



Traffic Signal and Safety Improvements at Interchange 127 (Newton Corner)

Thank you for joining us.

This meeting will be recorded and will begin shortly.





Traffic Signal and Safety Improvements at Interchange 127 (Newton Corner)






Public Outreach/Workshop #4

Virtual | June 6, 2024 6:30-7:30 pm

Project File No. 609288



Zoom Webinar Controls for Meeting


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-  • Raise your hand - *9 for users dialing in
-  • If you are unable to access the internet or are having technical problems, please call into the meeting at [312-626-6799], Webinar ID: [88349981229]
- 
Live Transcript • Closed captioning automatically generated by Zoom
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
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Public Meeting Notes and Procedures

Notification of Recording

This virtual public meeting **will be recorded**. The Massachusetts Department of Transportation may choose to retain and distribute the video, still images, audio, and/or transcript. All parts of this hearing are considered public record.

- By continuing attendance with this virtual public meeting, you consent to participate in a recorded event.
- If you are not comfortable being recorded, please turn off your camera, and keep your microphone muted, or excuse yourself from the hearing.

Other Important Notes

- Your microphone and webcam are automatically disabled upon entering this hearing.
- The meeting will be open to questions and answers at the end of the formal presentation.
- Please take time to respond to our survey! Your feedback is important.

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- All MassDOT activities, including public meetings, are free of discrimination.
- MassDOT complies with all federal and state civil rights requirements preventing discrimination based on sex, race, color, ancestry, national origin (limited English proficiency), religion, creed, gender, sexual orientation, gender identity or expression, or veteran's status.
- We welcome the diversity from across our entire service area. If you have any questions or concerns, please visit <https://www.mass.gov/nondiscrimination-in-transportation-program> to reach the Office of Diversity and Civil Rights.

All questions and comments are welcome and appreciated, however we do request that you refrain from any disrespectful comments.

Project Team:

MassDOT

- Muazzez G. Reardon, PE (Project Manager)
- Tracie Lenhardt (Director of Project Management)
- Mark Abbott, PE (District 6)
- Joe Doucette (District 6)
- Emil Vezarov (District 6)
- Mark Hicks (Right of Way)
- Leah Grodstein (Producer)
- Miranda Briseño (Producer)
- Dan Fielding (Intergovernmental Affairs)
- Patrick Snyder (OTP Project Manager)

Design Consultant—VHB

- Christine Trearchis, PE (Project Manager)
- Kristen Liggett, PE (Highway Lead)
- Matt Duranleau, PE (Mobility Lead)



Advertisement

Local Papers

Appeared in the following:

- Boston Globe
- May 23, 2024
- May 30, 2024

MassDOT Website:

- Notice and Flyer posted on the MassDOT Website

Social Media

- The meeting was advertised on MassDOT’s official social media



PUBLIC INFORMATION MEETING

TRAFFIC SIGNAL AND SAFETY IMPROVEMENTS AT INTERCHANGE 127 (NEWTON CORNER)

NEWTON, MA

What is happening?

A Live Virtual Public Information Meeting will be hosted on the MassDOT website below to provide the public with the opportunity to become fully acquainted with very preliminary, high-level conceptual improvements to Newton Corner.

How will this affect you?

MassDOT is embarking on a project to identify, evaluate and develop concept level improvement alternatives to address safety and operational deficiencies associated with the roadway and ramp network of I-90 Exit 127 (formerly Exit 17), known as Newton Corner. The project limits include Washington Street circulatory roadways over I-90, I-90 ramps connecting Washington Street service roads, the two overpass bridges, associated I-90 Eastbound and Westbound ramp termini, as well as a number of additional intersecting streets.

When

Thursday, June 6, 2024
6:30PM to 7:30PM

Attend

www.mass.gov/orgs/highway-division/events



Visit <https://www.mass.gov/newton-corner-improvements-project> for more information.



To ensure its meetings are accessible, MassDOT reasonably provides: translation, interpretation, modifications, accommodations, alternative formats, and auxiliary aids and services. To request such services, please contact MassDOT’s Chief Diversity and Civil Rights Officer at 857-368-8580 or MassDOT.CivilRights@dot.state.ma.us. For adequate time to process such request, please make them as early as possible, ideally 10-15 days prior to the event.

Project inquiries may also be emailed to massdotprojectmanagement@dot.state.ma.us. Please submit any written statements regarding the proposed undertaking to: Carrie A. Lavallee, P.E., Chief Engineer, MassDOT, 10 Park Plaza, Boston, MA 02116, Attention: PROJECT MANAGEMENT, PROJECT FILE NO.. [609288]

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION
NOTICE OF A PUBLIC OUTREACH
Project File No.609288

A Live Virtual Public Information Meeting will be hosted on the MassDOT website below to discuss Traffic Signal and Safety Improvements at Newton Corner in Newton, MA.

WHEN: 6:30PM, Thursday, June 6, 2024

PURPOSE: The purpose of this meeting is to provide the public with the opportunity to become fully acquainted with high level conceptual improvements to Newton Corner. All views and comments submitted in response to the meeting will be reviewed and considered to the maximum extent possible.

PROPOSAL: The proposed project limits include Washington Street/Centre Ave circulatory roadways over I-90, I-90 ramps connecting service roads, the two overpass bridges, associated I-90 Eastbound and Westbound ramp termini, as well as a number of additional intersecting streets. The proposed study will identify and evaluate design concepts to improve access for all users of Newton Corner, including pedestrians, bicycles, transit, and motorists. The goals of the study are to develop concepts to improve to address safety and operational deficiencies associated with the roadway and ramp network of I-90 Exit 127 (formerly Exit 17), known as Newton Corner.

This meeting 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 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 meeting.

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

Agenda

- 01 Project Overview and Purpose
- 02 Previous Public Feedback
- 03 Preferred Concept Development
- 04 Next Steps and Recommendations
- 05 Public Comment





Project Overview and Purpose

Study Process

★ Public Workshops/Meetings

Task 1: Set Study Area Goals and Objectives

★ August 2022

Task 2: Collection & analysis of existing conditions data

Task 3: Establish Design Controls/Constraints

★ March 2023

Task 4: Alternatives Development

★ October 2023

Task 5: Alternatives Analysis and Screening

We are here →

Task 6: Recommendations

★ June 2024

Short-Term Improvements

- We heard you – Newton Corner needs immediate action!
- MassDOT District 6 has initiated design of short-term improvements, working with VHB and the City of Newton

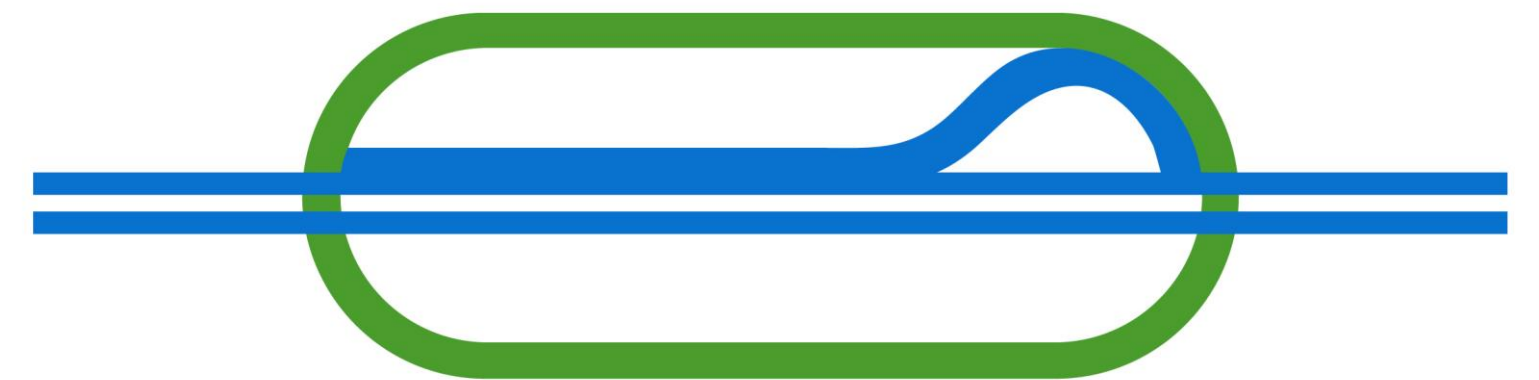


Long-Term Planning Study

- The planning study will consider long-term changes to improve safety, congestion, mobility, and access.
- Please visit the study website to sign up for updates and notification of future meetings.

Study Website:

<https://www.mass.gov/newton-corner-long-term-planning-study>



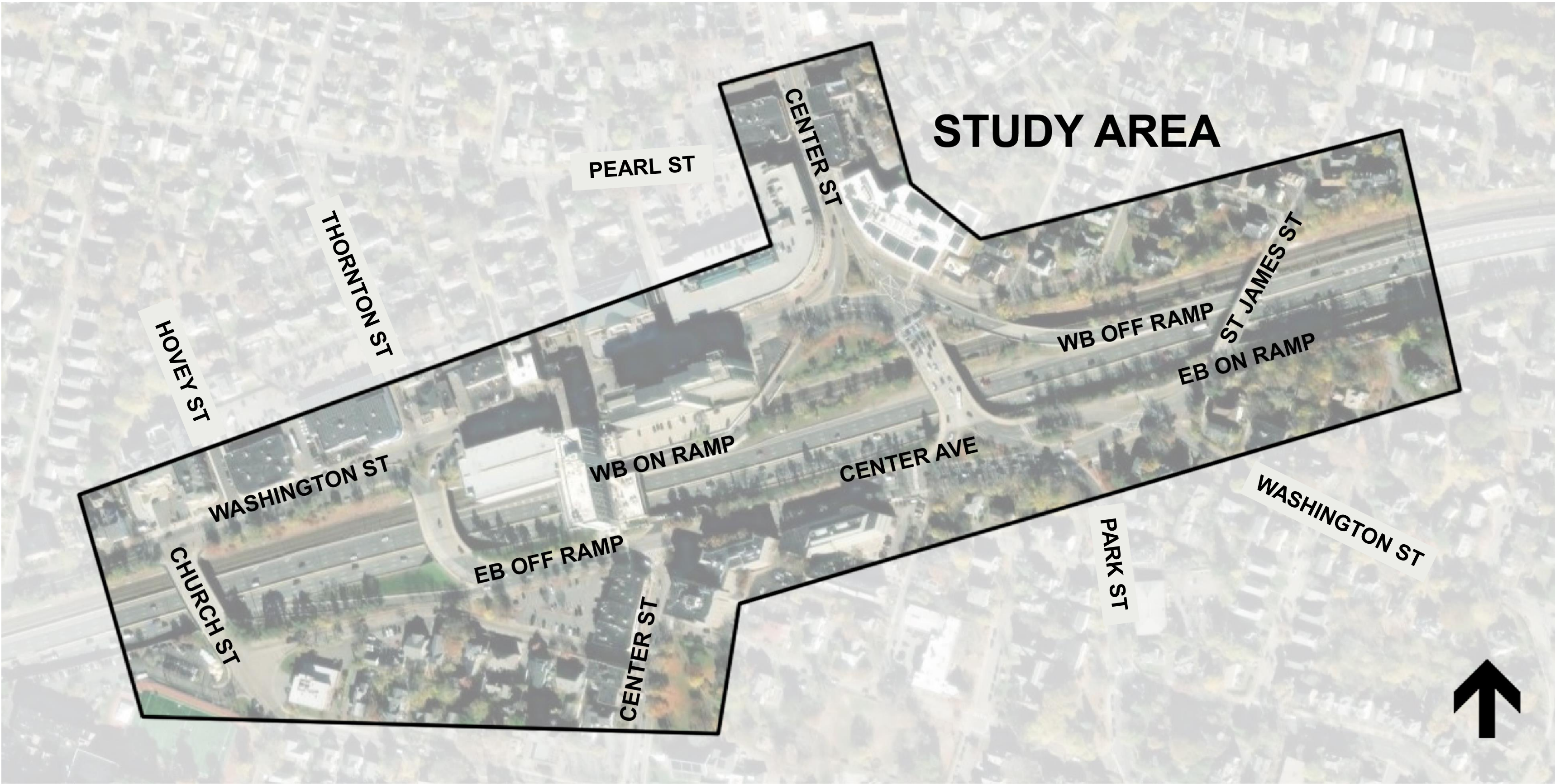
NEWTON CORNER
LONG-TERM PLANNING STUDY

Meeting Purpose

- Present Preferred Concept for Mid-Term Improvements
- Discuss Next Steps



Project Limits



Existing Issues

Operational Issues

- Queuing onto I-90 Eastbound mainline
- Congestion throughout the project area during peak periods
- Antiquated existing signal equipment & visibility issues
- Potential for enhanced wayfinding



Safety Concerns

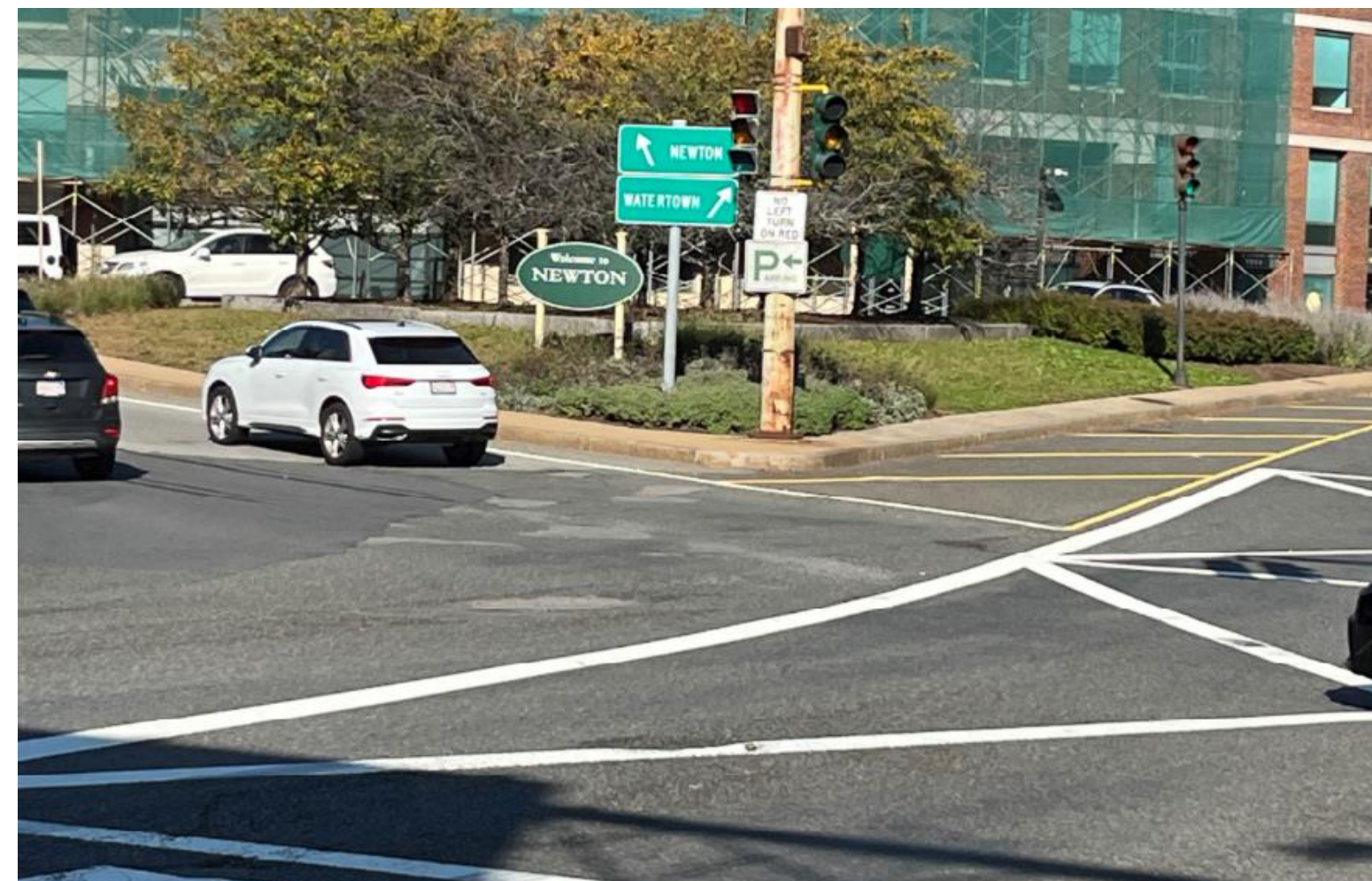
- Significant number of crashes experienced
- High crash locations
- Challenging vehicular merge and weaving sections
- Sight line obstructions

Lack of Multimodal Accommodation—pedestrian, bikes, transit

Project Purpose

The proposed study will identify and evaluate design concepts to

- Improve safety
- Enhance multimodal accommodations
- Improve operations for all users of Newton Corner, including people who walk, bike, roll, ride transit, and drive

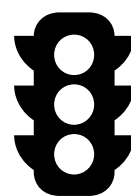


Project Goals

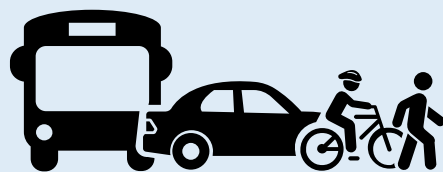
Enhance Safety



Improve Traffic Operations
& Reduce Congestion



Expand Multimodal Infrastructure



Improve Transit



Land Use/Placemaking



Property Access & Parking





Previous Public Feedback

Previous Public Feedback—Breakout Rooms

Break-Out Group #9, Facilitators: Raj Kulen (MassDOT) and Niki Hastings (VHB)

Prompt Questions

- Describe your experience traveling to and from Newton Corner both from I-90 and through Newton Corner (circulatory roads) What is working well? What is challenging?
- What are your concerns regarding the topics listed below?
- How would you like to see things improved? (Note that this study is addressing short/mid term only. If you have a long term request we can take the feedback, but could there be something that could be done in the short term?)
- How have things changed since the covid pandemic? How were they before and how are they now?

General Notes

- Placeholder
- Placeholder
- Placeholder

Discussion Guidance Topics

- Safety
- Traffic operations
- Transit
- Bicycle accommodation
- Pedestrian accommodation
- Access
- Parking
- Land use

“As a pedestrian, this is a nightmare. As a driver, there is not enough distance to merge (especially for visitors).”

“Despite being a confident bicyclist, this is not a safe connection.”

“Lack of clarity and channelization”

Previous Public Feedback—Polls

Biggest Transportation Concern (PIM #2)

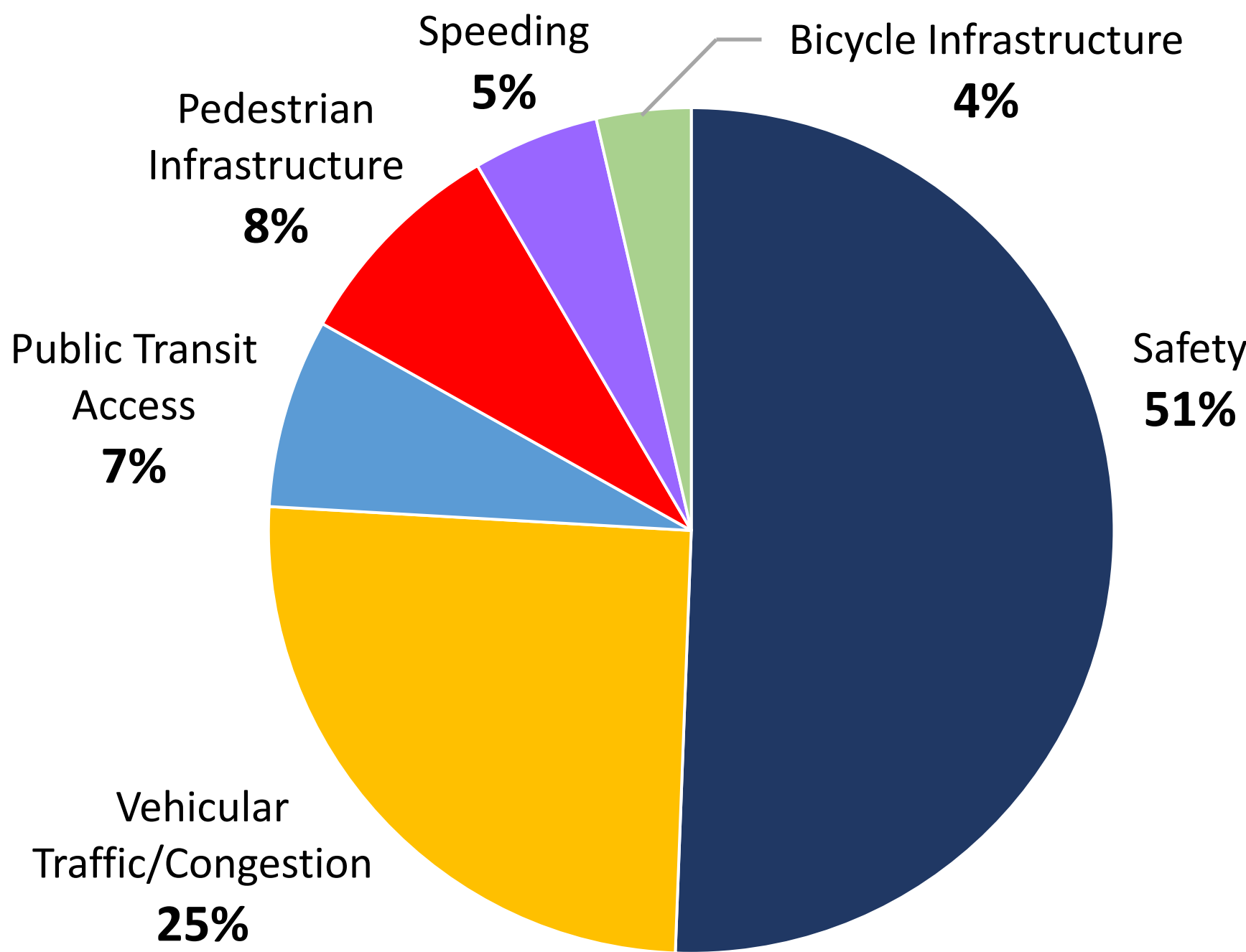
- Safety

■ Public Transit Access

■ Speeding
- Vehicular Traffic/Congestion

■ Pedestrian Infrastructure

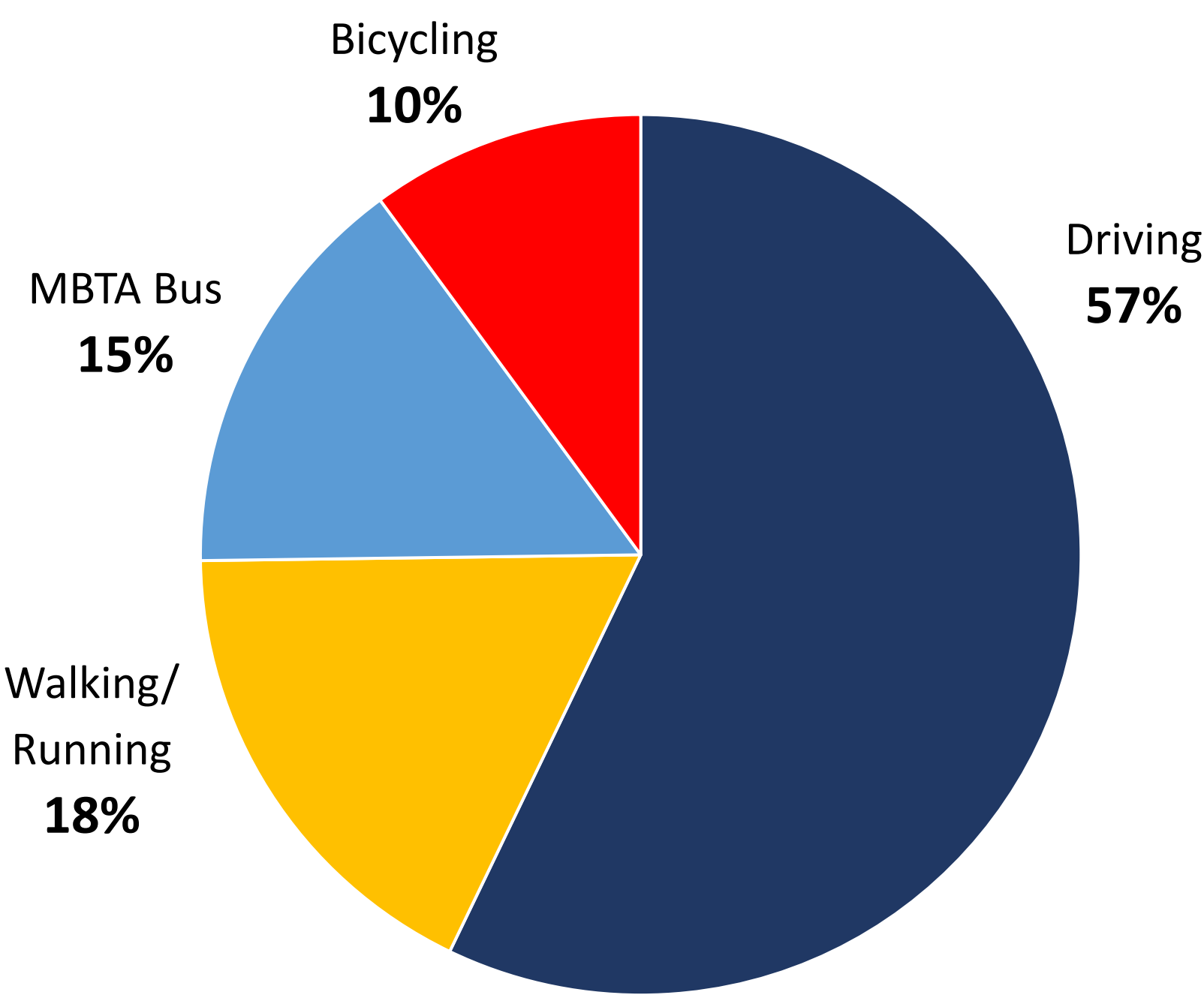
■ Bicycle Infrastructure



Previous Public Feedback—Polls

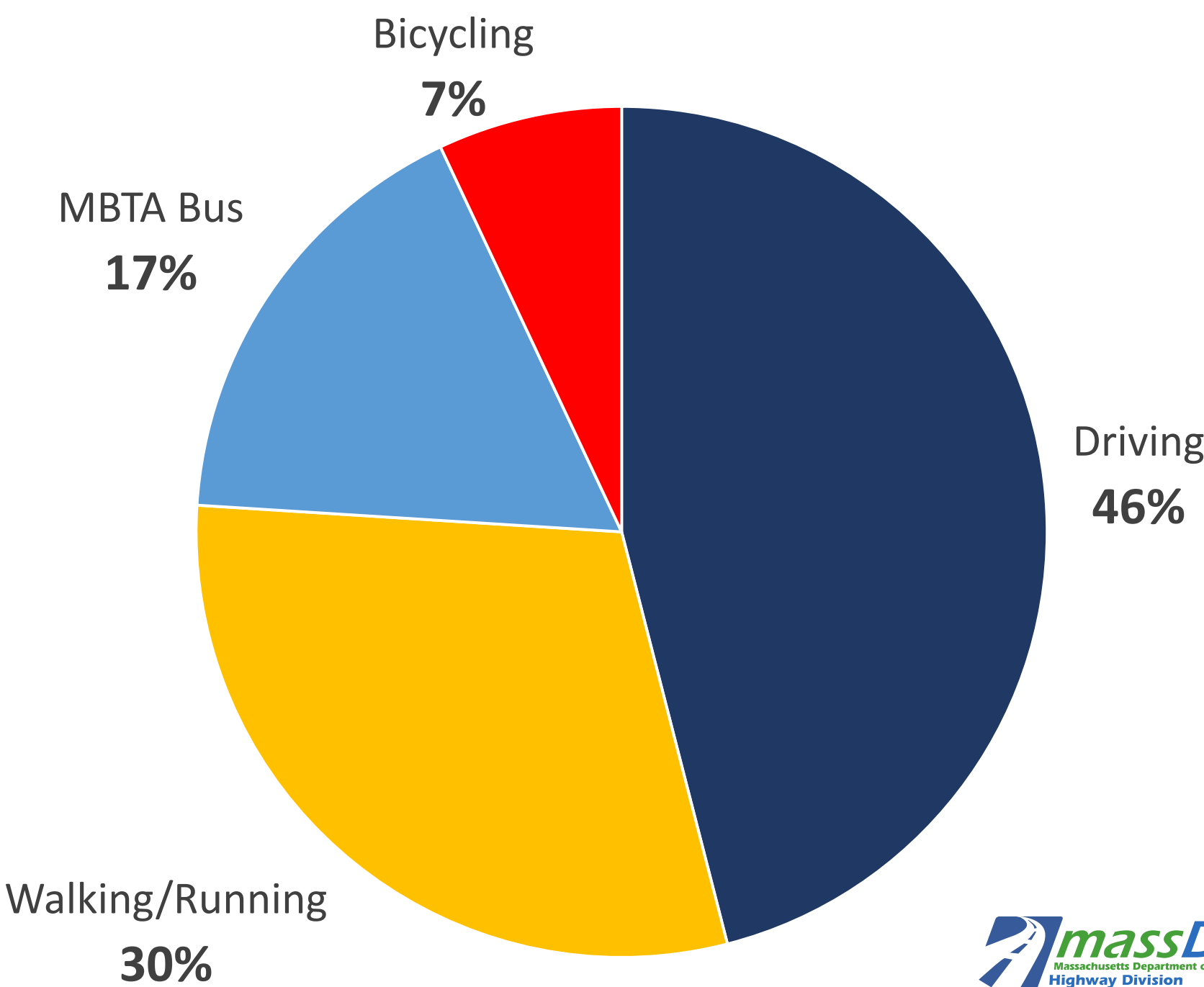
Modes of Travel Through
Newton Corner (PIM #2)

- Driving
- Walking/Running
- MBTA Bus
- Bicycling



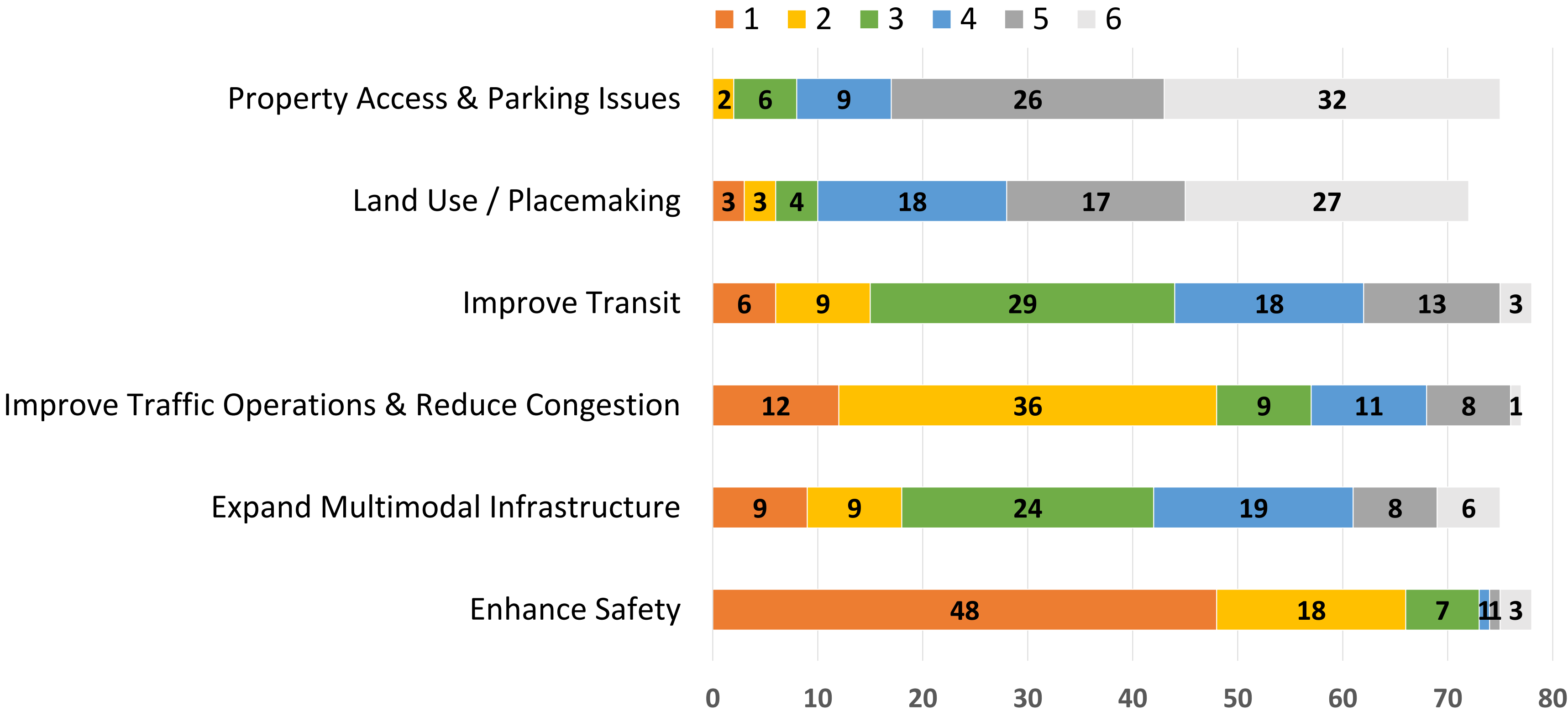
Modes of Travel Through
Newton Corner (PIM #3)

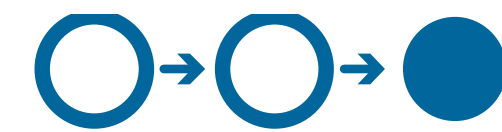
- Driving
- Walking/Running
- MBTA Bus
- Bicycling



Previous Public Feedback–Ranking of Goals

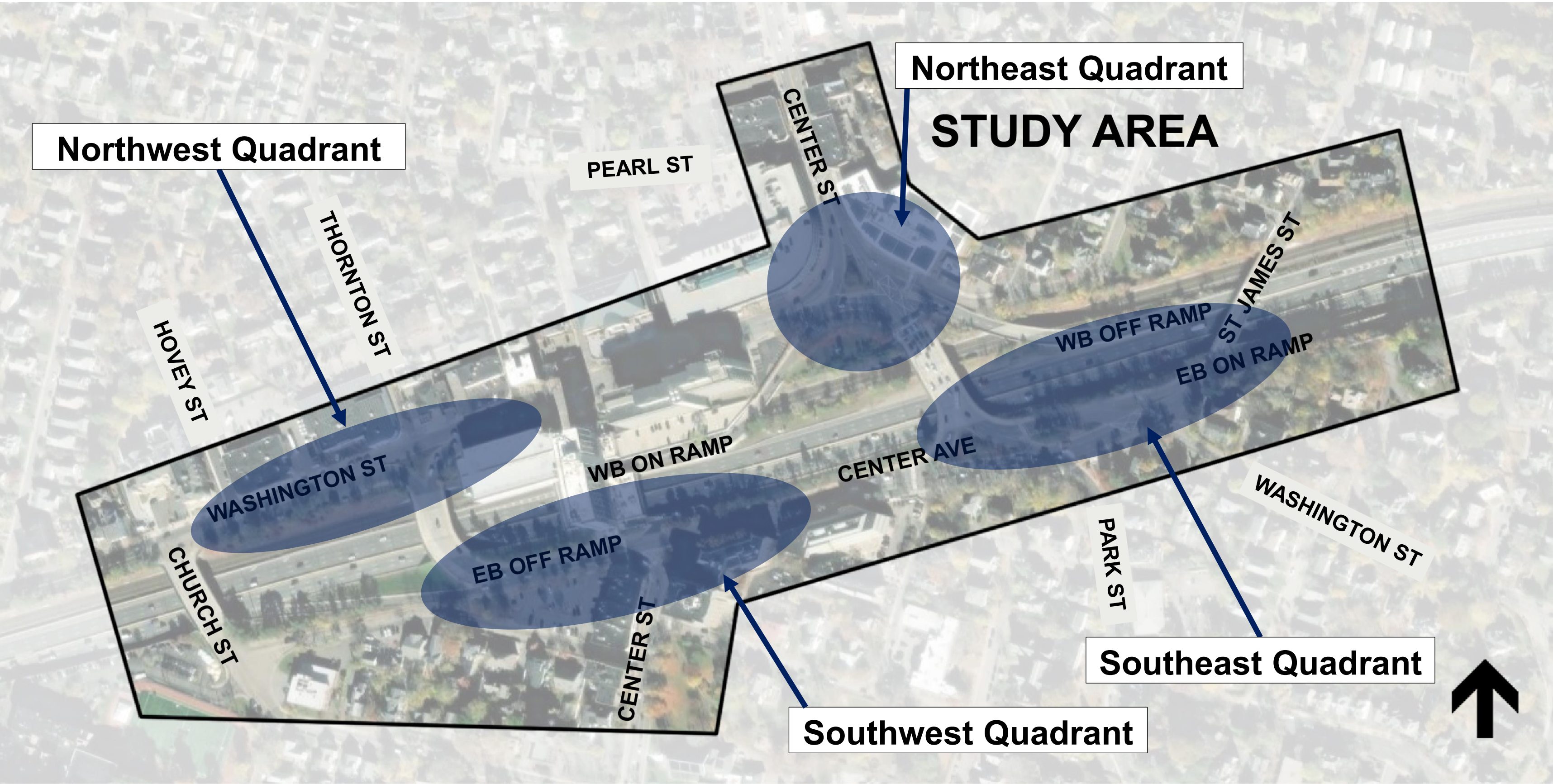
Goals Ranked in Order of Importance: Most Important (1) to Least Important (6)



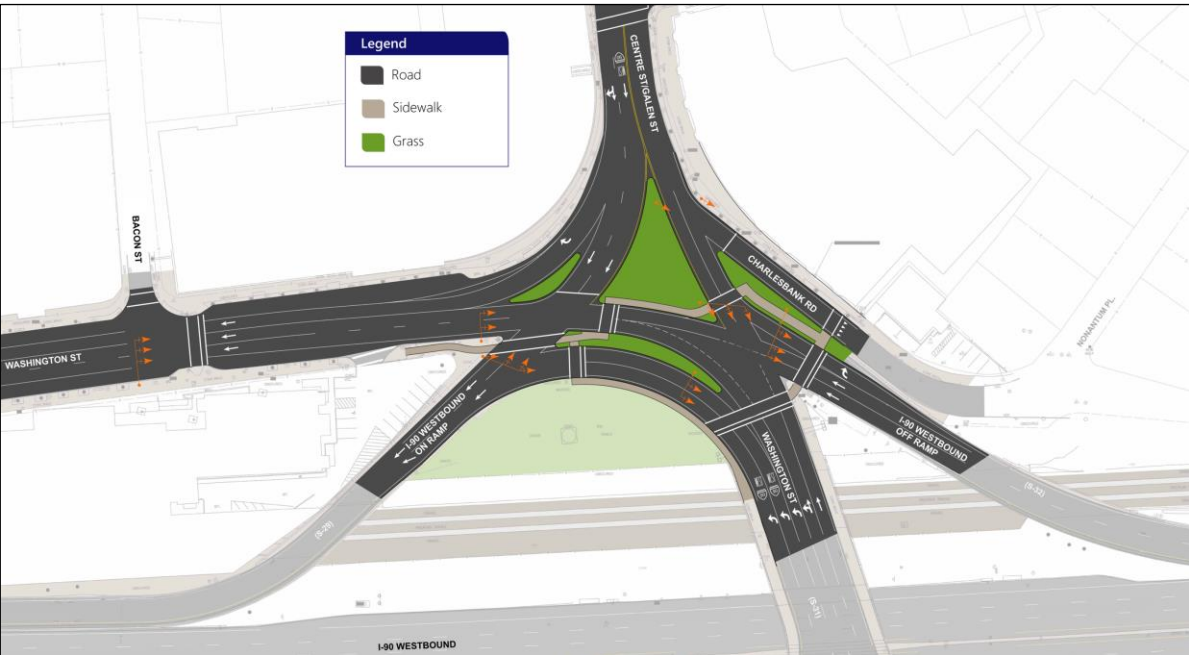


Preferred Concept Development

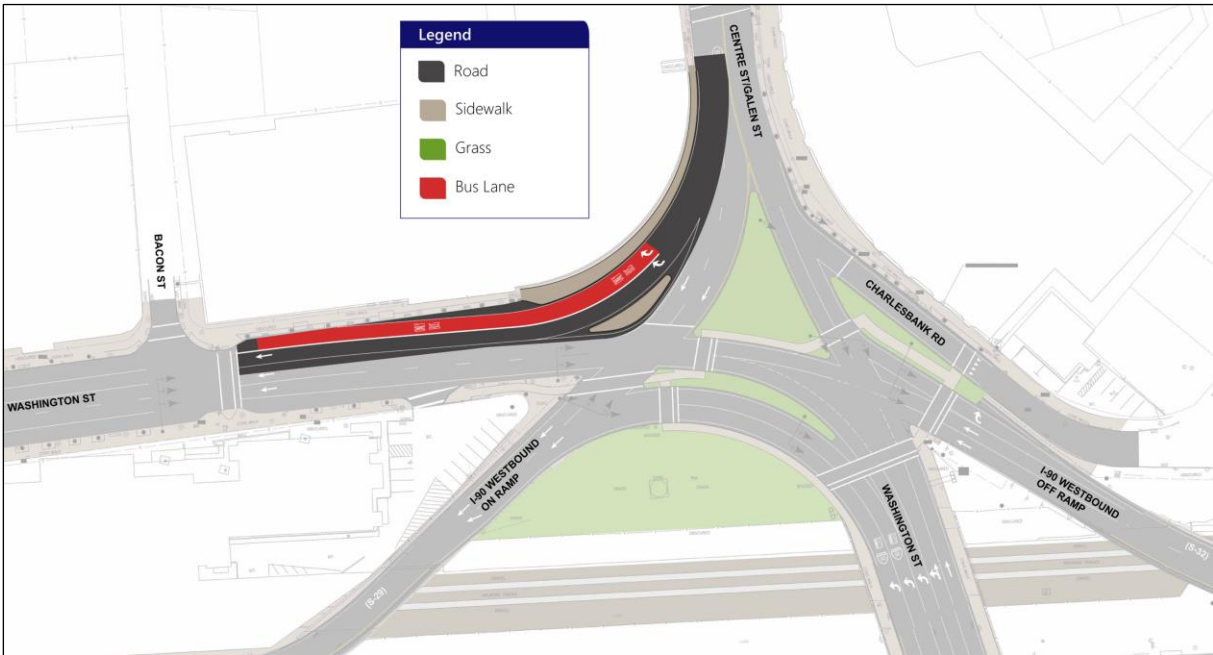
Alternative Focus Areas



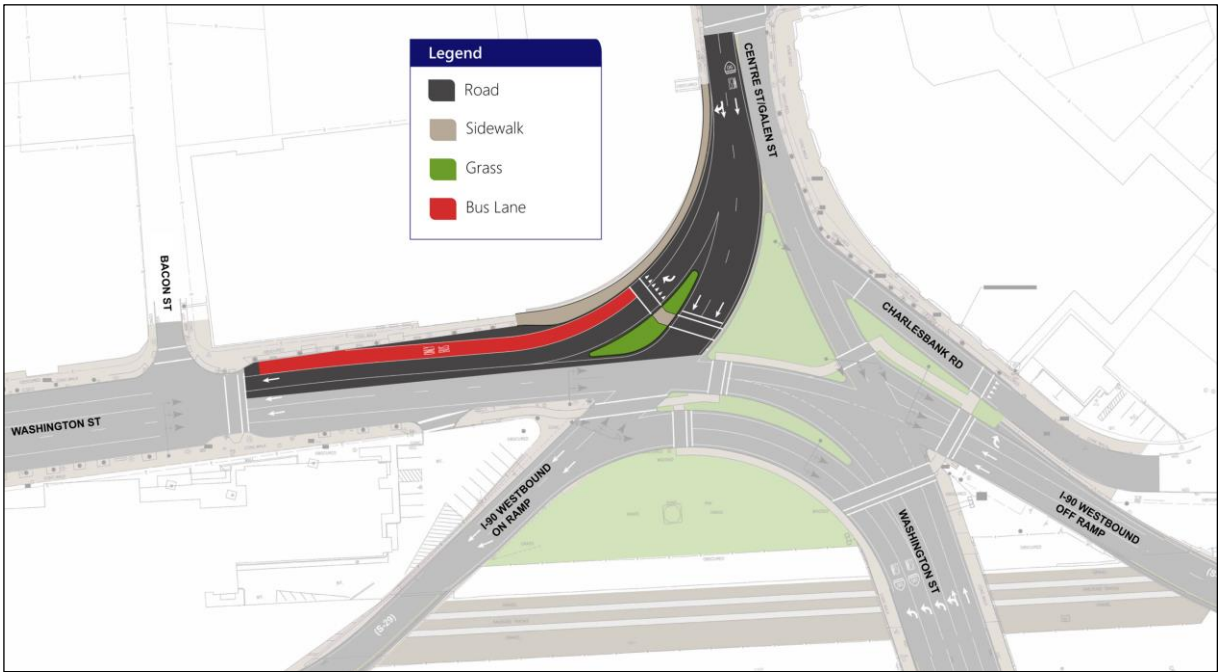
Northeast Quadrant



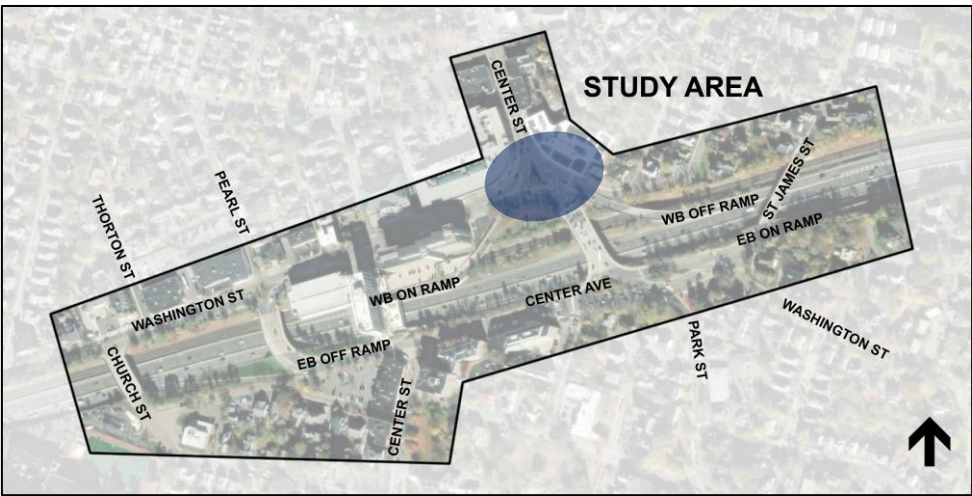
Concept A
Intersection Improvements



Concept B
Int. Imp. + SB Right-Turn Bus Lane



Concept C
Int. Imp. + SB Right-Turn Crosswalk



Alternatives Evaluation

Goal	Concept A: Intersection Improvements	Concept B: Int. Improvements + SB Right-Turn Bus Lane	Concept C: Int. Improvements + SB Right-Turn Crosswalk
Enhance Safety	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Improve Traffic & Reduce Congestion	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Improve Transit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Expand Multimodal Infrastructure	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Property Access & Parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Land Use & Placemaking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

☒ ☒ Presented as a tie-breaker when one concept is expected to have a greater magnitude of positive impacts

Legend

☒

Positive Impact

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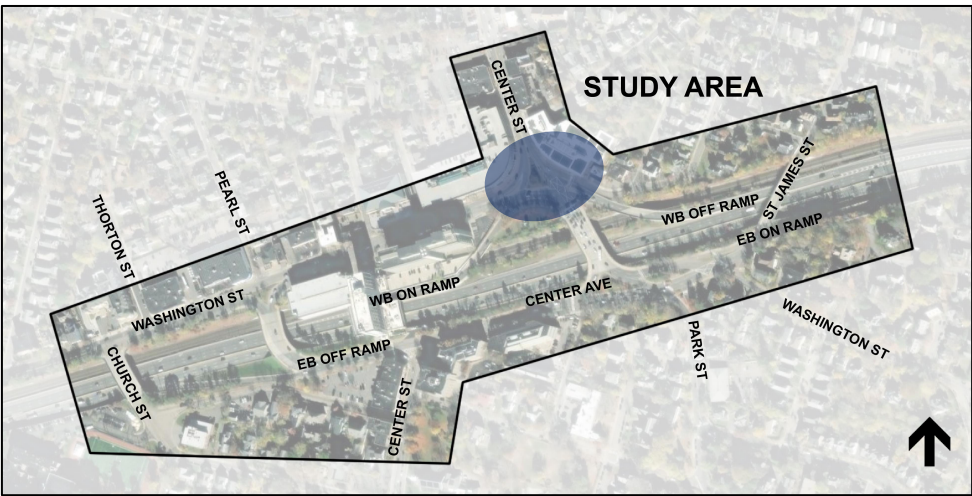
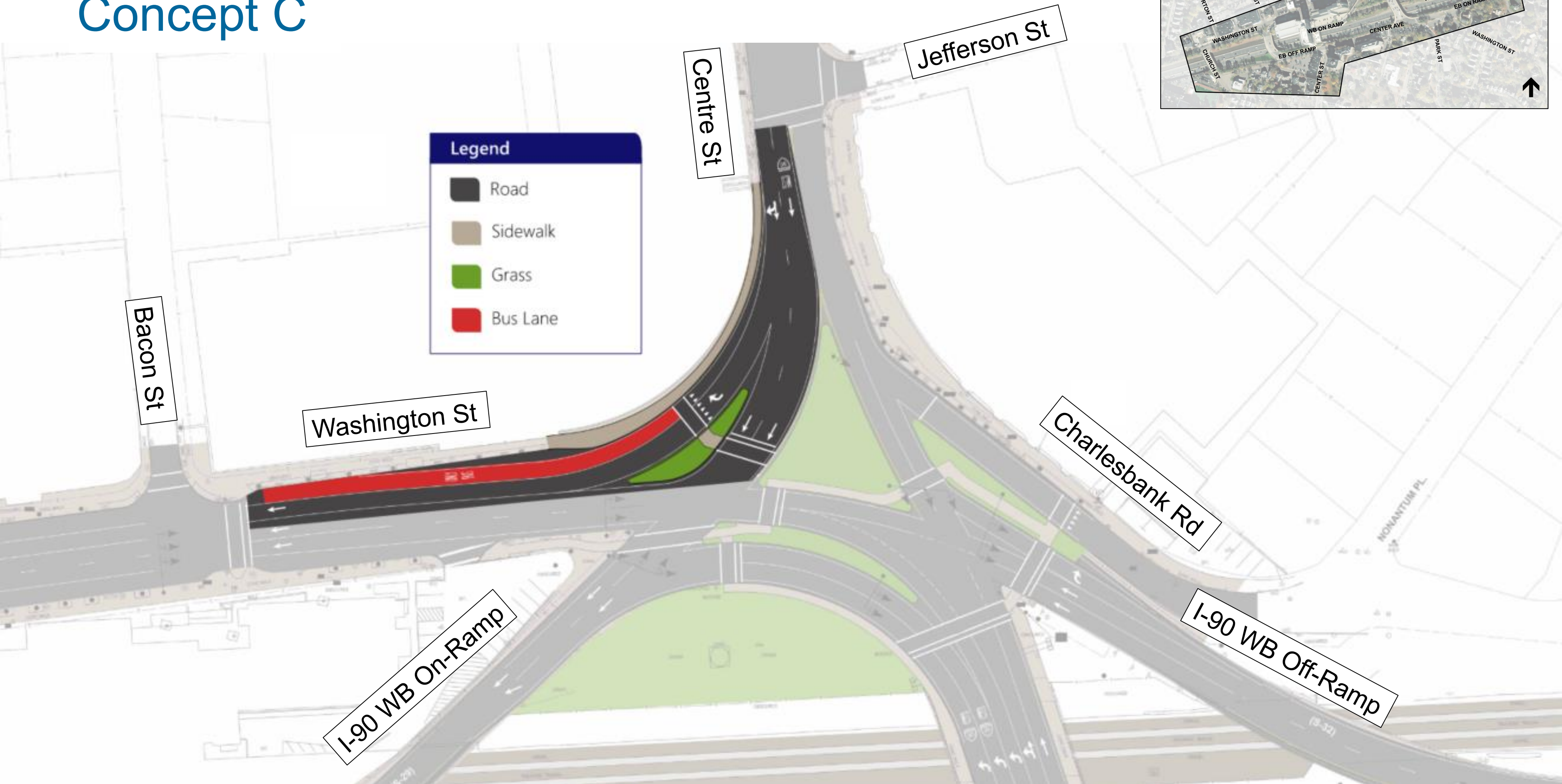
Neutral / No Impact

☒

Negative Impact

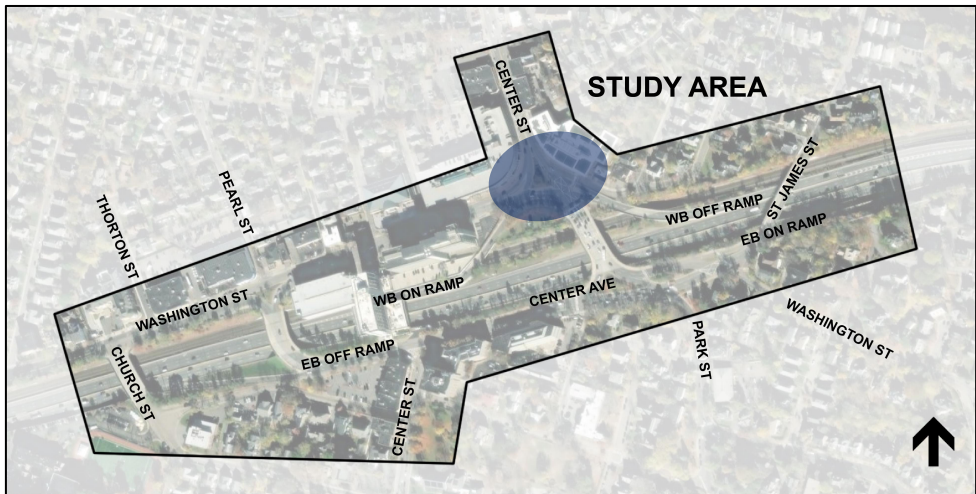
Northeast Quadrant — Preferred Concept





Concept C



Northeast Quadrant — Preferred Concept

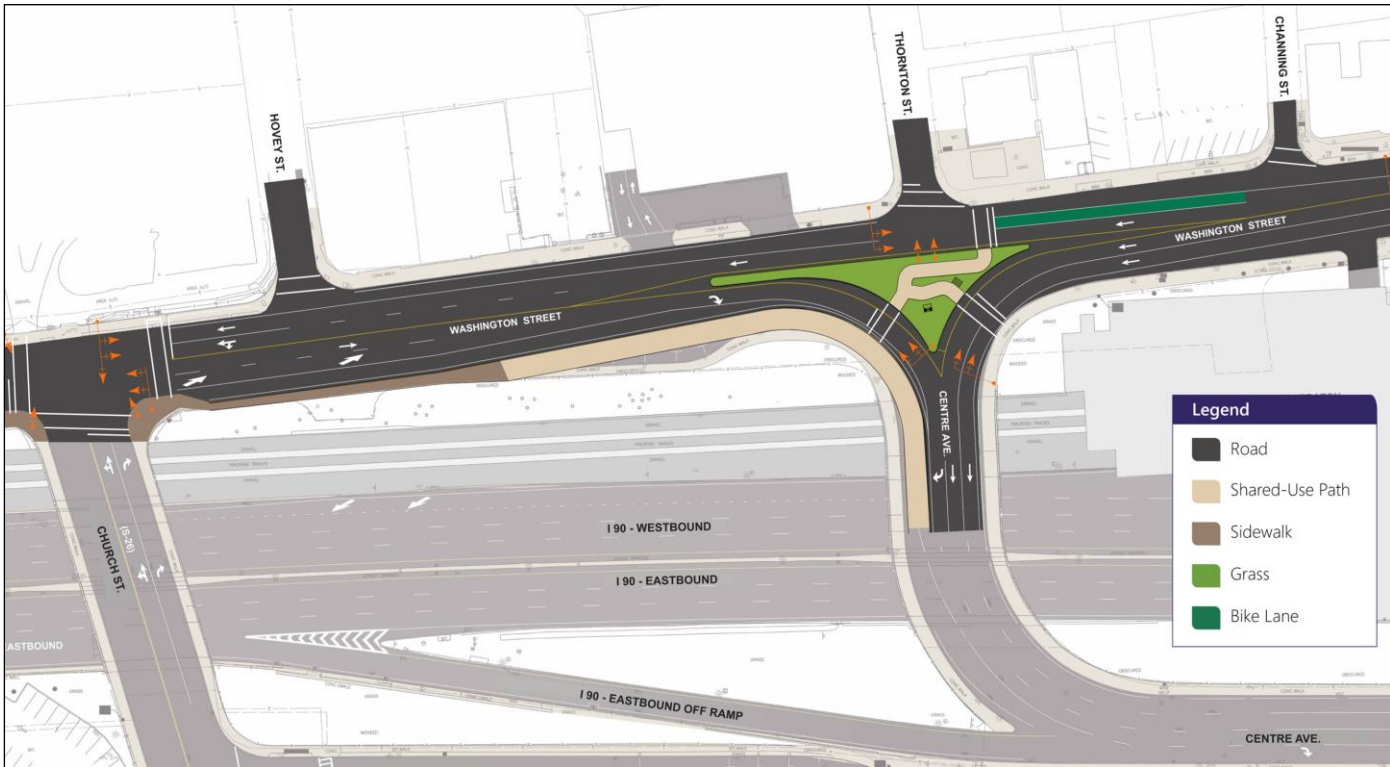
Concept C



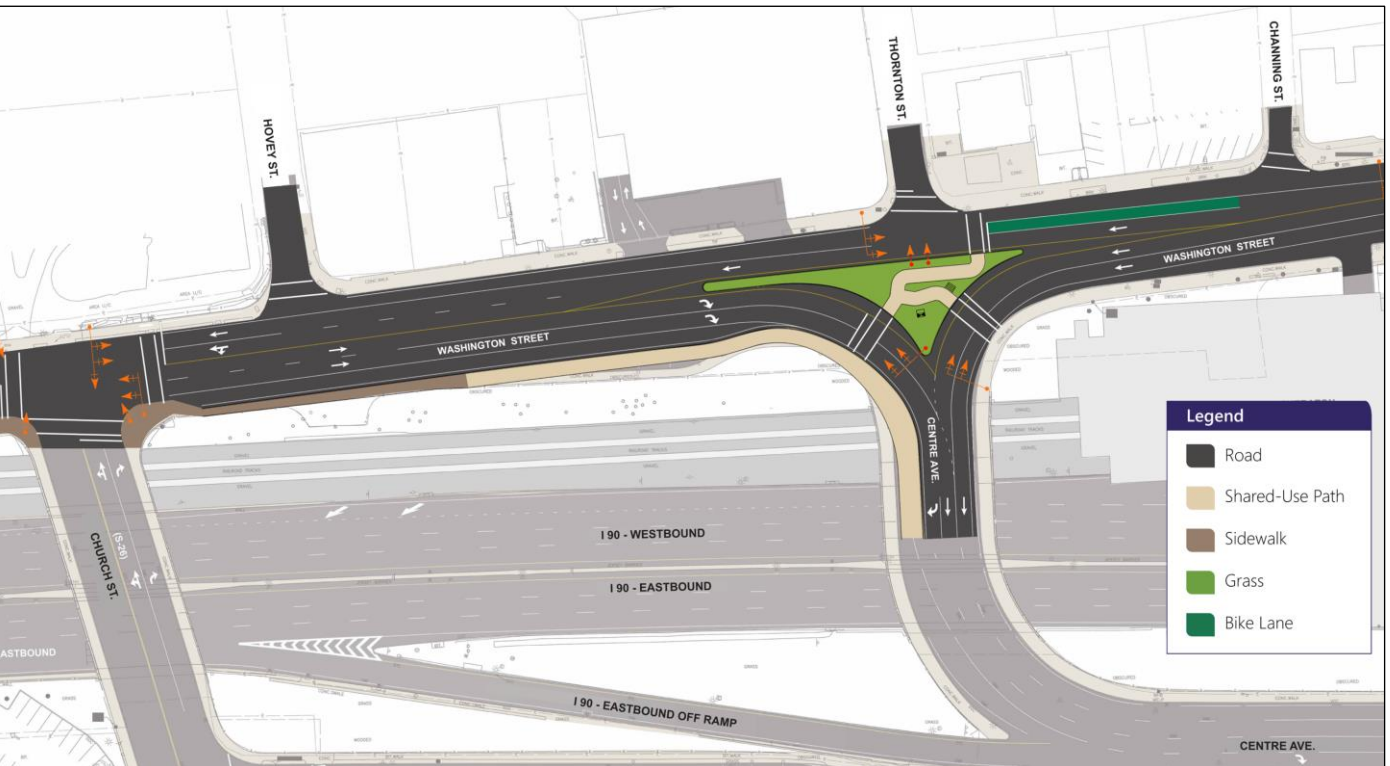
Goal		Infrastructure Changes
	Enhance Safety	<ul style="list-style-type: none">- Minor geometric and signal timing changes- Designation of second SB lane for on-ramp formalizes movements that are currently made, but also adds an official merge on the on-ramp- Designated pedestrian crossing of SB right-turn lane
	Improve Traffic & Reduce Congestion	<ul style="list-style-type: none">- Addition of second SB lane for on-ramp provides more official capacity on Centre St SB
	Improve Transit	<ul style="list-style-type: none">- New SB right-turn bus-only lane from Centre St SB onto Washington St WB starting after pedestrian crossing
	Expand Multimodal Infrastructure	<ul style="list-style-type: none">- New crosswalks installed across Centre St NB, Washington St WB, and Centre St SB lanes- Three new/expanded pedestrian islands (south of Charlesbank Rd, north of Bell Tower Park, and east of SB right-turn slip lane)- New pedestrian crossing installed across SB right-turn slip lane- No dedicated bicycle infrastructure

Northwest Quadrant

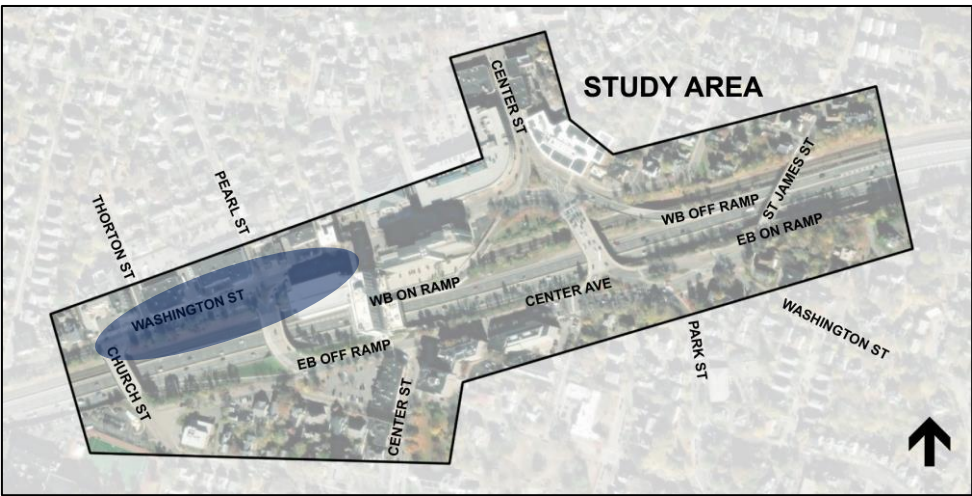
- Two alternatives were considered



Concept A
Signal Control with One Lane EB



Concept B
Signal Control with Two Lanes EB



Alternatives Evaluation

	Concept A: Signal Control with One Lane EB	Concept B: Signal Control with Two Lanes EB
Enhance Safety	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Improve Traffic & Reduce Congestion	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
Improve Transit	<input type="checkbox"/>	<input type="checkbox"/>
Expand Multimodal Infrastructure	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Property Access & Parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Land Use & Placemaking	<input type="checkbox"/>	<input type="checkbox"/>

Legend

☒ Positive Impact

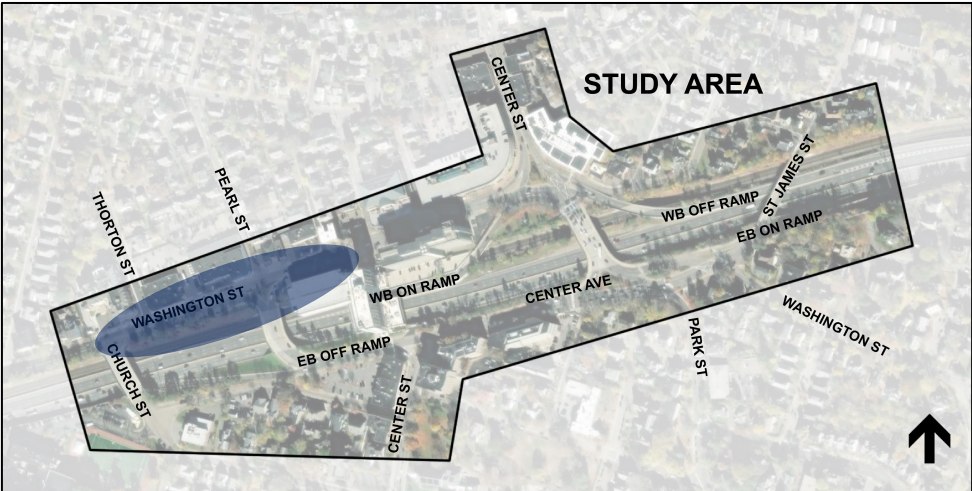
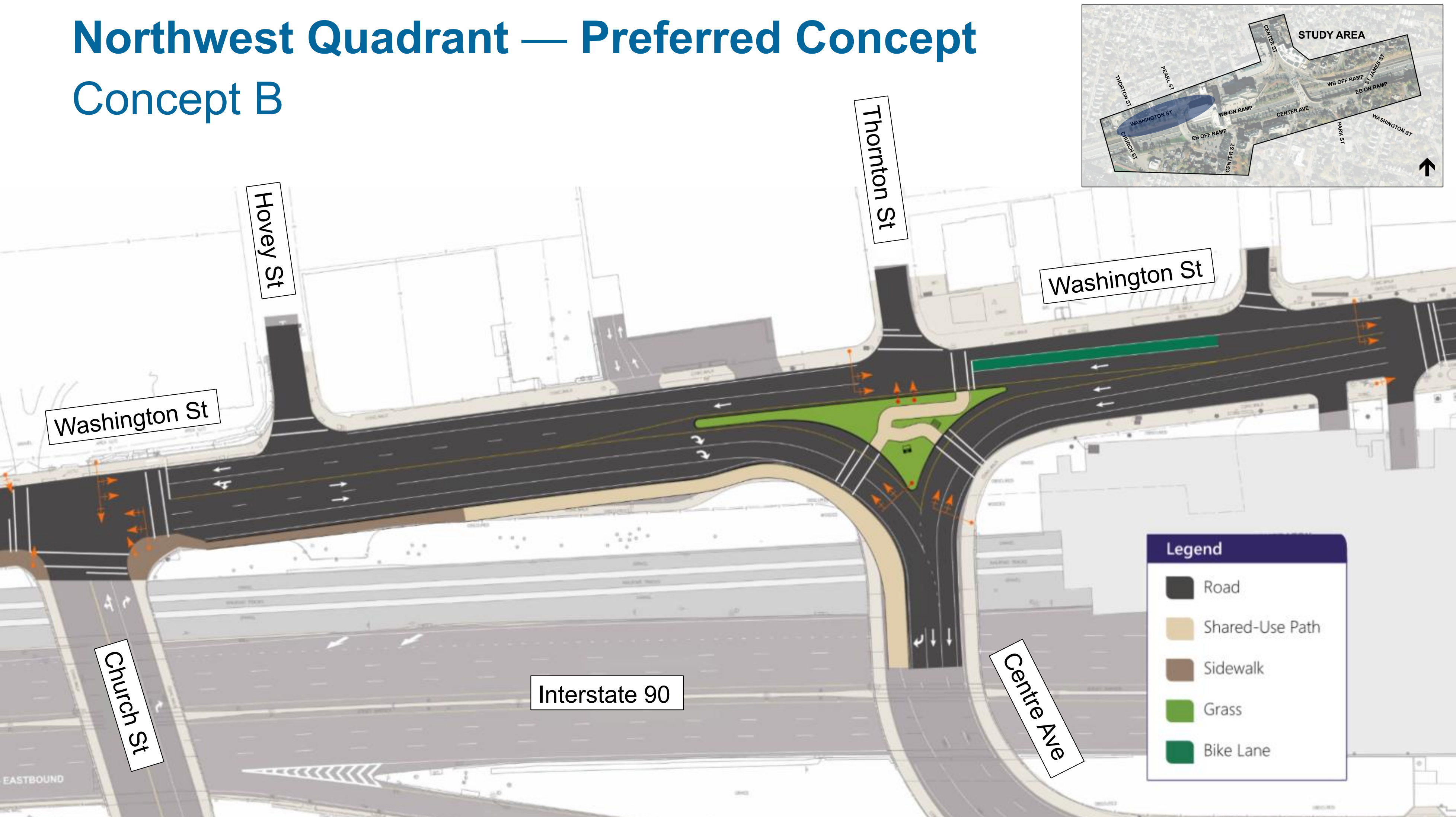
☐ Neutral / No Impact

☒ Negative Impact

☒☒ Presented as a tie-breaker when one concept is expected to have a greater magnitude of positive impacts

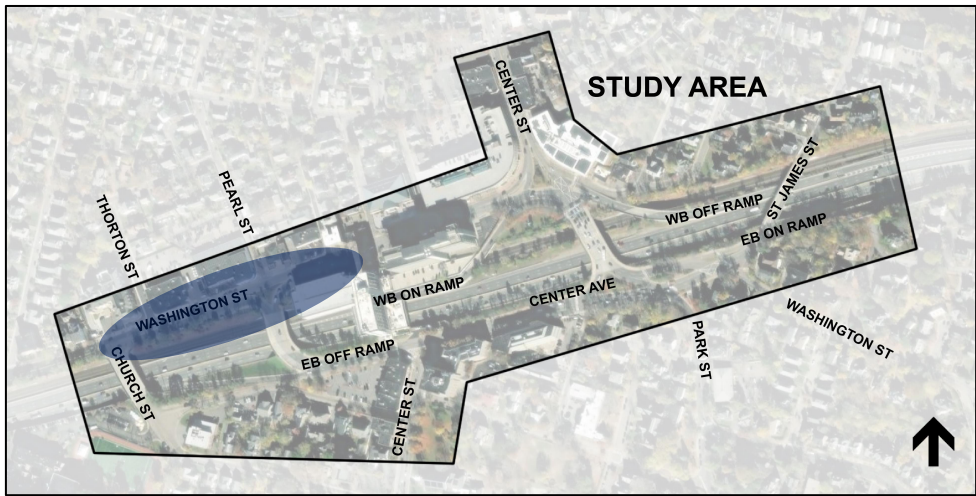
Northwest Quadrant — Preferred Concept




Concept B



Northwest Quadrant — Preferred Concept

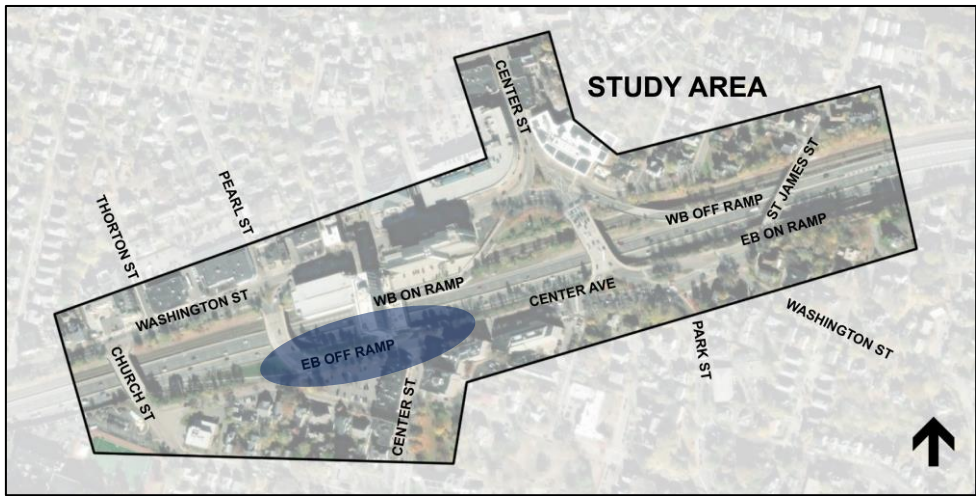
Concept B



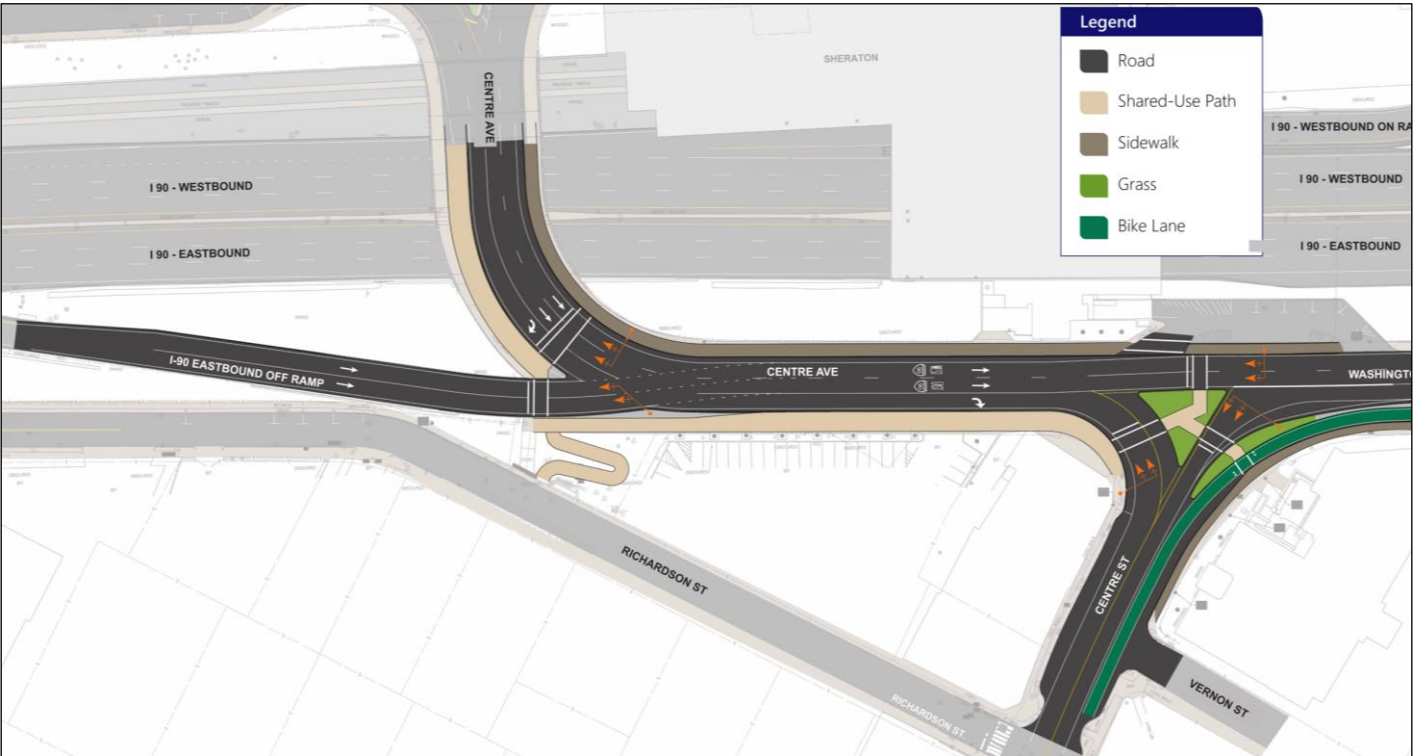
Goal		Notes
	Enhance Safety	<ul style="list-style-type: none">- Eliminates weave on bridge between vehicles from east and west- New traffic signals for Washington St and Thornton St controls all pedestrian and vehicle movements
	Improve Traffic & Reduce Congestion	<ul style="list-style-type: none">- New traffic signals control traffic flow- Maintains two lanes eastbound without the need for vehicles to merge- Adds a traffic signal where one is not located today
	Expand Multimodal Infrastructure	<ul style="list-style-type: none">- Provides a shared-use path for pedestrians and bicyclists on Washington St EB bridge- Provides protected signalized crossings across Washington St EB and WB north of overpass- Option for an on-road bicycle lane on Washington St WB- Narrow shared-use path west of overpass to accommodate two travel lanes

Southwest Quadrant

- Two alternatives were considered



Concept A
Off-Ramp Divided to Signal at Centre Street



Concept B
Two-Lane Off-Ramp with Signal Control

Alternatives Evaluation

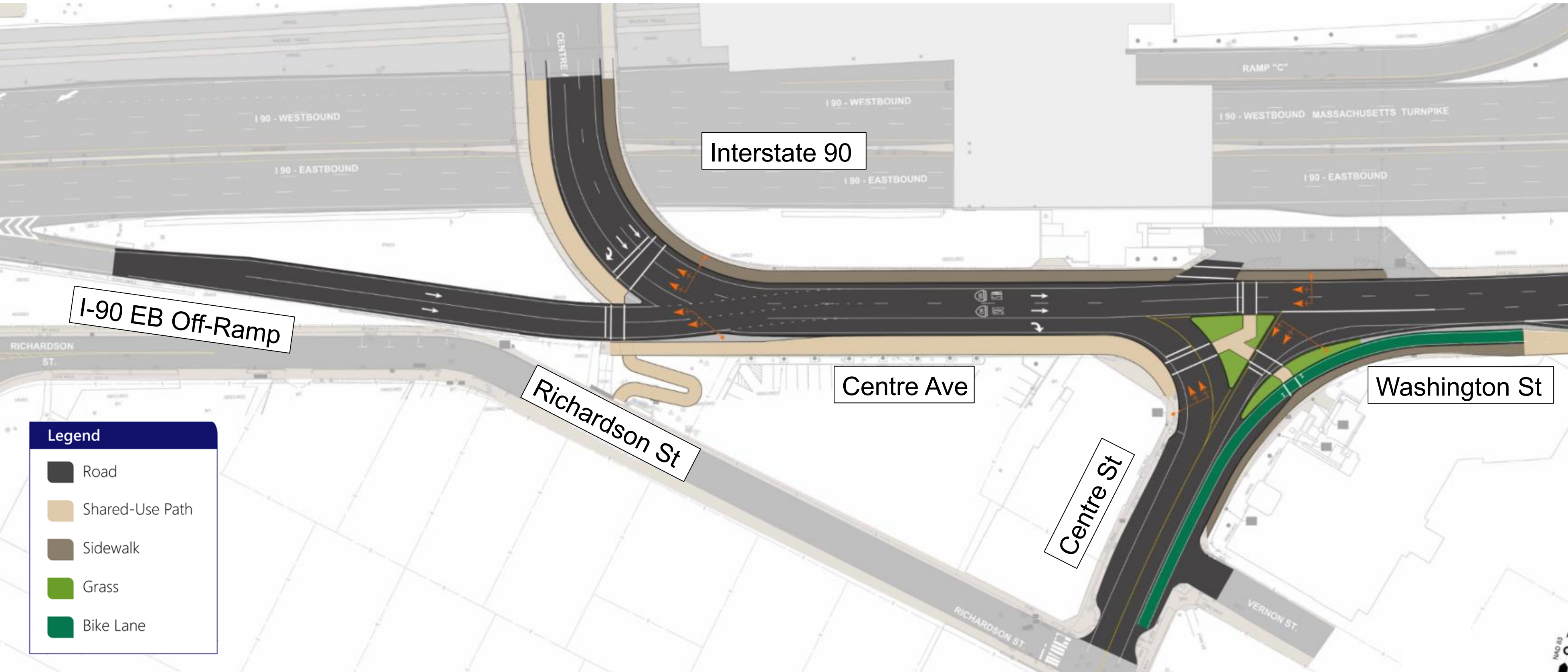
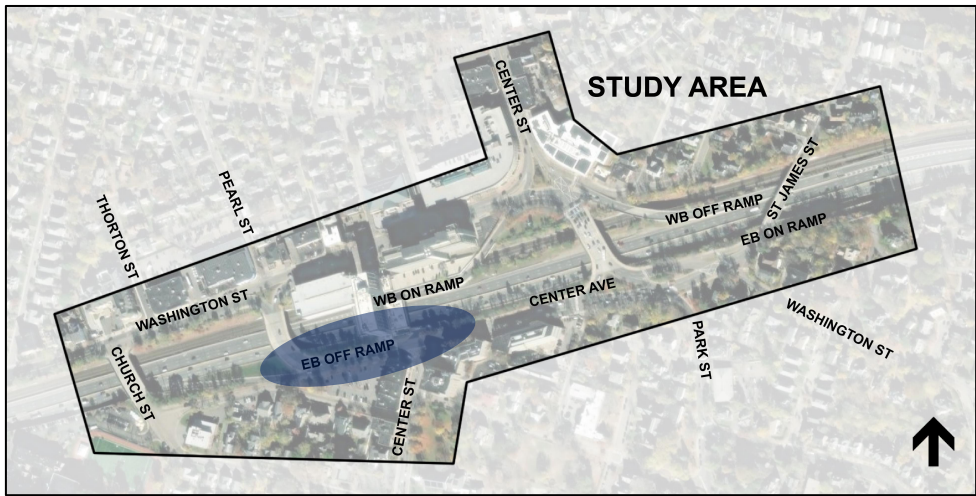
Goal		Concept A: Off-Ramp Divided to Signal at Centre Street	Concept B: Two-Lane Off-Ramp with Signal Control
	Enhance Safety	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Improve Traffic & Reduce Congestion	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
	Improve Transit	<input type="checkbox"/>	<input type="checkbox"/>
	Expand Multimodal Infrastructure	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
	Property Access & Parking	<input type="checkbox"/>	<input type="checkbox"/>
	Land Use & Placemaking	<input type="checkbox"/>	<input type="checkbox"/>

Legend

- ☒ Positive Impact
- ☐ Neutral / No Impact
- ☒ Negative Impact

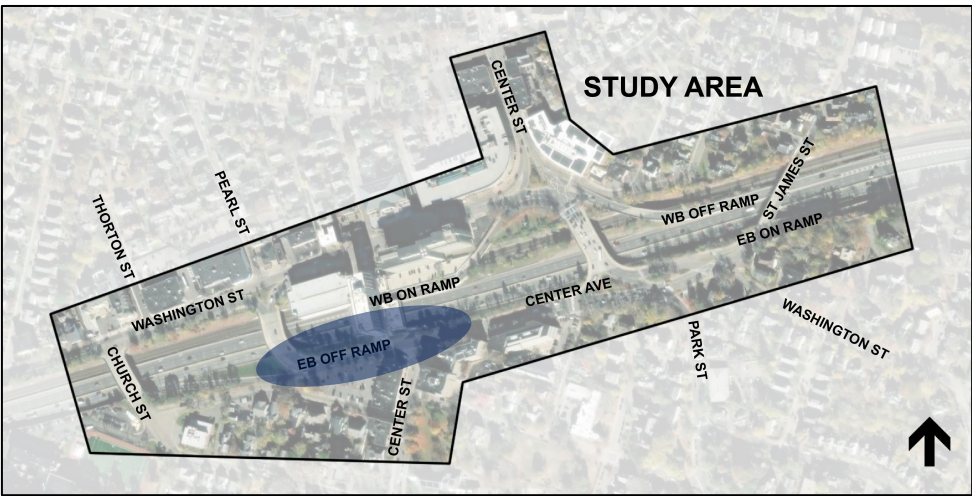
☒☒ Presented as a tie-breaker when one concept is expected to have a greater magnitude of positive impacts




Southwest Quadrant — Preferred Concept Concept B



Southwest Quadrant — Preferred Concept

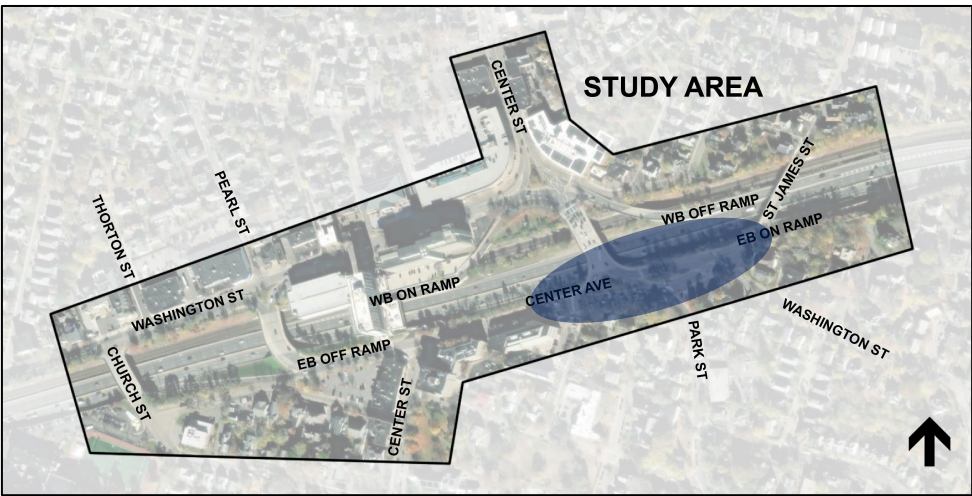
Concept B



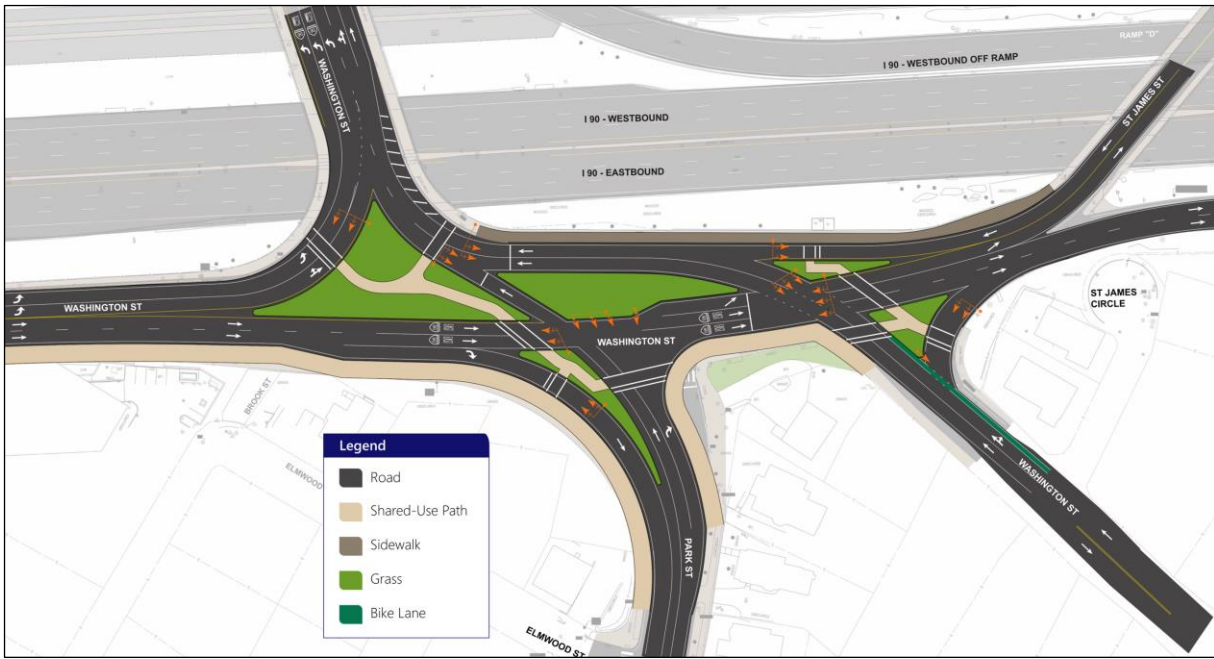
Goal		Infrastructure Changes
	Enhance Safety	<ul style="list-style-type: none">- Removes stop-control at end of ramp and places off-ramp traffic under signal control- Reduces weave on Centre Ave EB between off-ramp and Centre St- All ped/bike crossings under signal control- Does not eliminate weave east of Centre St as NB and EB traffic will have concurrent green lights
	Improve Traffic & Reduce Congestion	<ul style="list-style-type: none">- Reduces queues for I-90 EB off-ramp traffic- Includes queue detection for off-ramp to control queues from spilling onto I-90 mainline- Increases delays and queues for Washington St EB traffic
	Expand Multimodal Infrastructure	<ul style="list-style-type: none">- Provides a shared-use path for pedestrians and bicyclists on the Washington St EB bridge and on the south side of Centre Ave EB- Signalized ped/bike crossing of I-90 EB off-ramp traffic- Shared-use path connection to Richardson St south of I-90 EB off-ramp- Sidewalk-level bicycle lane on Centre St NB onto Centre Ave EB- Shorter pedestrian crossing across Centre Ave EB

Southeast Quadrant

- Four alternatives were considered



Concept A1
Signals w/ Divided EB Left-Turns



Concept A2
Signals w/ Combined EB Left-Turns



Concept B1
Roundabouts w/ Two Lanes WB



Concept B2
Roundabouts w/ One Lane WB

Alternatives Evaluation

Goal	Traffic Signal Concept	Roundabout Concept
Enhance Safety	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
Improve Traffic & Reduce Congestion	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Improve Transit	<input type="checkbox"/>	<input type="checkbox"/>
Expand Multimodal Infrastructure	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
Property Access & Parking	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Land Use & Placemaking	<input type="checkbox"/>	<input checked="" type="checkbox"/>

☒ ☒ Presented as a tie-breaker when one concept is expected to have a greater magnitude of positive impacts

Legend

☒

Positive Impact

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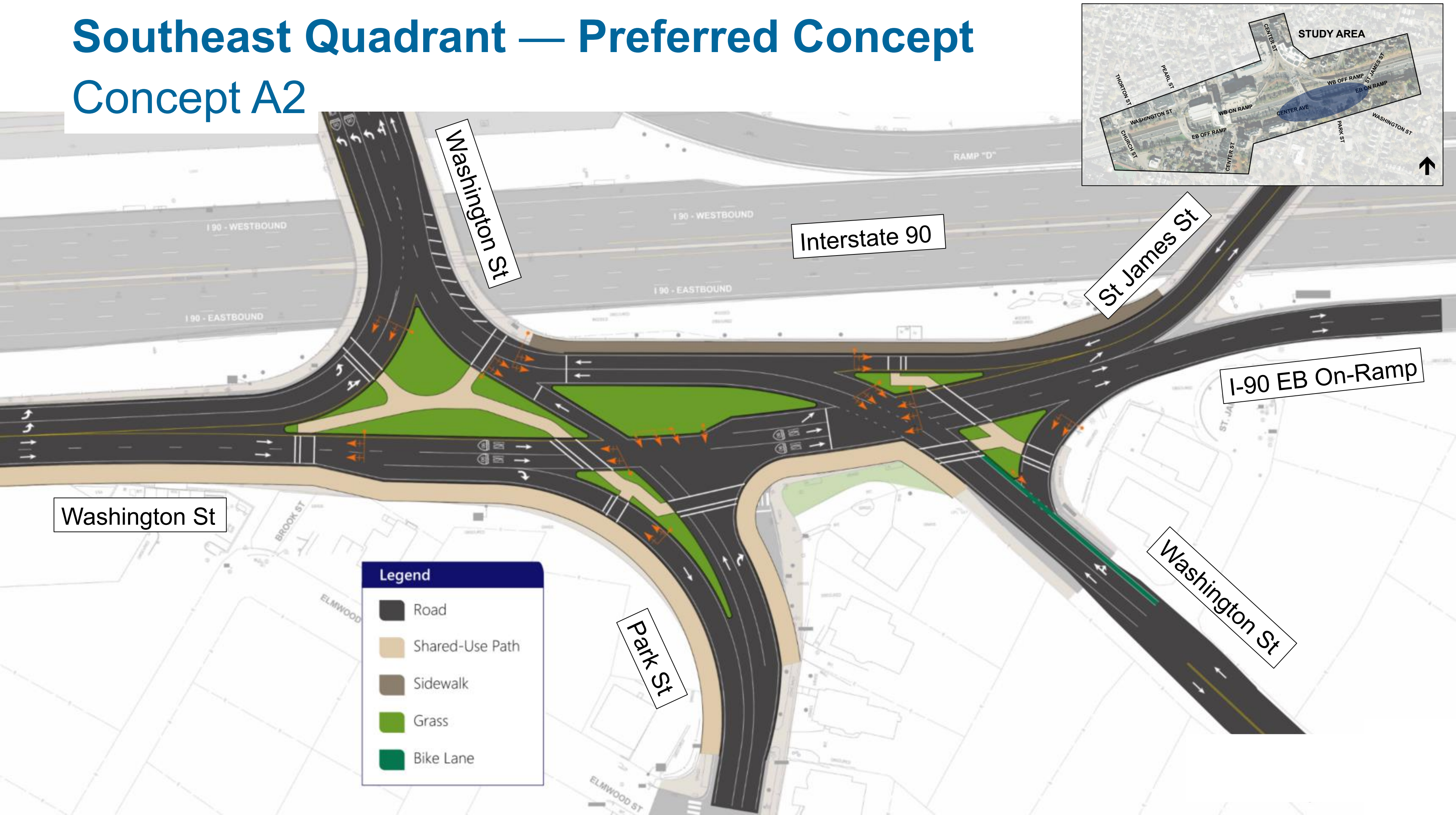
Neutral / No Impact

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Negative Impact

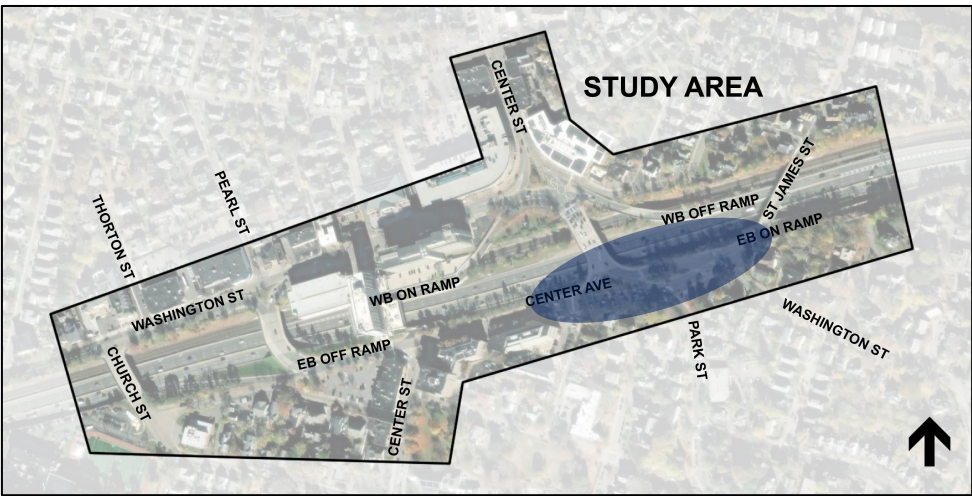
Southeast Quadrant — Preferred Concept





Concept A2



Southeast Quadrant — Preferred Concept

Concept A2



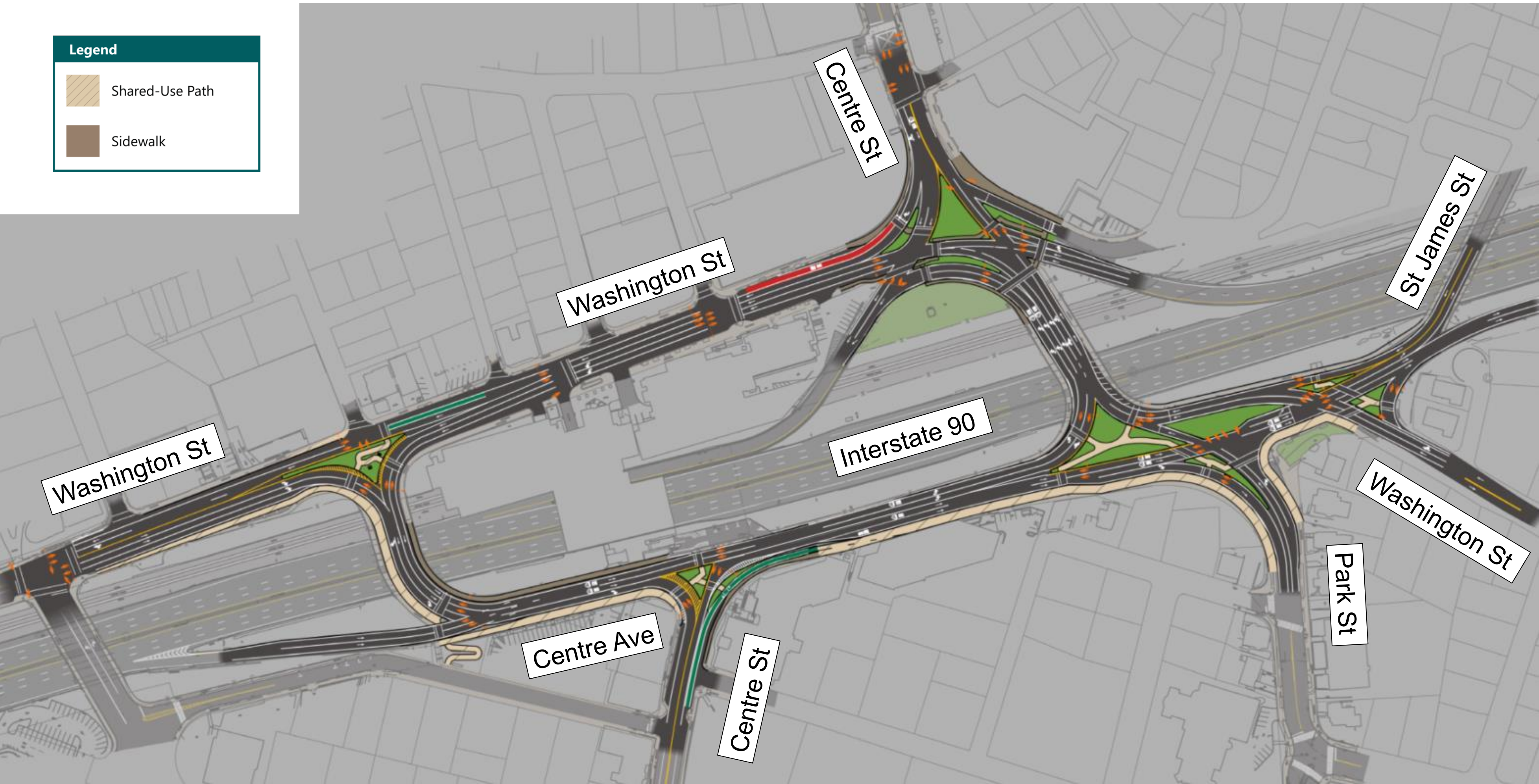
Goal		Notes
	Enhance Safety	<ul style="list-style-type: none">- Eliminates weave on Washington St WB bridge by adding signal control for all movements
	Improve Traffic & Reduce Congestion	<ul style="list-style-type: none">- Introduces new signal control for all Washington St EB left-turn movements- Minimal changes to operations on other approaches- New traffic signal equipment throughout the quadrant
	Expand Multimodal Infrastructure	<ul style="list-style-type: none">- Provides a shared-use path for pedestrians and bicyclists on south side of Washington St EB- New signalized crosswalks across both approaches at the foot of the Washington St WB bridge- Existing crosswalk across Washington St EB west of Park St shifted approximately 300 ft east to be included in Park St signal
	Land Use & Placemaking	<ul style="list-style-type: none">- Opportunity for increased green space and placemaking with larger median island at foot of Washington St WB bridge

Full Study Area — Preferred Concept

Legend

Shared-Use Path

Sidewalk



Full Study Area — Preferred Concept: Pedestrian Connections

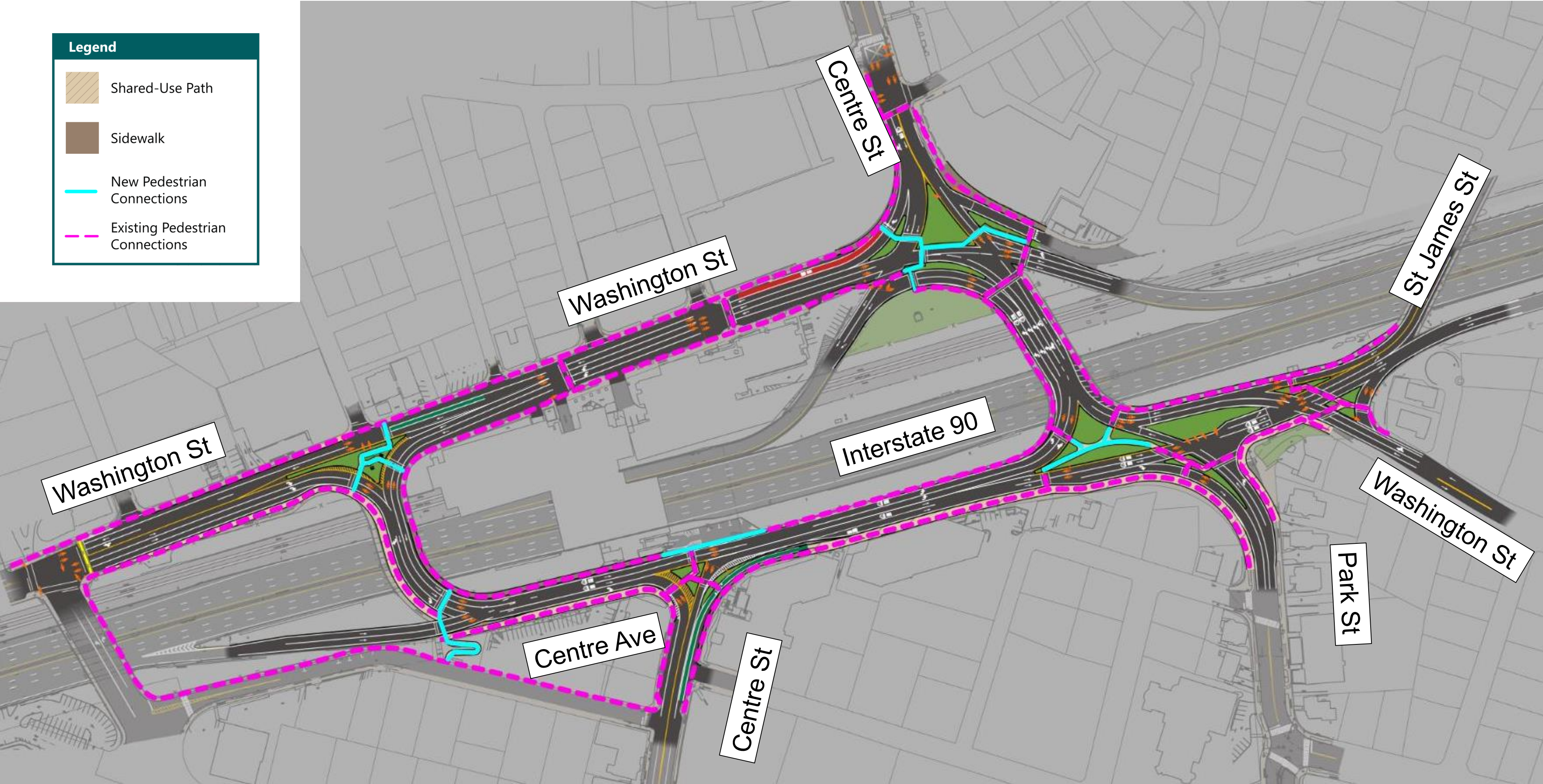
Legend

Shared-Use Path

Sidewalk

New Pedestrian Connections

Existing Pedestrian Connections



Full Study Area — Preferred Concept: Bicycle Connections

Legend

Shared-Use Path

Sidewalk

Potential New Bike Connections

New Bike Connections

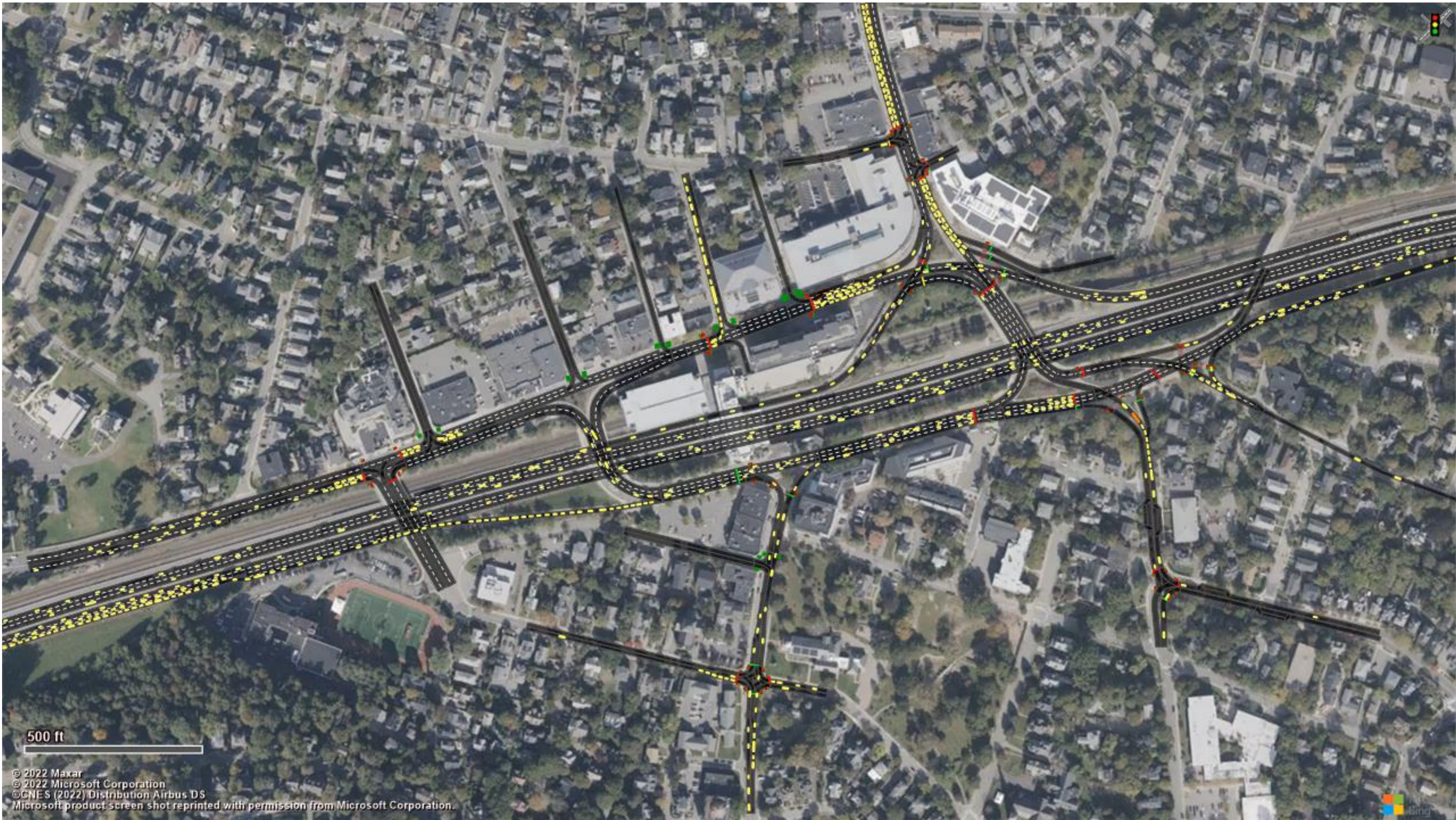
Existing Bike Connections

This map illustrates the preferred concept for bicycle connections within a study area. The map features several key streets: Washington St, Centre St, Centre Ave, Interstate 90, St James St, and Park St. The connections are categorized as follows:

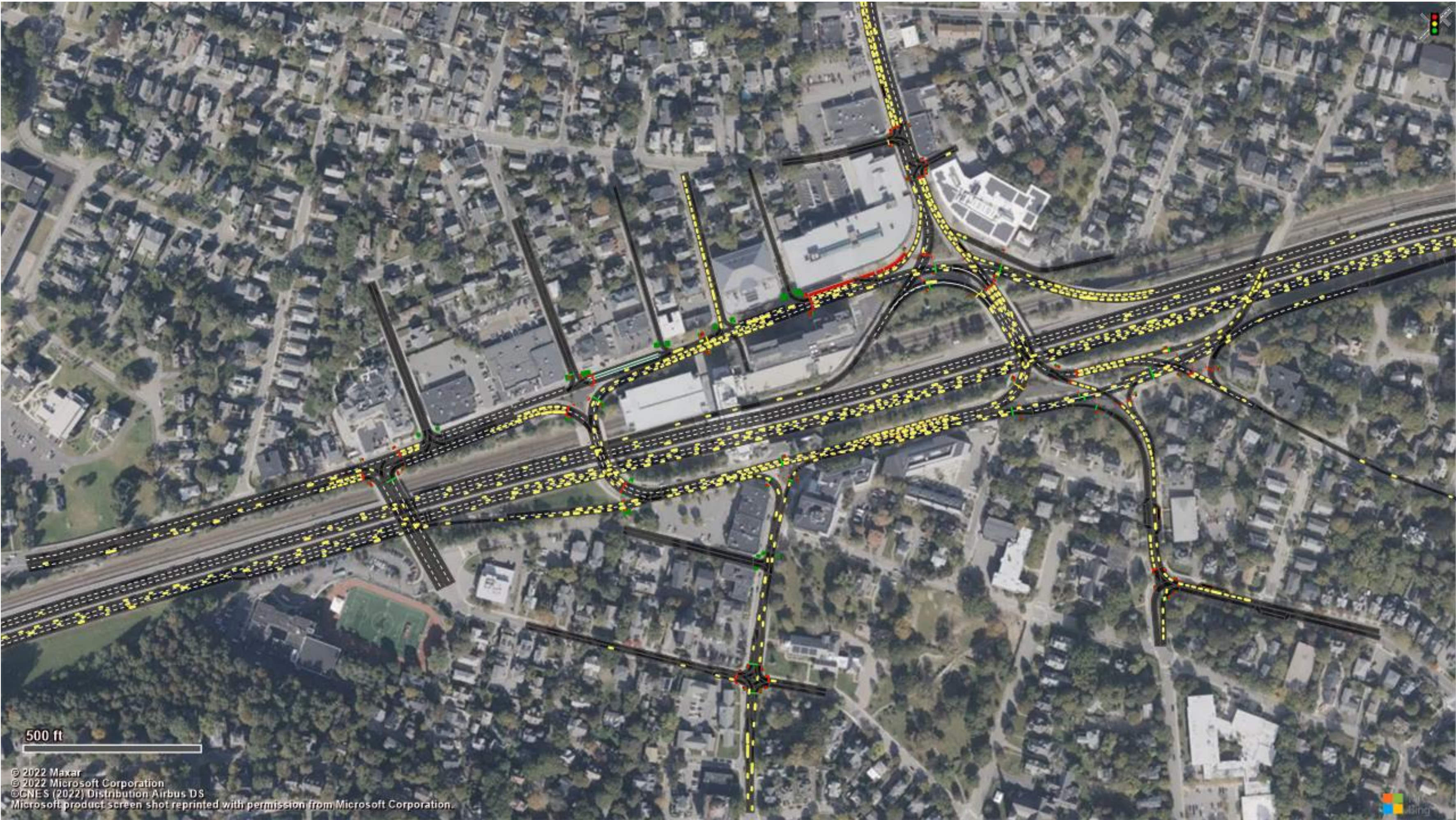
- Shared-Use Path:** Indicated by a tan hatched pattern, primarily along Washington St and Centre Ave.
- Sidewalk:** Indicated by a solid brown line, following the main thoroughfares.
- Potential New Bike Connections:** Shown as a series of yellow dots, suggesting planned or future improvements.
- New Bike Connections:** Represented by solid cyan lines, showing the primary proposed network.
- Existing Bike Connections:** Represented by dashed magenta lines, indicating current infrastructure.

The map shows a dense network of connections, particularly around the central intersection of Washington St and Centre Ave, and along the major corridors like Interstate 90 and Washington St.

Full Study Area — No-Build Condition: Vissim Analysis



Full Study Area — Preferred Concept: Vissim Analysis





Next Steps and Recommendations



Our Next Steps



**Public Meeting/
Workshop #1**
September 2022



**Existing Conditions
Evaluation**
Fall/ Winter 2022/2023



**Public Meeting/
Workshop #2**
March 2023



**Development of
Targeted Alternatives
and Improvements**



**Public Meeting/
Workshop #3**
October 2023



**Refinement and
Analysis of
Alternatives**
Winter 2023/2024



**Identify Preferred
Concepts**
Spring 2024



Public Meeting #4
June 2024

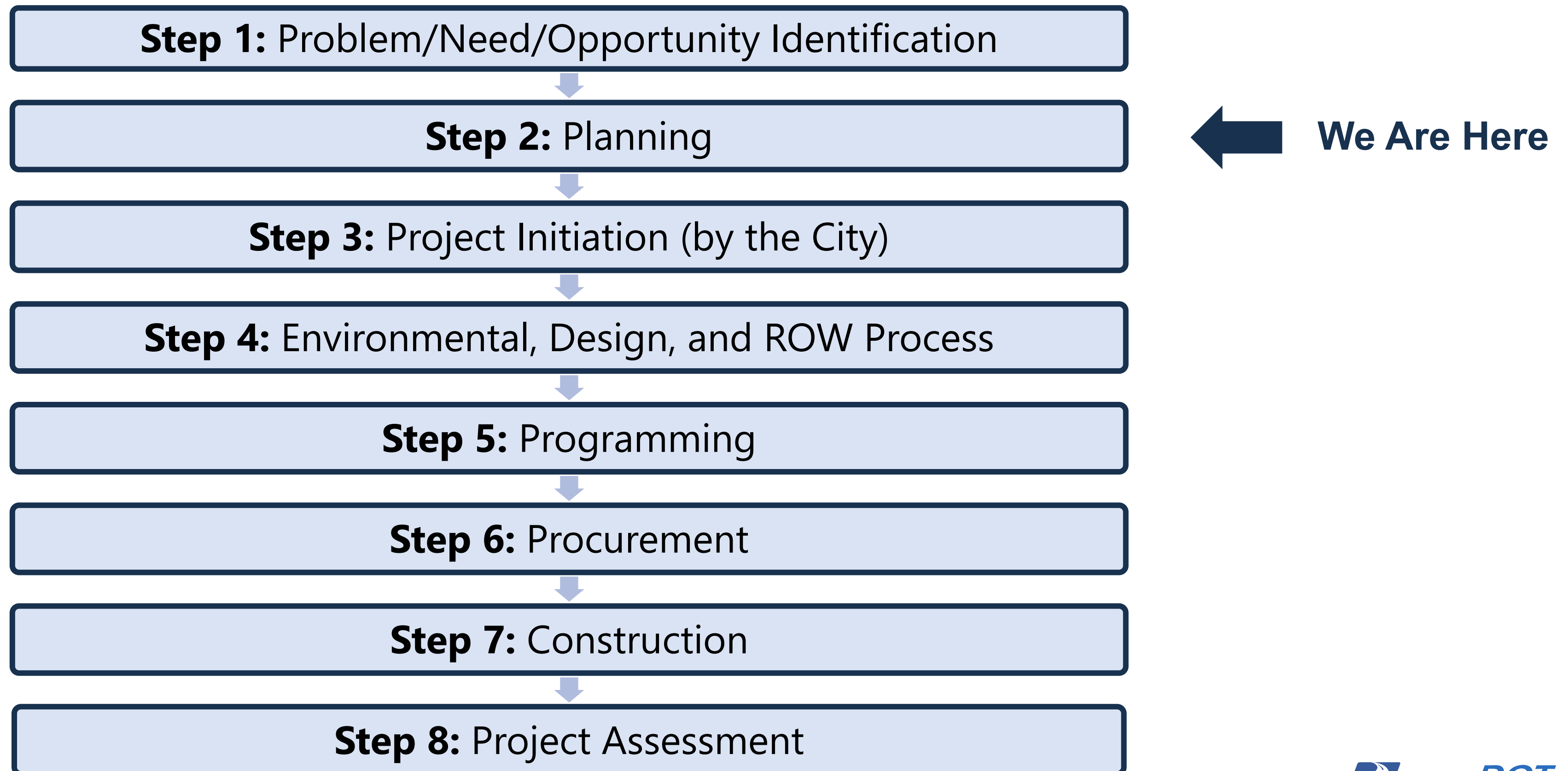


We Are Here



**Finalize Report and
Begin Design Process
of Preferred Concepts**
Summer 2024 and
Beyond

MassDOT Project Development Process



Recommendations upon Study Completion

Project Champion

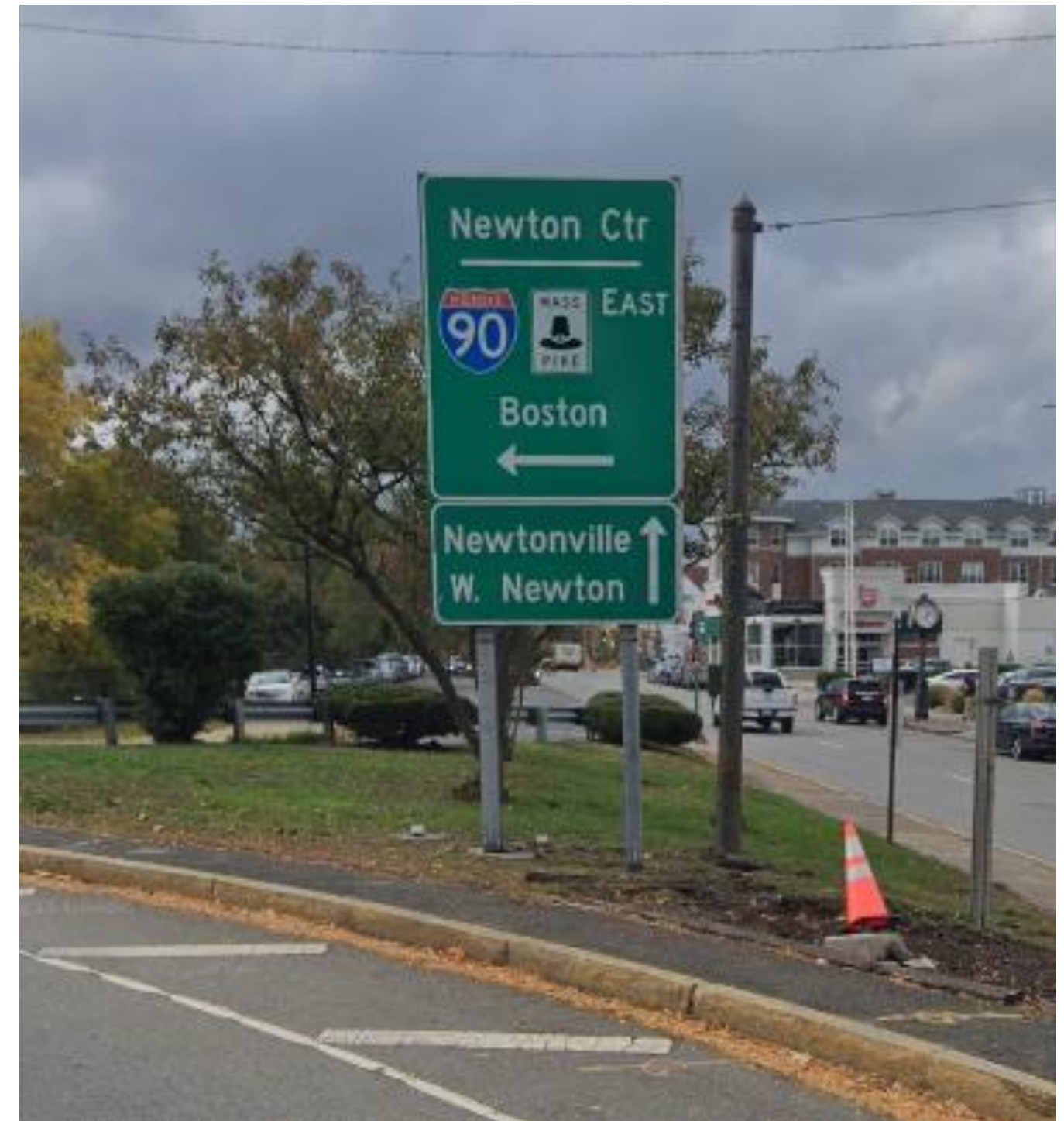
- City of Newton to act as Project Champion

City of Newton to initiate as MassDOT Design Project

- Start MassDOT project development process
- Within design process, finalize specific design details

Identify Potential Funding Sources

- Possible funding through the State Transportation Improvement Plan (TIP)



Right of Way (ROW) Process

- This project is currently at the planning phase, design has not started yet. We want to address MassDOT's ROW procedure for future reference.
- Responsible for acquiring all necessary rights in public land for design, construction, and implementation of a project.
- Affected property owners will be contacted by personnel from the ROW Bureau or consultants representing MassDOT.
- Procedures must comply with state and federal regulations governing the acquisition process.
 - Property owners are protected under Massachusetts General Laws, primarily Chapter 79.
 - If project receives federal funds, property owners are further protected under Title III of the Real Property Act of 1970, as amended.



Comments

Questions and Answers



- “Raise your hand” to be unmuted for verbal questions; *9 for attendees calling into the meeting



- To ask a question via phone, dial *9 and the moderator will call out the last 4-digits of your phone number and unmute your audio when it is your turn



- Submit your questions and comments using the Q&A button (Alt + H)



- Please state your name before your question



- Please share only 1 question or comment at a time, limited to 2 minutes, to allow others to participate



- Please take a few minutes to complete the survey after the meeting to let us know how your experience was with this virtual meeting

All questions and comments are subject to disclosure for public records. Please use these functions for project related business only.

How to reach us?

Project Website:

<https://www.mass.gov/newton-corner-improvements-project>



Submit Comments or Inquiries via email:

NewtonCornerImprovements@dot.state.ma.us

Subject: MassDOT Project File No. 609288
Newton Corner Traffic Operations and Safety Improvements





Thank you

*Traffic Signal and Safety
Improvements at Interchange
127 (Newton Corner)*

