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# Route 9 Enhancement Study and Plan

## Issues and Opportunities

**March 2016**



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Prepared by  
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Prepared for  
The Town of Wellesley Planning Board

Endorsed by  
The Planning Board on March 7, 2016

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## **Project Accreditation**

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## Purpose

The Route 9 Enhancement Study and Plan is comprised of two distinct phases, Phase 1 consists of an inventory and assessment of existing conditions and the identification of issues and opportunities. Phase 2 will further develop and prioritize the Town of Wellesley's goals and recommendations for the corridor, addressing issues and capitalizing on opportunities.

The purpose of the *Issues and Opportunities* report is to identify major issues and opportunities along the Route 9 corridor as part of the Route 9 Enhancement Study and Plan. The identified issues and opportunities were compiled from a wide range of sources including: the *Inventory and Assessment of Existing Conditions* report, recently completed studies prepared for the Town of Wellesley, fieldwork, Stakeholder feedback, a Public Forum held as part of Phase 1, and an on-line survey. This report outlines issues and opportunities for ten key topic areas which are further divided into subsections:

- Traffic
- Roadway Design
- Pedestrians and Bicyclists
- Specific Sites
- Public Transportation
- Water Management and Natural Resources
- Natural Gas Leaks
- Maintenance
- Corridor Aesthetics and Identity
- Governmental Collaboration

This report purposely does not reach conclusions or provide recommendations for how the Town of Wellesley should proceed. Rather, the *Issues and Opportunities* report serves as a framework to facilitate further discussion and analysis as well as to help develop goals and recommendations for Phase 2 of the Route 9 Enhancement Study and Plan.

## Background

Extensive community input helped to identify the issues and opportunities outlined in this report. Specifically, feedback from the project Stakeholders, during a Public Forum, and from an on-line survey were reviewed and compared. The key issues and opportunities identified from these three sources were all consistent. In addition, the *Inventory and Assessment of Existing Conditions* report, (December 2015), the Town's *Final Comprehensive Plan (2007-2017)*, fieldwork, and other planning initiatives undertaken by the Town were also reviewed.

### Stakeholders

The Route 9 Enhancement Study and Plan is guided by a 24-member Stakeholder group comprised of Planning Board members, Town of Wellesley staff members, and commercial and resident representatives. As part of Phase 1, stakeholder meetings were held on August 24, 2015 and October 22, 2015. A memo summarizing the goals and topics identified by the Stakeholders during the August 24, 2015 meeting is attached as Appendix A along with a list of the Stakeholder members themselves.

### Public Forum

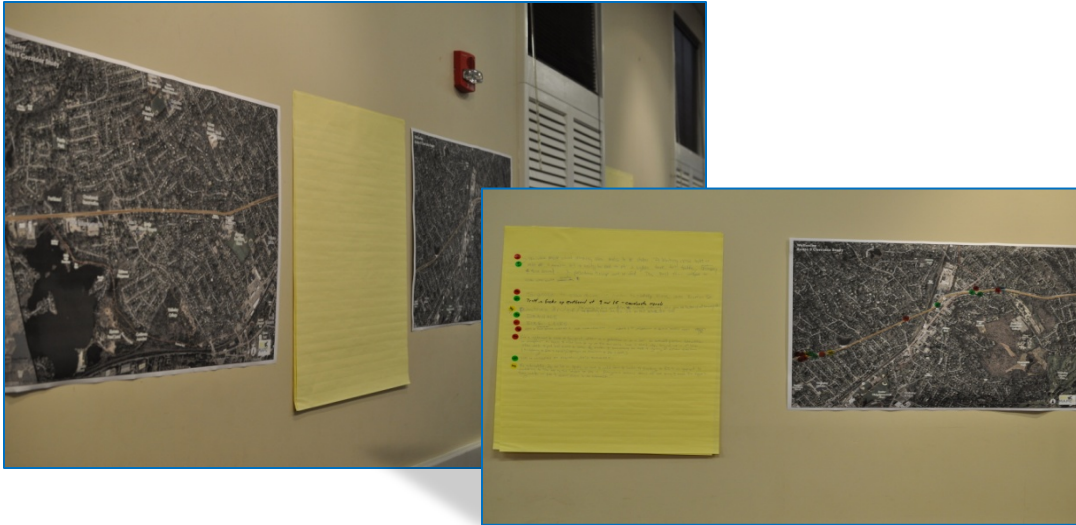
On November 19, 2015, the Metropolitan Area Planning Council (MAPC) and the MetroWest Regional Collaborative (MWRC) hosted a Public Forum at the Wellesley Community Center as part of the Route 9 Enhancement Study and Plan. Approximately 50 participants attended the widely publicized forum and, following a summary presentation of the *Inventory and Assessment of Existing Conditions* report, engaged in two activities to help define key issues and opportunities for the Route 9 corridor.



The first activity asked the Public Forum attendees to respond to survey questions about how they use the Route 9 corridor. The survey then asked the participants to rate aspects of the corridor (e.g., sidewalk, pavement, signage, lighting, and maintenance) and concluded with questions about the importance of improving these aspects. The participants responded to the survey questions by using remote keypads. Answers were tallied and immediately displayed on a screen for the audience.



The second activity was a participatory mapping exercise asking participants to identify specific issues and opportunities along the Route 9 corridor. Participants were asked to apply numbered sticker dots to a map of the Route 9 corridor and then explain in writing why they identified the particular locations using the corresponding numbers as reference. The information obtained from both the keypad and mapping activities was anonymous. A summary of the participatory mapping exercise results and a synopsis of the survey questions are in Appendices B and C respectively.



### **On-Line Survey**

Following the public form, an on-line survey was posted on the Town of Wellesley's website. The on-line survey asked the same questions used during the Public Forum as part of the keypad activity. This on-line survey gave the general public an opportunity to identify issues and opportunities. Between November 25 and December 18, 2015, there were 195 responses to the on-line survey, providing valuable input. Appendix D contains a summary of the on-line survey results. A concise synopsis and comparison of the survey question responses obtained from the Public Forum and on-line survey is in Appendix E.

## **Issues and Opportunities Defined**

In the context of this report, issues and opportunities are defined as follows:

### **What is an Issue?**

An “Issue” is a major or important condition or problem that needs to be addressed. Issues have the potential to detract from the Town of Wellesley’s quality of life, desirability, economy and/or well-being. The identification of issues offers insights into those elements that the Town feels need to be improved upon.

### **What is an Opportunity?**

An “Opportunity” is defined as a major unique, favorable, or advantageous condition that the Town of Wellesley can capitalize on. Opportunities can enhance the Town’s quality of life, desirability, economy and/or well-being. The identification of opportunities offers insights into those actions that the Town feels should be pursued to support positive advancement and progress.

## Issues and Opportunities Identified

The following is a matrix of the key issues and opportunities that have consistently and most frequently emerged during Stakeholder meetings, the Public Forum, and from the public survey. The *Inventory and Assessment of Existing Conditions* report, (December 2015), the Town's *Final Comprehensive Plan* (2007-2017), other planning initiatives undertaken by the Town, and fieldwork all served to identify the issues and opportunities.

As previously mentioned, the identified issues and opportunities serve as a framework. The issues and opportunities will facilitate continued discussion with Town officials, the Route 9 Stakeholder Group, and the public as well as further analysis to develop and prioritize goals and recommendations as part of Phase 2 of the Route 9 Enhancement Study and Plan. As Route 9 is under state jurisdiction, Phase 2 will identify what actions can be implemented by the Town and what will require state approval for the corridor.

Topic	Issue	Opportunity
<b>Traffic</b>		
<b>Traffic Flow</b>	Poorly timed traffic lights and poorly designed roadway geometry along Route 9 hinders efficient traffic flow.	<p>Require the identification and prioritization of locations to manage traffic flow across and along the Route 9 corridor (e.g., at the I-95 interchange and Route 16 (Washington Street)).</p> <p>Encourage use of sustainable travel modes other than the automobile. Sustainable travel modes include bicycling, walking, and public transportation.</p>
<b>Signalization</b>	Need for appropriately timed traffic signals.	<p>Appropriately designed, operated, timed, phased, and maintained traffic signals could allow for:</p> <ul style="list-style-type: none"> <li>• Smooth and safe flow of traffic (at William Street, Oakland Street, and Route 16 (Washington St.)).</li> <li>• Protected left turns and safe u-turns (e.g., Oakland Street, Audubon Road, and Oak Street/Westgate Road).</li> <li>• Adequate crossing times at appropriate locations (e.g., pedestrian-actuated countdown signal at Kingsbury Street).</li> </ul> <p>Explore new technologies that improve traffic flow by coordinating intersections and have also proven to reduce accidents.</p> <p>Bike and pedestrian auto-detection at intersections as part of signal design.</p>

Topic	Issue	Opportunity
<b>Roadway Design</b>		
<b>Accidents and Safety</b>	<p>High number of vehicle accidents (e.g., at the I-95 interchange, Cedar Street, Route 16/Washington Street, Oakland Street, Audubon Road, Kingsbury Street, Weston Road, and Overbrook Drive).</p> <p>Pedestrian and bicycle safety along and across the Route 9 corridor is paramount.</p>	<p>The identification and prioritization of high accident locations and develop plans will address safety conditions along the corridor and at specific intersections (e.g., queuing, speeds, protected left turns, and u-turns).</p> <p>Explore reducing speed limits in specific areas along the Route 9 corridor (e.g.; Fire Station, Oakland Street, Bradford Road, and Weston Road).</p>
<b>Guardrails</b>	<p>Inconsistent and ineffective guardrail placement along Route 9 corridor (e.g., between Westgate Road and Audubon Road).</p>	<p>Selective placement of guardrails (e.g., between sidewalks and roadway) can enhance pedestrian safety and use of different materials (e.g., wood) can add to aesthetics of corridor. Combined, both can maximize safety for vehicles, pedestrians, and bicyclists.</p>
<b>Intersection Geometry</b>	<p>Poorly configured and confusing intersection geometry along the Route 9 corridor</p>	<p>Upgrades and roadway enhancements at specific intersections will improve capacity and sight-lines (e.g., Kingsbury Street, Oak Street/Westgate Road, and Route 16 (Washington Street)).</p>
<b>Landscaping</b>	<p>There is no unified landscaping program along the Route 9 corridor.</p> <p>In some locations, overgrown landscaping affects driver and pedestrian sightlines and the visibility of signs (e.g., Grantland Road).</p>	<p>Selected placement of planted landscaped buffer strips between Route 9 and sidewalks will separate pedestrians and bicyclists from vehicles.</p> <p>A comprehensive landscaping program will add new and maintain existing plantings, including enhancing the tree canopy. The landscaping program could address requiring landscaping as part of all private development/reconstruction projects. The program could encourage private landscaping through awards that recognize exemplary designs for residential and commercial properties.</p>



Topic	Issue	Opportunity
<b>Roadway Design (Continued)</b>		
<b>Median Breaks</b>	Inconsistent median breaks along the Route 9 corridor do not allow for safe left turns and u-turns (e.g., Westgate Road and Oak Street).	In collaboration with the Town and the Massachusetts Department of Transportation (MassDOT), the median break with the access gate could be addressed by the future developer of the proposed recreational facility at 900 Worcester Street.
<b>Pavement Markings</b>	There are inconsistent pavement markings along the Route 9 corridor.	<p>Require the incorporation of pavement markings as part of MassDOT's resurfacing project for the entire length of Route 9.</p> <p>Opportunities for dedicated left turn lanes at critical locations could be examined as part of MassDOT's resurfacing project.</p>
<b>Sidewalks</b>	Sidewalks along Route 9 are missing in many places and limit access (e.g., between Westgate Road and Audubon Road). In cases where sidewalks do exist, many are narrow (e.g., at Cedar Street), in poor condition, have significant vegetative overgrowth (e.g., at Audubon Road), and do not protect bicyclists or pedestrians from vehicular traffic.	Develop a sidewalk plan that inventories existing sidewalks and determines locations that need sidewalks to enhance connectivity can promote access (e.g., continuing sidewalks across driveways and curb cuts where feasible), consistent design, and maintenance.

Topic	Issue	Opportunity
<b>Roadway Design (Continued)</b>		
<b>Signage</b>	<p>The Route 9 corridor does not have a comprehensive signage plan (e.g., local street signs, traffic control signs, directional signs).</p> <p>Signage along the Route 9 corridor does not include information about key destinations in Wellesley (e.g., commuter rail stations, Town Forest, Linden Square, Wellesley Hills, or Wellesley Square).</p> <p>There are signs along the Route 9 corridor that are confusing, inconsistent (e.g., Oak Street/ Westgate Road), have poor visibility (e.g., Cedar Street), and are outdated (e.g., signage informing drivers of nonexistent traffic signals on Route 9 in vicinity of former St. James Church).</p>	<p>Consistent, easily understood, and aesthetically appealing signage and placement standards can promote safety, advance awareness of Town destinations, and encourage use of the Route 9 corridor by pedestrians and bicyclists.</p>
<b>Street Lights</b>	<p>Street lights are inconsistent in design and are obscured by tree branches and vegetation in some locations.</p>	<p>Street lighting programs that are cost effective, energy efficient, and provide high quality lighting could improve aesthetics and safety. For example, the Town should continue work to obtain Regional Greenhouse Gas Initiative (RGGI) funds to retrofit Route 9 streetlights to LED bulbs.</p>

Topic	Issue	Opportunity
<b>Pedestrians And Bicyclists</b>		
<b>Access to Schools</b>	Safe pedestrian and bicycle access to schools is lacking, especially at Kingsbury Street.	<p>Improving bicycle and pedestrian connectivity along and across the corridor at specific intersections could help facilitate walking and biking for students and reduce the reliance on parents from dropping students off and picking them up (High, Middle, Sprague Elementary, and Hardy Elementary).</p> <p>A <a href="#">Safe Routes to School Survey</a> MAPC developed in partnership with WalkBoston would provide valuable information and help determine how the environment around specific schools can be improved, target investments, track progress toward goals, and ultimately develop local programs that benefit students, parents and the Town.</p>
<b>Americans with Disabilities Act (ADA) Compliance</b>	Many curb cuts and sidewalk ramps do not meet ADA compliance.	<p>Utilizing MassDOT’s Curb-Ramp Assessment Tool could facilitate an evaluation of existing conditions to determine where specific improvements could bring conditions up to ADA standards.</p> <p>Ensure ADA requirements are met in all new construction and reconstruction projects.</p>
<b>Bicycle Accommodations</b>	While the wide fog line is a recognized bicycle accommodation by MassDOT, the state is not comfortable with further identifying bicycle accommodations on Route 9 due to vehicle speeds.	MassDOT’s Route 9 resurfacing project may provide an opportunity to restripe and explore options for bicycle accommodations if this is an option the Town wants to pursue.

Topic	Issue	Opportunity
<b>Pedestrians And Bicyclists (Continued)</b>		
<b>Connectivity Along and Across Corridor</b>	<p>Pedestrian and bicycle access along and across the Route 9 corridor is limited and deficient (e.g., Dearborn Street, Oakland Street, Grantland Street, Kingsbury Street, Route 16/Washington Street, and Weston Road).</p> <p>The Aqueduct/Crosstown Trail crosses Route 9 at Overbrook Drive, not directly at the aqueduct across Route 9.</p>	<p>The installation of state-approved high-visibility crosswalks (explore striping with enhanced visibility, alternative paving materials, colors, and patterns) could increase their visibility to drivers and improve safety for pedestrians and bicyclists.</p> <p>An overpass or underpass could allow for continuous trail access across Route 9 without directly accessing the corridor. Explore whether the developer of the future recreational facility could be required to implement an overpass/underpass.</p>
<b>Use of Corridor by Vehicles, Pedestrians and Bicyclists</b>	<p>The interaction of multiple modes (pedestrian, bicycle, and vehicle) at intersections and along the Route 9 corridor is not well understood.</p>	<p>The utilization of video monitoring to analyze intersections, monitor traffic, and trips generated could provide a comprehensive understanding of the interactions between vehicles, pedestrians, and bicyclists.</p>

Topic	Issue	Opportunity
<b>Specific Sites</b>		
<b>Kingsbury Street</b>	This intersection needs to be improved for all transportation modes – vehicular, pedestrian, and bicycle. Specifically, safe crossings for pedestrians and bicyclists, improved signalization, and changes to roadway geometry are necessary at this intersection which has both a high number of accidents and frequent crossings by elementary, middle, and high school students.	Collaborate with MassDOT to integrate crossings, signalization, and geometric changes of the Kingsbury Street intersection as part of MassDOT's resurfacing project for the entire length of Route 9.
<b>900 Worcester St. (Proposed Town Recreational Facility)</b>	<p>The generation of additional traffic when the proposed recreational facility is developed is a major concern.</p> <p>Route 9 will continue to flood in the vicinity of 900 Worcester Street due to drainage and stormwater design.</p> <p>Multiple closely-spaced access points and driveways along the Route 9 corridor have resulted in conflicts and hinder vehicle, pedestrian, and bicycle access and safety.</p>	<p>Redevelopment of the St. James property into a recreational facility may allow for flood mitigation and a stronger connection to the proximate trails network.</p> <p>Require appropriate access point and driveway design for new developments and redevelopments (e.g., 900 Worcester Street).</p>
<b>Public Transportation</b>		
	The MetroWest Regional Transit Authority (MWRTA) does not pick-up or drop-off passengers along the Route 9 corridor in Wellesley except at one location, Weston Road, as the bus crosses Route 9.	<p>The MWRTA Bus Route 1 runs the length of Route 9 in Wellesley but does not stop to pick up or drop off passengers due to lack of safe turn-outs. The opportunity exists for more passengers to take this bus if safe turn-outs were designated and highly visible bus stops and shelters were installed along the Route 9 Corridor (e.g., at 900 Worcester Street).</p> <p>Explore opportunities to better integrate MWRTA Bus Routes 1 and 8.</p>

Topic	Issue	Opportunity
<b>Water Management And Natural Resources</b>		
<b>Flooding</b>	Numerous areas susceptible to roadway flooding have been identified along the Route 9 corridor (e.g., in the vicinity of the Town Forest, the Route 16 overpass, between Shaw Road and Sprague Road, around 900 Worcester Street, and the Boulder Brook culvert leading to Morses Pond).	Advancing MassDOT’s drainage/culvert enhancement project between Overbrook Drive and Russell Road and identifying other necessary drainage/culvert upgrades along the Route 9 corridor could reduce flooding issues along the Route 9 corridor.
<b>Stormwater</b>	Non-point source pollution from stormwater runoff is a significant threat to Wellesley’s water quality.	Applying LID (Low Impact Development) measures to address stormwater management (e.g., careful site planning and incorporating ‘natural’ stormwater Best Management Practices (BMPs) could reduce flooding issues along the Route 9 corridor.  Potential opportunity to address new MS4 permit requirement.
<b>Protection</b>	Water resources running parallel to or bisected by Route 9 (e.g., Boulder Brook/Morses Pond, Abbot Pond, and Rosemary Brook) are in need of protection.	Including mitigation methods such as buffer plantings and pre-treatment of runoff before it leaves pavement and enters waterbodies can serve to protect the town’s water supply and natural resources.
<b>Natural Gas Leaks</b>		
	Natural gas leaks need to be identified and repaired (e.g., at Route 9 and Route 16 (Washington Street)).	Collaborating with MAPC and the Home Energy Efficiency Tem (HEET) in their one-year federal grant study to perform independent surveys of gas leaks and collect municipal street repair planning and utility collaboration practices could identify gas leaks and provide direction for implementing improvements.

Topic	Issue	Opportunity
<b>Maintenance</b>		
	<p>There is a lack of consistent maintenance along the Route 9 corridor (e.g.; fences, guardrails, landscaping, lighting, paving, pavement markings, sidewalks, signage, snow plowing, and trash removal).</p>	<p>Developing a comprehensive maintenance plan that addresses fences, guardrails, landscaping, lighting, paving, pavement markings, sidewalks, signage, snow plowing, and trash removal could address responsible parties (e.g., Commonwealth, Town, or property owner) as well as public and private involvement.</p>
<b>Corridor Aesthetics And Identity</b>		
	<p>Overall corridor aesthetics need to be improved. For example, fences, guardrails, landscaping, and sidewalks are inconsistent in overall appearance.</p> <p>Many historic features along the Route 9 corridor are overlooked, in poor condition, or are at risk.</p> <p>There is no clear indication to drivers, pedestrians, or bicyclists that they have reached the Town of Wellesley at the key east and west entry points on Route 9.</p>	<p>Preserving the visual character and making streetscape improvements along the corridor (e.g., Wellesley Hills) can include:</p> <ul style="list-style-type: none"> <li>• Placing overhead utility lines underground.</li> <li>• Improving fences, guardrails, landscaping, and sidewalks.</li> <li>• Developing a program that preserves and commemorates historic features (e.g., gates, retaining walls, staircases, and stone walls) along the corridor.</li> <li>• Adopting a Complete Streets policy.</li> </ul> <p>Promoting Route 9’s east and west access points as gateways through signage, streetscape treatments, and/or landscaping.</p> <p>Developing a streetscape design guidelines manual which requires compliance for all new development and redevelopment projects.</p>
<b>Governmental Collaboration</b>		
	<p>Town-wide collaboration and decision-making among the Town of Wellesley’s departments affects properly addressing issues.</p> <p>Collaboration and coordination with MassDOT needs to be strengthened.</p>	<p>Ongoing coordination and communication with MassDOT on the Needham-Wellesley I-95 Add-a-Lane project and the Route 9 resurfacing project will strengthen the relationship between the Town and MassDOT.</p> <p>Ensuring best practices (e.g., tree protection) are followed during roadway construction.</p>

## Appendices

### Appendix A

#### Kick-Off Meeting Memorandum and List of Stakeholders

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**DATE: September 11, 2015**

**RE: Wellesley Route 9 Study and Enhancement Plan**

Dear Stakeholders:

Thank you once again for your participation during our kick-off meeting for the Wellesley Route 9 Study and Enhancement Plan on August 24, 2015. We appreciate the valuable and thoughtful comments conveyed during the meeting in addition to those we received via e-mail. We are looking forward to this continued level of collaboration and input during the course of the project.

Based on the feedback we have received thus far, here is our summary of the goals and topics we heard and plan to incorporate into our analysis moving forward. In no particular order, the summary is as follows:

- Promote pedestrian safety and access, including sidewalk and crosswalk improvements.
- Develop traffic safety recommendations that address signage, guardrails, queuing, high vehicle speeds, emergency access, protected left turns, and u-turns.
- Address safety and traffic issues at Kingsbury Street, Weston Road and Route 16.
- Address the pedestrian needs of school children and families.
- Improve bicycle safety.
- Improve visibility and access to public transit stops and transit service through the Route 9 corridor.
- Coordinate and communicate with MassDOT.





- Enhance connectivity, particularly with the north side of Wellesley.
- Preserve and enhance the unique visual character of Route 9. This includes historic features and structures - such as stone walls and gates, not altering the Route 16 bridge, and preserving the use of landscaped areas in the corridor.
- Address and improve roadway drainage at Shaw Road and at the Route 16 overpass as well as storm water runoff, especially at sensitive locations such as Morses Pond, the Boulder Brook culvert leading to Morses Pond, and the Town Forest.
- Identify and mitigate natural gas leaks.
- Learn lessons from Route 9 projects in Newton and Natick.
- Develop a maintenance plan that includes plowing, shoveling, and landscaping for new and existing plantings.
- Address impacts of future developments at sites such as North 40 and 900 Worcester Street.
- Maintain the role of Route 9 as a major commercial corridor.

As we move forward with our analysis of existing conditions, we want to both ensure that your concerns are heard and maintain an open line of communication. To that end, we anticipate completing our existing conditions analysis in mid-late September, at which time, working through Michael Zehner, we will share a preliminary draft with you. You will have an opportunity to review this draft in advance of our next stakeholder meeting, which will likely be held at the beginning of October.

In the meantime, please do not hesitate to contact us with any additional thoughts or input. Regards,

Paul Dell'Aquila & Alison Felix

cc: Town of Wellesley Planning Board

MEMORANDUM

Town of Wellesley - Planning Department



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To: Planning Board

From: Michael Zehner, Planning Director

Date: August 20, 2015

Subject: Kick-Off Meeting - Route 9 Enhancement Study & Plan

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A copy of the Agreement for Services for Phase 1 of the Route 9 Enhancement Study & Plan ("the Agreement") is attached for the Board's review. Per the Agreement, one of the first tasks of the consultant is to lead a project Kick-Off Meeting with the Planning Board and Stakeholder Group to discuss the goals and intent of the project. The consultant has begun initial coordination with the Stakeholder Group and most are expected to attend the Kick-Off Meeting. The Board should be prepared to discuss their expectations with regard to Phase 1, within the framework of the Agreement. The Stakeholder Group is comprised of the following individuals:

**Board Members**

Catherine Johnson, Planning Board  
Ellen Gibbs, Board of Selectmen  
*Not Yet Assigned*, Board of Public Works  
Ingrid Carls (primary), Design Review Board  
Johnathan Law, Design Review Board  
Raina McManus, NRC  
Sharon Gray, School Committee  
David Wright, Historical Commission  
Matt Kressy (primary), Bicycle Committee  
Maggie Egger, Bicycle Committee

**Commercial & Resident Representatives**

Paul Dumouchel (Needham/Wellesley Housing Authority), Commercial/Business Community  
Brendan Carr, Commercial/Business Community  
Joe Murray, Commercial/Business Community  
Bill Donovan, Commercial/Business Community  
William E. Sperbeck (primary), Wellesley Resident  
John Garvey, Wellesley Resident  
Peter Farley, Wellesley Resident  
Bettina Eikeboom, Wellesley Resident

**Staff Members**

Michael Zehner, Planning Director, Planning Department  
Deputy Chief Jack Pilecki, Police Department  
Deputy Chief Chuck Digiandomenico, Fire Department  
Mike Pakstis, DPW Director, DPW  
Dave Hickey, Town Engineer, DPW  
Dick Joyce, MLP Director, Municipal Light Plant  
Carl Damigella, MetroWest Regional Transit Authority

## **Appendix B**

### **Public Forum Mapping Activity**

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The participatory mapping activity was the second exercise at the November 19, 2015 Public Forum. Participants were asked to identify specific issues and opportunities along the Route 9 corridor. Specifically, the participants applied numbered sticker dots to a map of the Route 9 corridor and elaborated on their comment or comments in writing. Written comments were identified with the corresponding number. Appendix B is a summary of the participatory mapping exercise written comments.

#### Route 9 and Kingsbury Street

- Pedestrian bridge over Route 9 at Kingsbury Street. (9 separate comments proposed adding a pedestrian bridge)
- Pedestrian walkway (tunnel or overpass) to encourage more walking and make safer for students walking to school.
- Pedestrian bridge to cross to Kingsbury Street from Sprague Road or at the very least better signage and safety at the crosswalk.
- Cannot turn around without major difficulty (especially between 7:30am-9:30am and 5:30pm-6:30pm).
- Inability to turn around without difficulty. Also you are backed up all the way onto the passing lane on Route 9. Terrible between 3:30 and 5:30
- Congestion at Kingsbury Street in the morning.
- Kingsbury Street is very dangerous area for crossing – used often by middle school and high school students.
- Children have to cross with little to no safety barriers (safe sidewalks, guardrails, etc.) to get to school everyday.
- Extremely dangerous area for U-turns. No other place to reverse direction on Route 9.
- Close cross over and create a T intersection at existing traffic light.
- It's a nightmare to cross at this point, either as a pedestrian or in a car. No sidewalk protection. Sidewalks in disrepair. No lights to allow cars to go at the turn around. Lane is short, often hanging out in 2<sup>nd</sup> lane. Often need to pull out across 2 lanes of traffic to turn around on Route 9 going in either direction (Kingsbury Street to Route 9 west) (Sprague Road or Audubon Road to Rte 9 east).

- This entire middle school crossing area needs to be studied. A blinking cross light is needed at minimum but in reality need to put 2 lights there for traffic, pedestrian crossing, and turn around. A pedestrian bridge would be ideal. This would allow others to cross who won't normally.

#### Access

- Roadway alignment at Dearborn Street signal - traffic must shift in eastbound direction.
- U-turn at Audubon Road needs to be improved.
- Extend right turn lane at Weston Road westbound.
- Cars making u-turns force westbound drivers into fence/yard at intersection of Route 9 and Audubon Road. At least 4 through fence and 1 into house!
- Oak Street turnaround is hard and there are many accidents.
- Can't turn onto Oakland Street going toward Mass Bay from Route 9 west. Very inconvenient if coming from 128 and points east.

#### Safety and Signage

- Poor signage at Cedar Street and Route 9 interchange.
- Consistent accidents at Grantland Road and Route 9.
- Dangerous crosswalk for pedestrians crossing across Grantland Road Extension (cars not seeing pedestrians).
- Dangerous entry from Grantland Road to westbound ramp off Route 9 (to Route 16). No visibility by cars coming east on Route 9 and taking the off-ramp.
- Signage to slow down in order to safely turn onto Bradford Road.
- Poor visibility exiting Bradford Road and Edmunds Road onto Route 9 poor visibility. It is unsafe.
- Oak Street and Westgate Road - Need lights and better signs! No turning lane. Cars going straight across from Westgate Road to Oak Street and vice versa, cars in the wrong spot to turn around, and cars in Oak Street opening coming east - this is meant for cars coming west turning on Oak Street.
- Need protected left turn lanes to get onto Oak Street and Westgate Road.
- Oak Street turns are too dangerous and should be blocked off.

### Crossing

- Possible second safe walkway from west side of Route 9 to new proposed rec center.
- Aqueduct/Crosstown Trail cut off by Route 9. Overpass or underpass (using aqueduct tunnel?) would address this and allow trail without walking on Route 9 to Overbrook (2 comments).
- Need pedestrian access to the south of town where our children go to schools, libraries, post offices, etc.

### Guardrails

- Guard rails along all 4.8 miles between sidewalk and car lanes.

### Sidewalks

- Improve sidewalks and safety barrier between Westgate Road and Audubon Road.
- No sidewalks. If you live on Upway Road, have to walk down to Linden Street to Kingsbury Street to Route 9 as opposed to walking to the top of the street to Route 9. Dangerous because teens are not going to make the effort. They walk on Route 9 where there is no sidewalk.
- Long stretch on other side of Pinewood Road homes with no sidewalks.

### Signalization

- Realign and signalize William Street intersection.
- Traffic breaks up eastbound at 9 and 16 - coordinate signals.
- Timing of Oak Street (in Natick) & Overbrook Drive lights back up traffic across bulk of town.

### Sightlines

- Snowbanks in median build up and impede view at Route 9 turnaround by Audubon Road and Donizetti Street.
- Poor visibility at School Street.

### Speed

- Lower speed limit from Weston Road to Fire Station.
- Reduce speed up to 40 mph between Wellesley Fire Station and Weston Road (westbound).

### Flooding

- Need larger culvert for drainage and improve flow to pond (2 comments).
- Water builds up near Fire Station/DPW.

### Other

- Sprague Road – Eastbound - sound wall for children on field and playground.
- St. James recreation center will cause additional gridlock.

### Corridor-wide

- Needs to be pedestrian and bicycle friendly but no new lanes. Do not have to make the road wider.
- U-turns have to go. Put in protected left turn lanes and arrows and lights.
- No guardrails to protect pedestrians.
- Flooding.

**Appendix C**  
**Public Forum Keypad Results**  
**November 19, 2015**

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1) Which mode of transportation did you use to get here this evening? (multiple choice)

	Responses (percent) (count)	
Car	97%	35
Train	0%	0
Walk	3%	1
Bike	0%	0
<b>Totals</b>	<b>100%</b>	<b>36</b>

2) Which category best describes you? (multiple choice)

	Responses (percent) (count)	
Wellesley resident	79%	26
Employee of a business in Wellesley	3%	1
Owner of a business in Wellesley	3%	1
Representative of a Wellesley Non-profit or Advocate	6%	2
Employee of Wellesley town government	9%	3
Student of a school in Wellesley	0%	0
Other	0%	0
<b>Totals</b>	<b>100%</b>	<b>33</b>

3) Where do you live? (multiple choice)

	Responses (percent) (count)	
North of Route 9 in Wellesley	43%	13
South of Route 9 in Wellesley	37%	11
In Natick or Newton near Route 9	7%	2
Somewhere else	13%	4
<b>Totals</b>	<b>100%</b>	<b>30</b>

4) How long have you lived in Wellesley? (multiple choice)

	Responses (percent) (count)	
1 year or less	3%	1
2 to 5 years	24%	9
6 to 10 years	11%	4
11 to 20 years	24%	9
Longer than 20 years	24%	9
I live outside of Wellesley	16%	6
<b>Totals</b>	<b>100%</b>	<b>38</b>

5) Do you own or rent a home? (multiple choice)

	Responses (percent) (count)	
I own a single family home	97%	28
I own a multi family home	0%	0
I own a condominium or townhouse	0%	0
I rent a single family home	3%	1
I rent an apartment	0%	0
<b>Totals</b>	<b>100%</b>	<b>29</b>

6) What is your age? (multiple choice)

14 and under  
 15 to 24  
 25 to 34  
 35 to 44  
 45 to 54  
 55 to 64  
 65 years or better

	Responses (percent) (count)	
	0%	0
	0%	0
	5%	2
	27%	10
	24%	9
	24%	9
	19%	7
<b>Totals</b>	<b>100%</b>	<b>37</b>

7) How do you identify yourself? (multiple choice)

Black or African-American  
 White or Caucasian  
 Hispanic or Latino  
 Asian  
 Two or more races or ethnicities  
 Another race or ethnicity not listed

	Responses (percent) (count)	
	3%	1
	84%	31
	0%	0
	8%	3
	0%	0
	5%	2
<b>Totals</b>	<b>100%</b>	<b>37</b>

8) How frequently do you access Route 9? (multiple choice)

Daily  
 Between 2 to 4 times per week  
 About once a week  
 About once a month  
 Less than once a month

	Responses (percent) (count)	
	69%	24
	14%	5
	9%	3
	9%	3
	0%	0
<b>Totals</b>	<b>100%</b>	<b>35</b>

9) Why do you most often access Route 9? (multiple choice)

Shopping  
 Eating  
 Attending School  
 Working  
 Recreation  
 Traveling to locations outside of Wellesley  
 Other

	Responses (percent) (count)	
	15%	6
	0%	0
	18%	7
	21%	8
	0%	0
	21%	8
	26%	10
<b>Totals</b>	<b>100%</b>	<b>39</b>

10) Have you ever walked or biked on the Crosstown Trail or the Charles River Path? (multiple choice)

Yes  
 No

	Responses (percent) (count)	
	56%	20
	44%	16
<b>Totals</b>	<b>100%</b>	<b>36</b>



11) Have you ever been in an accident on Route 9? (multiple choice)

Yes  
No

Responses	
(percent)	(count)
16%	5
84%	26
<b>Totals</b>	100% 31

12) Are you able to walk to Route 9 from your home in 20 minutes or less? (multiple choice)

Yes  
No

Responses	
(percent)	(count)
89%	24
11%	3
<b>Totals</b>	100% 27

13) Do you have school-age children who walk to school across or on Route 9? (multiple choice)

Yes  
No

Responses	
(percent)	(count)
33%	10
67%	20
<b>Totals</b>	100% 30

14) How would you rate sidewalk conditions and sidewalk access along Route 9? (multiple choice)

Poor  
Fair  
Good  
Very good  
Excellent

Responses	
(percent)	(count)
93%	26
7%	2
0%	0
0%	0
0%	0
<b>Totals</b>	100% 28

15) How would you rate pavement conditions and pavement markings along Route 9? (multiple choice)

Poor  
Fair  
Good  
Very good  
Excellent

Responses	
(percent)	(count)
15%	5
70%	23
15%	5
0%	0
0%	0
<b>Totals</b>	100% 33

16) How would you rate signage along Route 9? (multiple choice)

Poor  
Fair  
Good  
Very good  
Excellent

Responses	
(percent)	(count)
16%	5
72%	23
13%	4
0%	0
0%	0
<b>Totals</b>	100% 32

17) How would you rate the lighting along Route 9? (multiple choice)

Poor  
Fair  
Good  
Very good  
Excellent

	Responses (percent) (count)	
	44%	14
	28%	9
	28%	9
	0%	0
	0%	0
<b>Totals</b>	<b>100%</b>	<b>32</b>

18) How would you rate the maintenance (e.g. landscaping and snow plowing) along Route 9? (multiple choice)

Poor  
Fair  
Good  
Very good  
Excellent

	Responses (percent) (count)	
	44%	15
	53%	18
	3%	1
	0%	0
	0%	0
<b>Totals</b>	<b>100%</b>	<b>34</b>

19) How important is it to improve pedestrian amenities (e.g. more crosswalks) along Route 9? (multiple choice)

Not important  
Somewhat important  
Very important

	Responses (percent) (count)	
	6%	2
	14%	5
	80%	28
<b>Totals</b>	<b>100%</b>	<b>35</b>

20) How important is it to improve bicycle amenities (e.g. bicycle lanes) along Route 9? (multiple choice)

Not important  
Somewhat important  
Very important

	Responses (percent) (count)	
	22%	8
	30%	11
	49%	18
<b>Totals</b>	<b>100%</b>	<b>37</b>

21) If pedestrian and bicycle improvements were made to Route 9 (such as sidewalk and crosswalk improvements, ability to safely wait in medians), would you walk or bike more often? (multiple choice)

Yes  
No  
Maybe

	Responses (percent) (count)	
	73%	22
	17%	5
	10%	3
<b>Totals</b>	<b>100%</b>	<b>30</b>

**22) What is most important to improve on Route 9? (multiple choice)**

Sidewalk conditions  
 Pavement conditions and markings  
 Signage  
 Lighting  
 Maintenance  
 Traffic volume

	Responses (percent) (count)	
Sidewalk conditions	54%	20
Pavement conditions and markings	8%	3
Signage	0%	0
Lighting	0%	0
Maintenance	5%	2
Traffic volume	32%	12
<b>Totals</b>	<b>100%</b>	<b>37</b>

**23) How frequently do you use the Commuter Rail? (multiple choice)**

5 or more times per week  
 2-4 times per week  
 About once per week  
 About once per month  
 Less than once per month  
 Never

	Responses (percent) (count)	
5 or more times per week	6%	2
2-4 times per week	0%	0
About once per week	0%	0
About once per month	3%	1
Less than once per month	44%	14
Never	47%	15
<b>Totals</b>	<b>100%</b>	<b>32</b>

**24) How frequently do you use the buses operated by the MetroWest Regional Transit Authority (MWRTA)? (multiple choice)**

5 or more times per week  
 2-4 times per week  
 About once per week  
 About once per month  
 Less than once per month  
 Never

	Responses (percent) (count)	
5 or more times per week	10%	3
2-4 times per week	0%	0
About once per week	0%	0
About once per month	0%	0
Less than once per month	7%	2
Never	83%	24
<b>Totals</b>	<b>100%</b>	<b>29</b>

**25) If you do use the MWRTA, what route do you use most frequently? (multiple choice)**

Route 1 (Woodland Shuttle)  
 Route 8 (Wellesley Shuttle)  
 Another route

	Responses (percent) (count)	
Route 1 (Woodland Shuttle)	86%	6
Route 8 (Wellesley Shuttle)	0%	0
Another route	14%	1
<b>Totals</b>	<b>100%</b>	<b>7</b>

**26) What are the top 3 intersections that should receive priority for improvements? (multiple choice)**

Cedar St. and Rt. 9  
 Oakland St. and Rt. 9  
 Grantland Rd. and Rt. 9  
 Rt 16 (Washington St.) and Rt. 9  
 Cliff Rd. and Rt. 9  
 Audubon Rd. and Rt. 9  
 Kingsbury St. and Rt. 9  
 Oak St./Westgate Rd. and Rt. 9  
 Weston Rd. and Rt. 9  
 Overbrook Dr. and Rt. 9

	Responses (percent) (count)	
Cedar St. and Rt. 9	2%	2
Oakland St. and Rt. 9	7%	6
Grantland Rd. and Rt. 9	1%	1
Rt 16 (Washington St.) and Rt. 9	10%	8
Cliff Rd. and Rt. 9	5%	4
Audubon Rd. and Rt. 9	8%	7
Kingsbury St. and Rt. 9	32%	27
Oak St./Westgate Rd. and Rt. 9	19%	16
Weston Rd. and Rt. 9	8%	7
Overbrook Dr. and Rt. 9	7%	6
<b>Totals</b>	<b>100%</b>	<b>84</b>

## Appendix D

### On-Line Survey - Responses and Written Comments

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#### 1) Which category best describes you?

Answer Options	Response Percent	Response Count
Wellesley Resident	75%	147
Employee of a Business in Wellesley	2%	3
Owner of a Business in Wellesley	0%	0
Representative of Wellesley Non-Profit or Advocate	1%	2
Employee of Wellesley Town Government	17%	34
Student of School in Wellesley	1%	2
Other	4%	7
<i>answered question</i>		<b>195</b>
<i>skipped question</i>		<b>0</b>

#### 2) Where do you live?

Answer Options	Response Percent	Response Count
North of Route 9 in Wellesley	42%	81
South of Route 9 in Wellesley	37%	71
In Natick or Newton near Route 9	6%	12
Outside of Wellesley	13%	25
Other	3%	5
<i>answered question</i>		<b>194</b>
<i>skipped question</i>		<b>1</b>

### 3) How long have you lived in Wellesley?

Answer Options	Response Percent	Response Count
0-1 Years	2%	4
2-5 Years	13%	25
6-10 Years	12%	24
11-20 Years	18%	35
<b>20+ Years</b>	<b>33%</b>	<b>65</b>
I live outside of Wellesley	20%	38
Other	2%	4
<i>answered question</i>		<b>195</b>
<i>skipped question</i>		<b>0</b>

### 4) Do you own or rent a home?

Answer Options	Response Percent	Response Count
<b>I own a single family home</b>	<b>89%</b>	<b>171</b>
I own a multi-family home	0%	0
I own a condominium or townhouse	4%	8
I rent a single family home	3%	5
I rent an apartment	2%	3
Other	3%	6
<i>answered question</i>		<b>193</b>
<i>skipped question</i>		<b>2</b>

### 5) What is your age?

Answer Options	Response Percent	Response Count
14 years and under	1%	2
15-24 years old	0%	0
25-34 years old	6%	11
35-44 years old	25%	48
<b>45-54 years old</b>	<b>32%</b>	<b>63</b>
55-64 years old	21%	40
65 years and over	16%	31
<i>answered question</i>		<b>195</b>
<i>skipped question</i>		<b>0</b>

### 6) How do you identify yourself?

Answer Options	Response Percent	Response Count
White or Caucasian	93%	177
Black or African-American	1%	2
Hispanic or Latino	1%	1
Asian	2%	4
Two or more races or ethnicities	2%	3
Other	2%	3
<i>answered question</i>		<b>190</b>
<i>skipped question</i>		<b>5</b>

### 7) How frequently do you access Route 9?

Answer Options	Response Percent	Response Count
Daily	71%	138
Between 2-4 times per week	23%	45
About once per week	3%	6
About once per month	2%	3
Less than once per month	0%	0
Other	2%	3
<i>answered question</i>		<b>195</b>
<i>skipped question</i>		<b>0</b>

### 8) Why do you most often access Route 9?

Answer Options	Response Percent	Response Count
Shopping	24%	46
Eating	0%	0
Attending School	8%	15
Work	33%	63
Recreation	4%	8
Access Locations Outside of Wellesley	19%	37
Other*	13%	25
<i>answered question</i>		<b>194</b>
<i>skipped question</i>		<b>1</b>

\* Other responses include: Bringing kids to and from school, All of the above, Access locations in Wellesley, Live on Route 9, Cross Route 9, and Avoid Route 16.

9) Have you ever traveled (walked or biked) on the Crosstown Trail or the Charles River Path?

Answer Options	Response Percent	Response Count
Yes	66%	128
No	34%	65
<i>answered question</i>		193
<i>skipped question</i>		2

10) Have you ever been in an accident on Route 9?

Answer Options	Response Percent	Response Count
Yes	17%	33
No	83%	161
<i>answered question</i>		194
<i>skipped question</i>		1

11) Are you able to walk to Route 9 within 20 minutes from where you live?

Answer Options	Response Percent	Response Count
Yes	83%	158
No	16%	31
Not sure	1%	1
<i>answered question</i>		190
<i>skipped question</i>		5

12) Do you have school-age children who walk to school across or on Route 9?

Answer Options	Response Percent	Response Count
Yes	14%	27
No	86%	166
<i>answered question</i>		193
<i>skipped question</i>		2

13) How would you rate sidewalk conditions and sidewalk access along Route 9?

Answer Options	Response Percent	Response Count
Poor	63%	116
Fair	31%	57
Good	5%	9
Very good	1%	1
Excellent	1%	1
<i>answered question</i>		<b>184</b>
<i>skipped question</i>		<b>11</b>

14) How would you rate pavement conditions and pavement markings along Route 9?

Answer Options	Response Percent	Response Count
Poor	25%	48
Fair	47%	91
Good	21%	41
Very Good	6%	11
Excellent	1%	1
<i>answered question</i>		<b>192</b>
<i>skipped question</i>		<b>3</b>

15) How would you rate signage along Route 9?

Answer Options	Response Percent	Response Count
Poor	15%	28
Fair	45%	87
Good	36%	69
Very good	4%	8
Excellent	0%	0
<i>answered question</i>		<b>192</b>
<i>skipped question</i>		<b>3</b>



16) How would you rate lighting along Route 9?

Answer Options	Response Percent	Response Count
Poor	14%	26
Fair	37%	71
<b>Good</b>	<b>44%</b>	<b>84</b>
Very good	6%	11
Excellent	0%	0
<i>answered question</i>		<b>192</b>
<i>skipped question</i>		<b>3</b>

17) How would you rate the landscape aesthetics along Route 9?

Answer Options	Response Percent	Response Count
<b>Poor</b>	<b>52%</b>	<b>100</b>
Fair	34%	64
Good	12%	22
Very good	3%	5
Excellent	0%	0
<i>answered question</i>		<b>191</b>
<i>skipped question</i>		<b>4</b>

18) How would you rate the maintenance of landscaping along Route 9?

Answer Options	Response Percent	Response Count
<b>Poor</b>	<b>47%</b>	<b>89</b>
Fair	38%	73
Good	13%	25
Very good	2%	4
Excellent	0%	0
<i>answered question</i>		<b>191</b>
<i>skipped question</i>		<b>4</b>

19) How would you rate snow removal along Route 9?

Answer Options	Response Percent	Response Count
Poor	4%	7
Fair	27%	52
<b>Good</b>	<b>47%</b>	<b>90</b>
Very good	19%	37
Excellent	4%	7
<i>answered question</i>		<b>193</b>
<i>skipped question</i>		<b>2</b>

20) How important is it to improve pedestrian amenities (e.g., more crosswalks) along Route 9?

Answer Options	Response Percent	Response Count
<b>Very Important</b>	<b>45%</b>	<b>85</b>
Somewhat Important	36%	68
Not Important	20%	37
<i>answered question</i>		<b>190</b>
<i>skipped question</i>		<b>5</b>

21) How important is it to improve bicycle amenities (e.g., bicycle lanes) along Route 9?

Answer Options	Response Percent	Response Count
Very Important	30%	57
Somewhat Important	30%	57
<b>Not Important</b>	<b>41%</b>	<b>78</b>
<i>answered question</i>		<b>192</b>
<i>skipped question</i>		<b>3</b>

22) If pedestrian and bicycle improvements were made to Route 9 (such as sidewalk and crosswalk improvements, ability to safely wait in medians), would you walk or bike more often?

Answer Options	Response Percent	Response Count
Yes	35%	68
<b>No</b>	<b>45%</b>	<b>86</b>
Maybe	20%	39
<i>answered question</i>		<b>193</b>
<i>skipped question</i>		<b>2</b>

**23) What is most important to you to improve on Route 9?**

Answer Options	Response Percent	Response Count
Sidewalk conditions	14%	27
Pavement conditions and markings	22%	42
Signage	1%	2
Lighting	1%	2
Maintenance	7%	13
Traffic Volume	32%	62
Other*	24%	46
<i>answered question</i>		194
<i>skipped question</i>		1

\* Refer to text.

**24) How frequently do you use the Commuter Rail?**

Answer Options	Response Percent	Response Count
5 or more times per week	8%	15
Between 2-4 times per week	3%	5
About once per week	1%	1
About once per month	8%	15
Less than once per month	42%	80
Never	40%	77
<i>answered question</i>		193
<i>skipped question</i>		2

**25) How frequently do you use the buses operated by the MetroWest Regional Transit Authority (MWRTA)?**

Answer Options	Response Percent	Response Count
5 or more times per week	0%	0
Between 2-4 times per week	0%	0
About once per week	0%	0
About once per month	0%	0
Less than once per month	3%	6
Never	97%	187
<i>answered question</i>		193
<i>skipped question</i>		2

**26) If you do use the MetroWest Regional Transit Authority (MWRTA), what route do you use most frequently?**

Answer Options	Response Percent	Response Count
Bus Route 1 (Woodland Shuttle)	1%	1
Bus Route 8 (Wellesley Shuttle)	3%	4
I don't use the MWRTA	96%	130
Other (please specify)	1%	1
<i>answered question</i>		<b>136</b>
<i>skipped question</i>		<b>59</b>

**27) What are the top three intersections you think should receive priority for improvements?**

Answer Options	Response Percent	Response Count
1 Cedar Street and Route 9	13%	25
2 Oakland Street and Route 9	15%	29
3 Grantland Road and Route 9	10%	19
4 Route 16 (Washington Street) and Route 9	42%	80
5 Cliff Road and Route 9	31%	58
6 Audubon Road and Route 9	20%	37
7 Kingsbury Street and Route 9	68%	129
8 Oak Street/Westgate Road and Route 9	33%	63
9 Weston Road and Route 9	29%	55
10 Overbrook Drive and Route 9	10%	18
<i>answered question</i>		<b>189</b>
<i>skipped question</i>		<b>6</b>

### *Question 23 - What is most important to you to improve on Route 9?*

There were 46 responses (24 percent) to this question and many respondents listed more than one response to this question. The written answers to this question are outlined below. It is important to note that the following summary outlines the key highlights in no particular order of priority.

#### Kingsbury Street Intersection

- Need a better design to improve traffic volumes and vehicular access.
- Safety, u-turns, signals, pedestrian access
- Having a safe overhead walkway (pedestrian bridge) to cross to get to middle school
- Increase crossing guard hours.

#### Bicycle

Bicycles should not be encouraged on Route 9 since the corridor is extremely congested and busy throughout the day.

#### Corridor-wide

- Speeds – need to slow traffic.
- Safety – especially for u-turns and other turning movements.
- Safety of children riding along Route 9 and crossing Route 9.
- Reconfiguring traffic patterns for greater proficiency.
- Cars pulling on/off Route 9 and number of curb cuts.
- Volume of traffic – especially during rush hour
- Movement of traffic – particularly at Audubon Road and Kingsbury Street.
- Crossings.
- Access.
- Facilitate u-turns.
- Eliminate u-turns.
- Better signage for turning movements.
- Pavement conditions and markings.
- Sidewalks.
- Aesthetics.
- Landscape aesthetics and their maintenance.
- Overall maintenance.
- Maintain residential character.
- Lighting.
- Noise.
- Snow removal.
- Do not make any changes because of what has happened due to the Add-A-Lane Project
- Getting from Audubon or Sprague Roads to Kingsbury Street.
- The merge on Route 128 at Exit 20 both inbound and outbound is a nightmare. I almost get into an accident every morning. They changed the traffic pattern and it caused a ton of confusion. The lines aren't painted and the lanes aren't clear.

### ***Additional Comments or Questions***

The survey concluded with an opportunity for the respondents to provide additional comments or ask questions. Twenty-three percent of the respondents provided comments. Below are some illustrative examples in no particular order:

- *I live on Route 9 and understand that street noise is to be expected. However, I am stunned by the number of trucks that drive through at all hours of the night/early morning driving west. It makes me wonder if they are avoiding a Mass Pike toll by taking I-95 to Route 9. Where in Wellesley are these trucks going so late at night? I understand Route 9 is a state road, but does Wellesley have any control over the heavy use by trucks? I'm sure they contribute to much of the deterioration of the road which is now in dire need of repair.*
- *Kingsbury Street should be the highest priority. This is a death trap. Should be a full intersection or a large rotary to keep traffic flowing. You should be allowed to turn right on red from Route 9 to Kingsbury Street to keep turning traffic moving. Many people enter town this way from surrounding towns, there should be beautiful landscaping and signage here!*
- *Pavement and the setting of manhole covers needs improvement.*
- *The sidewalk conditions are abhorrent on Route 9 near the crosswalk from Audubon Road and Kingsbury Street. Children walk to the middle school from our neighborhood and improvement needs to be made. In addition, at certain times of day, it is nearly impossible to pull out of Audubon Road to make a u-turn onto Route 9 East near Kingsbury and vice versa.*
- *I cross Route 9 multiple times per day, sometimes to travel westbound, but more often to go south on Kingsbury for dozens of reasons. It is treacherous to try to time pulling out into eastbound traffic to get to Kingsbury and the left-turn lane is not long enough. I can end up sitting there for minutes waiting to turn and then gauging whether I have enough time to clear the next oncoming car. Furthermore, westbound traffic is impeded by the stacking of cars in the lane next to the turning lane. It is only slightly better going east on Route 9 and using the u-turn to travel westbound and access Audubon Road. In either direction you are dependent upon the kindness of someone to let you in (or to drivers to get all the way across Route 9) or wait for extended light times. It's a frustrating and dangerous situation. Sometimes I go out of my way down Cliff Road or even all the way through Cliff Estates to Weston Road to avoid Route 9 and that adds time to my trip. A structured, well-timed, lighted intersection to allow drivers to turn in both directions to go north/south would be greatly appreciated!*
- *While I think that many of the junctions on Route 9 could use improvement based on personal experience and crash data, I feel Route 9 west near Kingsbury is one of the most challenging sections because of the vehicles making the U-turn onto Route 9 east and the resulting stacking and congestion caused in the area which leads to ill-advised abrupt lane changes. Anything that could be done to improve safety here would go a long way.*
- *Address the long standing flooding issues on Route 9 on the western end of town during larger storms.*
- *Any future use of the church property needs to play into the considerations of the already horrible back up that occurs most days starting around 3 pm on Route 9 west from Weston Road to Oak Street. Additionally, since there are only two ways to access the former church property, putting a sports complex there is only going to further add to the Route 9 west congestion and put more traffic on Oak Street/Route 9 east.*
- *It is a shame that school kids are forced to cross Route 9 at the most unsafe intersection in MetroWest.*

- Any MassDOT project along Route 9 should also take into account the updating or installation of infrastructure, including fixing natural gas issues, undergrounding of electrical, and installation of fiber communications.
- Our family lives on Suffolk Road (near Bristol) and drives Route 9 daily for commuting, shopping, school, sports, etc, making multiple treacherous u-turns and walking across at Kingsbury Street every day. Each time we need to go to work, school, or make a quick trip to town it is a stressful, dangerous experience. We fear for our children's safety when walking. We desperately need safer sidewalks (with barriers) and a safer way to get across that road (a pedestrian bridge, perhaps). We would walk to town for small errands and for recreation MUCH more often if it were safe to do so. Route 9 divides the town, in so many ways. We would never have moved to this neighborhood if we knew how horrible dealing with that road, every day, from this side of town, would be.
- At various locations, the sidewalk conditions on Route 9 are poor and not passable. They are not assessable for wheelchair users. The pavement conditions are fair, but manhole casings need to be raised flushed and trenches/patches repaired. There is also a lot of wear and tear to the pavement surface that needs new pavement.
- Aesthetic improvements would be welcomed, as the guardrail is pretty ugly along the majority of the roadway. Perhaps Jersey barriers could be better looking and safer?
- Our house is very close to Kingsbury Street and Route 9. We think that intersection should have a standard traffic light and have the turn-arounds removed. It would be much safer than the way it is now. The turn-arounds are dangerous and back up traffic constantly. We feel that it is imperative that this should be addressed as soon as possible!
- Keep it residential; wooden guardrail; lower speed limit (45mph consistently); maintenance, maintenance, maintenance!
- A right turn should be allowed on a red light going east at the intersection of Route 9 and Route 16. It makes no sense to have backed up traffic in the right hand travel lane of route 9 east. It is also dangerous.
- There is a lot of excess signage on Route 9 that detracts from the nice look of the town.
- I would like to see sidewalks be protected behind guardrails too if that is deemed an effective way to promote safely walking along Route 9.
- Eastbound ramp to Cedar Street - people slow down on Route 9 to turn into the Toyota dealership just around the corner off the ramp. If the town could ask the dealership to reverse the exit and entrance, the entrance would be farther from Route 9, and there would be less danger of cars slowing unexpectedly right on Route 9.
- I think Route 9 is fine as it is. I do not mind driving on Route 9.
- Keep bikes off Route 9 because it's not safe.
- Crossing Route 9 or walking along Route 9 is in NO WAY a safe method of getting to school for ANY child... but especially NOT for elementary school aged children!

- *A bridge at Kingsbury Street for middle school students coming from north of Route 9 would be ideal.*
- *We moved to Wellesley in May 2015 and use Route 9 daily to get children to school, access shopping inside/outside of town, and get to recreational activities. Traffic on Route 9 is intimidating and driving from one side of road to the other to access various points in town can be scary let alone by walking or biking. Safety improvement is my biggest concern and request for any improvements.*
- *Town sign enforcement for businesses, speed limit signs, speed enforcement, sidewalks and crossing options.*



## Appendix E

### On-Line Survey – Response Summary

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On November 19, 2015, the Metropolitan Area Planning Council (MAPC) and the MetroWest Regional Collaborative (MWRC) hosted a Public Forum at the Wellesley Community Center as part of the Route 9 Enhancement Study and Plan. Approximately 50 participants attended the Public Forum and engaged in a key pad survey activity to help define key issues and opportunities for the Route 9 corridor. The activity asked the Public Forum attendees to answer questions about how they use the Route 9 corridor, to rate aspects of the corridor (e.g., sidewalk, pavement, signage, lighting, and maintenance), and concluded with questions about the importance of improving these aspects. The participants responded to the survey questions by using remote keypads. Answers were tallied and immediately displayed on a screen for the audience. Following the Public Forum, an on-line survey was posted on the Town of Wellesley's website. The on-line survey asked the same questions used during the Public Forum as part of the keypad activity. This on-line survey gave the general public an opportunity to identify issues and opportunities. Between November 25 and December 18, 2015, there were 195 responses to the on-line survey.

Of the responses at the Public Forum and those who answered the on-line survey, 79 percent and 75 percent respectively responded they were Wellesley residents with slightly more residents residing north of Route 9 than south of the highway. Thirty-three percent of the on-line survey takers lived in Wellesley 20 or more years whereas the Public Forum responses were more dispersed (24 percent answering they lived in Wellesley for 2 to 5 years, 11 to 20 years, or longer than 20 years). The vast majority of the Public Forum respondents (97 percent) and on-line survey responses (89 percent) were homeowners of single-family homes. The responses at the Public Forum were slightly younger in age (27 percent in the 35-44 year age cohort) compared to those who answered the on-line survey (32 percent in the 45-54 year age cohort). However, it is important to note that the age cohorts of 35-44, 45-54, and 55-64 were well-represented at both the Public Forum and by the on-line survey takers. The majority of the Public Forum (84 percent) and on-line (93 percent) respondents identified themselves as White or Caucasian.

Both the key-pad and on-line survey takers indicated that they access Route 9 on a daily basis, 69 and 71 percent respectively. The main reasons respondents gave during the Public Forum for accessing Route 9 were “other” (26 percent), “working” (21 percent), and “traveling to locations outside of Wellesley” (21 percent). The on-line survey takers indicated that they access Route 9 most often because of “working” (33 percent), “shopping” (24 percent), or “traveling to locations outside of Wellesley” (19 percent). Based on the array of responses, it can be surmised there are various reasons why Route 9 is utilized and that there is no one dominant reason.

The vast majority of the respondents to the Public Forum or on-line survey infrequently use public transportation - either the commuter rail or the MetroWest Regional Transit Authority's shuttle service. Slightly over half (56 percent) of the Public Forum attendees and 66 percent of the on-line survey takers answered that they have either walked or biked on either the Crosstown Trail or the Charles River Path, the two recreational trails that cross over or run parallel to Route 9. Some of the survey takers have been in an accident on Route 9 (16 percent from the Public Forum and 17 percent on-line). Thirty-three percent of the Public Forum attendees and 14 percent of the on-line survey takers answered that they had school-age children who walk to school using Route 9.

Over eighty percent of the Public Forum (89 percent) and on-line survey (83 percent) respondents indicated that they live within a 20 minute walk of Route 9. It is important to note that while 73 percent of the Public Forum respondents answered they would walk or bike more often if pedestrian and bicycle improvements were made to Route 9 (such as sidewalk and crosswalk improvements), only 35 percent of the on-line survey respondents said they would do so.

When asked to rank conditions along the Route 9 corridor, on a scale of “poor”, “fair”, “good”, “very good” or “excellent”, responses to both surveys were, for the most part, consistent. The majority of responses ranked sidewalk conditions and access as “poor.” A “poor” ranking was also given to landscape aesthetics and maintenance of landscaping.<sup>1</sup> Pavement conditions/pavement markings and signage both received “fair” rankings. Interestingly, the key pad and on-line survey responses differed with the lighting question. During the Public Forum, the majority of respondents rated lighting as “poor” while the on-line survey respondents ranked lighting as “good.”

Both survey respondents indicated that it was “very important” to improve pedestrian amenities (e.g., more crosswalks) along Route 9 (80 percent at the Public Forum and 45 percent on-line). Conversely, the importance of improving amenities for bicyclists (e.g., bicycle lanes) along Route 9 differed. At the Public Forum, 49 percent said it was “very important” whereas 41 percent of the on-line respondents answered “not important.”

In conclusion, the largest group of Public Forum attendees indicated that sidewalk improvements were the most important to improve on Route 9 whereas the greatest number of on-line survey responses stated that traffic was the most important improvement to make. From a list of ten intersections, the Public Forum attendees and the on-line survey takers consistently identified Kingsbury Street, Oak Street/Westgate Road, and Route 16 (Washington Street), as the top three intersections that should receive priority for improvements.

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<sup>1</sup> This question was asked in the on-line survey only.