



VIRTUAL DESIGN PUBLIC HEARING

September 27, 2023

FOR THE PROPOSED

**Ellis Elementary Traffic Calming (Safe Routes To School)
Project No. 610537**

IN THE CITY OF BOSTON, MASSACHUSETTS

**COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION**

**JONATHAN GULLIVER
HIGHWAY ADMINISTRATOR**

**CARRIE E. LAVALLEE, P.E.
CHIEF ENGINEER**

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION
NOTICE OF A PUBLIC HEARING
Project File No. 610537

A Live Virtual Design Public Hearing will be hosted on the MassDOT website below to present the design for the proposed Ellis Elementary Traffic Calming Safe Routes To School project in Boston, MA.

WHEN: 7:00pm-8:00pm, Wednesday, September 27, 2023

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed Ellis Elementary Traffic Calming Safe Routes To School project. All views and comments submitted in response to the hearing will be reviewed and considered to the maximum extent possible.

PROPOSAL: The proposed project consists of raised crosswalks and/or intersections at Walnut Avenue at Ruthven Street, Walnut Avenue at Westminster Avenue, and Walnut Avenue at Cobden Street; revised intersection geometry at Walnut Avenue at Crawford Street and Abbotsford Street at Crawford Street, and a raised median island along Humboldt Avenue at Munroe Street with raised crosswalks across Munroe Street and Humboldt Court. Bicyclists will continue to share the roadway with vehicles, and pedestrians will continue to use existing sidewalks.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. The **City of Boston** is responsible for acquiring all needed rights in private or public lands. MassDOT's policy concerning land acquisitions will be presented in the hearing.

Project inquiries, written statements and other exhibits regarding the proposed undertaking may be submitted to Carrie E. Lavallee, P.E., Chief Engineer, via e-mail to MassDOTProjectManagement@dot.state.ma.us or via US Mail to Suite 7550, 10 Park Plaza, Boston, MA 02116, Attention: Project Management, Project File No. 610537. Statements and exhibits intended for inclusion in the hearing transcript must be emailed or postmarked no later than ten (10) business days (14 calendar days) after the hearing is hosted.

This hearing is accessible to people with disabilities. MassDOT provides reasonable accommodations and/or language assistance free of charge upon request (e.g interpreters in American Sign Language and languages other than English, live captioning, videos, assistive listening devices and alternate material formats), as available. For accommodation or language assistance, please contact MassDOT's Chief Diversity and Civil Rights Officer by phone (857-368-8580), TTD/TTY at (857) 266-0603, fax (857) 368-0602 or by email (MassDOT.CivilRights@dot.state.ma.us). Requests should be made as soon as possible and prior to the hearing, and for more difficult to arrange services including sign-language, CART or language translation or interpretation, requests should be made at least ten business days before the hearing.

This hearing will be hosted, or a cancellation announcement posted, on the internet at <https://www.mass.gov/orgs/highway-division/events>.

JONATHAN GULLIVER
HIGHWAY ADMINISTRATOR

CARRIE E. LAVALLEE, P.E.
CHIEF ENGINEER



Dear Concerned Citizen:

The Massachusetts Department of Transportation (MassDOT) is committed to building and maintaining a transportation infrastructure that is both safe and efficient for all who use our roadways, bridges, bicycle facilities and pedestrian paths, while maintaining the integrity of the environment.

As part of the design process for this project, we are conducting this public hearing to explain the proposed improvements, listen to your comments and answer any questions you may have. At the conclusion of the hearing, MassDOT will review all of your comments and, where feasible, incorporate them into the design of the project.

We recognize that road and bridge construction can create inconveniences for the public. MassDOT places a great deal of emphasis on minimizing the temporary disruptive effects of construction.

MassDOT encourages input from local communities and values your opinions. Please be assured that we will undertake no project without addressing the concerns of the community.

Sincerely,

Carrie E. Lavallee, P.E.
Acting Chief Engineer

WHAT IS A PUBLIC HEARING?

WHY A PUBLIC HEARING?

To provide an assured method whereby the Commonwealth of Massachusetts can furnish to the public information concerning the State's highway construction proposals, and to afford every interested resident of the area an opportunity to be heard on any proposed project. At the same time, the hearings afford the Commonwealth an additional opportunity to receive information from local sources which would be of value to the State in making its final decisions to what design should be advanced for development.

WHY NOT A VOTE ON HIGHWAY PLANS?

The hearings are not intended to be a popular referendum for the purpose of determining the nature of a proposed improvement by a majority of those present. They do not relieve the duly constituted officials of a State highway department of the necessity for making decisions in State highway matters for which they are charged with full responsibility.

WHAT DOES A PUBLIC HEARING ACCOMPLISH?

It is designed to ensure the opportunity for, or the availability of, a forum to provide factual information which is pertinent to the determination of the final alternative considered by the state to best serve the public interest, and on which improvement projects are proposed to be undertaken.

It is important that the people of the area express their views in regard to the proposal being presented, so that views can be properly recorded in the minutes of the meeting. These minutes will be carefully studied and taken into consideration in the determination of the final design.

RIGHT OF WAY CONCERNS

Your Municipality is responsible for securing the right of way for this project. If your property, or a portion of it, must be acquired by the Municipality for highway purposes in the interest of all people of the Commonwealth, your rights are fully protected under the law. Briefly, here are some of the answers to questions you might ask.

1. REASON FOR PROJECT

The completion of this project will serve local needs. The proposed enhancement will also be in the interest of others in the greater community, and provide for the public good.

2. WHO CONTACTS ME?

Representatives of the municipality have already contacted or will contact you. They will explain the procedures used in acquiring any necessary rights in land.

3. WHAT ABOUT DONATIONS? WHAT IS A RIGHT OF ENTRY?

Town officials will often seek donations, of parcels, where permanent rights are required. This procedure will minimize the acquisition cost for your community.

A Right of Entry is a document that is signed by the owner. It allows the Contractor to perform certain types of work on the owner's land. The work is usually minor in nature and frequently consists of loaming/seeding behind sidewalks, new driveway apron work, grading/sloping, and wetland protection, etc. The rights granted are temporary in nature.

4. WHAT IS A FAIR PRICE FOR THE ACQUIRED PARCELS?

In the event that donations are not considered, or completed, every effort will be made to ensure that an equitable value is awarded. Municipal and/or outside appraisers will complete an appraisal. Consideration is given to the type of rights needed, whether in fee, permanent or temporary easements. The appraisal will be the basis for arriving at a fair price (for damages that result).

5. MUST I ACCEPT THE MUNICIPALITY OFFER?

No, if the owner feels that the offer is not fair the owner may petition the courts. This action does not stop or delay the acquisition. The action must occur within 3 years. The owner(s) may be paid pro tanto (for the time being). The pro tanto payment will not prejudice the court's final decision.

Improvements at David A. Ellis Elementary School (SRTS) - Boston, MA



Figure 1
Project Location

Safe Routes to School Infrastructure Program

Ellis Elementary School Improvements

(Walnut Ave, Crawford St, Humboldt Ave)

PROJECT LOCATION

This project includes isolated intersection improvements at the following six intersections in the City of Boston: Walnut Avenue at Ruthven Street, Walnut Avenue at Westminster Avenue, Walnut Avenue at Cobden Street, Walnut Avenue at Crawford Street, Crawford Street at Abbotsford Street, and Humboldt Avenue at Munroe Street.

PROJECT PURPOSE

The purpose of this project is to improve the safety and mobility of pedestrians, especially school aged children, traveling in and around the David A. Ellis Elementary School. The project proposes traffic calming and pedestrian improvements at the six isolated intersections listed above. The project proposes to slow vehicular traffic while also improving pedestrian safety and mobility at these intersections.

PROPOSED IMPROVEMENTS

The project includes traffic calming and pedestrian safety improvements at six isolated intersections:

- **Walnut Avenue at Ruthven Street / Westminster Avenue and Cobden Street:** The project proposes construction of raised intersections at all three of these intersections, as well as curb bump outs, and upgrades to curb ramps.
- **Walnut Avenue at Crawford Street:** The project proposes curb bump outs to slow vehicular traffic, upgrades to curb ramps and sidewalks throughout the intersection and maintains the existing all-way stop control at the intersection.
- **Crawford Street at Abbotsford Street:** The project proposes the realignment of Abbotsford Street at the intersection, upgrades to curb ramps, and the construction of a landscaped island.
- **Humboldt Avenue at Munroe Street / Humboldt Court:** The project proposes the construction of raised cement concrete islands along Humboldt Avenue, raised crosswalks along Munroe Street and Humboldt Court, curb bump outs and upgrades to curb ramps and sidewalks throughout the intersection.
- **General:** The project proposes minor drainage improvements to accommodate curb line changes, upgrades to signing and striping and tree plantings throughout the project limits

TRAFFIC MANAGEMENT

During typical construction operations, all roadways in the project area will remain open to residents and other traffic. Occasional short traffic disruptions and travel lane/shoulder/parking lane closures may occur, but every effort will be made to minimize inconvenience to the travelling public and abutting residents and businesses. Pedestrian and vehicular access to abutting properties will be maintained throughout construction.

RIGHT OF WAY IMPACTS

Temporary construction easements will be required for minor grading impacts to lawns, driveways, and walkways and to restore impacts to adjacent properties. Small permanent easements will also be required for, sidewalk and curb ramps. The City of Boston will be responsible for securing all necessary easements. MassDOT's policy concerning land acquisition will be discussed at this hearing.

PROJECT COST

The current estimate of the total construction cost of this project is approximately \$2,300,000.

PROJECT SCHEDULE

The design plans presented this evening are at the 25% design stage. Design, permitting and right of way acquisition must be completed by June 2025. Construction is anticipated to begin in the Fall of 2025.

FREQUENTLY ASKED QUESTIONS

How long will construction last?

It is expected that construction will be substantially complete by September 2026.

What time of day will construction take place?

Work will take place Monday through Friday. No work that requires work in the roadway will take place during peak traffic times which is from 6:30 am to 9:30 am and from 3:30 pm to 7:00 pm.

How will construction impact my business or residence?

Access to residences and businesses will be maintained during construction.

Will stone walls be impacted by the project?

No, this project does not propose any impacts to stone walls. Existing stone walls that may be damaged during construction will be restored to their existing conditions.

Will cars and buses still be able to drive through the intersections with the bump outs?

Yes, the intersections that are along bus routes have been designed to accommodate school bus and city bus turning movements.

Why do we need raised medians along Humbolt Avenue?

Raised medians are a proven traffic calming measure. Slowing vehicular speeds at this intersection is a primary project goal due to the current unsafe crossing conditions. Raised medians also provide pedestrians with a refuge area halfway across the road while crossing.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

Boston, MA
Ellis Elementary Traffic Calming (Safe Routes To School)
Project File No. 610537

This sheet is provided for your comments. Your input is solicited and appreciated. You may e-mail comments directly to MassDOTProjectManagement@dot.state.ma.us or you may mail this sheet with any additional comments to:

Carrie E. Lavalley, P.E., Chief Engineer
MassDOT – Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

Statements and exhibits intended for inclusion in the public hearing transcript must be emailed or postmarked no later than ten (10) business days after the hearing.

PLEASE TYPE OR PRINT LEGIBLY.

Name: _____ Title: _____

Organization: _____

Address: _____

Please Fold and Tape



Please Place
Appropriate
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Carrie E. Lavallee, P.E.
Chief Engineer
MassDOT – Highway Division
10 Park Plaza
Boston, MA 02116-3973

RE: Virtual Public Hearing
ELLIS ELEMENTARY TRAFFIC CALMING (SAFE ROUTES TO SCHOOL)
BOSTON
Project File No. 610537
Attn: Project Management

