



VIRTUAL DESIGN PUBLIC HEARING

OCTOBER 15th, 2024

FOR THE PROPOSED

**BEACHMONT CONNECTOR PROJECT
PROJECT FILE NO. 612523
HIGHWAY DIVISION**

**IN THE CITY OF
REVERE, MASSACHUSETTS**

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

**JONATHAN GULLIVER
HIGHWAY ADMINISTRATOR**

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

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION
NOTICE OF A VIRTUAL PUBLIC HEARING
Project File No. 612523

A Live Virtual Design Public Hearing will be hosted by MassDOT to present the design for the proposed BEACHMONT CONNECTOR PROJECT in Revere, MA.

WHEN: **6:00 PM, Thursday, October 15, 2024**

WHERE: [Mass.gov | Events](https://www.mass.gov/events)

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed State Road Beachmont Connector 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 is intended to provide multimodal accommodations along the northbound and southbound sides of State Road between Donnelly Square and the intersection of State Road/Ocean Avenue/Eliot Circle. The proposed scope will reduce both northbound and southbound travel ways on State Road from two lanes to a single lane to provide separated bicycle facilities: a two-way separated bike lane along the west side of the southbound lanes and a one-way parking-protected bike lane along the east side of the northbound lanes. The proposed design will improve the sidewalk along both sides of State Road providing a direct, safe and accessible connection for pedestrians and cyclists to the Beachmont MBTA station, Revere Beach and businesses along Ocean Avenue. Crosswalks with accessible ramps are proposed across all side streets and signalized intersections to support pedestrian activity within the project area.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. **MassDOT 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. Lavalley, P.E., Acting 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. 612523**. Statements and exhibits intended for inclusion in the public hearing transcript must be emailed or postmarked no later than ten (10) business days (14 calendar days) after the hearing is hosted on the MassDOT website listed below.

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 prior to the meeting, 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/meeting.

This Live Virtual Design Public Hearing or a cancellation announcement will be hosted on the internet at www.mass.gov/massdot-highway-design-public-hearings.

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.

Sincerely,

Carrie Lavalley, P. E.
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

The Commonwealth of Massachusetts is responsible for securing the right of way for this project. If your property, or a portion of it, must be acquired by the Commonwealth 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. WHO CONTACTS ME?

Representatives of the Right of Way Bureau of the Massachusetts Department of Transportation's Highway Division. They will explain the impacts and your rights as protected under Massachusetts General Laws Chapter 79.

2. WHAT IS A FAIR PRICE FOR MY PROPERTY?

Every offer is made to ensure that an equitable value is awarded to you for the property, or to appraise the "damage" to the property as a result of the acquisition. MassDOT appraisers, independent appraisers, MassDOT "Review Appraisers" and a Real Estate Appraisal Review Board may all contribute in arriving at an award of damages. The State also pays a proportionate part of the real estate tax for the current year for fee takings, and interest from the date the property is acquired to the payment date, on all impacts.

3. MUST I ACCEPT THE DEPARTMENT'S OFFER?

No. If, after the figure established as market value has been offered to the owner, the owner feels he or she is not being offered a fair price, he or she has the right, within three years, to appeal to the courts. Pending a court decision, he or she can be paid on a "pro-tanto" basis (or "for the time being") that in no way prejudices the court appeal.

MassDOT also provides for dispute resolution through the administrative settlement process. You can initiate this by providing documentation and information relative to the value of your property, including but not limited to, an appraisal for our review. If resolution cannot be reached through the administrative settlement process, you can still bring a claim in court for additional monies at any time during the three-year period.

4. WHAT WILL HAPPEN TO MY HOUSE?

The owner will have the opportunity to buy back his or her house, provided he or she has a location to which it can be moved, and the proper permits for its removal. If the owner does not wish to repurchase, the house will be advertised for bids. The highest bidder, who must also have a location and permits for removal, will be awarded the house. Otherwise, the structure will be slated for demolition.

5. WHAT HAPPENS IF I MUST RELOCATE?

In addition to the market value of the property, the Department pays certain relocation benefits for both owners and tenants of acquired residences and businesses who meet eligibility requirements. Assistance in relocation is also provided. Department brochures are available for details on these benefits

PROJECT LOCUS MAP



PROJECT DESCRIPTION

Project Location:

The project area includes the State Road corridor starting at Donnelly Square (Winthrop Avenue/Bennington Street/State Road/Unity Avenue) and Revere Beach Parkway from west of the Rita Singer Bridge, to where the roads meet at the intersection between Revere Beach Parkway/Ocean Avenue/State Road, just before Eliot Circle.

Purpose:

The purpose of the project is to provide bicycle accommodations, enhance pedestrian conditions, and improve bicyclist, pedestrian, and vehicular safety along State Road. The Beachmont Connector will “connect” to various nearby bicycle and pedestrian facilities.

Existing Conditions:

State Road is generally two-lanes in each direction with a varying roadway width. Parking is allowed on the east side of the road between Donnelly Square and Eliot Circle. The speed limit varies from 35 mph to 25 mph along this section of State Road. Revere Beach Parkway is generally three lanes in each direction with median separation from Winthrop Avenue to Ocean Avenue. Both roadways have inadequate shoulder widths and sections with poor visibility, insufficient signage, faded pavement markings, and poor pavement conditions. Wide cross sections with multiple travel lanes are difficult for bicycles and pedestrians to navigate at intersections.

Limited bicycle facilities exist within the project area as cyclists travelling on State Road must share the road. The sidewalk conditions along both sides of State Road and Revere Beach Parkway northbound are insufficient. There are sections with cracked concrete, narrow widths, and a lack of American with Disabilities Act (ADA)-compliant ramps.

Proposed Project:

Before State Road splits, roadway improvements include narrowing the northbound lanes from two lanes to one lane to accommodate a northbound, one-way protected bicycle lane and adding a two-way bike path along the southbound side of the road.

After the road splits, State Road northbound will be narrowed from two lanes to one lane to accommodate the continued northbound, one-way bike lane, buffered by parking and flex posts. Improvements will also include formalized parking and landscaped buffers at side street intersections.

On State Road southbound after the split, the road will also be narrowed from two lanes to one lane to accommodate the continued two-way bike lane, separated by a raised concrete buffer and flex posts.

Roadway improvements to all sections of State Road within the project area will include a road diet to encourage speed reduction and new pavement markings. Pedestrian improvements will

include a reconstructed sidewalk along both sides of State Road and reconstructed pedestrian ramps at crosswalk locations to meet ADA-compliance.

On Revere Beach Parkway, the travel lanes will be reduced approaching State Road and the Ocean Avenue intersection from three to two lanes. The two lanes will split off as it approaches Eliot Circle. The reduction in lanes will encourage lower driving speeds for traffic coming from the bridge as it enters a space with bicyclists and pedestrians. A physical island will be created between Revere Beach Parkway and State Road to stop vehicles from weaving as they cross State Road to the Ocean Avenue approach. Drivers headed for Ocean Avenue will continue along State Road to Eliot Circle. The existing sidewalk along the northbound side of the roadway will be constructed.

Traffic Management During Construction:

Two-way traffic flow, pedestrian and cyclist access, and access for abutting homes and business will be maintained throughout construction.

Project Schedule:

After this Virtual Design Public Hearing, the project team will review and respond to comments. The design will then advance to 75% Design, which will be submitted by HSH to MassDOT and the City of Revere for review and comment. Comments will be addressed before the project advances to 100%, at which point it'll once again be submitted for review and comment to MassDOT and the City of Revere. After the design is complete, we anticipate it to be advertised in Summer 2026 for the Spring 2027 construction season.

Project Cost:

~\$7,700,000

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

RE: Virtual Design Public Hearing
Beachmont Connector Project
Project File No. 612523
Revere
Attn: Major Projects

