

The Commonwealth of Massachusetts

House of Representatives

State House, Boston 02133-1054

February 26, 2018

Mr. Johnathan L. Gulliver
Highway Administrator
Massachusetts Department of Transportation
10 Park Plaza, Suite 4160,
Boston, MA 02116

Re: Longfellow Bridge

Dear Highway Administrator Gulliver:

We are writing to thank you for seriously considering the proposal put forward by bike and pedestrian advocates (including Steven Miller, Stacy Thompson, Becca Wolfson, Wendy Landman, Richard Fries, and several others) for an alternative to the striping plan for the inbound lanes on the Longfellow Bridge Rehabilitation Project.

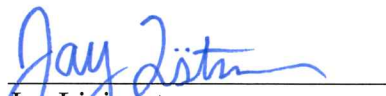
We appreciate that MassDOT has recognized that mobility modes may have shifted since the days of the 2009-2011 Longfellow Bridge Task Force process. We agree that it makes sense to consider how travel needs may have changed since the striping plan was initially considered almost a decade ago, and we think the fact that the inbound-side of the bridge has been operating for some time now with just a single lane for automobile travel helps to demonstrate the viability of the advocates' proposal. Furthermore, we note that many policies have been recently adopted to support this alternate proposal, including Vision Zero in Boston and Cambridge, as well as the state's Healthy Transportation Compact.

We are also thankful that MassDOT has pledged to work with these advocates and other interested stakeholders to establish a data collection process to better understand current travel patterns for vehicles, bicycles and pedestrians. We encourage you to schedule a follow up meeting with these advocates in the very near future to begin the work of establishing deadlines and metrics to govern this evaluation process, particularly before the re-opening of the bridge. We agree with the advocates that if and when a second automobile travel lane is opened on the inbound side, it will be very difficult to remove it, notwithstanding any data.

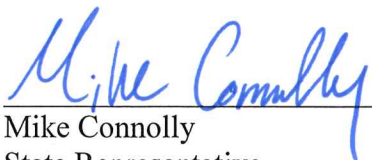
Finally, as you move forward with this process, we ask that you also consider some of the other alternative options the advocates have proposed. For example, it might make sense to have a single automobile travel lane along with two bike lanes on the first-half of the inbound side – followed by a transition to two automobile lanes and one bike lane on the latter-portion of the inbound side. This configuration would have the benefit of better accommodating cyclists of different abilities on the more difficult incline-portion of the inbound side, while also accommodating automobile traffic as it approaches the stoplights at Charles Circle.

In conclusion, we thank you, once again, for MassDOT's willingness to engage with advocates and stakeholders and seriously consider these promising ideas.

Respectfully,



Jay Livingstone
State Representative
8th Suffolk District



Mike Connolly
State Representative
26th Middlesex District

CC: Secretary Stephanie Pollack, MassDOT