

Wellington Circle Study

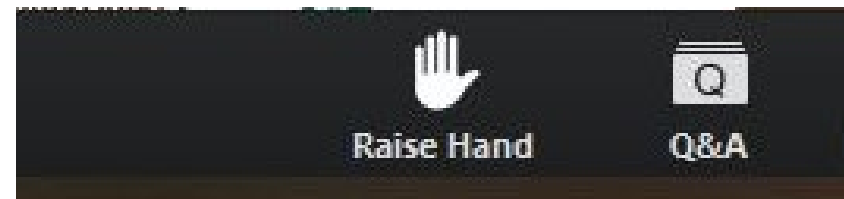


Public Meeting #3
April 26, 2023

Ground Rules

- This meeting is being recorded
- Technical Support: Sara Stoja, sstoja@hntb.com
 - Zoom support: 888-799-9666
- To participate “Raise Hand”, Q&A, or dial *9 if joining by phone
 - Study team will unmute you to share a comment verbally
 - Q&A for submission of written questions/comments

Bottom Panel of
Zoom Screen



Comment
Verbally

Written
Question/Comment

Agenda

- Study Process
- Draft Study Findings
 - Alternatives Review
 - Evaluation & Recommendations
- Draft Implementation Plan
 - MassDOT Project Development Process
 - Potential Funding Sources
- Public Comment
- Next Steps



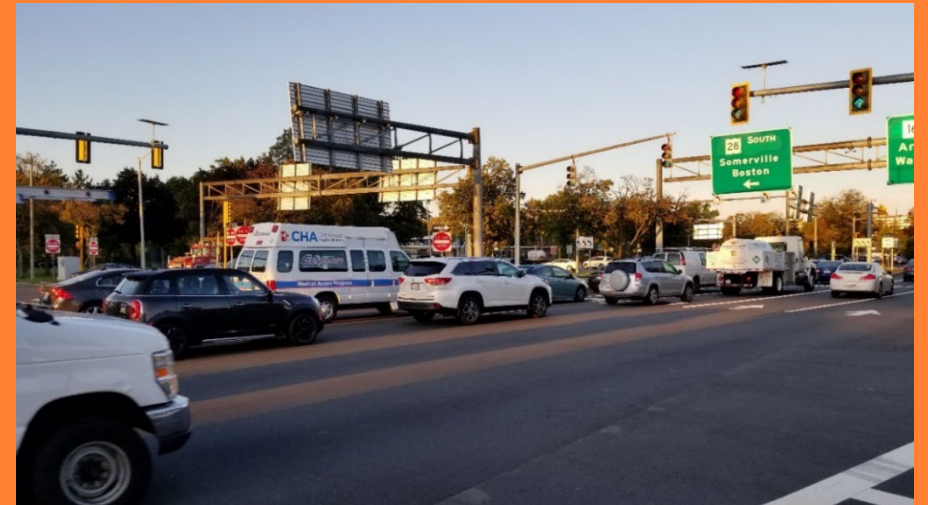
STUDY PROCESS

- Study initiated as part of the Section 61 Finding for the Encore Boston Harbor casino
 - Funding provided for a transportation study to develop alternatives for long-term improvements to Wellington Circle
- Massachusetts General Laws Chapter 30, Section 61
 - Determine the impacts of projects on the natural environment and detail measures to avoid or minimize them (Section 61 Finding)
 - Massachusetts Environmental Protection Act (MEPA) review process

Study Overview

- Conceptual planning study to evaluate existing and future multimodal transportation conditions at Wellington Circle
- Examine ways to redesign Wellington Circle to provide better connectivity and improve multimodal mobility throughout the area of the City of Medford and surrounding region
- Develop short-, medium-, and long-term recommendations

Study Process



Project Goals & Objectives Inform Alternatives Development

Study Process

Safety

- Reduce speeds
- Reduce conflict points between modes
- Dedicate space for pedestrians & bicyclists

Mobility/Access

- Provide facilities for pedestrians, bicyclists, and transit users
- Improve connectivity to Wellington Station
- Mitigate traffic congestion

Connectivity

- Promote active transportation
- Reduce travel delays
- Improve access and circulation

Quality of Life

- Minimize public health & environmental impacts
- Provide fair and equitable treatment for environmental justice populations
- Enhance attractiveness

Study Process

Study Process





DRAFT STUDY FINDINGS

Alternatives Review



Short/Medium-Term Alternative Option A

Draft Study Findings

- Removes right turn channelization
- Relocates Middlesex Avenue
- Prohibits eastbound left turns
- Impacts:
 - Minor improvements to bicycle and pedestrian access and connectivity
 - Increases open space
 - Degrades right turn operations

Cost: \$6.2 M



Short/Medium-Term Alternative Option B

Draft Study Findings

- Maintains channelized right turns for the EB and WB directions to accommodate right turn volumes
- Signalizes right turn lane crosswalks
- Impacts:
 - Small improvements to bicycle and pedestrian access and connectivity
 - Increases open space

Cost: \$6.2 M



At-Grade Alternative: Dual Quadrant

Draft Study Findings



“Square”
Concept

Cost: \$36.7 M



At-Grade Alternative: Dual Quadrant

Draft Study Findings



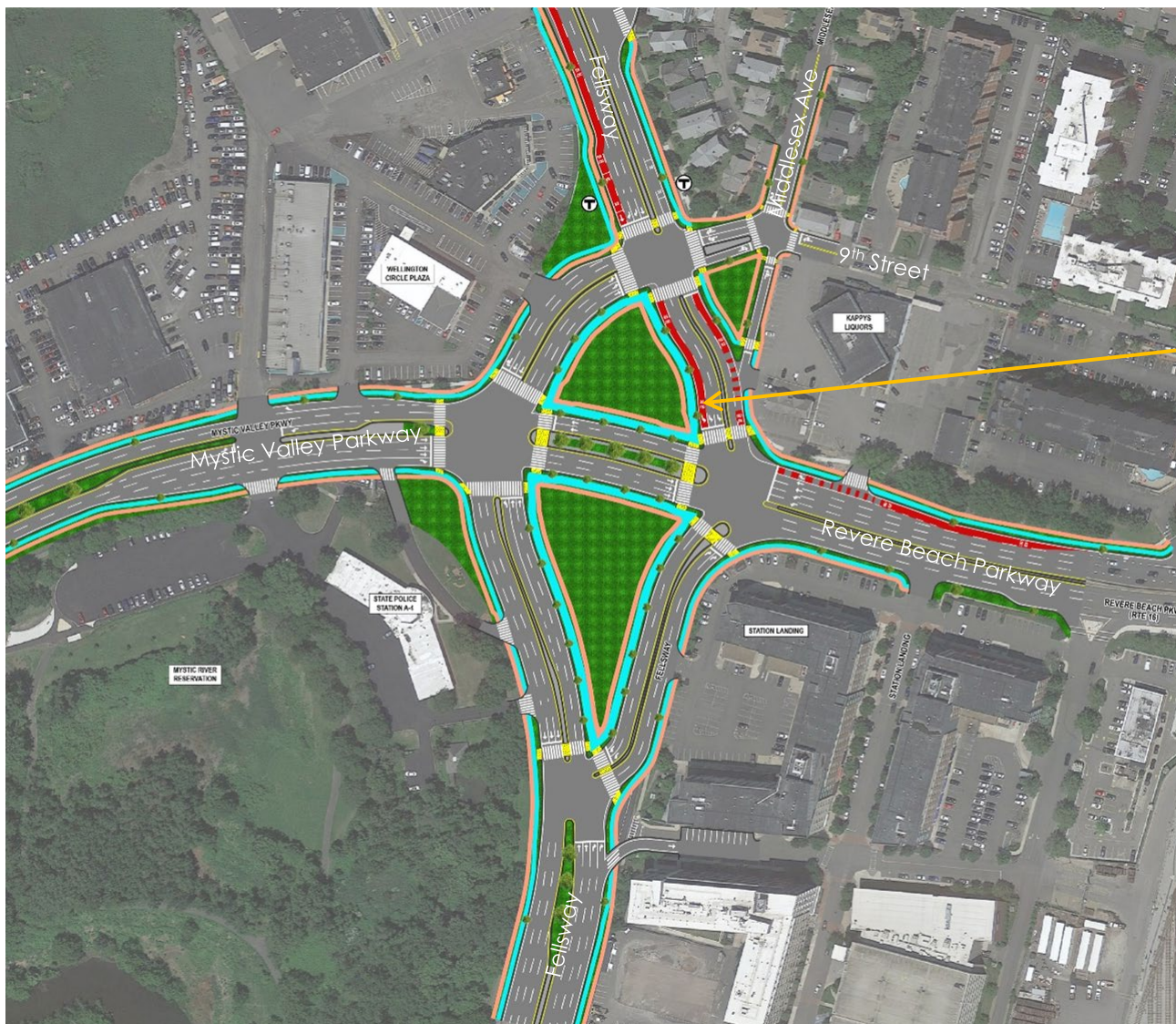
“Triangle”
Concept

Cost: \$36.7 M



At-Grade Alternative: Dual Quadrant

Draft Study Findings



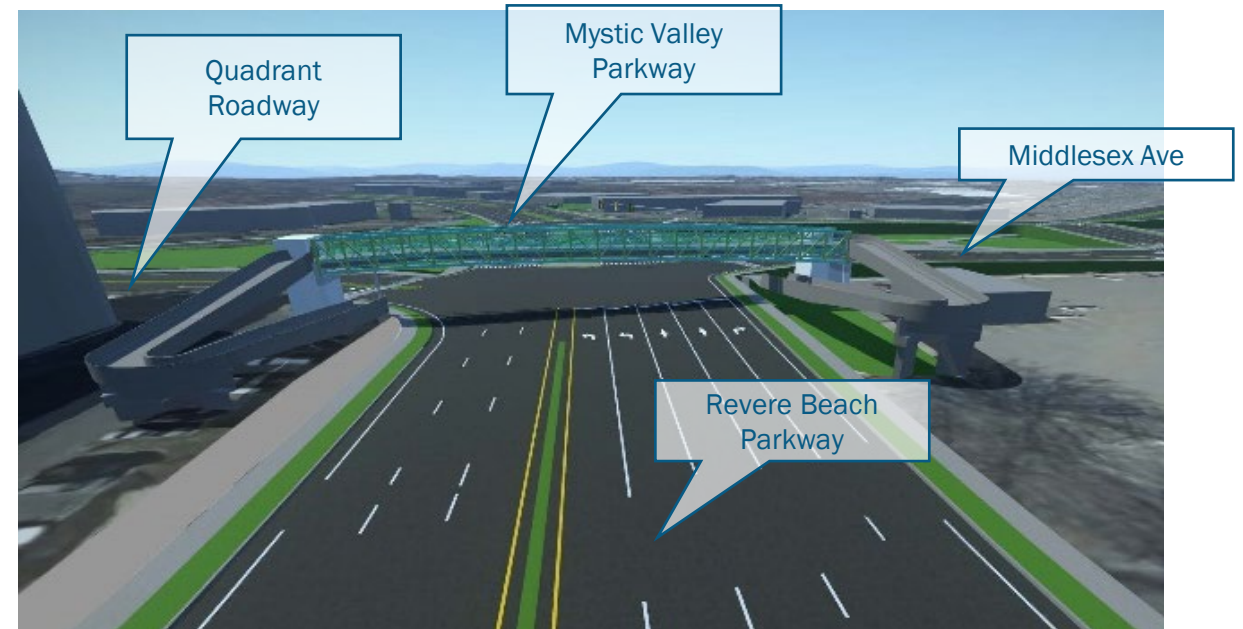
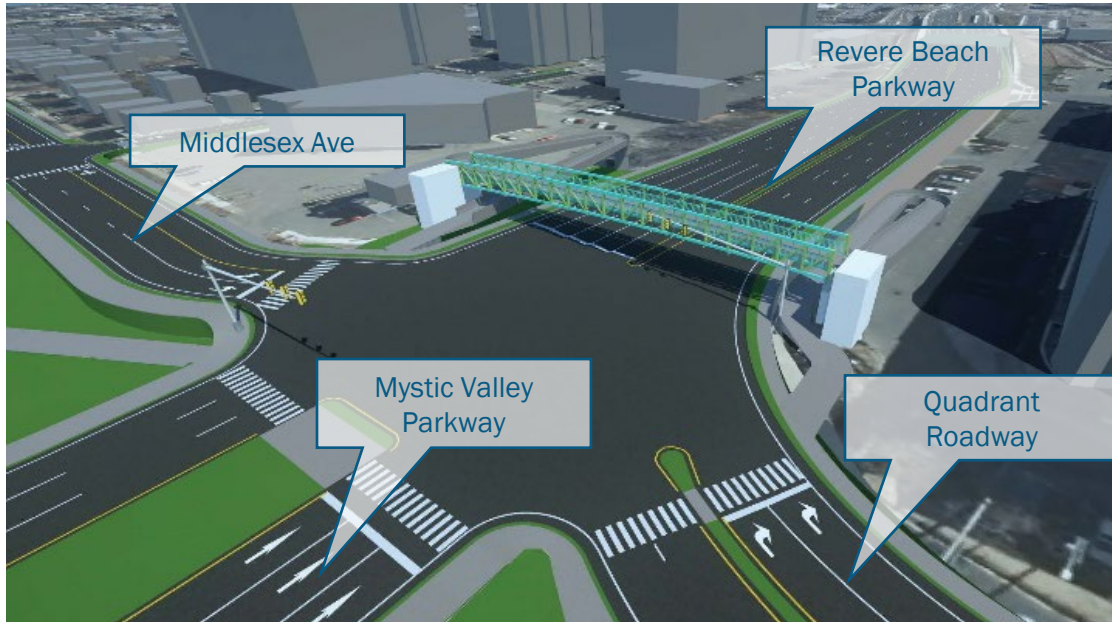
“Transit
Enhanced”
Concept

Cost: \$38.3 M



At-Grade Option: Pedestrian Bridge

Draft Study Findings



Could be added to any at-grade alternative

Cost: \$35.7 M

Grade-Separated Single Quadrant

Draft Study Findings



Cost: \$176.9 M

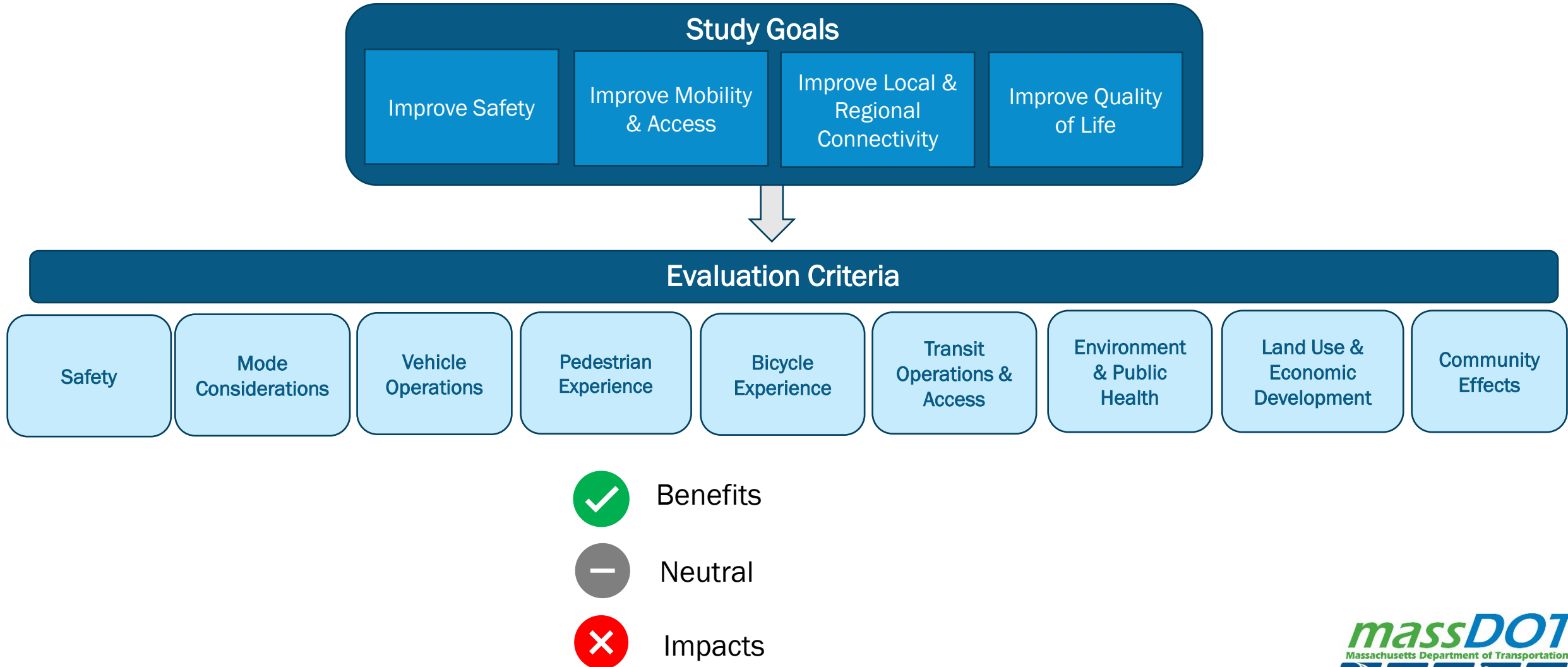


Evaluation & Recommendation



Evaluation Criteria Framework

Draft Study Findings



Alternatives Analysis Summary

Recommended
Alternative

Draft Study Findings

Evaluation Criteria	Short/Medium Term	Long-Term At-Grade	Long-Term At-Grade Transit Enhanced	Long-Term Grade-Separated
Safety	✓	✓	✓	✓
Vehicle Operations	✗	✗	✗	✓
Pedestrian Experience	✓	✓	✓	—
Bicycle Experience	—	✓	✓	✓
Transit Operations & Access	—	—	✓	—
Environment & Public Health	✓	✓	✓	✗
Land Use & Economic Development	✓	✓	✓	—
Community Cohesion	✓	✓	✓	—
Environmental Justice	✓	✓	✓	✓
Cost Estimate	\$6.2 M	\$36.7 M	\$38.3 M	\$176.9 M

✓ Benefits

— Neutral

Recommendation Summary

Draft Study Findings

Same benefits as the other
Long-Term At-Grade Alternatives:

- ✓ Safety
- ✓ Pedestrian Experience
- ✓ Bicycle Experience
- ✓ Environmental & Public Health
- ✓ Land Use & Economic Development
- ✓ Community Cohesion
- ✓ Environmental Justice



Additional benefits:

- ✓ Transit Operations & Access

Long-Term
At-Grade Alternative –
Triangle/Transit Enhanced

Recommendation Summary

Draft Study Findings

Recommendation:

Long-Term
At-Grade Alternative –
Triangle/Transit Enhanced

Key elements:

- Dedicated transit lanes to accommodate MBTA bus routes 100, 108, and 134
- Dedicated bus phase signals
- Floating bus stops



Recommendation Summary

Draft Study Findings



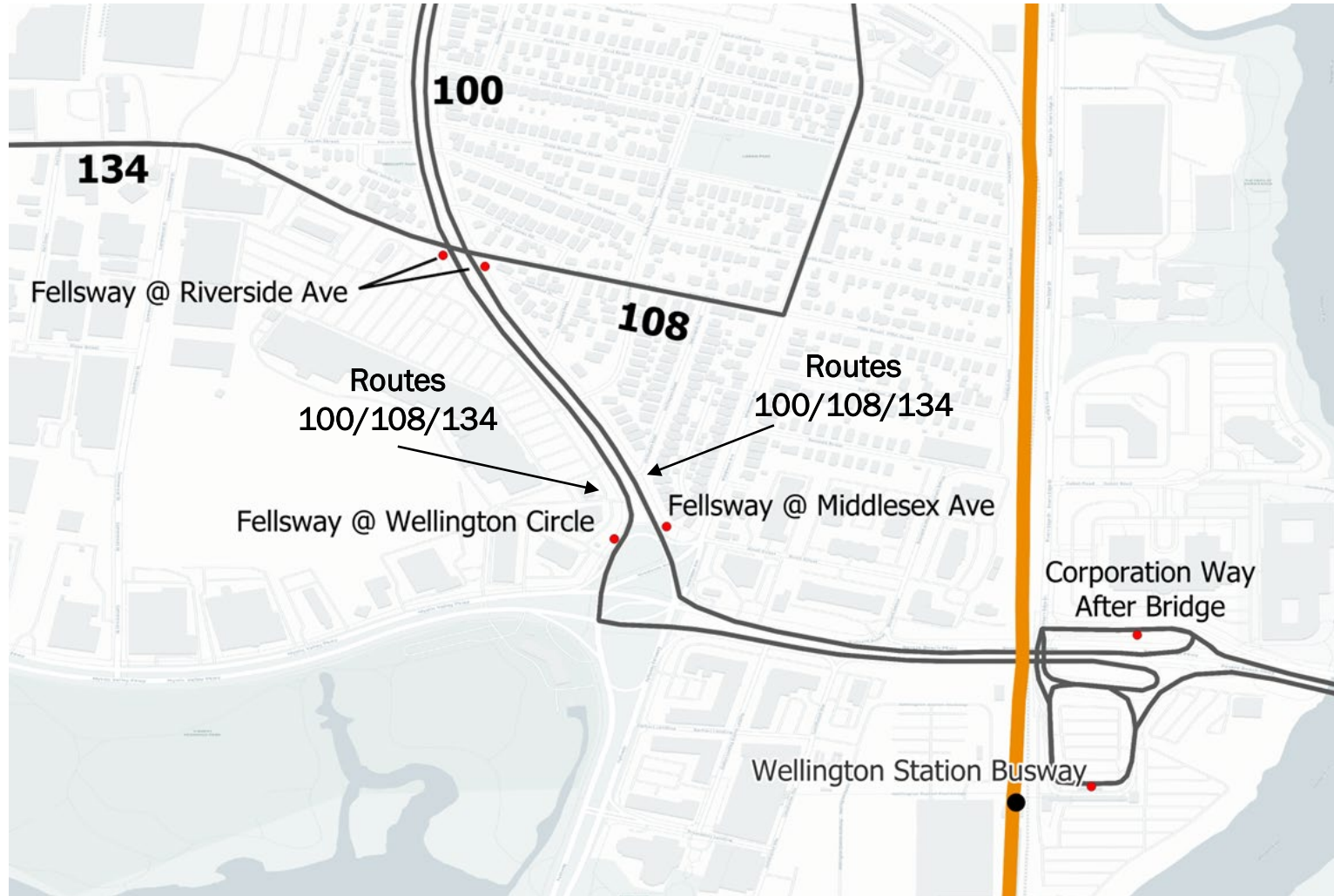
Next Steps:

- Initiate Project Development, where additional elements may include:
 - Completing survey
 - Evaluating feasibility of crossing or pedestrian bridge option on Revere Beach Parkway
 - Integrating bus lanes on Mystic Valley Parkway

Transit Enhanced Benefits

Draft Study Findings

Affected Bus Routes – Existing Routing



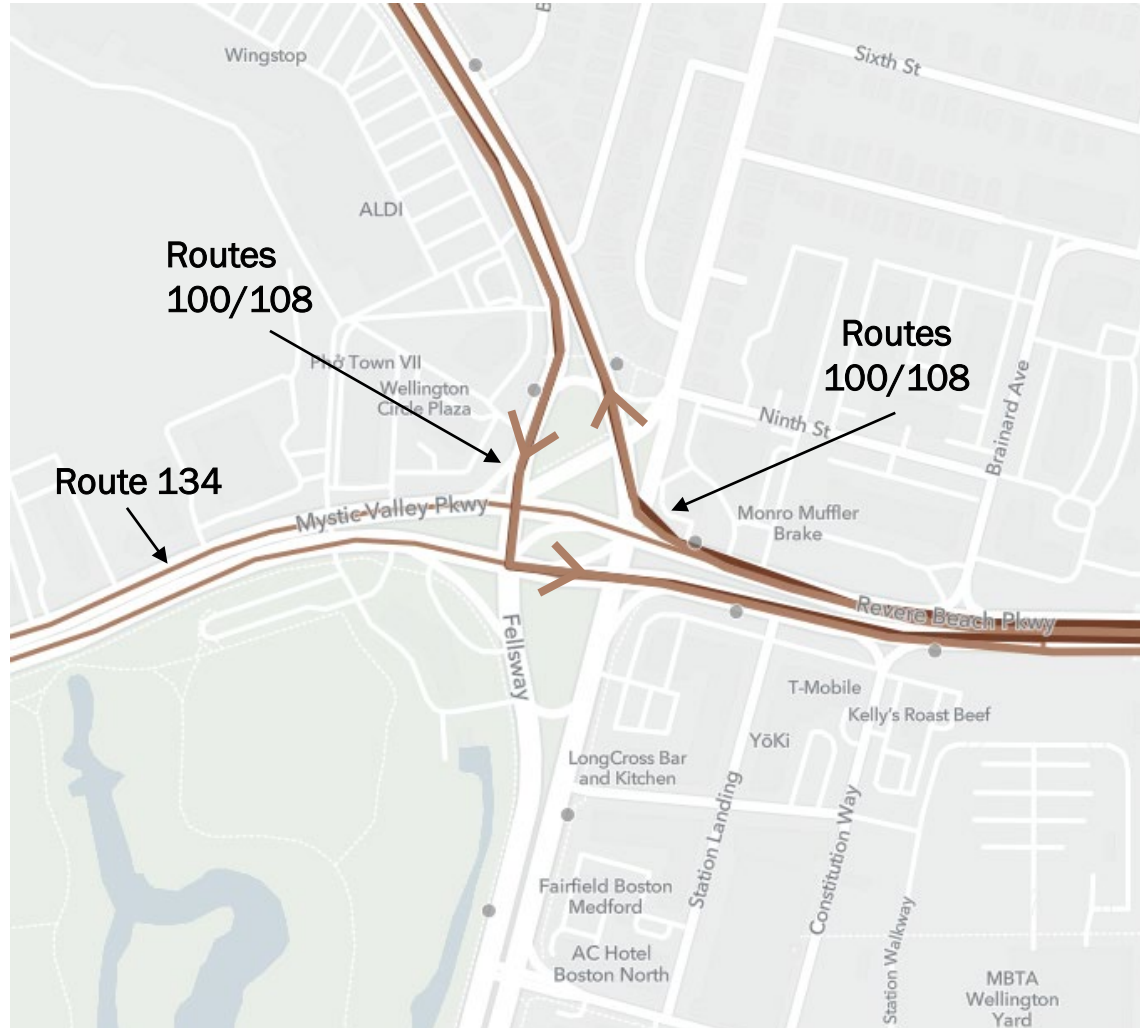
Key benefits:

- ✓ Substantial transit travel time savings compared to other alternatives
- ✓ Superior transit travel time quality of service (QOS) compared to other alternatives

MBTA Bus Network Redesign (BNRD)

Draft Study Findings

Affected Bus Routes – Proposed Routing



MBTA Routes 100 and 108 would both benefit from bus lanes on the Fellsway and Revere Beach Parkway

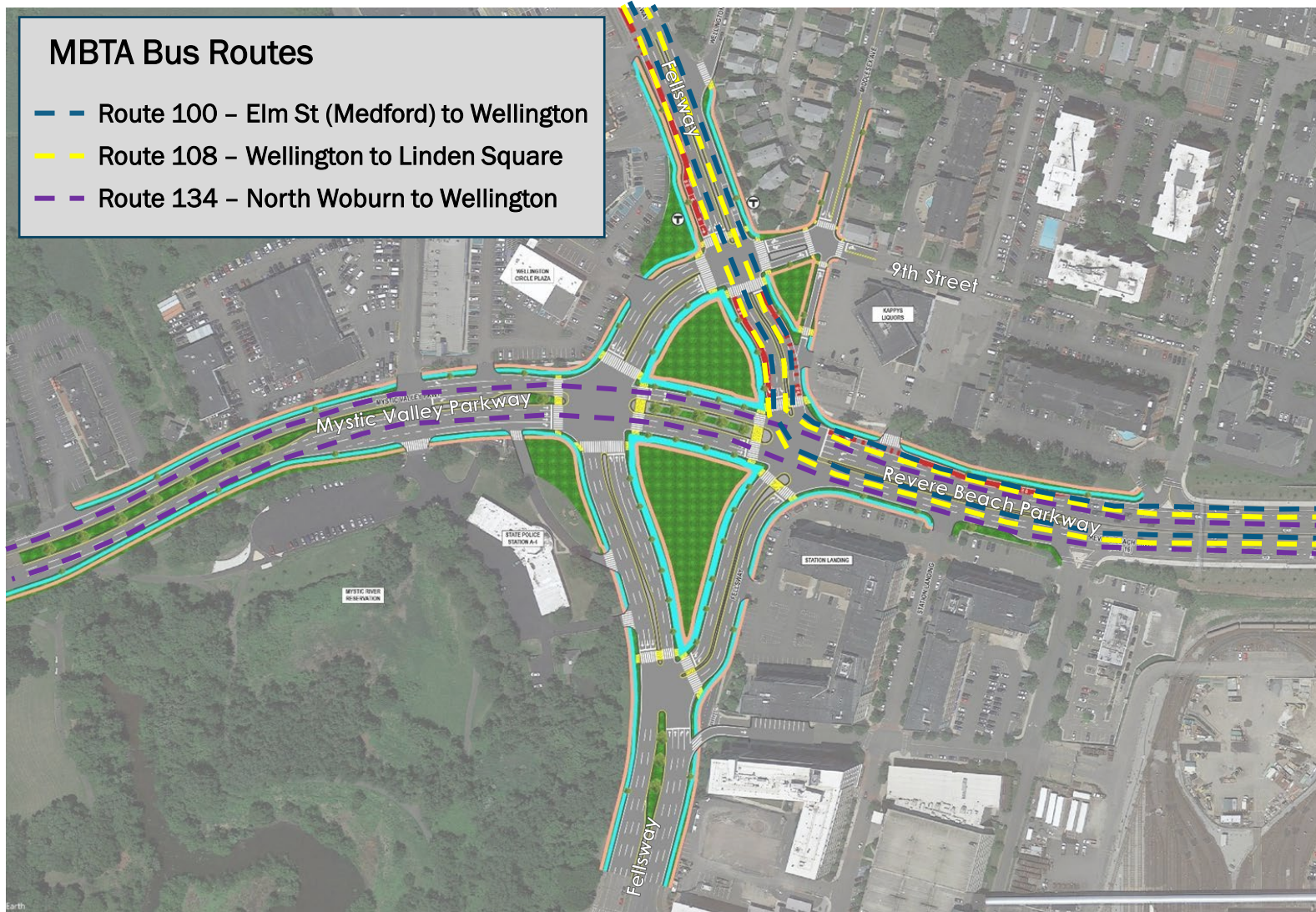
Route 134 would also benefit from the bus lanes on Revere Beach Parkway

MBTA Bus Network Redesign - Revised Network Map
Fall 2022



MBTA Bus Network Redesign (BNRD)

Draft Study Findings

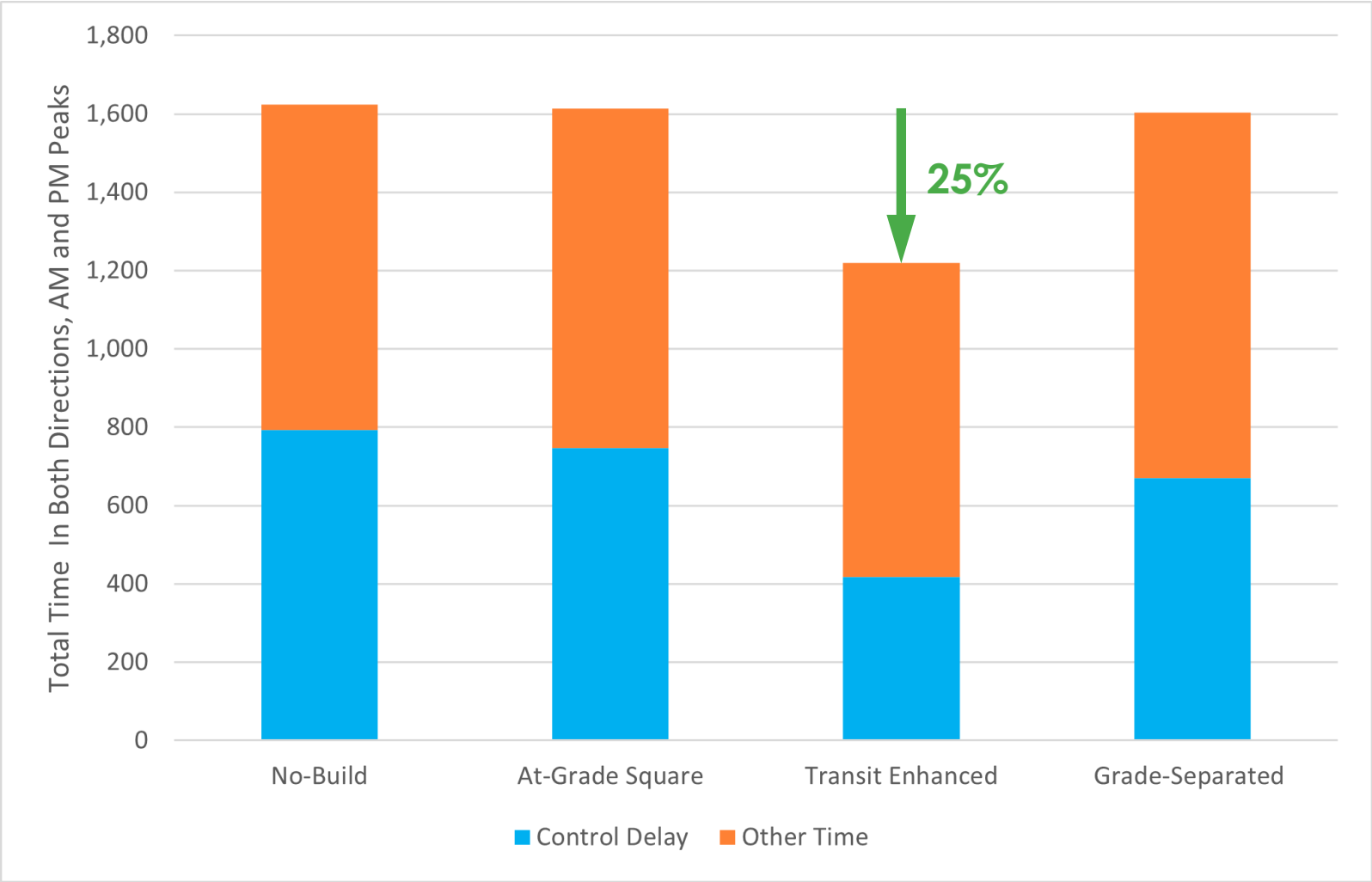


- ✓ Optimized transit routing, with more direct routes to Wellington Station for Routes 100 and 108 between the Fellsway and Revere Beach Parkway

Transit Enhanced Benefits

Draft Study Findings

Transit Travel Time



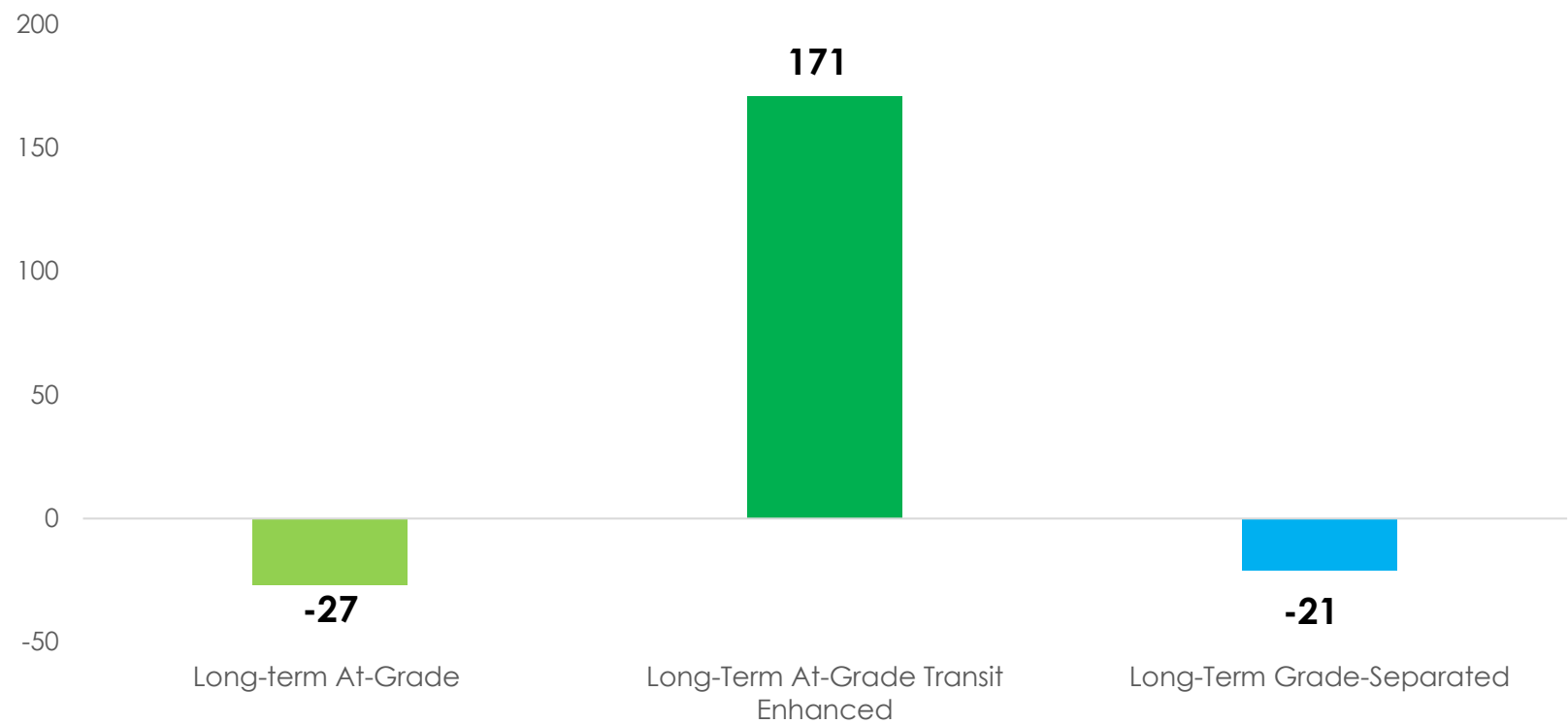
Total bus travel time is **reduced** by approximately **25%** from the No-Build 2040

Transit Enhanced Benefits

Transit Travel Time

Draft Study Findings

Estimated Savings in Round Trip Transit Time to and from Wellington Station (in seconds)



*Time savings apply to points north and west of the intersection of Fellsway with Riverside Avenue

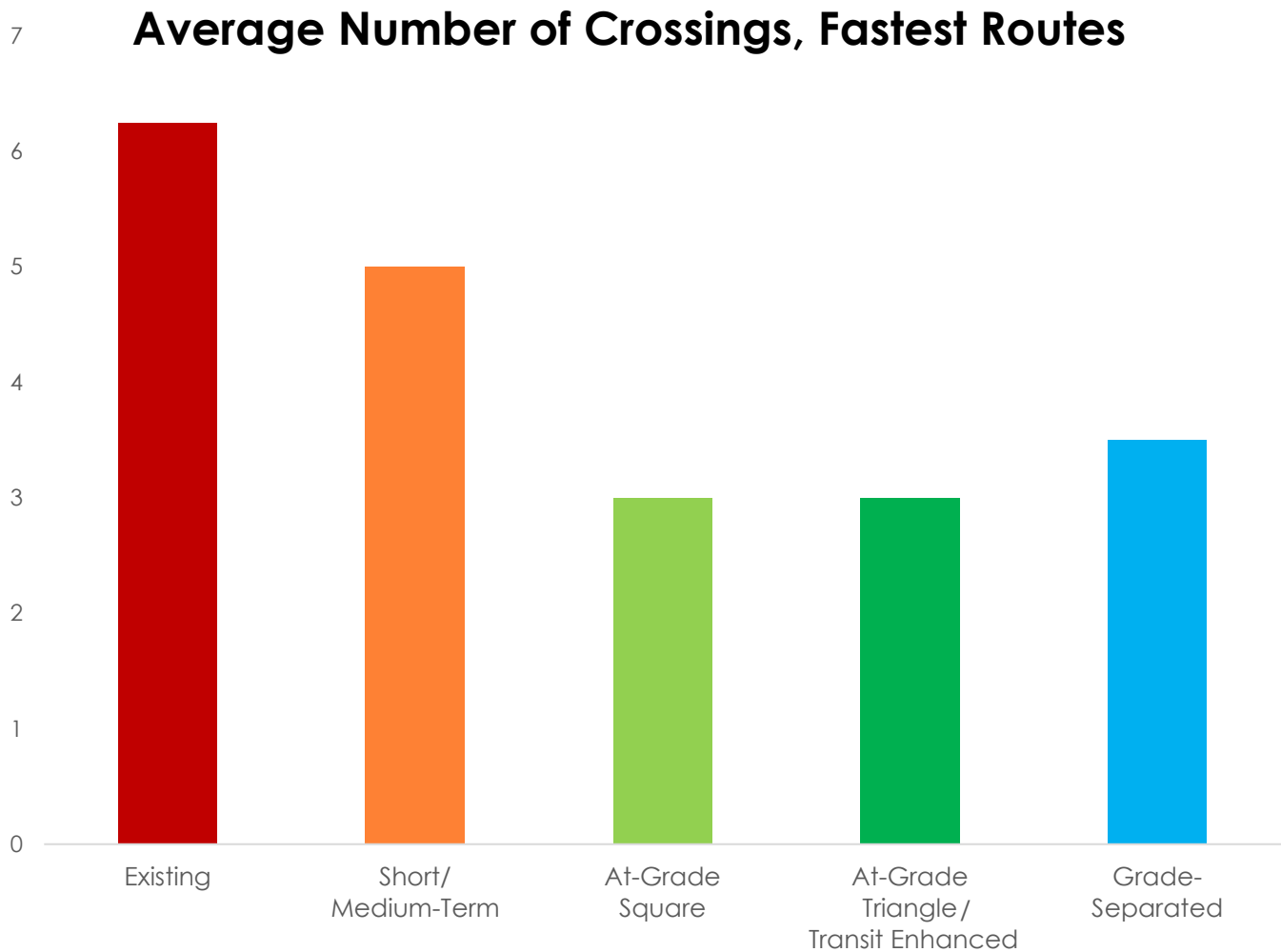
- ✓ Transit travel time savings for long-term transit-enhanced alternative
- No transit travel time savings for other alternatives

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

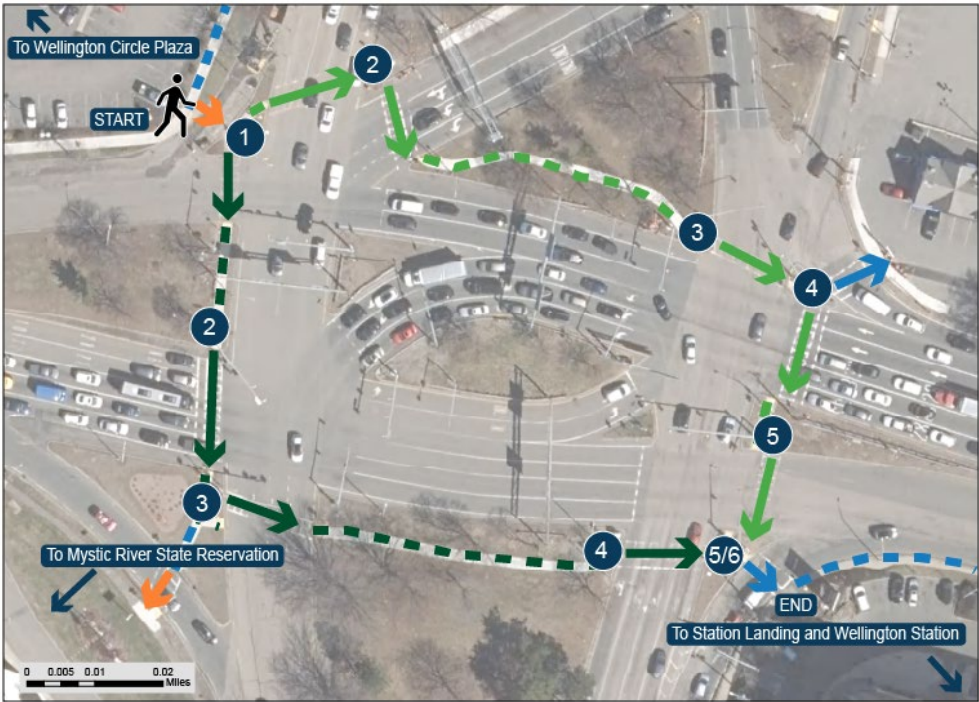


Pedestrian Connectivity

Draft Study Findings

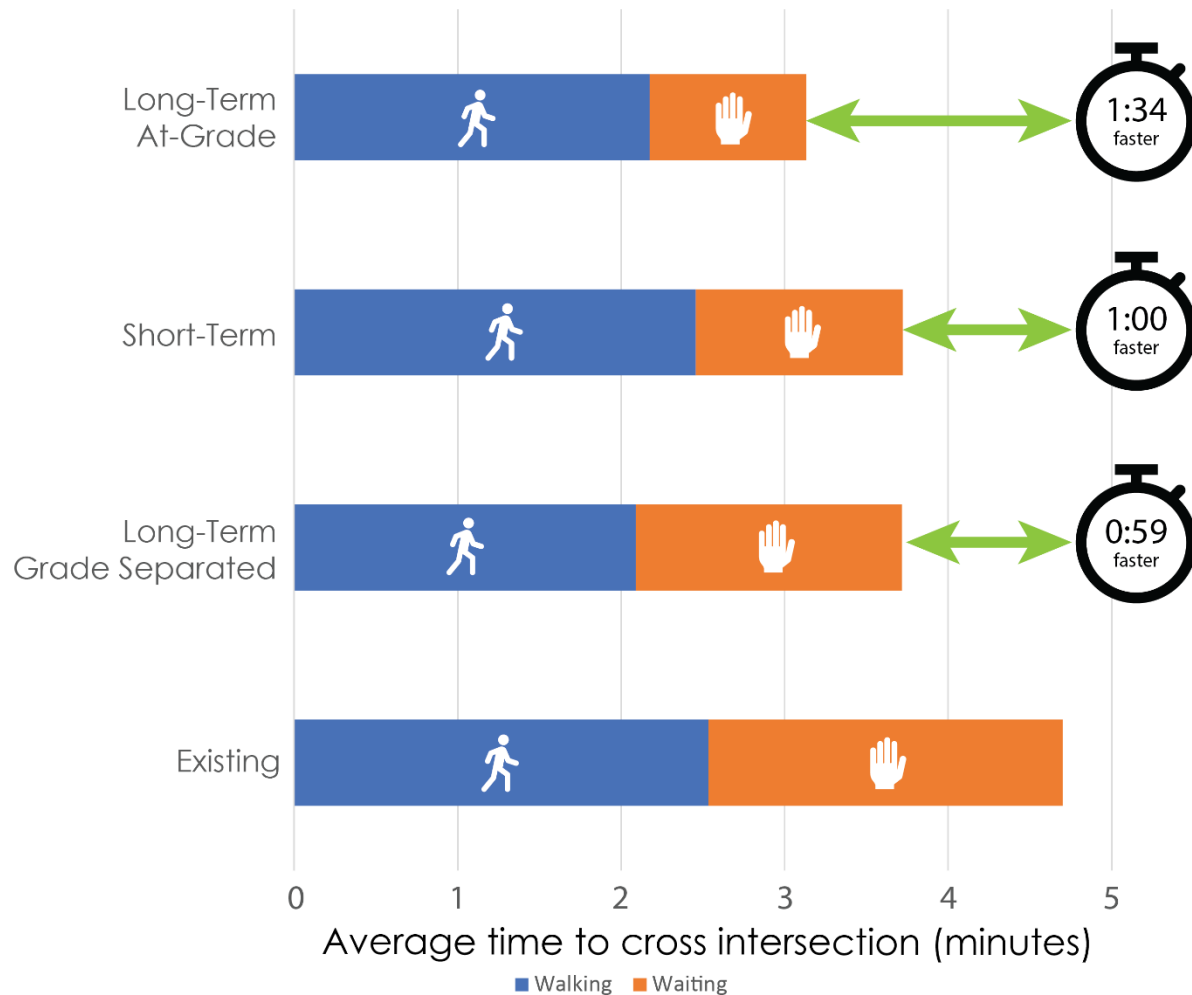


 Fewer pedestrian crossings than existing for all alternatives

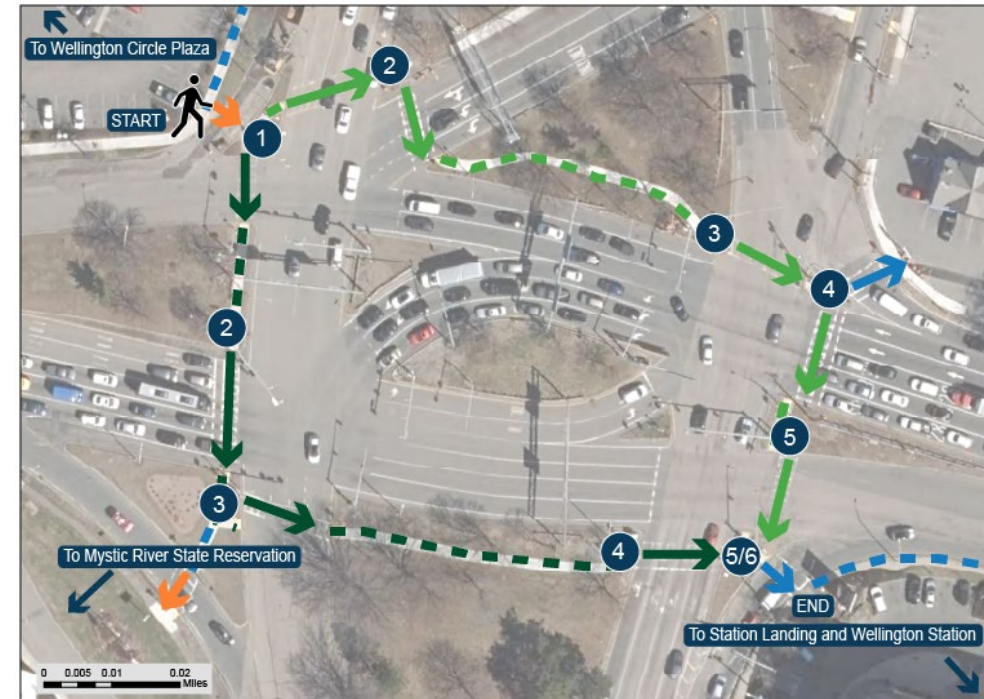


Pedestrian Travel Time Savings

Draft Study Findings



Faster pedestrian travel times than existing for all alternatives



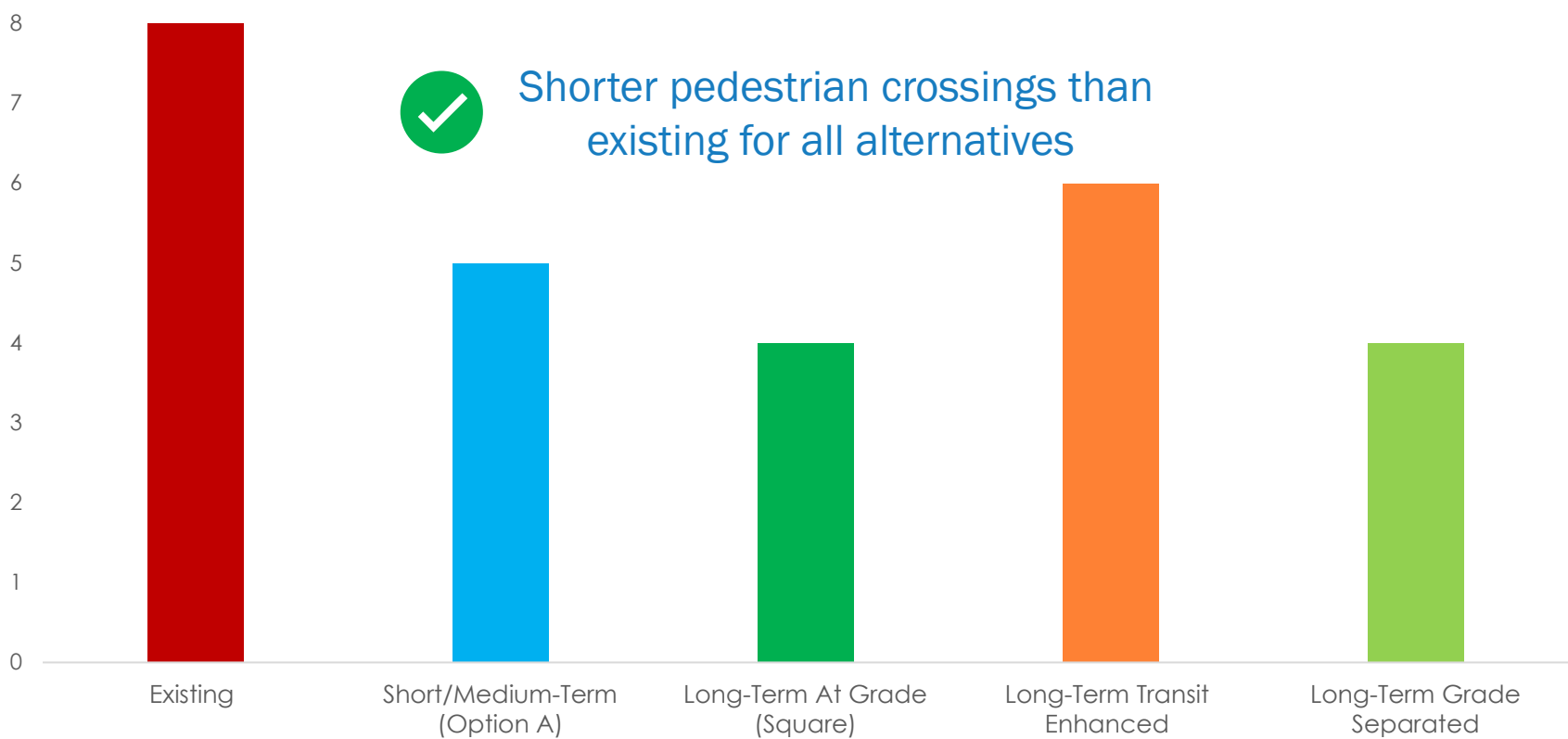
Crossing between northwest and southeast

Walk speed of 4 feet/second

Pedestrian Experience

Draft Study Findings

Number of Pedestrian Crossings >3 lanes without refuge island



Existing – 8 lane crossing across Fellsway

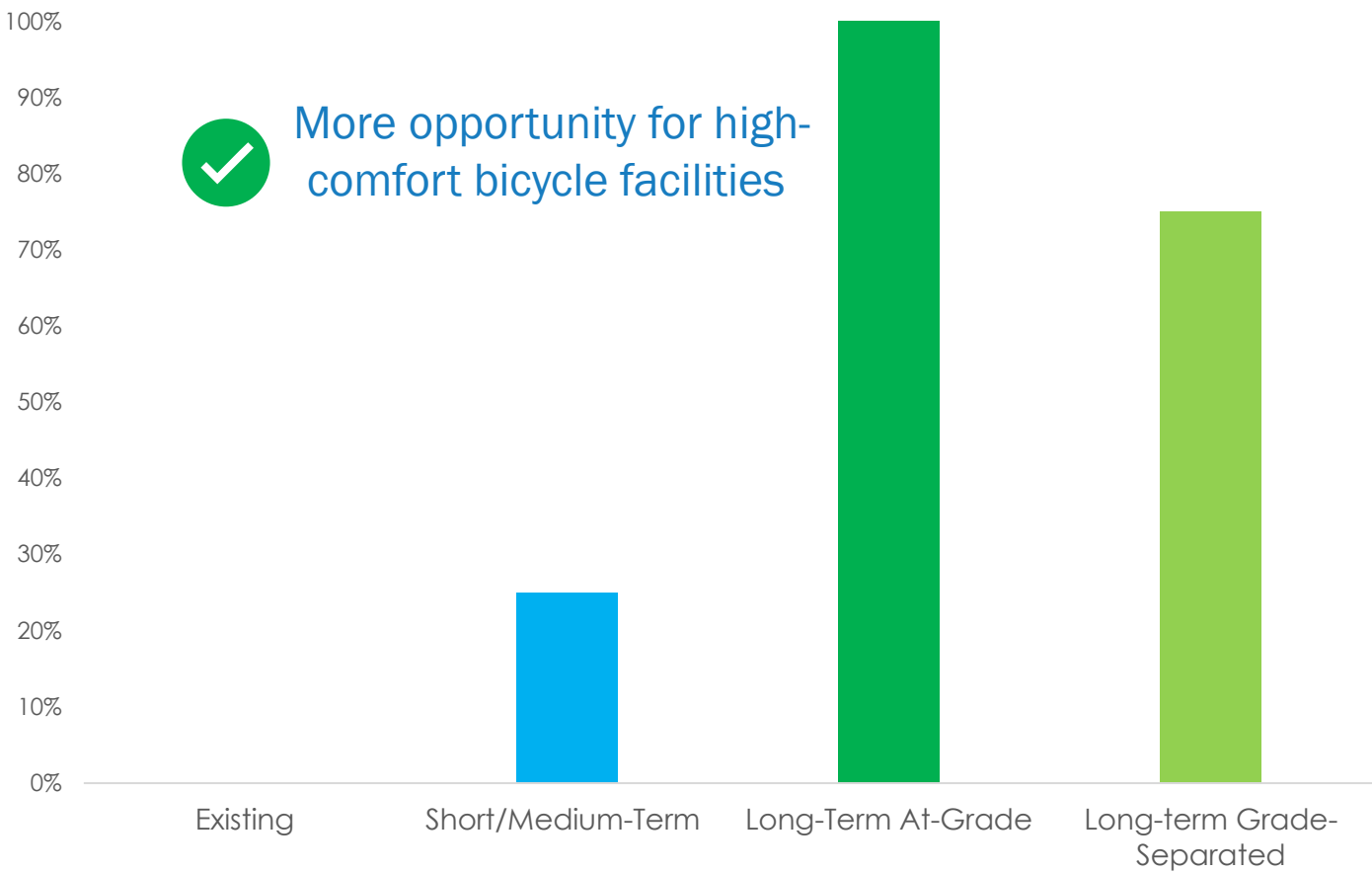


Long-Term Alternatives

Bicycle Experience

Draft Study Findings

Ability to Provide High-Comfort Bicycle Facility*



Existing – Biker on sidewalk (no bike lane)



Alternatives
(separated bike lanes)

*Approximate percentage of approaches that have ability to provide high comfort bicycle facility





DRAFT IMPLEMENTATION PLAN

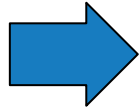
MassDOT Project Development Process

Draft
Implementation Plan

We Are Here

1. Project Need Identification

- Need identified by MassDOT & Community
- Complex Issues Require Planning Study



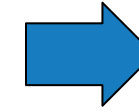
2. Planning

- Define Context
- Public Outreach
- Project Definition and Refinement
- Recommendations

3. Project Initiation

- Define project scope, costs, timeline, impacts and responsibilities
- Score assigned based on eight evaluation criteria
- Approval by MassDOT Project Review Committee
- Project Manager Assigned

4. Design, Environmental, and Right-of-Way



MassDOT Project Development Process

Draft
Implementation Plan

25% Design

- Obtain Ground Survey
- Develop Preliminary Design
- Local Agency Coordination
- Determine MEPA/NEPA Project Category
- Complete Preliminary Right-of-Way Plans

75% Design

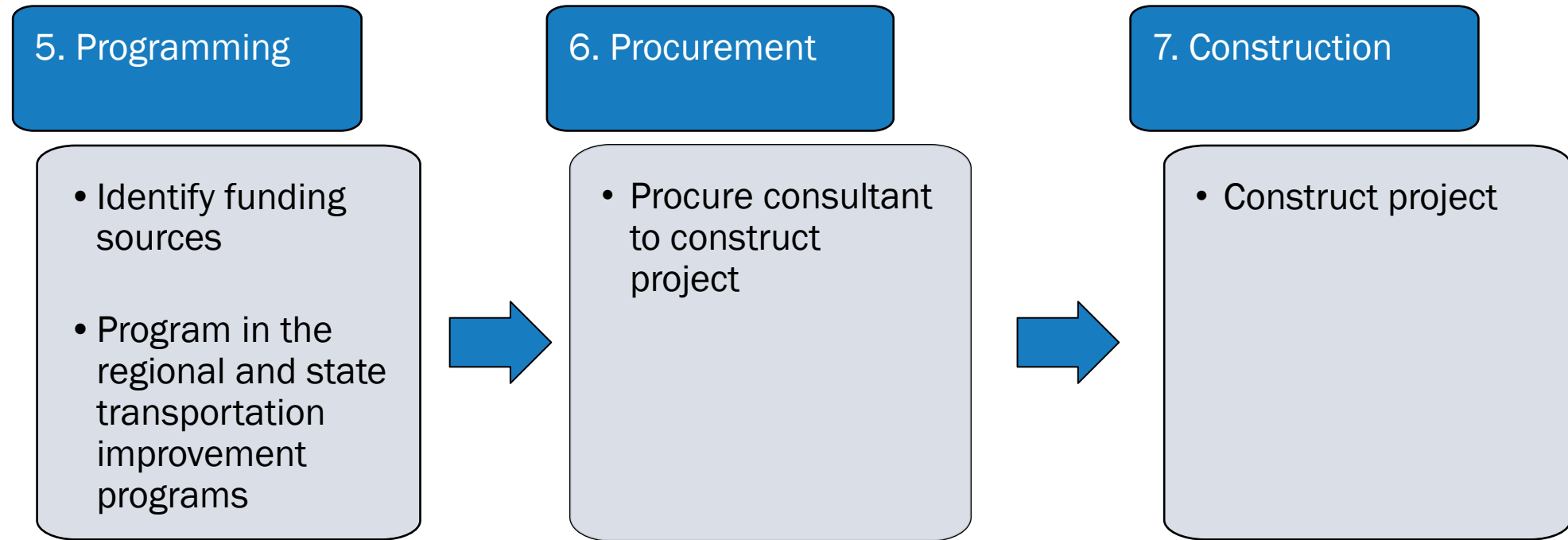
- Develop More Detailed Plans (Alignment, Bridges, Drainage)
- Develop Traffic Management Plan
- Interagency Coordination
- File with NEPA/MEPA and Obtain Permits
- Right-of-Way Plans filed

100% Design

- Complete Constructability Review & Finalize Construction Plans
- Develop Traffic Control Agreement with Municipality (if required)
- Final Cost Estimates
- Finalize Special Provisions

Public Outreach

MassDOT Project Development Process Draft Implementation Plan



Potential Funding Sources

Draft
Implementation Plan

- **Encore Section 61 Finding**
 - Funding for concept design
- **Transportation Improvement Program (TIP)**
 - Managed by Boston Region Metropolitan Planning Organization (MPO)
- **Federal Discretionary Funds***
 - RAISE Grant Program
 - Carbon Reduction Program
 - Reconnecting Communities Program
 - Safe Streets and Roads for All (SS4A) Grant Program



*Project eligibility and potential funding subject to change



Recommendation:

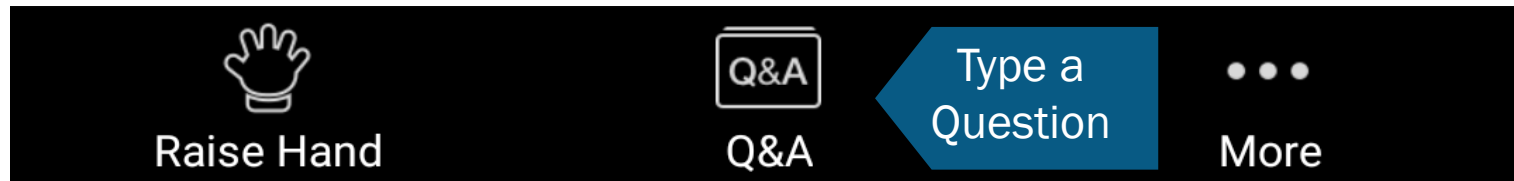
Long-Term
At-Grade Alternative –
Triangle/Transit Enhanced

Public Comment

Discussion

- Use Q&A to submit questions/comments in writing
- Press the “Raise Hand” button to share a question/comment verbally

Bottom Panel of
Zoom Screen



- If you are participating by phone only, you can press the star button then nine (*9) to raise your hand
- Comments may also be shared throughout the process via the [study comment form](#)



SOUTH

28

SLOW
POLICE
AMBULANCE
ENTRANCE

NEXT STEPS

Next Steps

Next Steps

- Draft Final Report and Public Comment Period
- Final Report – Anticipated June 2023

More Information:

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Project Website: <https://www.mass.gov/wellington-circle-study>