



Cambridge St and Boston Rd (Route 3A) Resurfacing & Related Work Project, Burlington and Billerica, MA

Public Information Meeting

November 17, 2022 | 6:30 p.m.

Project File No. 610704



Zoom controls



- Drop down menu to check microphone and speakers



- Ask a question and share comments



- Raise your hand



- If you are unable to access the internet or are having technical problems, please call into the meeting at 646 876 9923, Webinar ID: 823 7501 0532



If you have trouble with the meeting technology during the presentation, please call:

1-888-799-9666

Closed captioning automatically generated by Zoom



Public meeting notes and procedures

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- By continuing attendance with this virtual public meeting, you are consenting to participate in a recorded event.
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Important notes

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

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

Notice of MassDOT's Policy on Diversity and Civil Rights

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Thank you for joining our meeting. We appreciate your participation!

Agenda

- 01 Opening Remarks
- 02 Project Background
- 03 Project Goals
- 04 Alternatives
- 05 Preferred Alternative
- 06 Design Progress
- 07 Property Impacts
- 08 Bicycles and Pedestrians
- 09 Effects on Roadway Users
- 10 Construction Approach
- 11 Next Steps
- 12 Questions



Panel

MassDOT Highway Division

- Dan Wilk, P.E. – Project Manager

MassDOT District 4

- Brian Fallon, P.E. - Project Development Engineer

Howard Stein Hudson

- Peter Wroblewski, P.E. – Project Manager
- Jessica Lizza, P.E., PTOE – Manager of Traffic Engineering

Producers

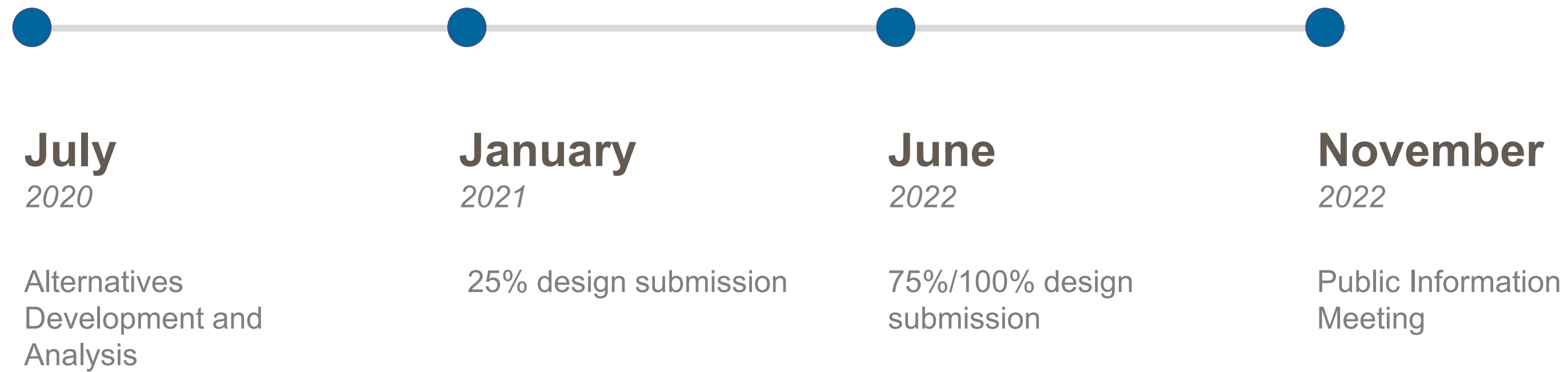
- Leah Grodstein
- Augustin Manyowashington

Outreach Conducted for the Public Information Meeting

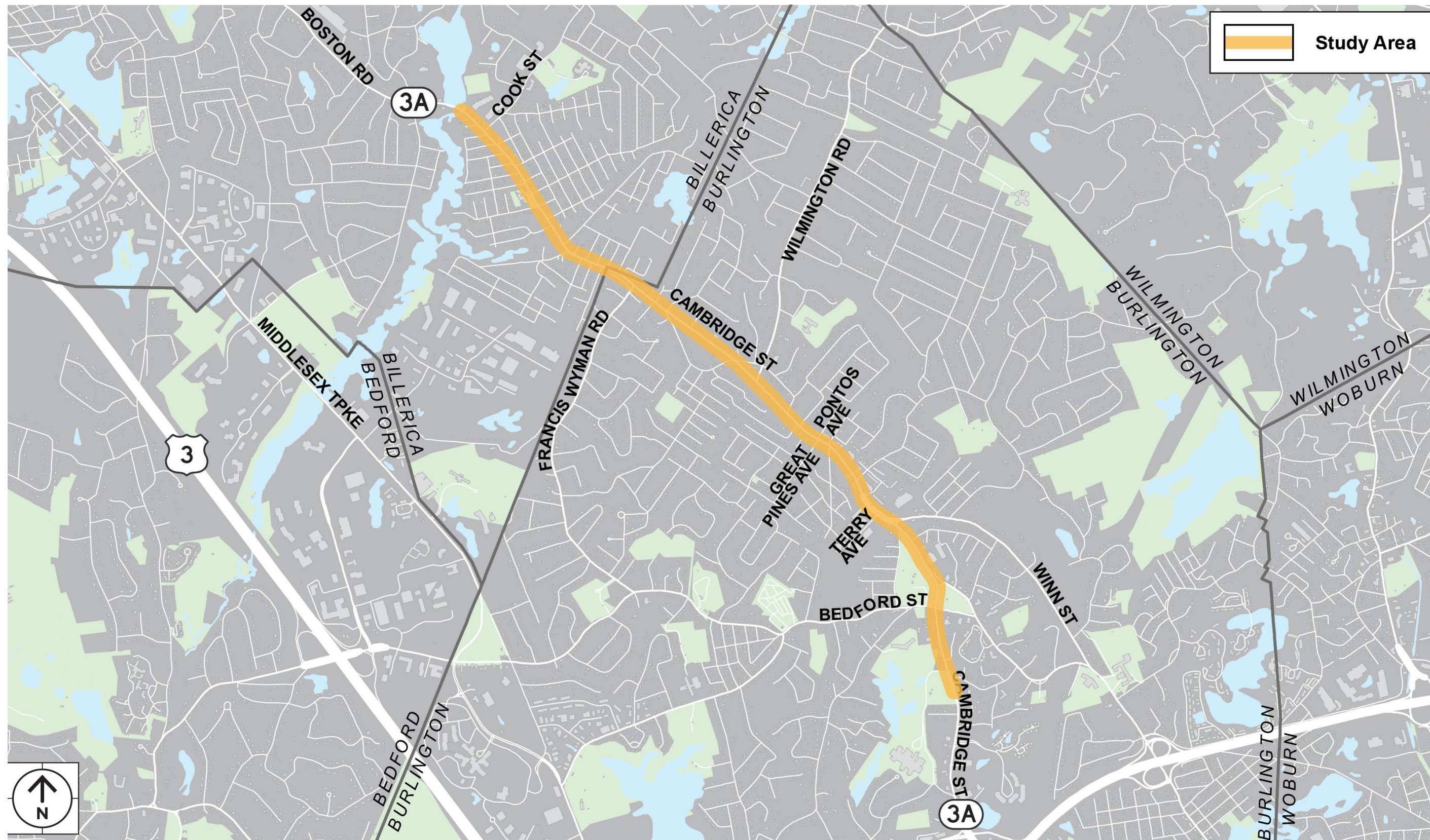
- Meeting notice published in local newspapers:
 - Daily Times Chronicle
 - Lowell Sun
- Flyer and meeting notices shared with Towns of Burlington and Billerica
- Flyer and meeting notices shared with organizations in Burlington, Billerica, and surrounding area:
 - Billerica Council on Aging
 - Boston Region Metropolitan Planning Organization
 - Northern Middlesex Council of Governments
 - Elm Brook Place
- Hearing information shared through MassDOT's website and social media



How did we get here?



Project Area



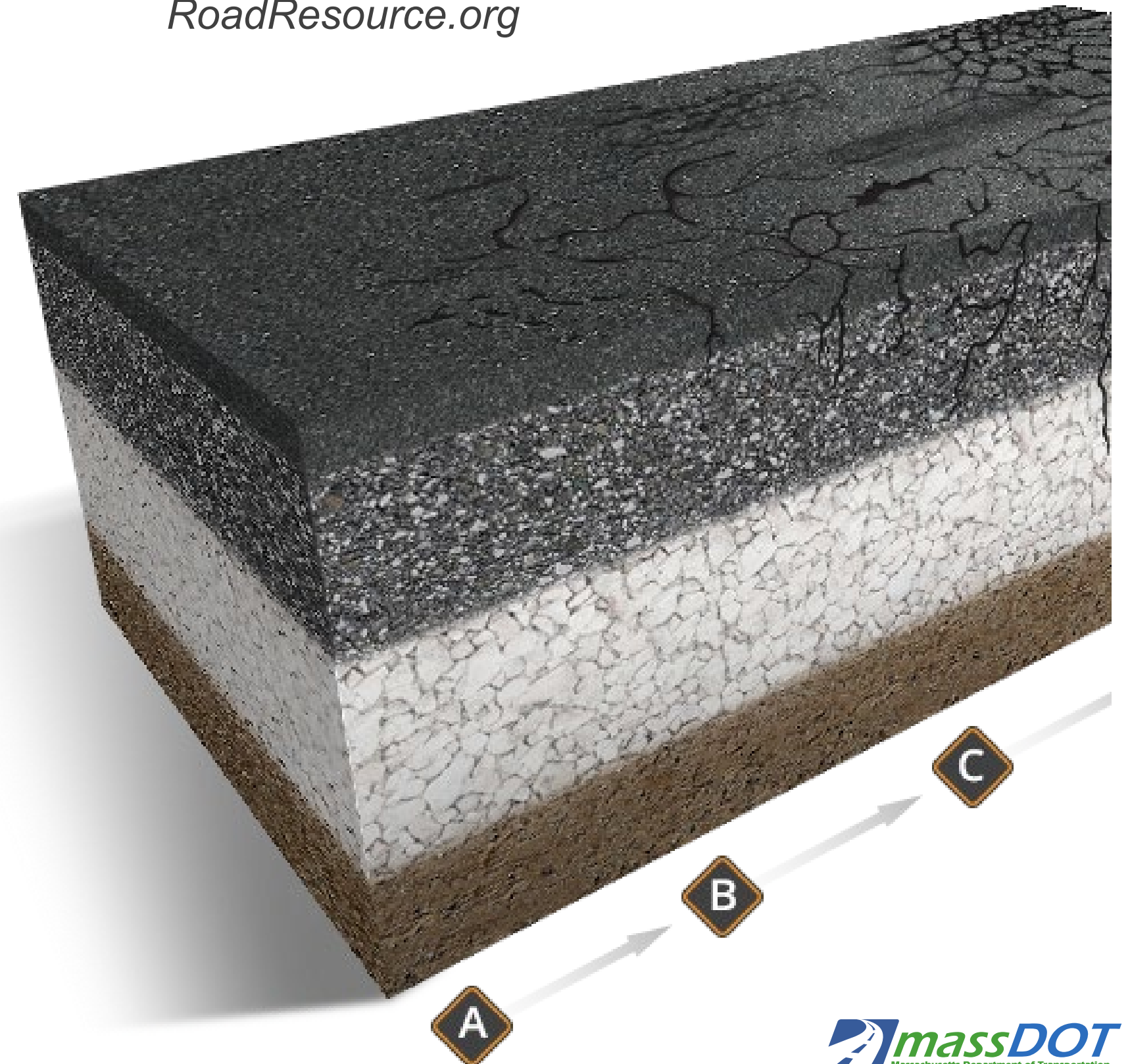


Why was this project initiated?

Project Needs

- **Pavement Maintenance**
 - Route 3A selected for maintenance
 - Potholes, cracking, minor raveling along 3A
 - Maintenance now prevents more costly reconstruction later
- **Safety Improvement**
 - Modified excessively large lane width
 - Reviewed existing conditions and crash data to determine countermeasures
 - Conducted Road Safety Audit at Winn Street and Terry Avenue

Pavement Condition Cross Section Graphic from RoadResource.org



Existing Conditions

Screenshot from Google Maps showing typical pavement condition



Staggered cars sharing one lane driving southbound on 3A



Existing Conditions (cont.)

Improve accessibility for pedestrians



Introduce bike lanes for complete streets





**What do we
want to
accomplish?**

Route 3A Project Goals



Maintain a state of good repair along Route 3A



Improve lane safety for people using Route 3A



Improve accessibility for pedestrians



Meet MassDOT Complete Streets and Healthy Transportation Policies

Project Summary

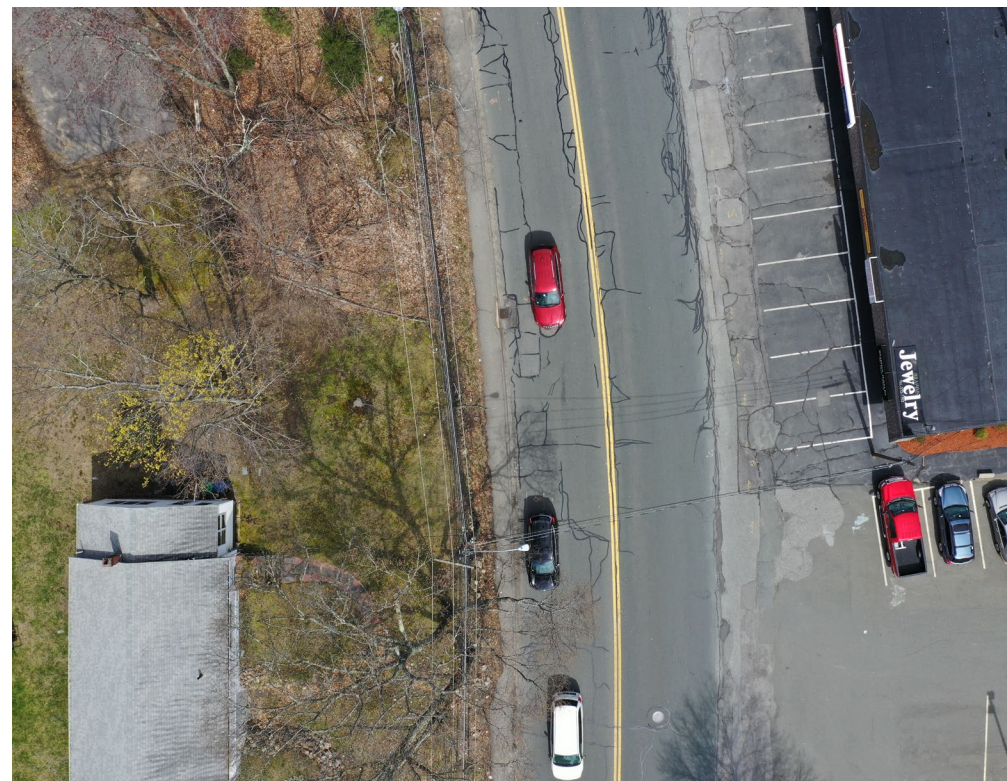
1. Resurfacing roadway



2. Improving bus stops and pedestrian facilities



3. Reducing lane width to improve safety



4. Introducing protected bicycle lanes





**What
alternatives
were
considered?**

Alternative 1 - Resurface and Replace Existing Lanes

Goals accomplished:



Resurface the roadway



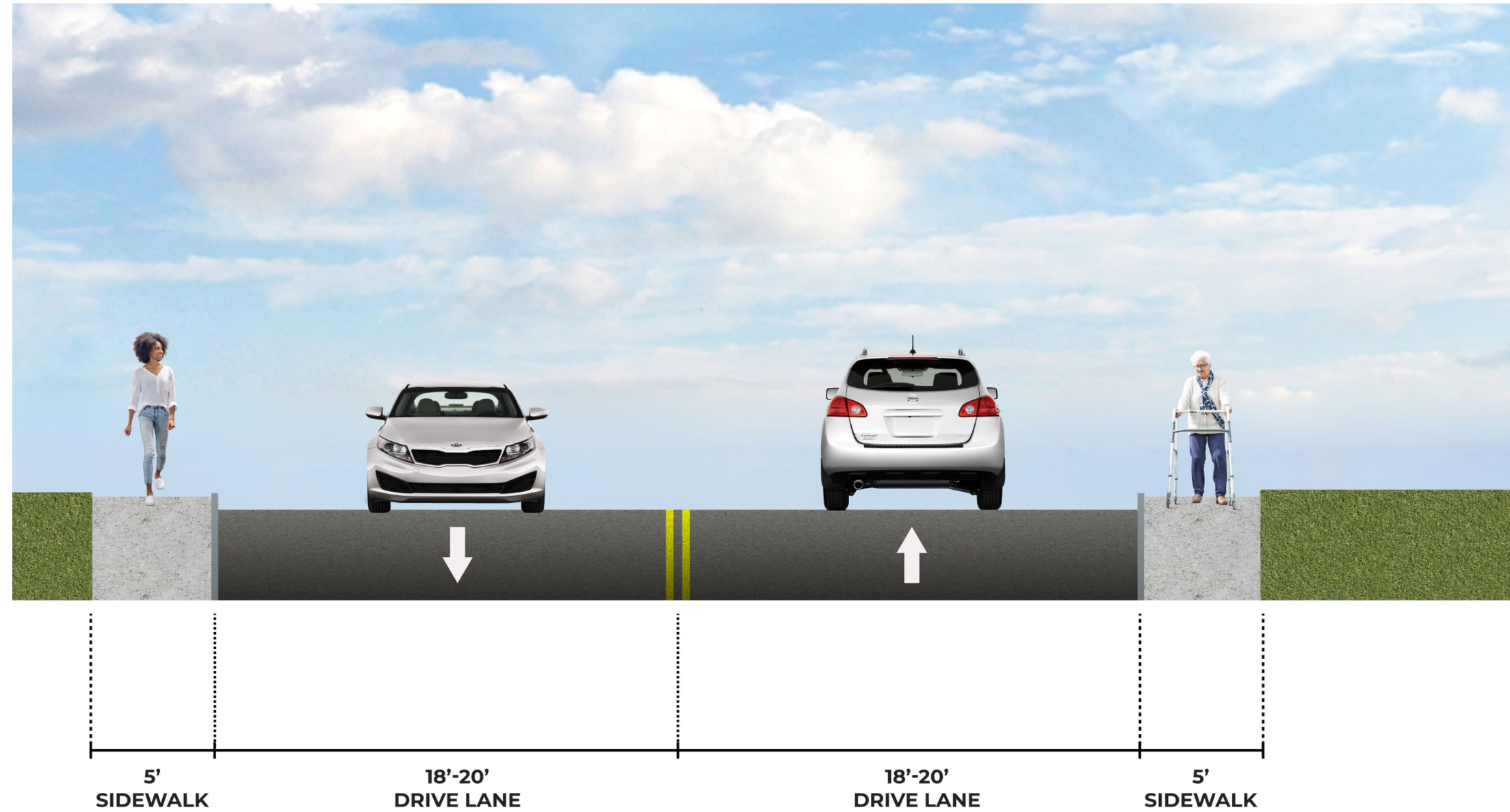
Improve sidewalk and bus stop accessibility



Improve multi-modal equity



Address lane safety concern



Alternative 2 - Resurface and Propose Bicycle Lanes

Goals accomplished:



Resurface the roadway



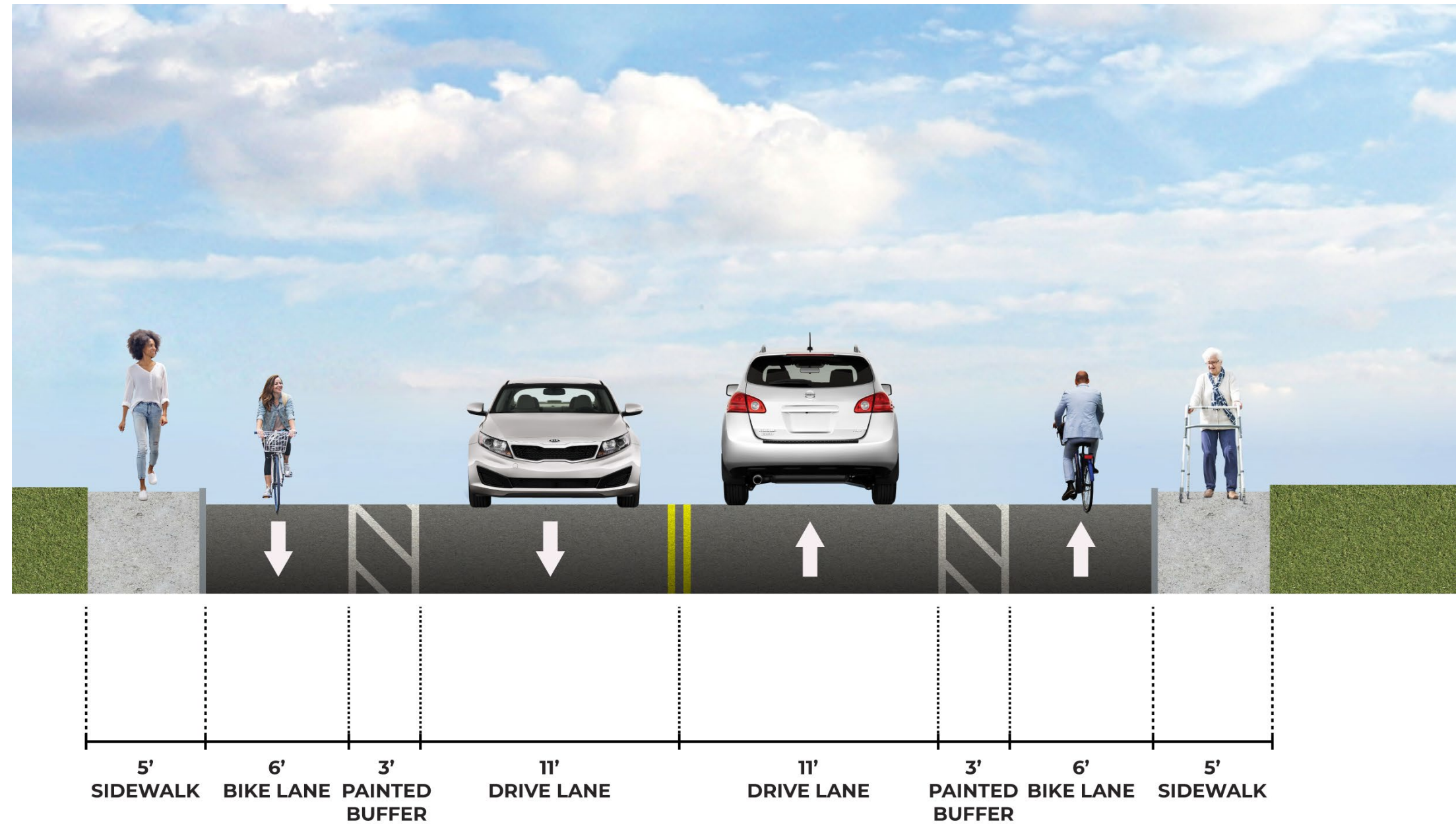
Improve sidewalk and bus stop accessibility



Improve multi-modal equity



Address lane safety concern



Alternative 3 - Resurface and Propose Two Way Left Turn Lane

Goals accomplished:



Resurface the roadway



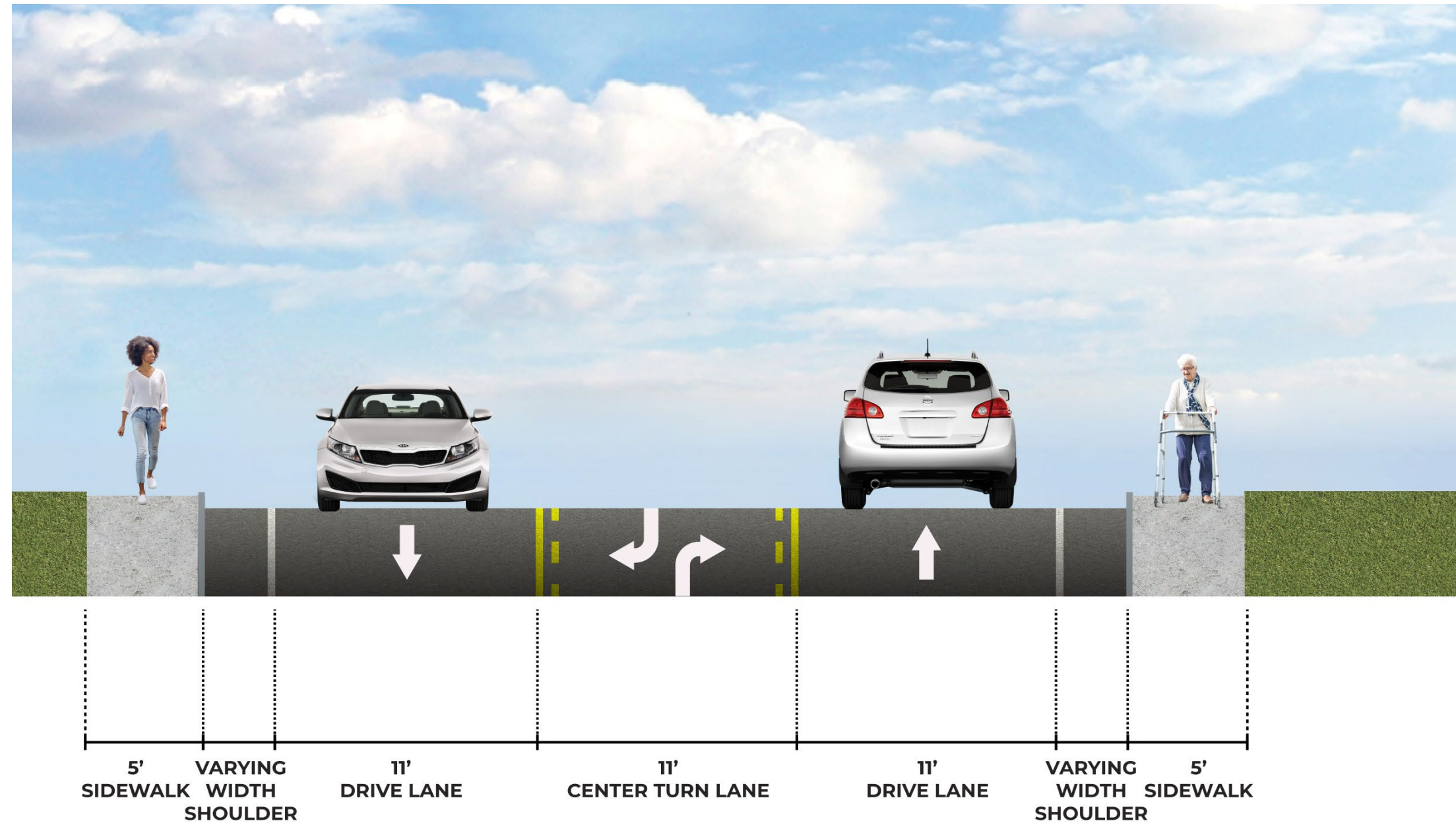
Improve sidewalk and bus stop accessibility



Improve multi-modal equity



Address lane safety concern

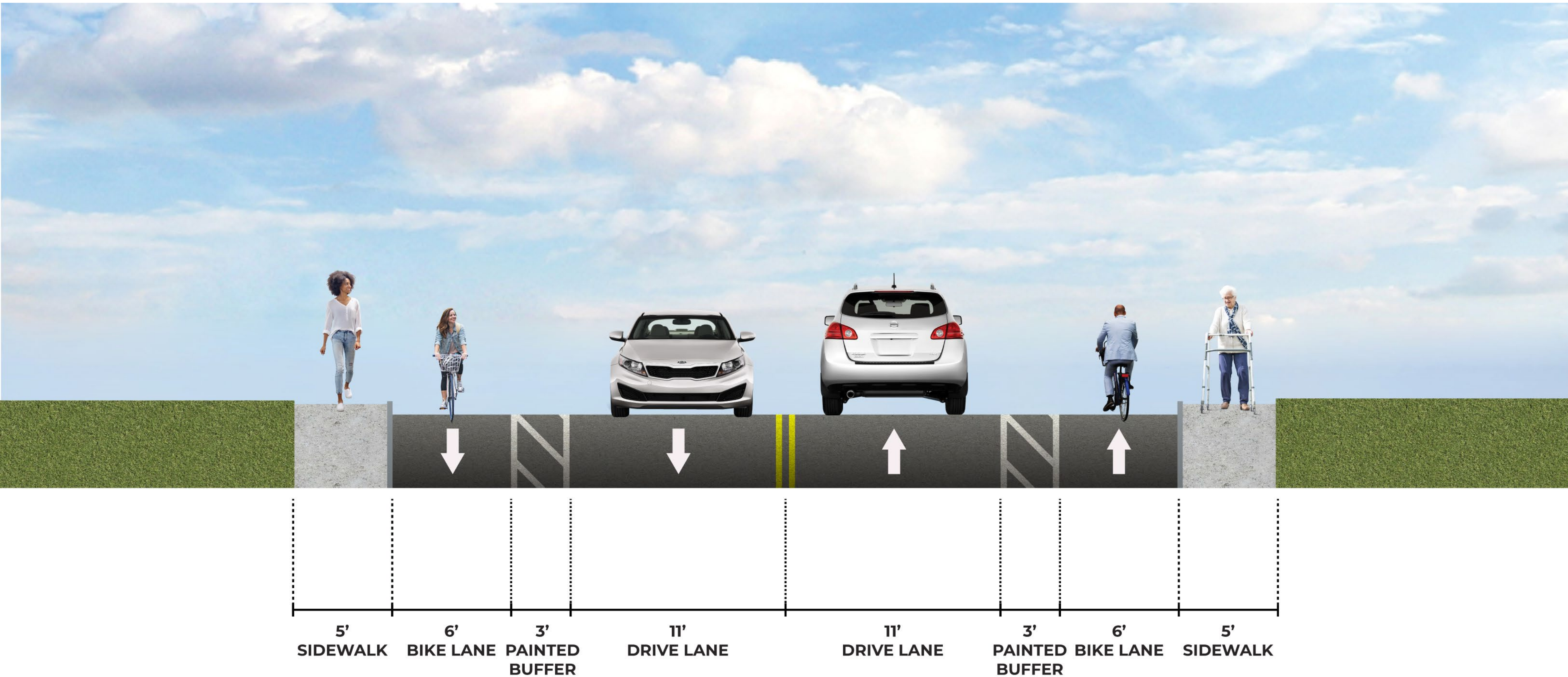




**What is the
selected
alternative?**

Route 3A Selected Alternative

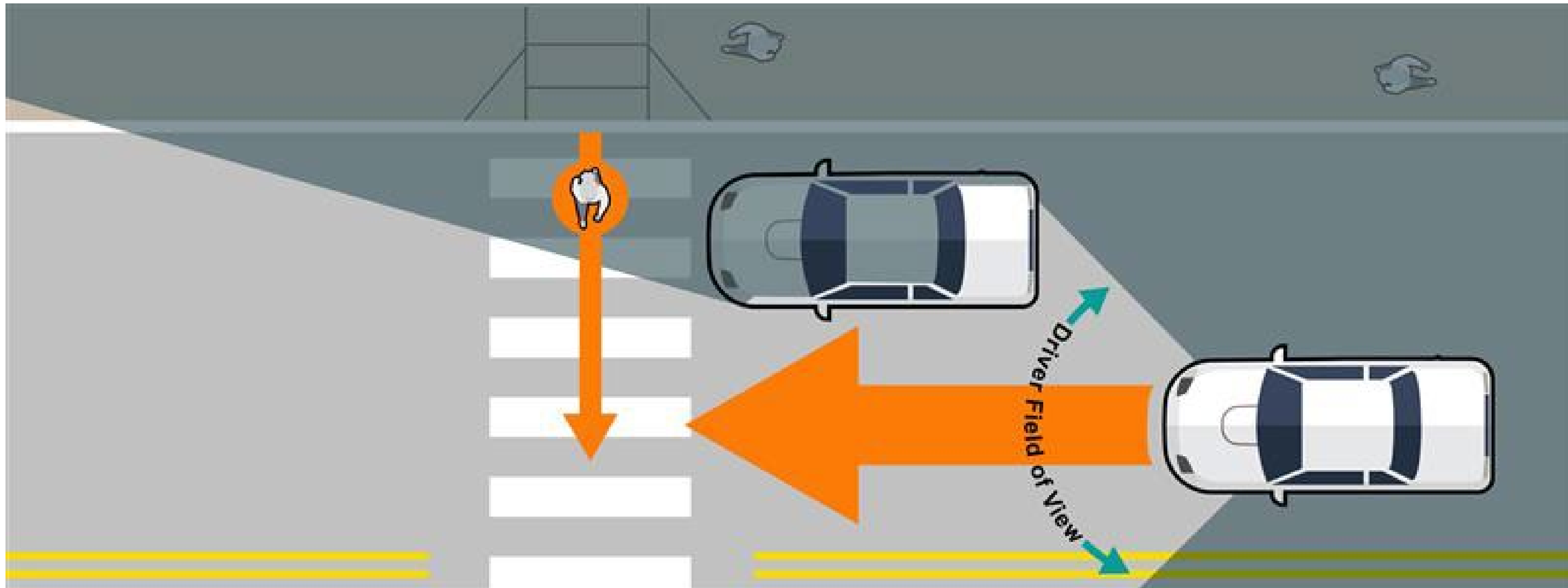
Resurface roadway and formalize two-lane cross section to provide bicycle lanes.



Selected Alternative Benefits

Safer Accommodations for Non-Motorized Users and

- Reduce pedestrian crash risk



Similar Modifications in Massachusetts

Summer Street Road Diet Pilot

Hingham

- Speeds decreased as much as 5 mph
- Little to no travel time increase or traffic diversions
- Currently in design phase for permanent installation
- ADT – 14,822



Photo credit: Jacob Wessel

Route 135

Wellesley

- 55% fewer crashes
- 69% fewer severe injury occurrences
- ADT – 11,271



Nonantum Road

Boston, Newton, and Watertown

- 23% fewer crashes
- 32% fewer severe injury occurrences
- ADT – 29,036



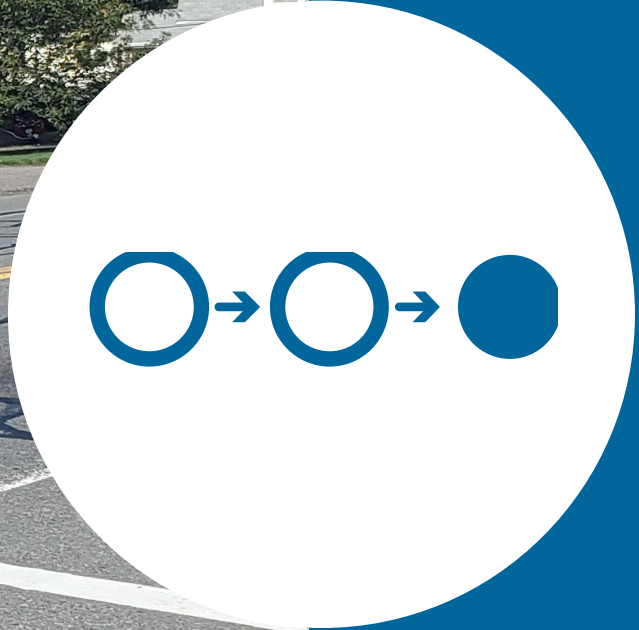
Similar Project Results in Massachusetts

William J Day Blvd, South Boston, ADT 12,314



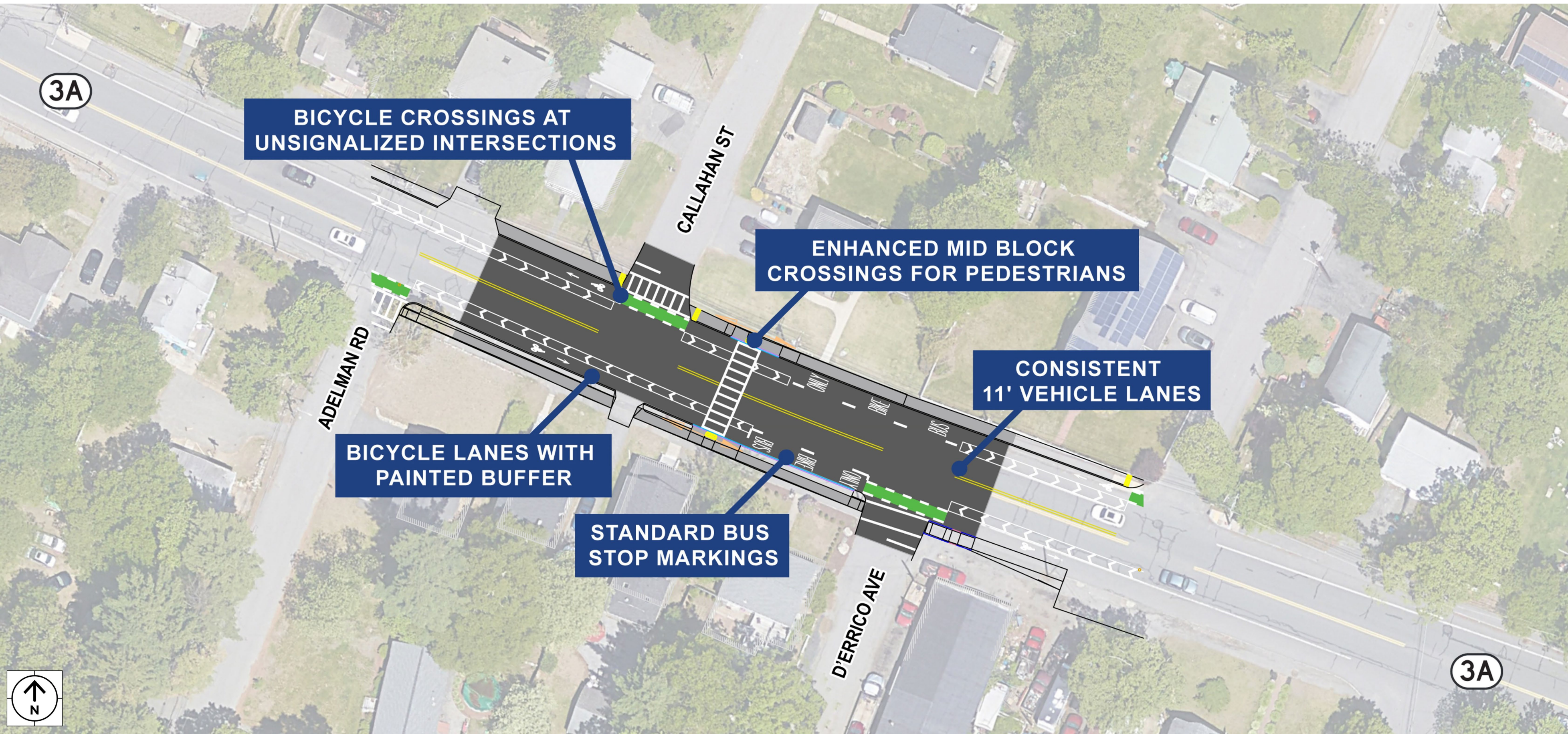
REPORTING PERIOD	AVERAGE TRAVEL TIME (MINUTES)
Oct. 2017	4.1
Apr. 2018	3.8
Ave. Before Road Diet	4.0
Oct. 2018	4.1
Apr. 2019	3.9
Avg. After Road Diet	4.0

SPEED TEST LOCATIONS	MAX SPEED BEFORE (mph)	MAX SPEED AFTER (mph)
H St. – I St. (EB)	60-64	55-59
N St. (EB)	70+	50-54
N St. (WB)	65-69	50-54



How does our design function?

Route 3A Critical Design – Bicycle Lanes



BICYCLE CROSSINGS AT UNSIGNALIZED INTERSECTIONS

ENHANCED MID BLOCK CROSSINGS FOR PEDESTRIANS

CONSISTENT 11' VEHICLE LANES

BICYCLE LANES WITH PAINTED BUFFER

STANDARD BUS STOP MARKINGS

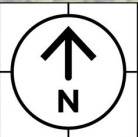
ADELMAN RD

CALLAHAN ST

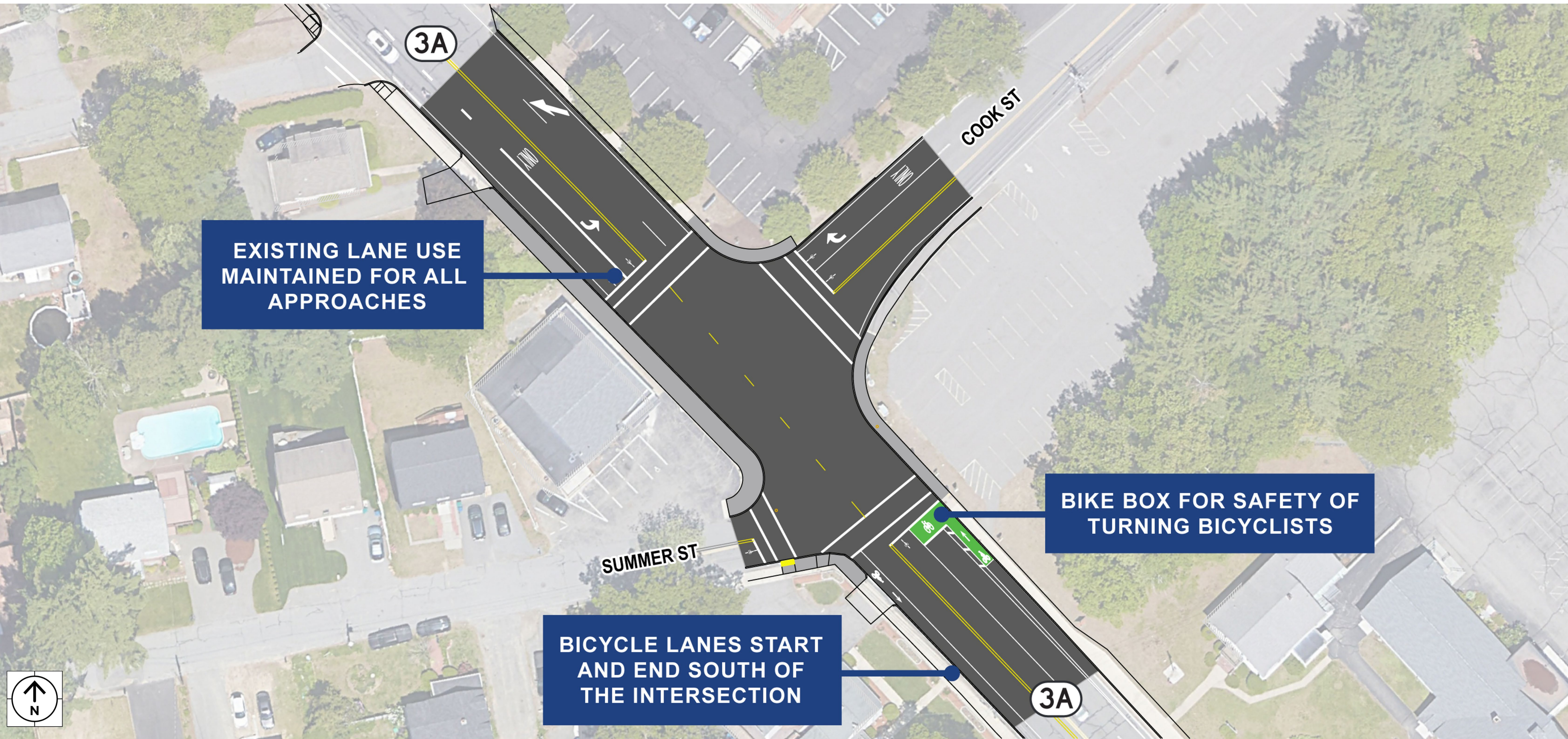
D'ERRICO AVE

3A

3A



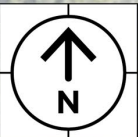
Route 3A Critical Intersection Design – Cook Street



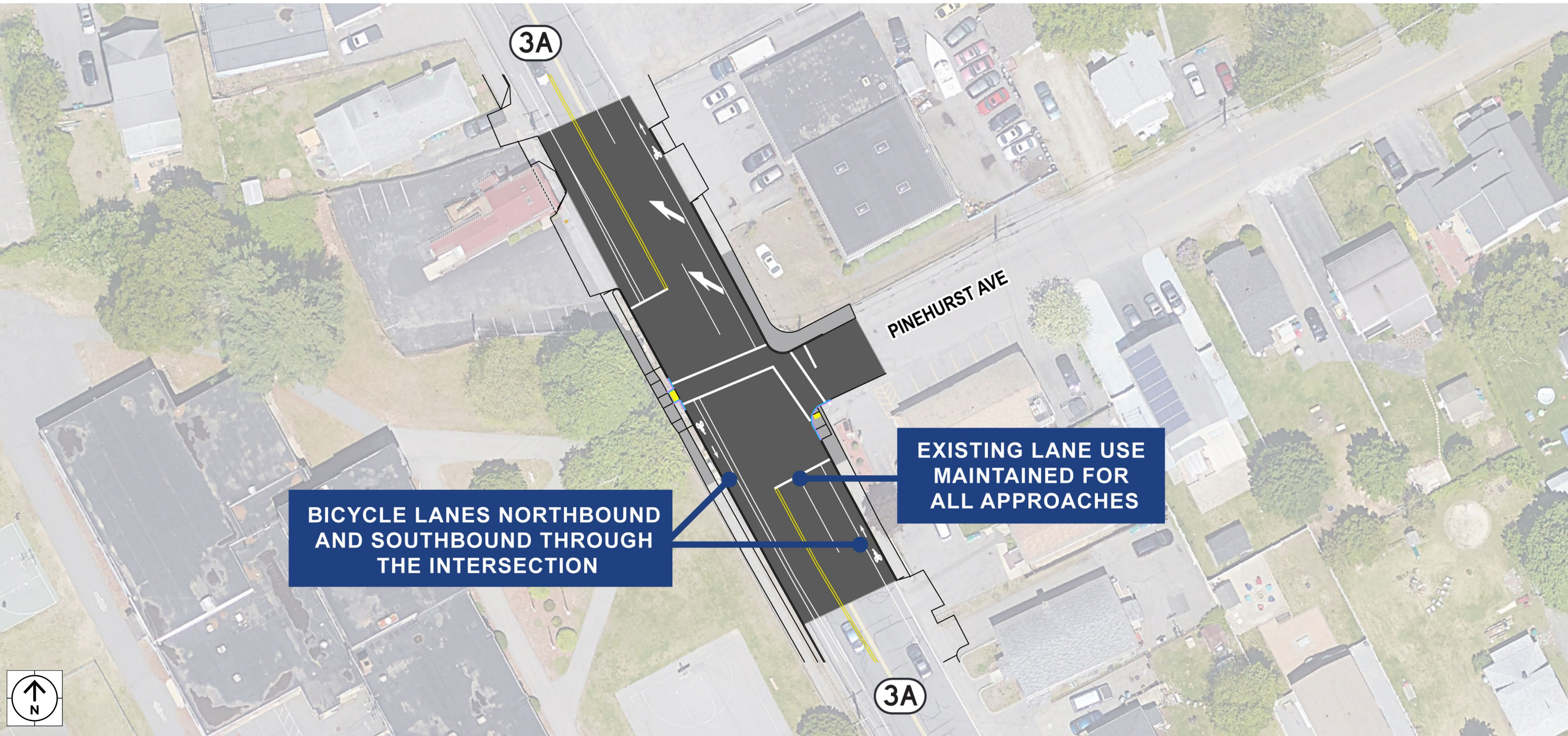
**EXISTING LANE USE
MAINTAINED FOR ALL
APPROACHES**

**BIKE BOX FOR SAFETY OF
TURNING BICYCLISTS**

**BICYCLE LANES START
AND END SOUTH OF
THE INTERSECTION**



Route 3A Critical Intersection Design – Pinehurst Avenue



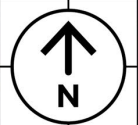
3A

PINEHURST AVE

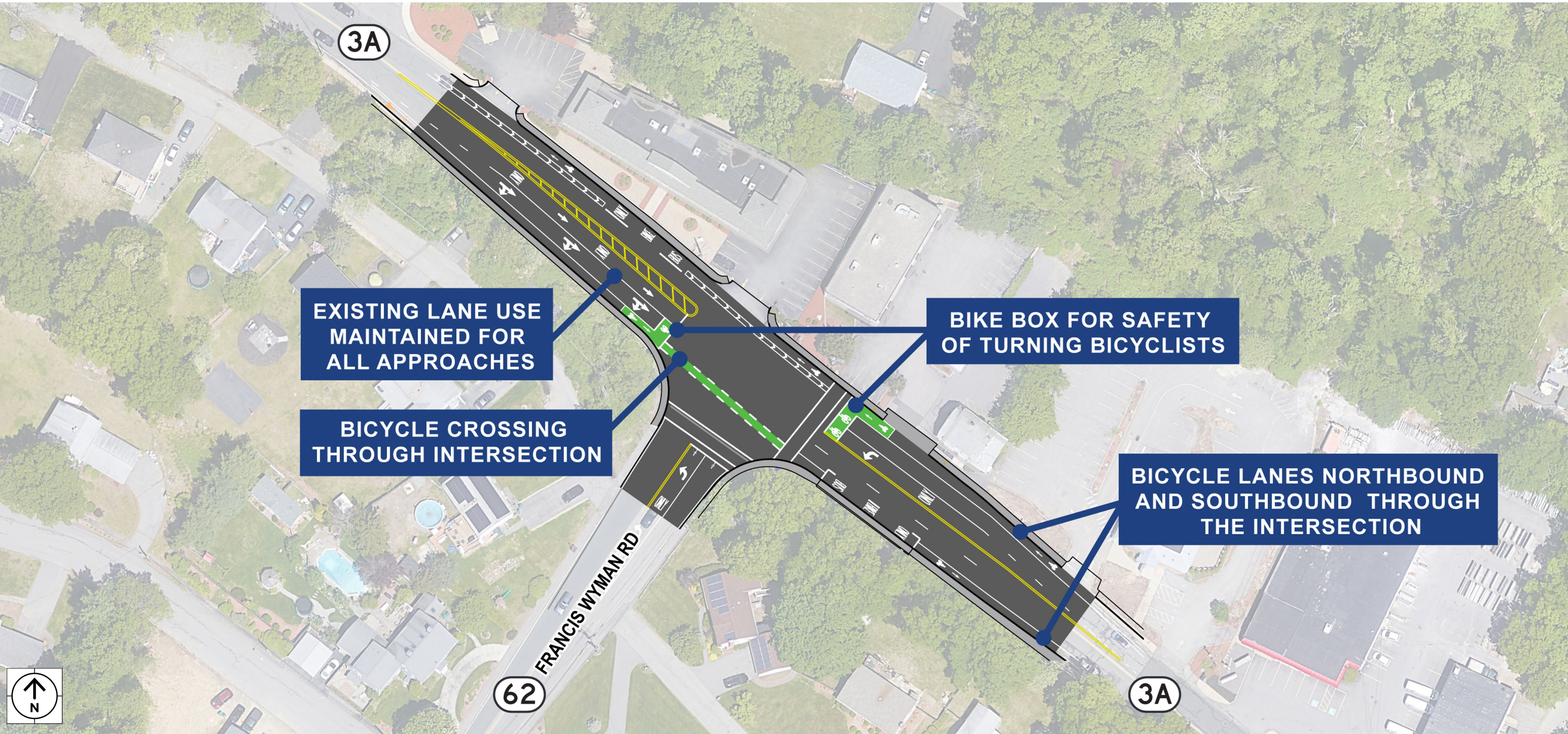
3A

BICYCLE LANES NORTHBOUND AND SOUTHBOUND THROUGH THE INTERSECTION

EXISTING LANE USE MAINTAINED FOR ALL APPROACHES



Route 3A Critical Intersection Design – Francis Wyman Road

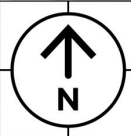


EXISTING LANE USE
MAINTAINED FOR
ALL APPROACHES

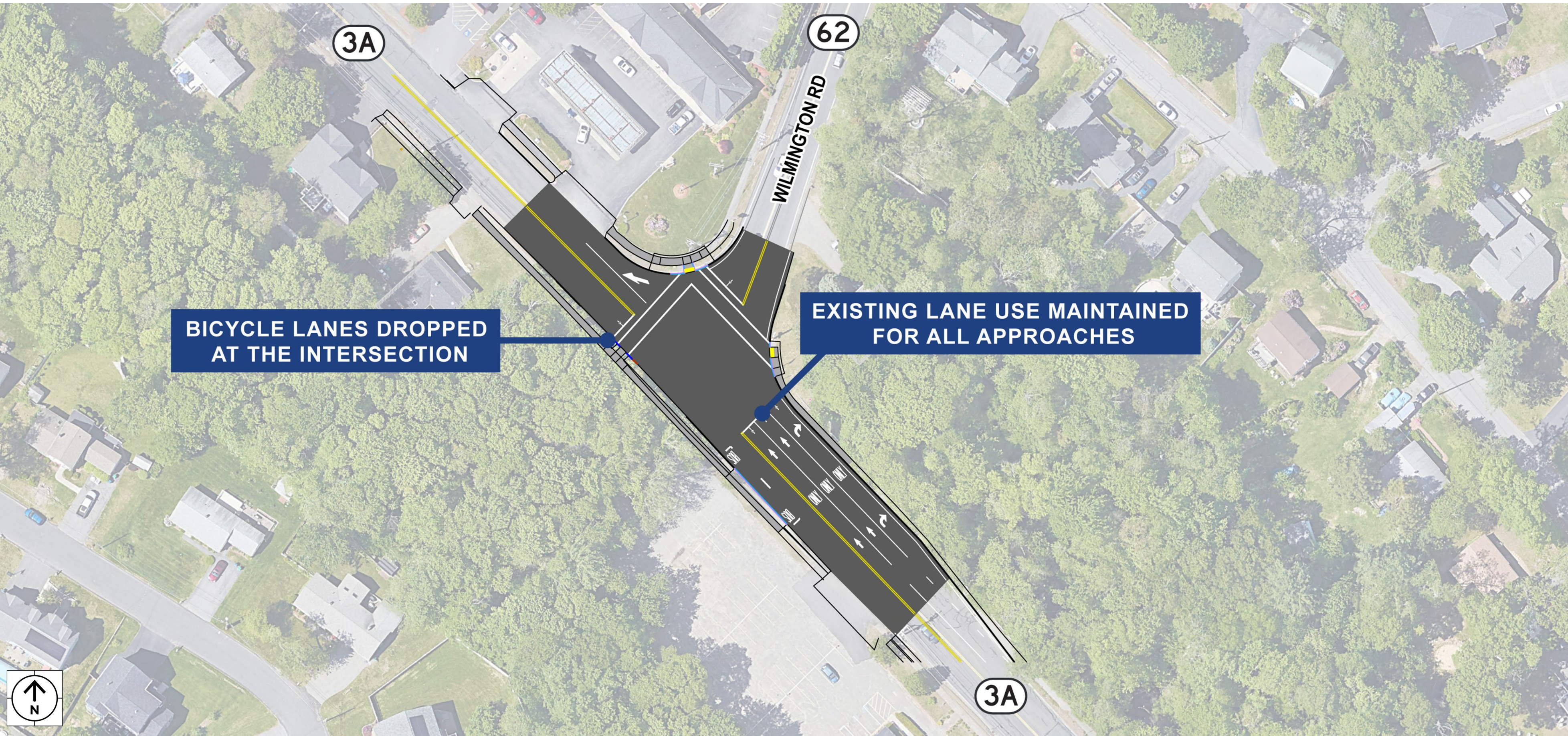
BICYCLE CROSSING
THROUGH INTERSECTION

BIKE BOX FOR SAFETY
OF TURNING BICYCLISTS

BICYCLE LANES NORTHBOUND
AND SOUTHBOUND THROUGH
THE INTERSECTION

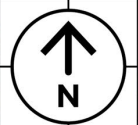


Route 3A Critical Intersection Design – Wilmington Road

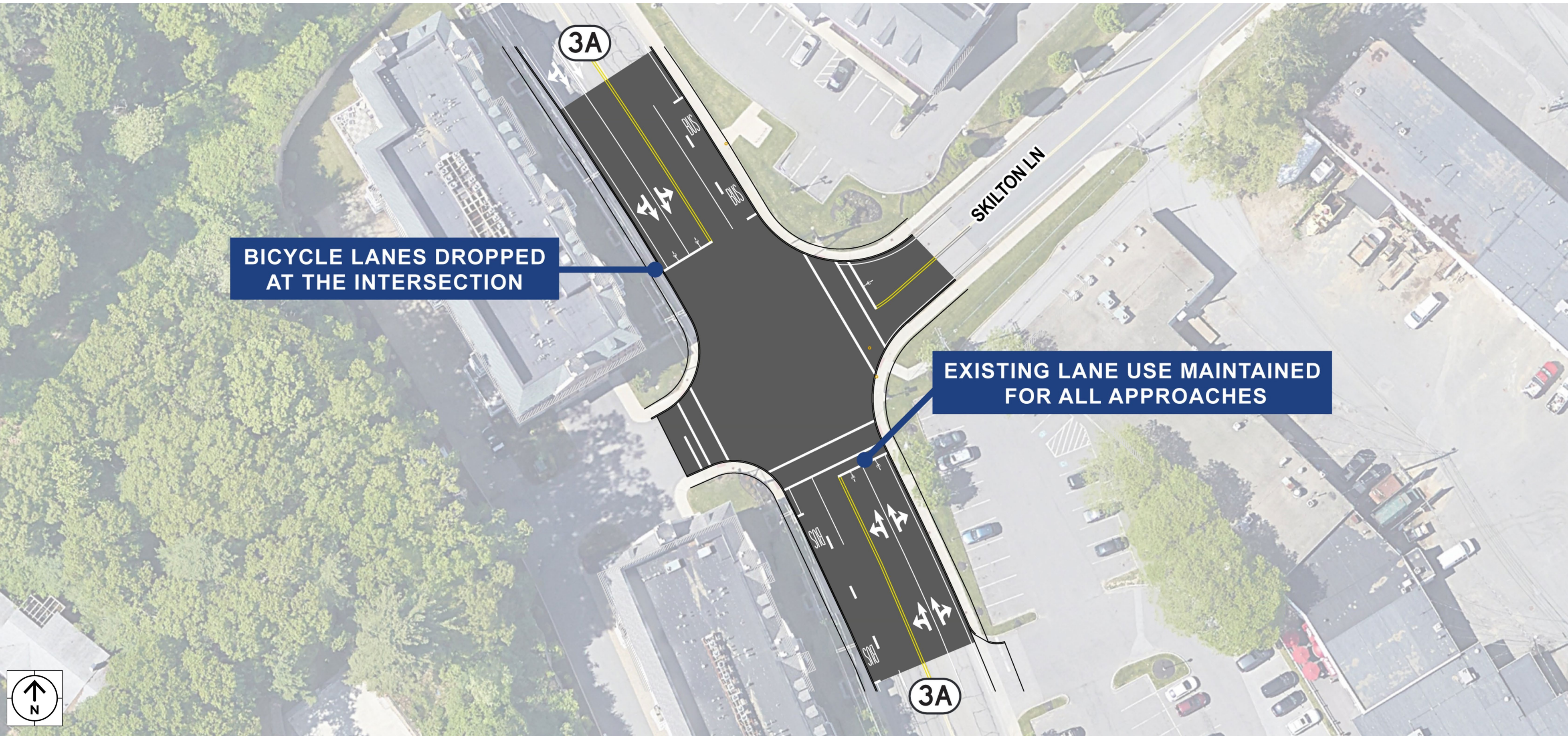


BICYCLE LANES DROPPED AT THE INTERSECTION

EXISTING LANE USE MAINTAINED FOR ALL APPROACHES

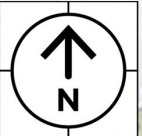


Route 3A Critical Intersection Design – Skilton Lane

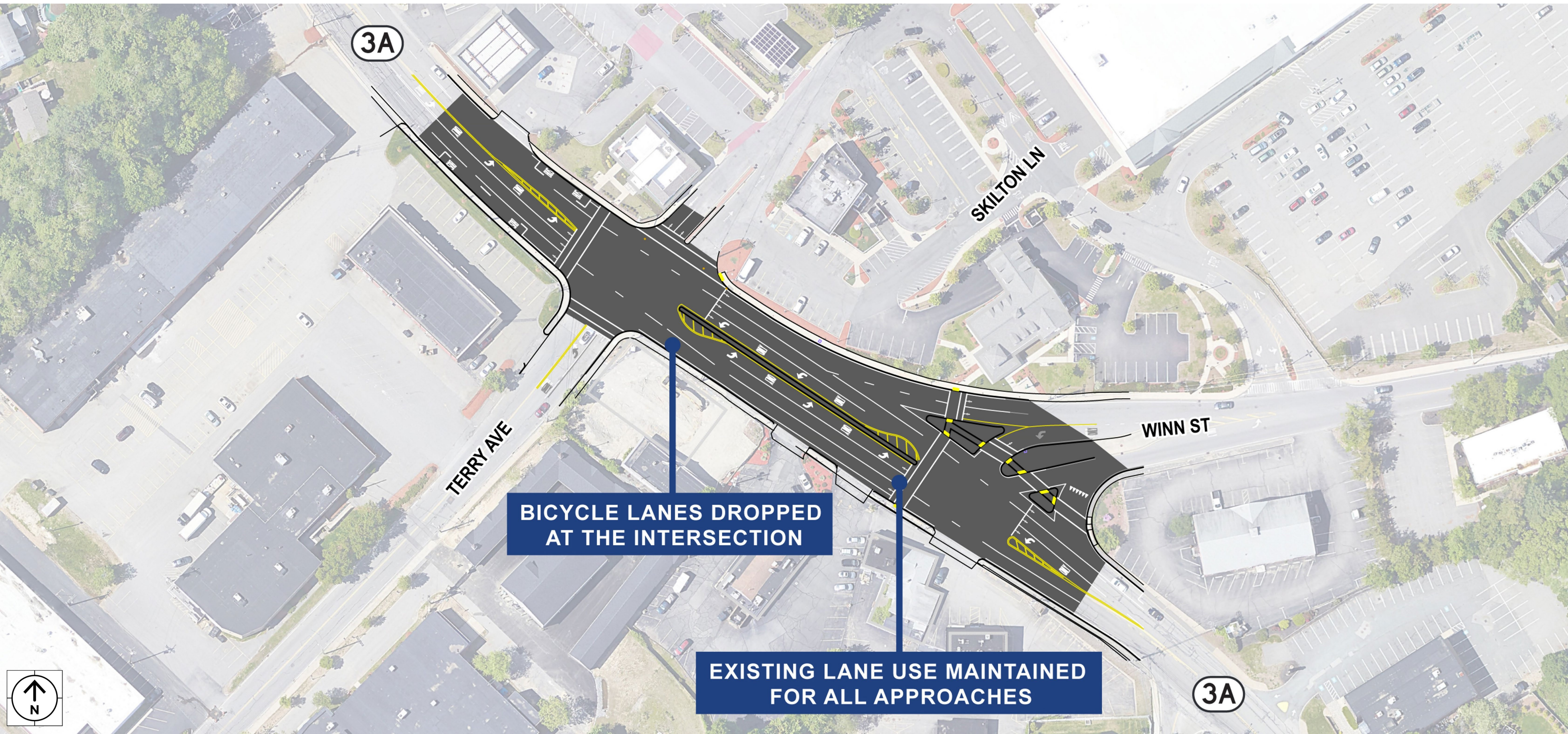


BICYCLE LANES DROPPED AT THE INTERSECTION

EXISTING LANE USE MAINTAINED FOR ALL APPROACHES



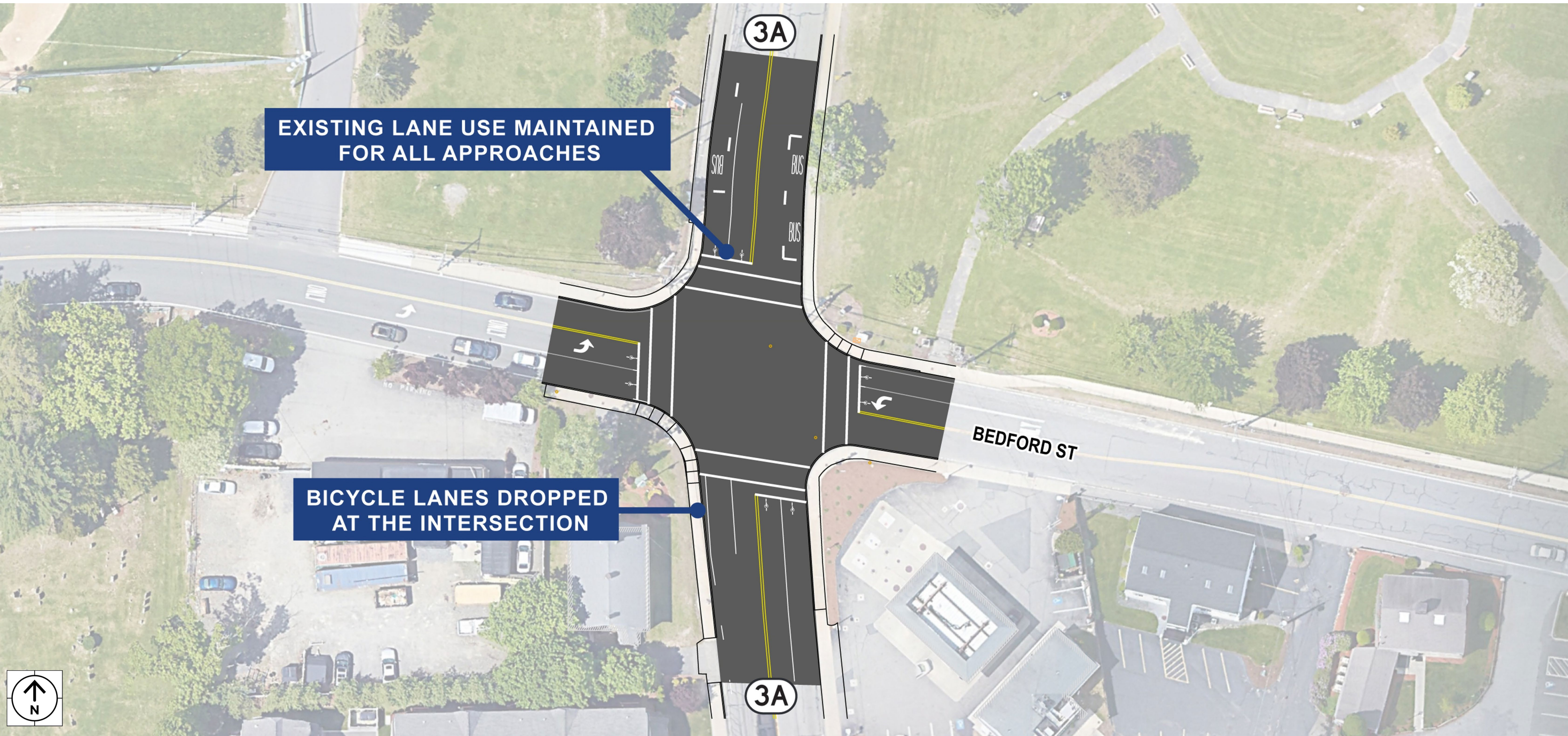
Route 3A Critical Intersection Design – Terry Avenue and Winn Street



BICYCLE LANES DROPPED AT THE INTERSECTION

EXISTING LANE USE MAINTAINED FOR ALL APPROACHES

Route 3A Critical Intersection Design – Bedford Street



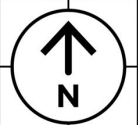
EXISTING LANE USE MAINTAINED FOR ALL APPROACHES

BICYCLE LANES DROPPED AT THE INTERSECTION

3A

BEDFORD ST

3A





**How will your
property be
impacted?**

Right of Way (ROW) - No Takings

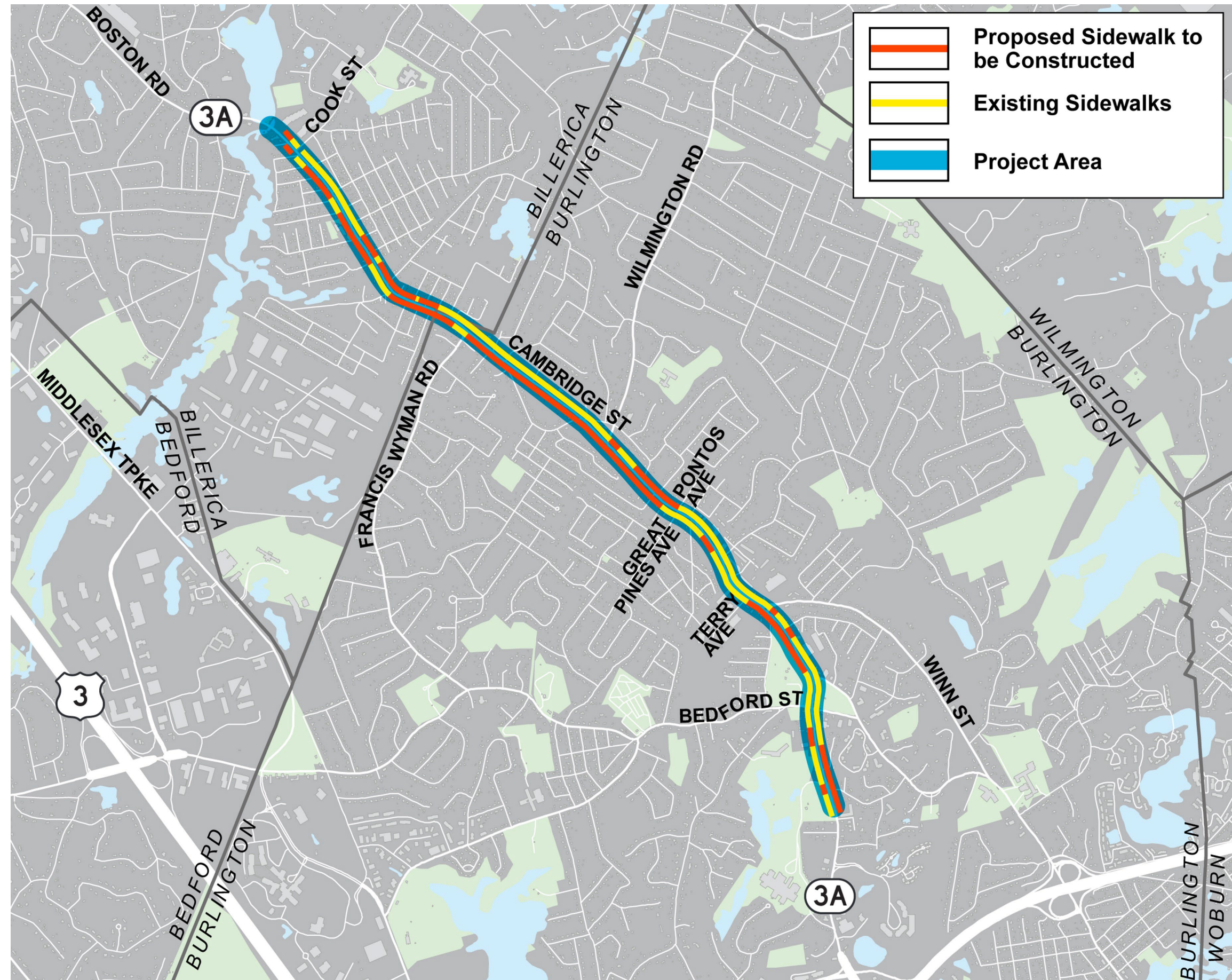
Resurfacing Route 3A is proposed to be within the State Right of Way and there will be no property impacts as part of this project



How will bicyclists, pedestrians, and transit users be impacted?

Pedestrian Improvements

- Reconstruction of sidewalk in disrepair
- Widening of narrow sidewalk
- Accessible ramps at all crosswalks



Pedestrian Crossing Improvements

Signalized Crossings:

- Upgrades all pushbuttons to Accessible Pedestrian Signals (APS)
- Ensures adequate crossing times are provided

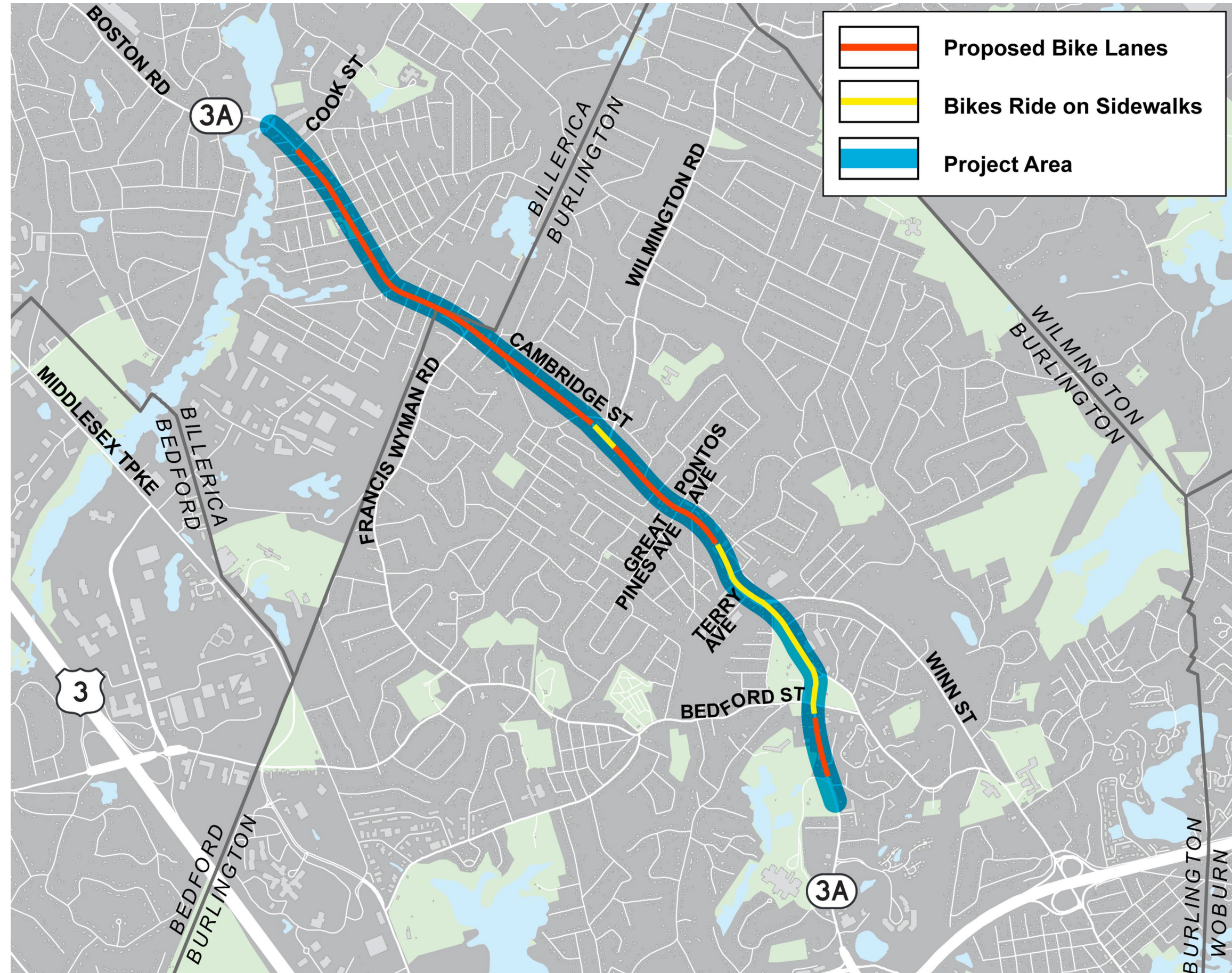
Unsignalized Crossings:

- Rectangular Rapid-Flashing Beacons (RRFB)
- Pedestrians will cross less vehicle lanes



Bicycle Improvements

- Existing road is a low comfort, high stress biking environment
- Bike lanes are proposed where feasible and will have painted buffers where road width allows
- Two stage turn box or bike box locations



Bus Stop Improvements

- Constructing 1 new LRTA stop
- Relocating 4 LRTA stops closer to crosswalks
- Relocating 5 MBTA stops closer to crosswalks
- Eliminating 2 MBTA stops due to spacing

Recently reconstructed MBTA stop in Dedham



Existing northbound LRTA stop at Van Norden to be improved





How will the road user be affected?

Vehicle Operations

Route 3A Travel Times

Direction	Future Travel Time Without Changes: AM Peak Hour	Future Travel Time Without Changes: PM Peak Hour	Future Travel Time With Changes: AM Peak Hour	Future Travel Time With Changes: PM Peak Hour
Route 3A Northbound	5 minutes	6 minutes	6 minutes	7 minutes
Route 3A Southbound	7 minutes	6 minutes	8 minutes	7 minutes

Countermeasure Applied:

Existing lanes maintained at signalized intersection approaches to keep favorable traffic conditions

Safety Benefits

- Resurfacing pavement and refreshing pavement markings can reduce crashes
- Lane width reduction – standardization of lanes
 - Less confusion for drivers
- Update yellow and red traffic signal times to reduce potential for rear-end signal crashes and red-light running
- One travel lane in each direction – left turning safety in and out of driveways and side streets



**What is the
construction
approach?**

Construction Impacts

Phased construction over two years

No detour routes are anticipated, short term closures only

Travel Lane Impacts – One lane in each direction

Safe and accessible pedestrian routes will be maintained throughout construction

Abutter access will be maintained throughout construction



Our next steps – Estimated Schedule



Final Design
Submission
December 2022



Project Advertised
February 2023



Anticipated
Resurfacing Work
Starts
Spring/Summer 2023



**How will we
keep you
informed?**

How to reach us

- Submit Written Comments to:

Carrie Lavallee, P.E., Chief Engineer
MassDOT Highway Division
10 Park Plaza
Boston, MA 02116
Attention: Project Management, PROJECT FILE NO. 610704
- Project Email:
 - massdotprojectmanagement@dot.state.ma.us
- For Project Information Visit the MassDOT Design Public Hearing Website at:
 - mass.gov/massdot-highway-design-public-hearings
or use the QR Code at the right.



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



Questions and discussion

Questions and discussions



- “Raise your hand” to be unmuted for verbal questions



- Submit your questions and comments using the Q&A button



- 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



- 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.



- 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.
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Thank You

*Cambridge St and Boston Rd (Route 3A)
Resurfacing & Related Work Project*

Burlington and Billerica, MA

Zoom | Thursday, November, 17, 2022

Project File No. 610704

Dan Wilk, Project Manager

