300	5/22/22	Meredith	Freed	Swampscott	MA	The rail trail will be an excellent recreation resource and another way to traverse town safely.
301	5/22/22	Wendy	Yaakov	Swampscott	MA	
302	5/22/22	Chris	Mancini	Swampscott	MA	This trail will connect at least three cities and towns and make a safe, off road path for potentially hundreds of kids to walk to school
303	5/22/22	Aron	Gyuris	Swampscott	MA	The rail trail will extend the existing bike path, connecting Salem and Marblehead to Swampscott and Lynn, and will provide a safe biking and walking corridor, for recreation and transportation to schools and the train station.
304	5/22/22	Kathleen	Cormier	Swampscott	MA	Betterment of our community
305	5/22/22	Walt	Lutter	Salem	MA	
306	5/22/22	Andrew	Walton	Steep Falls	ME	
307	5/22/22	Brad	Hubney	Swampscott	MA	
308	5/22/22	Jason	Gates	Watertown	MA	
309	5/22/22	Don't Display		Saugus	MA	
310	5/22/22	Diane	OBrien	Swampscott	MA	

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311	5/22/22	Don't Display		Medford	MA	Less cars on the road, railways were so enjoyable for our families and we continue to look for those train trails
312	5/22/22	Felipe	Pait	Brookline	MA	I bike this region often.
313	5/22/22	Matt	Straub	Swampscott	MA	
314	5/22/22	Peter	Spellios	Swampscott	MA	
315	5/22/22	Christina	Mejia	Malden	MA	
316	5/22/22	Don't Display		Arlington	MA	This will extend bike access to communities from North West of Boston to Swampscott.
317	5/22/22	Nannette	LeBlanc	Lynn	MA	Safe place to ride bike with like minded people
318	5/22/22	Marie-Anne	Verougstraete	Brookline	MA	I am a cyclist and regularly ride the Northern Strand trail, and then along the coast to Salem. Unfortunately, a lot of that route is still on dangerous roads, especially through Lynn. Making it safe from Northern Strand to Swampscott would already make a huge difference! Thank you for considering my comment.
319	5/22/22	Don't Display		Swampscott	MA	
320	5/22/22	Don't Display		Marblehead	MA	My fam and I would visit Swampscott stores and restaurants if they were easier to bike to.
321	5/22/22	Amanda	Gutowski	Melrose	MA	
322	5/22/22	Heather	Wagner	Marblehead	MA	My family and I enjoy the rail trail and use it daily. Having a bike and walking route to the train station would benefit many and should be a high priority project.
323	5/22/22	Paul	Croft	Swampscott	MA	I love trails
324	5/22/22	Kula Ellison	Second	Toronto		
325	5/22/22	Peter	Kvetko	Swampscott	MA	Can't wait to see this built! Great for both recreation and access to public transit, schools, and more.
326	5/22/22	Don't Display		Swampscott	MA	
327	5/22/22	Rita	Rocha	Malden	MA	
328	5/22/22	Don't Display		Swampscott	MA	
329	5/23/22	Alison	Phelan	Peabody	MA	Good use of space for outdoor activities
330	5/23/22	Alexander	Wayne	Swampscott	MA	
331	5/23/22	Don't Display		Swampscott	MA	I have lived in Swampscott for 58 years & would like to see this become a reality for our town. It would benefit all ages & be a nice attribute for Swampscott.
332	5/23/22	Brittany	Carey	Malden	MA	
333	5/23/22	Yasmin	Mheiny	Swampscott	MA	

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334	5/23/22	Dan	Eccles	Swampscott	MA	
335	5/23/22	Sara	Noone	Swampscott	MA	
336	5/23/22	Karen	Bonner	Swampscott	MA	
337	5/23/22	Don't Display		Swampscott	MA	
338	5/23/22	Jose	Alvarado	Swampscott	MA	Great outdoor space for family activities, looking forward to morning walks..
339	5/23/22	Trevor	Henry	Swampscott	MA	We need to start prioritizing pedestrian and biker safety and encourage and provide healthier, climate-friendly transportation options.
340	5/23/22	Don't Display		Swampscott	MA	
341	5/23/22	Sarah	Moody	Swampscott	MA	
342	5/23/22	Amy	Tatem-Bannister	Swampscott	MA	
343	5/23/22	Charlotte	Daniel Coletti	Swampscott	MA	
344	5/23/22	Don't Display		Swampscott	MA	
345	5/23/22	Robert	Berk	Swampscott	MA	
346	5/23/22	Andrew	Caplan	Swampscott	MA	Rail Trail would be a great asset to my hometown!
347	5/23/22	Donne	Nguyen	Everett	MA	
348	5/23/22	Mary	Marchal	Swampscott	MA	
349	5/23/22	Julie	Callum	Swampscott	MA	Safe route to schools, connect the town, access to open spaces.
350	5/23/22	Dan	Donato	Marblehead	MA	One step closer!
351	5/23/22	Marissa	Hunt-Pomeroy	Swampscott	MA	
352	5/23/22	Gretchen	Young	Swampscott	MA	I'd love my kids to be able to safely bike to school
353	5/23/22	Allison	Donine	Swampscott	MA	
354	5/23/22	Pamela	Holbert	Tucson	AZ	
355	5/23/22	Cara	Massey	Swampscott	MA	
356	5/23/22	Rupert	Deese	Swampscott		The Swampscott rail trail connects vital places in our town to nature, and to each other. Completing the trail is the obvious choice! I can't wait.
357	5/23/22	Erin	Rioux	Swampscott	MA	
358	5/23/22	Kathryn	Irby	Gulfport	MS	
359	5/23/22	Amanda	G	Swampscott	MA	
360	5/23/22	Jessica	Sapp	SWAMPSCOTT	MA	I love the connected feel of communities with thriving bike options.
361	5/23/22	Jonathan	Runstadler	Swampscott	MA	Build the trail now
362	5/23/22	Don't Display		Swampscott	MA	I'm looking forward to using the rail trail with my kiddo and the ones I nanny. It will be so

						wonderful to have a nice walking path through town.

May 20, 2022

Mr. Matt Genova, TIP Manager, Central Transportation Planning Staff
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

By email: mgenova@ctps.org

Re: FFYs 2023-2027 Transportation Improvement Program Comment, Project # 608954, Reconstruction of Route 30 in Weston

Dear Mr. Genova,

In accordance with the annual FFYs 2023-2027 Transportation Improvement Program (TIP) comment period, the 36 undersigned residents of Weston would like to offer public comment and concern regarding project #608954, the Route 30 Reconstruction project in Weston.

In consideration of the previous year FFY's 2022-2026 TIP, a letter of concern regarding the same project was signed by 29 residents and sent to the MPO on May 27, 2021. This four-page letter highlighted specific detailed concerns related to the safety of the proposed shared use path, the questioning of the need for two new full traffic signals along the corridor, and the lack of meaningful and engaging public participation for the project. We have attached the May 27, 2021, letter at end of this current letter as the concerns raised there remain unaddressed and are still applicable at the present time. We are therefore requesting that the concerns raised in the May 27, 2021 letter be included as part of the record for the current FFY 2023-2027 draft.

In reviewing the proposed draft FFY's 2023-2027 TIP, we note that the project status for the Route 30 Reconstruction has been advanced. In the annual FFY 2022-2026 TIP approved last June, the project was categorized in the universe of projects in the outer years for possible funding beyond FFY 2026. In the current draft TIP, the project is slated for project funding and potential construction in FFY 2026. Please see pages 3-31 and 3-201 of the current draft for more details. Based on what has (and has not) transpired in the past year with respect to this project, it seems questionable that the project has been advanced to project and construction funding status in FFY 2026.

As follows, we offer several points that outline the comparison of the project status in May 2021 compared with the current May 2022 conditions:

1. On October 16, 2020, the Town of Weston with the assistance of their design consultant Howard Stein Hudson (HSH) submitted 25% design plans for the project to Mass. DOT. To date, no 25% design hearing has been scheduled, identical to the status in May 2021.
2. The project construction budget has been increased from \$8,117,562 as presented in the approved FFY 2022-2026 TIP in May 2021 to \$17,028,272 in the draft FFY 2023-2027 TIP in May 2022. This is in excess of a 100% budget increase for the project in one year. It is unclear as to why such a massive increase has taken place as no public explanation has been offered by the Town or the consultant, but it may be reasonable to assume that a considerable expansion of the project scope of work has occurred. In any event, there has been no transparency on this matter, and the consideration of alternatives and planning decisions leading to this substantial cost increase remain unknown to the affected residents and concerned parties.
3. We refer to the May 27, 2021 letter (attached at the end of this letter) where a summary of key design considerations and other concerns about the project, including the public participation component, were

identified. In fact, two more detailed letters from residents raising all these concerns were submitted to the Town in December 2020 and January 2021 with the intention of initiating a dialogue with the consultant and Town officials on these matters. As of May 2021, there had been no response to these concerns by either the Town or the design consultant. As of this writing in May 2022, there still has been no response or community engagement a full 17 months after substantive concerns were raised.

4. Between May 2021 and May 2022, only one informational meeting specific to the project was held by a town advisory committee. The Traffic and Sidewalk Committee met on March 16, 2022, and the discussion of the Route 30 reconstruction was part of a larger agenda on other town matters. General notice was sent to all Route 30 property owners advising them of the meeting. Unfortunately, the design consultant for the project (HSH) did not attend this meeting so most questions related to the design and the project budget went unanswered. In short, concerned residents have had almost no opportunity in the past year to be updated on the project status. Finally, the Town's project website has not been updated with specific project information during this time period.
5. The project itself is now large and complex, budgeted at \$17.02 million with an entire 3.4-mile corridor under consideration for a full-length shared use path and two new traffic signals. It is important to note that in 2018 when Town meeting approved design funds for the reconstruction of Route 30, the project was described as a "Roadway improvement project for the entire length of Route 30 in Weston, including one 5' wide sidewalk along the corridor" at an "estimated construction cost of more than \$8 million". The project would closely affect hundreds of residents and tens of thousands more who use the corridor every day. Many more opportunities need to be provided for input by residents and stakeholders into the design alternatives prior to policy decisions being made. Between May 2021 and May 2022, no recognition of this expanded project status was made, and clearly community support remains lacking. From our observations and conversations, many residents in the project area (especially residents of numerous side streets connecting to Route 30) are totally unaware of what is contemplated by the project.

While there are components of the plan that are favorable and will result in improved conditions and safety in the corridor, we are extremely concerned about the extensive 3.4-mile bi-directional shared use path that has been proposed, which in our view will result in a degradation of public safety for bicyclists, pedestrians, and motorists alike. In short, there are numerous viable alternatives to the proposed bi-directional shared use path that were given little or no consideration in the Town's pre-25% planning process, and this remains a major concern of residents.

We strongly support bicycle facilities, provided they are designed consistent with state and federal standards for roadways such as South Avenue (Route 30), and we urge a rethinking of the 25% design plans that have been submitted to MassDOT, consistent with the goal of seeking much broader community input and community support.

In summary, we the undersigned residents of Weston continue to have numerous concerns about the proposed Route 30 Reconstruction plans that have been submitted by the Town of Weston to MassDOT for 25% design review. The proposed bi-directional shared use path raises numerous public safety issues, the two newly proposed traffic signals need further analysis, and a much fuller and engaging public participation process with affected residents and interested parties needs to occur before widespread community support for the Route 30 Reconstruction project can be realized. In particular, viable and safe alternatives for bicycle facilities must be a top priority. These issues remain unaddressed.

It therefore seems prudent, and we urge MassDOT to defer a 25% design public hearing until these safety and design issues, along with a fuller analysis of alternative plans, can take place in the context of a project budget that has more than doubled in one year.

Respectfully,

Louis Mercuri South Avenue	Barbara Gillman Winter Street	Jack O'Donnell Highland Street	Gina Gagliardi DiBenedetto Drive	Tyler Morris DiBenedetto Drive	Lorna Garron South Avenue
Rebecca Mercuri South Avenue	Richard Gillman Winter Street	James Kappel Winter Street	Nick Berardinelli DiBenedetto Drive	Steven Butera South Avenue	Amy Silverstein Winter Street
Fer Bourlot Wellesley Street	Barbara Fullerton Winter Street	Laura Paltrineri South Avenue	Stephen Morris DiBenedetto Drive	Sara Butera South Avenue	Ross Silverstein Winter Street
Martin Bourlot Wellesley Street	Burt Fullerton Winter Street	Deborah Khaksari South Avenue	Margery Morris DiBenedetto Drive	Doug Garron South Avenue	Elliot Lobel Love Lane
Nina Danforth Wellesley Street	Roxanne Ferreira Highland Street	Shahriar Khaksari South Avenue	Jaclyn Morris DiBenedetto Drive	Jennifer Garron South Avenue	Lenore Lobel Love Lane
Victoria Huber Deer Path Lane	Terry Eastman Pigeon Hill Road	Diana Chaplin Love Lane	Lise Revers Deer Path Lane	Drew Tamoney Cliff Road	Susan Zacharias Sudbury Road

Cc: Leon Gaumond, Town Manager/Select Board, Town of Weston
Thomas Cullen, Director of Operations, Town of Weston
Steve Fogg, Town Engineer, Town of Weston
John McInerney, District Highway Director, District 6, MassDOT
Marie Rose, P.E., Director of Project Management, MassDOT
Stephanie Upton, Project Manager, MassDOT

May 27, 2021

Mr. Matt Genova, TIP Manager, Central Transportation Planning Staff
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

By email: mgenova@ctps.org

Re: FFYs 2022-2026 Transportation Improvement Program Comment, Project # 608954, Reconstruction of Route 30 in Weston

Dear Mr. Genova,

In accordance with the annual FFYs 2022-2026 Transportation Improvement Program (TIP) comment period, the undersigned residents of Weston would like to offer public comment regarding project #608954, the Route 30 Reconstruction project in Weston.

This proposed \$8,117,562 project (initial estimate) would have long-lasting implications for all who use the Route 30 corridor from Natick to Newton. The project envisions a reconstruction of the roadway, intersection improvements, two new traffic signals and a bi-directional shared use path primarily for bicycle transportation on the south side of Route 30 (South Avenue) for most of the 3.4-mile corridor. At present, 25% design plans have been submitted by the Town and their designer, Howard Stein Hudson, to the District 6 office and MassDOT for preliminary review.

While there are components of the overall plan that are favorable and will result in improved conditions and safety in the corridor, we are extremely concerned about the extensive 3.4-mile shared use path that has been proposed, that in our view will result in a degradation of public safety for bicyclists, pedestrians, and motorists alike. In short, there are numerous viable alternatives to the proposed bi-directional shared use path that were given little or no consideration in the Town's pre-25% planning process, and this remains a major concern of residents.

We strongly support bicycle facilities, provided they are designed consistent with state and federal standards for roadways such as South Avenue (Route 30), and we urge a rethinking of the plans that have now been submitted to MassDOT.

In this comment letter we are forwarding to the MPO our most critical areas of concern about the shared use path aspect of the project. Our concerns have been reinforced in discussion with numerous residents, and this number will only expand as many other residents learn what is proposed and voice their concerns about the project. It is our ultimate goal in drafting this letter to urge the Town, in conjunction with MassDOT, to develop ways to seek broad input, seriously consider other design alternatives, and to craft project plans that will have substantial, if not unanimous, community support.

Proposed Shared Use Path

The current proposed plans call for a 2-way shared use path (primarily a bicycle access facility, sometimes called a sidepath) of 10 feet in pavement width from the Natick town line to Park Road (Turnpike access road) close to the Newton city line. The southerly side of South Avenue (even numbered addresses) in this corridor would be designated for this purpose.

The project segment length is 3.4 miles on the southerly side of South Avenue from the Natick town line to Park Road. The Route 30 corridor handles an average daily traffic volume of approximately 17,000 to 18,000 vehicles per day (as of September 2018), depending on the location.

Approximately 1.8 miles of the South Avenue corridor are characterized by numerous driveways and street intersections, resulting in **47 crossings** that intersect with South Avenue on the southerly side, outlined as follows:

- Single-family residences (26) creating a total of **30 driveways** that connect to South Avenue.
- Non-single family uses (or multi-purpose properties) (8) creating a total of **9 driveways** that connect to South Avenue.
- **8 intersecting streets** that connect with the southerly side of South Avenue.

In the 1.8 miles where these **47** crossing points occur, there is an average of **one crossing point every 202 feet**. This creates a high-stress environment for potential users of the proposed shared use path.

Within the 1.8 miles there are **78 households** that access South Avenue exclusively from the crossing points on south side as the only means of egress from their address. Motorists leaving and returning to these 78 households must cross the proposed shared use path – there are no alternative routes. The high number of motorist crossings make it imperative to consider operational and safety issues in the design of any bicycle facilities on the roadway.

Operational Issues with Bi-directional Shared Use Paths

The AASHTO “Guide to the Development of Bicycle Facilities”, 2012, 4th edition, is an industry-standard publication for the design of bicycle facilities. Chapter 5, “Design of Shared Use Paths”, devotes 56 pages to the subject of operational concerns. Section 5.2.2 addresses the use of shared use paths designed for two-way bicycle traffic on a separate right of way, as is proposed for South Avenue.

As noted above, there are 47 crossing points at driveways, roadway intersections, and businesses along the south side of the South Avenue corridor, creating high-stress areas of the proposed path. Note that, per AASHTO, page 5-8 (emphasis added):

“Before committing to this option (two-way bicycle traffic on a shared use path) for longer distances on urban and suburban streets with many driveways and street crossings, practitioners should be aware that two-way sidepaths can create operational concerns.

These conflicts include: (14 conflicts are listed in the guide, 4 of which are emphasized below)

- 1. At intersections and driveways, motorists entering or crossing the roadway often will not notice bicyclists approaching from their right, as they do not expect wheeled traffic from this direction. Motorists turning from the roadway onto the cross street may likewise fail to notice bicyclists travelling the opposite direction from the norm.***
- 2. Bicyclists travelling on sidepaths are apt to cross intersections and driveways at unexpected speeds (i.e., speeds that are significantly faster than pedestrian speeds). This may increase the likelihood of crashes, especially where sight distance is limited.***
- 3. Motorists waiting to enter the roadway from driveway or side street may block the sidepath crossing, as drivers pull forward to get an unobstructed view of traffic (this is the case at many sidewalk crossings, as well).***
- 4. Attempts to require bicyclists to yield or stop at each cross- street or driveway are inappropriate and are typically not effective.***

For these reasons, other types of bikeways may be better suited to accommodate bicycle traffic along some roadways.”

The “MassDOT Separated Bike Lane Planning & Design Guide”, 2015, <https://www.mass.gov/lists/separated-bike-lane-planning-design-guide> lists several examples that corroborate the operational issues outlined in the AASHTO guide.

Chapter 2, page 15: Travel Direction (emphasis added)

“One-way separated bike lanes in the direction of motorized travel are typically the easiest option to integrate into the existing operation of a roadway. This configuration provides intuitive and direct connections with the surrounding transportation network, including simpler transitions to existing bike lanes and shared travel lanes.

Providing a two-way facility introduces contra-flow movements which can be challenging to accommodate. Contraflow movements require special attention at intersections, driveways, and other conflict points as people walking and driving may not anticipate contra-flow bicycle movements. It is particularly important to consider options for managing potential conflicts between contra-flow bicyclists and left turning motorists, in this scenario motorists are primarily focused on identifying gaps in oncoming traffic and may be less cognizant of bicyclists approaching the intersection.”

Chapter 4, page 65: Left Turning Motorist

This section explains the operational drawback of a two-way bike lane on streets with characteristics such as those that exist on South Avenue:

“On streets with two-way traffic flow, the operational dynamic of a motorist looking for gaps in traffic creates unique challenges that cannot be resolved strictly through the provision of parking restrictions to improve sight distance. This is a challenging maneuver because the motorist is primarily looking for gaps in oncoming traffic and is less likely to scan for bicyclists approaching from behind. The motorist will be accelerating towards the crossing once they perceive a gap in traffic. This creates a higher potential for conflict on streets with:

- *High traffic volumes and multiple lanes*
- *Higher operating speeds*
- *Heavy left turn volumes”*

The “Masstrails August 2018 Shared Use Path Planning Primer” <https://www.mass.gov/doc/shared-use-path-planning-primer-0/download> provides additional guidance that further underscores safety as a top priority (emphasis added):

Page 2: Sidepath – *“Sidepaths are shared use paths that run adjacent to roadways...They can provide direct access to businesses, schools, and other destinations, **but safety at intersections and driveways must be carefully considered during planning and design.”***

Page 3: What is the Vision? – *“...Every path should be Safe: a safe path is one designed to reduce the **likelihood of conflicts between travel modes and reduce crash severity both along the path and at roadway crossings.”***

With respect to the Route 30 project, there has been a lack of consideration given to the numerous driveway crossings and intersections along significant portions of the proposed path. These crossings pose dangerous situations for motorists and all users of the path.

A bi-directional shared use path is not a safe option for South Avenue.

In addition to the operational concerns associated with bi-directional shared use paths listed above, we note the following operational and safety issues specific to South Avenue:

- The federal and state guidelines recommend that other types of bicycle facilities are likely better suited to roadways like South Avenue.
- The close proximity of the shared use path to the road and the bi-directional bicycle traffic on the path increase the possibility of conflicts (collisions or avoidance maneuvers) that could force bicyclists (or pedestrians and student athlete runners/joggers) off the path into oncoming traffic.
- The close proximity of driveways and streets – a driveway or street intersection every 202 feet – along the majority of the proposed shared use path creates a high-stress environment for bicyclists that increases the probability of accidents, especially in the westbound (contra-flow) direction.
- Steep grade changes and significant traffic noise make it challenging for bicyclists to perceive immediate threats to their safety and to communicate hazards to others on the path.
- The safety concerns are amplified by the numerous visitors, service providers, delivery trucks, etc. to these residents and businesses who will not be familiar with the bi-directional bicycle travel on the shared use path.

There is no question that safety must be a top priority for the reconstruction project. To date, many safety issues with the proposed shared use path have been left unaddressed by the consultant, despite numerous comments and questions regarding the issue of the proposed bi-directional shared use path on South Avenue.

New Traffic Signals and Community Participation

In addition to the shared use path, two new traffic signals at the intersections of Route 30 with Winter Street and Oak Street have been proposed and require more in-depth study. Public input to the design process has been limited, many affected residents were not notified about the project, and safety and operational concerns voiced at meetings remain unaddressed.

- Howard Stein Hudson cited accident rates of .53 at each intersection where new traffic signals are proposed. This is only .01 above the average accident rate at similar intersections in the region – this small difference warrants discussion of less intrusive measures to improve safety.
- No study has been done to illustrate any adverse effects the new traffic signals would have on traffic queuing that is already excessive along Route 30 during peak commuting hours.
- Alternatives to signals that could help to improve safety at those intersections such as improved signage and clearer pavement markings were not considered in public meetings.
- The scope of the proposed Route 30 project was not sufficiently advertised to affected residents, and input from residents was limited.
- Questions regarding alternative designs and concerns about safety were dismissed during public meetings.

We strongly encourage consideration of alternative designs for these significant proposed changes to Route 30, especially where the proposed design contradicts industry-standard recommendations for safety.

In summary, we the undersigned residents of Weston have numerous concerns about the proposed Route 30 Reconstruction plans that have been submitted by the Town to MassDOT for 25% design review. The proposed bi-directional shared use path raises numerous public safety issues, the two proposed traffic signals need further

analysis, and a much fuller and engaging public participation process with affected residents needs to occur before widespread community support for the Route 30 Reconstruction project can be realized. In particular, viable and safe alternatives for bicycle facilities must be a top priority. We ask the Boston MPO to be aware of these concerns in the FFY 2022-2026 TIP program as well as in future years as this project is considered for further design and potential funding.

Respectfully,

Louis Mercuri
South Avenue

Rebecca Mercuri
South Avenue

Nick Berardinelli
DiBenedetto Drive

Steve Butera
South Avenue

Roxanne Ferreiro
Highland Street

Barbara Fullerton
Winter Street

Bert Fullerton
Winter Street

Gina Gagliardi
DiBenedetto Drive

Doug Garron
South Avenue

Jennifer Garron
South Avenue

Joan Garron
South Avenue

Lorna Garron
South Avenue

Barbara Gilman
Winter Street

Richard Gilman
Winter Street

James Kappel
Winter Street

Deborah Khaksari
South Avenue

Shahriar Khaksari
South Avenue

Jaclyn Morris
DiBenedetto Drive

Margery Morris
DiBenedetto Drive

Stephen Morris
DiBenedetto Drive

Tyler Morris
DiBenedetto Drive

Jack O'Donnell
Highland Street

Laura Paltrineri
South Avenue

Chand Samaratunga
South Avenue

Vidya Samaratunga
South Avenue

Collin Stultz
Highland Street

Kate Stultz
Highland Street

Fer Bourlot
Wellesley Street

Martin Bourlot
Wellesley Street

Regionwide: Comments on FFYs 2023–27 TIP

May 8, 2022

Hello,

I'm writing today as a private citizen giving my comments on the MPO's proposed FFY2023-27 TIP. For the record, I live in Framingham and work in Cambridge. Some of what I have to say may echo comments I have previously made on earlier TIPs, on the MassDOT CIP, or on the MBTA CIP. I'll begin with some general comments.

I support the MPO's decision to include an annual flex to transit rather than making allocations only upon request. In order to maintain a supportive climate, we must continue to drive mode shift away from single-occupancy vehicles, and shifting funding from highways to transit is one of the ways to accomplish this. I further concur with the decision to leave these funds unprogrammed in the out years: since there are many new and increased discretionary grant programs authorized in the IIJA, and since most of these programs have not yet been opened for applications, it is difficult to predict which projects will be most appropriate for MPO funding.

Chapter 4 of the TIP needs to more clearly call out that MBTA commuter rail is regulated by FRA, not FTA, which has its own independent safety standards. The MBTA has developed performance targets for commuter rail that are responsive to FRA and state requirements, and the TIP should explain how these relate to performance-based planning given that the MPO is funding MBTA commuter-rail projects like the Lynn station project.

Regarding the GHG modeling described in appendix B, especially for ped/bike projects as described on page 463, I have several comments:

- 1) These projects should not be evaluated based solely on commute trips, since ped/bike infrastructure is at least as likely to substitute for non-work trips such as travel to/from school, retail stores, and recreational facilities. As you know, commute trips are a minority of all trip-making.
- 2) On the other hand, it should not be assumed that these projects substitute exclusively for SOV trips: there is plenty of evidence that ped/bike trips can substitute for transit or taxi trips, in both directions, depending on factors such as cost, ease of access, weather, and time.
- 3) Ped/bike improvements will largely substitute for trips on local streets, not freeway trips, so a lower average speed should be assumed when analyzing SOV trip substitution, especially given that many municipalities in the region have adopted blanket 25 mi/h limits on local streets.
- 4) The MPO should address whether the EPA MOVES model adequately simulates the mix of vehicle types on the road in Massachusetts, given the popularity of hybrid, battery-electric, and "light hybrid" (auto-start/stop) technologies, especially with respect to analysis of idle times when all of these types of vehicles will be generating zero emissions. This may require actual study, so perhaps it is more appropriate for the UPWP rather than the TIP -- I'm not familiar with how the parameters for the model are chosen and you do not say in this appendix. (You should say at least that you are using MOVES3, or which earlier model if you are still using an earlier version.)
- 5) Under "Other Types of Projects", you say that "there are no projects of these types in this TIP", which is manifestly false: you are funding expansions of bike-share in various towns, new or expanded shuttle or demand-response services in others, and electric buses for MWRTA and the MBTA. If these

are not being analyzed for GHG, there is presumably a reason and you need to state that explicitly.

There is one project in this TIP relating to electrification of the MBTA commuter rail, and it is only planning funding. The MBTA must be more strategic about commuter-rail projects and must make much more rapid progress on commuter-rail electrification in order to meet the Commonwealth's GHG goals and commitments. In particular (and I have so commented on the MBTA's CIP, but want to highlight the same issues for the MPO board):

1) Additional investments in locomotive-hauled coaches (MBTA project P0652) must not proceed. This technology has been obsolete in short-distance commuter services for 40 years, which is why the MBTA's procurements are so expensive and have so little competition (and indeed the last one was sole-sourced from Rotem using no federal money). All future rolling stock must be self-propelled, whether fully electric, diesel, fuel-cell, or other future technologies. Existing rolling stock should be retired at the end of its useful life expectancy or, in extremis, refurbished to extend its life until newer self-propelled rolling stock enters service.

A strategic plan for MBTA commuter rail modernization would observe that the Old Colony Lines, having been built after the Americans with Disabilities Act, are 100% high-platform and use relatively new rolling stock equipped with automatic doors, and thus, if additional diesel rolling stock is required, can easily be serviced by modern Tier IV-compliant diesel-multiple-unit trains, allowing the obsolescent locomotives and unpowered coaches with trap doors to be moved to other lines that are not yet ready for modern rolling stock.

2) Investments in modernizing commuter rail stations are both welcome and necessary as a part of modernizing commuter rail service overall. However, the lack of strategic planning again rears its head: it is clear that the MBTA regards station modernization as largely or exclusively about meeting its legal obligations for accessibility and not as a necessary prerequisite to acquiring modern, electric rolling stock, none of which is built (except as one very expensive customization for a single operator) with both low- and high-level doors.

A strategic plan for MBTA commuter rail modernization would construct high platforms at Back Bay station, the second busiest station on the Worcester Line and the station with the worst dwell times due to crowding prior to the COVID-19 pandemic, before planning to build high platforms at every single other station on the line. A strategic plan would construct the five missing high platforms on the Providence Line and two on the Fairmount Line -- both theoretically the Authority's first priority for electrification -- prior to doing the Worcester Line at all, which previously announced timelines suggest will not be electrified before 2030. (As a Framingham resident, I welcome the investment in the Worcester Line, which will reduce dwell times and improve trip speeds, but it still speaks to a lack of strategy on the part of the MBTA.)

The MBTA should be making an all-out push for as much funding as it can possibly get from the FTA's All-Stations Accessibility Program discretionary grants, which were included in the IIJA but have not yet had a NOFO published -- and to best position the MBTA to receive those grants, the strategically most important station modernizations (on the Providence/Stoughton, Fairmount, and Newburyport/Rockport) lines need to have preliminary design advanced ASAP and need to be included in the TIP as a sign that they are ready to fund.

3) There are a large number of bridge rehabilitation and replacement projects programmed by MassDOT Highway in this TIP which cross MBTA commuter rail lines. It is not clear from the descriptions of these projects, but it should go without saying that any such project must maintain or improve clearances above the railroad sufficient to allow for future construction of overhead catenary electrification.

Project-specific comments:

I strongly support the inclusion of 110980 Newton/Weston Route 30 bridge over Charles River and 608954 Weston Route 30 Complete Streets in the TIP. I commented previously about the absence of 608954 from the FFY22-26 TIP, and I am glad to see that it is now programmed. In conjunction with 110980 and projects farther east in Newton, this will greatly improve bicycle and pedestrian safety on Route 30, which is part of my own bike commuting route.

I strongly oppose 611987 Memorial Drive overpass reconstruction: this structure should instead be demolished and the rotary it passes over replaced with a conventional signalized intersection with complete bike/ped accommodations.

Regarding S12640 interim safety improvements at downtown Framingham grade crossing: MassDOT, MBTA, and CSX should be encouraged to pursue FRA grants for grade-crossing elimination, which were significantly expanded in the IIJA. The two crossings in Framingham are the only grade crossings on the entire Worcester Line (and were not grade-separated 100 years ago because the then separate railroads could not agree on sharing the cost). If a full grade separation is impractical, a separation of the Worcester Main Line should be pursued in order to enable more frequent and reliable service on the line; the lightly used Framingham Secondary freight track does not and is unlikely ever to support passenger service, and could remain at grade with little consequence to safety, freight traffic, or congestion.

-GAWollman

Boston/Charlestown: Comments on FFYs 2023–27 TIP

May 18, 2022

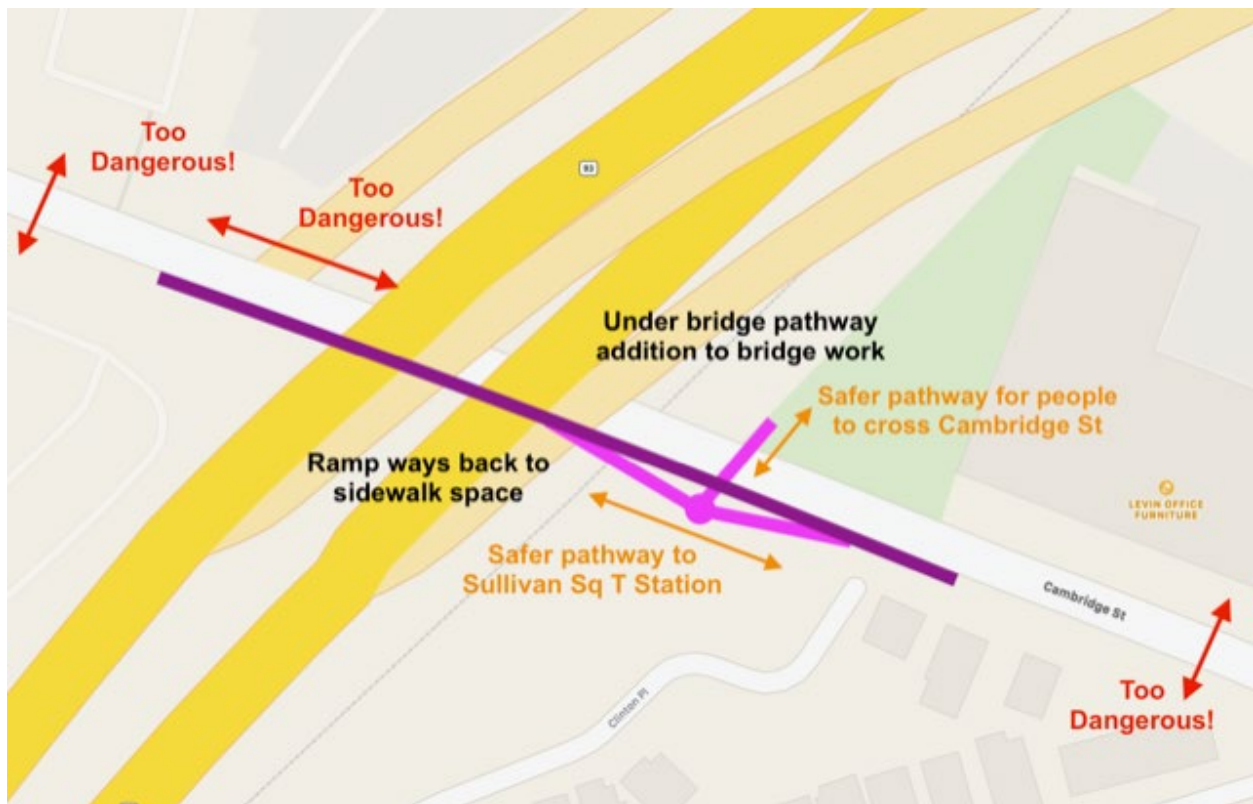
Hi Stella,

Sullivan Sq rail bridges

Can we get an update on them B-16-067 & B-16-068=S-17-028 projects

There is also some enhancements we would like to see incorporated within the Cambridge St bridge replacement (which we are still looking for the details on it).

Along the southern bridge foundation, just under to earthen roadway space the inclusion of an under-road walkway which would improve the 40 Roland and 116 & 145 Cambridge St project spaces so people can get across more effectively and safely to Sullivan Sq T station. this pending project will add a significant number of people looking at transit via Sullivan Sw T station as its so close. Sadly people will need to cross heavy trafficked streets and being so close to the elevated 93 decks they might not be seen crossing even if there where crosswalks.





The other option is to build a ped bridge which I think would be more expensive than adding this walkway. Leaving the bridge foundations as they are, just adding this under to roadway as well as creating the needed walkways backup to the sidewalk spaces.

Rutherford Ave??

What is the status of the Rutherford Ave rebuild? If we don't start next year we will loose this installment:

2023	606226	Boston Region	Boston	BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE	6	NHPP	\$183,633,774	\$13,000,000	\$10,400,000	\$2,600,000	Construction; NHPP+STBG+TAP Total Cost = \$183,633,774; AC schedule over 5 years (2023-2027); Total funding in this TSP = \$125,744,000;
2023	606226	Boston Region	Boston	BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE	6	STBG	\$183,633,774	\$15,741,203	\$12,592,962	\$3,148,241	Construction; NHPP+STBG+TAP Total Cost = \$183,633,774; AC schedule over 5 years (2023-2027); Total funding in this TSP = \$125,744,000;
2023	606226	Boston Region	Boston	BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE	6	TAP	\$183,633,774	\$1,000,000	\$800,000	\$200,000	Construction; NHPP+STBG+TAP Total Cost = \$183,633,774; AC schedule over 5 years (2023-2027); Total funding in this TSP = \$125,744,000;

And every year late we loose that years installment!

The MBTA/MassDOT review threatens both the finances of the project but also the timing of its completion!

Here in Charlestown we have a massive upswing in population due to multiple projects within us, the biggest currently is the Bunker Hill Housing Redevelopment when completed will add 6~7k more people to our current community of 20k. We also have four other large projects in the pipeline which collectively could add in about 5k more! and as some of these are workspaces that add in population entering us as well (~4K). This doesn't include other nearby projects in Cambridge and Somerville which will be traveling through us as well.

Clearly all of these builds will take a few years to complete but in ten years we are projecting a population of 10k added to our community alone with no improvements to our own community infrastructure getting in and out, or even around!

While Rutherford Ave is seen mostly as a highway through us, it also impacts our ability to cross it or even leverage it. Charlestown is limited to three egress points City & Sullivan Sq's and the Gilmore bridge. We

have water around three sides and the commuter rail on the other with bridges leading across the rails. We are functionally an island!

Bottomline: The clock is ticking! We must get the shovels into the ground next year or very soon after, otherwise we are in for some serious hurt! We have a plan to reduce our own transit needs but without Rutherford Ave rebuilt competed we can't move forward! And we need the 2019/20 design as is, as we only see us losing elements within it we have fought long hard for besides being told otherwise.

Remember only four quarts of water fill a one gallon jug, there is no space for that fifth quart as much as you try! Rutherford Ave is no different the space is what it is!

We had proposed a better design but due to its cost was shot down back in 2013. If by chance that original tunnel design from Alford St to just past the Rt1 entry was back on the table then we could see that as an out as that would have improved the limited Rutherford Ave transit corridor with a direct pathway for a large quantity of Everetts traffic under us softening the surface pathways. But I think that's wishful thinking.

Dan Jaffe
Charlestown Resident
857/334-7422



TO: David Mohler Chair, Boston Region MPO, 10 Park Plaza, Suite 2150 Boston, MA 02116 c/o Matt Genova, mgenova@ctps.org
FROM: Craig Della Penna
SUBJECT: Continued support and inclusion of both the: Swampscott Rail Trail (Project #610666) and the Belmont Community Path segment of the Mass Central Rail Trail (Project #609204) in the FFY23-27 Transportation Improvement Plan.
DATE: 5-22-2022

Good Day MPO team;

Though I don't live in the service area of your MPO, I felt very much compelled to write because we are at a critical inflection point on a couple of "long-in-the-tooth" projects.

Here's some bullets. *Did you know.* . .

- > that within 150 miles of my house sits the densest network of former steam railroad corridors in North America? The trail network being built here is simply unmatched anywhere in the country. And the developing network here doesn't lead to extraction industries where no one lives. Here the network leads to old industrial centers where huge antediluvian mills used to produce wealth in our Gateway Cities.
- > that there was a connection between a 'to-do' about a proposed trail in the early 70s in Falmouth/Woods Hole on Cape Cod and how the MBTA acquired such a huge inventory of dead railroads? And that the T is the 2nd largest landowner in the state and much of what they own are dead steam RR corridor. And that National Grid owns the 2nd longest mileage of dead steam RR corridor in the state. Here's a link to an infographic that shows, step-by-step, in six visionary steps, just how the T happened to pull this off. <https://tinyurl.com/Connecting6dots> In Belmont, the corridor is owned by the T, while in Swampscott the corridor is owned by National Grid.
- > that back in the 1990s, there were several rail trail projects that were voted down in Massachusetts? It was a pretty new fangled idea back then. All these years later all the ones voted down have been resurrected and they are either built-out or will soon be. There are still a few communities left where a controversy about a constructing a trail is still a hot topic. Even almost a generation later—like in Belmont and Swampscott.
- > that invariably, the most passionate and committed people on this topic are the folks opposed to the idea of a trail? Of course you know that, because you get letters from people who are angry or terrified that the dead railroad near their house is about to become a linear park. In my 'day-job' I'm a Realtor with an unusual, special niche. <https://tinyurl.com/NicheRealtor>
- > I specialize in the sale of houses near to these special corridors. I've been doing this for 18+ years now and though today in this tight sellers' market, we commonly see multiple offers for houses for all price points, locales, and configurations. My first listing near a trail that received multiple offers was 15 years ago in 2007, for a house that sat 2 doors from the rail trail here. Back then, the Millennial Generation—the 21st century generation—was just starting to buy houses and they see having a house near the trail as a very positive thing. That trend has continued on through the Great Recession and deep into today's sellers' market. Houses near rail trails are very desirable and easily sell without any special effort.
- > that the web's best compendium of white paper reports, studies etc on the effects of a rail trail on nearby residential real estate is found on the [Bruce Freeman Rail Trail](#) website? This is another trail in your service area. One of reports on there is one I did about several communities in your service area before the Great Recession and how house sales near former RRs converted to trails were performing in comparison to the general inventory in the community.

> that the longest developing trail in the Northeast is the Mass Central Rail Trail? This is 104± miles from Boston to Northampton? 51 miles are now open. In two years further, we'll be around 70 miles open. Today we have 90 miles in a publicly protected ownership status. Over the past 25 years, large portions of this corridor have been reassembled by innovative 'linear thinking' land trusts. Within 150 miles of here, there are 8 land trusts reassembling dead RRs. 4 are operating on this corridor. 40 miles of this corridor is in your service area.

> that there are 17 other trails that intersect with the MCRT? 9 Shared-Use Paths and 8 Hiking or walking trails. There is nothing else like this in the Northeast. Here's a link to an infographic that details this oddity. <https://www.masscentralrailtrail.org/17-trails> The MCRT is the spine through the 1,400 mile LandLine project of MAPC.

> that a RFP was released last month? This will lead to the creation of a report this year that will show what a completed MCRT will mean to the Commonwealth and the communities along the way. Here's a link to the RFP and an infographic about the 40+ year long journey of creating a 104± mile long trail in Massachusetts. <https://www.nnetwork.net/rfp>

>And finally, there is an important conference this summer on July 30, 2022. This is sponsored by the Mass Central Rail Trail Coalition and the Norwottuck Network. It is the 8th Golden Spike Conference over the past 20+ years. Nationally known speakers including the principal of the firm that did all the historic signage on the Empire State Trail in NY. He'll be talking about the National Grid owned rail trail south of Albany and all the kiosks there. We'll also have five walking and biking tours, lunch, and 10 Golden Spike plaques for folks who've done extraordinary work, getting their section of the MCRT built. Event will be held at the Stone Church along the MCRT right-of-way (now owned by National Grid and being built out by the East Quabbin Land Trust) in the old industrial village of Gilbertville. Check it out. <https://www.gs2022.org>

Please remember just how important it will be—in the light of the need to develop more sustainable communities—to connect all these forgotten pathways throughout the entire state. Please do your part and move forward these two important projects in both Swampscott and Belmont, to further along your MPO process.

Thanks for your hard work!



Craig Della Penna

REGIONAL TRANSPORTATION ADVISORY COUNCIL



Wednesday, May 18, 2022

Boston Region MPO Board
10 Park Plaza, Suite 2150
Boston, MA, 02116

Dear members of the Boston Region Metropolitan Planning Organization (MPO) Board:

The Regional Transportation Advisory Council (the Advisory Council) reviewed the MPO's Federal Fiscal Year 2023 to 2027 Transportation Improvement Program (TIP). We would like to offer the following comments for your consideration.

Overall assessment

We appreciate that the MPO decided to allocate the additional federal funding from the Bipartisan Infrastructure Law (BIL) according to the goals defined in the Long-Range Transportation Plan (LRTP). The Advisory Council is pleased that the Commonwealth also increased funding for urgently needed repairs of bridges, highways, and streets, noting the long-deferred need to rehabilitate the Western Avenue and River Street bridges over the Charles River. In addition, we highly value that the TIP retains a strong focus on projects to create "complete streets", modernize transit, and improve conditions for bicycling and walking around our region.

We welcome the use of the MPO's transparent and consistent project evaluation process. We noted that many of the Commonwealth's projects are not scored using this evaluation process, including two late entries for transit modernization projects. The Advisory Council anticipates the MPO's confirmation that all unscored projects will achieve all relevant LRTP goals and objectives. We believe that the best TIP would have the MPO evaluate all projects. An alternative could be for agencies to provide evaluation information, such as, the project's ranking within the agency's own prioritization or similar.

Finally, we are glad that the MPO has begun to use a cost-benefit analysis to select projects, even when they are for small amounts. Specifically, we appreciate that the MPO funds low-cost, and high-scoring projects equally as regularly as major infrastructure projects.

Looking toward future years

The Advisory Council would like to take the opportunity to share our thoughts for future TIPs. We understand that, as a result of new funding from the federal government and Commonwealth, more projects are in this TIP than is typical. Thus, fewer projects are soon to be ready for TIP evaluation or may meet LRTP goals. The Advisory Council recommends that

Providing transportation policy advice to the Boston Region Metropolitan Planning Organization

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the MPO deploy new technical assistance resources and staff in accordance with LRTP goals. With the MPO's focus on the entire region, we hope that municipalities in the MPO region with limited financial or technical resources can take advantage of these additional resources. We note that the Massachusetts Department of Transportation (MassDOT) states that the success of its Shared Streets and Spaces program was, in part, the technical assistance that came with the program.

Thank you all very much for your consideration.

Sincerely,

3C Committee of the Advisory Council

Andrew Reker, City of Cambridge

John McQueen, WalkBoston

John Seward, MoveMass

Len Diggins, Regional Transportation
Advisory Council, Chair

Schuyler Larrabee, Boston Society of
Architects



CITY OF CAMBRIDGE

Community Development Department

IRAM FAROOQ
Assistant City Manager for
Community Development

SANDRA CLARKE
Deputy Director
Chief of Administration

KHALIL MOGASSABI
Deputy Director
Chief Planner

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

May 23, 2022

Dear Boston Region Metropolitan Planning Organization board members:

The City of Cambridge writes to offer our support for several projects in the Transportation Improvement Program (TIP) in Federal Fiscal Years (FFY) 2023-2027. City staff also appreciate the time and attention of the Boston Region Metropolitan Planning Organization (MPO) staff in promoting funding opportunities and responding to our inquiries over the past few years.

Community Connections Project

The City offers its appreciation to the MPO selecting the Community Connections project to expand the number of and replace some BlueBikes stations in Cambridge. The project "BlueBikes Station Replacement and System Expansion" project (ID number S12695) will allow the City to maintain a state of good repair at some key locations in FFY 2023. In addition, the two expansion locations in West Cambridge and Harvard Square will improve active transportation access to open space and a major business district within the City.

MassDOT-prioritized bridge projects

We also offer our support on the three following projects from Massachusetts Department of Transportation (MassDOT) within the City of Cambridge:

- Project number 606449 – Superstructure Replacement of US3/MA16/MA2 over MBTA Red Line (Bridge ID C-01-031)
- Project number 611987 – Bridge Replacements, First Street Bridge (Bridge ID C-01-008) and Land Boulevard Bridge (Bridge ID C-01-040)
- Project number 610776 – Bridge replacement, Memorial Drive bridge over Brookline St, (Bridge ID C-01-026)

On these three projects, we would like to offer some comments for consideration by MassDOT and for the MPO board.

Superstructure over Red Line

For the project to replace the bridge superstructure of US Route 3/Route 16/Route 2 over MBTA Red Line (bridge ID C-01-031), project ID 606449, we ask that MassDOT consider designing the bridge's lone, eastern sidewalk as a shared-use path. In future reconstructions of the Alewife Brook Parkway, we believe that a wider sidewalk will allow for more comfortable travel for people travelling along the parkway from Rindge Avenue to Whittemore Street.

First Street and Land Boulevard Bridges

For the project to replace the bridges at First Street Bridge (bridge ID C-01-008) and Land Boulevard Bridge (bridge ID C-01-040), we ask that MassDOT begin engaging in coordination as soon as possible with the Massachusetts

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Department of Conservation and Recreation (DCR) as well as with City staff. In addition, we ask that MassDOT start engagement with Cambridge constituents on the design of these bridges. We hope that MassDOT will design these structures to significantly improve the conditions for people walking and biking along the Charles River.

Memorial Drive Bridge: Roadway and Grand Junction Path Planning

For the project to replace the bridge that allows Memorial Drive to pass over Brookline St (bridge ID C-01-026), we ask that MassDOT begin coordination with DCR and City staff as soon as possible. The DCR began a design process in 2018 and 2019 to make long-desired improvements on Memorial Drive. MassDOT should consider DCR's long-term planning at this location as designs progress. We also believe that the design of the bridge should accommodate DCR's planning for improved safety and comfort of people walking and biking as well as address significant delay and unreliability for MBTA bus routes that travel here.

We also ask that the MPO and the MassDOT consider including the reconstruction of the adjacent structure over the Grand Junction Railroad (bridge ID 024) with this bridge project. The City has been coordinating with MassDOT on designing a multi-use path along the Grand Junction corridor from North Point in the north to Waverly St in the south, with plans for a future expansion across the Grand Junction bridge to Boston. The pathway project is being designed to preserve sufficient right of way in the corridor to allow for future two-track train service connecting the future West Station with North Station. In order to realize such service along with the pathway, the GJ Railroad bridge would need to be reconstructed to create a wider opening necessary to accommodate two rail tracks and a path.

Historic Preservation

Three of the subject bridges are contributing structures in the Charles River Basin National Register District and the fourth is located on Alewife Brook Parkway, which is also listed on the National Register of Historic Places. MassDOT should file a Project Notification Form with the Massachusetts Historical Commission for these projects.

- The First Street Bridge and the Land Boulevard Bridge span the Broad Canal. The First Street structure is a Strauss trunnion bascule bridge constructed by the Boston Bridge Works for the City of Cambridge in 1924. The Land Boulevard Bridge was constructed by the Metropolitan District Commission in 1957-59 and appears to be of similar design. Both bridges were controlled from a tower constructed in conjunction with the Land Boulevard span. Commercial traffic in the Broad Canal ended in the mid-1980s, and both bridges have been rendered inoperable. The concrete counterweight of the First Street Bridge has been replaced by a light-weight replica, while that of the Land Boulevard Bridge is deteriorating.

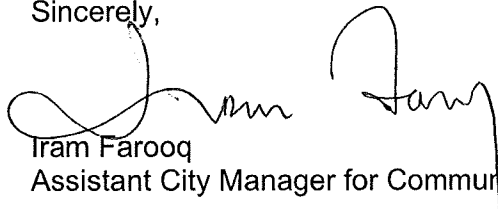
- The Bowker Overpass carrying Memorial Drive over Brookline Street was constructed by the M.D.C. in 1939. Designed by architect Benjamin R. Davis, the steel structure is covered with brick panels with decorative piers to harmonize with the heavily landscaped automobile-only parkway, which opened in this section about 1910. The adjacent Grand Junction overpass may be original to the construction of the parkway but is not a contributing structure.
- The US3/MA16/MA2 over the MBTA Red Line Extension at Alewife Station appears to have been constructed along with the extension on the early 1980s. While the bridge is not considered significant, Alewife Brook Parkway in its entirety is listed on the National Register of Historic Places.

Information regarding Scoring and Prioritization

Finally, we would like to request that MassDOT and MBTA provide more information on their scoring or prioritization of bridge reconstruction and transit modernization projects. We believe that the MPO Board and staff have created a good, transparent process. This process allows the public to understand the balance of tradeoffs and the MPO board's prioritization. State agencies providing this type of information would help the public, as well as other government agencies like the City of Cambridge, to understand the tradeoffs being considered.

I appreciate your time and consideration of Cambridge's comments. If the MPO Board or staff would like further information or clarification on these comments, please contact Bill Deignan at 617-349-4632 or send an e-mail to wdeignan@cambridgema.gov.

Sincerely,



Iram Farooq
Assistant City Manager for Community Development

cc: Matt Genova, TIP Manager, Boston Region MPO
Charles Sullivan, Executive Director, Cambridge Historical Commission
Susanne Rasmussen, Environment and Transportation Planning,
Community Development
Bill Deignan, Transportation Program Manager, Environmental and
Transportation Planning



For a thriving New England

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May 23, 2022

Via E-mail to mgenova@ctps.org

Boston Region Metropolitan Planning Organization
Central Transportation Planning Staff
Attn: Matt Genova, TIP Manager
State Transportation Building, 10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Subject: Comments on Transportation Improvement Program: FFYs 2023-27

Dear Members of the Boston Region Metropolitan Planning Organization:

Conservation Law Foundation (“CLF”) is pleased to submit these comments on the Transportation Improvement Program: FFYs 2023-27. CLF is a non-profit, member-supported organization dedicated to conserving natural resources, protecting public health, and promoting thriving communities for all in New England. CLF’s mission includes safeguarding the health and quality of life of New England communities facing the adverse effects of air pollution and climate change. We work to ensure that Massachusetts residents have access to the vibrant, welcoming, and healthy neighborhoods we all need to thrive. CLF has a long history of advocating for transportation systems that are accessible, reliable, efficient, affordable, and free of air pollution and greenhouse gas emissions.

CLF reviewed the Draft Transportation Improvement Program: FFYs 2023-27 (“TIP”).¹ CLF supports the advances in environmental protection and equity reflected in this TIP and offers these comments in the spirit of constructive collaboration. Below, in more detail, we; express gratitude for the advancements in equity analysis and progress toward equitable outcomes, and urge the MPO to give more effect to the results of the analysis; express concern about the lack of progress to protect clean air due to overinvestment in highways and underinvestment in public transit; urge the MPO to include funding to advance the GLX to Route 16 and for the Red-Blue Connector; and urge that any infrastructure investment be designed to be climate resilient.

¹ Transportation Improvement Program, FFYs 2023-27
<https://www.ctps.org/data/pdf/plans/TIP/FFYs-2023-2027-Draft-TIP-Public-Review.pdf>

1. The TIP Should Focus More Resources on Environmental Justice Populations.

CLF is concerned that the MPO is proposing insufficient funds for allocation to projects serving transportation equity populations, or environmental justice populations, comprised of low-income residents, residents of color, and areas with limited English proficiency.

We recognize that Transportation Equity is the only MPO goal that is not also reflected in a MAP-21 federal goal,² and appreciate the inclusion the equity analysis in Chapter 6. We strongly urge that this analysis be tied to binding equity performance standards. For example, per capita emissions reductions and per capita funding for transit projects should be required to prioritize transportation equity populations. We acknowledge that the inequity between minority population emissions decreases and nonminority population emission decreases shown in Figure 6-10 is smaller than previous TIPs, though the MPO should require that emissions reductions for minority populations exceed those for nonminority populations to be equitable.

Similarly, though the inequity in funding allocation based on race shown in Table 6-7 is a reduction from previous year TIPs, that the FFYs 2023-27 TIP allocates proportionately less funding people of color than to white people to should disqualify this program from implementation.³ Not only does this TIP fail to mitigate inequities that are the result of decades of environmental racism, it perpetuates the problems by continuing to widen the equity gaps, even if at a slower rate than previous years. We urge that binding measures be implemented to ensure that the TIP not knowingly perpetuate or exacerbate inequities on transportation equity populations.

We applauded the MPO's adoption of a zero-percent threshold during the Disparate Impact and Disproportionate Burden ("DI/DB") Policy update in 2020, while also advocating that a negative percent threshold be considered. While we recognize that the DI/DB policy applies to Long-Range Transportation Plans, we advocate for similar scrutiny of TIPs to ensure that decision by the MPO do not continue to exacerbate environmental injustice in the region.

Environmental justice communities disproportionately suffer the negative impacts of transportation emissions. Asian American residents in Massachusetts are exposed to PM_{2.5} concentrations from on-road transportation that are, on average, 36 percent higher than the exposure of white residents while African American residents are exposed to 34 percent more vehicle pollution than white residents and Latinx residents are exposed to 26 percent more pollution.⁴ As temperatures rise, so will rates of asthma and respiratory disease in

² TIP at 4-3.

³ The MPO uses the term "minority population" which includes "People who identify as a minority . . . [and] include those who identify as Hispanic or Latino/a/x and/or a race other than White." TIP at 6-2

⁴ Union of Concerned Scientists: *Inequitable Exposure to Air Pollution from Vehicles in Massachusetts: Fact Sheet*, at 1 (June 2019), <https://www.ucsusa.org/sites/default/files/attach/2019/06/Inequitable-Exposure-to-Vehicle-Pollution-MA.pdf>.

neighborhoods through the Commonwealth as increased heat exacerbates the impacts of air pollution.⁵ It is necessary to prioritize transportation investments that could and should result in air quality improvements in environmental justice communities. We hope that the current trend continue, and that future TIPs see a greater share of emissions reductions and funding allocations to transportation equity populations.

2. The TIP Does Not Include Sufficient Protections for Clean Air.

We appreciate the MPO's support for emissions reductions for GHG and other pollutants, and are concerned that the TIP does not include sufficient protections to ensure clean air for everyone. The reasons for this include overinvestment in the statewide highway program and underinvestment in public transit, deficiencies in monitoring and performance standards, and failure to comply with and meet deadlines for Transportation Control Measures and SIP Transit Commitments.

With respect to investments in the statewide highway program, the TIP describes how the MPO board "reviews and endorses the statewide highway program that MassDOT recommends for programming" which belies the MPO's duty to scrutinize the proposed program and allocate funding according to MPO scoring, rather than merely review and endorse what MassDOT recommends.⁶

Monitoring and performance standards outlined in Chapter 4 for Clean Air and Sustainable Communities only address regional reductions, but should be done on a local scale rather than a regional scale. While the impact of GHG pollution is global, the impacts of other pollutants is much more local, impacting the people and communities where the higher levels of pollutants are. Emissions reductions viewed only at a regional scale does not ensure that those emissions reductions are distributed equitably – reductions focused in areas with the worst air pollution, or even equally; achieving regional emissions reduction goals by achieving higher emissions reductions in parts of the region with the cleanest air only achieves the goal of clean air and sustainable communities for some people.

With respect to the Transportation Control Measures and SIP Transit Commitments outlined in Chapter 5, MassDOT has, for decades, repeatedly missed deadlines and actively sought to be relieved from uncompleted clean air commitments. Two examples, both discussed in more detail below, are the delay in environmental review of the Green Line Extension to Route 16 and the lack of progress on advancing the Red-Blue Connector. The section titled *A Status Report of Uncompleted SIP Projects* identifies that the Green Line Extension is required by the SIP to have been completed by 2014, but incorrectly states that required work on the Red-Blue Connector

⁵ See H. Orru et al., *The Interplay of Climate Change and Air Pollution on Health*, 4 Current Envtl. Health Report 504, 504 (2017) ("In general, climate change is expected to worsen air quality in several densely populated regions by changing atmospheric ventilation and dilution, precipitation and other removal processes and atmospheric chemistry.")

⁶ TIP at ES-14, ES-15

has been completed.⁷ CLF has raised concerns about the inadequacy of the mitigation measures in place, and lack of monitoring or performance assessment for those measures.

Based on this history, without further assurances, the MPO cannot reasonably rely on continued adherence to, or timely completion of the clean air commitments outlined therein to meet air quality requirements for this TIP.

3. The TIP Should Fully Fund the Red-Blue Connector.

To the extent the project is not fully funded in the CIP, funding for design and construction of the Red-Blue Connector should be included in the TIP. This project should be a high priority for the MPO considering the value of the project in advancing the goals of the MPO, particularly clean air and sustainable communities, transportation equity, and economic vitality.

The TIP incorrectly identifies obligations related to the Red-Blue Connector as complete. It reports that “MassDOT indicated that it is no longer reporting on the Red Line/Blue Line Connector Design . . .” and others, because “[a]ll of those projects have been completed and MassDOT believes that the relevant commitments have been met.”⁸ Design of the Red-Blue Connector has not been completed, and relevant commitments, including design *and construction* of the Red-Blue Connector have not been met.

The Red-Blue Connector should be a high priority for several reasons. As the MBTA describes in the *Focus 2040* report:

“A Red-Blue Connector would provide more direct transit service between fast-growing employment hubs and residential areas, including communities with concentrations of low-income households. It would also enhance access to the Blue Line connection to Logan Airport, which will be increasingly important as the Silver Line faces worsening highway congestion and projections point to continued growth in air travel to and from Boston.”

Put otherwise, the Red-Blue Connector would complete the legacy inner core subway system and serves as a pressure release valve for the other lines. Today, Park Street and Downtown Crossing are often at or over capacity and Government Center will face its own pressures once the Green Line Extension goes into revenue service. The Red-Blue Connector adds much-needed capacity to the system. It would also provide access to key job centers and destinations: Logan Airport, MGH/Mass Eye and Ear, Kendall Square innovation district, plus MIT and Harvard. Access to and from jobs should be a central mission for any transit agency. The Connector adds access to and from housing - especially new housing coming to Suffolk Downs and elsewhere on the Blue Line. Lastly, the Connector advances social equity in the Boston area: a single parent with a sick child in East Boston should be able to get to MGH’s front door on the Blue Line; just as a senior

⁷ TIP at 5-6

⁸ TIP at 5-6

citizen with limited mobility deserves a route to Logan that does not involve the congested Ted Williams Tunnel.

4. The TIP Should Fund Green Line Extension to Route 16 Environmental Review.

CLF celebrates the completion of the Green Line Extension Union Square branch in Somerville and we expect service to College Avenue in Medford to commence in Summer 2022.⁹ As we stated in comments regarding Amendment Three of the FFY 2022-26 TIP, we additionally support funding to support advancing review and potentially completion based on the environmental review analysis of the Green Line Extension to Route 16 in Medford (“Phase II”). The environmental review funding and construction costs should be funded in this TIP.

As recently as the Focus40 MBTA 2040 investment plan, released on March 18, 2019, MassDOT and MBTA have committed to funding and completing environmental review of GLX Phase II, with explicit reference to MPO funding for this project. Focus40, which is still a current and active plan, includes as one commitment under the header “Green Line 2040, We’re Doing (Commitments through 2023)”: “MassDOT/MBTA have committed to advancing [Phase II] with an updated environmental review ... MassDOT/MBTA will complete the Massachusetts Environmental Policy Act (MEPA) process that was initiated as part of the commitment of MPO funding to the Green Line Extension and, upon completion, score the project for potential inclusion in the CIP and/or the Boston Region MPO Regional Transportation Plan.”¹⁰ It is unclear how the MPO’s proposed removal of funding for the GLX project in Amendment Three will not further delay the completion of this review process, and how the MPO can reconcile this proposed cut with existing and already-delayed commitments to fund and complete this review by 2023.

CLF has advocated for completion of the GLX for decades, including the terminus at Route 16/Mystic Valley Parkway. This project will reduce greenhouse gas emissions, helping to meet the Commonwealth’s obligations pursuant to the Massachusetts Global Warming Solutions Act, An Act Creating a Next-Generation Roadmap for Massachusetts Climate Policy, and GreenDOT, which mandates the MPO to take GHG emissions into account for purposes of TIP planning. The Route 16 station would be sited on a local thoroughfare, and in proximity to several bicycle and pedestrian paths along Alewife Brook and Mystic River, and is thus better situated for a rail terminus. It would also provide more equitable access to transit, and thus to economic and educational opportunities, to several state-defined environmental justice populations in Medford, Somerville and Arlington currently underserved by transit.¹¹ Integrating the GLX Phase II into the FFY 23-27 will assure movement of this project.

⁹ TIP at 5-8.

¹⁰ Focus40, Section 3, Places & Programs, Page 43;

<https://static1.squarespace.com/static/57757a3cff7c50f318d8aae0/t/5c904501f9619a6b93cd1ee0/1552958737005/05-Programs.pdf>

¹¹ See <https://www.mass.gov/info-details/environmental-justice-populations-in-massachusetts>

5. All Vehicle Procurements, Including Bus and Van Purchases, Should be for Electric or Zero-Emission Vehicles.

CLF supports the replacement of current diesel fleet vehicles, as is outlined in the TIP, and we advocate that any new vehicles be electric or zero-emission vehicles. Electrifying buses reduces the climate impact of public transit, and will eliminate air pollution from these vehicles along their fixed routes, thus protecting the health of the drivers, riders, and people who live along the routes. While replacing diesel buses and vans with hybrid vehicles is a step in the right direction, it would be out of step with the pace necessary to meet climate goals. Vehicles purchased now could be in service for years or potentially decades, and may need to be replaced with electric or zero-emission vehicles before the end of their useful life to meet Massachusetts climate goals in coming years.

Electric vehicles are much cleaner than their conventional gasoline and diesel counterparts, even when accounting for power plant emissions associated with charging EVs. These vehicles are also unique in their ability to become even cleaner as the electricity grid is increasingly powered by low- and zero-emissions power. EVs also do not emit PM or NOx from tailpipes, directly impacting local air quality.

6. All Infrastructure Investments Should Include Climate Resilience.

We are thankful that consideration of the resilience of infrastructure is included as a component of the System Preservation goal, but assert that climate resilience must be a standalone prerequisite to any future infrastructure capital investment project. Ensuring that infrastructure is climate resilient advances many of MPO's goal areas in addition to system preservation, including safety and economic vitality.

In addition to advancing system preservation, ensuring that transportation infrastructure is climate resilient makes the transportation system safer by raising structures, thus reducing flooding, and hardening structures, thus reducing failure or collapse in extreme weather events. Climate resilience also advances economic vitality in that regions and communities with resilient infrastructure rebound from disasters more quickly.

CLF appreciates the opportunity to submit these comments. You may direct any questions to Staci Rubin at SRubin@clf.org and (617) 850-1781.

Sincerely,



Staci Rubin, Vice President for Environmental Justice



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May 23, 2022

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

RE: Boston Region Metropolitan Planning Organization's Draft Transportation Improvement Program, FFY: 2023-2027

Dear Mr. Mohler,

On behalf of the 495/MetroWest Partnership, please accept the following as our comments to the Boston Region Metropolitan Planning Organization (Boston MPO) regarding the draft *Transportation Improvement Program* (TIP) for FFY 2023-27.

The 495/MetroWest Partnership is a unique alliance among businesses, municipalities, and other stakeholders leading the advancement of the 495/MetroWest region as an exceptional location for people, businesses, and communities. Our vision is one in which the 495/MetroWest region enjoys sustainable economic growth, well-stewarded natural and built resources, and diverse transportation and housing choices across our 36 cities and towns. The Partnership accomplishes this by providing coordination, education, and advocacy for solutions to regional constraints.

As traffic volumes continue to climb statewide, and as workforce commuting patterns continue to take shape as a result of large employers returning employees to work sites, we anticipate that transportation challenges such as congestion, interchange capacity issues, and gaps in public transit coverage will reemerge as a threat to the economic vitality of the region. Several indicators suggest the 495/MetroWest region would benefit from enhanced transportation infrastructure and transit investment, including the region's population growth rate, which also represents an increasing proportion of the Commonwealth's total population; the sharp rise in both the cost and sales volume of single family homes and condominiums; the low rate of housing churn; and an increased emphasis on transit oriented development alongside fixed transit routes reflected both in municipal planning efforts and recently enacted changes to statute regarding the inclusion of by-right multifamily zoning in MBTA Communities.

With the recognition that supply chain disruptions, labor shortages, and inflationary pressures have contributed to cost overruns for recent construction efforts, and that built-in cost increases calculated for projects between FY24-27 could potentially exceed the 4% "year of expenditure" threshold set by USDOT, the Partnership hopes that the infusion of Bipartisan Infrastructure Law dollars, which contributed to a funding surplus for the MPO in FY23, will contribute to funding a greater amount of projects in future TIP cycles in addition to merely addressing cost-increases in already-programmed projects.

The Partnership greatly appreciates the 495/MetroWest surface transportation projects included in the FFY2023-27 TIP. The Partnership strongly supports the inclusion of the following projects in the current draft TIP (with newly added projects emboldened for reference):

FFY 2023

- **S12702 - Acton: Bicycle Parking along the Bruce Freeman Rail Trail**
- **S12703 - Bolton, Boxborough, Littleton, and Stow: Montachusett RTA Microtransit Service**
- **608009 - Boxborough: Bridge Replacement, B-18-002, Route 111 over I**
- 608480 - Foxborough: Resurfacing and Related Work on Route 1
- **S12701 - Hudson and Marlborough: MWRTA CatchConnect Microtransit Service Expansion**
- 608889 - Framingham: Traffic Signal Installation at Edgell Road at Central Street
- 608255 - Stow: Bridge Replacement, S-29-11, Box Mill Road Over Elizabeth Brook

FFY 2024

- 608436 - Ashland: Rehabilitation and Rail Crossing Improvements on Cherry Street
- 609054 - Littleton: Reconstruction of Foster Street
- 609530 - Medway: Holliston Street and Cassidy Lane Improvements (SRTS)
- **605313 - Natick: Bridge Replacement, Route 27 Over Route 9 and Interchange Improvements**

FFY 2025

- 610722 - Acton, Boxborough, and Littleton: Pavement Preservation on Route 2
- **612173 - Bellingham: Bridge Replacement, B-06-022, Maple Street over Interstate 495**
- **604564 - Maynard: Bridge Replacement, M-10-004, Route 62 (Main Street) over the Assabet River**
- **612178 - Natick: Bridge Replacement, N-03-010, Speen Street over Railroad MBTA/CSX**
- 610680 - Natick: Lake Cochituate Path

FFY 2026

- 607748 - Acton: Intersection and Signal Improvements on Routes 2 and 111 (Massachusetts Avenue) at Piper Road and Taylor Road
- 612099 - Ashland: Bridge Replacement, A-14-006, Cordaville Road over Sudbury River
- S12205 - Framingham: Improvements at Harmony Grove Elementary School (SRTS)
- 608045 - Milford: Rehabilitation on Route 16, from Route 109 to Beaver Street

FFY 2027

- **607420 - Natick: Superstructure Replacement, N-03-012, Boden Lane over CSX/MBTA**
- **610660 - Sudbury and Wayland: Mass Central Rail Trail (MCRT)**

We greatly appreciate the inclusion of Community Connections funding for *S12703 -Montachusett RTA Microtransit Service* and *S12701 - MWRTA CatchConnect Microtransit Service Expansion*, two transformative demand-response, inter-local services that link passengers to regionally significant commercial, medical, and recreational facilities, as well as existing transit services. In addition to

providing flexible and reliable service for suburban and exurban commuters underserved by traditional fixed-route transit, demand-response services promote interconnectivity between RTA coverage areas, enhance service options within communities situated on the fringe of various hub-and-spoke networks, and unlock new ridership potential. While demand-response services traditionally receive funding for a one-year pilot through discretionary grant opportunities, sustained programming through FY25 affords RTA operators enough time to sufficiently market the service to existing RTA passengers, community members, local government officials, and area businesses to build out ridership, as well as analyze ridership data to make targeted service improvements.

We strongly support the inclusion of 610660 - *Sudbury and Wayland: Mass Central Rail Trail (MCRT)* in FY27 after having been excluded from the TIP entirely in FY22-26. Consistent with our record of addressing suburban mobility challenges and accentuating our region's natural landscapes and recreational opportunities, we recognize and applaud efforts to fund this segment of the Mass. Central Rail Trail, as it will intersect with the recently-funded Bruce Freeman Rail Trail extension in Sudbury, unlocking twenty-one miles of paved bikeway infrastructure and connecting the region with Lowell.

We appreciate continued programming for the long-needed I-495/I-90 Interchange Improvement project, and look forward to the positive impacts this project will have on not only the 495/MetroWest region, but on the many motorists from around the Commonwealth who utilize this interchange on a daily basis. A related project which also straddles MPO boundaries, the I-495/Route 9 interchange project, deserves future funding consideration given its proximity and interdependency with the I-495/I-90 interchange, and the area's key role in serving freight across Eastern Massachusetts. Since the Interstate 495 and Route 9 Interchange Improvement Study was conducted by MassDOT in 2013, the immediate area has continued to grow as a regionally significant employment base: Olympus recently built a 150,000 square foot facility for over 400 employees that abuts the Route 9 Eastbound - I-495 Southbound ramp.

We thank you for your consideration of these comments. Should you have any questions or require any additional information, please contact our Manager of Policy & Planning, Jeremy Thompson by phone at (774)-760-0495 x 101 or by email at jeremy@495partnership.org.

Sincerely,



Jason Palitsch
Executive Director
The 495/MetroWest Partnership

Regionwide: Comments on FFYs 2023–27 TIP

May 23, 2022

P0857 Mattapan HSL Transformation: Thumbs up! Please also include funds for arts along the line, including murals on the crumbling retaining walls beside the Neponset Trail.

608955 Milton Adams at Squantum: I would prefer not to add car turn lanes and to include protected bike lanes.

608406 Milton Reconstruct Granite Ave: Please re-start this and turn one southbound lane to a shared-use path connecting to the Neponset Trail. At a minimum, add basic ped/bike improvements per the 2017 RSA. Morrissey Blvd reconstruction: I didn't see this in the TIP, I don't know if this is funded through another mechanism, please be sure it can move forward. Likewise for other items on the DCR Parkways Master Plan. Bikeshare: Please consider grants that would cover operating costs as well as capital costs; these are a tough sell in smaller towns like Milton.

607342 Milton Rt 28 at Chickatawbut: Would prefer to see signalized stoplights for pedestrian and bike crossings. B-16-165 Blue Hill Ave Fairmount Bridge: Please be sure to include protected bike lanes on this bridge as church and restaurant traffic block bike lanes now.

S12144 Canton Royall St Shuttle: Consider including a Houghton's Pond loop in line with your evaluation of equity and access to the park.

S12212 Dedham Avery School SRTS: Thumbs up! If improvements to the old rail trail could be included, that would be nice too.

Lee Toma