

# WRITTEN PUBLIC COMMENTS RECEIVED FOLLOWING APRIL 11, 2019

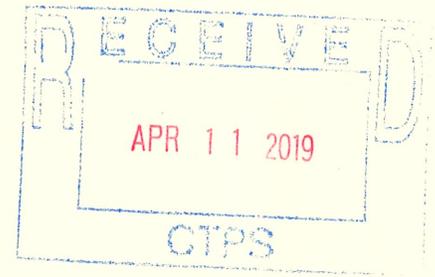
RE: Long-Range Transportation Plan (LRTP), *Destination 2040*,  
Development

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1. Letters concerning projects eligible for potential programming in *Destination 2040* (Alphabetical by Project Municipality)
  - Canton



**TOWN OF WESTWOOD**  
COMMONWEALTH OF MASSACHUSETTS  
**SELECT BOARD**



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

**Westwood Town Hall**  
**580 High Street**  
**Westwood, MA 02090**  
**T: 781-326-4172**  
**F: 781-329-8030**

April 8, 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 and a contractual commitment of the Commonwealth and the communities in our region dating back to the 1970s. We believe this interchange project 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:

- 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 only be realized when the Canton Interchange is reconstructed.
- The current bridge structures over Route 128 are deteriorating and will need repair/replacement in the foreseeable future. If the designed improvements are not made soon, this will result in unnecessary expenditures that would be better dedicated to the permanent solution.

Westwood Town Hall • 580 High Street • Westwood, MA 02090 ☎ (781) 326-6450 • Fax: (781) 329-8030

e-mail: [Selectmen@Townhall.Westwood.MA.US](mailto:Selectmen@Townhall.Westwood.MA.US)  
e-mail: [MJaillet@Townhall.Westwood.MA.US](mailto:MJaillet@Townhall.Westwood.MA.US)

APRIL 11, 2019

PAGE TWO

- 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.
- A bike path connecting the Route 128 Railroad Station and the University Station development to the Blue Hills Reservation and to Royall Street businesses will be included in this project, 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.
- This project will 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 Sargeant 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 be scheduled and bid.

In conclusion, 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 the entire Boston Metropolitan Area will benefit from a project that is long overdue.

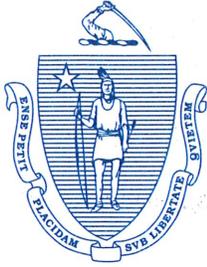
We thank you in advance for your consideration and attention to our concerns.

Sincerely,

Michael F. Walsh  
Chair

John M. Hickey  
Clerk

Nancy C. Hyde  
Third Member



The Commonwealth of Massachusetts

MASSACHUSETTS SENATE

SENATOR WALTER E. TIMILTY

Norfolk, Bristol and Plymouth District

STATE HOUSE, ROOM 213B  
BOSTON, MA 02133-1053

TEL. (617) 722-1643  
FAX. (617) 722-1522

WALTER.TIMILTY@MASENATE.GOV  
WWW.MASENATE.GOV

Chair  
JOINT COMMITTEE ON STATE ADMINISTRATION  
AND REGULATORY OVERSIGHT

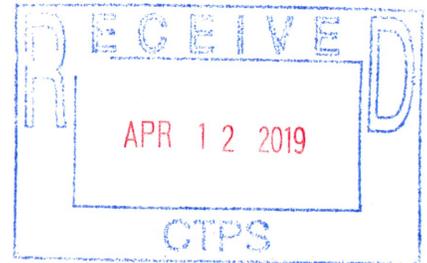
Vice Chair  
JOINT COMMITTEE ON MUNICIPALITIES AND  
REGIONAL GOVERNMENT

JOINT COMMITTEE ON ELDER AFFAIRS

JOINT COMMITTEE ON VETERANS AND FEDERAL AFFAIRS  
SENATE COMMITTEE ON BONDING, CAPITAL EXPENDITURES  
AND STATE ASSETS

April 9, 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,

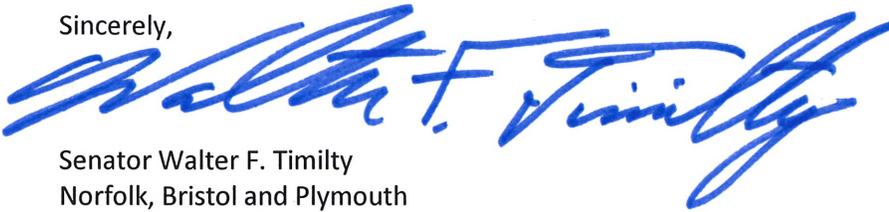
I am writing to you today to, respectfully, request that the Route I-93/I-95 Canton Interchange reconstruction be included in the Boston Region Metropolitan Planning Organization's Long Range Transportation Plan, *Destination 2040*. This reconstruction project is vital not only for Canton's own long-term infrastructure goals, but for the Greater Boston Region's infrastructure goals as well.

With the current traffic pattern, commuter traffic overflows from I-95 onto lesser roads in the surrounding communities. This overflow causes significant congestion in Canton's town center, as well as onto the neighborhood roads. This increased traffic puts an undue burden on the town's roads and bridges that are not designed for such heavy usage. In addition, this influx of idling vehicles increases the amount of harmful emissions that are released into the atmosphere. These emissions will, in turn, reduce the air quality throughout the region.

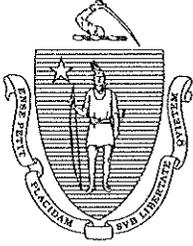
Moreover, this Interchange reconstruction is long overdue. The Interchange was originally scheduled to be constructed in 1972. However, at the time, Governor Sergeant decided to abandon the plans for the Southwest Expressway. As proposed, the Southwest Expressway would have extended I-95 through the Route 128 corridor and into the City of Boston from the South. In the 1990's, Canton and its surrounding communities entered into a memorandum of understanding with the then Executive Office of Transportation and Construction, the MBTA and Mass Highway. This MOU stated that in exchange for the region's support of the then proposed Route 128/I-95 University Park Rail Station and parking garage; the state would design and reconstruct the Canton Interchange by 2006. Currently, the design has yet to be completed.

For these reasons, I, respectfully, ask that the Canton Interchange reconstruction be included in the Boston MPO's *Destination 2040* plan. I appreciate your attention to this matter. Please, do not hesitate to contact me with any questions or concerns that may arise.

Sincerely,

A handwritten signature in blue ink, appearing to read "Walter F. Timilty". The signature is fluid and cursive, with a large initial "W" and "T".

Senator Walter F. Timilty  
Norfolk, Bristol and Plymouth



*The Commonwealth of Massachusetts*

HOUSE OF REPRESENTATIVES  
STATE HOUSE, BOSTON 02133-1054

**PAUL McMURTRY**  
STATE REPRESENTATIVE

PROUDLY SERVING THE PEOPLE OF  
WESTWOOD, WALPOLE (PCT. 8)  
AND DEDHAM

CHAIRMAN

House Committee on Personnel and Administration

[Paul.McMurtry@MAhouse.gov](mailto:Paul.McMurtry@MAhouse.gov)

STATE HOUSE, ROOM 448  
TEL. (617) 722-2582  
FAX. (617) 722-2879

April 9, 2019

Secretary Stephanie Pollack  
Massachusetts Department of Transportation  
10 Park Plaza, Suite 4160  
Boston, MA 02116

Dear Secretary Pollack,

I hope that this correspondence finds you well. I write to again express my strong support for the I95/I93 Interchange and Dedham Street corridor improvement project. This project is vital to the health and economic wellbeing of the region.

The I95/I93 interchange is poorly designed, which has led to unnecessary traffic jams and accidents. The interchanges's hairpin turns create daily traffic headaches and are responsible for numerous fatal crashes. Completing the I95/I93 project will reduce traffic and increase commuter safety.

This project will also provide access to University Avenue and the MBTA/Amtrak Rail Station for vehicles traveling along Route 95 South. This will increase utilization of train services and further reduce roadway congestion providing commuters with a green alternative.

This project is essential to thousands of commuters who travel this section of the I95/I93 corridor every day and the communities of Dedham, Westwood, Walpole, Canton and Norwood. This project will encourage continued economic growth and development in an area that in the past had difficulty attracting new business.

Thank you for your time and consideration of my request. If I can be of any further assistance in the furthering of the project, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul McMurry".

Paul McMurry

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

James A. Kern  
Town Manager

Nancy A. Baker  
Assistant Town Manager



**TOWN OF DEDHAM**  
Board of Selectmen

DEDHAM TOWN HALL  
26 BRYANT STREET  
P.O. BOX 306  
DEDHAM, MA 02027

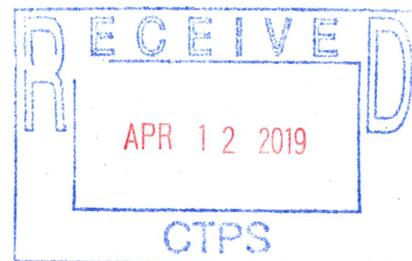
TEL (781) 751-9100  
FAX (781) 751-9109  
TDD (781) 326-4946

WEB SITE  
[www.dedham-ma.gov](http://www.dedham-ma.gov)

E-mail Address for Board of Selectmen  
[freshideas@dedham-ma.gov](mailto:freshideas@dedham-ma.gov)

April 9, 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 Chairman 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.

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.

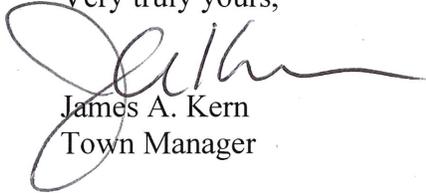
While we believe the projects stands on its own merits, it should be noted that it has been in the works for some time and we believe the time is now to add it to the Long Range Transportation Plan and ultimately to the Transportation Improvement Program for funding.

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 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,

A handwritten signature in black ink, appearing to read 'J. Kern', with a long horizontal flourish extending to the right. The signature is written over the printed name and title.

James A. Kern  
Town Manager



**TOWN OF WESTWOOD**  
COMMONWEALTH OF MASSACHUSETTS  
**TOWN ADMINISTRATOR**



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

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April 11, 2019

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

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Dear Mr. Mohler:

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RE: COMMENT ON THE MPO'S LONG RANGE TRANSPORTATION PLAN REGARDING THE CANTON INTERCHANGE PROJECT

APRIL 11, 2019

PAGE TWO

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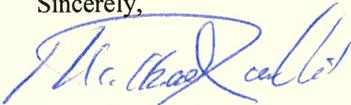
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The Interchange was originally promised in 1972, when then Governor Sergeant decided to abandon the Southwest Expressway plans to extend I-95 northward through the Route 128 corridor and into the City of Boston from the south.

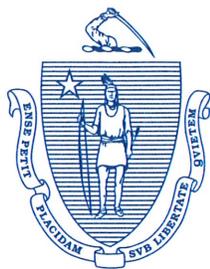
In the 1990's the federal and state governments were committed to establishing the nation's first high-speed rail connection between Boston – Providence – New York – Washington D.C. The plans included a suburban stop at the Route 128/I-95 University Park Rail Station, which officials planned to rebuild 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.

Sincerely,



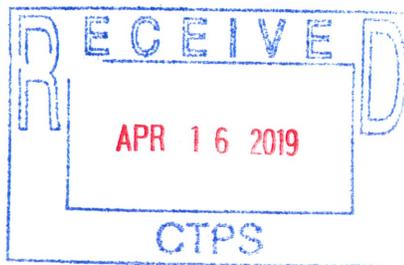
Michael Jaillet  
Town Administrator



The Commonwealth of Massachusetts

MASSACHUSETTS SENATE

OFFICE OF THE MAJORITY WHIP



Chair  
JOINT COMMITTEE ON  
INTERGOVERNMENTAL AFFAIRS

STATE HOUSE, ROOM 511C  
BOSTON, MA 02133-1053

TEL. (617) 722-1348  
FAX. (617) 722-1071

SENATOR MICHAEL F. RUSH  
MAJORITY WHIP  
Norfolk and Suffolk District

MIKE.RUSH@MASENATE.GOV  
WWW.MASENATE.GOV

April 11, 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:

I am writing to respectfully request your attention to the reconstruction of the Neponset Valley I-93/I-95 Interchange project, which has been a priority of not only the Norfolk and Suffolk district but the entire Commonwealth for decades. I strongly encourage you to include this project in the Long Range Transportation Plan; Destination 2040, in order to maintain it's standing as a project of regional significance.

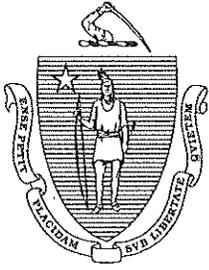
Daily, communities in the Norfolk and Suffolk district specifically Dedham, Norwood, and Westwood see increased commuter traffic spilling from I-95 onto Route 1 and Route 1A. Traveling onto lesser side streets through neighborhoods; seeking a quicker and less congested way to and from Boston or along the Route 128 corridor. This pass-through traffic clogs local roadways not designed for such use and leads to greatly increased care and maintenance than was needed when the highway came online.

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

The Long Range Transportation Plan, Destination 2040, will decrease the long term effects of these problems. It is for these many reasons it is crucial that the reconstruction of the Canton Interchange be included, in order to maintain it's standing as a project of regional significance. Thank you in advance for your consideration; if I can be of further assistance or you may have any additional questions please do not hesitate to contact me.

Very truly yours,

Mike Rush  
State Senator  
Norfolk and Suffolk District



The Commonwealth of Massachusetts  
MASSACHUSETTS SENATE

BRISTOL AND NORFOLK DISTRICT

STATE HOUSE, ROOM 507  
BOSTON, MA 02133-1053  
TEL. (617) 722-1222  
FAX (617) 722-1056  
[WWW.MASENATE.GOV](http://WWW.MASENATE.GOV)

April 11, 2019

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

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The benefits of this project are numerous:

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- 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.
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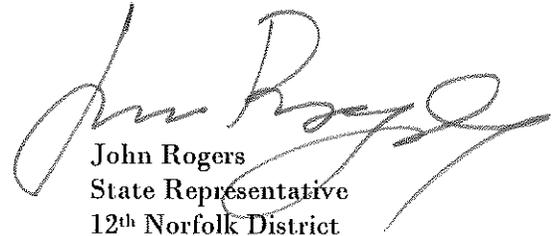
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Yours in Service,



Paul Feeney  
State Senator  
Bristol & Norfolk District



John Rogers  
State Representative  
12<sup>th</sup> Norfolk District