

To: State Rep. Brandy Fluker Oakley and State Rep. Bill Driscoll

To: William.Driscoll@mahouse.gov <William.Driscoll@mahouse.gov>; Brandy.FlukerOakley@mahouse.gov <Brandy.FlukerOakley@mahouse.gov>

Dear Rep. Oakley and Rep. Driscoll,

I'm writing to ask you to withdraw your sponsorship for Senator Timilty's bill S.2301 and to not co-sponsor any follow-up legislation in the 193rd legislative session regarding the intersection of Chickatawbut Road and Randolph Avenue. Timilty's bill, and his entire simplistic approach, is poorly thought-out and benefits only the Milton Police and some local Milton residents. Thousands of other users of that stretch of road would continue facing a safety risk by ignoring the MassDOT's recommendation for a roundabout.

Timilty's bill would overturn the Massachusetts Department of Transportation's plan to construct a "roundabout" -- a traffic circle that would slow traffic on both Chickatawbut Road and Randolph Avenue. The MA-DOT plan would provide "traffic calming" on Randolph Avenue -- which thousands of hikers cross as part of the trails in the Blue Hills Reservation. The MA-DOT plan would complement the current DCR plan to provide "traffic calming" at the Skyline Trail crossing further south on Randolph Avenue. I enclose a memo to the Boston Region MPO, plus a link to their video recording from an April 12 meeting about the Skyline Trail crossing.

Thousands of people from Randolph use this road daily to get to Boston, and thousands of people from Boston pass through Milton to get to Randolph. Additionally, thousands of users of the Blue Hills hike across and along Randolph Avenue. Those are the people whose interests Timilty ignores!

I understand there is a petition against the roundabout -- yes, a roundabout would slow down traffic on Chickatawbut Road a little bit for Milton abutters -- but it would greatly benefit everyone by making the intersection safer, and making Randolph Avenue traffic slower!

I'd like you to consider what would happen to the people of Randolph and Boston if Timilty gets his way, and funds the Milton Police to enforce a 25mph speed limit near this intersection. The Milton Police would ticket speeders going over 25mph -- those are most often commuters from Randolph and Boston, or visitors between those communities. That means that Timilty's plan would impose "speed trap" fees on Randolph and Boston residents, to benefit a few Milton abutters. Looking at the demographics involved, Timilty's plan would impose fees on the majority-minority communities of Dorchester and Randolph, for the benefit of the affluent neighborhoods of Milton.

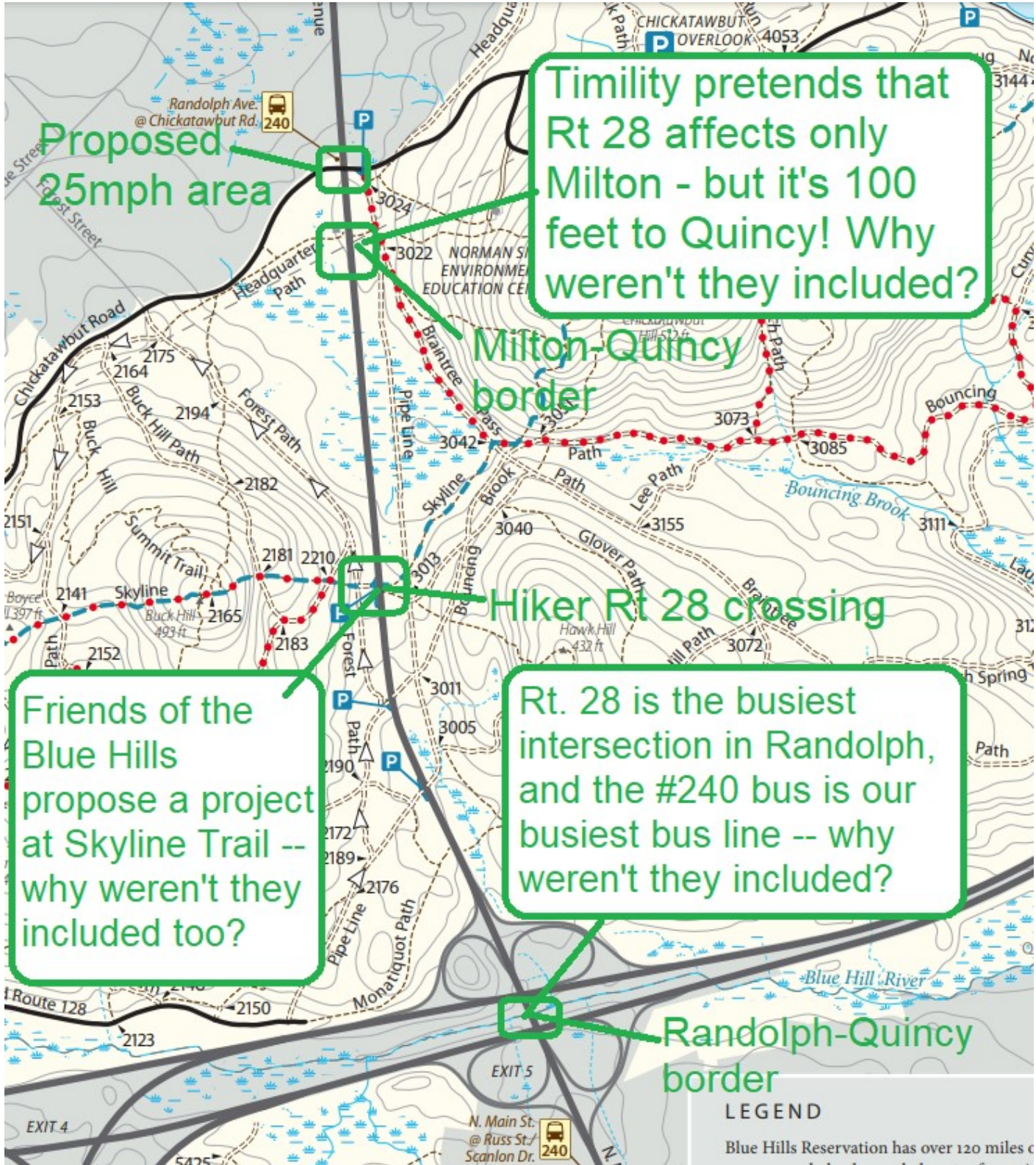
Note too that the MBTA bus #240 and BAT bus #12 have routes that go right through this same intersection. Those buses never speed, of course, but would have to slow to 25mph -- in other words, Timilty's plan would slow the daily work commute of thousands of bus riders, to benefit a few local Milton drivers.

Regarding Timilty's plan to use the Milton Police for traffic calming, please look at the "2020 Massachusetts Uniform Citation Data Analysis Report", where the Milton Police Department appears on page 212. I cite the figures below, but in summary, the Milton Police disproportionately ticket African American and Black drivers. Just for one example, Milton is about 72% white, but people stopped by the Milton Police are only 39% white -- a worse differential than the state average, and much worse than the neighboring majority-minority communities of Boston and Randolph.

Furthermore, even during the brief times that Timilty's police-oriented plan is in effect, the Milton police don't patrol the stretches of Randolph Avenue that would slow traffic for the benefit of hikers. Timilty's plan would restrict Milton police activity to within the Milton border -- far from the Skyline Trail crossing in Quincy. I conferred with the Randolph police department about this issue, and they report that the Milton police have historically avoided any activity on that stretch of Randolph Avenue - leaving it to the Randolph police to handle emergency response there. The State Police do assist, since it's a state road, but the Randolph police have acted as the first responders, not Milton.

Please withdraw your name from Timilty's one-sided plans. Please consider your constituents in Boston and Randolph. Please apply more inclusive thinking than Timilty's myopic police-centric worldview.

Sincerely,
Jesse Gordon, Randolph District 2 Town Councilor
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Proposed 25mph area

Timility pretends that Rt 28 affects only Milton - but it's 100 feet to Quincy! Why weren't they included?

Milton-Quincy border

Hiker Rt 28 crossing

Friends of the Blue Hills propose a project at Skyline Trail -- why weren't they included too?

Rt. 28 is the busiest intersection in Randolph, and the #240 bus is our busiest bus line -- why weren't they included?

Randolph-Quincy border

LEGEND

Blue Hills Reservation has over 120 miles c

2020 Massachusetts Uniform Citation Data Analysis Report

	Stops vs. City/Town Demographics		
	Motorist Race	City Demographic	% differential
Milton (p. 212)			
AA/Black	45.5%	15.1%	+30.4%
White	38.6%	71.7%	- 33.1%
Randolph (p. 253)			
AA/Black	50.3%	44.7%	+5.6%
White	29.5%	29.4%	+0.1%
Boston District C-11 (Dorchester, p. 351)			
AA/Black	56.5%	25.2%	+31.3%
White	20.7%	44.5%	- 23.8%