



607981 – Somerville / Cambridge – McGrath Boulevard Construction

Design Public Hearing

Thank you for joining us
This meeting will begin shortly





607981 – Somerville / Cambridge – McGrath Boulevard Construction

Design Public Hearing

Zoom | December 9, 2025 | 6:30 – 8:00 PM

Project File No. 607981



Zoom webinar controls



- Ask a question and share comments



- Drop down menu to check microphone and speakers



- Raise your hand - *9 for users dialing in and Alt + Y to raise your hand



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Live Transcript

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Q&A

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Public Meeting – Notes and Procedures

Notification of video recording

- This virtual public hearing will be recorded. The Massachusetts Department of Transportation may choose to retain and distribute the video, images, audio, and/or chat transcript.
- All parts of this [meeting or hearing] are considered public record.
- By continuing attendance with this virtual public hearing, you are consenting to participate in a recorded event.
- If you are not comfortable being recorded, please turn off your camera and keep your microphone muted, or you may choose to excuse yourself from the meeting.

Important notes

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

- All MassDOT activities, including public meetings, are free of discrimination.
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Thank you for joining our meeting. We appreciate your participation!

Agenda

- 00 Public Outreach
- 01 Project Team/Panelists
- 02 Project Context
- 03 Project Design Overview
- 04 Right of Way/Property Impacts
- 05 Environmental, Cultural, and Community Impacts
- 06 Construction Approach
- 07 Timeline, Next Steps, and How to Stay Involved
- 08 Questions & Answers



Image source: Boston Globe

Advertisements/Public Outreach

MassDOT Website

- Flyer posted on October 10, 2025
- Translated into Spanish, Portuguese, Haitian Creole, Arabic, and Chinese

Local Newspapers

- Charlestown Patriot Bridge
- Somerville Medford Transcript Journal
- Somerville Times
- Cambridge Chronical
- Cambridge Day
- El Planeta

Somerville Council on Aging & Disabilities Commission

Neighborhood organizations and community groups

Legislative briefing



Design Public Hearing (Virtual) and Open House – Somerville / Cambridge – McGrath Boulevard

What is happening?

A live virtual Design Public Hearing (DPH) and an Open House will be hosted to provide the public with the opportunity to become fully acquainted with the proposed roadway reconstruction project on McGrath Highway. All views and comments submitted in response to the meetings will be reviewed and considered to the maximum extent possible. The proposed project consists of the reconstruction of McGrath Highway (Roule 28) between Broadway in Somerville and 3rd St in Cambridge. The current design proposes to remove the McCarthy Overpass and replace it with a surface boulevard-style roadway with at-grade signalized intersections. The project includes the provision, expansion, and enhancement of pedestrian, bicycle, and transit facilities.

How will this affect you?

The project focuses on improving community connectivity between different neighborhoods and accommodation for all roadway users. The project also includes safety improvements, increased green space, physical separation of bicycles and pedestrians from motor vehicles wherever feasible, and the removal of a physical and visual barrier (the overpass) within the community.

Open House

When: Thursday, December 4, 2025
6:30 – 8:00 PM

Where: Somerville High School
Lower Cafeteria
81 Highland Ave, Somerville, MA

Design Public Hearing (Virtual)

When: Tuesday, December 9, 2025
6:30 – 8:00 PM

Attend: <https://bit.ly/438tylp>



Visit mass.gov/mcgrath-boulevard-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 MassDOTMcgrathblvd@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: MAJOR PROJECTS, PROJECT FILE NO. 607981**

Meeting Participants

■ MassDOT

- Christopher Cameron, Project Manager
- Brian Fallon, District 4
- Matthew Jasmin, District 6
- Michael Ruderman, State Right-of-Way
- Daniel Fielding, Legislative Affairs

■ City of Somerville

- Brad Rawson, Director of Mobility
- Justin Schreiber, Senior Transportation Planner

■ Design Consultant Team

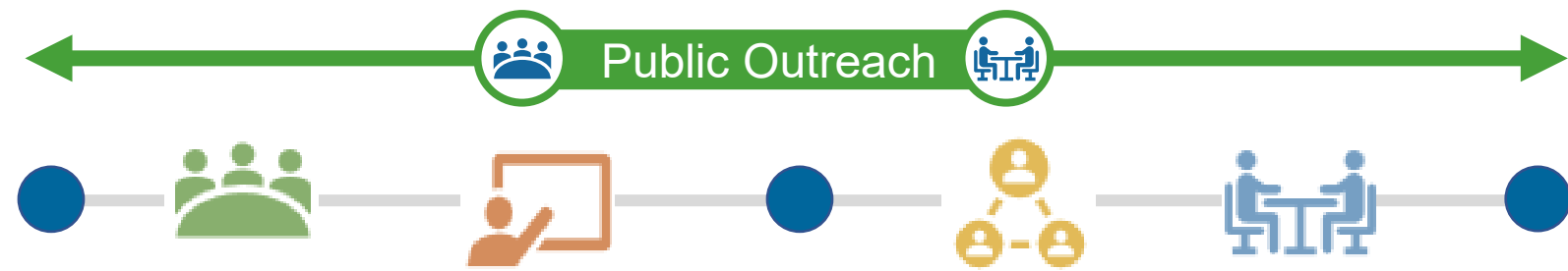
- Gary McNaughton, Bowman
- William Van Duzer, Bowman
- Erin Fredette, Bowman
- John Tamburrini, GPI
- Sean McIntyre, GPI





Project Context

How We Got Here



2011-2018

Planning Study

- McCarthy Overpass identified as needing replacement
- MassDOT convened Working Group
- Project included in Regional Transportation Plan (RTP)

2021-2023

Project Development

- Preparation of 25% Design, Survey, Draft Environmental Permits, Utility Coordination
- Project programmed for Transportation Improvement Program (TIP) funding starting in Federal Fiscal Year (FFY) 2027

2024-2025

Preliminary Design

- 25% Design Development
- Continued Public Outreach
- MEPA/NEPA Review
- Design Public Hearing



McGrath Boulevard Working Group Discussion in August 2011

Public Outreach Overview



8 working group meetings



4 public information meetings:



10 targeted briefings:

- Cities of Somerville and Cambridge
- Abutters
- Somerville Community Groups



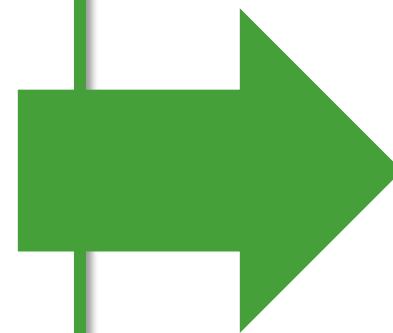
Coordination with:

- Livable Streets Alliance
- MassDOT District offices



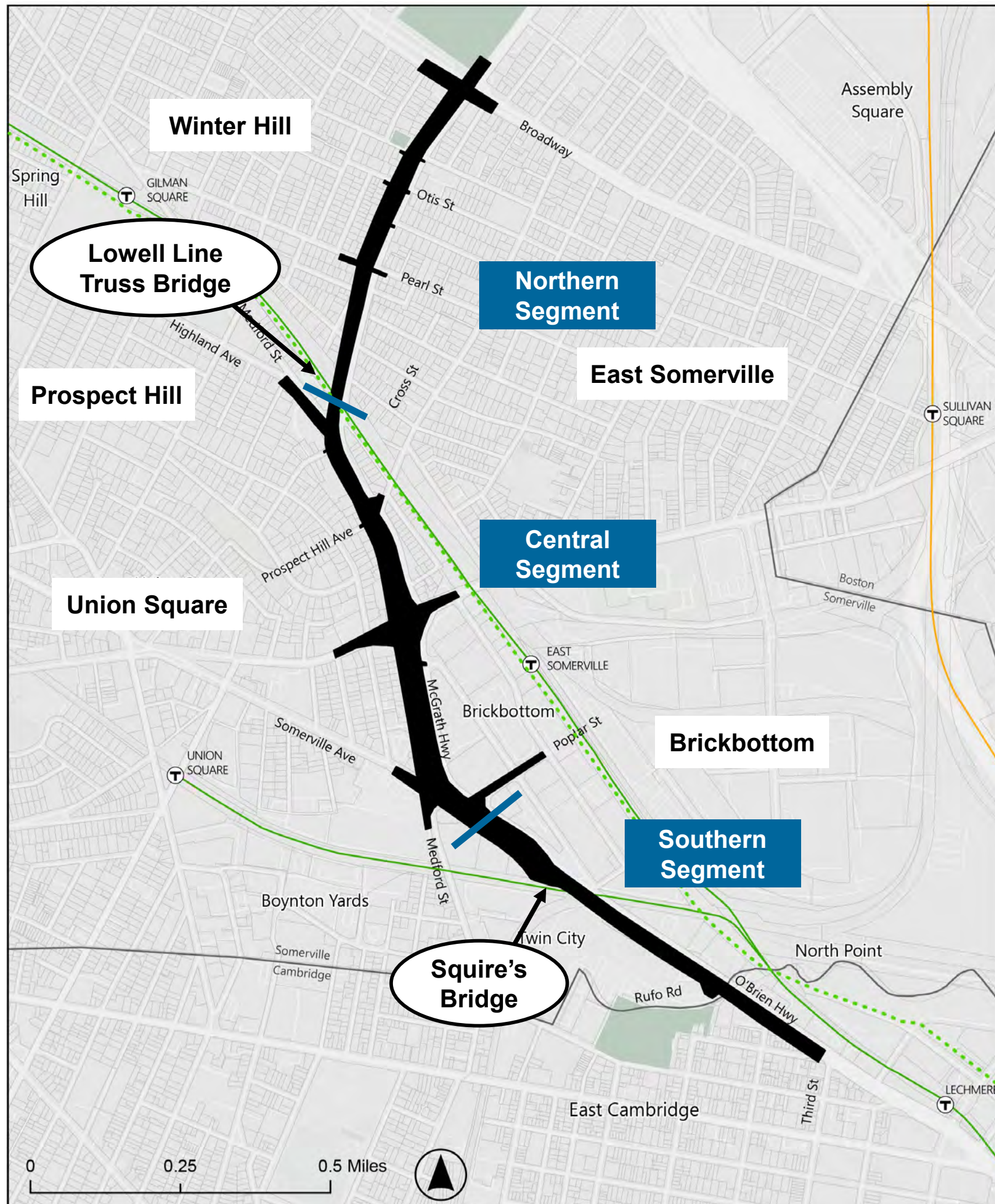
Appearances by project team members

- Tufts University
- Somerville ArtBeat festival
- Somerville MonsterMash street festival
- Cambridge Crossing Found event



Public Outreach Outcome

- Advancing preferred alternative through design process
- Successfully programmed construction funding (FY 2027)
- Continued feedback and refinement of design details

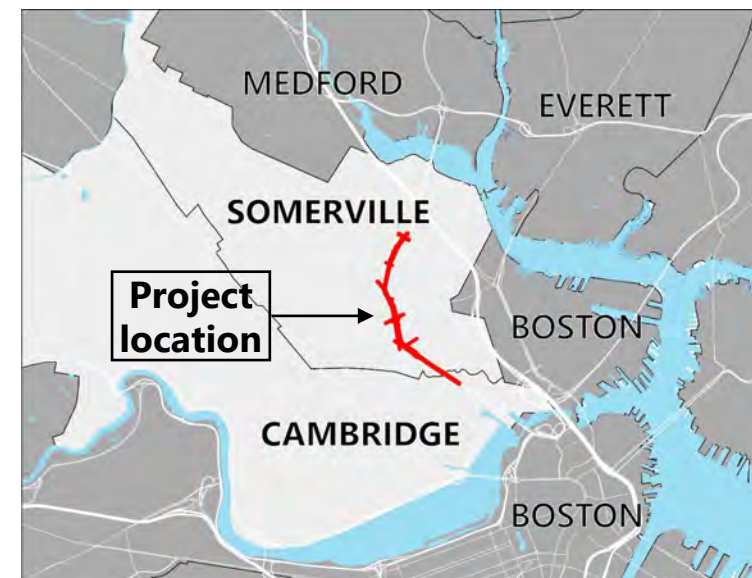


Project Area

This McGrath Boulevard project extends along **McGrath Highway** from the southern extent, just over the city line, at **Third Street** in Cambridge to the northern extent at **Broadway** in Somerville.

This McGrath Boulevard project is adjacent to and divides the following Somerville and Cambridge neighborhoods:

- East Somerville
- Union Square
- Brickbottom
- Winter Hill
- Prospect Hill
- East Cambridge





Project Goals and Objectives



Reasons for the Project

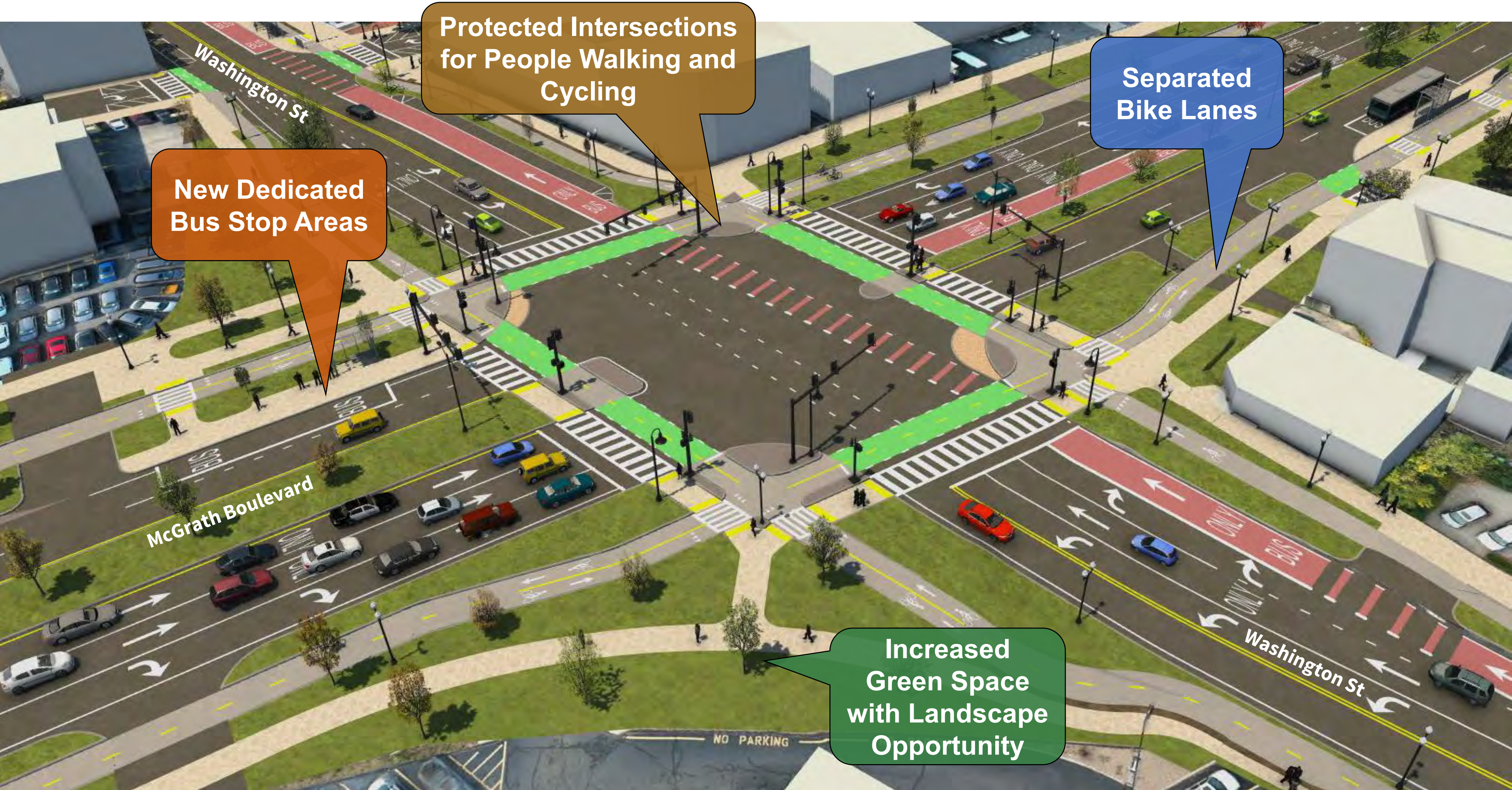
- McCarthy Viaduct overpass is structurally deficient and divides neighborhoods
- McGrath Highway is overbuilt for the number of vehicles that need to use it
- Accessibility standards not met along the corridor
- 263 crashes between 2017 – 2021
 - 72 injury crashes
 - 21 bicycle and pedestrian crashes

Project Goals

- **Safety improvements** to support Vision Zero objectives
- Improve **neighborhood connections** to nearby amenities
- Improve facilities supporting **sustainable transportation**
- **Resilient infrastructure** to face our changing climate
- **Accessible design** that removes barriers



Key Design Elements



Protected Intersections for People Walking and Cycling

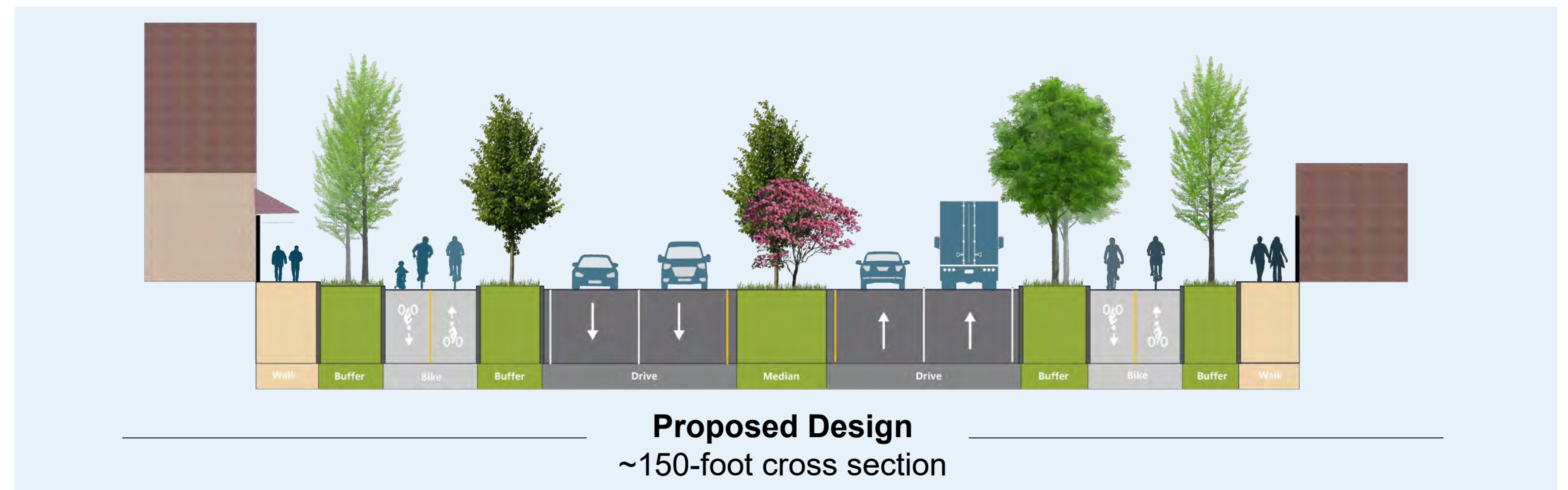
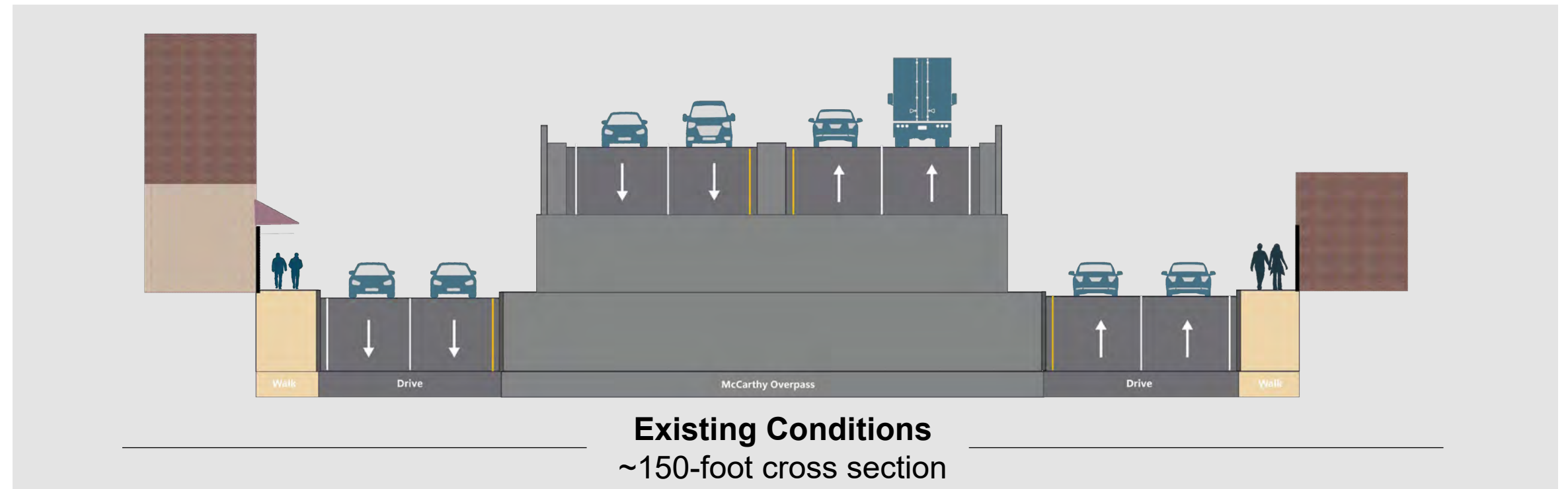
New Dedicated Bus Stop Areas

Separated Bike Lanes

Increased Green Space with Landscape Opportunity

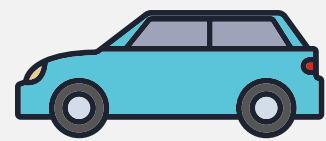
Roadway Reallocation

- Remove the **McCarthy Overpass** to create a ground-level boulevard
- Remove **1 of 3 vehicle lanes** in each direction
- Add **separated bike lanes** in both directions
- Add **green space** and trees
- Widen **sidewalks** for improved comfort and accessibility



McGrath Highway at Washington St (looking north)

McGrath Highway Serves today



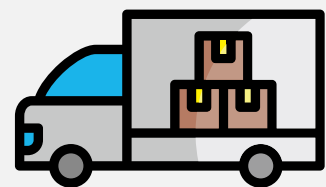
People Driving



People Riding Buses



Emergency Vehicles



Deliveries and Goods Movement

McGrath Boulevard Will Serve



People Walking



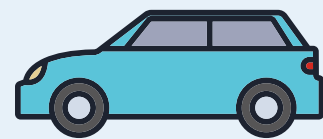
People with Mobility Needs



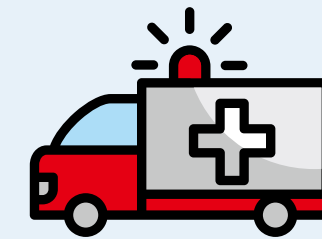
People Waiting for the Bus



People Biking



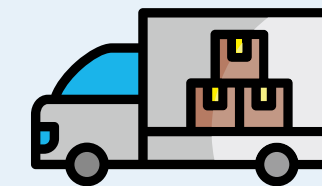
People Driving



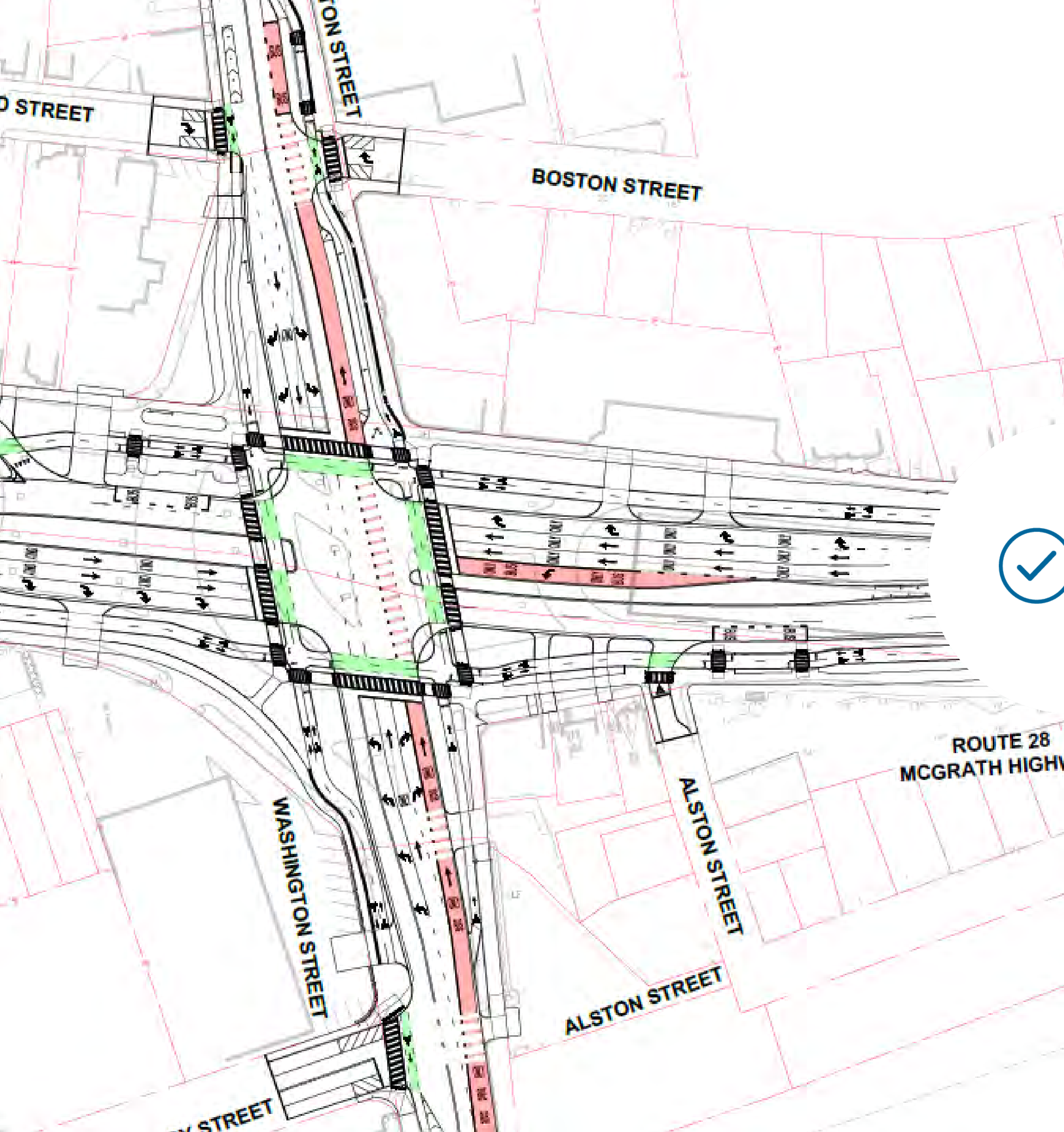
Emergency Vehicles



People Riding Buses



Deliveries and Goods Movement



Project Design Overview

What We Heard



Support For:

Pedestrian safety & accessibility

Expansion of bicycle & pedestrian facilities

Additional green space & park area

Transit priority & bus accommodations



Ongoing Considerations:

Vehicle speeds

Mid-block crossing treatments

Multimodal design elements

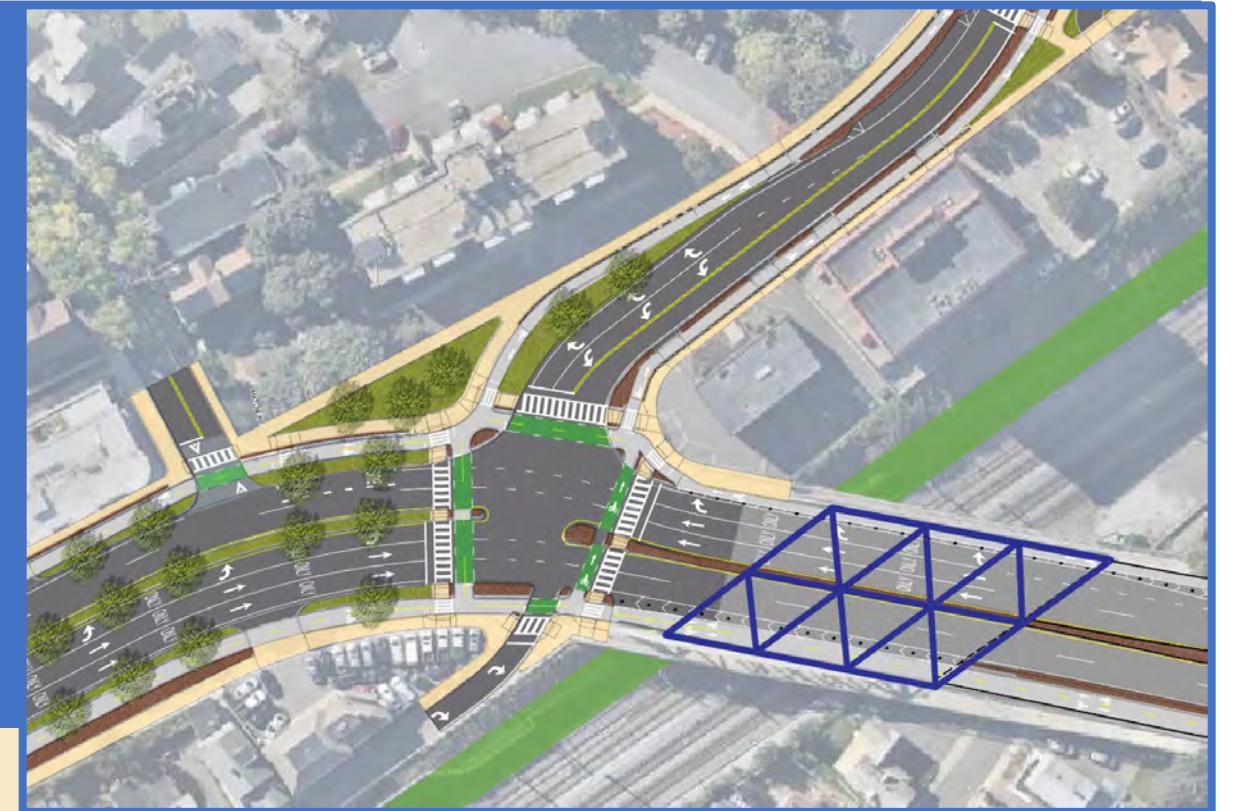


What is the Design Process?

25%

Confirm major design elements

- Number of travel lanes
- Multi-modal facilities
- Traffic signal phasing strategy
- Intersection configurations

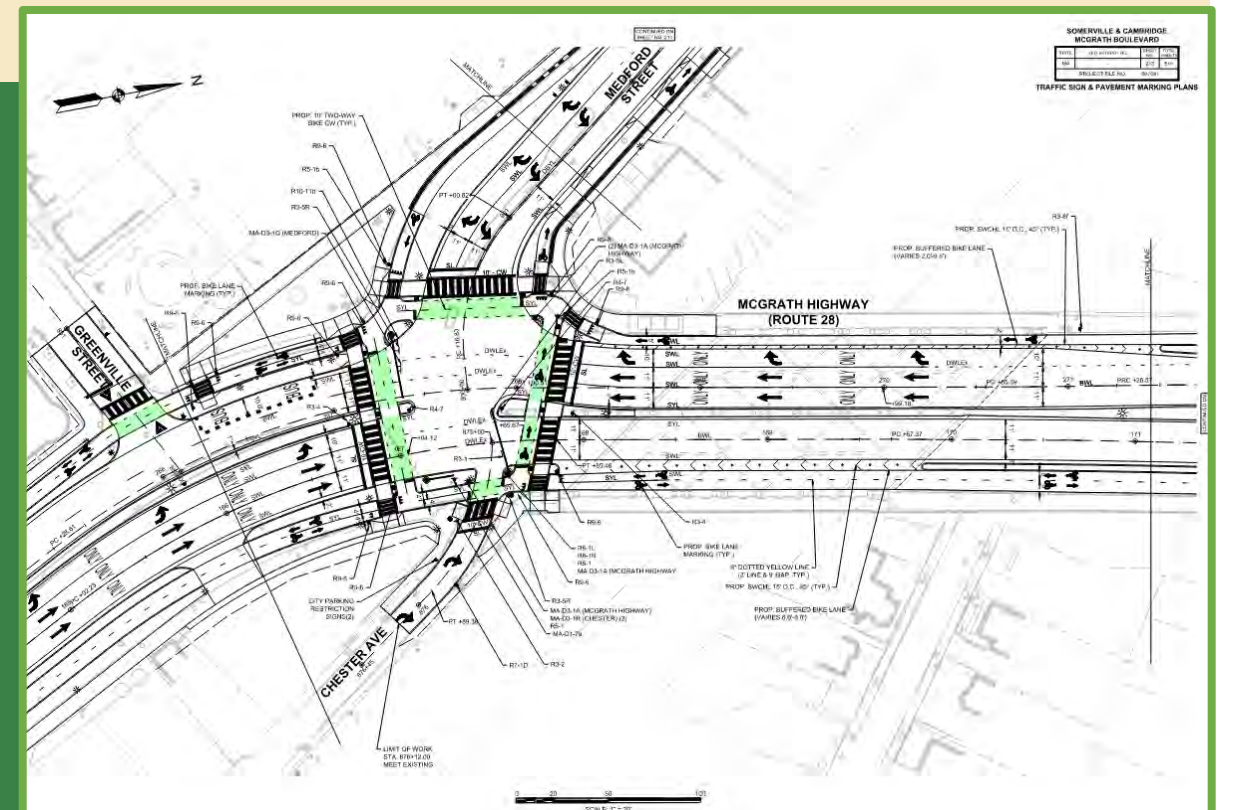


Today: Design Public Hearing

75 - 100%

Design details

- Grading & drainage
- Landscaping
- Utilities
- Traffic signal timing
- Construction staging
- Traffic management

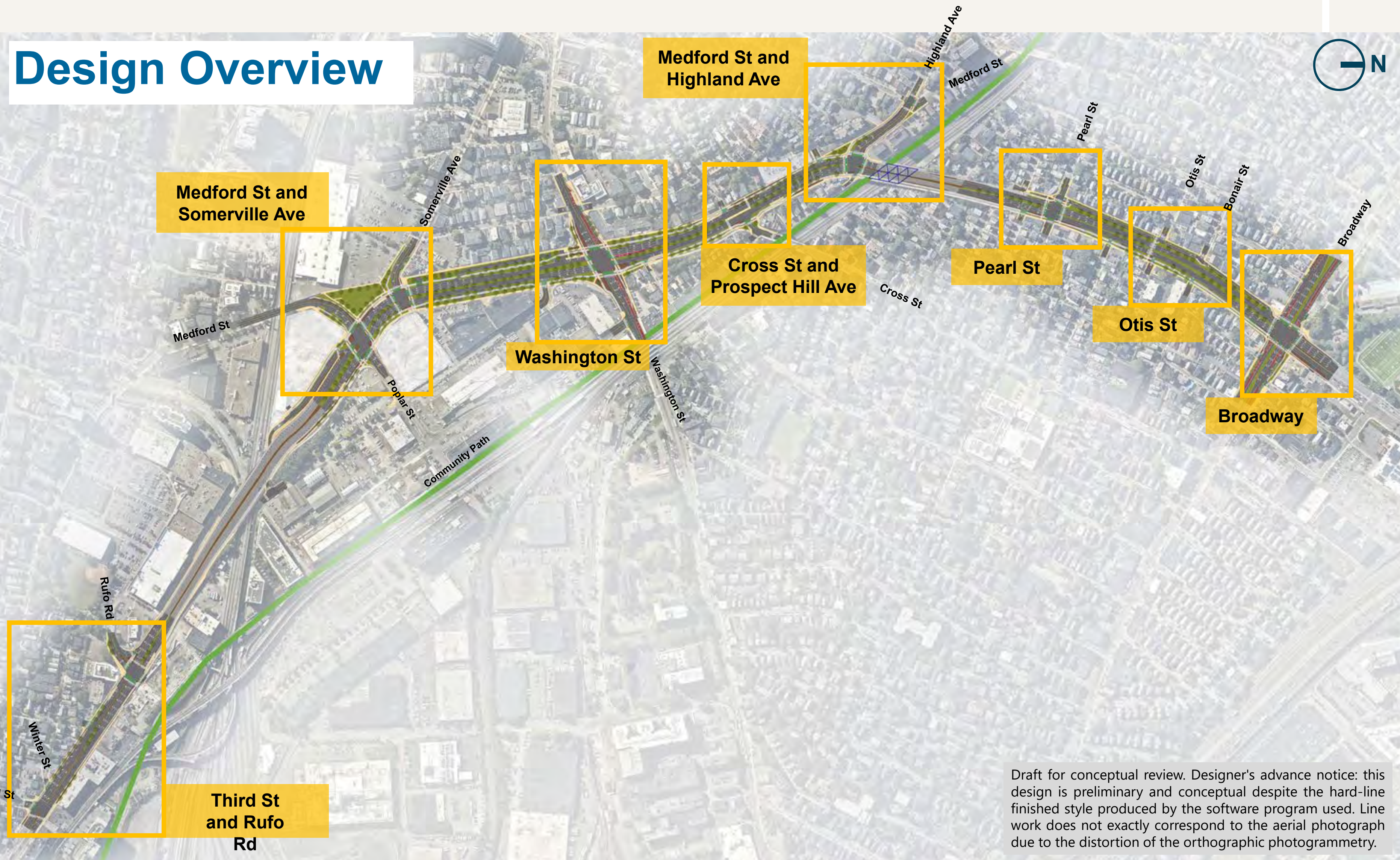


Design Overview



Draft for conceptual review. Designer's advance notice: this design is preliminary and conceptual despite the hard-line finished style produced by the software program used. Line work does not exactly correspond to the aerial photograph due to the distortion of the orthographic photogrammetry.

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Third Street/Rufo Road



What's included in the design?





-  Sidewalks on both sides of the road and improved crosswalks
-  One-way separated bike lanes in each direction
-  Dedicated bus stops at Rufo Road
-  2 travel lanes in each direction with dedicated turn lanes where appropriate

**This section will be incorporated into the Squire's Bridge replacement project (MassDOT # 612634) which is on a separate timeline than the boulevard project*

Third Street/Rufo Road

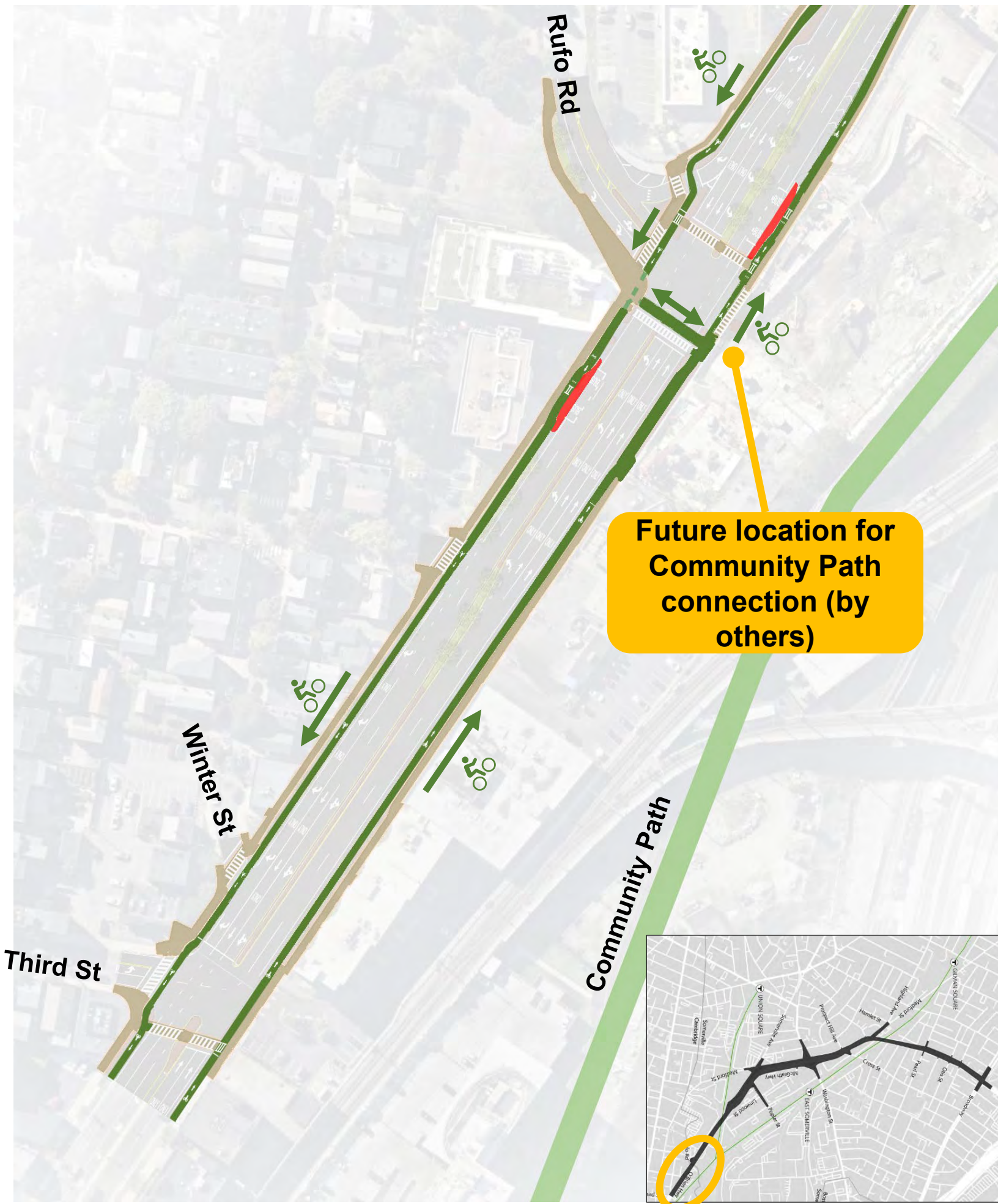


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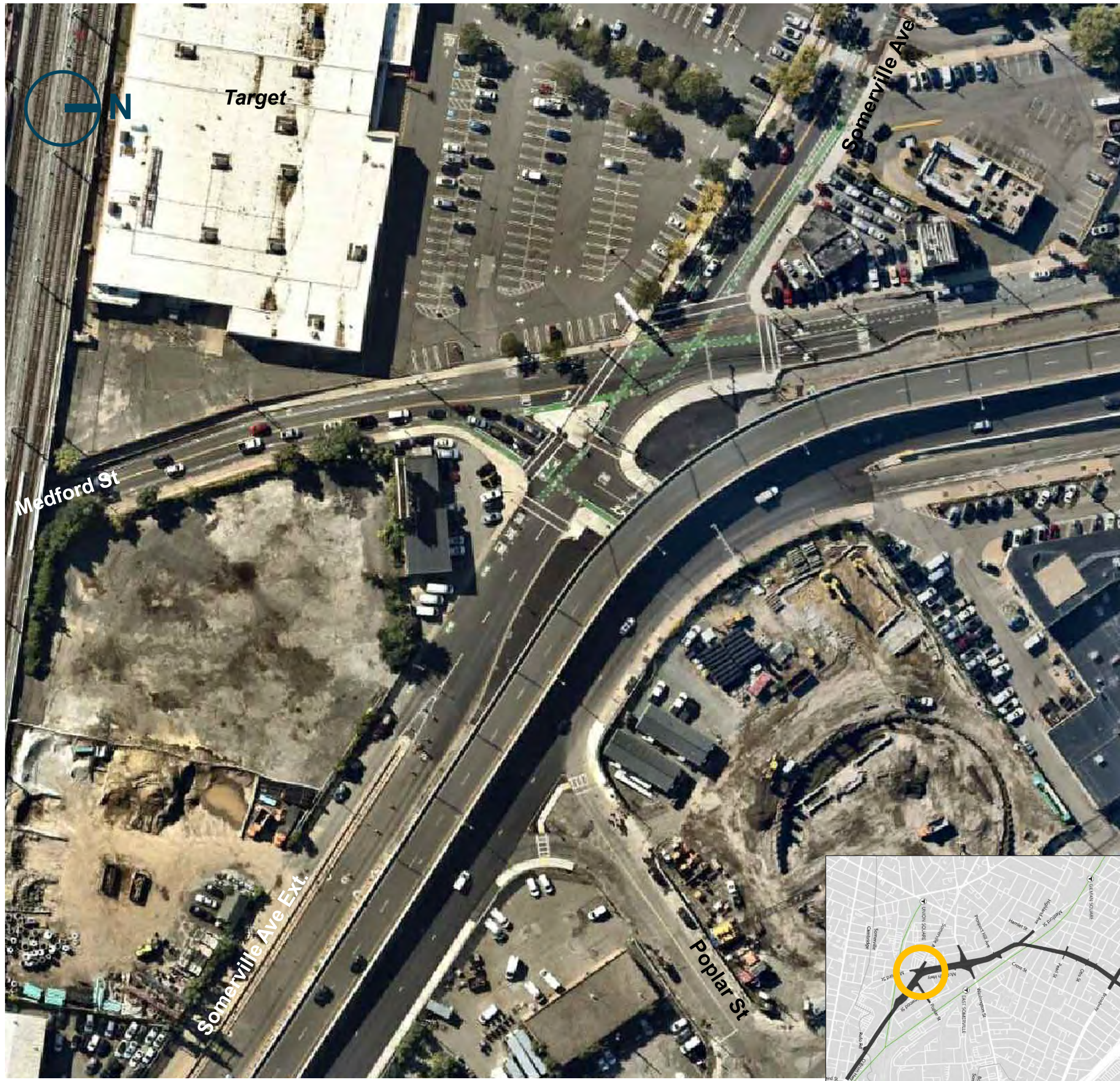


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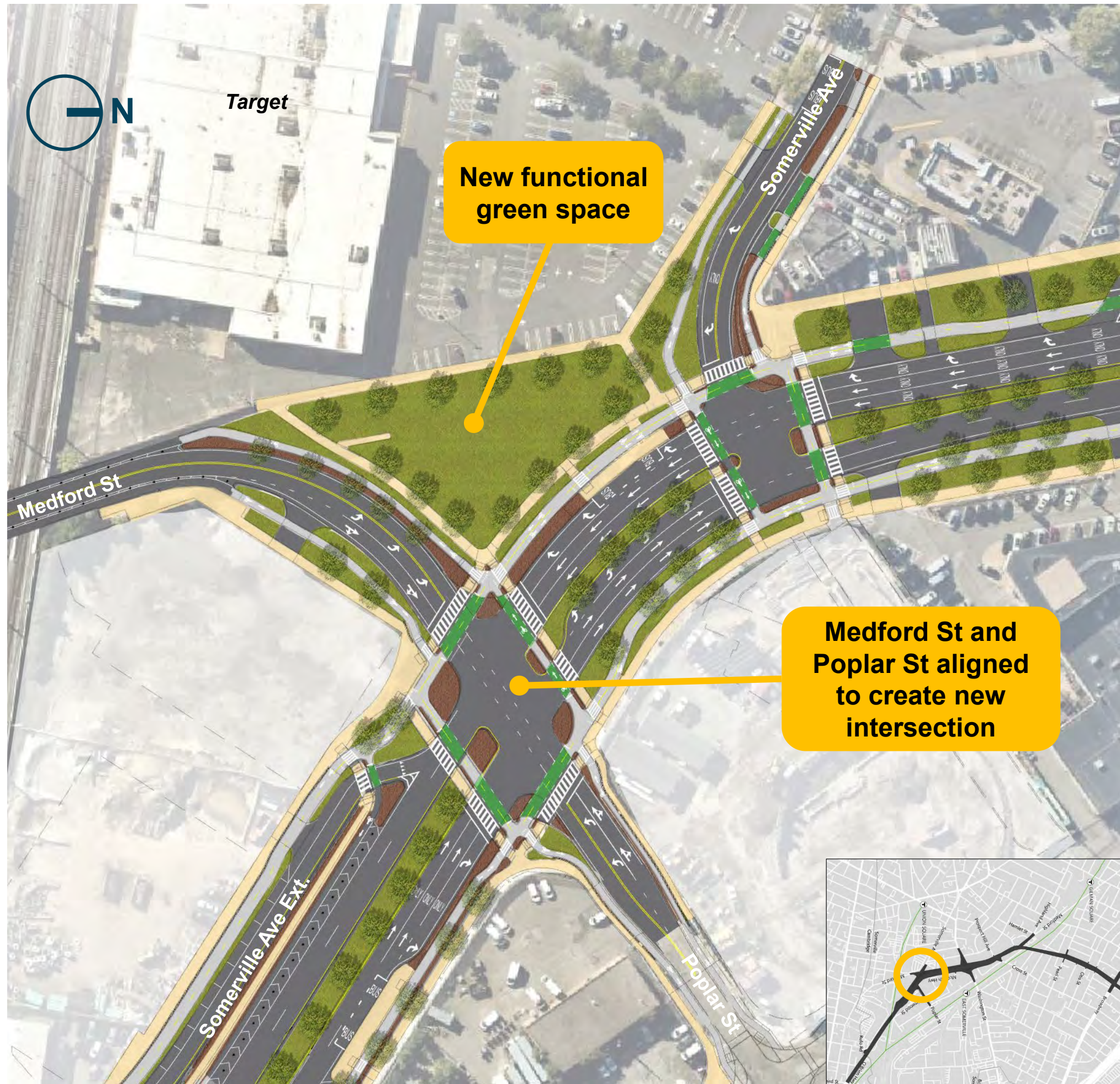
Somerville Avenue and Medford Street








What's included in the design?

-  New road crossings for pedestrians
-  Bi-directional separated bike lanes on both sides of McGrath Boulevard
-  Dedicated bus stops on Somerville Ave and McGrath Boulevard
-  Reconfigured roadway alignment to more conventional intersections
-  New street trees and green space created from roadway realignment

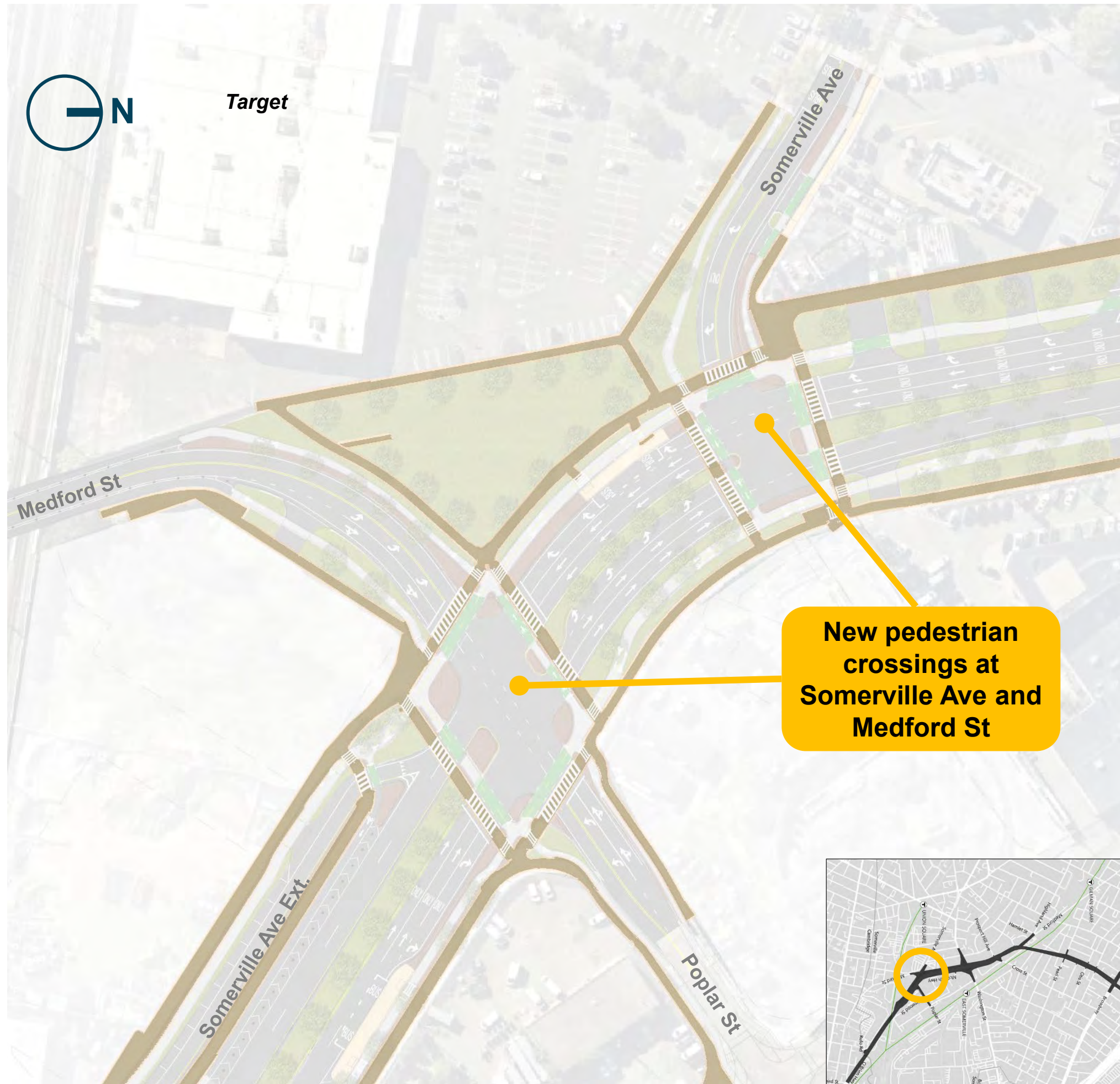
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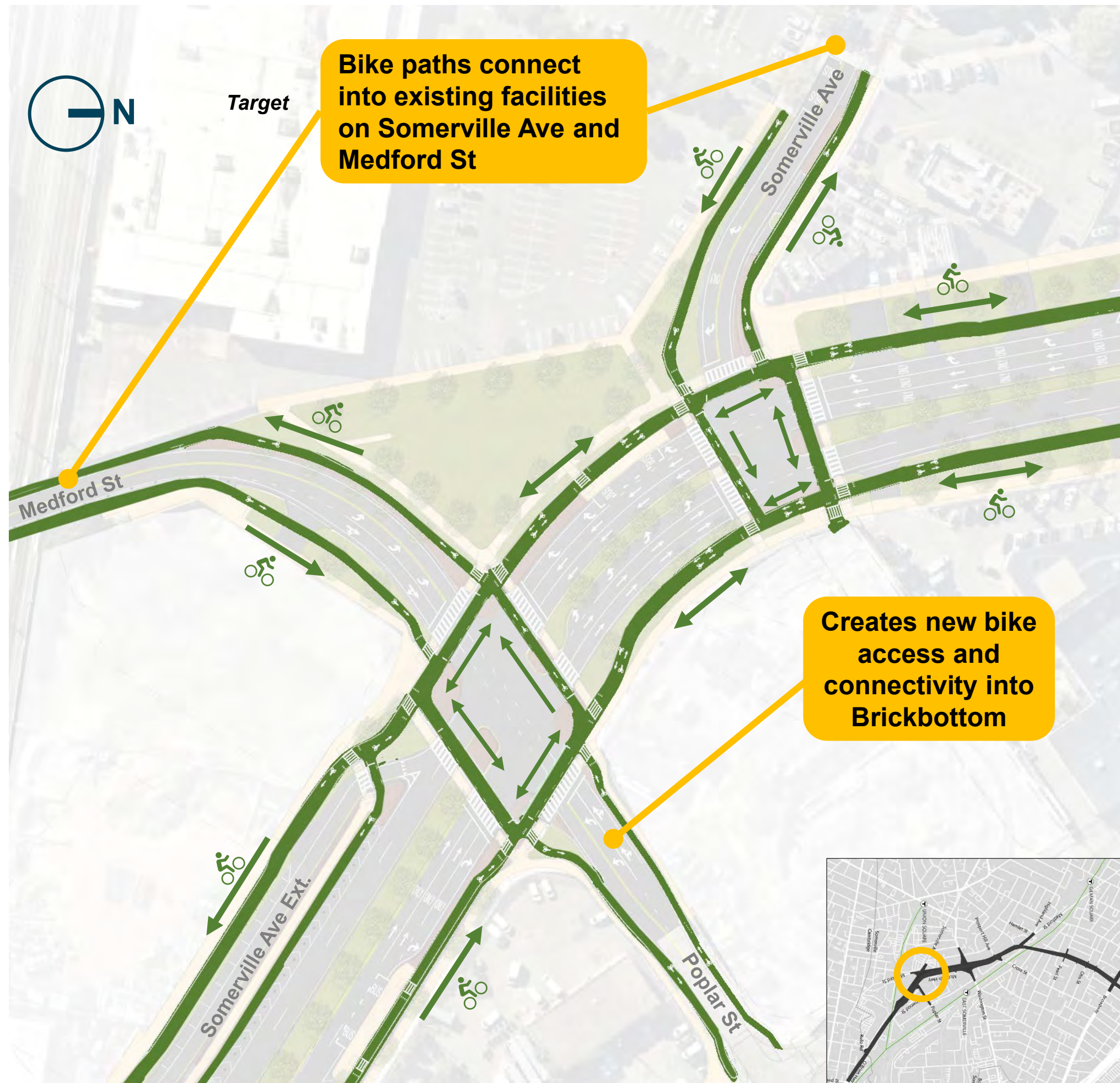
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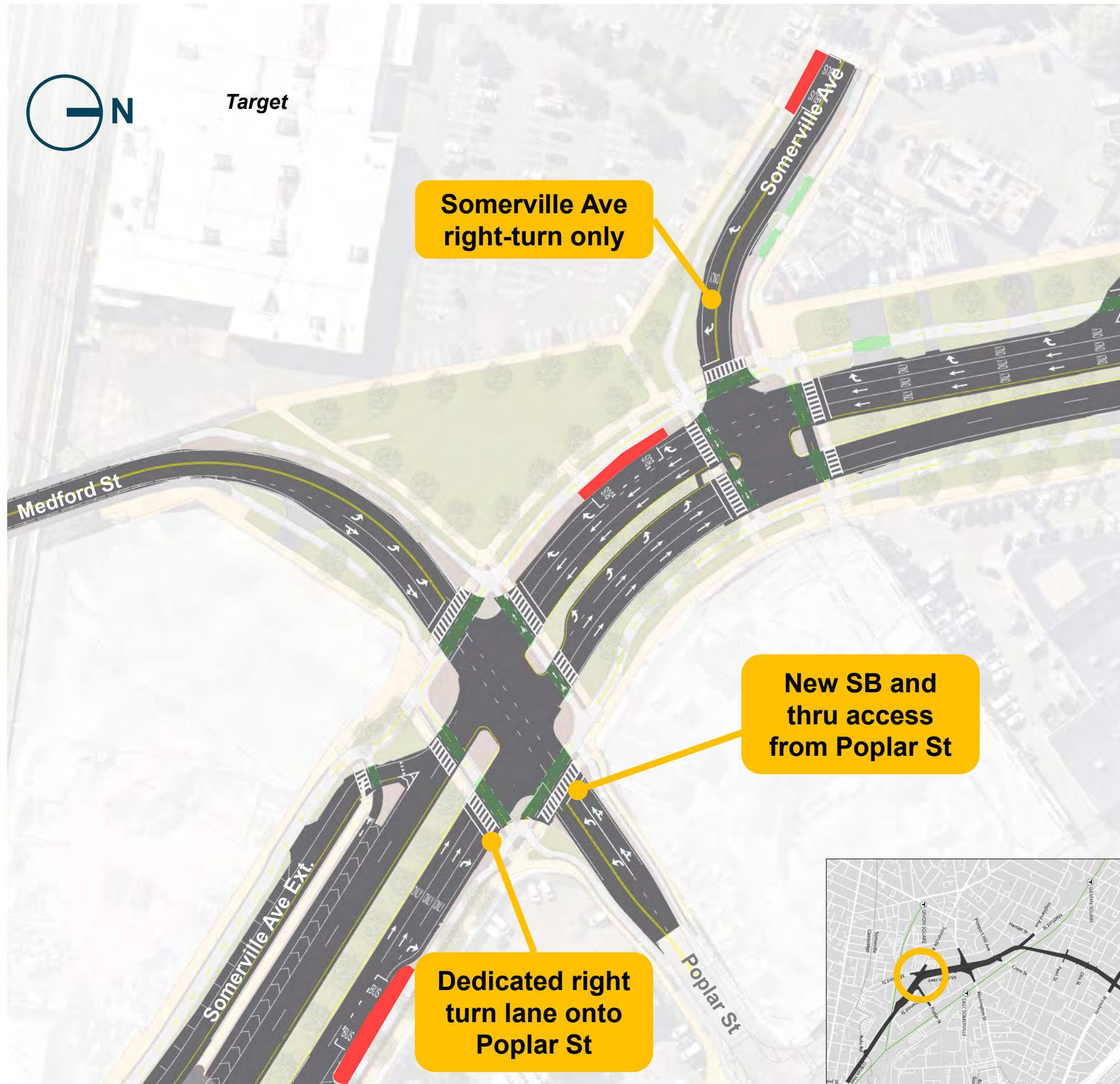
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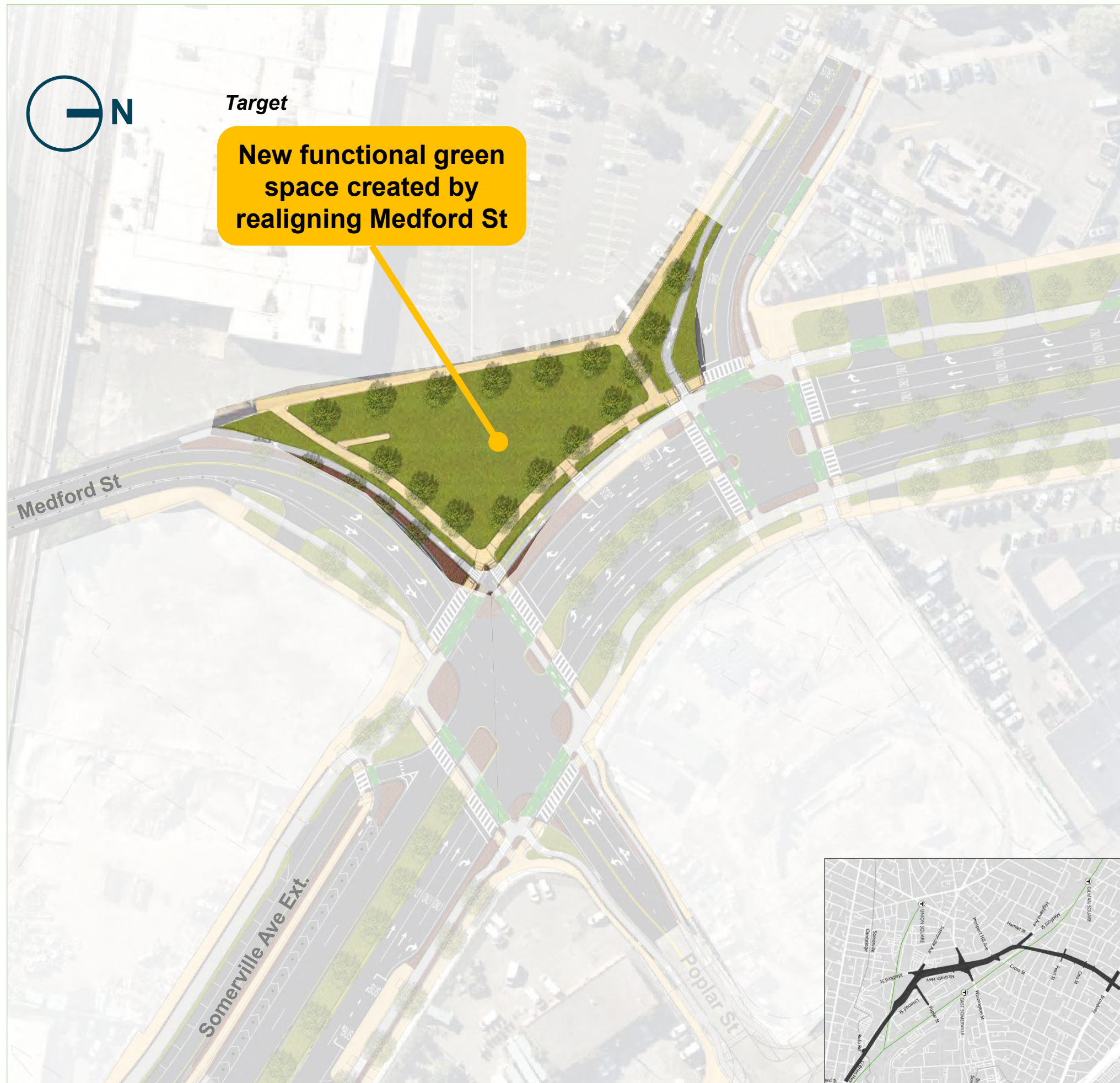
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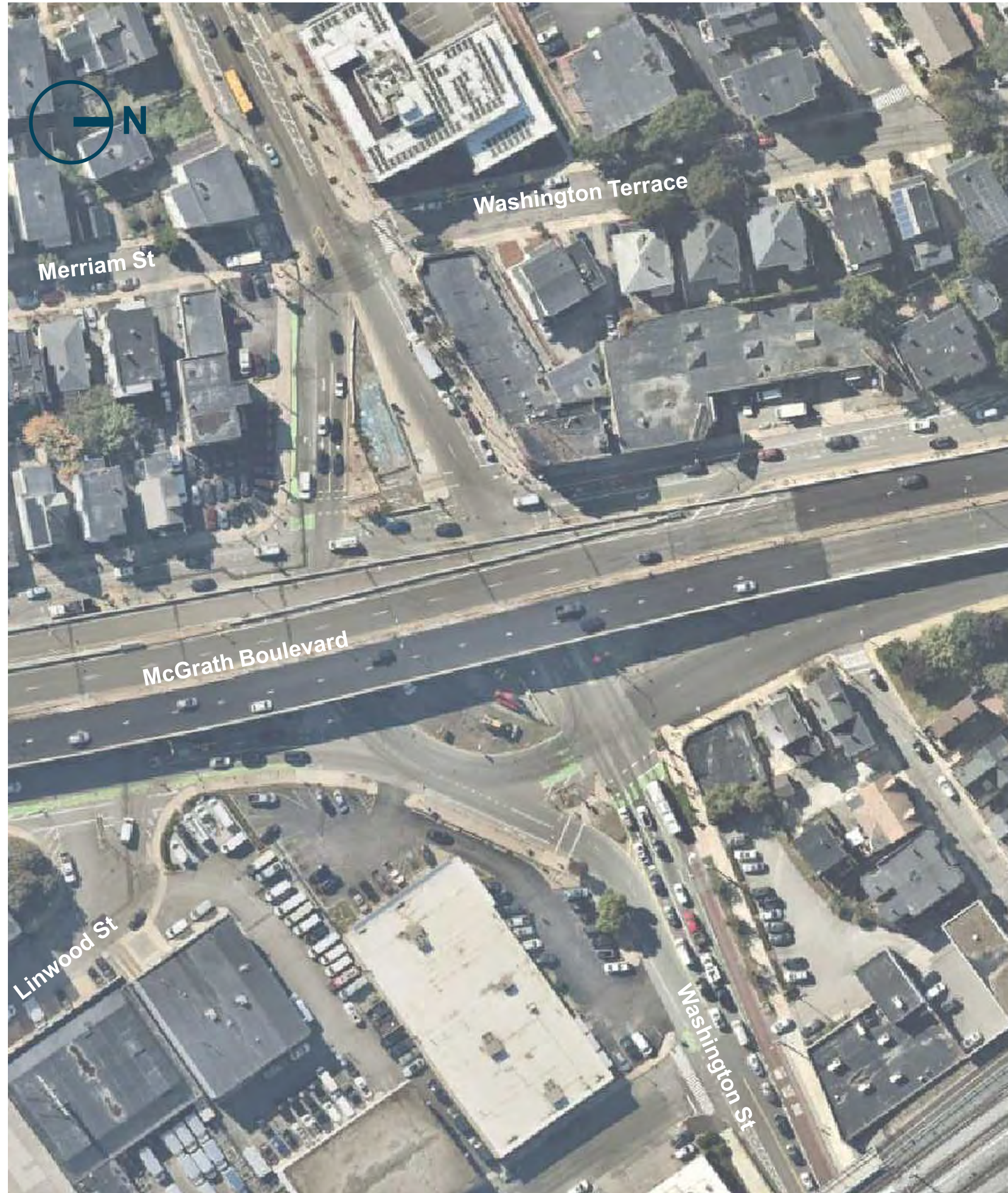
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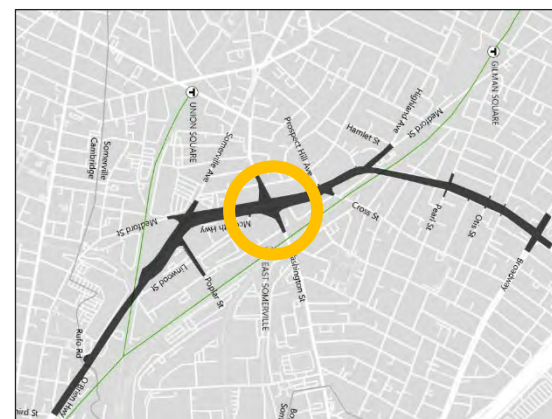
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Washington Street

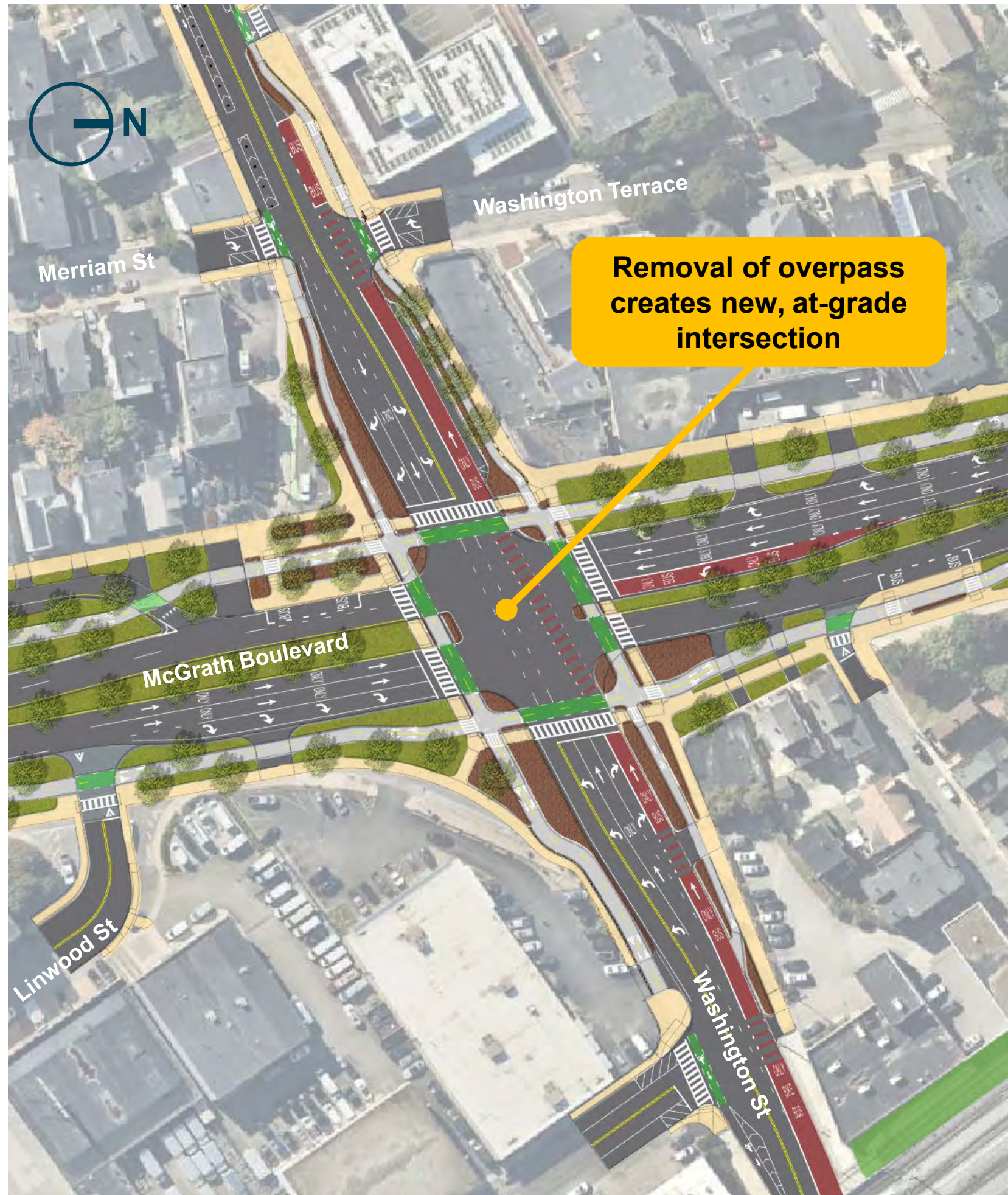


What's included in the design?





-  Sidewalks separated from roadway
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-  Dedicated bus stops on McGrath Boulevard and bus lane on Washington St WB; Bus-only left-turn lane from McGrath SB to Washinton EB
-  2 travel lanes in each direction on McGrath with dedicated right-turn lanes. Parking maintained on Washington St where feasible.

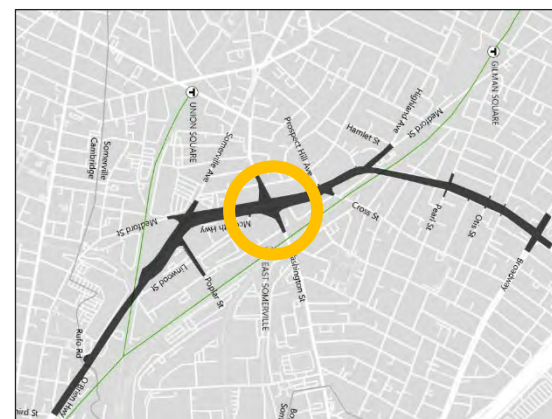


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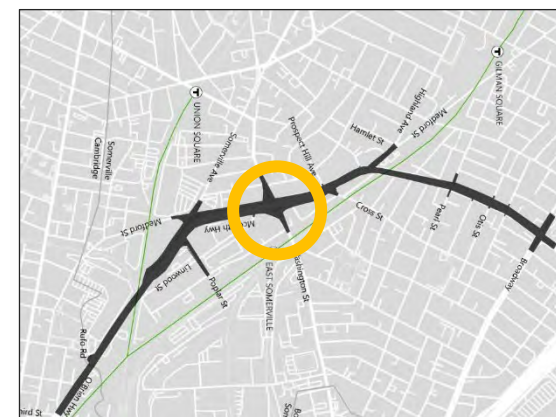


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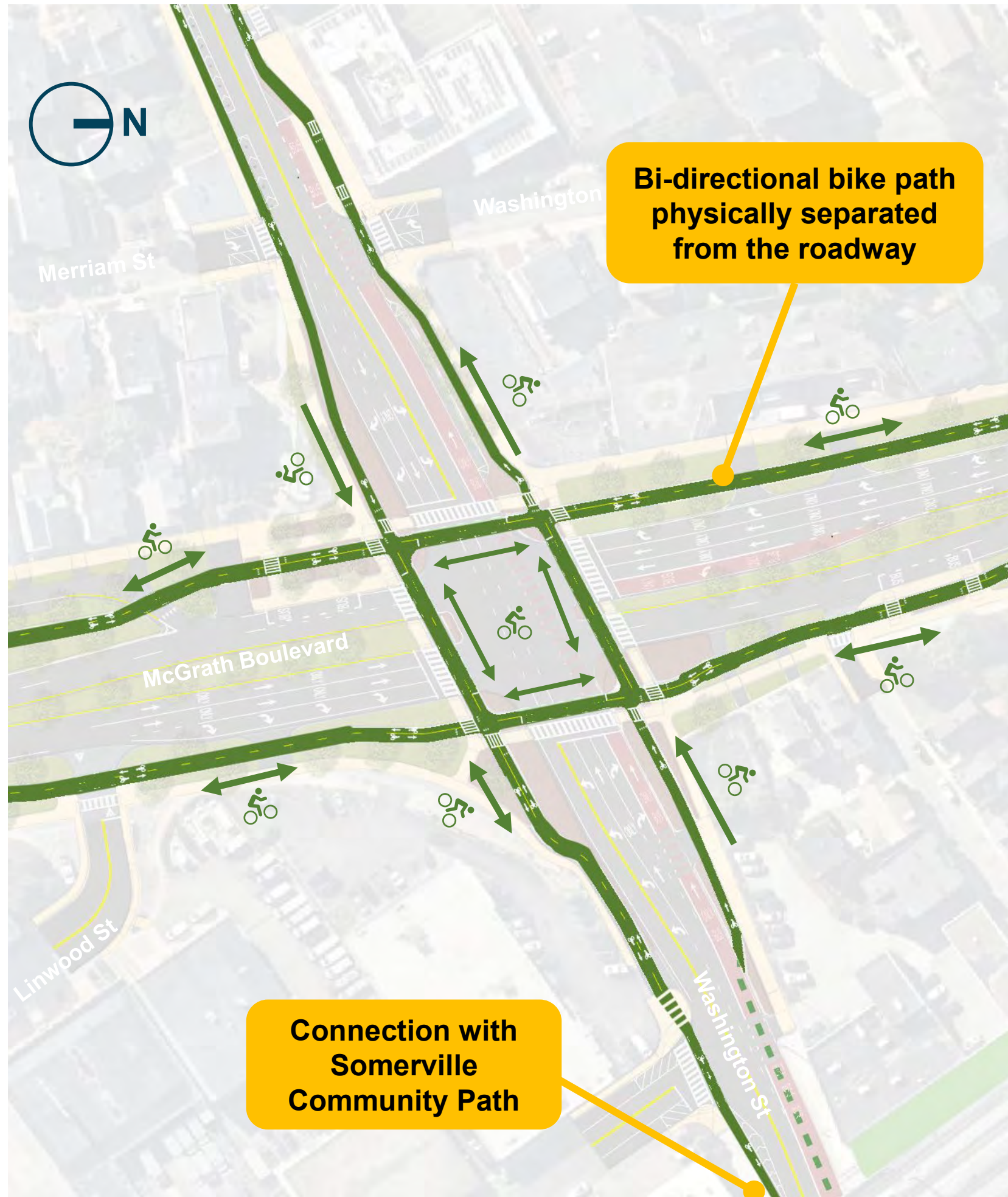


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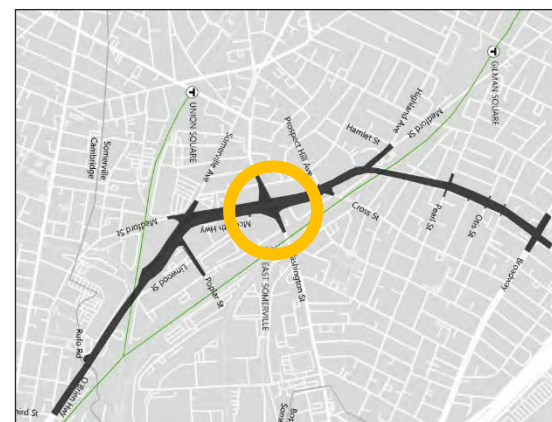


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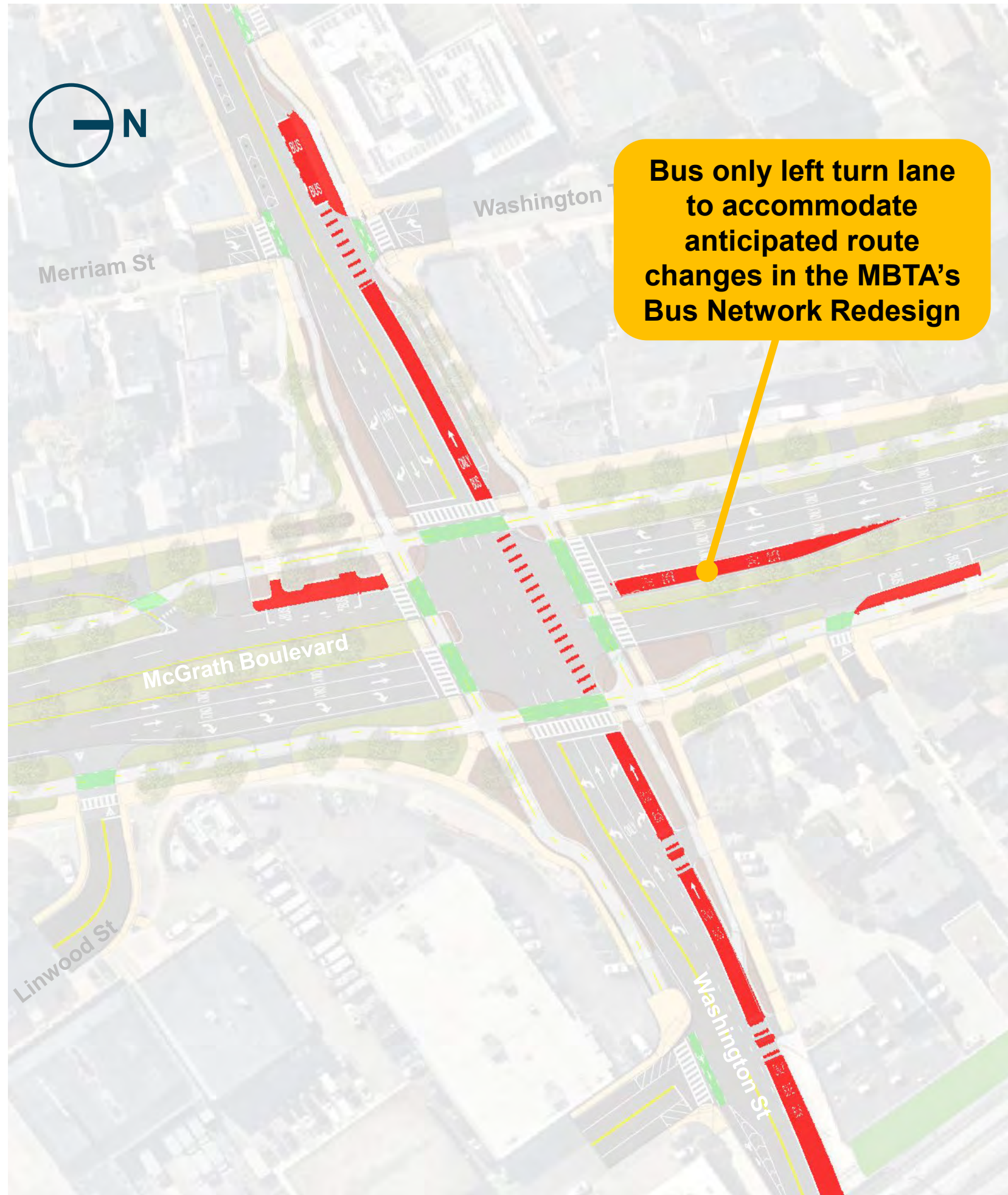
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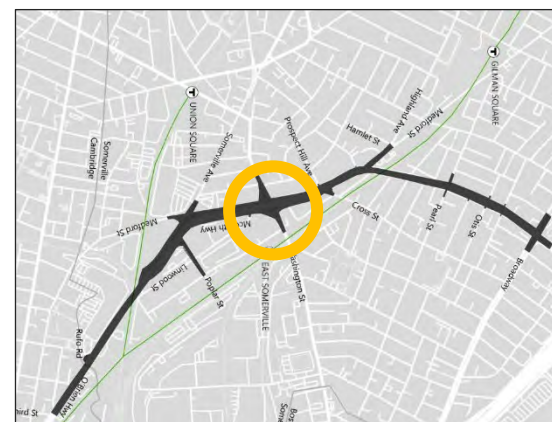


Transit improvements

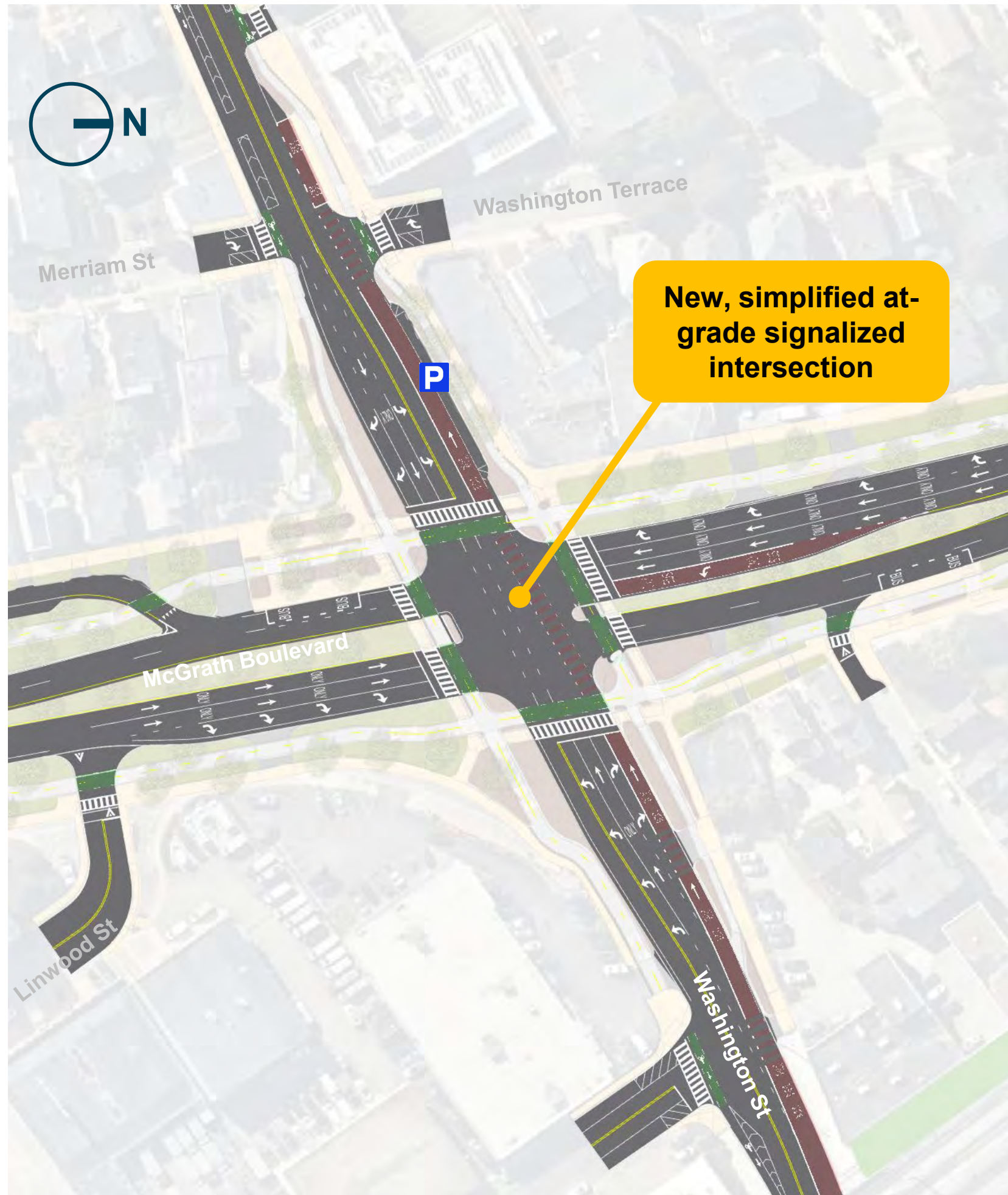


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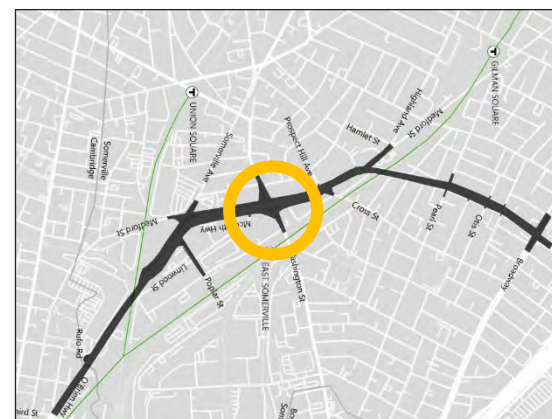


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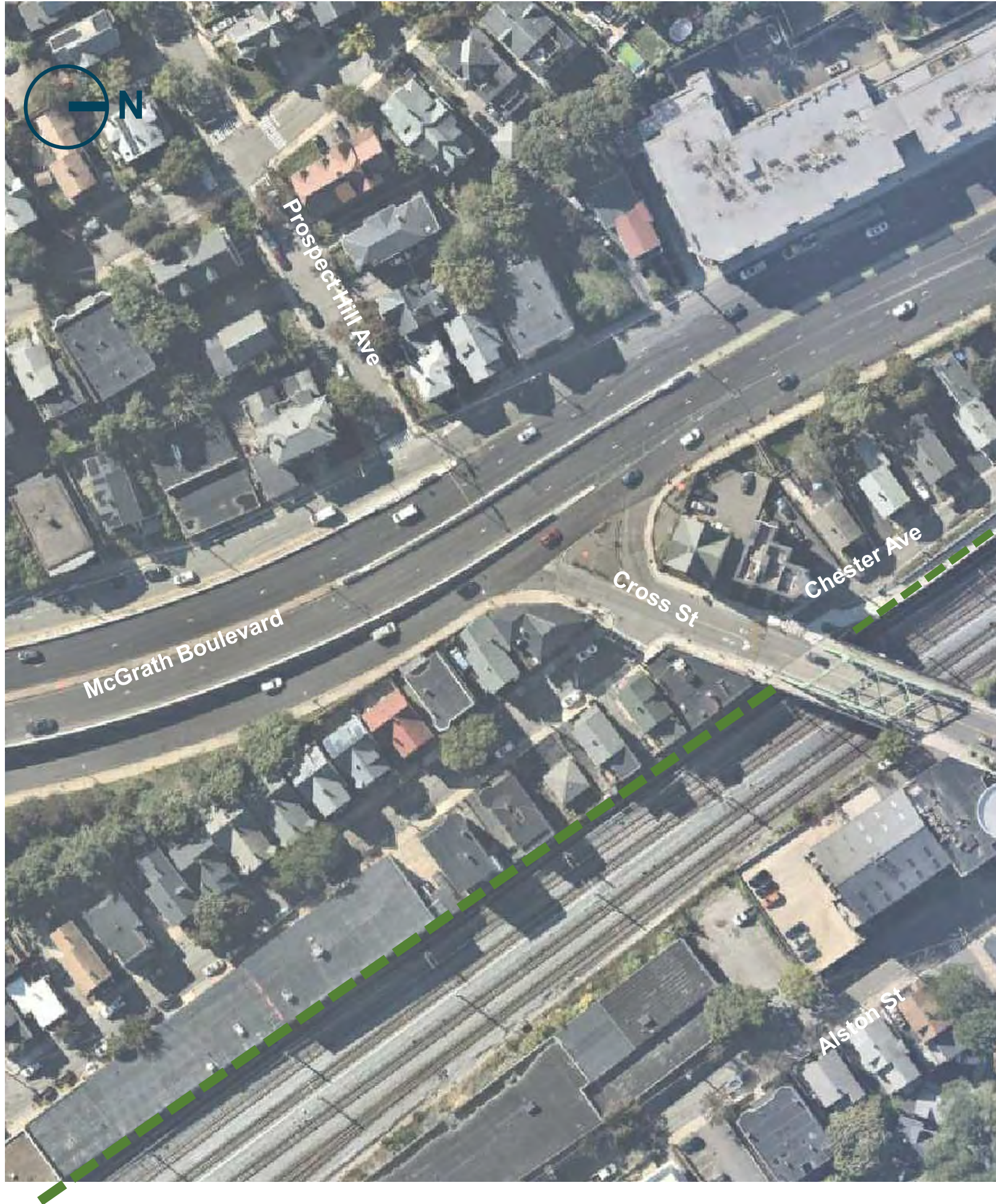


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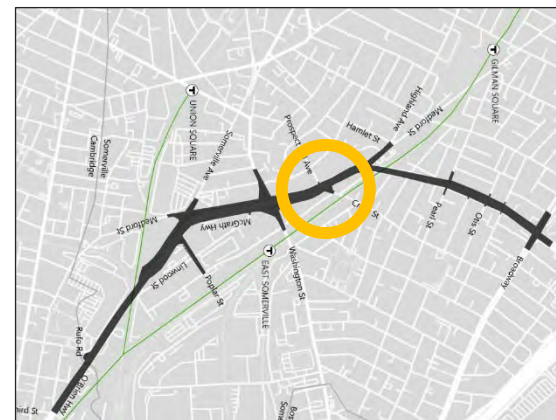


Cross Street and Prospect Hill Avenue



What's included in the design?





-  New raised pedestrian crossing across McGrath Boulevard from Cross St to Prospect Hill Ave
-  Bi-directional separated bike lanes on both sides of McGrath Boulevard
-  Dedicated bus stops on McGrath Boulevard
-  2 travel lanes in each direction on McGrath Boulevard

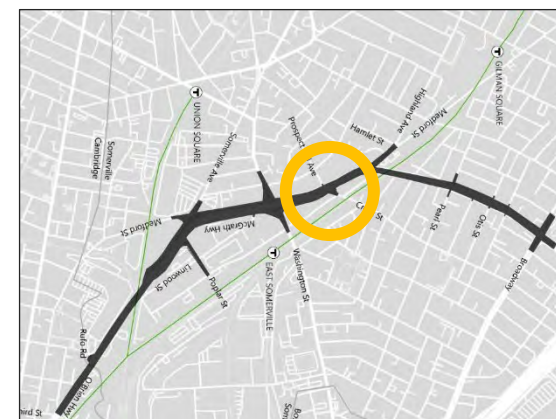


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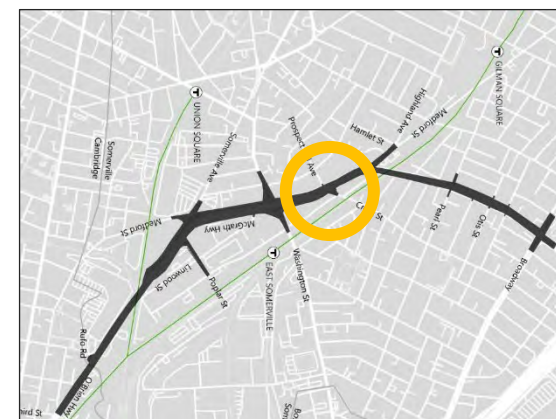


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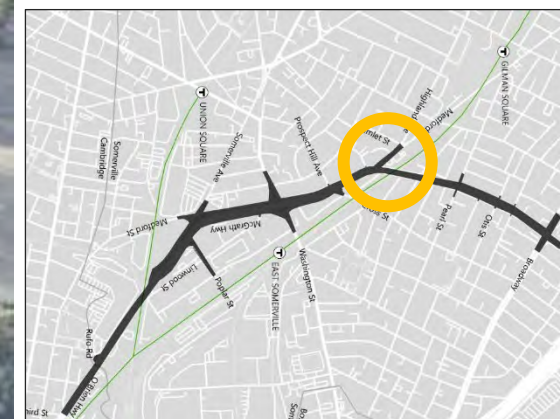


Medford Street and Highland Avenue

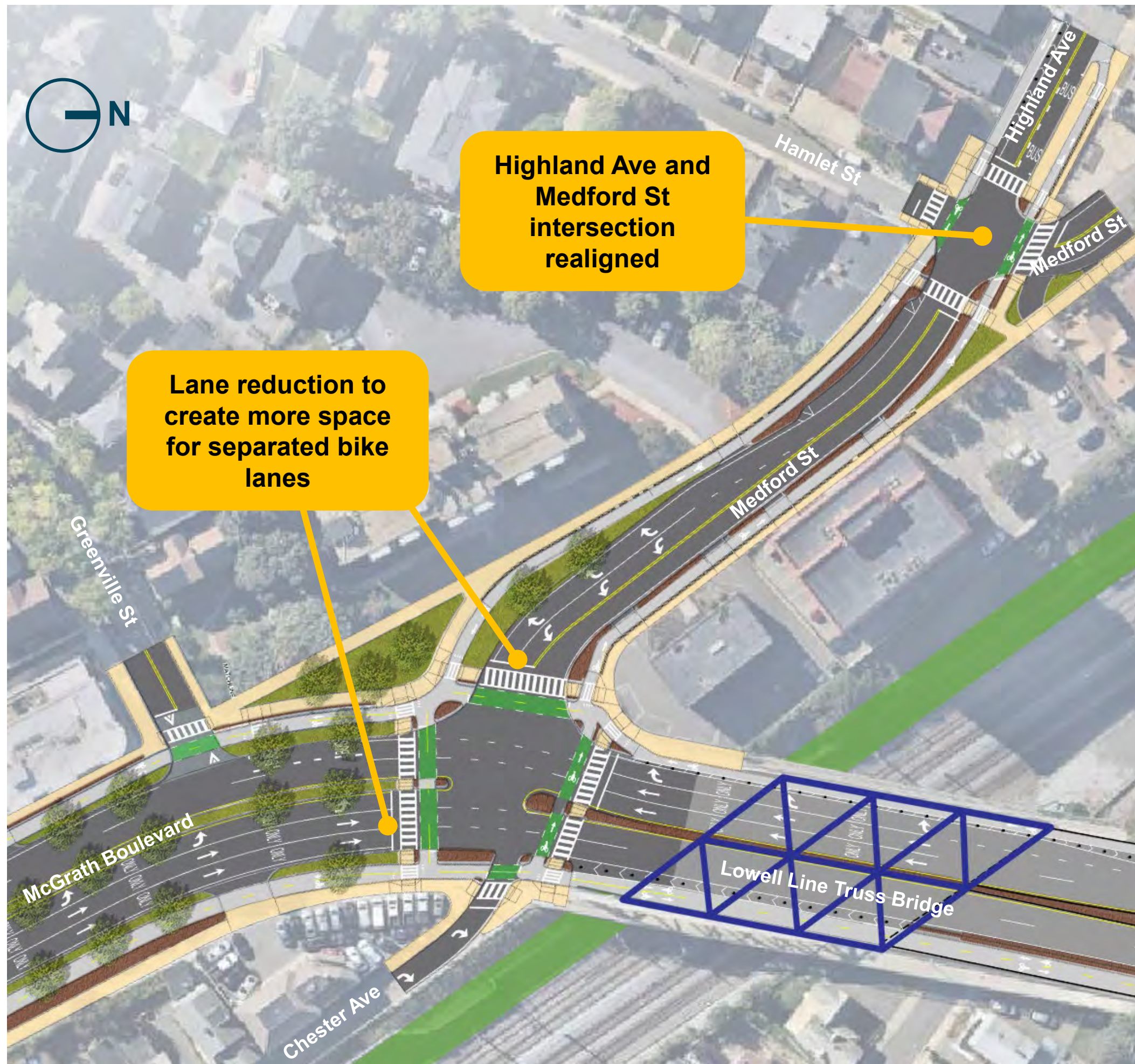


What's included in the design?





-  Wide sidewalks on both sides of McGrath Blvd & Medford St; shorter crossing on Medford St
-  Bi-directional separated bike lanes on both sides of McGrath Boulevard; on-road bike lanes added to bridge
-  Bus stop on Highland Ave
-  Intersection of Medford St and Highland Ave reconfigured to more conventional design

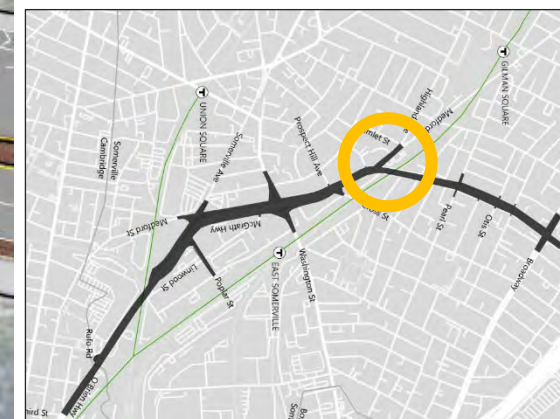


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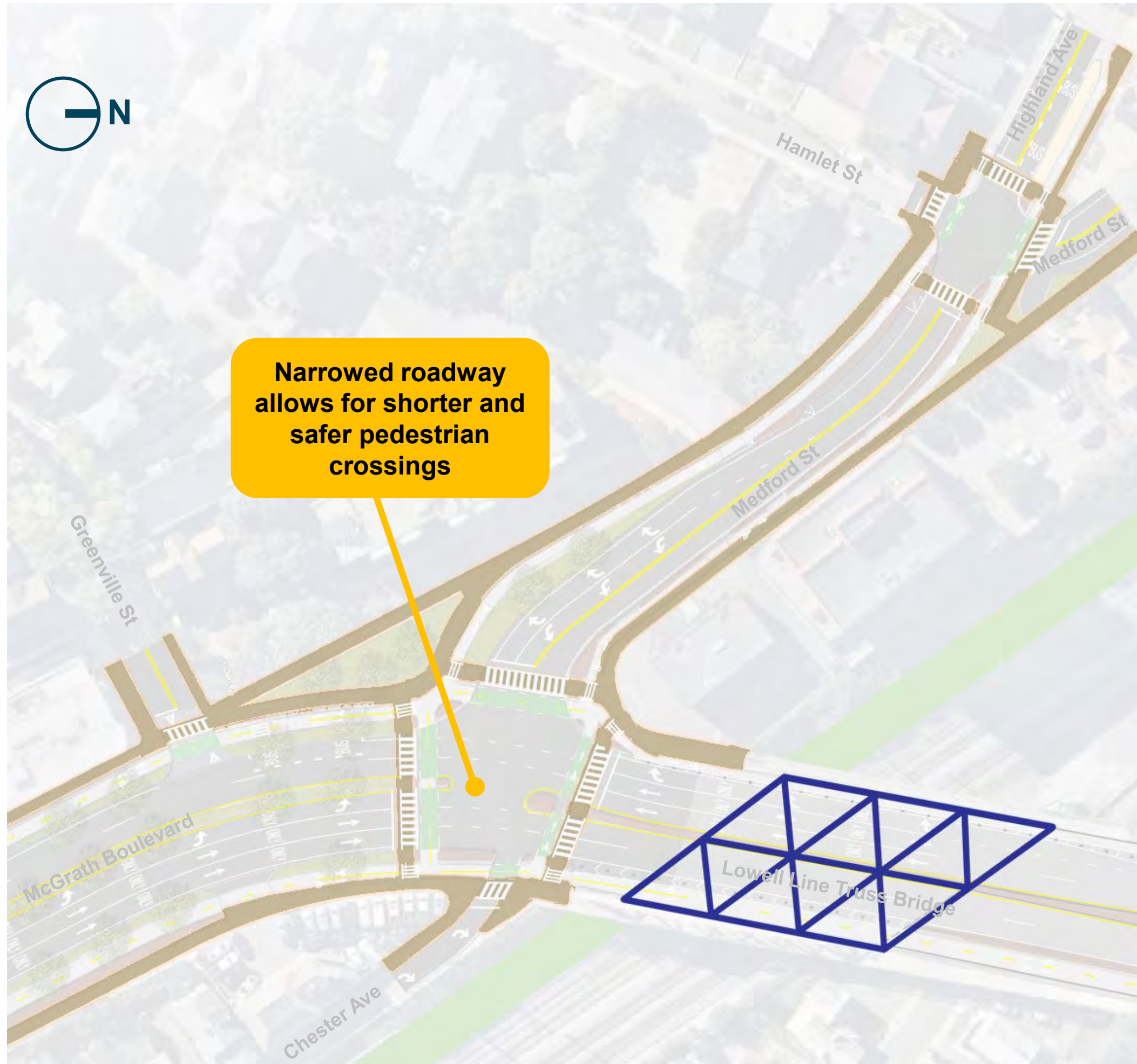


What's included in the design?





-  Wide sidewalks on both sides of McGrath Blvd & Medford St; shorter crossing on Medford St
-  Bi-directional separated bike lanes on both sides of McGrath Boulevard; on-road bike lanes added to bridge
-  Bus stop on Highland Ave
-  Intersection of Medford St and Highland Ave reconfigured to more conventional design

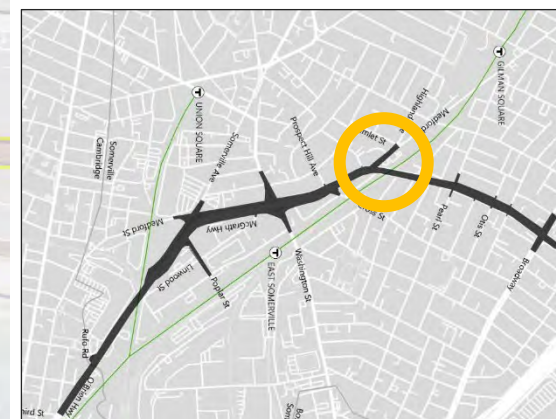


Medford Street and Highland Avenue

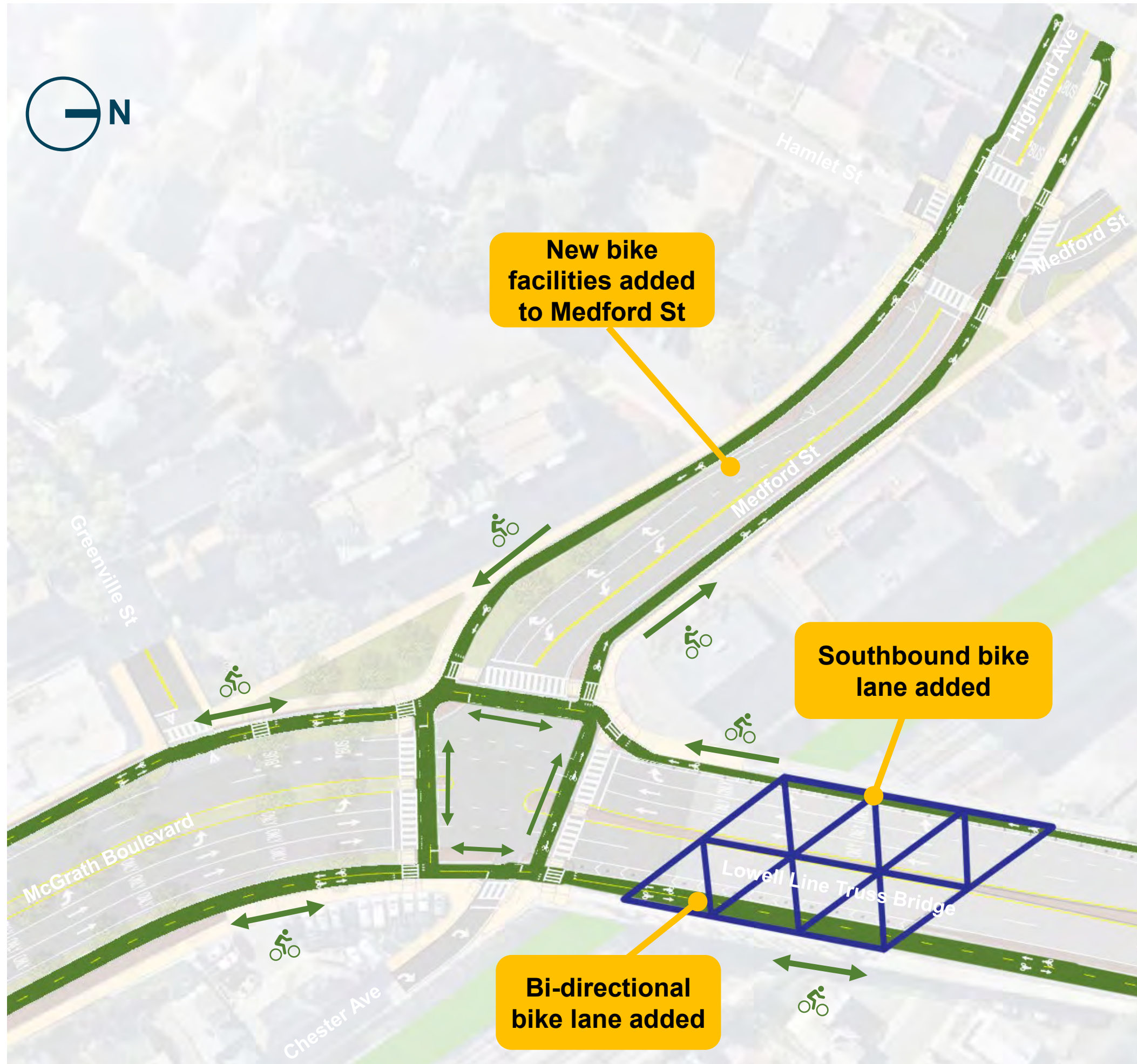


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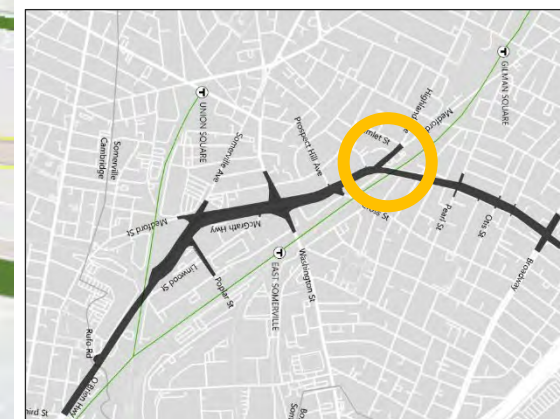


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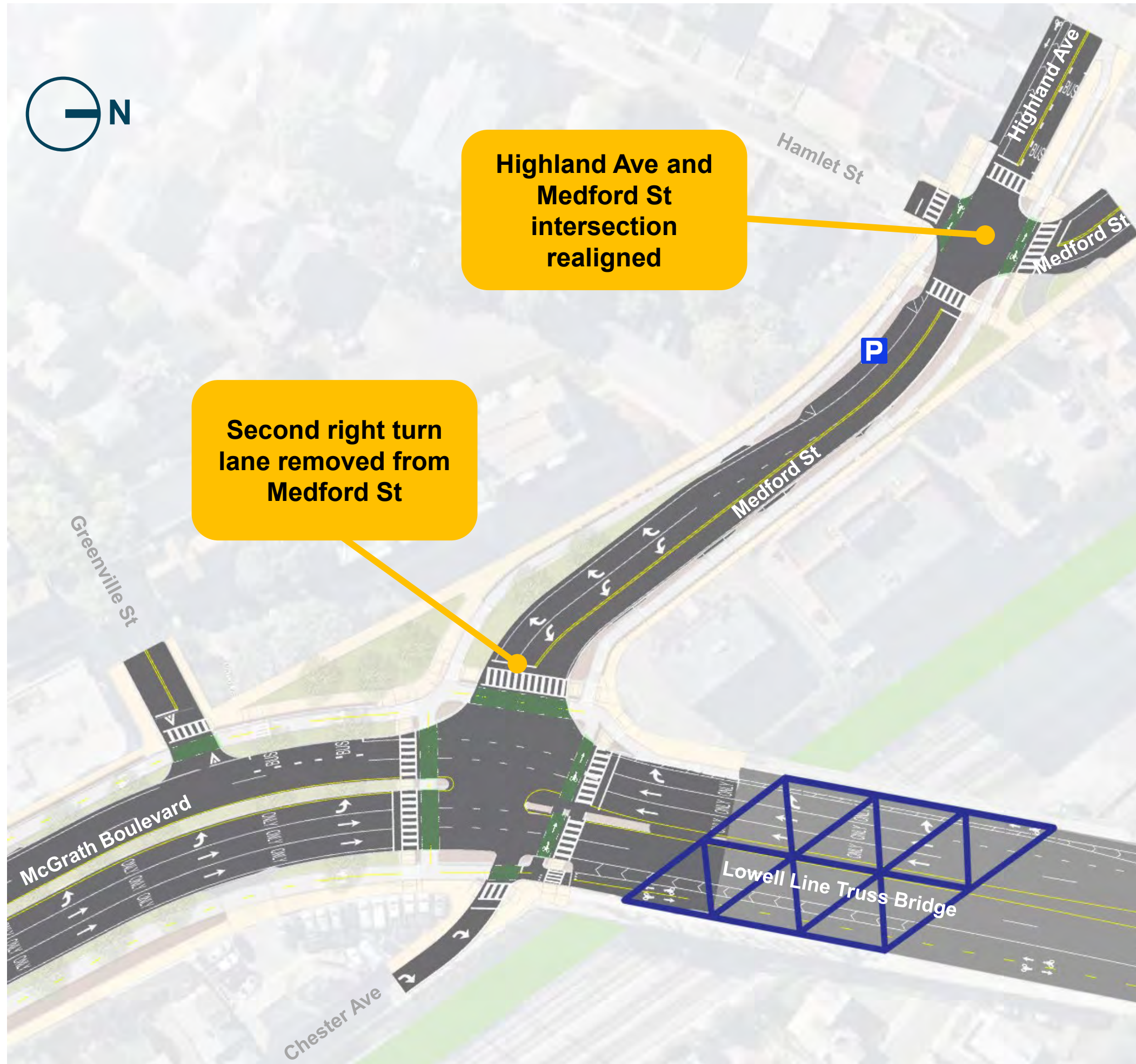


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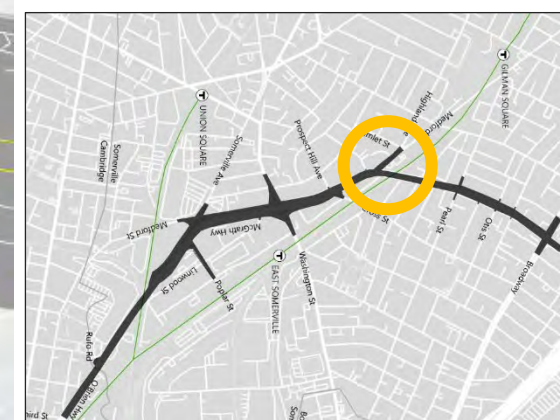


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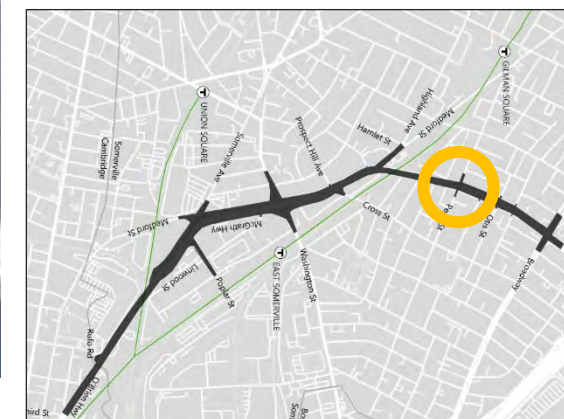


Pearl Street



What's included in the design?

-  Sidewalks separated from the roadway; shorter crossings of McGrath
-  Bi-directional separated bike lanes on both sides of McGrath Boulevard and new bike crossings
-  Access to Virginia St & Aldrich St from McGrath Blvd limited to pedestrians, cyclists, and emergency vehicles to improve safety for all roadway users






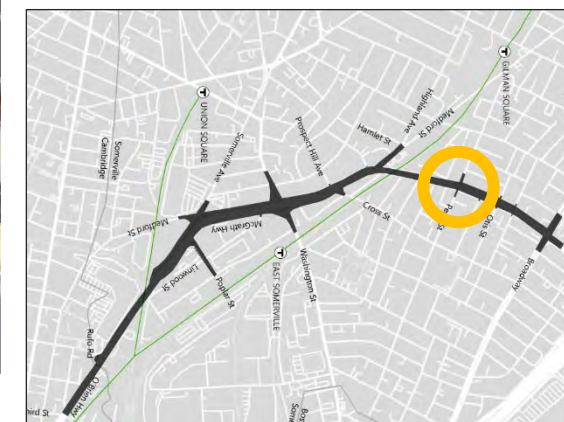
Design to be coordinated with City of Somerville West Pearl St redesign project

Pearl Street



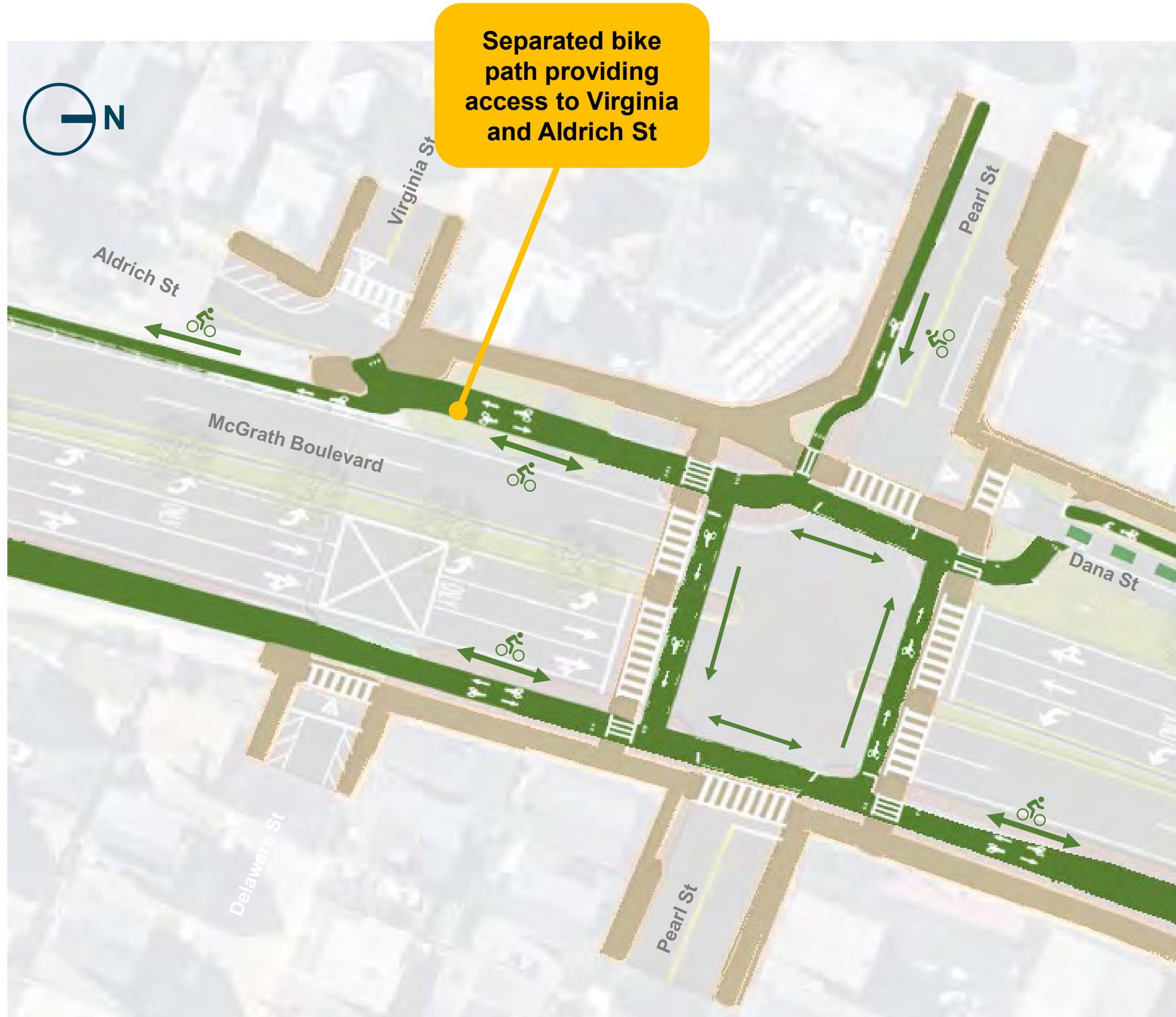
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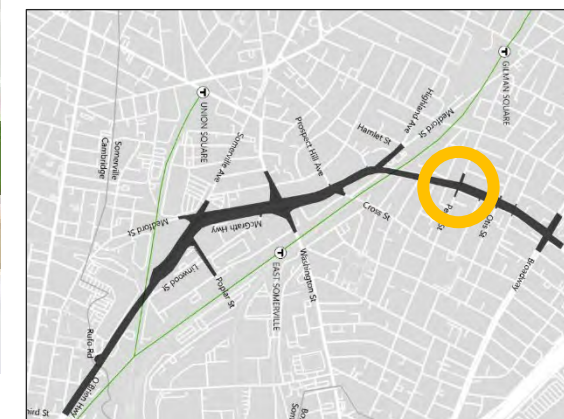
Design to be coordinated with City of Somerville West Pearl St redesign project

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Design to be coordinated with City of Somerville West Pearl St redesign project

Spotlight: *Otis St Pedestrian Bridge & Cremin Playground*

Existing Issues with Bridge

- Ramps are not ADA compliant (too steep)
- Interferes with location of center median
- Replacing or renovating the bridge for ADA compliance would significantly expand footprint within the playground

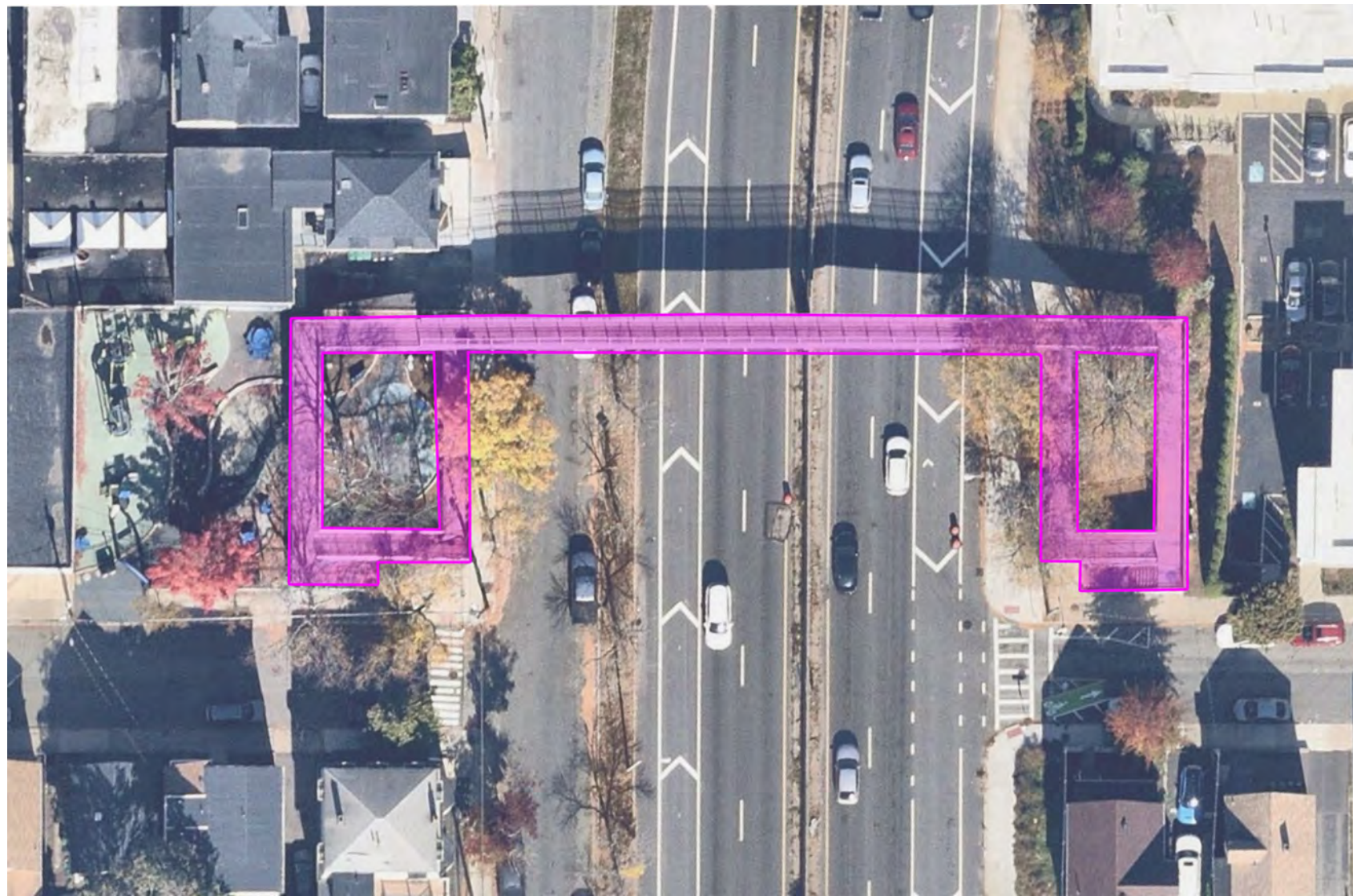
Opportunities with Bridge Removal

- Creates new green/park space
- More direct bike/ped connections
- Allows for new roadway alignment with increased buffers & green space



Spotlight: *Otis St Pedestrian Bridge & Cremin Playground*

Renovating bridge for ADA compliance would significantly expand footprint within the playground



Existing pedestrian bridge (with non-ADA compliant ramps)



Conceptual ADA compliant pedestrian bridge with compliant ramps

Deanna Cremin Playground – Existing Park

- Ramp landing occupies nearly half of the usable park space
- Ramp removal allows for expanded park / playground space



Deanna Cremin Playground – Conceptual Rendering

- Ramp landing occupies nearly half of the usable park space
- Ramp removal allows for expanded park / playground space



Spotlight: *Otis St Pedestrian Bridge & Cremin Playground*

State and Federal Guidance

- A fully signalized intersection **is legally prohibited** because the location **does not meet state and federal vehicle volume warrants** for a state highway*

Proposed Design

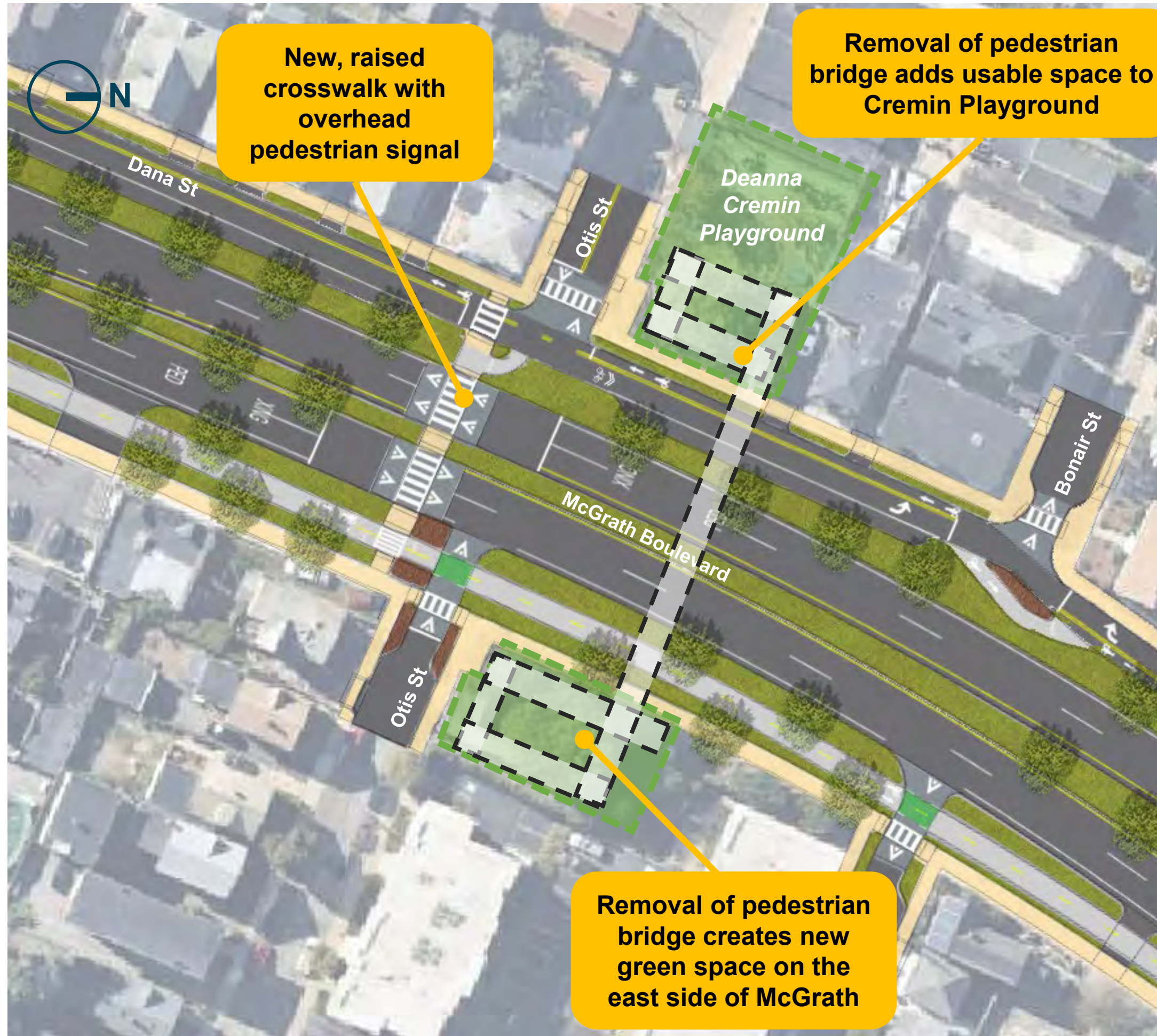
- Pedestrian bridge to be removed
- Raised crosswalk to slow traffic and make pedestrians more visible
- Overhead mounted crossing signal – either **Rectangular Rapid Flashing Beacons (RRFB)** or **Pedestrian Hybrid Beacons (PHB)**







Existing (top) and proposed (bottom) crossing at Otis St showing existing pedestrian bridge with no surface crossing and proposed raised crosswalk and Pedestrian Hybrid Beacons

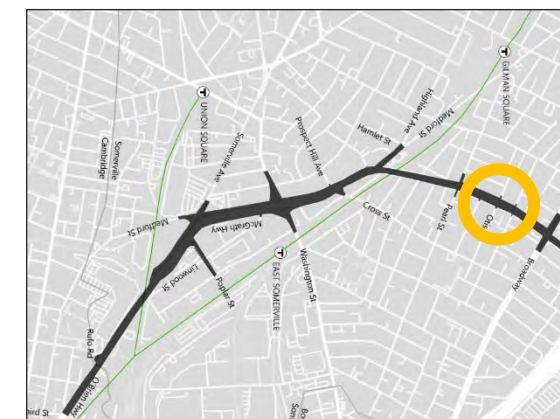
*Based on the Massachusetts Amendments to the 2009 MUTCD (November 2022)

Otis Street



What's included in the design?





-  New raised crosswalk on McGrath Boulevard at Otis St
-  Expanded playground & new green space on east side of McGrath
-  Bi-directional separated bike lane on east side of McGrath; Contra-flow bike lane on Dana St
-  2 travel lanes in each direction on McGrath; Parking on Dana St

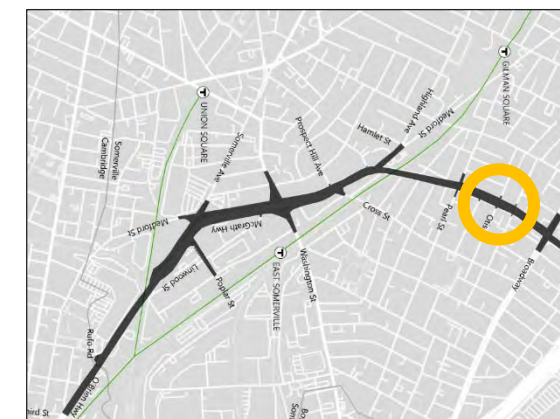


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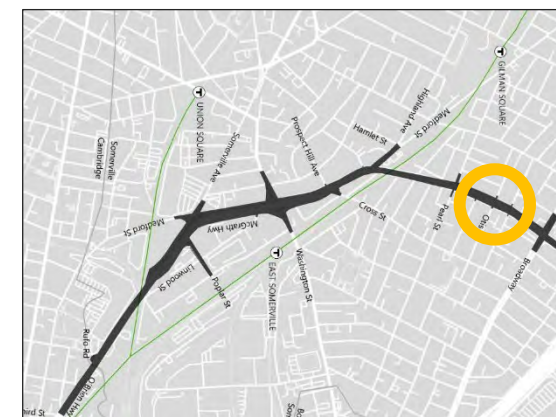


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Broadway

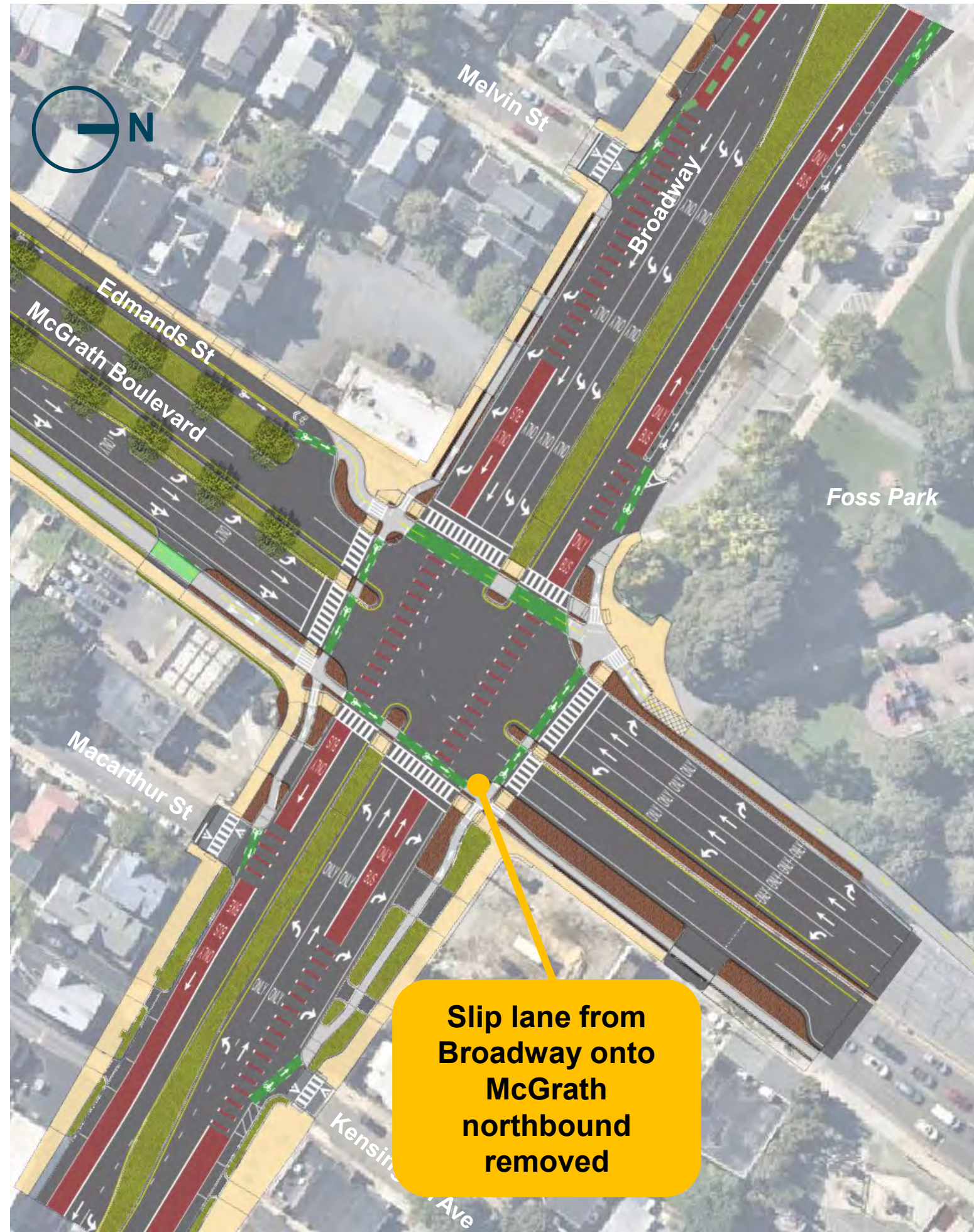


What's included in the design?





-  Wide sidewalks on both sides of McGrath north of Broadway, on east side of McGrath & west side of Edmands south of Broadway; Shorter ped. crossings
-  Two-way separated bike lanes on west side of McGrath north of Broadway, east side south of Broadway; Separated contra-flow bike lane on Edmands
-  Maintain dedicated bus lanes on Broadway
-  2 travel lanes in each direction on McGrath with dedicated turn lanes where appropriate; Channelized right-turn ("slip") lane removed on Broadway westbound



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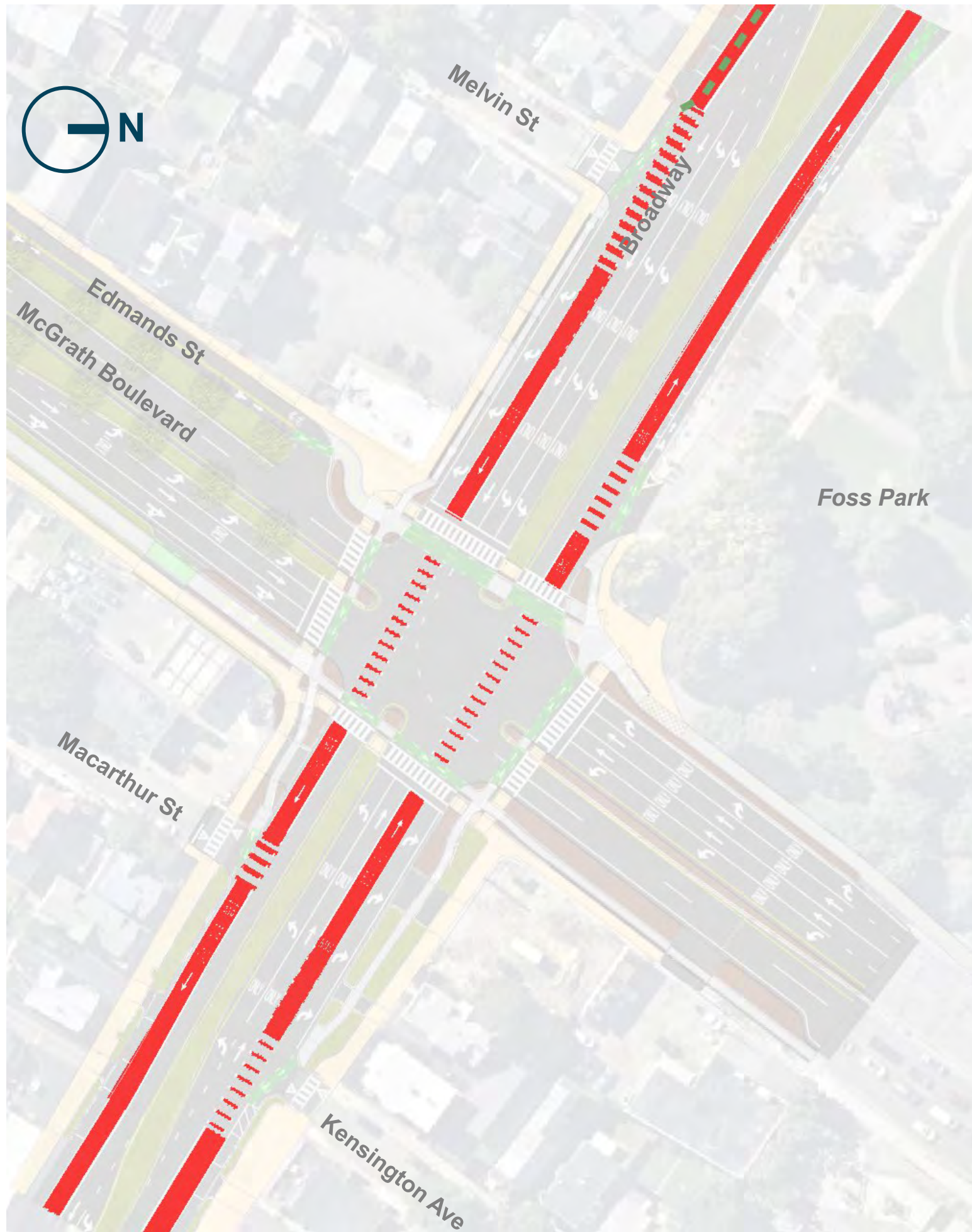
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Broadway




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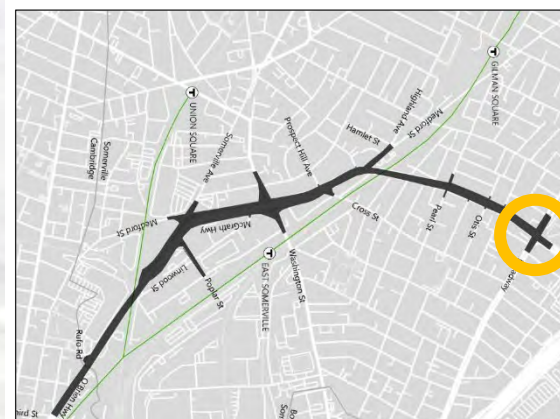
- 

Wide sidewalks on both sides of McGrath north of Broadway, on east side of McGrath & west side of Edmands south of Broadway; Shorter ped. crossings
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Maintain dedicated bus lanes on Broadway
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2 travel lanes in each direction on McGrath with dedicated turn lanes where appropriate; Channelized right-turn ("slip") lane removed on Broadway westbound



Spotlight: *Speed Reduction and Safety Measures*

- Reduce crashes for all road users
- Reduce vehicle speeds
- Reallocate excess roadway space for people walking, biking, and using transit
- Increase visibility of vulnerable road users

Raised Crosswalks



High-Visibility Crosswalks



Pedestrian-Scale Lighting



Wide Sidewalks



Pedestrian Signage



Separated Bike Lanes



Spotlight: *Project Evolution*

Somerville Ave and Medford St



Design Evolution

2013 - 2016

- Poplar St re-aligned
- Two adjacent intersections

2022 - 2024

- Slip-lane connecting Somerville Ave to Medford St

2025

- Slip-lane eliminated; Green-space added; 2nd crosswalk & bike crossing added at Poplar St

Spotlight: *Project Evolution*

Washington St



Design Evolution

2013 - 2016

- 3 lanes on McGrath in each direction

2022 - 2024

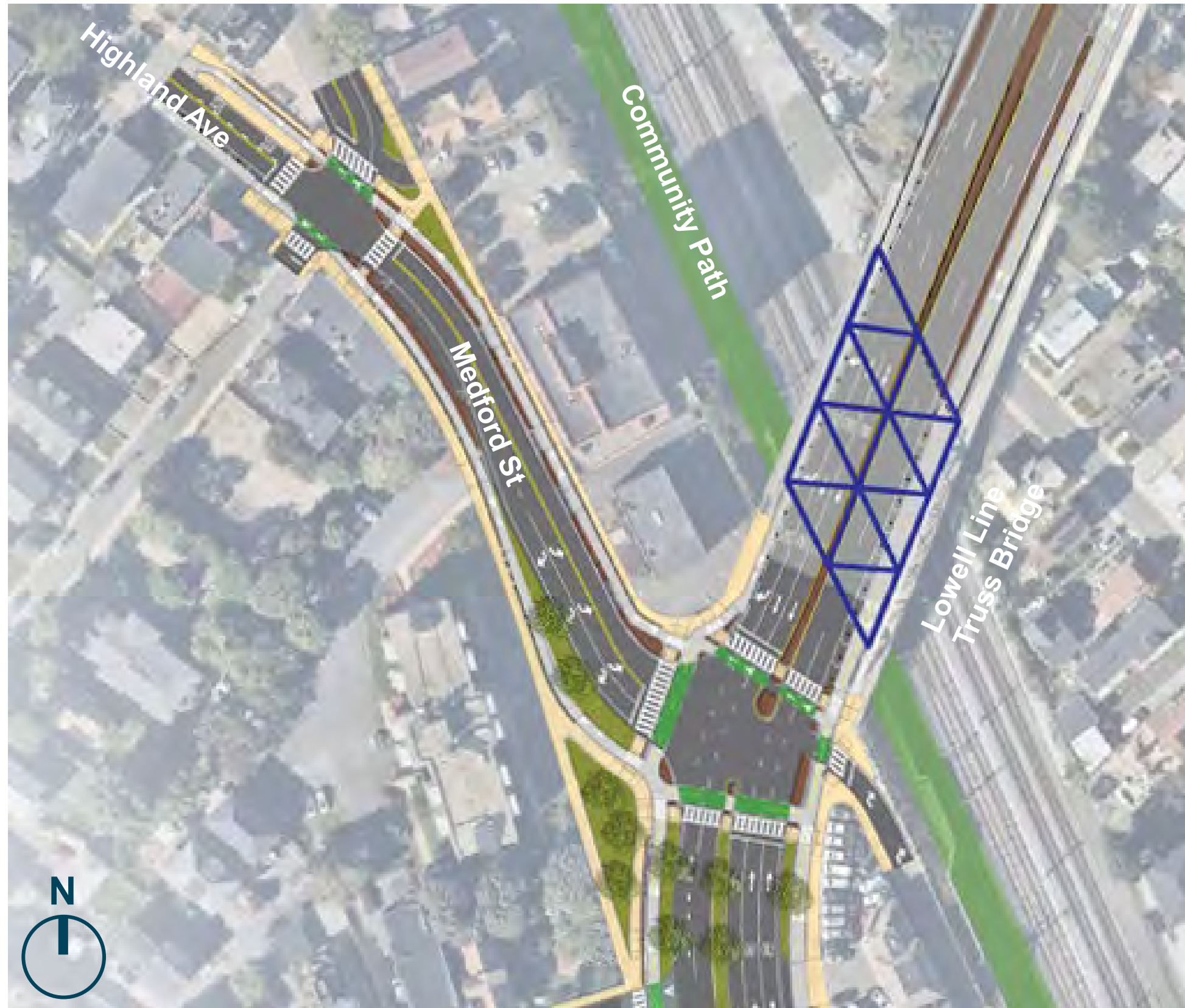
- 3 lanes on McGrath southbound, 2 lanes northbound; Bike crossings added

2025

- Reduced to 2 travel lanes in each direction; Southbound dedicated left-turn bus-lane added on McGrath; Westbound dedicated bus-lane added on Washington St; Bike signals added

Spotlight: *Project Evolution*

Medford St and Highland Ave



Design Evolution

2016 - 2024

- 2 left-turn lanes on McGrath northbound
- 2 left-turn lanes on Medford St eastbound
- Medford St & Highland Ave intersection re-aligned
- On-street bike lane on Medford St eastbound

2025

- 1 left-turn lane on McGrath northbound
- 1 left-turn lane on Medford St eastbound
- Separated bike lanes on Medford St extended to Highland Ave

Spotlight: *Project Evolution*

Broadway



Design Evolution

2016

- Not included in project

2022 - 2024

- Limited intersection work added to project
- Maintained channelized right-turn lane
- Separated bicycle facilities

2025

- Reduced lanes on Broadway and McGrath
- Removed channelized right-turn lane



How will your property be impacted?

Preliminary Right of Way (ROW) discussion 25% Design Public Hearing

- MassDOT is responsible for acquiring all necessary property rights for design, construction, and implementation of this project
 - Fee takings, permanent easements and/or temporary construction easements may be required
- Affected property owners will be contacted by the MassDOT Right of Way Bureau or their consultants
 - Property owners are protected under Massachusetts General Laws, primarily Chapter 79

At this stage of design, the Right of Way process has not been finalized. This meeting is an opportunity for the public to comment on any impacts to properties.



What are the environmental, cultural resource, and community impacts?

Environmental Benefits

- Reduce impervious surface by over 6 acres
- Increase shade trees
- Add green space. Intend to transfer ped. bridge ramp parcels to the City of Somerville for green space



Proposed design at Medford Ave and Somerville Ave



Existing design at Medford Ave and Somerville Ave

Cultural and Environmental Considerations

- No historic impacts
 - Massachusetts Historical Commission issued a Finding of No Adverse Effect
- No increase in traffic volume from project
- Replace trees in poor health
- Potential playground enhancements following temporary closure (approved by National Park Service)



Community Benefits

- Prioritize pedestrians, cyclists, and public transportation to reduce car-dependence and improve mobility
- Improve access to the Green Line Extension (GLX) and the Community Path
- Provide new open space at Somerville Ave and Medford St
- Add over 1,000 square-feet of space to Deanna Cremin Playground



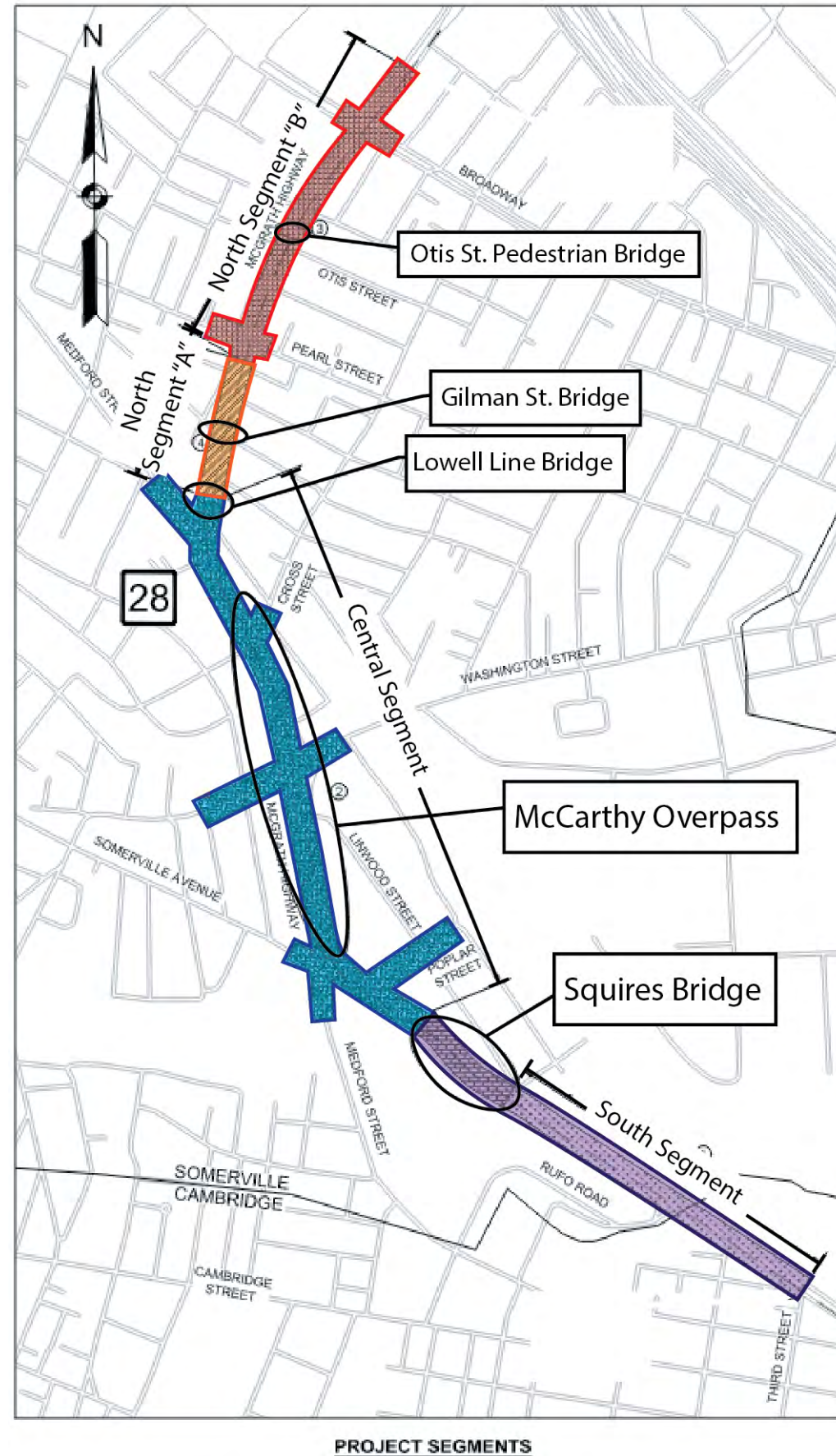
Conceptual rendering for Cremin Playground with added space due to pedestrian bridge being removed



**What is the
construction
approach?**

Construction Approach

- **South Segment** – to be constructed with Squire’s Bridge project # 612634
- **Central Segment** - demolition of McCarthy Overpass and full reconstruction (4 Stages)
- **North Segment**
 - Truss Bridge: Only minor work proposed on bridge
 - Segment A: Milling and overlay
 - Segment B: Full-depth reconstruction and demolition of pedestrian bridge (4 Stages)

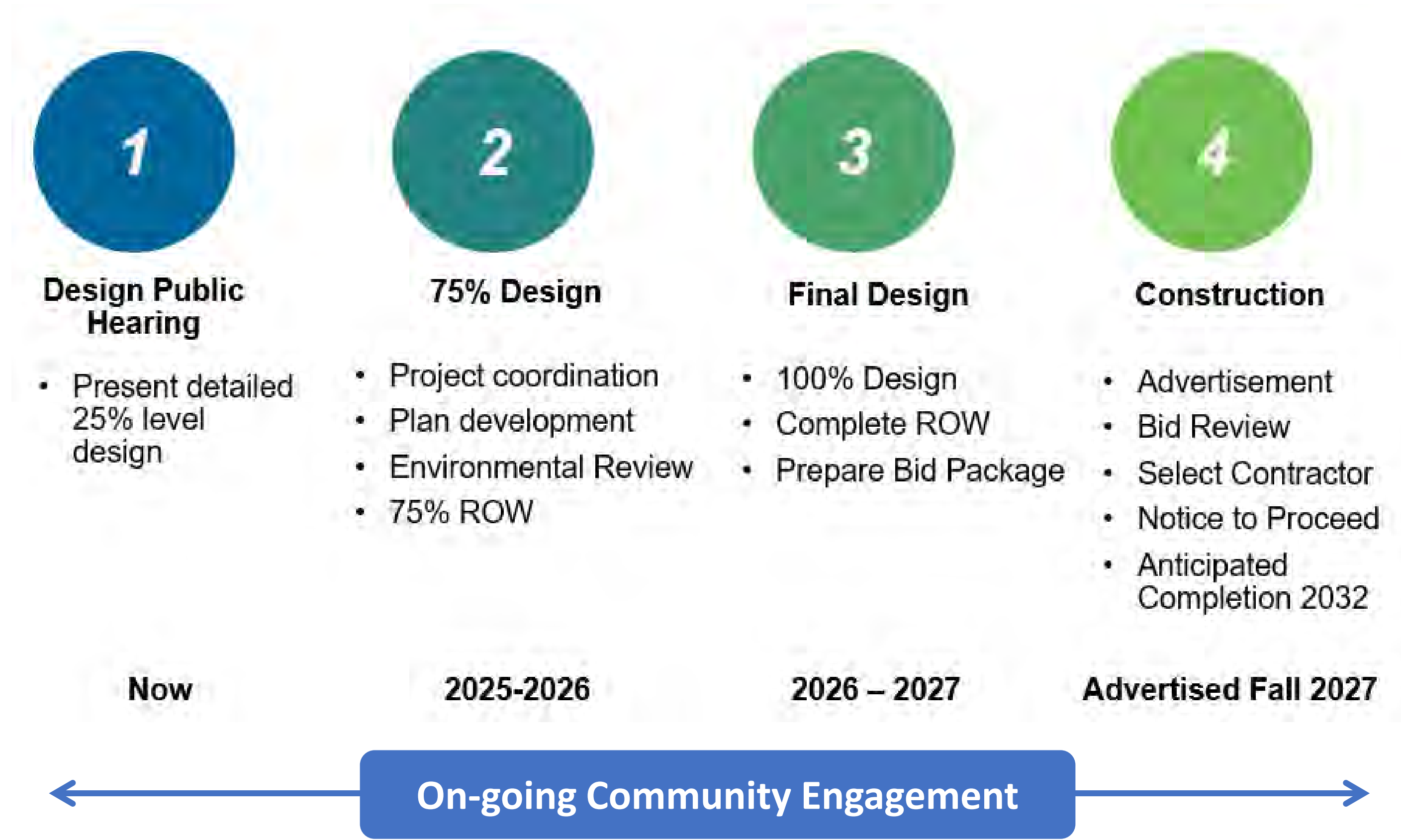


Access will be maintained for all travel modes and abutting properties throughout construction



Next Steps and Timeline

Our next steps





How will we
keep you
informed?

How to reach us

- Visit the project website at:
<https://www.mass.gov/mcgrath-boulevard-project>
- Submit email comments to:
MassDOTMcgrathblvd@dot.state.ma.us
- Sign up for project email notifications
https://public.govdelivery.com/accounts/MADOT/subscriber/new?topic_id=MADOT_244 or
- For project information visit the MassDOT Upcoming Events for Highway Division web site at
<http://www.mass.gov/orgs/highway-division/events>
- Submit written comments to:
Carrie Lavalley, P.E., Chief Engineer
MassDOT Highway Division
10 Park Plaza
Boston, MA 02116
Attention: **MAJOR PROJECTS**, PROJECT FILE NO. [607981]





Questions and answers

Questions and answers



- “Raise your hand” to be unmuted for verbal questions (Alt + Y if using a phone)



- 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



- To submit your question or comment via email, send to MassDOTMcgrathblvd@dot.state.ma.us

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



Thank You

Somerville / Cambridge – McGrath Boulevard Construction – Design Public Hearing

Zoom | December 9, 2025 | 6:30 – 8:00 PM

Project File No. 607981

Project Manager – Christopher Cameron



Spotlight: Access to Brickbottom

