



Wellington Circle Study Virtual Public Information Meeting
Thursday, June 24, 2021 7:00 – 8:30 PM
Held Virtually via Zoom

Meeting Summary

On June 24th, 2021, MassDOT held the first Virtual Public Information Meeting for the Wellington Circle Study. At this meeting, the Study team shared an overview of the study's background and demonstrated the Meeting on Demand Platform. The Meeting on Demand platform was available for two weeks following the meeting for members of the public to review the existing planning context and multimodal transportation network and provide feedback on issues and opportunities in and around Wellington Circle. Public attendees were given the opportunity to share comments and ask the Study team questions at the end of the meeting. Attendees were also shown how to submit comments outside of the meeting using the Study's comment form.

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 meeting attendees can participate. Attendees are made aware they can contact Luke McInnis (HNTB) if they require technical assistance.

- Poll #1: Makaela opens a poll to ask attendees how they heard about this meeting.
 - See poll results in Appendix A

Makaela also reviews the agenda for the meeting which includes the following:

- Study Process
- Study Area, Goals & Objectives, and Evaluation Criteria
- Existing Conditions: Planning Context and Multimodal Transportation Network
- Issues & Opportunities with the study area
- Meeting on Demand Overview and public comment period
- Next Steps

2. *Study Overview, Background & Process by Makaela Niles, MassDOT Project Manager*
Makaela

Makaela provides a background of the Study, its goals and the process. Makaela mentions that the Study was initiated as part of the Section 61 Finding for the Encore Boston Harbor Casino. Funds were allocated for a study to look at long term improvements at Wellington Circle. This conceptual planning study seeks to evaluate existing and future multimodal conditions at Wellington Circle. She also explains how the Study would examine ways to redesign Wellington Circle to provide better connectivity and mobility within the City of Medford and the surrounding region. Based on the analysis and feedback received over the course of the study, short, medium, and long-term recommendations will be developed. These recommendations will be included in a draft final report that will be released for public comment and finalized in a final report.

- **Study Process:** Makaela reviews the steps of study process, which build upon each other. Tasks 1 and 2 are the foundation of the study. This meeting will cover Task 2: existing conditions and current issues and opportunities. This study will consider trends as they continue to change as a result of the pandemic.
- **Public Involvement:** Makaela mentions that one of the foundational elements of the study is public participation. Meetings are being held with the study's Working Group and members of the public. The Working Group is comprised of representatives from a variety of local institutions and organizations. The Group helps guide the study process by providing their local knowledge, expertise, and experience. There are also opportunities to participate in the study outside of these meetings by visiting the study's webpage and using the comment form hosted through the online engagement platform, PIMA. Through PIMA, the public can also sign up for study updates.

3. *Study Area, Goals & Objectives, and Evaluation Criteria by Makaela Niles, MassDOT Project Manager*

- **Study Area:** Both local and regional areas have been defined as a part of the study area.
 - **Local Study Area:** Roadways, transit routes, and infrastructure directly in and around Wellington Circle
 - **Regional Study Area:** Includes surrounding communities (Malden, Somerville, Everett, etc.) whose residents and employees may benefit from or be impacted by improvements to Wellington Circle
- **Study Goals:** Makaela reviews the Study goals which were developed in collaboration with the Working Group. They include the following:
 - Improve mobility and connectivity for all transportation modes and users in the Wellington Circle area
 - Improve safety conditions for all transportation modes and users in the Wellington Circle area
 - Improve quality of life for residents in the Wellington Circle
 - Improve local and regional connectivity to support businesses and future development
- **Study Objectives:** Makaela reviews the study objectives including:

- Increasing mobility/access, safety, and quality of life by improving connectivity to Wellington Station and other destinations within the study area.
- Providing comfortable facilities for bikes and pedestrians
- Evaluation Criteria: The developed alternatives will be assessed using the following evaluation criteria to measure how well they meet the goals:
 - Multimodal Mobility: mode split, travel times, transit reliability, miles of dedicated facilities
 - Safety: number of crashes, number of conflict points, predictive measures
 - Land Use and Economic Development: vacancy rate, rent prices, land use mix
 - Environmental Effects: Emissions/air quality, acres of open space
 - Community, Health and Social Equity: impact to Environmental Justice populations, public health indicators
 - Constructability
 - Cost

4. *Existing Conditions: Planning Context by Natalie Raffol, McMahon Associates (Project Consultant)*

Natalie provides an overview of the existing transportation conditions and the planning context.

- Existing Population Density: Natalie reviews the existing population density within the study area. Transportation Analysis Zone (TAZ) boundaries are used to assess demographics and socioeconomic data. The population density is relatively low in the Wellington Circle area compared to the study area at large. This shows that there is an opportunity for transit-orientated development given the proximity of the Orange Line and for more walking and biking trips in the area.
- Who makes up the Local Study Area?: Natalie gives an overview of the demographics within the study area. The study team assessed several demographic indicators including race, language, income, and car-free households:
 - 36% of residents identify as non-white (28% of the city needs to identify as non-white to meet the minority criteria for Environmental Justice)
 - 12% of the population has an income below the federal poverty level
 - 42% speak a language other than English as their primary language
 - 14% of households do not have a car
 - Diversity in the study areas goes beyond the environmental justice qualifiers. Both Malden and Everett have large minority populations and strong linguistic diversity. It is important to think of these populations, how they can be benefited and will be impacted by transportation in Wellington Circle. Impacts such as congestion and air emissions will be considered as the study progresses.
- Population Change 2020-2040: Natalie reviews the estimated population change in the study area. In 2020, the study area had a population of 36,534 and in 2040 it is projected to have a population of 43,197, signifying an estimated population increase of roughly 6,700. It is important to note that Assembly Square and residential development (changes from commercial land use to residential) is accounting for much of the

population growth in the region. The study will consider how best to accommodate the growing population while planning for transportation improvements.

- Employment Change 2020-2040: Natalie explains that the geographical analysis shows no significant change in employment in much of the study area. Employment growth within the study area is driven by large-scale projects in Assembly Square, the Silver Line Extension Project, and the Encore Casino.
- Planned Development: Natalie reviews a map showing proposed and active residential and commercial construction projects in the study area. There are two large residential developments along Mystic Valley Parkway and a cluster of commercial and residential developments near Assembly Square that are contributing to population growth in the area.

5. *Existing Conditions: Multimodal Transportation Network – Bicycle & Pedestrian Facilities by Natalie Raffol, McMahon Associates (Project Consultant)*

Natalie provides an overview of the existing transportation conditions and the multimodal transportation network.

- Poll #2: Before reviewing regional mode share, Natalie releases a poll asking attendees how they travel through Wellington Circle.
 - See poll results in Appendix A
- Regional Mode Share: Natalie explains that the data as well as the polling results tonight show that the majority of people are driving alone through Wellington Circle. However, 48% of residents choose sustainable modes when grouped together. This shows that there is the opportunity for multimodal improvements at Wellington Circle to increase sustainable trips in the region by providing more comfortable facilities connecting to and from transit, green space, residences, and commercial areas.
- Walking Conditions: Natalie reviews the walking conditions graphic that shows the existing facilities throughout the study area that includes obstructions, driveways, and sidewalks in poor condition. Many walkable areas can be improved through means of sidewalks, pedestrian signals, and curb ramps to make streets safer.
- Pedestrian Facilities: Natalie reviews the pedestrian facilities graphic that displays the perspective of a pedestrian crossing Wellington Circle. To cross from one corner of Wellington Circle to another may require five to six individual crossings. This demands a lot of patience and stamina from pedestrians. It is important to consider walkability in terms of more than just sidewalks and crosswalks but also the conditions such as time and distance and how many lanes of traffic they may need to cross.
- Bicycle Facilities: Natalie outlines the existing bicycle facilities surrounding Wellington Circle including:
 - A buffered bike lane on the Fellsway to the north
 - Dedicated bike lanes to the east on Revere Beach Parkway and Rivers Edge Drive
 - Off-street paths that go through the state park
 - A bike lane to the south on the Fellsway that is currently being implemented

Wellington Circle itself is a noticeable gap in the surrounding regional bike network. Providing bicycle facilities through Wellington Circle lends the opportunity to connect these important bike networks.

- **Walking & Biking – State Goals:** Natalie mentions that the study team is taking into consideration the visions and goals of MassDOT’s Pedestrian and Bicycle Plans. The visions of these plans are to provide safe, comfortable, and convenient facilities for both modes, eliminate fatalities, and increase the percentage of trips taken by walking and biking. This study could help implement the goals of these plans.
- **Walking & Biking Demand:** Natalie notes that Wellington Circle has been identified as a gap in the high comfort bike network and the study area has high potential for everyday biking trips. There are a lot of destinations with the study area such as Wellington Station, schools, parks, and businesses that could be accessed by biking.

6. *Existing Conditions: Multimodal Transportation Network - Bus Service and Wellington Station Access by Gary McNaughton, McMahan Associates (Project Consultant)*

Gary discusses vehicle modes starting with bus service and passenger experience. Travel Time – Quality of Service (QOS), Travel Time Variability QOS and Excess Passenger Time were used to assess bus operations throughout the study area. All of the data discussed during the presentation are based on pre-COVID-19 data. All bus routes into the study area service Wellington Station and all buses operate in the same lanes as general traffic which makes bus speed and reliability dependent on the quality of general traffic flow.

- **Bus Service in Local Study Area:** Gary reviews a map of all routes within the Study area. Almost 70% of bus riders in the study area board at Wellington Station which shows the potential for improving multimodal connectivity to the station.
- **Excess Passenger Time (XPT):** Gary reviews the study area’s XPT map that shows the delays that are incurred by passengers on the buses. The darkest colors on the map, between Wellington and Sweetser Circles, indicate where the most delay is being experienced. Gary explains that the map is an aggregate of peak periods, and that there are a lot similarities and a lot of delay in the same locations for the bus travel.

7. *Existing Conditions: Multimodal Transportation Network - Vehicle Operations by Gary McNaughton, McMahan Associates (Project Consultant)*

- **Establishing Vehicle Volumes:** Gary explains that vehicle volumes have been impacted by COVID-19. Data was obtained from a number of different studies including volumes from the Encore traffic monitoring that was conducted in February of 2020 and the study for Route 1 viaduct that was conducted in February 2018. The data from these studies were merged to model typical traffic data and provide a good representation of the pre-pandemic volumes.
- **Vehicle Volumes – Peak Hours Comparison:** Gary reviews and compares peak hour vehicle volumes. The following results are presented:
 - Dominant patterns between south and east
 - Highest overall volume on Revere Beach Parkway east of Circle

- Typical commuter patterns not seen on east/west roadways
- Vehicle Queuing and LOS: Gary reviews vehicle queuing and LOS for Weekday PM and AM. The following results are presented:
 - Weekday AM:
 - Long vehicle queues in westbound and southbound directions
 - Queues at signals in the center of the circle extend beyond adjacent intersections, increasing delays
 - Actual queuing and delay longer than reported from analysis
 - Weekday PM:
 - Queues at signals extend beyond adjacent intersections in the eastbound and westbound directions
 - Actual queuing and delay longer than reported from analysis

More elaborate models will be developed as the study team gets further along with evaluating alternatives.

- Crash History: Gary reviews crash history by type of crash and number for each intersection. There were 278 total crashes over a 3-year period, including 1 fatality. There are a relatively low proportion of rear end crashes and a high frequency of angle and side swipe crashes due to the number of turning lanes and confusing nature of the intersection. There was a low number of bike crashes which correlates with lack of bicycle facilities and comfort for bicyclists to travel through the area.

8. *Issues & Opportunities by Gary McNaughton, Project Manager, McMahon Associates (Project Consultant)*

Gary presents the Issues, Constraints & Considerations, and the Opportunities of the study.

- Issues, Constraints & Considerations:
 - Safety: Crashes involving a pedestrian occurred at most Wellington Circle intersections.
 - Multimodal Connectivity: Difficult area to bike or walk through. The study team has heard this repeatedly from the Working Group. The study will emphasize the multimodal connections and the ability to access Wellington Station, the adjacent parks, businesses, and residential areas.
 - Congestion: The area is congested and needs to be addressed; mode shift may be a way to address congestion we will look at other opportunities to make it work better for all modes.
 - Physical Constraints: There are some historic elements to the roadways that will be considered. Environmental impacts to adjacent waterways, parks, and trees will also be considered as we look at alternatives.
- Opportunities:
 - Right-of-way: There are many opportunities to come up with creative alternatives to benefit all modes by reallocating road space.
 - Changing land use: Increasing density in and around the project area may give opportunities for mode shift for short trips.

- Access to Open Space: There are a number of state parks and bicycle facilities around the Circle and there is an opportunity to facilitate the access to regional networks.
- Compounding Gains: Safety and connectivity improvements may also reduce congestion, improve public health, and support active transportation for walkers, bikers, and transit users.

9. *Meeting on Demand Overview by Erica Blonde, HNTB (Project Consultant)*

Erica reviews the Meeting on Demand Platform which will be open for two weeks following the meeting. Erica demonstrates the meeting on demand functionality and content. The tool is accessible through the study's homepage and will be open for public comment until July 8th. The tool is accessible via mobile or desktop device. Erica reviews the following:

- Registration Process:
 - The Meeting on Demand is available on the study's website and provides information beyond this meeting's presentation.
 - Users are prompted to enter contact information; users can choose to enter this information or enter anonymously. PIMA will recognize users already in the system.
 - Users have the ability to subscribe to project updates when entering their information.
 - The Meeting on Demand can be translated to the language of the user's choosing and is screen reader friendly.
- Meeting on Demand Navigation:
 - Erica launches the meeting on demand and demonstrates how to navigate the website by using the toolbar at the top of the page and scroll functionalities.
 - The following information and content can be found within the platform:
 - Study Overview
 - Planning Context
 - Multimodal Transportation Network
 - Issues and Opportunities
 - Interactive Map
 - Project Event Page, Subscription and Comment Form links
 - Erica also mentions that images can be made larger by clicking on them.
- Interactive Map
 - Erica mentions that instructions for the interactive map can be found in the application itself.
 - Existing comments from the Working Group meeting can be viewed within the application.
 - Users can enter their own comments, comment type and topic and "like" other comments.
 - Click "Report It" to enter the comment on the map.
 - To identify what the different colors mean on the map, the legend can be accessed on the left side of the map.
- Comment Form
 - Erica explains that the study's comment form is different than the interactive map.

- The comment form provides an opportunity to speak more generally and let the study team know how users are enjoying the meeting on demand and interactive map.
- Erica recommends that meeting participants share the comment form link with colleagues, constituents, and friends.
- Comment Period Timeline
 - Erica informs meeting participants that the meeting on demand will be available for the next two weeks.
 - Additional contact information is provided on the last slide of the presentation.

10. Public Comment

Erica opens Q&A for public comment. Erica describes how to participate in Q&A and mentions that attendees can also comment throughout the process via the study's comment form.

- Betty Lo - Given how many non-driving residents in the area don't speak English or speak it on a limited basis, what plans are there to make sure they have a chance to be informed of what's happening?
 - Erica Blonde, HNTB – This is a great question and incredibly important to the project Team. We will continue to do different media outreach including those that are non-English such as el Planeta and el Mundo. We will have community engagement events with bilingual staff attending. We will also continue to work closely with our Working Group members and other partners, who represent a number of civic and advocacy groups, to reach out to their constituents and let them know of study updates. We will continue to flyer around businesses in advance of future meetings and will continue to explore opportunities to provide translations at meetings. If there are specific organizations or groups that you would recommend, we want to hear from you through the comment form or directly through to the study team through email.
- Betty Lo, Public Attendee - Even beyond safety and accessibility for people with disabilities, elderly, etc., if the Circle remains an unpleasant place to walk or bike, people will continue to drive at higher rates than other modes of transportation.
 - Natalie Raffol, McMahon Associates – That is a really good point, we want to look at ways to improve walking and biking in terms of general comfort and convenience. As Gary pointed out under the opportunities slide, there are existing wide roadways and wide buffers. There is an opportunity to reallocate the space to dedicated to walking and biking facilities to make it more comfortable for people to shift to walking and biking for some of their trips
- Sean Abbott, Public Attendee – How can asphalt roads be considered historic?
 - Joanne Haracz, McMahon Associates – The reason that the parkways are historic is because they are originally part of the metropolitan park system and the roadways were designed in concert with those parks. They were all developed in concert starting in the late 1890s and that's why they are designated as historic. They have evolved over the

years to accommodate more traffic but the basis for their design was really within the parkway system for metropolitan Boston.

- Peter Calves, Public Attendee – Have you calculated pedestrian level of service (LOS) at Wellington Circle?
 - Gary McNaughton, Project Manager, McMahon Associates – We haven't calculated the LOS yet. We have calculated the amount of delay and time it takes for a typical pedestrian crossing, which is LOS F. The typical LOS for a pedestrian may not look that bad when you look at the individual intersections, which is part of why we didn't do it. We wanted to look more on the aggregate, looking at walking times to get across the intersection. We are considering it, but we will continue to look at that as we develop concepts and evaluate those. The pedestrian experience, delay, and wait time will be factored in.
- Kristin Scalisi, Public Attendee – Will the meeting on-demand platform URL be shared with tonight's meeting participants? It's not easy to google.
 - Erica Blonde, HNTB – We will be sending out an email with a link to the on-demand platform that you can view and share.
- Tom Lamar, Public Attendee - Thank you for taking on this study, the high-speed roadways make it very dangerous for walking and biking. Given the urgency of climate change, are you targeting specific goals for greenhouse gas emission reduction and mode share? Will it be pleasant for walking and biking or will it still be a wide highway?
 - Natalie Raffol, McMahon Associates – Towards the beginning of the presentation Makaela presented a slide on the goals and evaluation criteria. We haven't developed this specific evaluation criteria yet. We will have evaluation criteria to make sure goals like climate change and mode share are measurable and how different alternatives will achieve goals for the project. Improving safety and mode shift in the area are primary goals for the project and it would be beneficial to make it more pleasant for walking and biking. While we don't have specific numbers developed yet, that is something that will be part of the project.
- Hilary Flores-Hebert, Public Attendee - As a person who live near the Fellsway and commutes to and from Wellington on foot and bus, would you consider installing walking bridges in the high traffic center running from assembly row to Medford Fellsway? There is a nice reservation area by mystic river but it's scary to walk to near that high traffic intersection, I can't wait to see your ideas on making it more safe for pedestrians.
 - Gary McNaughton, Project Manager, McMahon Associates – At this point in the study there is really nothing that is off the table. We will be looking at grade separated alternatives and grade separation may be a combination of different alternatives. Pedestrian grade separation can be tricky, as pedestrians generally do not like to walk upstairs or long ramps. My personal preference is always to see if we can find comfortable acceptable at-grade options. That doesn't mean we won't look at grade separated alternatives if those make sense. The ideas to make it safe, that is why we are

trying to gather input from you all tonight. We have taken a conscious approach to not come up with design alternatives before we hear from the public. We have gotten a lot of input from the Working Group; we want to hear from the public as well. We are hearing a lot of comments what is important and what needs to be considered and we are taking that feedback to develop concepts. We will be coming back with preliminary, high level concepts to get that feedback from everybody to make sure the ideas meet the goals of the end users of the roadway system.

- David A. Senatillaka, Public Attendee - Second to Betty Lo's comment! Having something as simple as sheltered bus stops, benches and shade trees can go a long way to make Wellington Circle more ped/bike/ transit rider friendly!
 - Gary McNaughton, Project Manager, McMahon Associates – We have been doing a lot of work on bus system improvements with the MBTA. We certainly appreciate some of those relatively simple improvements that can make traveling through the area a more pleasurable experience.
- Hilary Flores-Hebert, Public Attendee - Question for Gary: Can you install the bus wait time signs at every wellington station bus stop like the ones that were beta tested on routes 77 in Cambridge?
 - Gary McNaughton, Project Manager, McMahon Associates – We can bring that up with the MBTA as we are working with them. That is something they would have to install.
- Betty Lo, Public Attendee - Thank you for the answers, Erica, and Natalie. I would suggest some neighborhood canvassing or use of Medford's Reverse 911 dialing as part of your outreach strategy. I know there are folks who are not so locally engaged who travel through the Circle to other destinations. It does make them tricky to "capture" through civic and local business outreach. Thanks
 - Erica Blonde, HNTB – Really great point and something we are really focused on. We are working on ways to capture people who are travelling through the area and are not necessarily frequenting local businesses or are a part of local organizations. These are great suggestions and we will certainly take them into consideration for future meetings.
- Hilary Flores-Hebert, Public Attendee – Is there plans to install multi-level parking garages to help reduce traffic and encourage more multimodal transit use (for example, like Salem multimodal station and Revere blue line station)?
 - Gary McNaughton, Project Manager, McMahon Associates – As part of this project we are not looking at adding parking. There are potentially other efforts through MassDOT and other agencies that are occurring, but I can't speak to that right now.
- Peter Calves, Public Attendee - Can you weigh down your public meeting signs at Wellington Circle? I saw a couple of them lying on the ground this week.
 - Erica Blonde, HNTB – We certainly do not want that to happen. They are currently weighed down with sand, we will make sure they are better secured next time.

- Tom Lamar, Public Attendee - Can we have continuous safe bike routes for people biking through the project area, e.g. from the new bike lanes on the bridge to the buffered bike lanes on 28N, without mixing with dangerous traffic?
 - Gary McNaughton, Project Manager, McMahon Associates – That is something that will be weighed heavily into the evaluation criteria. We have heard loud and clear that the ability to walk and bike throughout the area is desired.
- Sean Abbott, Public Attendee - Is there any thought or capability to work with the local property owners and Medford to reduce the prevalence of large parking lots right in the same areas that walking about biking happen? Massive expanses of asphalt are unpleasant to walk or bike around and add to the induced automobile demand while simultaneously reducing pedestrian and micro-mobility demand.
 - Gary McNaughton, Project Manager, McMahon Associates – We are working with Medford and a number of the surrounding communities to look at land use. I don't know if there are any active plans to change those abutting existing land uses. As redevelopment occurs and those properties start to change there may be opportunity to modify the parking arrangements.
- Betty Lo, Public Attendee - If I may make a suggestion regarding Gary's answer about at-grade ideas to make the area more bike/walker-friendly, perhaps some of the left-hand turns could somehow be converted to quadrant intersections, wherein left-hand traffic could be rerouted to a part of the road "behind" the main intersection.
 - Gary McNaughton, Project Manager, McMahon Associates – We will look at more unique intersection configurations. We have looked at some of those treatments in some areas, the challenge is that those solutions may not be as expected for other modes such as pedestrians and bicyclists. We will try to be as creative as we can, this is a unique area.
 - Hilary Flores-Hebert , Public Attendee – Yes, as a pedestrian who carries bags from grocery shopping to bus stops, I agree that the driveways and parking lots are fatiguing nevermind the dangerous crosswalks etc.
- Tom Lamar, Public Attendee - Will there be any quick-build implementation to deliver safety improvements more quickly?
 - Gary McNaughton, Project Manager, McMahon Associates – We typically come out with short term and long-term implementations. There has been a number of minor improvements to this location. We will see if there is anything more we can do to improve things in the short term, but I cannot promise what we will come up with.
- David A. Senatillaka, Public Attendee - Not sure if this was mentioned already, but what about using strategically placed visual barriers (ex. bollards, reflective strips, removable lane dividers) to change the "geometry" of the road to encourage drivers to drive slower
 - Gary McNaughton, Project Manager, McMahon Associates – We have done a number of different elements to try to encourage drivers to move slowly. This is a complicated

intersection; you may not be able to limit the width as much as you would like to slow vehicles down when you have trucks travelling through the area.

- Alicia Hunt, City of Medford - Residents should be aware that there is a Comprehensive Planning process going on in Medford right now, and that process would love to hear their thoughts about the large seas of parking lots. They can learn more and voice their thoughts here: <https://www.medfordcompplan.org/>
- Doug Carr, NAACP – Medford is just beginning a multi-year Master Plan process that will overlap this study. They will be looking at everything, including land use, re-zoning, etc. Please make sure to connect with the group so that they and you are aware of each other's work and can work together.
- Jared Powell, Public Attendee - Thank you for recognizing what a challenge it is to bike and walk in this area. I'm a member of the Medford Bike Advisory Commission and a confident city cyclist and would never care to bike through this area. We look forward to your work to make this area much more amenable to more human-oriented transportation options. Improved enforcement of traffic rules (and reduction in red lighting running) will also help here.
 - Gary McNaughton, Project Manager, McMahan Associates - Red light running tends to be exasperated by level of delay. Hopefully some of that is taken care of by a better design.
- Hilary Flores-Hebert, Public Attendee – What are the next steps for this project for you guys?
 - Erica Blonde, HNTB – This segues nicely to our last slide. I will turn it over to Makaela to review the next steps for the study.
- Jared Powell, Public Attendee - Not really a question, but thank you! The Medford Bike Advisory Commission certainly plans to be engaged with this process. <http://www.medfordbikes.org/>
- Nancy Edmunds, Public Attendee – Thank you very much for this. I'm relieved to hear that this awful intersection is being taken so seriously. I walk through it daily and have gotten used to it but look forward to improvements!

11. Next Steps by Makaela Niles, MassDOT Project Manager

Makaela reviews next steps for the Wellington Circle Study and shares the anticipated timeline for future Working Group and public meetings. Additional materials can be reviewed by visiting the Meeting on Demand, which will be made available for two weeks following this meeting. Initial improvement concepts will be developed, and the Working Group will be engaged again to share the study team's findings and gather feedback.

- Poll #3 and #4: Makaela releases two poll questions to get input on the meeting and the meeting format itself.
 - See poll results in Appendix A

Makaela encourages attendees to sign up for study updates and to access information by visiting the study's website. Makaela thanks everyone for attending and adjourns the meeting.

Wellington Circle Study Virtual Public Information Meeting #1 Attendees

MassDOT/Study Team:

- Makeda Niles - MassDOT
- Ethan Britland - MassDOT
- Gary McNaughton – McMahan Associates
- Joanne Haracz – McMahan Associates
- Natalie Raffol – McMahan Associates
- Erica Blonde - HNTB
- Leah Epstein – HNTB
- Luke McInnis – HNTB

Working Group Members & Alternates:

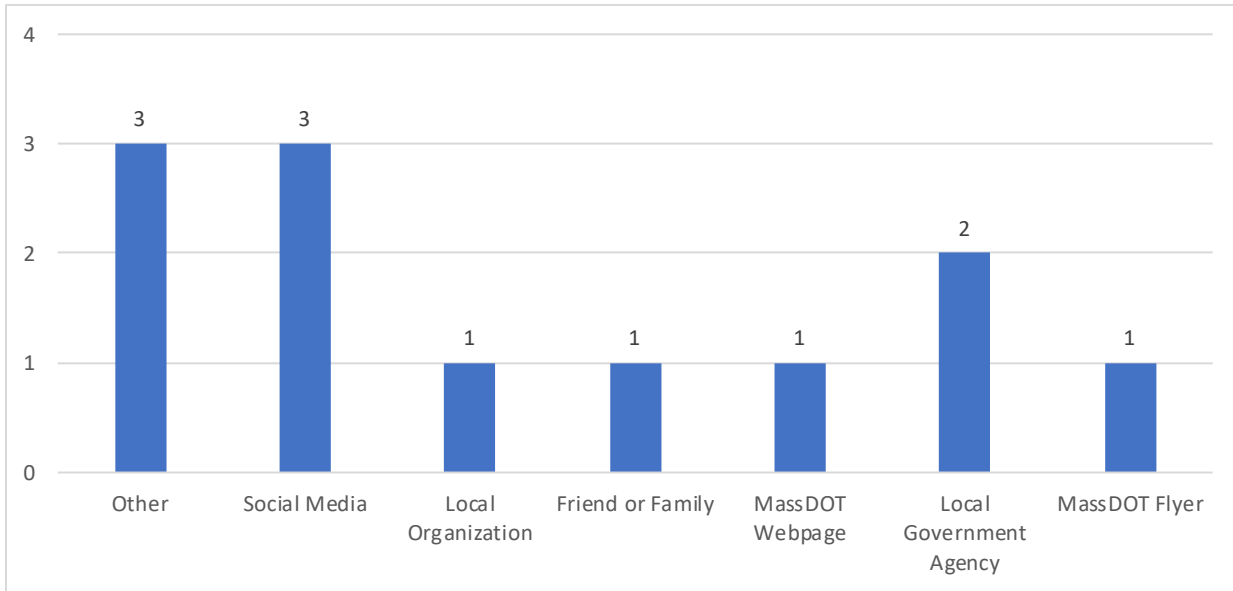
- Brad Rawson – City of Somerville
- Doug Carr – NAACP, Mystic Valley Branch

Attendees:

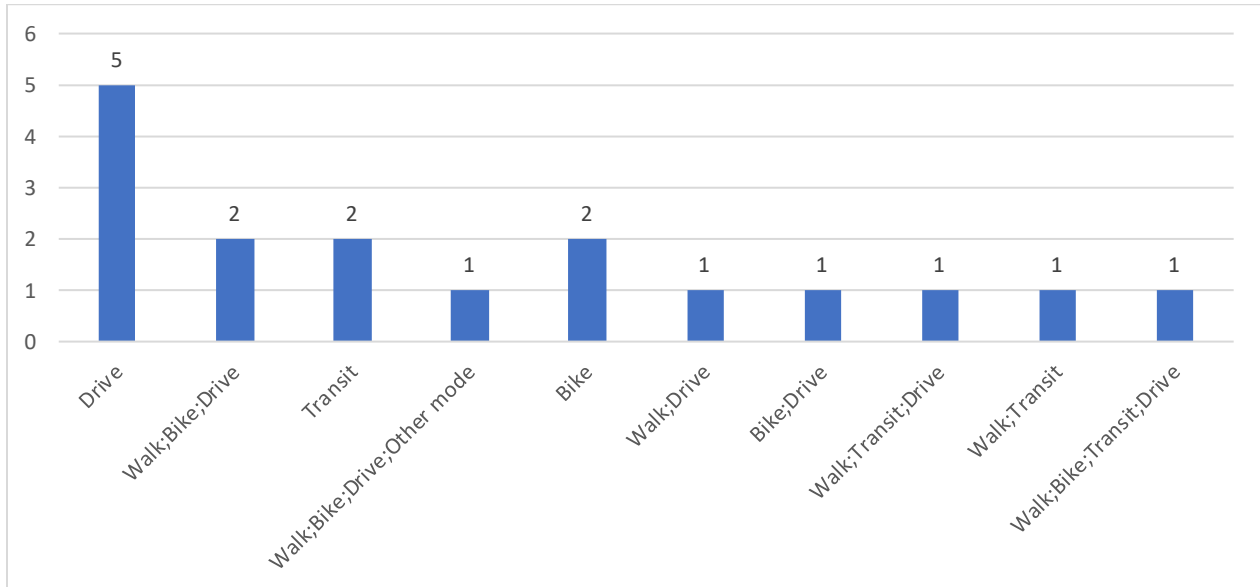
- Alexander Frieden
- Alexandra Kleyman
- Alicia Hunt – City of Medford
- Amanda Belles
- Betty Lo
- Bob Frey - MassDOT
- Brandon Cardley
- Brianna Wilkinson
- Bruce Kulik
- Christian MilNeil
- David A. Senatillaka
- George Schneeloch
- Hilary Flores-Hebert
- Jared Powell
- Joshua Grzegorzewski
- Ka Ip
- Kathy Schaeffer
- Kethia Nazaire Allien - MassDOT
- Kevin Fitzgerald
- Kristin Scalisi
- Nancy Edmunds
- Peter Calves
- Scot Keay
- Sean Abbott
- Tom Lamar
- [2 phone attendees]

Appendix A: Poll Results

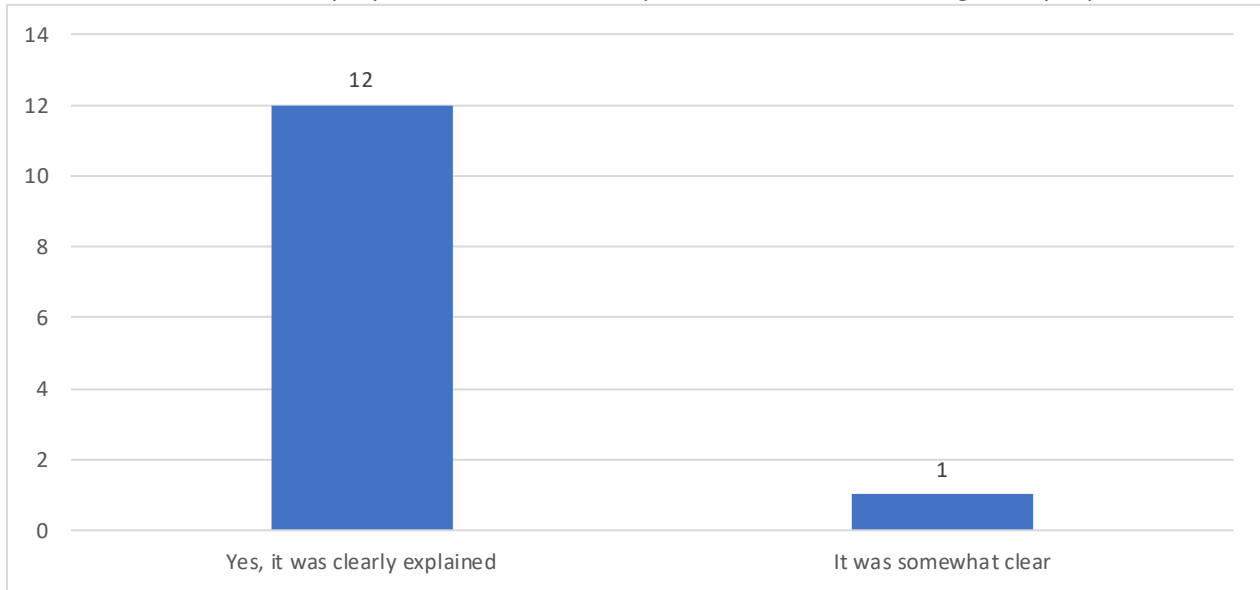
1. Question: How did you hear about the public information meeting?



2. Question: How do you travel through Wellington Circle?



3. Question: Was the purpose and intent of the public information meeting clearly explained?



4. Question: What did you think of the public information meeting format?

