

October 6, 2025

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Re: Request for Assistance – Carroll School Wayland Campus Expansion

Dear all,

Many of you have received outreach from Lincoln residents with safety and other concerns and questions about the expansion of the Carroll School's Wayland Campus. Here is an updated request following prior emails and calls from some of us and a more detailed request for your involvement. Thank you for the positive feedback you have already provided and for your commitment to Lincoln.

Planning Board Direction

The Planning Board included discussion of the Carroll School expansion on their agenda last week (September 23). Board members were eager to understand concerns from residents and to find ways to assist. However, ultimately the Planning Board redirected residents to the Town Administrator and Select Board for assistance. The Planning Board also encouraged Lincoln residents to voice concerns to the Wayland Planning Board directly, especially at an upcoming October 15 Wayland Planning Board meeting, which was well-received practical advice. Even with Lincoln residents engaging with Wayland directly as the Planning Board suggests, we need your leadership and help.

Lincoln Safety Matters

The Carroll School's Wayland campus expansion is primarily a matter for Wayland's own planning board. This does not obviate the need for your focus on the important safety and other considerations for the Lincoln community – both Lincoln community members near the campus and the greater Lincoln neighborhoods in south Lincoln that the expansion will adversely impact.

Details – Major Expansion

As a recap, the expansion includes (i) projections for over 900 new trips per day from cars and trucks accessing the school on Waltham Street/Old Sudbury Road (in addition to the ~1900 trips monitored currently in total on the road); (ii) 5x increase from 50 to 250 students and 80 faculty, (iii) over 40,000 in new gross square building footage, and (iv) growing stress on Lincoln's water supply (as the campus draws from Lincoln water). These changes are being proposed in the heart of a residential neighborhood.

Unreasonable Community Burden

Carroll School leadership selected the current Wayland campus and should bear the inherent limits of the property and its residential location. It is not reasonable to place the burdens of fundamental changes to the neighborhood's character, aesthetics and safety on the broader community. The Carroll School's praiseworthy mission does not provide entitlement to have such a disproportionate and negative impact on the community.

Assistance and Feedback Requested

Your leadership and assistance would be greatly appreciated on this matter, including with respect to the following:

1. *Lincoln Hearing.* The Select Board should hold a public meeting with the Carroll School to review how school leadership intends to mitigate adverse safety and other impacts of the proposed expansion on the Lincoln community (especially with respect to alternative site design choices and traffic impacts).
2. *Lincoln Water.* Engage with the Lincoln department of public works and water department to determine the appropriateness and impact of the expansion on the Lincoln water supply and other environmental considerations, and report the Select Board's findings to the Lincoln community.
3. *Engagement with Wayland.* In advance of the October 15 Wayland planning board meeting, engage with Wayland planning board and other Wayland leaders to amplify concerns and recommendations from Lincoln residents, including the following:
 - a. *Neighborhood Character/Aesthetics.* Wayland should require that the Carroll School propose alternatives to minimize altering the residential character and aesthetics of the neighborhood (Lincoln and Wayland), including focusing the development on the rear of their property farthest from the street. Further, alternatives should be proposed by the school to move development farther away from neighboring foundations (to limit the impact of foundation damage).
 - b. *Unreasonable Safety Impact.* The traffic study suggests that the proposed expansion will have a dramatic and lasting increase in traffic on Waltham Road/Old Sudbury Road – beyond what is reasonable for a single member of the neighborhood to impose, without any details on how safety for pedestrians and vehicles will be maintained.
 - c. *Lincoln Considerations Not Addressed.*
 - New Traffic Study. The traffic study included with the Carroll School's application provides for no details on how the design of the new campus and expected traffic increase will impact Lincoln roads and the safety of local drivers and pedestrians. A new traffic study (commissioned at the school's expense) is needed. A peer review (as is standard practice) is not sufficient.
 - Flawed Design. The design and multiplied traffic volume creates a choke point for traffic congestion. As an example, attached is a diagram showing the convergence of the new entrance, the exit, Longmeadow Road's southern access/exit point, and a residential driveway (37 Longmeadow Road). This design creates foreseeable intersecting traffic congestion on Waltham Road/Longmeadow Road, which will inevitably back-up beyond the Carroll School campus in both directions and push traffic flow down Longmeadow Road. The design also encourages increased use of Longmeadow Road for accessing and exiting the campus. This will increase likelihood of harm to children and pedestrians on Longmeadow Road and increase the likelihood of accidents generally. These issues need concrete remediation/mitigation and attention in a new traffic study.
 - d. *Concord Road/Waltham Road Congestion.* The traffic study submitted by the school had the Concord Road/Waltham Road intersection showing failing congestion (LOS F) in the

modeled results, but was adjusted to smoother conditions (LOS B) based on the observation during a single day in February. This adjustment needs attention.

- e. *Intermunicipal Agreement*. Given the impacts of the project on the Lincoln community, the Lincoln Select Board should advocate for an intermunicipal agreement with Wayland, providing Lincoln with joint oversight/consent rights with respect to matters impacting Lincoln (see below).
 - f. *Drop-Off/Pick-Up Agreement*. Adopt a binding drop-off/pick-up (traffic management) plan that provides for the following (and requires Lincoln consent to amend):
 - Wayland or Lincoln police details during pick-up/drop-off times (at the school's expense – with Wayland/Lincoln resource sharing provided for in the Intermunicipal Agreement noted above).
 - Fixed phased/staggered pick-up/drop-off schedules by grade to minimize adverse impacts on the broader community's safety.
 - Require all vehicle queuing/staging for pick-up and drop-off to remain on the school's campus (e.g., no queuing/staging on Waltham Road, Old Sudbury Road, Lincoln Road, Linway Road or other nearby streets). Currently parents/guardians/drivers queue/stage on Longmeadow Road. This practice will increase without remediation.
 - No use of Longmeadow Road for pass-through access to Waltham Road by staff and other drivers (including delivery trucks). Currently school staff, parents/guardians/drivers use Longmeadow Road for exit and access to the campus.
 - Construction and ongoing maintenance (at the school's expense) of a sidewalk along Waltham Road to enable safe passage for pedestrians.
 - g. *Phased Increase*. If an expansion proposal is accepted, require that the student and faculty increase phase-in with incremental annual step-ups annually over a period of 7 years. Annual increases would be subject to review by both Wayland and Lincoln of the traffic impact (and alignment with expectations), success of safety remediation measures, and the school's ongoing compliance with the drop-off/pick-up agreement noted above. Traffic impacts outside of expectations, shortfalls in safety remediation, and non-compliance with the drop-off pick-up agreement should result in a freeze on enrollment increases until these matters have been appropriately addressed, in the discretion of the appropriate Wayland and Lincoln select boards as part of the Intermunicipal Agreement noted above.
 - h. *Increased Density of Mature Trees*. If an expansion proposal is accepted, in addition to what has been proposed in the site application, any approval should be conditioned on a thicker 2-3x) concentration of mature evergreen trees for shielding neighborhood views of any new buildings.
 - i. *Cessation Period*. If an expansion proposal is accepted, it should be conditioned on a binding agreement to cease development/improvement on the campus without both Wayland and Lincoln consent for not less than 25 years.
4. *Longmeadow Road & Linway Road Remediation*. Lincoln does not need either Carroll School or Wayland feedback or permission to mitigate traffic safety concerns on Lincoln roads (e.g., making Longmeadow one-way, closure of entrance/exit of Longmeadow Road from Waltham Road, construction of a barrier at the road's mid-point, speedbumps on both Longmeadow Road and Linway Road, dead end signs on Linway Road). Such undertakings should be taken with local Lincoln community feedback and support.

We welcome your feedback and suggestions and thank you for your ongoing service to Lincoln.

Regards,

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