



July 7, 2014

Ms. Jamie Maier  
Livable Streets  
100 Sidney Street  
Cambridge, MA 02139

Ms. Maier,

Thank you for your comments. Boston University has been working for more than twenty years to increase public safety along the Commonwealth Avenue corridor and, in partnership with the City and the Commonwealth, will continue to do so. We have made contributions to the public safety, signage, and public realm improvements and have paid for the design and maintenance of the newly designed bike lanes and lane markings along the corridor. We finance the operations of the Boston University Shuttle that relieves congestion on the MBTA and roadways. We have lobbied the federal and state and the City for funding for the project and have spent considerable time and effort and resources to make practical changes that have increased safety along this extremely vital and busy section of roadway, which serves as both a major destination point for a variety of uses as well as a key thoroughfare and access point for Boston's commercial and financial hubs in the Back Bay and Downtown. The University remains vitally engaged in this process and we will continue to seek practical solutions to resolving the modal conflicts along the corridor.

From day one, the goal of the University is to ensure the safety of the public and the University students, staff and faculty who traverse Commonwealth Avenue. We have advanced the design money in order that the CAP2A project could be considered on the Transportation Improvement Program (TIP) for 2015. The financing and feasibility of this project has been made possible through federal earmarks which need to be used or are in danger of being lost. The project made it on the TIP because of the important improvements that will be made to existing conditions, as well as the federal dollars available. **I would urge both the City and State to be mindful of these facts before they contemplate a major redesign of CAP2A that would definitely jeopardize the delicate funding balance of this project and thus threaten its completion.**

We have asked the University's transportation consultant Michael Hall from Tetra Tech to review your suggestions from a technical perspective. Mr. Hall conducted the quantitative research for the University that was the basis of our recently approved transportation Master Plan. Mr. Hall's recommendations will certainly guide the University's position on these issues. We will reserve judgment on your recommendations until Mr. Hall has conducted his review.

We also have encouraged Merrick Turner from Beta to see if your redesign proposals are effective and practical and serve to improve the overall design of the roadway and preserve the balance and needs among all of the competing modes of transportation along the Commonwealth Avenue corridor.

We look forward to working with all of the responsible parties to promote the safety of everyone who uses Commonwealth Avenue.

Sincerely,

Robert Donahue  
Vice President  
Government & Community Affairs  
Boston University