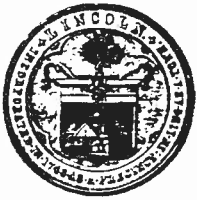


APPENDIX 4

Letters



TOWN OF LINCOLN

MIDDLESEX COUNTY . . . MASSACHUSETTS

December 2, 1996

TOWN OFFICES
P.O. Box 6353
Lincoln Center, Mass. 01773
(617) 259-8850

Mr. Daniel Beagan, Director
Bureau of Transportation Planning and Development
Executive Office of Transportation and Construction
Ten Park Plaza, Room 4150
Boston, MA 02116

Re: Draft Route 2 Corridor Long Range Feasibility Study

Dear Dan,

Route 2 Citizen Advisory Committee representatives from Acton, Concord and Lincoln wish to thank the Long Range Feasibility Study team for their efforts over the past two years, culminating in the August 12, 1996 Draft Report. The first two pages of the draft study accurately summarizes our concerns and goals. The draft study provides Route 2 Corridor communities with forecasted trends in traffic volumes and safety impacts for six alternatives. The study process and the draft study appendix help local officials learn more about the transportation modeling process, its strengths and limitations. On the basis of our review of the study's analysis, projections and recommendations, we believe that further refinement of the study is not warranted at this time. Consistent with the study's conclusions that our communities will not experience significant negative traffic and safety impacts as a result of the construction alternatives, we have requested that MHD proceed promptly with planning and design for the Concord Rotary Project.

We request that the following community representative comments be included in an appendix to the study:

Route 2 Citizen Advisory Committee representatives of Acton, Concord, and Lincoln offer the following comments on the Draft Route 2 Corridor Long Range Feasibility Study. These comments express our concern that the study may underestimate the impacts of long range improvements. Therefore, we believe the study should be reviewed and updated following the construction of each improvement if it is to remain a useful planning document.

Traffic Forecasting Methods and Assumptions

Community representatives understand that the traffic forecast method/model used for this study is sensitive to certain variables, such as amount of traffic, speeds and lane capacity. We recognize that this method is suited to forecasting large-scale trends in traffic volumes. However, the model does not appear to be sensitive to unique local conditions, such as school bus routes, railroad crossings, intersections, etc., that we believe also affect localized traffic diversions. In addition, the model's forecasts are not consistent with our intuitive sense of the impacts of some of the alternatives. The combination of the model's macro-scale focus and seemingly counter-intuitive forecasts, leads us to some skepticism about using it to project impacts of long range improvements at local intersections. Rather than spending more time now, refining or discussing the traffic forecasting methods and assumptions in order to address community skepticism, we accept the study as written, with the caveat that we believe the CTPS and BTP&D should update and re-calibrate it as more data becomes available on actual future conditions, following construction of the improvements at Crosby's corner.

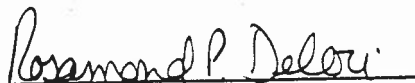
Conclusions

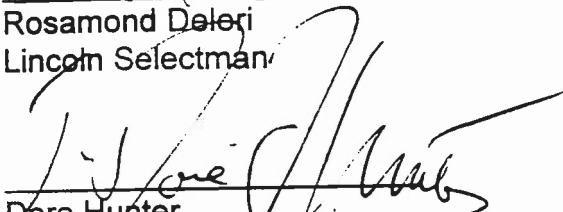
The study concludes that construction of various alternatives will achieve long range safety and traffic flow improvements on Route 2 without causing "significant" diversion of traffic, either onto or away from Route 2. The communities find this difficult to believe, but this difference of opinion may be a matter of semantics, where the "significance" of the diversion may appear greater to members of communities than to the authors of the study. We do not wish to spend further time attempting to resolve this issue, but we request the MHD document the actual effect on diversions of improvements at Crosby's Corner and the Concord Rotary after they are completed.

Through the Route 2 CAC and participation in the Long Range Feasibility Study, our communities have strengthened their commitment to working together in order to solve the local safety, access and capacity problems on Route 2. We would not have done this without the focus provided by our regular CAC meetings. Thank you for your commitment to this process with the towns.

Yours truly,

CAC Community members:


Rosamond DeLori
Lincoln Selectman


Dore Hunter
Acton Selectman


Sally Schnitzer
Concord Selectman


Dilla Tingley
Lincoln Planning Board


James J. Lee
Acton Planning Board


Daniel Gainsboro
Concord Planning Board

