

ALL WRITTEN PUBLIC COMMENTS RECEIVED

RE: Long-Range Transportation Plan (LRTP), *Destination 2040*,
Development

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Friends of Melnea Cass Boulevard

c/o Valerie Shelley
5 DeGautier Way
Roxbury, MA 02119

January 15, 2019

The Honorable Martin J. Walsh
Boston City Hall
One City Hall Square
Boston, MA 02201

Re: *Melnea Cass Boulevard Re-design Project*

Dear Mayor Walsh:

We would like to meet with you to explain our position regarding the re-design and construction of Melnea Cass Boulevard (MCB) and to get your ideas and feedback about the project going forward. **The Friends of Melnea Cass Boulevard (FMCB)** have been meeting together and working with BTM over many years and have successfully achieved many positive design changes that will make the Boulevard much more of an asset and amenity for its neighbors, the residents of Roxbury. However, there are additional changes that the FMCB feel would help make the redesign a truly model project. We strongly suggest the following:

1. Create a Citizens' Oversight Committee This Committee should be composed of neighborhood residents and advocates who will monitor the construction and the long-term maintenance of the project. This Committee could be modeled after the Emerald Necklace/Muddy River Restoration Management and Maintenance Oversight Committee, established by the state in the late 1990's to ensure best practices and accountability.

The current chaotic state of Commonwealth Avenue reconstruction by BU reinforces our concern for the neighborhood and the safety of pedestrians and cyclists. Once built, cooperation between the City and local residents will assure the positive legacy of this project.

2. Establish Construction Procedures to Preserve the Trees During Construction, Holding Contractors Accountable. Many mature beautiful trees line the Boulevard forming an impressive canopy. Yet the design plan lists 268 trees in jeopardy, i.e. there is a real danger they will be damaged or destroyed by the roadway construction. The loss of these trees would completely alter the Boulevard's aesthetic and serve as a betrayal of the neighborhood's expectations. Preservation of the trees that line the boulevard has always been the priority for neighbors and their allies, the Friends of Melnea Cass Boulevard and other stakeholders and interested parties. Although we managed to "save" over two hundred trees that make up MCB's canopy (pictured on page 422-423 of the Imagine Boston 2030 report) during the planning process, which goes back to 2011, it now appears that BTM's caveat regarding potential construction damage to the trees and their consequent demise is a way around a true commitment to preservation of the trees on Melnea Cass.

Unsettlingly, there is a history of construction projects in Boston destroying many trees. Such examples include: Commonwealth Avenue, Forest Hills, and the Bowker Overpass. MassDOT contracts have only a 1-year guarantee although recent studies show that 3 years are needed to ensure true preservation and protection from construction damage. If the State will not do so, the City must step in and create its own follow-on establishment contract to meet its obligations.

Additionally, the number of trees in the current plan that will be intentionally removed to make way for roadway re-design remains a moving number, despite BTB and design consultant assurances. The number of mature trees to be removed appears to range from around 50 to over 80, according to the group *Friends of the Trees* who, during the December meeting at Boston Water and Sewer, pointed out the discrepancy in the numbers that have been put forth over a long period of time by BTB and design firm Howard Stein Hudson.

3. Design a Traffic Signal System that does Not Require Pedestrians to Push a Button to get a WALK to cross the Boulevard Throughout the planning process the City, design consultants and the FMCB agreed that the traffic signals should provide an automatic WALK to cross the Boulevard. We were shocked at the public meeting on December 10, 2018, to learn that pedestrians must now push a WALK button to cross the Boulevard which will result in unnecessary delays in crossing. Moreover, such long delays will result in many pedestrians waiting for gaps in the traffic to cross which will result in serious pedestrian injuries and fatalities.
4. Select Lighting Fixtures to Reduce Glare and Increase Lighting at Intersections The lighting fixtures along the Boulevard should reduce glare and should adequately light the intersections. The current plan calls for acorn fixtures along the sidewalk and bike path. The FMCB recommend LED downlights which the City and DCR currently use on other projects. Also, the shape of the lights should not be teardrop or acorn. No advertising should be allowed to be attached to the fixtures.

The FMCB would look forward to meeting with you to get your ideas and suggestions and to reach agreement on how the above issues can be resolved so the Boulevard can truly prioritize pedestrians and bicyclists, providing a pleasant and safe transportation experience for all users. We remain optimistic that this project can be more than a traffic project, embracing some important Complete Streets principles to which BTB says it has a commitment.

Sincerely,

Dorothea Hass; Kenneth Kruckemeyer; Kay Mathew; Alison Pultinas; and Valerie Shelley
On behalf of Friends of Melnea Cass Boulevard

Cc:
William Christopher, william.christopher@boston.gov
Chris Osgood, chris.osgood@boston.gov
Gina Fiandaca, gina.fiandaca@boston.gov
Para Jayasinghe, para.jayasinghe@boston.gov
Jim Gillooly, james.gillooly@boston.gov
Pat Hoey, patrick.hoey@boston.gov



Dr. Yvonne M. Spicer
Mayor

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December 19, 2018

Karl Quackenbush, Executive Director
Central Transportation Planning Staff
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Re: Framingham Grade Crossing Project

Dear Mr. Quackenbush,

I write this letter to express my support for Framingham's Grade Crossing Project at the key downtown intersection of Routes 126 (Concord Street) and 135 (Waverly Street). As Framingham's first mayor, I am committed to improving our Downtown, recognizing its important role as both a destination and a key regional route for travelers both north and south as well as from east and west.

As you begin the process of updating the region's long-range transportation plan (Destination 2040), I ask you to continue to carry this critical regional infrastructure investment in your long range plans. This project is vital to the community's future particularly in light of ongoing conversations around improving access on the MBTA commuter rail lines between Boston and Worcester. In addition, with expected increases in freight rail activity the impacts of the rail operations on downtown Framingham's already congested traffic will only worsen. We recognize that additional tracks and trains will likely further complicate an already challenging regional intersection for Framingham and the MetroWest region.

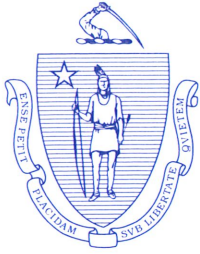
I am committed to working with the CTPS and the MPO leadership to demonstrate our ongoing commitment this critically important project for our downtown.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink that reads "Yvonne M. Spicer".

Dr. Yvonne M. Spicer, Mayor
cc: Boston Region Metropolitan Planning Organization Members



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

Stephanie Pollack
Chair of the Boston Region MPO
10 Park Plaza #2150
Boston, MA 02109

Dear Chair Pollack,

I write to today to offer my strong support for the construction of the New Boston Street Bridge in Woburn.

The construction of the New Boston Street Bridge offers three direct benefits to the City of Woburn and the Commonwealth including increased regional economic growth, traffic congestion remediation, and expanded access to Anderson Regional Transportation Center.

As way of background, the Commonwealth has invested heavily in the Commerce Way area of Woburn for over two decades. First by constructing Commerce and Presidential Ways, literally paving the way for hundreds of thousands of commercial real estate space and hundreds of housing units. Secondly by constructing Exit 37C and providing direct access to that area off of Route 93. Thirdly the Commonwealth constructed Anderson Regional Transportation Center, one of the busiest transportation hubs in Massachusetts.

Today the Commerce Way area is home to such major employers as Raytheon, Cumming Properties, American Tower, and Randstad – all possible because of the sound planning partnership between Woburn and the Commonwealth.

Now we look to expand upon our shared success. I believe we can emulate that same economic growth along the parallel roadway, New Boston Street, with the construction of the New Boston Street Bridge. The regional economic benefit is expected to be substantial and landowners along New Boston Street are already planning for future development opportunities including housing, mixed-use developments and life science company expansion.

Today pedestrians, cars, and trucks on New Boston Street must travel nearly three miles to access Anderson Transportation Center or Route 93. The construction of the bridge will cut that distance by two-thirds and reroute traffic off of congested roadways in Woburn, Reading, and Wilmington.

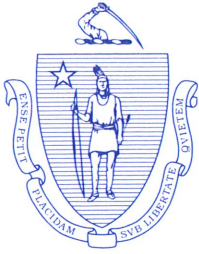
Anderson Station is currently accessible from only one side of the tracks and the proposed bridge will provide improved access to the regional transportation center for vehicles as well as pedestrians. It is easy to envision a day when many of the businesses and homeowners in neighborhoods off of New Boston Street will be able to walk to the train station to go to points north and south.

I respectfully request your support for this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard M. Haggerty", with a long horizontal flourish extending to the right.

Richard M. Haggerty
State Representative, 30th Middlesex District
State House, Room B1
Boston, MA 02133



The Commonwealth of Massachusetts

House of Representatives

State House, Boston 02133-1054

February 21, 2019

Stephanie Pollack
MassDOT Secretary and CEO and MPO Chair
10 Park Plaza #2150
Boston, MA 02116

Dear Chair Pollack:

I regret that I am unable to join you in person today, but I wanted to express my support for the New Boston Street Bridge Reconstruction Project in Woburn, Project File No. 604996.

The New Boston Street bridge is a critical project that will join a highly productive yet isolated section of industrial area, the New Boston Street corridor, to the rest of the city of Woburn. This isolation not only inconveniences local businesses, but creates rush hour traffic and safety hazards as heavy trucks and machinery are forced onto smaller residential streets in order to access the area.

In addition to the traffic issues that will be remedied by a completed New Boston Street bridge, bike and pedestrian access throughout Woburn will also be improved. Much as cars and trucks must take round about routes to get from one side of New Boston Street to another, cyclists, joggers, and walkers are unable to pass over the highway at this juncture. Facilitating pedestrian and cyclist access will eliminate the need for unauthorized MBTA right of way crossings, a dangerous occurrence that happens with some frequency now.

Linking both ends of New Boston Street provides an opportunity for the state to promote regional economic development, improve the safety of Woburn residents, and reduce traffic congestion throughout the region.

Moving forward, I will continue to work with the MPO, my colleagues, and the citizens of Woburn to ensure that high need infrastructure projects such as this that increase quality of life are prioritized and completed in a timely and cost-effective manner.

Sincerely,

A handwritten signature in blue ink, appearing to read "Michelle Ciccolo".

Michelle Ciccolo
Massachusetts State Representative
15th Middlesex District



TOWN OF WESTWOOD
COMMONWEALTH OF MASSACHUSETTS

BOARD OF SELECTMEN

Nancy C. Hyde, Chairman
Philip N. Shapiro, Clerk
Patrick J. Ahearn, Third Member

Michael A. Jaillet, Town Administrator
Pamela M. Dukeman, Finance Director
Christine E. McCarthy, Executive Assistant

December 20 2018

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

RE: Comment on the MPO's Long Range Transportation Plan
Related to the Canton I95-I93 Interchange Project

Dear Boston MPO Members:

On behalf of Westwood's Board of Selectmen, I write once again to express our region's strong, continued support for the final components of the I95/I93 Canton Interchange Project and the proposed amendment to the Transportation Improvement Plan (TIP) to move the project forward to the 2020 to 2024 timeframe. Along with many other communities in our region, most especially Norwood, Canton and Dedham, Westwood views this project as one of the top priorities for the enhancement of economic development in the region and the Commonwealth.

The specific work to be funded by the final phase of the project would eliminate the traffic congestion problem, which has progressively worsened since the I-95 extension was abandoned in 1972, impairing the region's economic growth potential. The completion of the construction would be the logical next step to the Add-A-Lane project, which is nearing completion, and would fulfill, but for the timing, the contractual commitment the Commonwealth made the communities to construct the Interchange improvement by 2004 when the region was asked to support the construction of the Rt.128/University Park rail station and parking garage.


In Westwood's case, the initial phases (the ramp at Blue Hill Drive in FFY2014) of this project immediately facilitated the approved University Station project, the redevelopment of the 140 acres of University Office Park into a transit oriented development containing new retail, commercial office and residential uses, as well as establish open space and recreational uses. This development which is two thirds complete has created new affordable housing, hundreds of temporary construction jobs throughout its build-out and significant permanent employment opportunities thereafter.

RE: Comment on the MPO's Long Range Transportation Plan related to the Canton Interchange Project
December 20, 2018
Page Two

The I-95 northbound slip-ramp and widening of Dedham Street and its bridges, which is the second phase of this project and currently under construction, will not only improve access to the Amtrak/Route 128 Station from the south and increase economic development opportunities in University Park, but it will also improve economic development in the adjacent office parks in Canton and Norwood. However, the full benefit from the completion of the first two phases will only be realized when the Interchange is finally reconstructed.

Therefore, for all the said reasons described above and on behalf of the Neponset Valley Regional Working Group - which includes the towns of Canton, Dedham, Norwood, Walpole and Westwood - I hereby sign this letter asking the Boston MPO Members, in the strongest manner possible, to move the final phase of the Canton Interchange Project forward to the 2020 to 2024 timeframe. This region as well as the entire Boston Metropolitan Area will benefit from a project that is, in fact, forty six years overdue. We thank you in advance for your partnership and assistance.

Sincerely,



Michael Jaillet
Town Administrator

Cc Westwood Board of Selectmen
Canton Board of Selectmen
Norwood Board of Selectmen
Dedham Board of Selectmen
Neponset Valley Chamber of Commerce
Three Rivers Interlocal Council

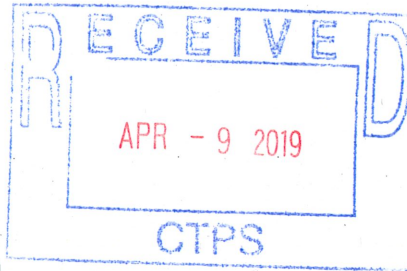


The TOWN OF NORWOOD

Commonwealth of Massachusetts

GENERAL MANAGER
Tony Mazzucco

**ASSISTANT
GENERAL MANAGER**
Bernard Cooper



April 2, 2019

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

RE: Comment on the MPO's Long Range Transportation Plan regarding the Canton Interchange Project

Dear Mr. Mohler:

Almost every day the communities of Canton, Dedham, Norwood, Walpole, and Westwood see increased commuter traffic spilling from I-95 onto Route 1 and Route 1A. Ultimately this traffic travels onto lesser side streets through neighborhoods; seeking a quicker and less congested way to and from jobs in Boston or along the Route 128 corridor. This pass-through traffic chokes local roadways not designed for such use and leads to greatly increased care and maintenance than was needed when the highway came online. Additionally, the perception of traffic clogged roads by residents is now an obstacle to each town in permitting additional housing projects, which is a priority of the Commonwealth.

Traffic backs up on I-95 and I-93 with commuters from as far away as Rhode Island and Cape Cod. Those cars that do not find their way through our communities sit idling on I-95 and I-93 as their vehicles spew harmful emissions into the atmosphere.

This does not need to be the case. The reconstruction of the Canton Interchange has been a priority of the Commonwealth and the communities in our region for decades. We believe it must be placed on the Long Range Transportation Plan, *Destination 2040*, in order to maintain its standing as a project of regional significance.

The benefits of this project are numerous:

- This is a rare case of a highway project that will actually increase open space. Upon completion, more than 30 acres restored as open space and wetlands will be incorporated back into the Blue Hills Reservation.
- Included in this will be a bike path connecting the Route 128 Railroad Station and the University Station development to the Blue Hills Reservation and to Royall Street businesses, creating increased commuter rail use and reduced vehicle dependence and pollution in the region.
- The cloverleaf design of the interchange is dated and unsafe; its hair pin turns have caused accidents that have resulted not only in serious personal injury and death, but also in the release of hazardous materials in an area of critical environmental concern (ACEC).
- Traffic congestion has reduced the air quality of the region and impeded the ability of the area communities to effectively compete for economic development, thereby costing our communities many millions of dollars in potential annual tax revenue.
- The current bridge structures over Route 128 are deteriorating and will need repair/replacement in the foreseeable future, costing money better dedicated to the permanent solution.
- The Route 128 Add-A-Lane Project has added travel and breakdown lanes along I-95 between the Route 9 and Route 24 Interchanges. Unfortunately, because of the chokepoint at the interchange the full impact of these improvements will never be realized until the Canton Interchange is reconstructed.

Boston Region Metropolitan Planning Organization
Page Two
April 2, 2019

Moreover, it should be noted that this project will not add capacity to the highway system, but rather allow for a better and safer flow of existing traffic throughout the region.

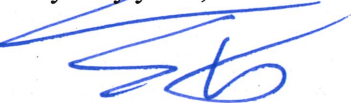
While we believe the project stands on its own merits, it should be noted that it has been in the works for some time and we believe the time is now to add it to the Long Range Transportation Plan and ultimately to the Transportation Improvement Program for funding.

The Interchange was originally promised in 1972, when then Governor Sergeant decided to abandon the Southwest Expressway plans to extend I-95 northward through the Route 128 corridor and into the City of Boston from the south.

In the 1990's the federal and state governments were committed to establishing the nation's first high-speed rail connection between Boston – Providence – New York – Washington D.C. The plans included a suburban stop at the Route 128/I-95 University Park Rail Station, which officials planned to rebuild along with a 2,500-car parking garage. The region's communities participated in a Task Force established to assist in the planning and permitting of these improvements. The communities insisted on and ultimately entered into a Memorandum of Understanding that among other terms stated that in exchange for the region's support for the proposed improvements that reduced traffic congestion and pollution within the corridor, the then EOTC, MBTA and MassHighway signed a Memorandum of Understanding promising to design and reconstruct the I-93/I-95 Interchange by 2006. In truth, the preliminary 25% design and environmental impact studies only started well after 2006 had passed. We are still waiting for the design to be completed so the project can bid.

Therefore, for all the reasons described above, we are asking the Boston Region MPO members in the strongest manner possible to support the inclusion of the Canton Interchange Project on the Long Range Transportation Plan, *Destination 2040*. This region and in fact the entire Boston Metropolitan Area will benefit from a project that is in fact forty years overdue. We thank you in advance for your consideration, partnership and assistance.

Very truly yours,



Tony Mazzuco
General Manager

Town of Canton, Massachusetts

OFFICE OF THE SELECTMEN

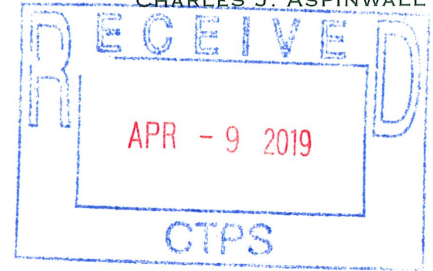
BOARD OF SELECTMEN

UPPER MEMORIAL HALL
801 WASHINGTON STREET
CANTON, MA 02021

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BOARD OF PUBLIC WORKS
LICENSING BOARD

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TOWN ADMINISTRATOR
CHARLES J. ASPINWALL



April 2, 2019

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

RE: Comment on the MPO's Long Range Transportation Plan regarding the Canton Interchange Project

Dear Mr. Mohler:

Almost every day the communities of Canton, Dedham, Norwood, Walpole, and Westwood see increased commuter traffic spilling from I-95 onto Route 1, Route 1A, and Rt. 138. Ultimately this traffic travels onto lesser side streets through neighborhoods; seeking a quicker and less congested way to and from jobs in Boston or along the Route 128 corridor. This pass-through traffic chokes local roadways not designed for such use and leads to greatly increased care and maintenance than was needed when the highway came online. Additionally, the perception of traffic clogged roads by residents is now an obstacle to each town in permitting additional housing projects, which is a priority of the Commonwealth.

Traffic backs up on I-95 and I-93 with commuters from as far away as Rhode Island and Cape Cod. Those cars that do not find their way through our communities sit idling on I-95 and I-93 as their vehicles spew harmful emissions into the atmosphere.

This does not need to be the case. The reconstruction of the Canton Interchange has been a priority of the Commonwealth and the communities in our region for decades. We believe it must be placed on the Long Range Transportation Plan, *Destination 2040*, in order to maintain it's standing as a project of regional significance.

The benefits of this project are numerous:

- This is a rare case of a highway project that will actually increase open space. Upon completion, more than 30 acres restored as open space and wetlands will be incorporated back into the Blue Hills Reservation.
- Included in this will be a bike path connecting the Route 128 Railroad Station and the University Station development to the Blue Hills Reservation and to Royall Street businesses, creating increased commuter rail use and reduced vehicle dependence and pollution in the region.

- The cloverleaf design of the interchange is dated and unsafe; its hair pin turns have caused accidents that have resulted not only in serious personal injury and death, but also in the release of hazardous materials in an area of critical environmental concern (ACEC).
- Traffic congestion has reduced the air quality of the region and impeded the ability of the area communities to effectively compete for economic development, thereby costing our communities many millions of dollars in potential annual tax revenue.
- The current bridge structures over Route 128 are deteriorating and will need repair/replacement in the foreseeable future, costing money better dedicated to the permanent solution.
- The Route 128 Add-A-Lane Project has added travel and breakdown lanes along I-95 between the Route 9 and Route 24 Interchanges. Unfortunately, because of the chokepoint at the interchange the full impact of these improvements will never be realized until the Canton Interchange is reconstructed.

Moreover, it should be noted that this project will not add capacity to the highway system, but rather allow for a better and safer flow of existing traffic throughout the region.

While we believe the projects stands on its own merits, it should be noted that it has been in the works for some time and we believe the time is now to add it to the Long Range Transportation Plan and ultimately to the Transportation Improvement Program for funding.

The Interchange was originally promised in 1972, when then Governor Sergeant decided to abandon the Southwest Expressway plans to extend I-95 northward through the Route 128 corridor and into the City of Boston from the south.

In the 1990's the federal and state governments were committed to establishing the nation's first high-speed rail connection between Boston – Providence – New York – Washington D.C. The plans included a suburban stop at the Route 128/I-95 University Park Rail Station, which officials planned to rebuild along with a 2,500-car parking garage. The region's communities participated in a Task Force established to assist in the planning and permitting of these improvements. The communities insisted on and ultimately entered into a Memorandum of Understanding that among other terms stated that in exchange for the region's support for the proposed improvements that reduced traffic congestion and pollution within the corridor, the then EOTC, MBTA and MassHighway signed a Memorandum of Understanding promising to design and reconstruct the I-93/I-95 Interchange by 2006. In truth, the preliminary 25% design and environmental impact studies only started well after 2006 had passed. We are still waiting for the design to be completed so the project can bid.

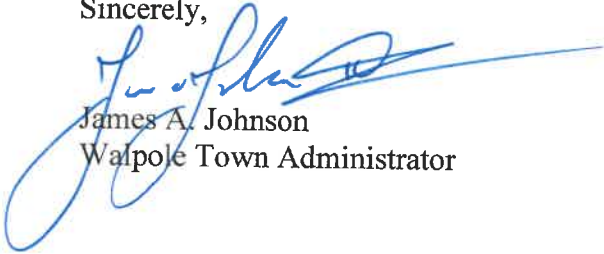
Therefore, for all the reasons described above, we are asking the Boston Region MPO members in the strongest manner possible to support the inclusion of the Canton Interchange Project on the Long Range Transportation Plan, *Destination 2040*. This

- This project will lead to economic development and grow the ability of local businesses to attract and/or retain business development to the region.

This project will not add capacity to the highway system, but rather allow for a better and safer flow of existing traffic throughout the region. Now is the time to add this project to the Long Range Transportation Plan and not allow it to linger in obscurity for another generation to deal with.

The Town of Walpole is requesting that the Boston Region MPO members support the inclusion of this project in the Long Range Transportation Plan, *Destination 2040*. This region and in fact the entire Boston Metropolitan Area will benefit from a project that is long overdue. We thank you in advance for your consideration, partnership and assistance.

Sincerely,



James A. Johnson
Walpole Town Administrator

c.c. Walpole Board of Selectmen
Senator Paul Feeney
Representative Lou Kafka
Representative John Rogers
Representative Paul McMurtry
Representative Sean Dooley

April 04, 2019

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

RE: Comment on the MPO's Long Range Transportation Plan regarding the Canton Interchange Project

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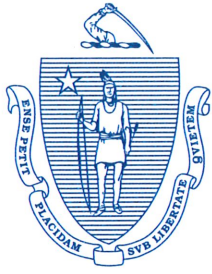
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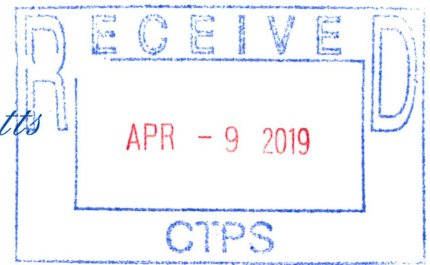
Very truly yours,



Thomas J. O'Rourke, CCE
President and CEO



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



WILLIAM C. GALVIN
STATE REPRESENTATIVE
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TEL. (617) 722-2692
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CHAIRMAN
House Committee on Rules

William.Galvin@MAhouse.gov

April 5, 2019

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

RE: Comment on the MPO's Long Range Transportation Plan/Canton Interchange Project

Dear Mr. Mohler,

Permit me to offer this letter as my comment on the Boston Region Metropolitan Planning Organization's proposal to update its Long Range Transportation Plan, *Destination 2040*. I would like to respectfully request that provisions be included in the Plan to complete the reconstruction of the Route I-93/I-95 Canton Interchange.

The Interchange Project originated in the early 1970's as part of plans 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; in fact, it has been consistently stalled. It has been a priority for decades and is worthy of being placed on the *Destination 2040* Plan.

To be brief and to the point, this project will have significant benefits for the Greater Boston region by improving our safety, our environment, enhancing our economy, and our quality of life. It is deserving and needs to be included.

Thank you for your consideration of this worthy project. Feel free to contact me if ever you find the need.

Sincerely yours,

William C. Galvin
Massachusetts State Representative



TOWN OF WALPOLE
COMMONWEALTH OF MASSACHUSETTS

Walpole Town Hall
135 School Street
Walpole, MA 02081
Phone (508) 660-7289
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Email: JJohnson@walpole-ma.g

April 11, 2019

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

RE: Long Range Transportation Plan regarding the 93/95 Interchange Project

Dear Mr. Mohler:

As you may well be aware every day residents of Canton, Dedham, Norwood, Walpole, and Westwood are subjected to increased commuter traffic on side roads and residential neighborhoods as a result of the increased gridlock along I-95 onto Route 1 and Route 1A. Commuters are constantly trying to find quicker ways to travel along the 93/95/128 corridor to get to and from their jobs in and around the Boston area. The cut-through traffic that all of the above referenced communities are all facing has led to increased maintenance and care of the roadways in our local roadways.

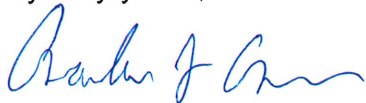
I am sending the MPO this letter to urge your organization to consider the reconstruction of the 93/95 Interchange. This project has been a priority of the Commonwealth and the communities in our region since the 1970s. this project *must* be placed on the Long Range Transportation Plan, Destination 2040, in order to maintain it's standing as a project of regional significance.

The benefits of this project include:

- This is a rare case of a highway project that will actually increase open space. Upon completion, more than 30 acres restored as open space and wetlands will be incorporated back into the Blue Hills Reservation.
- Included in this will be a bike path connecting the Route 128 Railroad Station and the University Station development to the Blue Hills Reservation and to Royall Street businesses, creating increased commuter rail use and reduced vehicle dependence and pollution in the region.
- The cloverleaf design of the interchange is dated and unsafe; its hair pin turns have caused accidents that have resulted not only in serious personal injury and death, but also in the release of hazardous materials in an area of critical environmental concern (ACEC).
- Traffic congestion has reduced the air quality of the region and impeded the ability of the area communities to effectively compete for economic development, thereby costing our communities many millions of dollars in potential annual tax revenue.
- The current bridge structures over Route 128 are deteriorating and will need repair/replacement in the foreseeable future, costing money better dedicated to the permanent solution.
- The Route 128 Add-A-Lane Project has added travel and breakdown lanes along I-95 between the Route 9 and Route 24 Interchanges. Unfortunately, because of the chokepoint at the interchange the full impact of these improvements will never be realized until the Canton Interchange is reconstructed.

region and in fact the entire Boston Metropolitan Area will benefit from a project that is in fact forty years overdue. We thank you in advance for your consideration, partnership and assistance.

Very truly yours,



Charles J. Aspinwall
Town Administrator

Cc: Board of Selectmen
Senator Walter Timilty
Representative William Galvin
Thomas O'Rourke



OLD NORTH BRIDGE

TOWN OF CONCORD

SELECT BOARD'S OFFICE
22 MONUMENT SQUARE – P.O. BOX 535
CONCORD, MASSACHUSETTS 01742

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Mr. David Mohler, Chairman
Boston Region, Metropolitan Planning Organization (MPO)
C/O Central Transportation Planning Staff
10 Park Plaza, Suite 2150
Boston, MA 02116

April 2, 2019

Dear Mr. Mohler,

The Town of Concord Select Board met during its regularly scheduled public meeting on April 1, 2019 to discuss and restate the Town's position relative to the improvements and upgrades to the Concord Rotary (Routes 2/2A/119/BMR). The Select Board wishes to express its appreciation to the Boston MPO and Central Transportation Planning Staff (CTPS) for consideration of inclusion of this important regional highway project within the Destination 2040 Long Range Transportation Plan currently under development and scheduled for adoption this summer.

As you are aware, study data indicates that intersections along the existing Route 2 corridor in Acton and Concord, including the Concord rotary, exhibit a substantially higher crash rating than both the 3-year and 5-year MassDOT (*Formerly Mass Highway, MHD*) averages. This information was reaffirmed during a recently conducted Road Safety Audit (RSA) in which Town of Concord representatives participated in. The RSA took place on June 21, 2017 lead by MassDOT District 4, and assisted by Howard Stein Hudson Engineers (HSH). The purpose of the RSA was to develop safety improvements in an effort to address the Rotary's high crash location. During this study, crash data at the Rotary was compiled for the period between 2012 - 2015. During this period it was found that 174 crashes occurred. 36 of these crashes, or 21%, resulted in personal injury. Several recommendations and potential enhancements were identified as part of the RSA. One such recommendation included redesigning the Concord Rotary intersection whereby an overpass would be constructed to carry Route 2A, Barrett's Mill Road (BMR) and Commonwealth Avenue traffic over Route 2. This recommendation is in alignment with the Rotary designs completed to date and previously supported by the Town of Concord and the Corridor Advisory Committee (CAC), a committee comprised of representatives from the neighboring communities of Acton, Lincoln and Concord with a vested interest in improving Route 2.

The Select Board is grateful for the MPO's continued support of the Concord Rotary project in the LRTP and eventual TIP, along with further progress in improving the existing conditions along this highway corridor.

The continued goal of the CAC will be to review and discuss design and operational issues within the corridor. In addition, the CAC will serve as a mechanism to solicit input from the committee and public regarding the resolution of issues in ways that are mutually agreeable to the Towns and MassDOT.

As stated in the 1996 Central Transportation Planning Staff (CTPS) long-range feasibility study, seven improvement goals and objectives for the corridor were identified by the CAC. The goals highlighted in the study are:

1. Safety
2. Traffic Capacity
3. Keep Through Traffic on Route 2
4. Minimize Barrier Effects (north-south access across the corridor)
5. Preserve Access to Existing Businesses and Institutions
6. Devise a Low-Impact Takings Program
7. Minimize Environmental Impacts to Abutters

The Town of Concord continues to support these project tenets and looks forward to a successful project outcome.

In closing, the Select Board is grateful for consideration of inclusion of the Concord Route 2 Rotary Project in the MPO's Long Range Transportation Plan and respectfully requests that the upgrades to the Concord Rotary (Routes 2/2A/119) project be included within the final LRTP in the earliest time band possible which will allow for design and permitting to be advanced. Thank you for the opportunity to provide these comments.

Sincerely,



Thomas McKean, Chair
Concord Select Board

CC: Concord Select Board
Concord Public Works Commission
Mr. Christopher Whelan, Concord Town Manager
Mr. Richard Reine, Concord Public Works and Engineering Director
Mr. Christopher Olbrot, Concord Town Engineer
Ms. Marcia Rasmussen, Concord Planning Director