

WRITTEN PUBLIC COMMENTS RECEIVED POST-MARCH 22, 2018, MPO MEETING, OR OTHERWISE NOT PREVIOUSLY PRESENTED

RE: federal fiscal years (FFYs) 2019–2023 Transportation
Improvement Program (TIP) Development

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Correspondence and Comments
From: Terra Friedrichs
RE: TIP Project #608229 (Intersection
Improvements at Massachusetts Avenue
(Route 111) and Main Street (Route 27)
(Kelley's Corner) in Acton)

From: Terra <terraf@compuserve.com>
Sent: Wednesday, January 24, 2018 12:45 PM
To: akleyman@ctps.org >> Alexandra Kleyman
Subject: Fwd: Last Day to Comment on FFYs 2018-22 TIP Amendment Two

Dear MPO,

My only comment is that the project in Acton, at Kelley's Corner, is not necessary. It's a nice-to have. We are surviving quite nicely without it. The project is to help developers try and get a huge zoning change passed to develop around that corner. If the developers want the intersection changed to accommodate their building, I think they should pay for it themselves. I don't believe that the state should be paying subsidies for private gain.

Thank you...

Terra

~*~*~*~

Terra Friedrichs
+1 978 808 7173

From: Terra [[<terraf@compuserve.com>](mailto:terraf@compuserve.com)]
Sent: Thursday, January 25, 2018 2:40 PM
To: Alexandra Kleyman
Subject: Re: Last Day to Comment on FFYs 2018-22 TIP Amendment Two

Thanks, Ali!

I don't have any questions right now. We're handling design locally.

Referencing my email below, I'm writing as a tax payer, not as a local who is concerned about design. I'm writing as someone who pays taxes at the state level and who is concerned about funding unnecessary projects. There are a lot of us who don't think this project is necessary. That's all...

There seem to be many much higher priority projects for this money, in cities where there are deteriorating roads, and very very dangerous situations. I believe that we can, and should, handle our problems at Kelley's Corner here locally. I don't think we need state help. That is all. I believe we have plenty of money out here to handle safety concerns. The funds are NOT to mitigate safety. If it was just about safety, the cost of the project would be far far less. Almost all of the project is to support a big developer project, which is unnecessary, and should be funded via private funds.

It's just a comment... not a question.

Thanks for forwarding my comment.

If your analysts want to understand why I think this is an unnecessary project, I'm happy to write a long email with specifics regarding traffic, etc.

Terra

~*~*~*~

Terra Friedrichs

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On Fri, Feb 9, 2018 at 1:30 PM, Terra <terraf@compuserve.com> wrote:

Jen,

It's come to my attention that Governor Baker is using Acton's Kelley's Corner as a poster child for why his Housing Choice plan is good to vote for. The Housing Choice bill H.4075 would change the voting requirements for zoning changes to 51% instead of 2/3 vote, in certain areas of town, determined by the state to be development target areas.

Acton brought a zoning change to enable increased development in Kelley's Corner to a Town Meeting last year. The voters rejected it with 63% saying no. We have a 2/3 vote zoning approval requirement. The Governor's team is going around saying that it would be much better for Acton if 4075 passes, because then the Kelley's Corner rezoning would have passed.

BUT he's NOT saying that 63% of voters in Acton disagree... By voting no, a much much better project is being presented this fall to another Town Meeting.

So the story that's not being told is that the 2/3 vote is important to ensure that what we actually get is what we actually want.

I'm writing, because Kelley's Corner is in the cross-hairs of economic development, even though we're not even sure we (as voters) want more than sidewalks and a few transportation improvements. As I said in my other emails. I don't even think we need the state's help. There are FAR higher priority projects than Acton...like disadvantaged regions of the state which are crumbling...

In Acton, we're perfectly capable of paying for what we want/need...

Terra

~*~*~*~

Terra Friedrichs

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Subject: follow up, urge a more pedestrian friendly design
Date: Sat, 24 Mar 2018 22:51:47 -0400
From: Terra <terraf@compuserve.com>
To: kcsc@acton-ma.gov
CC: Joan Gardner <jngardner37@comcast.net>, EDC <edc@acton-ma.gov>

Dear Colleagues...

In the spirit of cooperation, and with the hopes that you will satisfy our concerns with "the design" after Town Meeting and before the design is "final", I'm writing to tell you my personal plan for Town Meeting relative to the Kelley's Corner infrastructure article. I am not of the mind to formally oppose Article 9, and/or "the design" at this point, because I have gotten the impression that we can get slight changes in the sidewalk design to go around the larger trees and be more "meandering" [called the "meandering path" design by the engineers] if we can get the schools and/or the Historical Society, to agree with such changes.

This would be in keeping with the assurances that I got before the 25% design was submitted, that after 25% design submission that such changes could be made. I will not oppose Article 9 (with the caveat below about Chris Starr), because, in the end, if people do not like the design, they can vote against the takings at a future Town Meeting.

For now, I still have hope that we can, collaboratively, mitigate our issues.

My personal plan for this Town Meeting (see my Green Acton Land Use notes, and the caveat below) relative to Article 9 is to comment on the Article at TM, with a "concern" about the lack of a meandering sidewalk eco-people centric design and the addition of the turning lanes. I plan to urge that part of the contingency money get spent creating a more human/nature-centric design, that is safer and more enjoyable for pedestrians. I plan to speak against adding lanes, because I believe it increases the risk to pedestrians. [As a side note, Holly BenJoseph, Chair of the Design Review Board, and a professional landscape engineer, informed me as she walked out of the room the other night, that she agreed with me, and then after the meeting, I explained to a PTO organizer what the added lanes would do, and she agreed with me, as well, that this would add danger not reduce it.]

I am not going urge people to vote against this article since I agree with much of the walkability/access solution, as stated above. BUT my plans are contingent with what Chris Starr does. As a principle, I stand with the most vulnerable and for smart, human-centric planning. If Chris Starr urges people to say no, I will. I had assumed that you all were working with Chris, and found out differently the other night. After hearing Chris's concerns, and what a vulnerable position he's being put in with the idea that the design is "complete" even though it's only 25%... now I am VERY concerned. I will back him up and will be opposing Article 9, unless Chris Starr supports Article 9.

I will also make note at Town Meeting that I have official correspondence whereby officials indicated that the 25% design was NOT final. I got the impression from several interactions from officials that AFTER the 25% design was complete and submitted to the state, that we could still change the design. Now, I am hearing that officials saying that the design can NOT change now that the 25% design has been submitted to the state. If that is true, this would be a "bait and switch" that can not stand. We were told something similar on the train station, which proved not to be true. We got the 25% design changed.

Either way, I've been urging a different, more human/nature centric design for years now...and each step of the way, I was told that Town Hall would address the concerns, would work for as much of a "meandering path" as possible. And each step, the design didn't change to address my concerns at all. Each time, I was told that we could change it in the future, if we wanted to.

To show voters how destructive the current design was to the trees, I asked for a tree inventory. I was told that I could get that after the 25% design was submitted. The design was submitted weeks ago, and I still have not gotten the inventory. So attempts to get the design changed haven't been collaborative, in my view. That said, with the assurances made at the meeting the other night that if the schools will give up land to a meandering path, I proceed with hope that the mitigation will happen, and make the situation whole, so that we are not left with an impression that there was a bait and switch.

My concerns about adding lanes to speed traffic were not addressed, except to have officials explain to me why the lanes are needed to speed traffic. I would like parents to confirm that they want people to go through that intersection faster, during the times that their kids are walking across those lanes.

With cooperation and collaboration in mind, and hopes for a better design...and in solidarity to pedestrian safety and a nature-based plan...

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Terra

~*~*~*~

Terra Friedrichs

+1 978 808 7173

On Fri, Mar 30, 2018 at 11:34 AM, Terra <terraf@compuserve.com> wrote:

Jen...

As a citizen and former Selectman, I'm concerned about Acton's Kelley's Corner project, and I'm writing to confirm a couple things with you. I want to hear the answers directly from you, because there seems to be some disagreement about the state's position on these answers.

A group of residents is very concerned about the design and wants changes. BUT we've been told by officials that we can't make changes to the design now that the 25% design has been submitted. I got a correction to that yesterday, saying that yes, we can. But I want to hear it from you, and if there are any limitations to the design changes, as far as you're concerned.

Also, people who are excited about moving this project forwards are saying that if we don't do xyz by this or that time, that we will lose the TIP money. Can you clarify what we are "required" to do to get the TIP funding versus what is optional? We want enough flexibility to get a design that works for our community. This is the last chance to get this design "right" and we don't want people to be scared to lose the funding, and then be scared into accepting a design that we think is unsafe, or otherwise not "human-centric".

And then finally, are there actual "requirements" that force us to have two turning lanes? or is it our choice how fast we want these cars to go? Adding a turning lane seems to create greater risk for pedestrians.

I've already registered my concerns with local officials. I'm writing today to ask you, as an agency of the state for answers. I want to confirm my understanding of process and requirements that come from you, as a condition of the funding.

Terra

~*~*~*~

Terra Friedrichs

+1 978 808 7173

On Mon, Apr 9, 2018 at 12:05 PM, Terra Friedrichs <terraf@compuserve.com> wrote:

Dear Commissioners,

The Acton Town Meeting did not pass the additional funding for the design of the Kelley's Corner Project. It was a close vote, but hopefully indicative that people are not happy with the design. We hope local officials address our concerns before bringing another vote to Town Meeting. In that light, since "urgency" has been the excuse as to why they can't address our concerns, I hope you push this project off for a year, so that the funding urgency isn't what drives the design.

Terra Friedrichs

former Selectman, Acton

Terra

~~*~*

Terra Friedrichs

Socially Conscious Business Consultant

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978 808 7173 (cell)

From: publicinfo@ctps.org [mailto:publicinfo@ctps.org] **On Behalf Of** Allen Nitschelm
Sent: Thursday, April 05, 2018 9:24 PM
To: publicinfo@ctps.org
Subject: Feedback on Kelley's Corner intersection improvement, Acton MA

To Whom It May Concern:

I live in Acton and have witnessed several iterations of plans to improve Kelley's Corner, which is at the intersection of Routes 27 and 111 in Acton, MA. The impetus behind trying to upgrade this intersection has been the result of community meetings over the years, where residents have been asked "what project would you like to see" and they have answered "improve Kelley's Corner."

But we have yet to see a concept plan that all residents can get behind, because of certain constraints which could be very difficult if not impossible to resolve.

1. High traffic flow through and around the intersection;
2. Long lines of cars waiting to get through the intersection during peak travel periods;
3. Nearby school campus with thousands of students, many of whom walk through the intersection at various times during the day;
4. Several small business developments nearby, increasing traffic flow and turns;
5. Two nearby exits to/from Route 2, which present a possible danger if/when traffic gets too congested (could theoretically back up to highway);
6. Somewhat hilly topography on some of the street sides;
7. Some businesses with parking spaces close to the road, which would have to be eliminated if the road were widened.
8. Adding things like bike lanes to increase the ability for residents to bike around town.
9. Several difficult spots from which to enter the highway (perhaps needing additional signaling to solve).

There are two general concept goals:

One group of residents has pursued a "town center" concept which could involve several additional community structures (theater, restaurants, housing units, shops, etc.), with the need for additional parking, wider and safer sidewalks, more crosswalks, etc.

Another group wants the traffic problems, long car lines at the main intersection, and frequent backups and issues related to entering and exiting the roadway to be solved by increasing traffic flow through the district during peak travel times and adding travel lanes and bike lanes.

Unfortunately, these two general goals may be mutually exclusive. If the roads were widened, additional cars can move through the intersection. But this requires huge sacrifices, including economic loss to businesses located on the roads which would lose their limited parking spaces, longer crossing times for pedestrians, and traffic driving at higher speeds, which could increase accidents with cars and/or pedestrians.

If additional amenities like theaters or restaurants are built, traffic gets much worse. And without a large parking lot, "they may not come if we build it" for lack of easy and convenient parking.

The Town of Acton continues to spend money on designs and studies, yet has not reached a community consensus over the basic outlines of a workable plan. I have yet to see a plan that resolves this fundamental conflict between trying to solve the traffic flow problem and trying to make the intersections more pedestrian friendly and walkable.

The most recent plan adds three new traffic signals nearby to the one existing. This will definitely help vehicles enter and exit from the main roads, but will surely increase the traffic backups and could even cause backups onto Route 2 when traffic is very heavy. It will also likely increase the time to travel through the area, especially during off-peak hours or when pedestrians are present and need to cross the street.

Proponents of "doing something" seem to believe that we do not need to resolve this so long as there is change. Change just for change's sake is not beneficial. No project should go forward until there is consensus that these issues have truly been addressed, and that appears not to be the case. If there is a solution, let it be presented and vetted prior to moving forward on any project.

Sincerely,

Allen Nitschelm
9 Marian Rd.
Acton MA

From: leenewview@gmail.com [mailto:leenewview@gmail.com] **On Behalf Of** Lee Ketelsen
Sent: Monday, April 09, 2018 9:05 PM
To: publicinfo@ctps.org
Subject: Kelley's Corner in Acton

David J. Mohler, Chair
Boston Region Metropolitan Planning Organization
c/o Alexandra Kleyman, TIP Manager
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Mr. Mohler,

I am an Acton resident. I support the goals of the TIP project called "Kelley's Corner" in Acton, particularly to make the intersection area safer for pedestrians and bikers.

My concern is that the Design plan that is titled "25% submission" Jan 2018 that I recently examined in detail includes the removal of dozens of trees along Massachusetts Avenue. I completely oppose the removal of all of these trees, and particularly urge that the plan be re-designed to save the row of trees on the north side of Mass Ave, from Rte 27 through the school area.

I was forced to vote in Town Meeting against the additional funding for the plan, and I know for a fact that many who voted against the funding did so because the plan calls for the removal of these trees. You need to know that the support for these trees will now only grow, as word gets out, and therefore more people will oppose this plan as currently designed.

There is an allay of historic large oak trees that are not only beautiful, but historic treasures of the area. You well know the benefits of trees, to humans and the environment. These trees are treasured by many in the community, as they are few of these historic allays of Oak trees left along Acton roads.

The original High School was preserved as Housing, but just as historic and aesthetic to the area is the allay of oaks planted at the time of the first schools.

If this is to be an attractive Town Center in my lifetime, the most attractive feature is the existing mature canopy of oak trees. I support adding trees along the sidewalk that are new, to replace the mature trees when they get too old, and there is room to plant new trees in between. But do note these

existing trees are mostly oak, which live long and strong and are expected to prosper in climate change warming. The new trees will not give the benefits of beauty and shade and cooling that these mature trees will give all who walk and bike and even drive through the area.

Please support a re-design that preserves the bulk of these mature trees.

Thank you
Lee Ketelsen
19 Half Moon Hill
Acton MA 01720
978-263-5905

From: publicinfo@ctps.org [mailto:publicinfo@ctps.org] **On Behalf Of** Eleanor Mathews
Sent: Tuesday, April 10, 2018 1:22 PM
To: publicinfo@ctps.org
Subject: Kelley's Corner, Acton comment

David J. Mohler, Chair
Boston Region Metropolitan Planning Organization
c/o Alexandra Kleyman, TIP Manager
State Transportation Building
[10 Park Plaza, Suite 2150](#)
[Boston, MA 02116](#)

Dear Mr. Mohler,

First of all, let me express my appreciation to all who have put so much time and effort into the Kelley's Corner planning! It is clear how much has gone into it to this point.

I have two main concerns:

1) I do not want to see the removal of all the large old trees along Route 111 west of Route 27, on the north side in front of the school property. These trees provide beauty and shade and historic value, and also contribute to the removal of CO2 from the atmosphere at a critical time in our global life. They should definitely be protected and valued. The planting of small trees does not replace them in any way!

2) I am distressed by the doubling of the left turn lanes in two directions, and by the lack of protection proposed for the bike lanes. Such a plan only encourages more car travel and discourages alternative means of travel, such as bicycling, at a time when we need to be fighting against climate change in all ways possible. We cannot allow cars to rule our lives and our travel, when they are so detrimental to our ongoing life on earth.

Thank you.

Respectfully submitted,

Eleanor Mathews
241 Central Street
Acton

From: publicinfo@ctps.org [mailto:publicinfo@ctps.org] **On Behalf Of** Christopher Bailey
Sent: Wednesday, April 11, 2018 4:06 PM
To: publicinfo@ctps.org
Cc: 'Chris Starr'
Subject: FW: Letter to the Editor Submission

Hello – regarding Massachusetts TIP funding for The Acton Complete Streets Project, we stand opposed to the state continuing to fund this project, based on a lack of local consensus regarding the plan and its impacts on our community.

Acton Town Meeting voters rejected Article 9 “The Kelley’s Corner Improvement Initiative” on April 2, 2018. This attempt to appropriate another half million dollars for more engineering plans and appraisals in preparation for eminent domain takings of private property was voted down. Why? Perhaps it’s because the public hasn’t been fully consulted in this top-down government planning exercise. Perhaps it’s because the planners fail to recognize the importance of key issues to our community. Their plan doesn’t preserve positive aspects of the current streetscape, like the old growth trees that line the roadway and will be cut down. It doesn’t properly consider pedestrian safety issues, like faster traffic and expanded curb to curb distances. These are changes that would forever change the character of our streets, and not for the better.

Their plan also doesn’t protect the existing local businesses. Those behind it, the Acton Planning Department and the 2020 Committee, have tried to pay lip service to being “business friendly” but have not truly engaged with the local business and property owners. We were told long ago (in a public meeting) that it didn’t matter if we didn’t like them taking our land, they “would just take it and then you can argue about it in court later.” We’ve tried since then to discuss alternatives, but we’ve been met with a shrug.

Make no mistake, we the citizens of Acton and property owners in Kelley’s Corner, want to see the area improved for the benefit of all of us. However, town meeting voters clearly did not share the same vision as Town Planners. While the proposed wider streets and faster traffic patterns will promote regional commuter traffic, they also bring congestion and bike lanes that serve mostly out of towners. At town meeting, we heard Acton residents say loudly that they want Town and State Planners to focus on local needs. They want to see incremental improvements in KC eventually but they don't want to see change at the expense of what is important from a local standpoint – the vibrancy of Kelley's Corner small businesses, and the historic nature of their streetscape.

This is not the first time the plan to re-engineer Kelley’s Corner has seen the light of day. This plan is a repackaged version of the same plan that has been shot down multiple times at Town Meeting in the past. And yet, after all this time and money has been spent, our masterminds were still unable to answer basic questions at Town Meeting. How much will all this cost? They simply don’t know. They are asking us to throw millions of dollars at a concept plan, hoping that State and Federal money will save the day. Repeatedly, the total costs, particularly the takings component of the plan, were asked of the town leadership and no one had any information... not even an estimate. Our planners have ignored many local concerns (small business concerns, impacts on local land owners, pedestrian safety, protection of mature trees, traffic calming, and

project costs to taxpayers) even as we have heard them repeatedly voiced throughout the last few years. This is unacceptable.

We propose a more collaborative approach. Rather than a top-down approach, we need a planning process that fully engages the public and the stakeholders in Kelley's Corner. While the government needs to be involved it should not operate in a vacuum. State and federal money needs to be part of the funding solution but it should not be the tail that wags the dog.

In the meantime, we are recommending that Department of Transportation remove this project from the TIP funding list until these critical local issues are addressed and this plan is truly ready for prime time. The Town Meeting vote underscored that local concerns run deep and there is no true mandate locally for this initiative.

Thanks,

Chris Starr and Chris Bailey
Co-owners, 263 Main Street, Acton
Kelley's Corner, LLC

[Christopher E. Bailey, CCIM](#)

VP, Broker & Consultant

[Commercial Realty Advisors, Inc.](#)

222 West Main Street

Hyannis, Ma 02601

508-862-9000, ext. 132

cell: 508-259-3408

From: ctps@ctps.org [mailto:ctps@ctps.org] On Behalf Of Jonathan Weiss

Sent: Friday, March 16, 2018 5:47 PM

To: ctps@ctps.org

Subject: Rutherford Ave Funding

Dear Metropolitan Planning Organization,

I am writing to urge you to deny the latest request by the Rutherford Corridor Improvement Coalition to delay the funding for the Rutherford Ave project.

From conversations I have had, I believe the majority of Charlestown is happy with the current plan (and the process that led to its design). We want to see construction get under way and not go back to square one.

Regards,

Jonathan Weiss

9 Lyndeboro St.

Charlestown, MA 02129

From: Ryan Gavin <rgavin55@gmail.com>

To: <ctps@ctps.org>, <David.Mohler@state.ma.us>, <ebourassa@mapc.org>, <John.Becharad@dot.state.ma.us>, <john.romano@state.ma.us>

Cc:

Bcc:

Date: Sun, 18 Mar 2018 20:36:19 -0400

Subject: Rutherford ave Charlestown

Dear MPO,

I read with great disappointment that the RCIC has requested a delay in federal funding for the Rutherford Ave transformation.

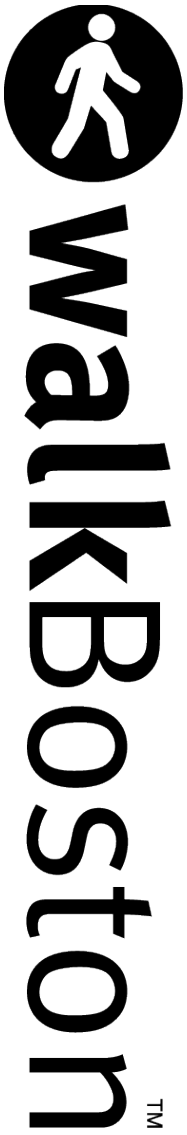
I was a proponent of the surface option before the BTM made adjustments in its new designs. We get 80% of the benefit of the surface option with the new design (in particular the buffered green space for the neighborhood and linear park). In fact I'm still listed by the RCIC as a supporter on their website, though I've requested I be removed (things have changed dramatically over the past year). They do not speak for me.

We need a solution for Charlestown now and should not slow this project down. I'd prefer no underpasses and fewer vehicles, but trust that the BTM has done a thoughtful analysis. How is a small group of philosophers holding the town hostage?

Get practical. Get it done.

Ryan Gavin

Charlestown



April 11, 2018

Boston Metropolitan Planning Organization (MPO)
c/o Alexandra Kleyman AICP
TIP Manager
Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

Re: Sullivan Square/Rutherford Avenue Design Project (SS/RA Design Project)

Dear MPO Council and Staff,

WalkBoston has been engaged in and following the planning and design of Sullivan Square/Rutherford Ave. for many years. The redesign of the streets and roadways for this part of Boston should reflect what the people of Charlestown, Somerville and Everett deserve as a hub for walking and transit, and should create opportunities for the redevelopment of what has long been a neglected, dysfunctional and unsafe auto-centric wasteland.

We believe that the decisions about designs for both Sullivan Square and Rutherford Avenue should be made based on a thorough review of all of the options available for the roadways. Special attention should be given to providing a primarily at-grade street system with opportunities for at-grade redevelopment of parcels (that do not require air rights or decks) as this will provide the greatest opportunity to create a sense of place, answer the long-term transportation needs of this dense urban location, provide for safe mobility for all street users and allow for climate resilient designs.

We write to the MPO to request that funding for the project be deferred in the TIP so that there can be sufficient time for review of the alternatives that have been developed by Northeastern Professor Peter Furth at the request of Charlestown residents. The designs that he has developed provide opportunities to improve pedestrian and bicycle safety, add landscape improvements and enhance development opportunities.

Thank you for your attention to this significant project.

Sincerely,

Wendy Landman
Executive Director

MAKING MASSACHUSETTS MORE WALKABLE

Old City Hall | 45 School Street | Boston MA 02108 | T: 617.367.9255 | F: 617.367.9285 | info@walkboston.org | www.walkboston.org

Dennis J. Teehan, Jr., Chairman
James A. MacDonald, Vice Chairman
Michael L. Butler
Dennis J. Guilfoyle
Brendan G. Keogh

James A. Kern
Town Manager

Nancy A. Baker
Assistant Town Manager



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Board of Selectmen

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March 27, 2018

Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116
Attn: Alexandra Kleyman, AICP

RE: Pedestrian Improvements Along Bussey Street (TIP ID #607899)

Ms. Kleyman,

The Board of Selectmen is excited to hear that our “Pedestrian Improvements Along Bussey Street” project is to be presented to the Boston MPO for a vote for inclusion into the TIP for funding in 2023.

This project was originally submitted to MassDOT in early 2014 as part of the PIF and PNF application process. Funding for the full design of this project was approved at Town Meeting in May of 2016. The project is currently still under 25% Design review with MassDOT and we are hopeful this will be completed within the next few months so we may continue with the design process.

As we are sure you are aware, Bussey Street is a major corridor in our East Dedham section of Town. It is used heavily by pedestrians, bicyclists and motorists to connect them to the neighborhood commercial area (East Dedham Square), playground/recreation fields (Condon Park) and passive recreational area (Mill Pond Landing) that exist on Bussey Street. Also situated on Bussey Street is one of our Town’s Fire Stations as well as our Ambulance service. The intersection of Bussey Street at Colburn Street is crossed by many children in the East Dedham area that walk to the Avery Elementary School, Dedham Middle School or Dedham High School (all located within ½ mile).

Being such a busy corridor, there is a major need for its infrastructure to be updated to meet today’s standards making it safer, more accessible and improve connectivity to all the amenities mentioned above. The project is proposed to make major improvements in

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sidewalk accessibility, incorporate bike lanes and sharrows, replace the obsolete Bussey Street bridge superstructure and improve the functionality/geometry of the Colburn Street at Bussey Street intersection.

The East Dedham section of Town is currently undergoing a major revitalization. In 2015, zoning changes were approved at Town Meeting in attempt to attract \$25 million in private investment. Since the approved re-zoning, three separate mixed-use projects with 59 apartments have started the planning and permitting process. The inclusion of this project will only serve to boost the economic turn within this part of Dedham.

We are very grateful to have our project considered and respectfully seek your approval for funding in FFY 2023.

Very truly yours,



Dennis J. Teehan, Jr.
Chairman
Board of Selectmen



TOWN OF SUDBURY
FIRE DEPARTMENT
77 HUDSON ROAD
SUDBURY, MASSACHUSETTS 01776

WILLIAM L. MILES
CHIEF OF DEPARTMENT

TEL: 978-443-2239
FAX: 978-440-5305

July 31, 2017

To Whom It May Concern,

I am writing to bring attention to the dangerous intersection at the corner of Boston Post Road and Landham Road in Sudbury, Massachusetts.

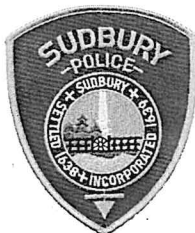
Over the years the Sudbury Fire Department has responded to many serious accidents at this intersection, including a fatal accident in May of 2011.

The Town has seen a sharp increase in both residential and commercial growth along the Boston Post Road corridor. The resulting increase in traffic can only raise the probability of more serious accidents in the future.

I strongly urge the completion of the re-design and signalization at the intersection of Boston Post Road and Landham Road.

Sincerely,

William L. Miles
Fire Chief
Sudbury, Massachusetts



Sudbury Police Department

Office of the Chief of Police

75 Hudson Road
Sudbury, MA 01776
Business (978) 443-1042
Fax (978) 443-1045
nixs@sudbury.ma.us

Scott Nix
Chief of Police

August 17, 2017

To: Melissa Rodrigues, Town Manager
From: Scott Nix, Chief of Police
RE: Boston Post Road (RTE 20) at Landham Road

Melissa,

The intersection of Boston Post Road and Landham Road has been problematic for as long as I can remember. I have personally responded to numerous accidents at the intersection involving injuries as well a fatality. Several reports have been provided over the years surrounding the accident volume in the area. The area has become increasingly dangerous as traffic is ever increasing as well as two housing developments having been constructed in recent years. With the sidewalk across Boston Post Road from Coolidge at Sudbury, a 55 and better community, pedestrians have difficulty crossing the road safely.

I was recently asked to review a bus stop location where it would require students to traverse the sidewalk past the intersection. My immediate reaction was to find an alternative route given safety concerns of vehicles or parts of vehicles having ended up on the sidewalk following an accident. When an accident does occur it can affect the flow of traffic tremendously, particularly during commuting hours.

It was my understanding several years ago the traffic light project had been accepted by the Department of Transportation and they had begun design of same. Director of Planning, Jody Kablack, Department of Public Works Director, Bill Place, myself and others had a site meeting several years ago in preparation for the project. If it is not in the que for the near future I would strongly recommend the Department of Transportation reconsider. I would be more than happy to speak with anyone whom you thought would be appropriate to express the importance of moving forward with the traffic light. Thank you for the opportunity to convey my thoughts.

Respectfully,

Scott Nix
Chief of Police



TOWN OF WRENTHAM
OFFICE OF THE TOWN ADMINISTRATOR

MUNICIPAL BUILDING
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Wrentham, MA 02093
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Kevin A. Sweet
Town Administrator



March 23, 2018

Alexandra Kleyman, TIP Manager
Central Transportation Planning Staff
10 Park Plaza, Suite 2150
Boston, MA 02116

Re: Wrentham TIP Project

Dear Ms. Kleyman:

The Town of Wrentham would like to express its support for the project under consideration for inclusion on the 2019-2023 Transportation Improvement Program (TIP) that is identified as TIP ID #603739. The project will include traffic flow and safety improvements measures at the ramps of I-495 @ Route 1A as well as the entrance to and exit from the Wrentham Village Premium Outlets.

Traffic flow and safety has been an issue in this area and making improvements has been a priority for many years. Traffic flow in and out of the Wrentham Outlets, particularly during peak traffic periods, is difficult at best and traffic has been known to queue along the length of the off-ramps to Route 1A from I-495 and onto I-495. Additional ramps are needed to allow for easier access to I-495 from Route 1A and to allow a redesign of the existing off-ramps to accommodate the high volume of traffic that enters Route 1A from I-495 during peak times. In addition, the existing ramp intersections pose ongoing traffic safety concerns, as does the entrance to and exit from the Wrentham Outlets. Such improvements would also ease the traffic burden currently placed onto alternate roadways in residential areas not designed for such high traffic volumes by reducing congestion at the interchanges and entering/exiting the outlets.

It is encouraging to see that the project scored so favorably among intersection improvement projects under consideration and the Town is committed to supporting the project and

Alexandra Kleyman, TIP Manager

March 28, 2018

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advocating for it in any way necessary to ensure its inclusion on the next available TIP. If you have any questions or require further information, please contact me at (508) 384-5400 or ksweet@wrentham.ma.us or John Charbonneau, Director of Planning & Development at (508) 384-5486 or jcharbonneau@wrentham.ma.us. Thank you for your attention to this important project.

Sincerely,



Kevin A. Sweet
Town Administrator

KAS/kwf

Cc: Pamela Haznar, MassDOT District 5
Tim Kochan, MassDOT District 5
John Charbonneau, Director of Planning & Development
Mike Lavin, Director of Public Works
Board of Selectmen

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