Wellington Circle Study Public Information Meeting #2

Thursday, December 15, 2022, 6:00 – 7:30 PM

Held Virtually via Zoom

Meeting Summary

On December 15, 2022, MassDOT conducted the second public information meeting for the Wellington Circle Study. At this meeting, the Study team reviewed issues and opportunities, the short-, medium-, and long-term alternatives, the alternatives evaluation process, and results. The Study team also solicited feedback from members of the public.

Meeting Notes

1. *Welcome and Ground Rules by Makaela Niles, MassDOT Project Manager*

All attendees are welcomed to the meeting and are informed that the meeting is being recorded. Makaela explains the Ground Rules for the meeting including how the public can participate. Members of the public are made aware they can contact Sara Stoja (HNTB) if they require technical assistance. Makaela reviews the agenda for the public information meeting.

2. *Study Overview, Project Goals and Objectives & Study Process by Makaela Niles, MassDOT Project Manager*

Makaela provides a background of the Study, Study goals, and the Study process. She describes that this conceptual planning study will be used to evaluate existing and future multimodal transportation conditions. The Study aims to redesign Wellington Circle, providing better connectivity and multimodal mobility through the City of Medford and the surrounding region. A draft report with the short-, medium-, and long-term recommendations will be developed and shared for public comment before being finalized in a final report.

- Study Goals: Makaela reviews the Study goals which include the following:
  - Improve safety, mobility/access, and connectivity for all transportation modes and users in the Wellington Circle area.
  - Improve quality of life for residents in the Wellington Circle area.
  - Improve local and regional connectivity to support businesses and future development.
- Study Process: Makaela reviews the steps of the Study process, which build upon each other. This meeting will cover #4: alternatives analysis. The steps of the Study process include:

1. Public involvement plan, Study area, goals and objectives, evaluation criteria
2. Existing conditions, future no-build conditions, evaluation of issues and opportunities
3. Alternatives development
4. Alternative analysis (this is the main step being discussed during the meeting)
5. Recommendations
6. Final report

3. Issues and Opportunities by Gary McNaughton, McMahon Associates (Project Consultant)

Gary McNaughton (McMahon Associates) provides an overview of the issues and opportunities documented within the study area. The issues and opportunities include the following:

- Issues, Constraints, and Considerations
  - Safety
    - Crashes involving a pedestrian occurred at most Circle intersections
  - Multimodal connectivity
    - Limited by wide roadways and multiple lanes of traffic
  - Multimodal accommodations
    - Lack of accommodations is a barrier to local destinations, including Wellington Station
  - Vehicular congestion
    - Particularly east of the Circle, causing delay for both private vehicles and buses
  - Physical constraints
    - Historic Preservation: Roadways comprising Wellington Circle are parkways under historic designation
    - Environmental: Alternatives development process will need to consider impacts to natural elements such as waterways and mature trees
- Opportunities
  - Right-of-way
    - Wide roadways, buffers, and sidewalks may provide space for multimodal facilities
  - Changing land use
    - Increasing transit-oriented and mixed-used development around Wellington Station may increase opportunity for short trips to be taken by walking and biking
  - Access to Open Space
    - The proximity of state parks and multiuse paths to Wellington Circle present opportunity to improve access to open space and recreation
  - Compounding Gains
    - Together, safety and connectivity improvements may reduce congestion, improve public health, support active transportation, and improve the experience for walkers, bikers, and transit users

4. *Alternatives Development & Review by Gary McNaughton, McMahon Associates (Project Consultant)*

Gary explains the process and methodology for the development of concepts. These include basic, roundabout, and advanced concepts.

    - Process begins by first identifying a concept, assessing vehicle movements, then assessing pedestrian, bicycle, and transit users
    - If these assessments did not result in any fatal flaws, then it advanced as a feasible concept and underwent a detailed analysis and goals evaluation

- Basic Concepts
    - Converting the 5-leg intersection into a traditional intersection. The fifth leg adds conflicts, increases delays, requires too many lanes, and results in conditions worse than existing for all modes.
    - Separating Middlesex Avenue from Mystic Valley and Revere Beach Parkways. This reduces conflicts along Route 16 but combines all vehicle traffic into a single intersection requiring more travel lanes than existing. It also negatively impacts pedestrians and bicycles due to the increased pavement width. Elements of this are shown in the alternatives.
- Roundabout Concept
    - Various multi-lane roundabout concepts were considered, including various roundabouts or circular intersections, like the nearby intersection examples.
    - The volume exceeds the capacity of any typical roundabout designs and would require an excessive number of entering and circulating lanes that would be inhospitable and potentially less safe to pedestrians and bicyclists.
- Advanced Concepts
    - Jughandle - simply shifts the conflicts in the intersection
    - Continuous Flow Intersection – results in a large intersection but showed some promise AND eventually eliminated as it didn't offer as many benefits as the quadrant roadway concepts.
    - Restricted Crossing U-Turn (RCUT) – results in excessive U-turn volumes.
    - Quadrant Roadway – provides a more logical connection for the movements between south and east. Overall showed the most promise.
- Alternatives Update
    - Develop traffic projections and analysis
    - Refinement of cross section and access (lane designation, sidewalks, bike lanes, driveways)
    - Addition of bus lane for Transit-Enhanced Alternative
    - Consideration of pedestrian bridge

5. *Alternatives Development & Review: Short/Medium-Term Alternatives by Gary McNaughton, McMahon Associates (Project Consultant)*

Gary provides an overview of the Short/Medium-Term Alternative (options A & B).

- Option A: This option removes right turn channelization and relocates the Middlesex Avenue connection to open this area north of the parkway. Further, it prohibits eastbound left turns and relocates these to occur in the U-turn to the south.
    - Cost: $6.2M
    - Impacts:
        - Small improvements to bicycle and pedestrian access and connectivity
        - Increases in open space.
        - Degrades right turn operation – the elimination of separated right turns results in less flexibility when operating the signals.
- Option B: This option maintains channelized eastbound (EB) and westbound (WB) turns to accommodate right turn volumes. Further, this option would allow for one of the through lanes to be repurposed so the pedestrian crossing could be shortened. Right turn lane crosswalks would be signalized.
    - Costs: $6.2M
    - Impacts:
        - Small improvements to bicycle and pedestrian access and connectivity.
        - Increases open spaces.

6. *Alternatives Development & Review: Long-Term Alternatives: At-Grade by Gary McNaughton, McMahon Associates (Project Consultant)*

Gary provides an overview of the Long-Term At-Grade Alternatives, explaining the various concepts and the associated costs.

- Long-Term At-Grade Alternative: Dual Quadrant
    - The existing Wellington Circle contains multiple (5 to 6) lanes on each approach. The at-grade alternatives include fewer lanes to better accommodate cyclists and pedestrians.
    - The names of the concepts are derived from the way they are configured to the north of Wellington Circle, resulting in either a square or triangle roadway configuration to the north of the parkway.
- Long Term At-Grade Alternative: Dual Quadrant – Square Concept
    - Cost: $36.7M
    - Features dual quadrant roadways allowing for connections to and from the east. To connect between Fellsway south of the Parkway and Middlesex Avenue, vehicles would need to use the connector roadway in line with 9th Street. As part of this alternative, eastbound left turns are prohibited, and could occur at Commercial Street to access Fellsway north of the parkway. The crosswalk on the east side of the quadrant roadways & Revere Beach Parkway intersection is not included here.
    - Benefits:
        - Simplifies overall geometry
        - Creates open spaces for multimodal considerations and greenery
        - Provides mostly protected, single-phase crossings for pedestrians
    - Drawbacks:
        - Overall geometry maintains high number of vehicle lanes

        - Requires additional signalized intersection at Middlesex Avenue at 9th Street
        - Concurrent or multiple-phase pedestrian crossings at a few locations
- Long Term At-Grade Alternative: Dual Quadrant – Triangle Concept
    - Cost: $36.7M
    - Features dual quadrant roadways allowing for connections to and from the east. The north south connection is focused on connecting Fellsway north to Revere Beach Parkway. Fellsway through traffic would need to turn at the intersection on the northern point of the triangle. Eastbound left turns are still prohibited in this alternative and could occur at Commercial Street to access Fellsway north of the parkway. The crosswalk on the east side of the quadrant roadways/Revere Beach Parkway intersection is also not included.
    - Benefits:
        - Able to handle existing vehicle volumes
        - Creates open spaces for multimodal considerations and greenery
        - Allows future bicycle connections to Fellsway and Route 16
        - Provides mostly protected, single-phase crossings for pedestrians
    - Drawbacks:
        - Overall geometry is slightly atypical and maintains high number of vehicle lanes
        - Concurrent or multiple-phase pedestrian crossings at a few locations
- Long- Term At-Grade Alternative: Dual Quadrant – Transit Enhanced Concept
    - Cost: $38.3M
    - Built upon the Triangle concept as the primary bus routes travel along Fellsway, north of the parkway
    - Features dedicated transit lanes in both directions north of the circle
    - Benefits:
        - The northbound transit lanes could be extended along Fellsway, if desirable.
        - Prioritizes and best serves route along Fellsway from Wellington Station with wider lanes for transit services
    - Drawback:
        - Not practical to create an eastbound transit lane on Revere Beach Parkway due to number of turning conflicts
- Long-Term At-Grade Alternative Option: Pedestrian Bridge
    - Cost: $35.7M
    - The evaluation of this bridge addresses the missing crosswalks to the east of the quadrant roadways/across Revere Beach Parkway. It requires a long span and lengthy ramps to meet accessibility requirements and includes stairs near the intersection. The pedestrian bridge could be added to any of the Long-Term At-Grade Alternatives.
    - The current design is very preliminary and would need further evaluation and design development if it were to advance into project development.

7. *Alternatives Development & Review: Long-Term Alternative: Grade-Separated by Gary McNaughton, McMahon Associates (Project Consultant)*

Gary provides an overview of the Grade-Separated Alternative and explains that this alternative advanced in the analysis phase.

- Grade-Separate Alternative
    - Cost: $176.9M
    - North-south volumes are lower than east-west and not considered for grade separation, whereas the east-west connection could be grade separated with a south to east connection
        - While the south to east grade separation serves the heaviest volume, it does not offer an advantage over the east-west connection and has a more complex geometry and structural design
        - An underpass option did not advance due to significant construction costs, utility impacts, and future flooding risk and operations
    - Benefits:
        - Removes major movements from surface roadways, limiting the number of lanes required to handle existing volumes.
    - Drawbacks:
        - Surface roadways still require high number of lanes in some locations
        - Bridge acts as a visual barrier, bisecting transit station from nearby residents and businesses

8. *Alternatives Evaluation: Evaluation Criteria Framework by Gary McNaughton, McMahon Associates (Project Consultant)*

Gary explains the evaluation criteria, which are based on the Study goals presented previously. The framework is based on three questions 1) does this area benefit from the proposed changes, 2) is the change neutral, 3) is this area impacted?

9. *Improve Safety by Maureen Chlebek, McMahon Associates (Project Consultant)*

Maureen Chlebek (McMahon) discusses how the alternatives compare regarding roadway safety. Initially, the Study team outlined how the complex roadway geometry, number of travel lanes, and high vehicle speeds have made Wellington Circle a high crash location with a particularly high number of side swipe vehicle collisions. This information has helped determine the safety improvements for each alternative.

- Safety – Key Design Elements
    - Several key design elements were outlined in the 5th Working Group meeting to improve safety for cyclists and pedestrians through enhanced facilities (e.g., protected bike lanes, accessible bus stops, and wider and more enhanced pedestrian crossings).
- Safety – Summary
    - All build alternatives are expected to reduce crashes relative to existing conditions
    - Short/medium-term improvements are expected to result in minor reduction in crashes (safety benefit is not as great in comparison to Long-Term Alternatives)

- Among build alternatives, grade-separated results in fewer conflict points than At-Grade Alternatives

10. *Improve Mobility & Access by Maureen Chlebek, McMahon Associates (Project Consultant)*

Maureen explains how traffic operates through Wellington Circle and how this area is impacted, how it benefits, or how it remains the same with each alternative. Four modes (e.g., driving, transit, walking, and biking) are considered; however, there is no alternative where all modes benefit. The following was included in this analysis:

- Operations Summary
  - The existing Circle maximizes the number of vehicle lanes
  - Alternatives simplify roadway geometry, resulting in easier wayfinding
  - Long-Term At-Grade Alternatives reduce vehicle capacity due to fewer lanes
  - All alternatives significantly enhance the pedestrian and bike experience
- Vehicle Operations
  - Maureen explains that vehicle operations for each alternative are assigned a Level of Service (LOS) rating
  - The LOS is used as a mechanism to understand how much traffic is getting processed, how queues between intersections can be managed, and identifies movements that are over capacity. Each rating is explained and comparisons of possible changes from year 2020 to 2040 are shown through a series of images.

11. *Improve Local & Regional Connectivity by Emil Gruber, McMahon Associates (Project Consultant)*

Emil Gruber (McMahon) reviews the bicycle and pedestrian operations and explains how these modes are affected by the various alternatives. One metric used when comparing the alternatives is "connectivity" – results include the following:

- Pedestrian Connectivity
  - The following alternatives result in improved crossings along desire lines:
    - Short/Medium-Term Alternatives
    - Long-Term At-Grade Alternatives – Square, Triangle, Transit Enhanced (although the Long-Term At-Grade Alternatives for the "Square", "Triangle", and Enhanced options all lack an eastern crosswalk, there is potential for a pedestrian bridge)
    - Long-Term Grade Separated Alternative
      - Results in more short crossings
  - All alternatives result in fewer average pedestrian crossings for the fastest routes
    - At-Grade Alternative – Square and At-Grade Alternative – Triangle have the fewest crossings
- Pedestrian Travel Times Savings
  - Faster pedestrian travel times than existing for all alternatives
    - Long-Term At-Grade Alternative – approx. 1 minute & 34 seconds
    - Short-Term At-Grade Alternative – approx. 1 minute
    - Long-Term Grade-Separated Alternative – approx. 59 seconds

        - Existing – approx. 4 minutes & 45 seconds
- Pedestrian Experience
    - Shorter pedestrian crossings than existing for all alternatives – the metric used for this is number of pedestrian crossings of more than 3 lanes without a refuge island
        - Long-Term At-Grade Alternative – Square has the fewest crossings
    - More opportunity to provide pleasant visual and landscaped surroundings with the following alternatives:
        - Combines Short/Medium-Term Concepts
        - Long-Term At-Grade Dual Quadrant – Square
        - Long-Term At-Grade Dual Quadrant - Transit Enhanced
    - Elevated roadway creates unpleasant environment for the Grade-Separated Alternative
- Bicycle Connectivity
    - Short/Medium-Term Alternative
        - Slightly better west to east bike connectivity than existing
    - Long-Term Alternatives
        - More east/west and north/south bike connectivity than existing
- Bicycle Experience
    - Most opportunity for high-comfort bicycle facilities with Long-Term Alternatives
- Transit Experience
    - Transit travel time savings for Long-Term Transit-Enhanced Alternative, however, no transit travel time savings for other alternatives
    - Travel time savings are more significant in the inbound direction towards Wellington station, where buses make a left turn between Fellsway and Mystic Valley Parkway

12. *Improve Quality of Life by Natalie Raffol, McMahon Associates (Project Consultant)*

Natalie Raffol (McMahon) reviews various elements that impact the quality of life in and around the Wellington Circle, including environmental, land use and economic development, and enhanced development potential. Natalie also reviews various the impacts on the quality of life in and around the Wellington Circle, including public health, community cohesion, and environmental justice.

- Environmental
    - A table shows that there are minimal environmental impacts, however further coordination is needed regarding the historic nature of the Parkway
    - Long-Term Grade Separated alternative has worse environmental outcomes
    - Short- and Long-Term At-Grade Alternatives have better environmental outcomes
- Land Use & Economic Development
    - All alternatives apart from Long-Term Grade-Separated are consistent with the Medford Master Plan
    - All alternatives will maintain access to driveways
- Enhanced Development Potential
    - A map shows there is a potential to create additional travel demand due to denser, mixed-use development. There is a need to increase travel via alternative modes to accommodate this increased demand.

- Public Health
    - An analysis of public health indicators (e.g., air quality, active transportation facilities and connectivity, and safety) shows all benefited apart from air quality for Short/Medium-Term Alternatives.
- Community Cohesion
    - The following alternatives are expected to reduce barriers for people between neighborhoods
        - Combined Short/Medium-Term Concepts
        - Long-Term At-Grade Dual Quadrant – Square
        - Long-Term At-Grade Dual Quadrant – Transit Enhanced
    - The Grade-Separated Single Quadrant reduces physical barriers for people, yet it creates a visual barrier between neighborhoods
- Environmental Justice
    - There are no disproportionate negative impacts to environmental justice populations
    - All alternatives benefit car-free, minority, and low-income households by improving multimodal connections to Wellington Circle

13. *Alternatives Analysis Summary by Gary McNaughton, McMahon Associates (Project Consultant)*

Gary references a table summarizing the alternatives analysis that uses the evaluation criteria mentioned earlier in the presentation and includes estimated costs for each alternative. Overall, the short/medium-term and long-term at-grade alternatives have minimal negative impacts, with the most impact involving vehicle operations. As expected, the transit enhanced alternative has the most benefit for transit operations and access. The long-term grade-separated alternative results in the least benefits, although it does have a benefit to vehicle operations.

14. *Public Comment*

- Gretchen Von Grossmann, Public Attendee – What are the strategies being considered to create development parcels from the reconfiguration of streets? Active building frontages near the back of wider sidewalks with trees would go a long way to help pedestrians walk through the area.
    - Joanne Haracz, McMahon Associates – As Gary said, our job was focused on looking at Wellington Circle itself and trying to reconfigure it. However, the city planner and engineering staff were also part of our Working Group and simultaneously with our process of looking at the Wellington Circle from a transformation perspective, they undertook a master planning process for the City of Medford. They have identified Wellington Circle and Mystic Valley Parkway as an area where they would like to see more dense, mixed-use walkable types of development. We are working closely with the city. Any further development of this project would address the specific question you have in more detail.
- Amy Ingles, City of Medford – I appreciate this presentation tonight, how the focus is not only on cars, and that you are trying to balance this intersection. I hope we can push the envelope on this

with the rebalancing of the intersection and even comprise a bit more throughput to get things on a more person scale.

  - Makaela Niles, MassDOT Project Manager – Thank you, Amy.

- Jason Cluggish, Public Attendee - I can't believe the grade separated suggestion is an overpass. Did you attend the Working Group meetings and listen to the feedback?
  - Gary McNaughton, Project Manager, McMahon Associates – These were the alternatives that moved forward for the purpose of analysis. These are not recommendations. With the volumes we are looking at and some of the information Maureen shared comparing it to other locations, having the grade-separated alternative needs to be a part of the process, otherwise it would be a glaring omission. We included it and the results were presented tonight. With regards to that being an elevated grade separation as opposed to a tunnel, that was driven by the constructability and cost issues. We tried to do something below-grade that would further skew that and increase costs without offering any benefit apart from a visual perspective. So, we did not include a below-grade alternative for it and just carried in the above-grade alternative.
- Scot Keay, Public Attendee – Thank you for holding this meeting. I commute through this intersection with my bike. I was concerned that the short-medium term plan did not have anything for those of us that bike on the Fellsway. Is there any way to add some sort of protected lane and improve it because it is bad?
  - Gary McNaughton, Project Manager, McMahon Associates – Since we were not really changing anything in the north-south direction, we did not show anything in there. There are opportunities to look at them and repurpose the pavement as those go into design development. There are other improvements happening adjacent to the project that might create opportunities to tie into it, so that is something that can be evaluated. They are not easily accommodated within the context of the alternatives for that short/medium alternative.
- Jason Cluggish, Public Attendee - No one is going to use green space in the middle of a highway. Have you considered moving the roads together and increasing green space on the sides?
  - Gary McNaughton, Project Manager, McMahon Associates – Because of the connection points we have, the alignments of the roadways are dictated to us. Trying to bring in all areas is not easily accomplished, and we would like to move the open space, so it is adjacent to the abutting land uses. There may be an opportunity to bring the two primary intersections slightly closer together, but because they are two intersections, there are signals operating both and need to have some space for vehicles to queue and travel through. There is not an ability to condense them down or you end up with a single intersection alternative that ends up needing more lanes. What we have tried to do with the open space, particularly on the square alternative, is to minimize that Middlesex Avenue leg to the extent that we can. There are three lanes there and bike lanes and sidewalks to buffer those, as well as ample space for landscaping. The space is about the same size as a football field, so it provides opportunities for various activities and feels less like a highway. The triangle alternative and transit enhanced alternative do not provide as much usable space.

- Jason Cluggish, Public Attendee – Will the Middlesex and Fellsway intersection be signalized? I can't think of anywhere on the Fellsway that one can cross across from a stop sign. If it's not signalized, isn't it less safe than the existing eastbound left turns?
    - Gary McNaughton, Project Manager, McMahon Associates – It will be in the square alternative, whereas the triangle alternative might be stop-controlled.
    - Emil Gurber, McMahon Associates – For the triangle alternative, the 9th Street and Middlesex Avenue portion would be proposed to remain stop-controlled. The Fellsway at Middlesex Avenue intersection would be signalized for all the alternatives essentially, including the short-term alternative.
- Gretchen Von Grossmann, Public Attendee - What is the scale of the new open spaces shown between reconfigured roadways? How might they compare to other known open spaces with significant (how much) traffic flows adjacent?
    - Gary McNaughton, Project Manager, McMahon Associates – I answered the first part of the question earlier, but the second part of the question is harder to answer because the volumes in this area are unique. I am unsure of the volume that would be on the roadway to the east of the square area as well. That would be considerably lower and that may be more accessible and gives you the opportunity to connect the green space to the abutting land uses and residential community. The volumes travelling here east and west and connecting off between the south and east are significant and higher than other areas with a wide median that is inviting and open with lower speed roadways and volume alongside it.
- Sam Silverman, Public Attendee – I live near Fellsway. How will I get there from the south and west with the alternatives if the end of Middlesex Avenue is moved?
    - Gary McNaughton, Project Manager, McMahon Associates – From the south, you can continue north on Fellsway and turn right when you reach the connector road or go straight through with the triangle alternative. If you are coming from the west, you would not be able to turn left through this intersection and would need to use Commercial Street to the west or go east and reverse directions.
- Kaitlin Robinson, Public Attendee – The long-term at-grade transit-enhanced option had increased lanes that pedestrians need to cross, as opposed to the long-term at-grade non-transit enhanced options because of extra lanes for transit. Is it possible to do the triangle, keeping the same number of lanes as in the square design but dedicating one to transit so that the total number of lanes is not increased, but instead for motor vehicles there will be a decreased lane? These designs still have many lanes and a huge amount of space dedicated to people in cars and trucks.
    - Gary McNaughton, Project Manager, McMahon Associates – At this scale, it looks like there are more lanes in several locations. When you break it down, there is a single right turn lane, a double right turn lane to accommodate heavy westbound to southbound left turn lane, and then there are only two through lanes left. When you look at the individual layers, we cannot easily take away another lane from some of those key movements. To reduce those two lanes to one, you would need a significant decrease in traffic. As far as transit and repurposing that, we started with the southbound direction. You will notice we are repurposing the right lane in the northbound direction to accommodate right turns and transit vehicles. When we tried to do this in the

southbound direction, the overall operations degraded to the point where transit vehicles were impacted, so we went with the alternative to add that lane in. As designs advance, further analysis is done, and more information about traffic volume and patterns become available, some changes could be revisited.

- Julia Ubertini, Public Attendee – Many people do not follow pavement markings. They go in separate lanes and cut people off. Is there any way to enforce these pavement markings or will they be more coherent with these alternatives?
    - Gary McNaughton, Project Manager, McMahon Associates – If you look at the short/medium term alternative, there is a triple left turn westbound to southbound due to the heavy volume. We are not changing this since the three lanes are necessary. We are reducing the number of lanes in the eastbound direction, and this makes it less confusing with a more defined marking and road edge. Pavement markings may not be as effective this time of year due to salt. There are not many changes in the westbound direction with the pavement markings.
- Kaitlin Robinson, Public Attendee - What would the speed limits on these roads be in the new configuration and how would they compare to what the speed limits are now?
    - Gary McNaughton, Project Manager, McMahon Associates – The designs are generally developed for 35 mph design speed. At this level of design, beyond setting some parameters so we know the designs are feasible, we have not gotten to the level of detail of clearly defining a design speed. It is likely that the speeds through this area are going to be generally a bit higher than this.
- Nancy King, Public Attendee – Did the fact that 9th Street is a private way and there is soon to be an 8-story 260-unit development expected where Kappy's is located factor into your proposals? Also, when people on 9th Street need to head to work in Boston each morning, how do they best access Route 28 South?
    - Gary McNaughton, Project Manager, McMahon Associates – Whether it is a private or public roadway, we considered the access for 9th Street. We received feedback that 9th Street acts as a cut through during certain times of the day and we were focused on trying to develop alternatives that did not increase the lane congestion to the point that it exacerbated that problem. There are also several development projects that are considered into it. Mixed-use developments that abut the immediate project area would be beneficial and well supported by the bike and pedestrian improvements. For directions on how to access Route 28 south, it would depend on one's location, direction, and the chosen alternative.
- Amy Ingles, City of Medford – I also wanted to build upon a previous comment about the grade separation option. I believe that they were referring to the option for doing a modern-looking, multipronged pedestrian overpass that rivals some of the beautiful designs seen in some European cities. I was disappointed to not hear more about that option.
    - Gary McNaughton, Project Manager, McMahon Associates – The option was evaluated and considered based on its feasibility and design. It did not go through an extensive design process that focused on aesthetics and is somewhat utilitarian in its look. Some of the challenges with the European style are the grades and accessibility. It also would not fit in well with the land around it. The one crossing we developed works to fill in the gap that we have not been able to achieve at-grade.

15. Next Steps by Makaela Niles, MassDOT Project Manager

Makaela reviews the next steps for the Wellington Circle Study and shares the timeline for future meetings. The third public meeting and sixth Working Group meeting will take place in Winter 2023. Information is shared on how to sign up for Study updates and access the Study's comment form.

Wellington Circle Planning Study Public Information Meeting #2 Attendees

MassDOT/Study Team:

- Makaela Niles - MassDOT
- Gary McNaughton – McMahon Associates
- Joanne Haracz – McMahon Associates
- Natalie Raffol – McMahon Associates
- Maureen Chlebek – McMahon Associates
- Emil Gruber – McMahon Associates
- Patrick Marvin - HNTB
- Mikayla Jerominek – HNTB
- Sara Stoja – HNTB

Translators/Interpreters:

- Kym Detato (American Sign Language)
- John Roberts (American Sign Language)
- Megan Speed (CART)
- Qianxue Jin (Chinese)
- Yan Wu (Chinese)
- Debora Macedo (Portuguese)
- Rafael Freire (Portuguese)
- Camila Arias (Spanish)
- Laura Chavez (Spanish)

Public Attendees:

- Amy Ingles - City of Medford
- Bruce Kulik
- Caroline Hodge
- David Read
- Gretchen Von Grossman
- Jason Cluggish
- Julia Ubertini
- Kaitlin Robinson
- Kristin Scalisi
- Matthew Harrity
- Nancy King
- Prisco Tammaro
- Richard Johnson
- Sam Silverman
- Scot Keay
- Wendy Landman