

To: Casey Cooper, Boston Region MPO  
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Central Transportation Planning Staff (CTPS)  
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CC: Judy Lehrer Jacobs  
Friends of the Blue Hills (FBH)  
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April 20, 2023

Re: Skyline Trail Crossing, response to meeting of April 12, 2023

Video: [https://drive.google.com/file/d/1zWEgH\\_9vz51KvNHXZvg2zQfXdit9697T/view?usp=drive\\_web](https://drive.google.com/file/d/1zWEgH_9vz51KvNHXZvg2zQfXdit9697T/view?usp=drive_web)

To Ms. Cooper and the CTPS,

I watched with great interest your meeting of 4/12/23 and I've been following the issue as a member of the Friends of the Blue Hills for over a year now. I would like to offer the comments below on both the Skyline Trail Crossing, and on the wider-scale issues on Randolph Avenue (Rt. 28) in Quincy and Milton.

FBH Board President Matt Panucci mentioned during the meeting that Governor Baker pocket-vetoed legislation regarding crossing Rt. 28 at Chickatawbut Road. Senator Timilty has re-introduced that legislation this year, and I oppose it as an elected official of Randolph, because Timilty's plan hurts the people of Randolph and hurts the Blue Hills. MA-DOT has introduced a positive plan for the Chickatawbut crossing, with a traffic circle, which would slow traffic at the Skyline Trail crossing too. I'm asking CTPS, and FBH, and the other relevant elected officials, to oppose Timilty's plan, and to support the MA-DOT plan. Could CTPS offer their input on the Chickatawbut crossing and its effect on the Skyline Trail crossing? Either as part of the Skyline Trail report, or as a separate letter to the legislature?

I'll get to the details of the competing plans for the Chickatawbut crossing, and how they directly affect the Skyline Trail crossing and the rest of Randolph Avenue, but first let me provide some context of my response to the rest of the 4/12 meeting. These responses reflect my position as a hiker in the Blue Hills, and as a regular motorist on Randolph Avenue.

- I support traffic calming measures at the Skyline Trail crossing, both for the safety of hikers and to encourage more widespread use of the Blue Hills.
- I support signage, paint, and bollards as a "low-cost short-term" solution. I also support a "higher-cost longer-term" solution of a constructed median divider, and constructed solar-powered lit signage.
- I do not support an "overpass walkway" as discussed in the 4/12 meeting, but I do support additional construction at the Skyline Trail parking area, to increase visibility and motorist perception of the Skyline Trail crossing. Any additional construction would benefit hikers by calming traffic -- that construction might include curbs and additional parking pavement, or anything else that CTPS sees fit to recommend.
- I support applying those same traffic calming measures -- signage, paint, and bollards -- to the other trail crossing on Randolph Avenue. I include the section of the DCR trail map indicating the crossings -- 5 in total, including Chickatawbut Road -- in my letter to legislators.

Now to apply the Skyline Trail concepts to the other four Randolph Avenue crossings. I heard you say in the meeting that you don't want to widen the scope of the project, but that you would consider addressing other Randolph Avenue crossings. I suggest you consider the Chickatawbut crossing as a unified project along with the four other crossings. The rest of my comments concern the Chickatawbut crossing.

MA-DOT has proposed constructing a traffic circle at the intersection of Chickatawbut Road and Randolph Road, with a median area including a raised curb, where pedestrians could pause. That would fulfill the comment by Steve Olanoff during the 4/12 meeting to allow hikers to cross Randolph Avenue in two sections, with a safe pausing spot halfway across. I support a constructed median at both Chickatawbut Road and the Skyline Trail crossing.

Timilty introduced a bill to override the MA-DOT plan -- S.2384 in 2021 and S.3124 in 2022, and currently reintroduced as S.2301 in 2023. Some abutters near Chickatawbut have a petition circulating against MA-DOT construction in favor of increasing a police presence on Randolph Avenue, which Timilty supports. That is the aspect that I oppose -- an increased police presence would target residents of Randolph and Boston who commute on that road, without benefiting hikers with any full-time traffic calming since the police presence would be periodic at best, and not near Skyline Trail. I am asking my State Representatives and others to oppose Timilty's poorly-thought-out bill, with details in my letter attached.

The MA-DOT plan at Chickatawbut, in contrast, would directly benefit hikers at the Skyline Trail by providing full-time traffic calming at the north end of Randolph Avenue. That would complement well to similar constructed traffic calming structures at Skyline Trail -- and at other parking areas along Randolph Avenue -- because motorists would come to expect them, rather than racing the entire length.

Please consider supporting the MA-DOT plan at the Chickatawbut crossing as part of the Skyline Trail crossing project. Or if not, then a letter of support for MA-DOT's Chickatawbut plan and a letter of opposition to Timilty's bill.

Sincerely,

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