

## **Public Comments Submitted to the Boston Region MPO**

**June 5, 2025**

The following written comments were submitted during the 30-day public review period (April 28, 2025–May 28, 2025) for the FFYs 2026–30 Transportation Improvement Program:

- **Project #610666: Swampscott–Swampscott Rail Trail**
  - Comment in opposition from Swampscott resident (pages 2–4)
  - Letter in opposition from former Swampscott resident (pages 5–6)
- **Project #610660: Sudbury-Wayland–Mass Central Rail Trail (MCRT)**
  - Comment in request from Norwottuck Network (page 7)
- **Project #610662: Woburn–Roadway and Intersection Improvements at Woburn Common, Route 38 (Main Street), Winn Street, Pleasant Street, and Montvale Avenue**
  - Comment in support from Woburn resident (pages 8–9)
- **Project #613162: Littleton–Bridge Replacement, L-13-008, Route 119 Over Beaver Brook and Causeway Improvement for Wildlife**
  - Comment in request from Town of Littleton (pages 10–11)
- **Project #608954: Weston–Reconstruction on Route 30**
  - Petition in opposition with 187 signatures (pages 12–13)
- **Project #609204: Belmont–Community Path, Belmont Component of the Massachusetts Central Rail Trail (MCRT) (Phase One)**
  - Comment in support from Boston resident (page 14)
  - Comment in request from Belmont resident (page 15)
  - Letter in support from Belmont Citizens Forum (pages 16–17)
- **Project #S13295: Cambridge–New Bridge and Shared-Use Path Connection over Fitchburg Line at Danehy Park Connector (Design Only), and Project #S13182 Bluebikes Station Replacement**
  - Letter in support from City of Cambridge (pages 23–24)

### **General Comments**

- Letter regarding several TIP projects from the 495/MetroWest Partnership (pages 18–22)
- Comment regarding investment priority concerns from Boston Region resident (page 25)



Jia Huang &lt;jhuang@ctps.org&gt;

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**Fwd: Letter In Opposition to The Proposed Swampscott Rail Trail**

2 messages

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**Ethan Lapointe** <elapointe@ctps.org>  
To: TIP <tip@ctps.org>

Wed, Apr 16, 2025 at 9:50 AM

**Ethan Lapointe** | he, him, his**Program Manager, TIP**Central Transportation Planning Staff  
Boston Region Metropolitan Planning Organization  
857.702.3703 | [elapointe@ctps.org](mailto:elapointe@ctps.org) | <http://bostonmpo.org/>

----- Forwarded message -----

From: **Thomas Palleria** <[thomas.palleria@yahoo.com](mailto:thomas.palleria@yahoo.com)>

Date: Tue, Apr 15, 2025 at 5:24 PM

Subject: Letter In Opposition to The Proposed Swampscott Rail Trail

To: [civilrights@ctps.org](mailto:civilrights@ctps.org) <[civilrights@ctps.org](mailto:civilrights@ctps.org)>, [dmohler@ctps.org](mailto:dmohler@ctps.org) <[dmohler@ctps.org](mailto:dmohler@ctps.org)>, [elapointe@ctps.org](mailto:elapointe@ctps.org) <[elapointe@ctps.org](mailto:elapointe@ctps.org)>

David Mohler

Chair, Boston Region Metropolitan Planning Organization

10 Park Plaza , Suite 2150

[Boston MA 02116](#)c/o Ethan Lapointe, [Elapointe@ctps.org](mailto:Elapointe@ctps.org)

Re: Swampscott Rail Trail Project #610666

Dear Mr Mohler –

As a concerned citizen of Swampscott, I write this e-mail asking that you please deny and or indefinitely postpone the town of Swampscott's request for TIP funding for the proposed Swampscott Rail Trail (project #610666).

In 2017 the Town of Swampscott voted in a very controversial townwide referendum regarding the allocation of \$850,000 of town funds for the design and land acquisition costs for a potential recreational path in Swampscott. While the vote passed by a small margin (12%) it was a very controversial and divisive vote as town leadership was not honest about the construction of the trail, including the costs to the town, ongoing upkeep of the trail, the need for eminent domain, land ownership rights along the proposed trail, and their relationship with abutters, landowners, and National Grid.

As you consider whether or not to fund the Swampscott Rail Trail I would ask that you please consider the following:

1) The use of \$8,000,000 Dollars to fund the creation of a recreational dirt walking/bike path in the wealthy town of Swampscott would be an utter waste of taxpayer money. The Town of Swampscott is a wealthy and resource rich town, we have no shortage of recreational options in our town, and we live in close proximity to several existing parks and rail trails including Nahant Beach Reservation, The Lynn Rail Trail, The Salem Rail Trail, The Peabody Rail Trail, the Marblehead Rail Trail and Lynn Woods one of the largest parks in eastern Massachusetts.

2) In 2022 the Town of Swampscott spent \$9,000,000 dollars to acquire two parcels of land for open space. If the creation of a recreational trail in Swampscott was as important to the town as some rail trail supporters would have you believe we could have easily invested the money to create the Swampscott Rail Trail on our own. Instead, the only reason why the Rail Trail was approved in the first place is because the town was promised by our leadership that we could get

the state to spend taxpayer funds to fund this nice to have nonessential recreational amenity. In short, the town could pay for this themselves, but they are waiting for you to foot the bill.

3) Knowing full well that The Town of Swampscott was going to be asking for federal funds to construct their proposed rail trail the Town Of Swampscott was unwilling to consider feasible options that would have reduced the cost to construct the Rail Trail. In short, they have not been good stewards of your grant money.

4) The Town of Swampscott does not have legal authority to acquire the land needed to implement the proposed Swampscott Rail Trail. This was asserted by National Grid in a lawsuit filed against Swampscott in 2023, and while National Grid and Swampscott have since "settled" their lawsuit Swampscott has failed to cure the Warrant Language and thus they do not have legal authority to acquire the needed land to build the proposed Rail Trail.

5) As noted above, in 2017 the Town of Swampscott voted to fund the design of the Rail Trail and the acquisition of the needed land rights to implement the proposed rail trail. With that said the town has had funding approved to acquire the needed land rights for over 8 years and they have FAILED to acquire the land/land rights needed to construct the proposed trail. As of today, they have not yet acquired the needed surveys/appraisals to value the land they need to acquire the land and they have not acquired the land needed for the Rail Trail. This is not a shovel ready project and the towns inability to acquire the land / land rights needed for the rail trail prove out the fact that they have not been able to acquire the land needed for this trail. They either lack the funding, are waiting for your grant money to "buy" the land rights and or lack the legal authority to acquire the land needed for the Trail.

6) The town has not paid for appraisals needed for the eminent domain takings it would need to secure the land rights needed for the rail trail. They took land from National Grid with only \$100 dollars of compensation which National Grid deemed as essentially no compensation at all. Subsequently National Grid paid for an appraisal which valued their land at over 1MM far more money than the town has available for any eminent domain takings. Beyond the National Grid takings there are over 80 town residents who own land that the town must acquire rights to for the trail and they have not yet paid for the requisite appraisals needed prior to such takings. In short, the town does not have the money and cannot prove they have the money needed to acquire the land needed to develop a trail.

7) In August 2019 the town of Swampscott presented a letter of intent to Swampscott's Conservation commission which was denied. In response to the request the Conservation Commission paid for a study of the rail trail plans/proposed project and as a result published a list of findings for the town to address. The town has not addressed any of the findings, they have not updated their plans and they have not yet resolved this issue and or gained approval from the Conservation Commission to proceed. It has been 6 years since the Conservation Commission has denied the town letter of intent..... in this time the town has not been able to "cure" the issues presented by the.

8) In an effort to reduce the amount of money that the Town of Swampscott needs to spend to acquire land rights along the proposed Rail Trail they have offered landowners in the corridor a quid pro quo essentially offering them federal grant money in return for the gift of their land. Their approach is to offer landowners things of value, removing trees from their land, updating irrigation systems, plantings, landscaping, fences etc. of monetary value in exchange for the "gift" of land rights. This is no gift at all – it is the Town of Swampscott using Federal Grant money to acquire land rights via a quid pro quo which is not allowed under the TIP program.

9) In reviewing the Town of Swampscott's Grant Application for TIP funding it is clear they were disingenuous about the facts of the proposed Swampscott Rail Trail if not outright dishonest.

As outlined above I write this e-mail asking that you please deny and or indefinitely postpone the town of Swampscott's request for TIP funding for the proposed Swampscott Rail Trail (project #610666).

The Town of Swampscott lacks the legal authority to acquire the land needed for the Rail Trail (the approved warrant language is insufficient), they have failed to consider alternatives that would greatly reduce the cost of the rail trail, they have decided not to invest the ample town funds they have in the rail trail, they have failed to acquire the needed appraisals for land takings, they have not allocated the needed funds to acquire the land needed for the rail trail, the town has sufficient access to recreational trails in close proximity, and they lack the needed approvals from the conservation committee to move forward with this project.

The Town of Swampscott has had 8 years to get their proverbial ducks in a row related to the Swampscott Rail Trail and they have failed to do so. Until they are able cure their warrant language, acquire land rights, and acquire approvals from the conservation commission this is far from a shovel ready project.

Your committee does a great job, and there are so many deserving projects. The answer to Swampscott should be no for now – until they can prove they are working with national grid, abutters and landowners – and actually have the needed rights and approvals to build the trail.

There is no emergency here – please just hold those you fund accountable to a certain standard of ethics and readiness – when the trail is ready, they can come back to you for consideration.

Thank you!

Tom Palleria

*Please be advised that the Massachusetts Secretary of State considers e-mail to be a public record, and therefore subject to the Massachusetts Public Records Law, M.G.L. c. 66 § 10.*

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**Jia Huang** <jhuang@ctps.org>

Thu, Apr 24, 2025 at 9:41 AM

To: thomas.palleria@yahoo.com

Cc: TIP <tip@ctps.org>, Ethan Lapointe <elapointe@ctps.org>

Hi Tom,

The Boston Region MPO appreciates your engagement and input on the Swampscott Rail Trail Project. Your comment will be shared with the MPO board as a part of its review of the draft TIP on June 5, 2025. During this meeting, it is anticipated that MPO members will vote on the endorsement of the TIP after taking into account the public comments received during the 30-day public review period, which ends on May 28. All MPO meetings are public, and you are welcome to attend the meeting if you would like to do so. An agenda and information about how to join this meeting will be posted to the MPO's meeting calendar.

Please let me know if you have any further questions or comments on the FFYs 2026-30 TIP or other MPO work, and thank you again for your feedback.

Best,

Jia

[Quoted text hidden]

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**Jia Huang** | she, her, hers

**Public Engagement Coordinator**

Central Transportation Planning Staff

Boston Region Metropolitan Planning Organization

857.702.3654 | [jhuang@ctps.org](mailto:jhuang@ctps.org) | [bostonmpo.org](http://bostonmpo.org)



April 17, 2025

Mr. David Mohler, Chair  
Boston Region Metropolitan Planning Organization  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 2116

c/o Ethan Lapointe, [Elapointe@ctps.org](mailto:Elapointe@ctps.org)

RE: Swampscott Rail Trail Project #610666

Dear Mr. Mohler,

My name is Andrea Calamita, and I was a proud resident of Swampscott for 52 years. I am writing to respectfully urge you to continue withholding funding for the Swampscott Rail Trail project, specifically the section that runs between Bradley Avenue and Humphrey Street — a place I once called home.

The uncertainty and stress surrounding this project ultimately led me to make the heartbreaking decision to sell my home and leave the town I had lived in my entire life. As a civil servant, I was deeply concerned about the potential legal costs I might incur to defend my property rights. Although I have since moved, I remain very concerned for my friends and former neighbors who still reside along this portion of the proposed trail.

This section of land is, without question, owned by the adjacent property owners. While the town asserts that the landowners will retain ownership of the ground beneath the easement even if it is taken through eminent domain, the reality is that the character and use of the land will be permanently altered — and it will never truly be returned to those owners.

While I have never been opposed to the idea of a rail trail in principle, I strongly object to the use of eminent domain for a recreational project. Eminent domain is intended for essential public needs such as hospitals, schools, and infrastructure — not for leisure trails.

This segment of the trail runs through a densely populated area, and many residents have long maintained the land as part of their backyards. It is a beautiful, tree-lined corridor filled with mature vegetation — one that would be devastated by clearing and construction. As an alternative, residents have proposed rerouting the trail along a quiet adjacent street just in front of the rail corridor. Sadly, the town has been unwilling to consider this or any other compromise outside the current planned route.

For the sake of current homeowners and the integrity of the community, I respectfully ask that you decline funding for this project until the Town of Swampscott is willing to seriously explore alternative options.

Although I miss my hometown dearly, I do not miss the anxiety and pressure caused by how this project was handled at the local level.

Sincerely,

**Andrea Calamita**

Formerly of 26 Stanwood Road, Swampscott

The sender's name  
Benjamin Bayes

The sender's email  
[bayesb@gmail.com](mailto:bayesb@gmail.com)

Your ZIP code  
02465

Subject  
Please move project 610660, Sudbury-Wayland: Mass Central Rail Trail (MCRT) forward from 2028

Message

Hello TIP team. I have just read the draft TIP FFYS 2026-30. Of special importance to me is project 610660, Sudbury-Wayland: Mass Central Rail Trail. This project was originally proposed for TIP funding & construction in 2027 per the 2023 MassDOT 25% review and public meeting, see page 36 of the presentation:

<https://www.mass.gov/doc/mcrt-wayland-to-sudbury-sub-station-presentation-2023-3-2/download>

It is my understanding that this project in March 2025 accepted the 75% design review (per TIP project page of 610660) and DCR intends to have the 100% design and permitting completed in 2026 per the MCRT-Wayside page:

<https://www.mass.gov/info-details/mass-central-rail-trail-wayside>

As the decades-awaited Sudbury-Hudson MCRT section is being paved starting literally today (April 28 2025) and anticipated to be complete in 2026, it is crucial that the Sudbury-Wayland MCRT funding does not slip to 2028, instead keeping the original proposed 2027 date at minimum. The Sudbury-Wayland build creates a vast Massachusetts trail network from Waltham to Hudson on the MCRT, and beyond with the Assabet River Rail Trail to Marlborough and the Bruce Freeman Rail Trail to Lowell. It is a "keystone" project in the regional Massachusetts shared use path network. The alternative Route 20 connection is very hazardous to pedestrians and bicyclists, lacking even a sidewalk.

Please, move the TIP funding of the Sudbury-Wayland: Mass Central Rail Trail project forward from 2028.

Sincerely,  
Benjamin Bayes  
Norwottuck Network Board Member

*Please be advised that the Massachusetts Secretary of State considers e-mail to be a public record, and therefore subject to the Massachusetts Public Records Law, M.G.L. c. 66 § 10.*



Jia Huang &lt;jhuang@ctps.org&gt;

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**[Transportation Improvement Program (TIP) Feedback] Support for project 610662**

1 message

**Boston Region MPO** <mposite@www2.bostonmpo.org>

Tue, Apr 29, 2025 at 3:59 PM

Reply-To: christopher.silvia@gmail.com

To: tip@ctps.org

Christopher P Silvia (not verified) ([christopher.silvia@gmail.com](mailto:christopher.silvia@gmail.com)) sent a message using the contact form at <https://bostonmpo.org/contact/tip>.

The sender's name  
Christopher P Silvia

The sender's email  
[christopher.silvia@gmail.com](mailto:christopher.silvia@gmail.com)

Your ZIP code  
01801

Subject  
Support for project 610662

**Message**

Dear Boston Region mpo,

I am submitting public comment in support of project 610662. I live at 13 Bennett St and am thus either within or directly adjacent to the study area.

I appreciate and thank the mpo for directing funds for this effort to fix Woburn Common. The current configuration of Woburn Common is no longer fit for purpose, and I believe that replacing the Winn/Main/Pleasant st intersection with a signalized intersection, as I saw in the most recent plan for Woburn Common, will improve traffic flow and reduce congestion.

One challenge with this plan will be that signalized intersections will impose "beg button" waits for pedestrian crossings in some locations where there currently are unsignalized sidewalks where pedestrians have the right of way. While I understand some benefits of signalized crosswalks, all of the signalized crosswalks within Woburn Center are egregiously mistimed, with excessively long phases. This produces a "boy who cried wolf" effect, in which pedestrians typically press the beg button, then after a few seconds see a gap in traffic and cross, with the triggered walk phase only beginning after the beg button has been triggered. There is currently an unsignalized crosswalk walking path from my house to all of the retail stores on Woburn's main Street where I shop - that is via the crosswalk opposite the courthouse, and then the crosswalk on the north side of Winn St where it intersects with pleasant St. Ideally this path would remain, however I understand that signaling the area limits crosswalk signalization. Thus I request that the walking paths from the Woburn city hall / Bennett St area to main St be designed so there is no more than one signalized crosswalk at which one must wait. The two crosswalk section at common and main St is to be avoided - a signalized crosswalk should proceed directly from the east to West sides of main St in a single crossing phase. I know I may be rambling a bit about crossing phase times, but this is one of the most important quality of life issues which will determine whether this project makes it easier or harder for me to access main St retail on foot, and I appreciate your attention.

The current 4 lanes on common st are ridiculous, and I hope for this to be reduced. It is important that the operations of the MBTA 354 (running east/West from pleasant St to Montvale), and MBTA 134, are not disrupted. The MBTA 134 in particular terminates in Woburn on the current Sunday schedule and must be able to turn around and lay over slightly - there should either be enough space for that bus to park and dwell for a few minutes, or the bus route should be extended to North Woburn 7 days a week in coordination with the MBTA (or to central square where there is an intersection at

which the MBTA bus could also turn around).

I hope that you are able to implement Complete Streets bike lanes. This will be a challenge. Many local businesses will not want to lose parking outside their storefronts. Parking protected bike lanes may be the best option. If the bike lanes are sometimes a bit narrow, that is okay. I have never seen more sidewalk biking anywhere than I see in Woburn center, because the roads are not safe places to bike and are typically full of cars, bumper to bumper. So I encourage you to try to fit as many bike lanes as you can, within reason, particularly parking protected lanes.

Another option for bike access would be to designate a cyclist bypass route for through cyclists, which should either be a low traffic neighborhood route, or full bike lanes. Under this concept through cyclists would be able to use the bypass while cyclists going to local destinations would be expected to either ride on road or walk their bikes, depending on their comfort level.

One additional request is to make sure that these roadway improvements designate that church ave / Bennett St is not to be used as a cut through to avoid the traffic lights. Bennett St is a residential street which contains many kids, but still has plenty of cut through traffic due to the current congestion at Woburn common. Hopefully this plan can eliminate this. I encourage you to install a "no through traffic" sign on Church Ave.

Personally I am hopeful that walking improvements can be made, as well as cycling and diving improvements. There may be some political resistance from the Woburn city council to some of the complete streets measures, but I am behind them and I am eagerly anticipating this project. Let me know if there's anything I can do to help, my email is

[christopher.silvia@gmail.com](mailto:christopher.silvia@gmail.com)



Jia Huang &lt;jhuang@ctps.org&gt;

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## Town of Littleton Comments on draft FFYs 2026-30 TIP

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**Maren Toohill** <MToohill@littletonma.org>

Wed, May 21, 2025 at 1:50 PM

To: "TIP@ctps.org" &lt;TIP@ctps.org&gt;

Cc: James Duggan &lt;jduggan@littletonma.org&gt;, Stephen Jahnle &lt;sjahnle@littletonma.org&gt;, "Jason Palitsch, 495/MetroWest Partnership" &lt;jason@495partnership.org&gt;

Thank you for this opportunity to weigh in on the Draft FFYs 2026-30 TIP.

Littleton is anticipating unprecedented multi-family housing development immediately adjacent to State Highways 2A/110/119 near the intersection with Interstate 495 in the next few years. Littleton has approved 1,089 new housing units in the "King Street Common" development proposed by the Lupoli Development team. This development is currently undergoing MEPA review. We look forward to working with the State transportation teams to help bring this development forward safely and to reduce traffic impacts resulting from this significant development.

1. We note that the "small bridge" Project 613162: Littleton – Bridge Replacement, L-13-008, Route 119 Over Beaver Brook and Causeway Improvement for Wildlife was removed from the TIP due to uncertainty around its schedule and cost estimate. This bridge replacement is located between the Route 119 Roundabout at Beaver Brook Road and the Bridge Deck Replacement on Route 119 over I-495. We concur with the deferral for Project 613162 and request that it be added back onto the TIP as soon as possible due to flooding concerns in this area that extends toward the bridge deck replacement at Route 119 over I-495.
2. We request that the limits of the "large" bridge deck replacement on Route 119 over I-495 be extended so that additional sidewalks can be installed and coordinated between the Beaver Brook roundabout, the causeway bridge project, and the bridge deck replacement project. This sidewalk extension could connect the King Street Common development to The Point at the intersection of Route 119 and Constitution Avenue. This sidewalk extension would provide future residents at King Street Commons with safer walking/bicycling/rolling access to the Market Basket, O'Neil Cinemas, restaurants, and other shopping, health, and entertainment venues at The Point.

Looking forward to continuing this conversation,

Maren Toohill

Maren A. Toohill, AICP

Town Planner

978/540-2425

[MToohill@littletonma.org](mailto:MToohill@littletonma.org)

Town of Littleton



May 21, 2025

Mr. Ethan Lapointe, Transportation Improvement Program Manager  
 State Transportation Building  
 10 Park Plaza, Suite 2150  
 Boston, MA 02116-3968  
[elapointe@ctps.org](mailto:elapointe@ctps.org)  
 857.702.3703

Dear Mr. Lapointe,

In accordance with the annual FFYs 2026-2030 Transportation Improvement Program (TIP) comment period, the **187 undersigned persons** would like to offer public comment and concern regarding the project #608954, Weston - Route 30 Reconstruction.

The signers of this letter **oppose funding the project** and its current design as the proposed shared use path creates numerous public safety, liability, and environmental concerns along the 3.7-mile corridor. These concerns have been voiced by many residents at public meetings; however, to date, Weston town officials and the consultant, Howard Stein Hudson, have failed to address the concerns and continue to advocate and push for a project design that has considerable community opposition. The most significant unaddressed concerns for the project include safety and environmental impacts, which include:

1. The number of vehicles that cross the shared use path each day is a critical safety concern. There are 48 points where motor vehicles will cross the 3.7-mile path and referencing the traffic count data supplied by the consultant, **there will be over 9000 vehicles per day crossing the path at unsignalized and uncontrolled intersections**. Adding in the heavily travelled signalized intersection at Wellesley Street and Route 30, there will be over 17,000 vehicles crossing the two-way path each day. AASHTO, FHWA, and other documents on shared use path design and safety are very clear about the risks associated with contra-flow cyclists and vehicle crossings. For example:

*AASHTO Guide for the Development of Bicycle Facilities*, Fifth Edition, 2024, p. 3-23

“Whenever possible, facilities should be designed to operate as one way in the direction of adjacent motor vehicle traffic, to reduce the amount of information motorists need to make decisions about safe movements.”

*AASHTO Guide for the Development of Bicycle Facilities*, Fifth Edition, 2024, p 7-9

“...people walking and driving may not anticipate bicyclists traveling in the counterflow direction. Motorists entering or crossing the roadway often will not notice bicyclists approaching from their right and motorists turning from the roadway across the bikeway may likewise fail to notice bicyclists traveling the opposite direction from the norm.”

Given the 40-45 mph vehicle speeds along Route 30, the high number of vehicles travelling Route 30, and the proliferation of e-bikes travelling 20-30 mph on what will essentially be a “second roadway” adjacent to Route 30, a two-way shared use path in this corridor is a recipe for disaster. This design must be reconsidered.

2. Environmental impacts of the project are an immediate and intense concern. To accommodate the shared use path, the project requires **clear cutting of more than 4 acres of land** along the 3.7-mile length of the project adjacent to Route 30. This clear cutting involves not only uprooting saplings and brush that provide many benefits for the wetlands and wildlife along the corridor, but also the removal of over 600 trees with a diameter of 6 inches or greater (the exact number of trees to be removed is still unknown, but the count is over 600 trees from the Natick town line to Wellesley Street, which is approximately half the length of the project). Eliminating these trees and the canopy they provide along with all vegetation, and inserting a 10-foot-wide asphalt path in



their place will significantly increase temperatures along the roadway and **obliterate the ecosystem** in this vital corridor.

In addition to these serious concerns, to date – more than 5 years since the inception of the project, there has been no public discussion of the anticipated number of users of the shared use path. And yet, in the same timeframe, the estimated project cost has soared from \$8.12 million in 2020 to \$19.99 million in 2024 without any supporting evidence of the level of actual public use or benefit to justify the additional expenditure of Federal and State funds. The project should not continue progress toward 75% design until a reasonable estimate of anticipated usage is accepted and actual environmental benefits and drawbacks are accurately accounted for.

**We strongly urge the MPO to withhold TIP funding for the Route 30 Reconstruction project until the Town of Weston, and its consultant, Howard Stein Hudson, present a safe and environmentally sound option for bicycles in the corridor. The current design plans must be put on hold, and other options, such as relocating the shared use path to the nearby Hultman Aqueduct, must be fully evaluated and considered.**

Sincerely,

Rebecca Mercuri	Louis Mercuri	Kayla Mercuri	Victoria Huber	Tony Brooke	Barbara Gilman
Richard Gilman	Andrew Fligor	Diane Coletti	Jim Coletti	James Coletti III	Jonathan Chase
Steve Butera	Sarah Butera	Robert Ewanoski	Cliff Abrecht	Fernanda Bourlot	Rochelle Nemrow
Michael Nemrow	Allison Nemrow	Gregory Nemrow	Katherine Diver	Neil Diver	Gary Lee
Margaret Ewald	Frank Caine	Becky Ames	John Sallay	Rachael Stewart	Rochelle Nemrow
Steve Watson	Beverly Watson	Bruce Paster	Paul Griner	Margaret Griner	Barbara Baker
Robert Froh	Margaret Ewald	Warren Pinkert	Connie Pinkert	Robert Collman	Kathie Collman
John Harding	Linda Harding	Cody Meissner	Barbara Meissner	Hugh Pearson	Gustav Christensen
Vibeke Christensen	Paul Brontas	Barry Davidson	Linda Davidson	Nancy Lukitsh	David Osborne
Susan Schaefer	Christi Halby	Susan Schaefer	Richard Trant	Larine Levy	Louis Grossman
Jeff Levy	Norm Weinstock	Shelia Weinstock	Sherwin Greenblat	Joyce Flaherty	Andy Shaw
Doug Shaw	Richard Flynn	Laura Flynn	Judy Whitham	Ann Freake	Raymond Freake
Ann Orr	Andrew Zimmerman	Maura Zimmerman	Lauri Wishner	Richard Tedlow	Donna Staton
Paul Donahue	Lesley Osborne	Bill McConaghy	Jo McConaghy	Amy Gerson	Janice Kaplan
Nancy Casper	Bobby Casper	Stephie Albert	Miles Diver	Matthew Diver	Henry Diver
Nicolle Diver	Pam Fondacabe	Greg Fondacabe	Mark Halfman	Mia Halfman	Laurel Halfman
Anna Halfman	John McDonald	Natti McDonald	John Shane	Richard Thomas	Richard Hutson
Harry Alverson	Bob Ackerman	Nathan Coolidge	Lloyd Dahmen	Robert Fosberg	Chris Weschler
Ted Weschler	Fred Filoon	Harrison Graham	Thomas Haynes	Peter Campanella	Tim Richards
Gordon Pritchard	Nathan Ott	Kyle Albert	Ralph Linsalata	David Scudder	Peter Martin
Dick Perkins	Frank White	John Reidy	John Ledbetter	Craig Lawrence	Jonathan Keyes
Karen Thomas	Ed Eschbach	Barbara Eschbach	Gene Dahman	Dana Callow	Becky Callow
Michelle Garfinkel	Justin Garfinkel	Matthew Garfinkel	Brendan Garfinkel	Lindsay Garfinkel	Steven Garfinkel
Amy Elizabeth Usen	Sybil Ann Luchetti	Amy Silverstein	Ross Silverstein	Elizabeth Messina	Susan Zacharias
Greg Zacharias	Lise Revers	Patrick Ahearn, FAIA	Nick Berardinelli	Gina Gagliardi	Luca Berardinelli
Gianni Berardinelli	Ann Gagliardi	Antonio Gagliardi	Drew Tamoney	Clarence Dixon	Laura Dixon
Bahar Cohen	Barbara Fullerton	Bert Fullerton	Anne Grape	Nina Danforth	Henry Stone
Laurie Endlar Lee	Richard Babayan	Sonya Nersessian	Alicia Primer	Doreen Mirley	John Mirley
Nikki Lee	Lawrence Lee	Lexi Lee	Charlotte Lee	Haeng Lee	Hoon Lee
Alison Barlow	Ravi Jasuja	Guneet Jasuja	Douglas Garron	Lorna Garron	Jennifer Garron
Artemis Willis	Carol Burnes	Jaclyn McDonald	Brett McDonald	Jessica Moy	Jonathan Moy
Chris DiBenedetto					

cc: Leon Gaumond, Town Manager/Select Board, Town of Weston  
 Richard Sullivan, Director of Operations, Town of Weston  
 Jason Lavoie, Town Engineer, Town of Weston  
 Jay Doyle, Chair, Weston Traffic and Sidewalk Committee  
 John McInerney, District Highway Director, District 6, MassDOT  
 Stephanie Upson, Project Manager, MassDOT  
 Alice Peisch, Representative, 14th Norfolk District



Jia Huang &lt;jhuang@ctps.org&gt;

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## Petition to Accelerate Belmont Community Path Phase 1 construction and Phase 2 design

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**Messenger, William** <wmessenger@mba1988.hbs.edu>

Mon, May 19, 2025 at 9:20 PM

To: "TIP@ctps.org" &lt;TIP@ctps.org&gt;

I join the signatories of this petition to endorse construction of the Belmont Community Path and urge action to prioritize its completion as an important transportation, recreation, and community asset and as a critical link in the 104 mile Mass Central Rail Trail. We request specific actions below that move forward both phases of this project.

We urge local, regional and state leaders to advance Phase 1 of the Belmont Community Path in order to begin construction in 2026. This includes the following requests:

1. We ask the Boston Region Metropolitan Planning Organization (MPO) to fully fund Phase 1 (Project ID 609204) in FFY 2026 when endorsing the final 2026-30 TIP.
2. We urge the Town of Belmont elected officials, committees and staff to dedicate sufficient resources and manage contractors so that the project is ready to advertise for construction by September 2026 and utilize Boston Region MPO funding in FFY 2026.

We urge local, regional and state leaders to accelerate design and funding for Phase 2 in order to prioritize completion of the Belmont Community Path and full connection of the Mass Central Rail Trail in the Boston Region. Following delays of more than two years for Phase 2 design, we make the following requests:

3. We urge the Belmont Select Board to expediently approve the Belmont Community Path Project Committee's recommended route so that the Phase 2 design process can proceed.
4. We ask Town of Belmont leaders and the Boston Region MPO to formalize Phase 2 of the Belmont Community Path by assigning a Project ID Number for the TIP process.

William Messenger

[29 Saint John St.](#)

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617-489-8768

[wmessenger@mba1988.hbs.edu](mailto:wmessenger@mba1988.hbs.edu)



Jia Huang <jhuang@ctps.org>

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## Your petition

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**Klemens Meyer** <klemensbmeyer@gmail.com>

Mon, May 19, 2025 at 10:04 PM

To: TIP@ctps.org

You really ought to have sent a petition that didn't require registration including a credit card. I strongly support the Community Path, but won't respond to the survey because of that requirement. This was a big mistake.

Klemens Meyer, MD  
617-549-5539



May 20, 2025

David Mohler and Stephen Woelfel, Chairs  
 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  
 Steve.Woelfel@state.ma.us*

Dear Messrs. Mohler & Woelfel and Members of the Boston Region MPO:

I am writing as an officer 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 25 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 and flanks the MBTA right of way to the north. 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 (in Belmont) newsletter (<https://www.belmontcitizensforum.org/newsletters/2008/BCFNov08.pdf>).

As the project has developed over the past 13 years through the work of three successive Select Board-appointed committees, that land has turned out be central to the planned route (comprising about 65%). As stated in the linked 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.

The BCF Newsletter, which recently marked its 24th 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 principal business centers, at Belmont High School, and at town events (e.g. Belmont Town Day, Meet Belmont).

In past letters of support to the MPO we have tallied the number of articles about the Belmont Community Path (or paths in nearby communities) published in Newsletter. This letter updates that list for the last 16 months, during which we have published an additional eight articles (see list below, with links), bringing the total over 70 articles.

What we hope to convey to the Boston Region MPO by providing these details about our newsletter 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 Voice and the online Belmontonian also cover the path, but from a news 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,

*John Dieckmann*

John Dieckmann  
Vice President, Belmont Citizens Forum

cc: Ethan Lapointe, CTPS TIP manager (*via email at* [elapointe@ctps.org](mailto:elapointe@ctps.org))  
Belmont Select Board (*via email* [selectboard@belmont-ma.gov](mailto:selectboard@belmont-ma.gov))  
Patrice Garvin, Belmont Town Administrator (*via email* [pgarvin@belmont-ma.gov](mailto:pgarvin@belmont-ma.gov))  
Christopher Ryan, Director, Belmont Town Planner (*via email* [cryan@belmont-ma.gov](mailto:cryan@belmont-ma.gov))  
Holly Muson, Chair, Belmont Community Path Project Committee (*via email* [hmuson@hotmail.com](mailto:hmuson@hotmail.com))

2024-25 articles published in the BCF newsletter concerning the Belmont Community Path:

#### **March 2025**

Select Board Candidates Answer BCF Questions [*including questions about community path*]  
<https://www.belmontcitizensforum.org/wp-content/uploads/2025/02/March-2025-WEB-FINAL-1.pdf>

#### **November 2024**

Waltham Rail Trail Makes Slow Progress (pages 7-9)  
<https://www.belmontcitizensforum.org/wp-content/uploads/2024/11/November-2024-CORRECTED.pdf>

Belmont's Student Bikers Cut School Traffic (pages 12-14)  
<https://www.belmontcitizensforum.org/wp-content/uploads/2024/11/November-2024-CORRECTED.pdf>

#### **July 2024**

Concord Bike Lane May be Increasing Cycling (pages 9-10)  
<https://www.belmontcitizensforum.org/wp-content/uploads/2024/06/July-2024-WEB-FINAL-1.pdf>

#### **March 2024**

MassDOT Representative Discusses March 7 Community Path Hearing (pages 1-2)  
<https://www.belmontcitizensforum.org/wp-content/uploads/2024/03/March-2024-WEB.pdf>

BCF Asks Path Experts Three Questions (pages 3-4)  
<https://www.belmontcitizensforum.org/wp-content/uploads/2024/03/March-2024-WEB.pdf>

#### **January 2024**

Community Path Could Have Bridge, Box-Over Fitchburg Tracks (pages 1-7)  
<https://www.belmontcitizensforum.org/wp-content/uploads/2024/01/January-2024-WEB-FINAL.pdf>

What's in a Name? New Bikeway Condo Building's Title Says It All (pages 8-9)  
<https://www.belmontcitizensforum.org/wp-content/uploads/2024/01/January-2024-WEB-FINAL.pdf>



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WESTBOROUGH, MA 01581  
774-760-0495  
495PARTNERSHIP.ORG

May 23, 2025

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 2026-2030**

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 2026-30.

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.

Transportation challenges such as congestion, interchange capacity issues, and gaps in public transit coverage pose a major threat to the economic vitality of our region. Several indicators suggest the region would benefit from enhanced transportation infrastructure and transit investment, including the region's population growth rate, the sharp rise in housing costs, the low rate of housing churn, and an increased emphasis on transit-oriented development alongside fixed transit routes in downtown settings.

In accordance with our organization's 2022-2027 Strategic Plan, the 495/MetroWest Partnership has adopted a set of vision and priorities statements for roadway projects in our region. We are pleased to note that a number of these priorities were reflected in the draft TIP for FFY 2026-30

The Partnership greatly appreciates the 495/MetroWest projects included in the draft FFY2026-30 TIP. The Partnership would like to applaud proposed funding increases for the following projects:

- 610691 Natick - Cochituate Rail Trail Extension, From MBTA Station to Mechanic Street; however, we note with concern that funding for this project has been reduced
- 612894 Framingham - Improvements at Harmony Grove Elementary School (SRTS)

The Partnership would also like to applaud the MPO's acceleration of the following project:

- 7420 Natick - Superstructure Replacement, N-03-012, Boden Lane Over CSX/MBTA (moved from FY27 to FY26)

*Page 1 of 5*

The Partnership is pleased to see programmed funding increases for the following projects, but would like to express concern that they have been rescheduled to later years than previously planned. We encourage the MPO to accelerate scheduling for these projects should resources become available:

- 610680 Natick - Lake Cochichuate Path
- 612178 Natick - Bridge Replacement, N-030010, Speen Street Over RR MBTA/CSX
- 604564 Maynard - Bridge Replacement, M-10-004, Route 62 (Main Street) Over the Assabet River

The Partnership supports the continued inclusion of the following projects at their current funding and schedule:

- 613274 Foxborough - Bridge Preservation at 6 Bridges Along the I-95 Corridor
- S13147 Framingham - Preliminary Design of Intersection Improvements at Route 126/135/MBTA & CSX Railroad
- 613182 Milford - Bridge Preservation, M-21-022 (1UD, 1 UE), I-495 Overt State Route 109/Medway Road
- S12807 MWRTA - Catch Connect Microtransit Service Expansion Phase 2
- S12971 MWRTA - Blandin Hub Equitable Redesign Initiative
- 612099 Ashland - Bridge Replacement, A-14-006, Cordaville Road over Sudbury River
- 613343 Foxborough - Interstate Pavement Preservation and Related Work on I-95
- 608436 Ashland - Rehabilitation and Rail Crossing Improvements on Cherry Street
- 610660 Sudbury/Wayland - Mass Central Rail Trail (MCRT)
- 612963 Bellingham - Roadway Rehabilitation of Route 126 (Hartford Road), From 800 Feet North of the I-495 NB Off Ramp to Medway Line, Including B-06-017
- 613640 Natick - Resurfacing and Related work on Route 9
- 613319 Sudbury/Framingham - Bike Path Construction of Bruce Freeman Rail Trail, from the Sudbury Diamond Railroad Crossing to Eaton Road West

While the Partnership understands that the MPO is conducting its planning work under significant resource constraints, we would like to express concern with the proposed delays to the following projects:

- 608045 Milford - Rehabilitation on Route 16, From Route 109 to Beaver Street (moved from FY26 to FY27)
- S12984 Holliston - Linden Street Improvements at Robert Adams Middle School SRTS (moved from FY27 to FY28)
- 610660 Sudbury/Wayland - Mass Central Rail Trail (moved from FY27 to FY28)
- 607748 Acton - Intersection and Signal Improvements on Routes 2 and 111 (Massachusetts Avenue) at Piper Road and Taylor Road (moved from FY29 to FY30)
- 613639 Framingham - Resurfacing and Related Work on Route 9 (moved from FY28 to FY30)

The Partnership is concerned by both a proposed delay and reduced funding for the following project:

- 612173 Bellingham - Bridge Replacement, B-06-022, Maple Street Over I-495 (moved from FY25 to FY27)



Finally, the Partnership notes that the following projects were programmed in the FY25-29 TIP but do not appear in the draft TIP for FY26-30; we strongly encourage their inclusion within their originally programmed years:

- 611952 Acton/Harvard/Littleton - Guide and Traffic Sign Replacement on a Section of Route 2
- 605091 Natick - Bridge Preservation, N-03-032, N-03-033, N-03-034, N-03-035, Ramp A & B Over Route 9 & Speen Street over Ramps G & D

We greatly appreciate continued support for the *I-495/I-90 Interchange Improvement Project*, and the *Natick - Bridge Replacement, N-03-020, Route 27 (North Main Street) Over Route 9 (Worcester Street) and Interchange Improvements* project, both of which have been longstanding priorities of the Partnership. The Partnership also supports the inclusion of funding for the preliminary design of the Route 126 and Route 135 intersection in downtown Framingham. This intersection has been of major concern to the Partnership since the organization's inception and it has been included as one of our key regional priorities in our updated roadways Vision and Priorities statement.

We also appreciate funding for *S12807 MWRTA - Catch Connect Microtransit Service Expansion Phase 2*, a successful inter-local service that link passengers to regionally significant commercial, medical, and recreational facilities within Framingham and Natick. The Partnership supports continued funding for demand-response services through the Community Connections program as a vehicle to expand innovative RTA service models that both meet the needs of transit dependent populations and broaden ridership potential in areas where fixed-route bus service may not be feasible.

The Partnership would like to remind the MPO of several long-range priorities of our organization. This includes the I-495/Route 9 interchange project, which 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 and commuter traffic. Since the Interstate 495 and Route 9 Interchange Improvement Study was conducted by MassDOT in 2013, the immediate area continues to grow as a regionally significant employment base. The Partnership would also like to reiterate support for the I-90 connection with Route 30 in Framingham/Speen Street in Natick, as it is a major regional hub for office space and retail. Although this area is of tremendous regional significance, its largely uncoordinated development has resulted in confusing and congested roadways. The 2013 Golden Triangle Study highlighted issues and potential improvement approaches for this area.

The Partnership would also like to highlight our priorities for our region's Regional Transit Authorities (RTAs), particularly enabling increased connectivity and origin-to-destination travel for its riders. Current RTA service operations are characterized by carrying passengers from hubs (such as Framingham, Worcester, and Lowell) to neighboring communities, and vice versa, leaving significant localized and regional coverage gaps within the 495/MetroWest region itself. While some initiatives like MetroWest RTA's upcoming north-south 495 Connector service represent progress towards greater connectivity within our region, gaps in coverage remain. The Partnership supports our region's RTAs providing the right mix of services that would enable passengers to travel extensively within their own community and between other 495/MetroWest communities.

Additionally, the 495/MetroWest Partnership would like to echo comments offered by the Town of Littleton regarding two matters in that community.

- First, we note that the "small bridge" *Project 613162 Littleton - Bridge Replacement, L-13-008, Route 119 Over Beaver Brook and Causeway Improvement for Wildlife* was removed



from the TIP due to uncertainty around its schedule and cost estimate. This bridge replacement is located between the Route 119 roundabout at Beaver Brook Road and the Bridge Deck Replacement on Route 119 over I-495. We concur with the deferral for Project 613162 and request that it be added back onto the TIP as soon as possible due to flooding concerns in this area that extends toward the bridge deck replacement at Route 119 over I-495.

- The Partnership also requests that the limits of the “large” bridge deck replacement on Route 119 over I-495 be extended so that additional sidewalks can be installed and coordinated between the Beaver Brook roundabout, the causeway bridge project, and the bridge deck replacement project. This sidewalk extension could connect the King Street Common development to The Point at the intersection of Route 119 and Constitution Avenue. This sidewalk extension would provide future residents at King Street Commons with safer walking/bicycling/rolling access to the Market Basket, O’Neil Cinemas, restaurants, and other shopping, health, and entertainment venues at The Point.

The Partnership identified several projects included in the FF26-30 Universe of Projects that are of significance to our stakeholders and which we will continue to monitor. Those projects include:

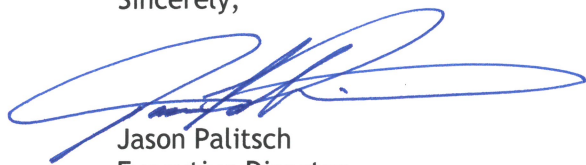
- S13041 Acton - Intersection Improvements at Hayward Road and Route 27
- 613872 Acton - Reconstruction of Route 2A/119 (Great Road), from Davis Road to Harris Street
- 610553 Acton - Intersection Improvements at Route 2 and Route 27 Ramps
- S13039 Acton/Maynard - Route 62 Complete Streets Design (Knox Trail to Waltham Street)
- S13050 Ashland - Intersection Improvements at Fountain and Union Street
- 604862 Bellingham - Ramp Construction & Relocation, I-495 at Route 126 (Hartford Avenue)
- S13070 Bellingham - South Main Street (Route 126) - Elm Street to Douglas Drive Reconstruction
- 608948 Bellingham/Franklin - Southern New England Trunk Trail (SNETT) Extension, from Grove Street to Franklin Town Center
- 613885 Bolton - Reconstruction of Route 117 (Main Street) from 200 feet West of John Power Lane to the Intersection of Mechanic Street
- 612740 Foxborough - Intersection Signalization at Route 140/Walnut Street and Route 140/I-495 (SB Ramp)
- 609280 Framingham - Roundabout Construction at Salem End Road, Badger Road, and Gates Street
- 606109 Framingham - Intersection Improvements at Route 126/135/MBTA and CSX Railroad
- S13049 Holliston - Reconstruction of Concord Street (Route 126)
- 611932 Hopkinton - Campus Trail Connector, Shared Use Trail Construction
- S13071 Hopkinton - West Main Street Reconstruction and Shared Use Path
- S13048 Hudson - Mass Central Rail Trail Extension
- 610702 Littleton - Intersection Improvements on 119/Beaver Brook Road
- 612807 Medfield - Intersection Improvements at Route 27 and West Street
- S13086 Medfield - Reconstruction of Route 109 (Millis T/L to Hartford Street)
- S13072 Medway - Improvements on Route 109 West of Highland Street (Highland Street to Bellingham Line)
- S13077 Medway - Traffic Signalization at Trotter Drive and Route 190
- S13073 Millis - Town Center Improvements

- S13083 Norfolk/Wrentham - Metacomet Greenway
- S13074 Sherborn - Improvements on Route 27 and Route 16, Sherborn Town Center Improvements (Village Way to Coolidge Street)
- S13078 Sherborn - Intersection Improvements at Route 16 and Maple Street
- S13084 Sherborn - Upper Charles River Trail Extension to Framingham City Line
- 613096 Stow - Assabet River Rail Trail Construction
- 608497 Wrentham - Resurfacing and Related Work on Route 1
- S13075 Wrentham - Route 140 and Eagle Dam
- S13076 Wrentham - Wrentham Center Improvements
- 610676 Wrentham - Intersection Improvements on Route 1A at North and Winter Street
- S13079 Wrentham - Intersection Improvements at Randall Road and Route 1A
- S13080 Wrentham - Intersection Improvements at Route 1A Green Street and High Street
- S13081 Wrentham - Intersection Improvements at Route 1 and Hawes Street
- S13082 Wrentham - Intersection Improvements at Route 1A and Route 121

Finally, the Partnership applauds continued funding, as planned, for project *607977 Hopkinton & Westborough - Reconstruction of Interstate 90/Interstate 495 Interchange*. This initiative had been a major priority of our organization for over a decade; we, and our stakeholders, continue to be pleased with the pace of the project. We are deeply appreciative of the work by the MPO, MassDOT, District 3, as well as contractors and other staff who have made this initiative a success thus far. We look forward to celebrating the completion of this important effort in 2027.

We thank you for your consideration of these comments. Should you have any questions or require any additional information, please contact me at any time, (774)-760-0495 or by email at [jason@495partnership.org](mailto:jason@495partnership.org).

Sincerely,



Jason Palitsch  
Executive Director  
The 495/MetroWest Partnership



# City of Cambridge

## Executive Department

**YI-AN HUANG**  
City Manager

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

May 22, 2024

Re: Support for Fitchburg Bicycle and Pedestrian Crossing and Bluebikes in FFY26 TIP

Dear Boston Region Metropolitan Planning Organization Board Members:

The City of Cambridge would like to offer our support for and comments on Cambridge projects in the Transportation Improvement Program (TIP) in Federal Fiscal Years (FFY) 2026-2030. 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 several months.

### **Fitchburg Crossing Bridge**

Cambridge appreciates the MPO including \$2,000,000 of design funds in FFY26 for the Fitchburg Crossing Bicycle/Pedestrian bridge in the Alewife area. This funding will provide a great deal of certainty to the City, as its federal Reconnecting Communities Neighborhoods (RCN) grant funding for this design is facing review and a possible rescission, according to new federal policy priorities. This funding will be combined with an already obligated \$400,000 of RCN funding, and \$600,000 in city matching funds, for a total of \$3,000,000. As you may be aware, the bicycle and pedestrian bridge crossing of the MBTA Fitchburg line rail tracks in North Cambridge is a critical project for the City and the region and rated very highly in the MPO's scoring metrics when evaluated for pilot design funds in 2024.

The City of Cambridge has been actively invested in creating this bridge connection for many years. The idea for the crossing began decades ago and was revived in 2023, when the Community Development Department received funds to conduct a feasibility study of different connection options. During that study we hosted multiple well-attended community meetings regarding the feasibility of the connection. We received tremendous support for the project from a variety of stakeholders.

**Community Connections Project - Bluebikes**

The City also appreciates the MPO's continued commitment to the Bluebikes system as an additional public transportation option for the region. This Community Connections project in the amount of \$223,715.25 will replace seven Bluebikes stations in that were originally installed in Cambridge when the system launched in 2012. The "Bluebikes State of Good Repair" project (ID number S12960) is critical to keeping the system in good working order. This project will allow the City to maintain both stations and bicycles at some key locations in FFY 2026.

Thank you in advance for your support for these requests. We look forward to working with the MPO on these and future important transportation projects and initiatives in the region.

Sincerely,

Yi-An Huang



Cambridge City Manager



The sender's email  
[c.raineyslavick@gmail.com](mailto:c.raineyslavick@gmail.com)

Your ZIP code  
02143

Subject  
Funding and values

Message  
Hello,

I am writing to express my concern that, although there has been some progress, stated values and planned funding are still misaligned. In the Regional Target Investment section, Major Infrastructure—Roadway (typically highway projects) exceeds Bicycle Network and Pedestrian Connections, Community Connections (allocated and unallocated), Intersection Improvements, and Transit Transformation (allocated and unallocated) combined, and considerably. Additionally in the MassDOT Highway Program Investment Summary, more money is given to Interstate pavement than safe routes to schools, Bicycle and pedestrian infrastructure, safety improvements, and accessibility improvements. As such pavement for highways is literally given priority over safety for other road users. What this shows is that the MPO needs to get far more serious about reducing lane capacity, which not only saves money but also improves the local environment (reducing runoff and urban heat island effects). The choice to maintain excessive highway capacity only encourages more driving, while wasting funds that could be put to much better use at actually moving people.

Additionally a single highway project, which includes no improvements at all for people outside of automobiles, the Hopkinton and Westborough: Reconstruction of Interstate 90/Interstate 495 Interchange costs \$300,942,837, more than double the total spending exclusively on bicycles and pedestrians. Before you inevitably bring up complete streets as counter argument, those projects also maintain and sometimes even expand roadway capacity as well. So directly comparing spending that goes exclusively to one mode, a single project for drivers is given double the funding of all projects for pedestrians and cyclists. That is unacceptable. You could fund literally dozens of projects, some long planned and delayed, with this money instead.

The MPO needs to align its spending with its stated goals. You need to stop dumping seemingly endless streams of money into the bottomless pit of highways (which only increases congestion, pollution, and social isolation) and start getting much more deliberate about how to use limited funds in ways that move more people in fewer vehicles, while contributing to healthier and safer communities. You need to flex more funds from highways to walking, biking, and transit. Ultimately, you need to actually invest more in the alternatives to driving than driving itself or you will never start to actually shift people to other modes. As long as driving is given priority in funding, driving will be the priority mode of transportation for most people. You need to put your money where your mouth is.

Thank you for your time and consideration,  
Cole Rainey-Slavick

*Please be advised that the Massachusetts Secretary of State considers e-mail to be a public record, and therefore subject to the Massachusetts Public Records Law, M.G.L. c. 66 § 10.*