



**APPENDIX B**  
**PUBLIC PARTICIPATION AND RESPONSE**  
**TO PUBLIC COMMENTS**



The Boston Region Metropolitan Planning Organization (MPO) staff followed the procedures set forth in the MPO’s adopted Public Participation Plan while developing the Unified Planning Work Program (UPWP). These procedures are designed to ensure early, active, and continuous public involvement in the transportation-planning process.

The Federal Fiscal Year (FFY) 2020 UPWP development process began in November 2018. Staff solicited topics for study through outreach at Metropolitan Area Planning Council (MAPC) subregional municipal group meetings. Staff also sought suggestions and public input from other sources:

- Regional Transportation Advisory Council (Advisory Council) meetings
- Outreach to transportation advocacy and community groups
- Comments received during the FFY 2019 UPWP public review period
- Topics generated from recently completed planning studies and documents

The document development process, described in Chapter 2, culminated in the MPO UPWP Committee’s recommendation for the FFY 2020 UPWP, including a set of new discrete studies. On May 16, 2019, the MPO approved a draft document for public circulation.

After receiving the MPO’s approval to circulate the public-review draft FFY 2020 UPWP, staff posted the document on the MPO’s website (<https://www.bostonmpo.org/upwp>) and used the MPO’s contact list (MPOinfo) and Twitter account to notify the public of the document’s availability and the opening of the 30-day period for public review and comment.

During the review period, staff attended and brought information on the UPWP to several outreach events hosted by other organizations, including Bike to Work Day at Boston City Hall; a Massachusetts Department of Transportation Capital Investment Plan public meeting; and the May 2019 meeting of MAPC’s council. In addition, staff presented the UPWP and this set of new studies to the Advisory Council; hosted an open house at the Central Transportation Planning Staff offices at which staff and copies of the draft document were made available; and made themselves available, either in person or on the phone, to interested parties who wanted to discuss the draft FFY 2020 UPWP. All events and meetings where the draft FFY 2020 UPWP was discussed—including all MPO and UPWP Committee meetings—were accessible via transit and to people with disabilities.

The following pages contain the comments received about the UPWP during the public comment period, and any MPO responses to those comments.



# REGIONAL TRANSPORTATION ADVISORY COUNCIL



June 12, 2019

David Mohler, Chair  
Boston Region Metropolitan Planning Organization  
10 Park Plaza, Suite 4150  
Boston, MA 02116

Re: Draft Federal Fiscal Year 2020 Unified Planning Work Program

Dear Mr. Mohler,

The Regional Transportation Advisory Council (Advisory Council) is an independent group of citizen and regional advocacy groups, municipal officials, and agencies charged with providing the Boston Region Metropolitan Planning Organization (MPO) with public input on transportation planning and programming.

The Advisory Council has reviewed and discussed the public review draft Federal Fiscal Year 2020 Unified Planning Work Program (UPWP) and offers the following comments:

1. We appreciate the MPO staff's consideration of feedback provided by the Advisory Council on the initial UPWP project list. We note that a number of the Advisory Council's priority projects are recommended for funding.
2. We are particularly pleased to see Project 13294, "TIP Before-and-After Studies." We encourage the MPO staff to share any lessons learned from this study and perhaps use it as a template to make evaluation of projects a regular/recurring part of the process.

Once again, we appreciate the opportunity to express our thoughts to the MPO on the Unified Planning Work Program.

Sincerely,

Tegin Teich,  
Chair, Regional Transportation Advisory Council  
tteich@cambridgema.gov, 617-349-4615

# MBTA Rider Oversight Committee

June 14, 2019

RE: FY 2020 Draft Unified Planning Work Program (UPWP)

Dear Members of the Boston MPO,

Below are comments from the MBTA Rider Oversight Committee (ROC):

1. As with previous years, we are pleased to see extensive funding to support data collection and analysis for the MBTA. We are also very pleased to see continuing support for our committee (ROC) included in this draft. We feel very fortunate to have the participation of the various employees of CTPS, such as Jonathan Belcher, Andrew Clark, and Steven Andrews.

2. We support the new studies that were selected from the universe of proposed studies, particularly the following:

- Locations with High Bicycle/Pedestrian Crash Rates in the Boston Region MPO Area
- TIP Before and After Studies
- Transit Mitigation for New Development Sites
- Operating a Successful Shuttle Program
- Further Development of the MPO's Community Transportation Program
- Disparate Impact Metrics Analysis
- MPO Staff-Generated Research and Technical Assistance

3. Through our membership on the Regional Transportation Advisory Council and our attendance at some of the UPWP Working Group meetings, we have a much better appreciation for the openness of the UPWP process and the serious deliberation given to all of the studies under consideration.

We look forward to seeing the results the studies!

Respectfully,  
MBTA Rider Oversight Committee  
mbtaroc@gmail.com



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June 17, 2019

Sandy Johnston  
UPWP Manager, Boston Region MPO  
10 Park Plaza, Suite 2150  
Boston, MA 02116

Re: Boston Region Unified Planning Work Program (UPWP) FFY2020

Dear Mr. Johnston:

On behalf of the 495/MetroWest Partnership, please accept the following as our official comments regarding the draft *Unified Planning Work Program* (UPWP) for FFY 2020 for the Boston Region Metropolitan Planning Organization (MPO).

The 495/MetroWest Partnership is a non-profit advocacy organization serving thirty-five communities, over 600,000 residents, and an employment base of over \$24 billion per year. The Partnership seeks to address regional needs through public-private collaboration by working to enhance economic vitality, improve quality of life and sustain natural resources. The Partnership focuses on helping to alleviate regional constraints and limitations, and conducts numerous initiatives on transportation, workforce housing, brownfields, and water resources.

The Partnership appreciates the importance of proper planning and understands that the long-term benefits achieved by transportation and transit projects always start with a planning project. We thank the MPO for its diligent work, including recently completed studies: Reverse Commute Areas Analysis, Transportation Access Studies of Commercial Business Districts, and Updates to Express Highway Volumes Charts. We appreciate the inclusion of the I-90/ I-495 Interchange Traffic Analysis Technical Support in last year's UPWP. With our latest economic analysis, we know that the 495/MetroWest region has continued to grow thanks to a diverse economic base and a high quality of life. While this growth has resulted in opportunities and benefits, challenges remain. If ignored, these challenges threaten the quality of life and economic wellbeing of a region that has become an economic engine for the Commonwealth. Our regional transportation challenges affect the state's ability to remain economically competitive. These challenges include: increasing traffic congestion, an increase in vehicle miles traveled, highway capacity issues, gaps in public transit coverage, and aging transportation infrastructure.

The Boston Region MPO includes twenty-six of the Partnership's thirty-five communities. We greatly appreciate the number of planning projects that have been completed in our region in recent years, and found Appendix D a helpful resource in determining the distribution of UPWP planning tasks since 2010. It is worth noting that out of the four subregions in 495/MetroWest, SWAP has the lowest number of UPWP tasks in the entire Boston MPO region, with 39 tasks since 2010 and only 4 tasks performed since 2014. This



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number has not changed since last year. SSC had 44, with 13 projects since 2014, according to table D-1. We appreciate the addition of UPWP tasks in Foxborough and Medfield, after several years of inactivity. For several of the towns in MWRC—Ashland, Holliston, Marlborough, Natick, Southborough, and Wayland—there have not been any UPWP tasks since 2017. We understand that resources are limited but regional equity is essential to ensure the entire Boston region is benefiting from the planning process. We hope that you will give regional equity some consideration when advancing some of the studies we are supporting in FFY 2020.

The Partnership welcomes the addition of **Project 13296, Operating a Successful Shuttle Program**, which would utilize CrossTown Connect and other successful shuttle providers to guide the creation of a training module. As supporters and participants of CrossTown Connect, we are well-aware of its model and believe other TMAs would benefit from a set of best practices. TMAs are helpful for providing first-mile/last-mile connections that support the region’s workforce. Under Cross-Town Connect, we have seen success with Acton shuttles, a Maynard shuttle and a Littleton/Westford shuttle. The Maynard shuttle has proven a huge success, with growing ridership and minimal cost to determine its feasibility. Sustainability for all of these services remains a challenge despite the demand and limited overhead costs. We feel this could serve as an excellent case study for potential partnership models for first-and last-mile transit shuttles with potential funding recommendations by the Boston MPO to help determine sustainability that could also allow for expansion of services into other CrossTown Connect communities. We appreciate the MPO acting upon the recommendation to use CrossTown Connect as a case study—provided in the Partnership’s comment letter regarding the draft FFY 2019 UPWP. The Partnership also supports **Project 13297, Further Development of the MPO’s Community Transportation Program**. We are excited about this program and look forward to learning more about the application process and we are available to help with outreach.

The Partnership notes that the proposed **Project M-8, Downtown Framingham Mobility Study**, is not included in draft list of funded studies in FFY 2020 (Table ES-2), although it was proposed (Table C-1). Framingham is the most populous community in the 495/MetroWest region, and its downtown area is a multi-modal crossroads. Particularly as the MBTA’s long-range *Rail Vision* project is considering whether Framingham should become a “key station,” this study would be useful to understand the constraints and possibilities for parking, shuttles, Commuter Rail, and interconnectedness. We know that the Route 126/Route 135 intersection suffers from congestion, especially when a train passes across the roadway and halts vehicles in downtown Framingham. This study’s evaluation of grade separation of the MBTA Commuter Rail would provide insight in to one potential solution. We appreciate the Framingham Downtown Parking Management plan conducted as part of the MAPC Corridor/Subarea Planning Studies.

As an organization that values sustainable development, as demonstrated by the existence of our Energy & Sustainable Development Committee, the Partnership appreciates the new “Resilience” category for studies. We support **Project 13299, Exploring Resilience in MPO-Funded Corridor and Intersection Studies**.



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Additionally, the Partnership welcomes the level of support for MassDOT's Commuter Rail Vision Study, which is of great interest given that the 495/MetroWest Region is home to 3 Lines, namely, Framingham/Worcester, Franklin, and Fitchburg, the last of which is currently experiencing the worst on time performance in the system. As a member of the Rail Vision Advisory Committee, I had the opportunity to learn about the regional travel demand model from CTPS staff, and appreciate your organization's support and collaboration with MassDOT and the MBTA.

Beyond these key projects the Partnership strongly supports the following new and continuing studies in FFY 2020:

- **Addressing Priority Corridors from the LRTP Needs Assessment** - as in previous years, the Partnership urges inclusion of our communities in these studies and its recommended conceptual improvements;
- **Addressing Safety, Mobility and Access on Subregional Priority Roadways** - as in previous years, the Partnership urges inclusion of our communities in this report and its recommendations;
- **Bicycle/Pedestrian Support Activities** - the Partnership is supportive of a variety of modes of transportation and we feel this work complements the growing number of communities participating in the Complete Streets Program;
- **Community Transportation Technical Assistance Program;**
- **Corridor/Subarea Planning Studies** - Because Allston West Station would be on the Framingham/Worcester Line, the Allston West Station area report is of interest to the Partnership. Given the constraints the project may pose on I-90, there is a strong need for congestion mitigation and preparatory work to encourage the use of transit to offset resulting complications from east-west travel. Studying local parking management will help find better ways to spur local economic activity and reduce congestion;
- **Low-Cost Improvements to Express Highway Bottleneck Locations** - as in previous years, the Partnership urges inclusion of our communities in this report and its proposed solutions;
- **New and Emerging Metrics for Roadway Usage** - we feel it is important to revisit methodologies to ensure an accurate picture of roadway functionality;
- **Regional Transit Service Planning Technical Support** - given the Partnership's collaboration in creating in the MetroWest RTA, our longstanding work with the Worcester, Montachusett, Greater Attleboro, and Lowell RTA's and regional TMAs like CrossTown Connect, MetroWest/495, and Neponset Valley, and our regular attendance at MetroWest Regional Collaborative, MAGIC, and SWAP subregional meetings, we greatly appreciate this level on ongoing technical support and remain hopeful to see benefits of this support in our region; and
- **Transit & Traffic Data Support** - the work by CTPS is critical to understanding the region's future needs.

In addition to the specific planning projects mentioned above, the Partnership also supports ongoing tasks and products such as LRTP and TIP development, congestion management, safety and operations analysis, freight planning support, and air quality conformity and support. The Partnership hopes that our region, which includes portions of MAGIC, MetroWest, SWAP and TRIC, will benefit from such projects as:

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HARVARD | HOLLISTON | HOPEDALE | HOPKINTON | HUDSON | LITTLETON | MARLBOROUGH | MAYNARD | MEDFIELD | MEDWAY | MILFORD | MILLIS | NATICK  
NORFOLK | NORTHBOROUGH | SHERBORN | SHREWSBURY | SOUTHBOROUGH | STOW | SUDBURY | UPTON | WAYLAND | WESTBOROUGH | WESTFORD | WRENTHAM



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- MAPC Planning Studies and Technical Analysis;
- MetroFuture Update and Implementation; and
- Alternative-Mode Planning and Coordination.

The Partnership greatly appreciates the work of CTPS and values the planning projects proposed in this year's Unified Planning Work Program. We hope you will strongly consider our comments on regional and subregional equity in deciding areas to study within individual projects and analyses.

We thank you for your consideration of our comments. If there are any questions regarding our commentary on the UPWP, please contact me at 774-760-0495, or by email at [paul@495partnership.org](mailto:paul@495partnership.org). Thank you for your time and consideration.

Sincerely,

Paul F. Matthews  
Executive Director

Diane Madden (████@gmail.com) sent a message using the contact form at <https://www.ctps.org/contact>.

Good job as usual - very thorough. I retired from MassDOT in 2015 and miss coordinating with all the talented folks at CTPS.

I actually do have a comment and a question.

After working at MassDOT and consequently knowing how important the background all is, at the same time I wonder if it is possible to have a link just to the new studies that are proposed? That might pique interest for a newbie. Today, when I clicked on a link I thought would get me there, I got to the beginning of the report and had to scroll through the Table of Contents to learn that Chapter 4 was what I was primarily interested in. I apologize if I missed the more direct connection.

My question then was how one might find out more about the proposed studies as they are developed through 2020? Just check back with the webpage later in the year? For example, a number of the studies say locations will be selected. Will a person interested in certain locations only find out if they were included at the conclusion of the individual study?

I apologize if the answer was provided in other than Chapter 4, since I didn't read the rest, with all due respect.

June 17, 2019

RE: FY 2020 Draft Unified Planning Work Program (UPWP)

Dear Members of the Boston MPO,

I am in support of all of the projects recommended in the draft of the UPWP

Having been involved in workshops to develop the MPO's DB/DI policy, I definitely appreciate the need for the Disparate Impact Metric Analysis.

I am especially happy to see the "TIP Before and After Studies" included in the list of new studies. I understand that follow-up studies require significant resources, but I think the results of these studies will be very beneficial to helping everyone design and select better projects. Of course, it would be great to see that TIP projects yielded the expected results, but we will learn more by understanding how projects underperform or overperform. As with any study, the methodology will determine the validity of the results, and I have complete confidence in the ability of the MPO staff to carry out this study and demonstrate why before-and-after studies should be a part of every TIP project.

Thanks for this opportunity to comment!

Lenard Diggins

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