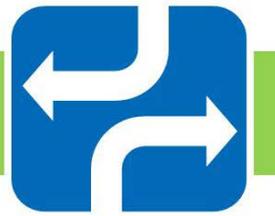


# Working Group Meeting #2

June 4, 2018

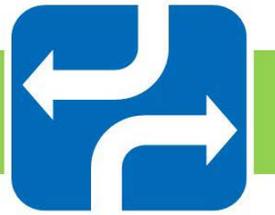
3:00 PM to 5:00 PM

MassDOT District 1 Conference Room  
270 Main Street, Lenox



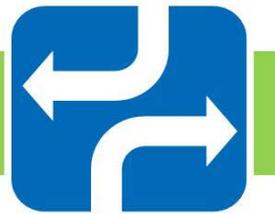
## Progress since the February Working Group Meeting

- Finalized Previously Identified Goals & Objectives
- Finalized Previously Identified Evaluation Criteria
- Held an Open House
- Existing Data Collection & Analysis



### Draft Goals & Objectives

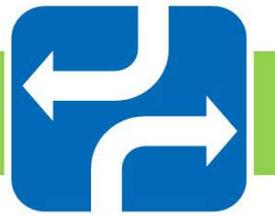
- Improve access to and from I-90 for towns in regional study area
- Mitigate I-90-bound traffic to and from Lee and Westfield



**Goal:** *Improve access to and from I-90 for towns in regional study area*

### **Objectives:**

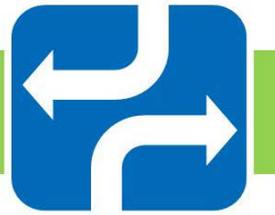
- Identify logical connections between I-90 and local roadways
- Identify other communities that would benefit from improved access to I-90
- Balance access opportunities and impacts to local communities
- Minimize environmental impacts
- Identify potential economic benefits associated with improved access to I-90



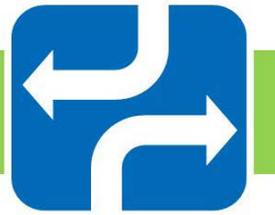
**Goal:** *Mitigate I-90-bound traffic to and from Lee and Westfield*

### **Objectives:**

- Reduce congestion on local roadways connecting I-90 to Lee and Westfield at Exits 2 and 3
- Reduce vehicle-miles traveled (VMT) and vehicle-hours traveled (VHT) on the regional roadway network
- Provide alternative route(s) for commercial vehicles currently adding to local roadway congestion
- Balance benefits to Lee and Westfield with potential impacts to adjacent communities

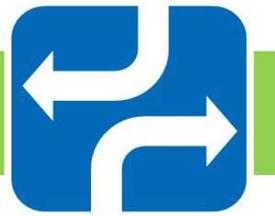


- Additional goals? Revisions?
- Discussion
- Consensus Outcome



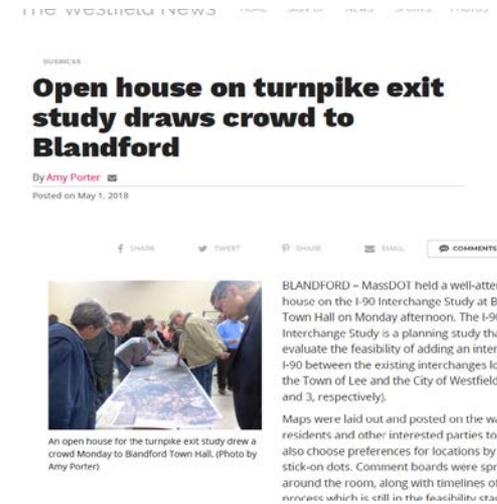
### Open House, April 30th 2018, Blandford Town Hall

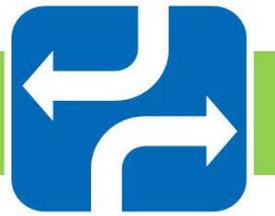
- Attendance and Media Response
- Interactive Activity & Public Comments
- Feedback from Working Group Members
- Discussion



### Attendance and Media Response

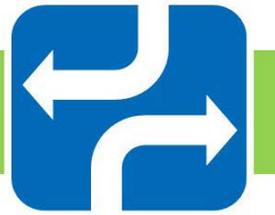
- More than 166 people signed in!
- There was robust local and regional news coverage (samples below)





### Summary of Interactive Activity

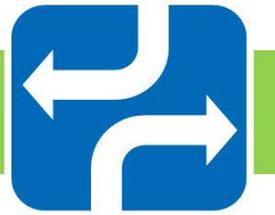
- Those who signed in received three dots to indicate their preferences – at a very high level – for an Interchange location
- Participants could place the dots on potential Interchange sites of interest to them
- Some people chose not to indicate a preference or oppose adding an Interchange



### Blandford Service Plaza

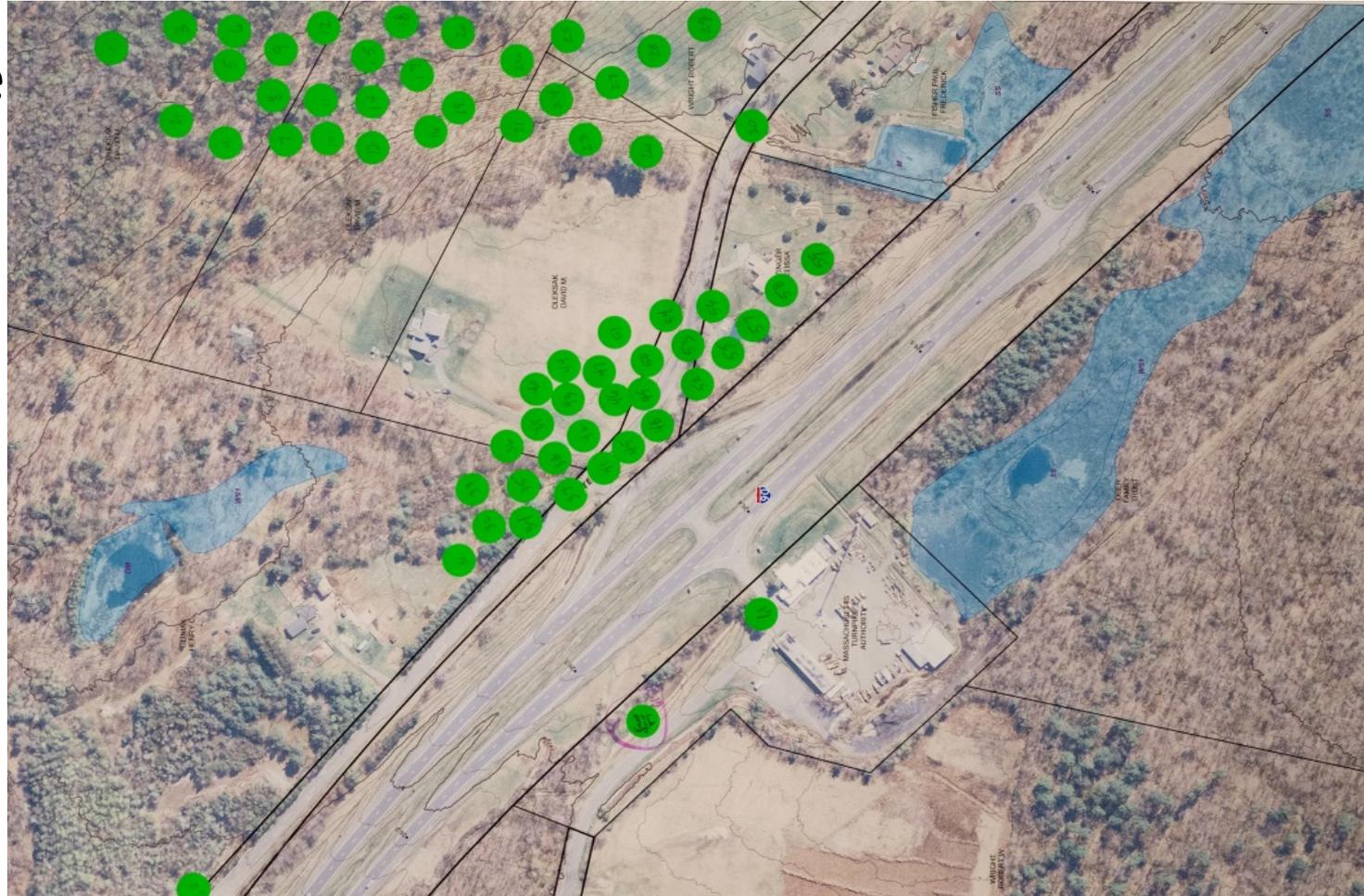


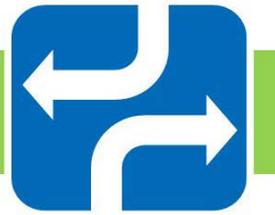
# I-90 Interchange Study



## Summary of Open House

### Blandford Maintenance Facility

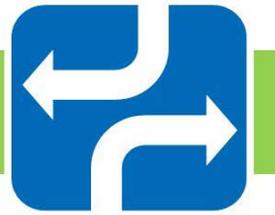




### Algerie Road, Otis

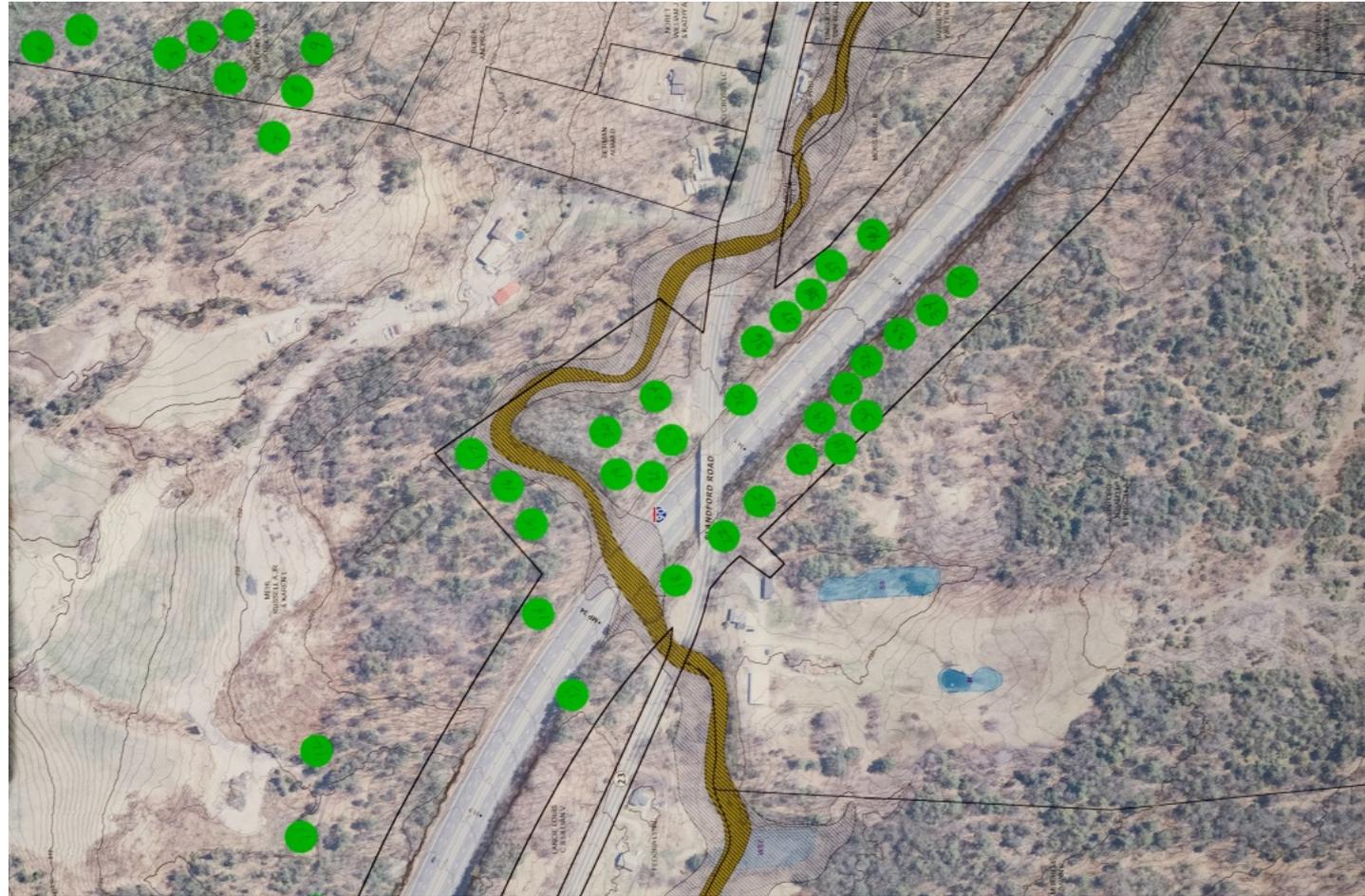


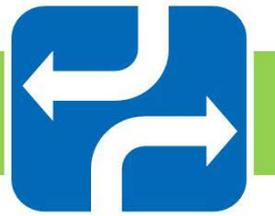
# I-90 Interchange Study



## Summary of Open House

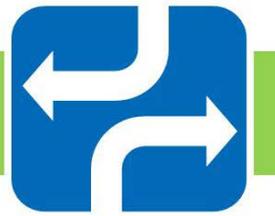
Route 23,  
Russell





### Public Comments

- I-90 access will save fuel, reduce traffic through small towns, give access to Otis Reservoir and improve property values. Blandford is midway – do it soon!
- Easy access to unwanted litter and persons.
- Best idea going
- Putting traffic on winding, hilly roads is a recipe for disaster!
- Wonderful – a long time coming – please don't wait 8 years!
- Horrible idea – you can wait forever and never put this in.
- You people are sick that want this exit!
- We want to remain a small town.
- Wetlands are a huge concern. Quite a few options are near protected wetlands.



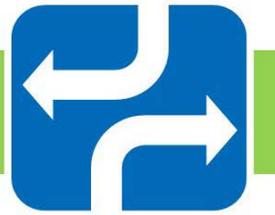
### Public Comments

- Only townspeople should have a vote. This will effect (sic) our town's rural culture, if it is forced on us.
- No new exit to degrade the scenic Hill towns. Instead, fix Westfield and Northampton traffic patterns with one-way bypass circuits. Also, Blandford zoning is dangerously inadequate to protect town character.
- Agree totally (with the idea above).
- Epic bad idea, horrific plan.
- Open the gate at the Blandford Service Plaza and count the traffic using it before spending money on construction.
- A tight diamond interchange at Algeria Road would help service Route 8 (?) and the towns in Northern Berkshire County (North Adams, Adams, Cheshire, Lanesborough, Savoy, East Pittsfield, Dalton).

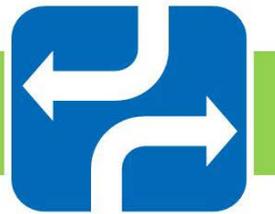


### Public Comments

- “Pave paradise, put up a parking lot!”
- Sorry about all these trolls. I’d rather leave Becket as it is. A bit removed from I-90 access. Thanks for asking.
- Recommend opening Blandford gates for commuter traffic with readers – charge \$.25 extra for using it, but get a traffic count going.
- Great idea (above)! Open gates to people with transponders and charge a fee or open only to Hill town residents.



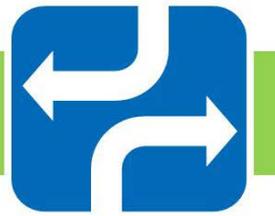
- Discussion/Feedback from Working Group



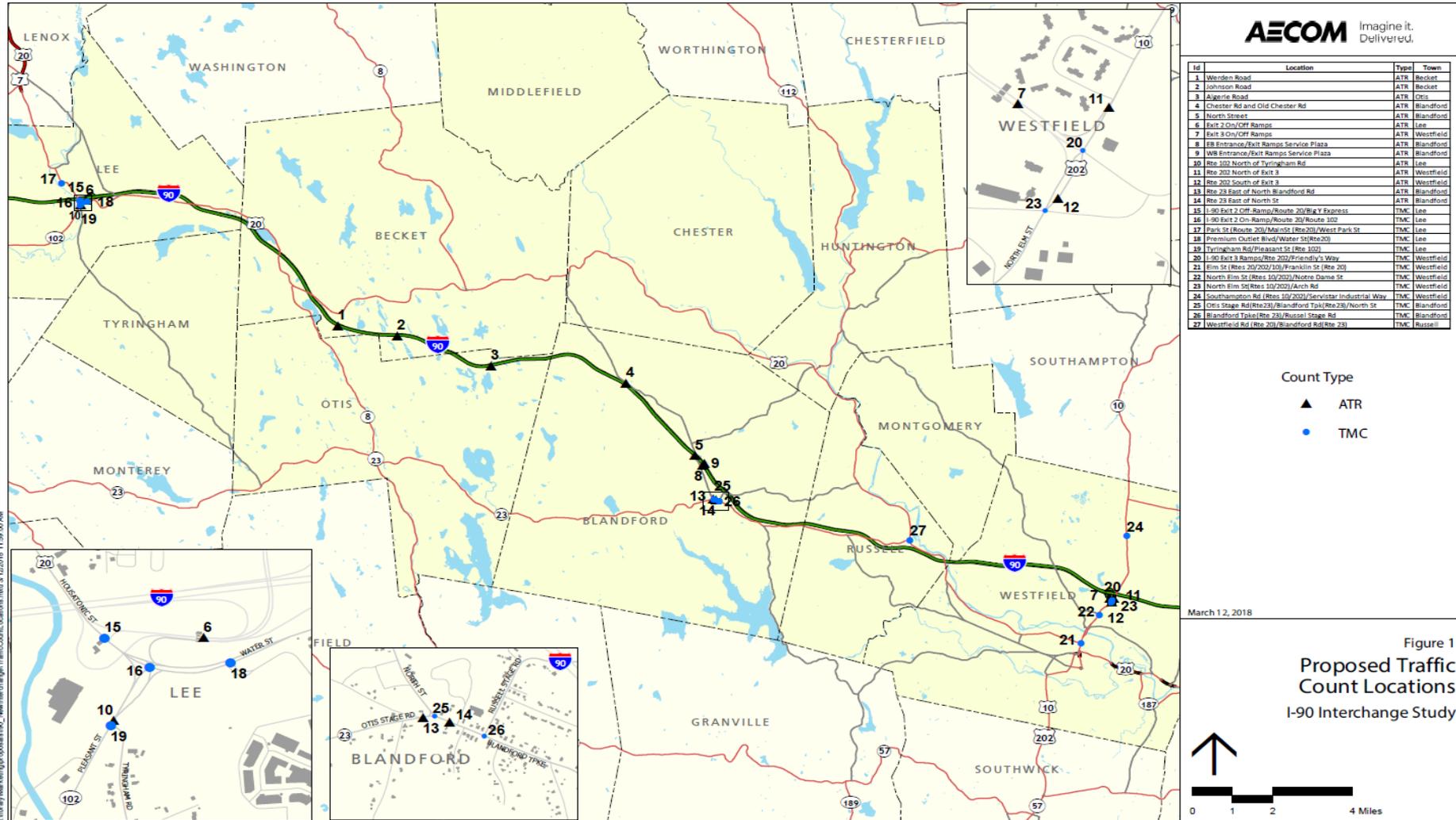
### Existing Data Collection and Analysis

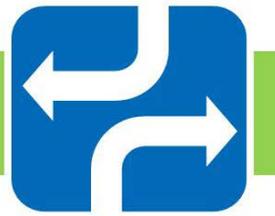
- Traffic Count Program
- Travel Time Analysis
- Health Impact Analysis
- Demographic Data
- Constraints Mapping/Initial Location Investigation
- Outreach

# I-90 Interchange Study



# Traffic Count Program

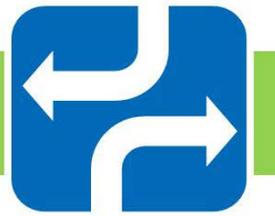




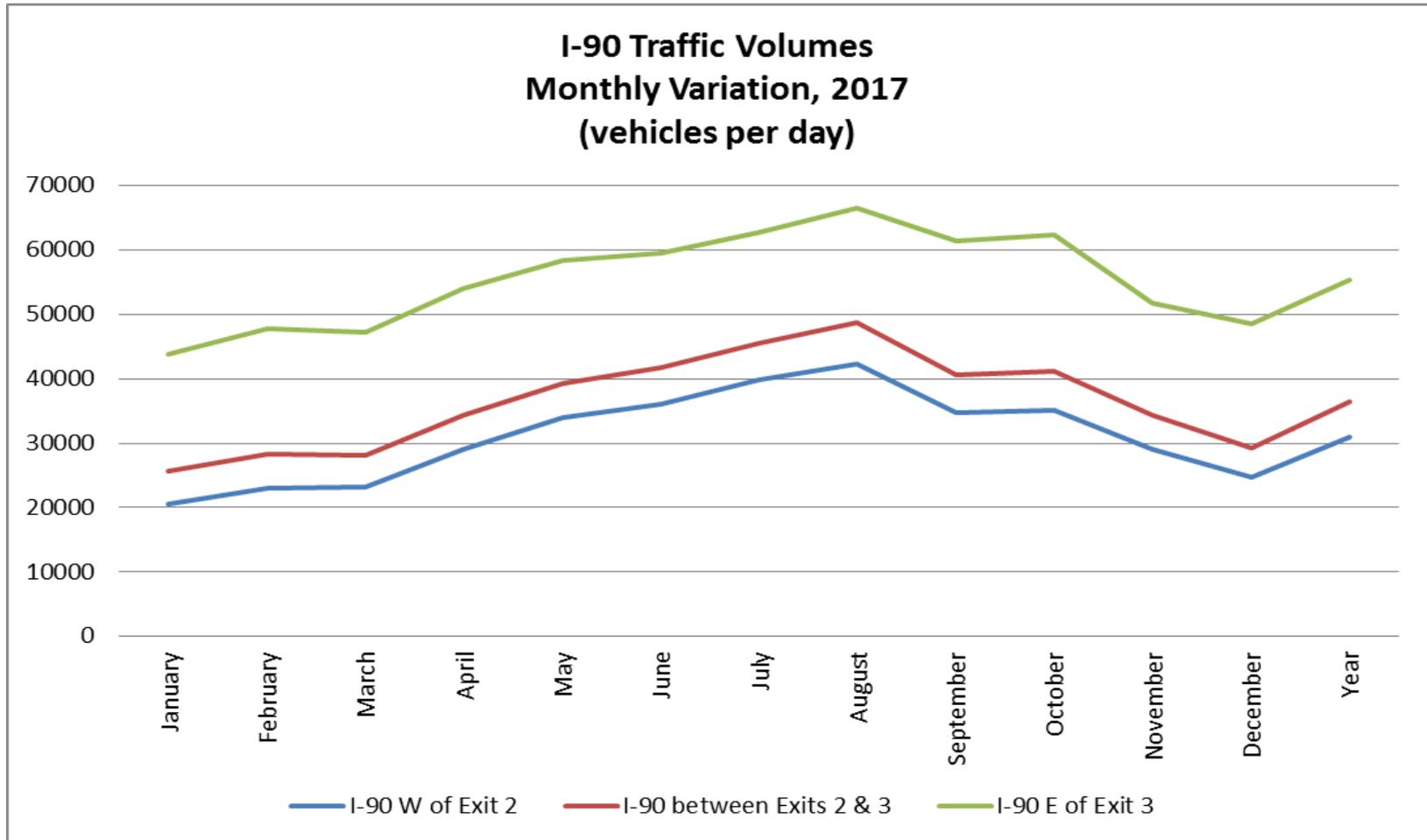
### Traffic Count Program

- Existing data collection efforts have begun
- Substantial traffic data is available from several sources, including MassDOT and the I-90 All-Electronic Tolling (AET) gantries. Hourly, daily, monthly and annual data on volumes, trucks and speeds has been collected
- Counts are used to account for daily and seasonal variations in traffic, and allow us to analyze peak conditions
- Counts are also used for operations analysis and to calibrate the statewide travel demand model for development of future traffic projections

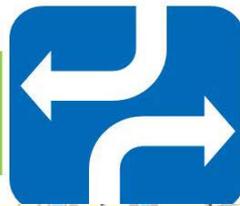
# I-90 Interchange Study



## Traffic Count Program



# I-90 Interchange Study



## Travel Time Analysis: Average Travel Times

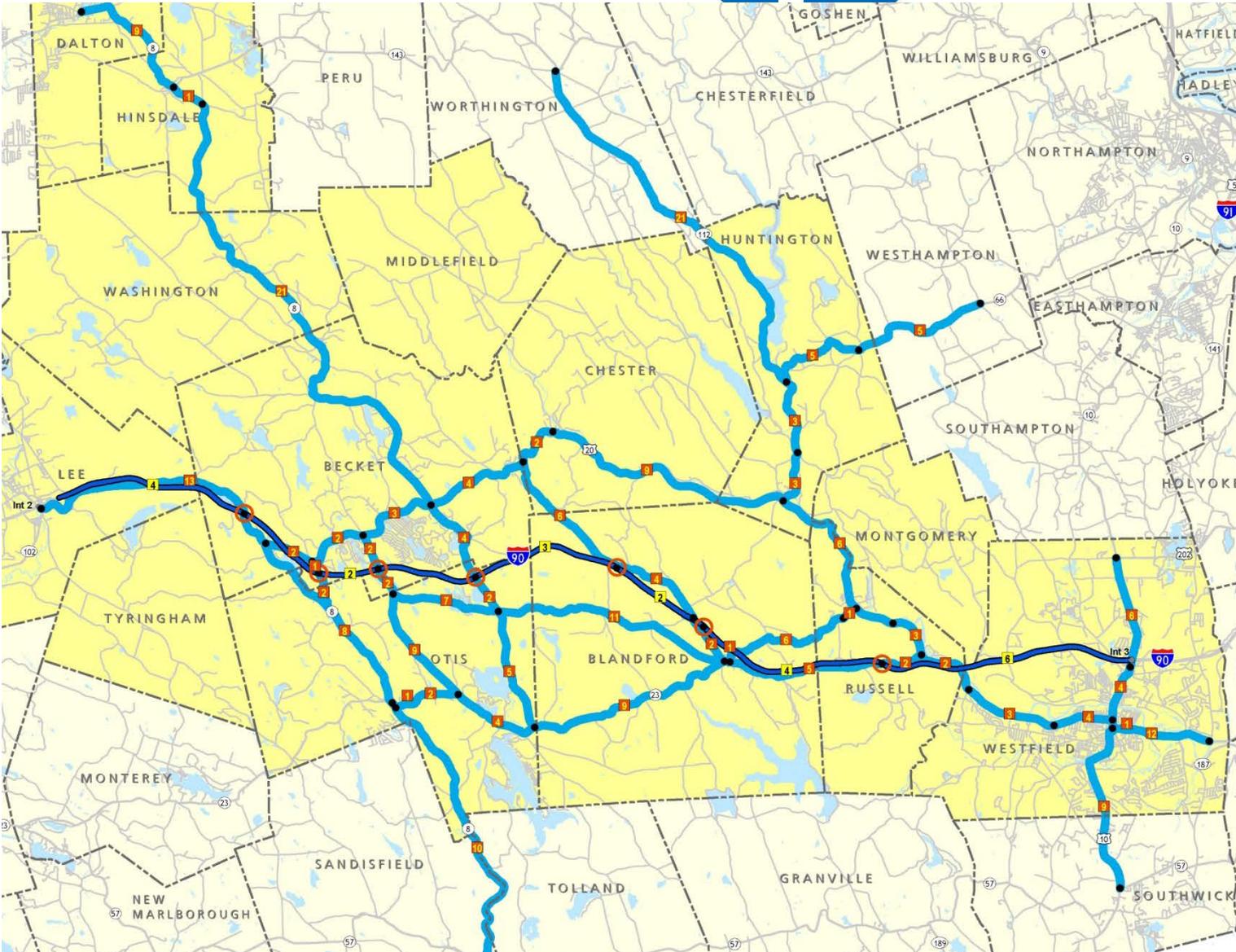
**AECOM** Imagine it. Delivered.

- Segment Node
- Travel Time Segment
- I-90 Travel Time Segment
- Existing Interchange
- Possible Interchange Location
- Study Area Towns
- 12 Travel Time in Minutes
- 12 Travel Time in Minutes I-90 Segments

Source: Google maps direction query using shortest time route. Travel times reflect "typical" travel times based on roadway type and posted speed limits.

### Travel Time Segments

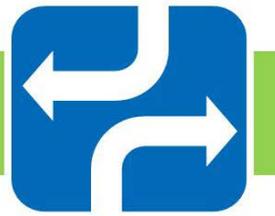
I-90 Interchange Study





### Spreadsheet Sample

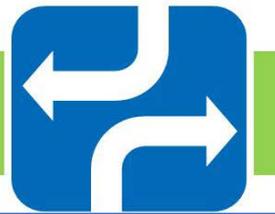
Route	Segment Start	Segment End	Travel Time	Distance	MPH
20	Exit 2 Lee	Rte 8 Otis Rd	13	7.9	36
	Rte 8 Otis Rd	Werden Rd	2	1.3	39
	Werden Rd	Johnson Rd	2	1.7	51
	Johnson Rd	Rte 8 Bonny Rigg Hill Rd	3	2.2	44
	Rte 8 Bonny Rigg Hill Rd	Blandford Rd	4	2.8	42
	Blandford Rd	Middlefield Rd Chester	2	1.4	42
	Middlefield Rd Chester	Rte 112 Huntington	9	6.8	45
	Rte 112 Huntington	Blandford Stage Rd Russell	6	3.9	39
	Blandford Stage Rd Russell	Rte 23	3	2.3	46
	Rte 23	Bates Rd Westfield	2	1.7	51
	Bates Rd Westfield	Lloyds Hill Rd Westfield	3	2.4	48
	Lloyds Hill Rd Westfield	Elm St (10/202) Westfield	4	1.5	23
	Elm St (10/202) Westfield	Main St (Rte 20 East)	1	0.2	12
	Main St (Rte 20 East)	East Mtn Road	12	5.1	26



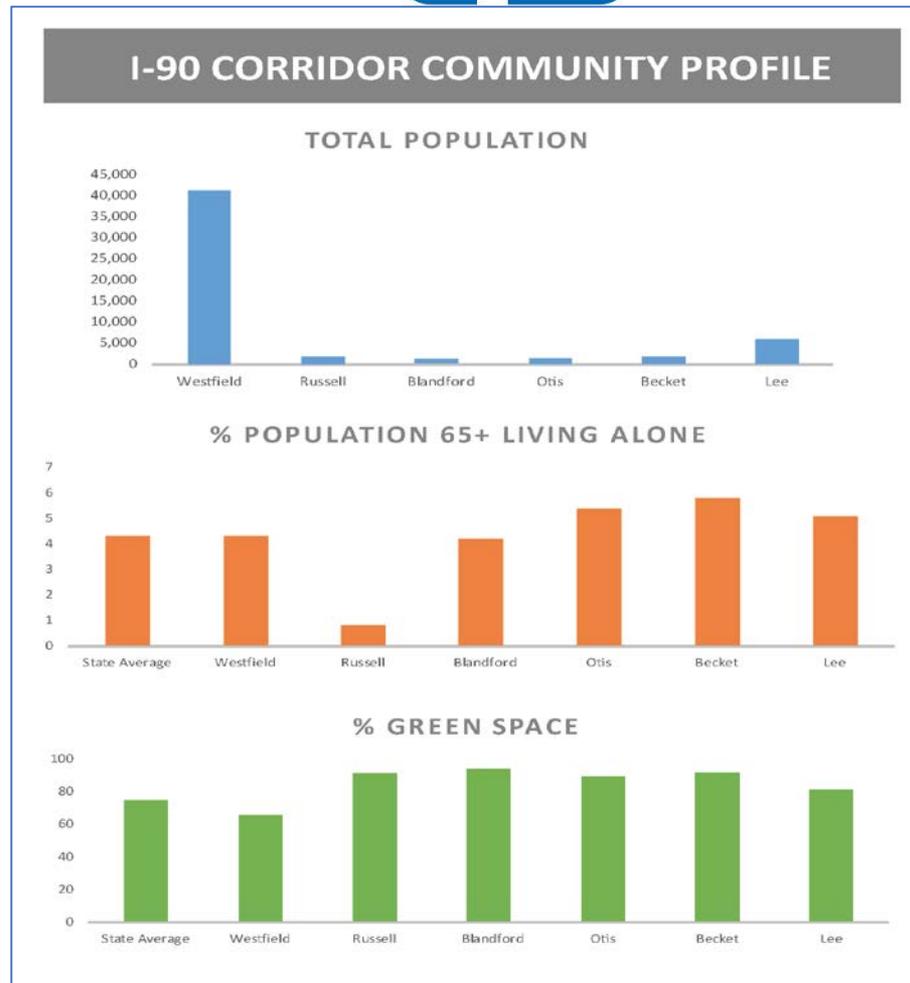
### Health Impact Analysis

- Screening analysis of communities adjacent to I-90
- Public health factors such as air quality, safety, noise, physical activity, and access to green space
- Public Health Indicators (PHI) such as living alone, days of poor physical or mental health, hospitalization
- Based on broad geographies of counties or Community Health Network Areas (CHNA)

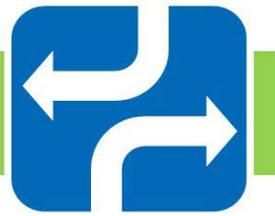
# I-90 Interchange Study



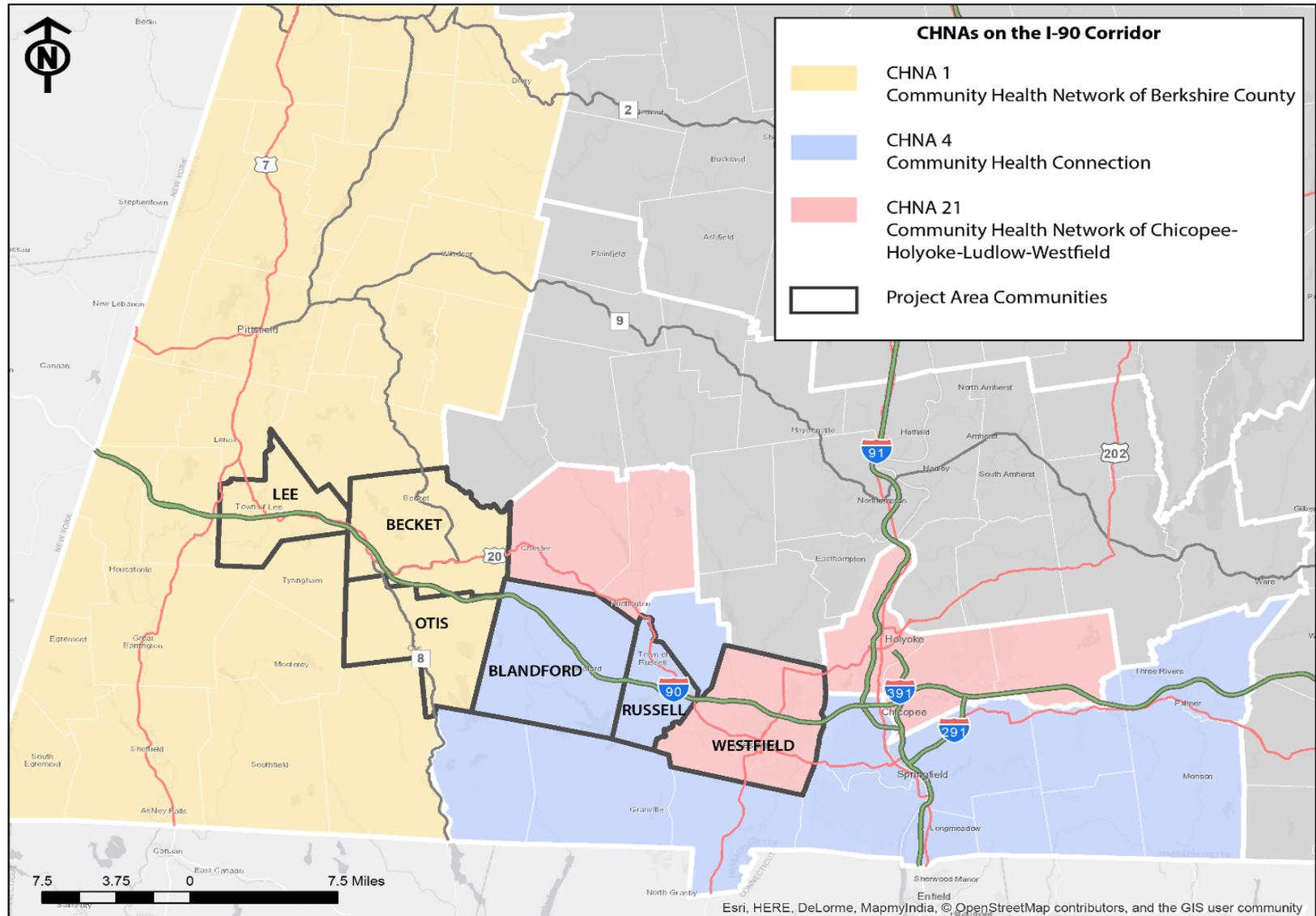
## Health Impact Analysis

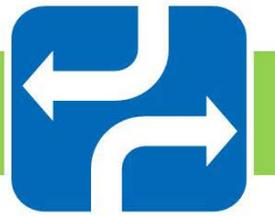


# I-90 Interchange Study

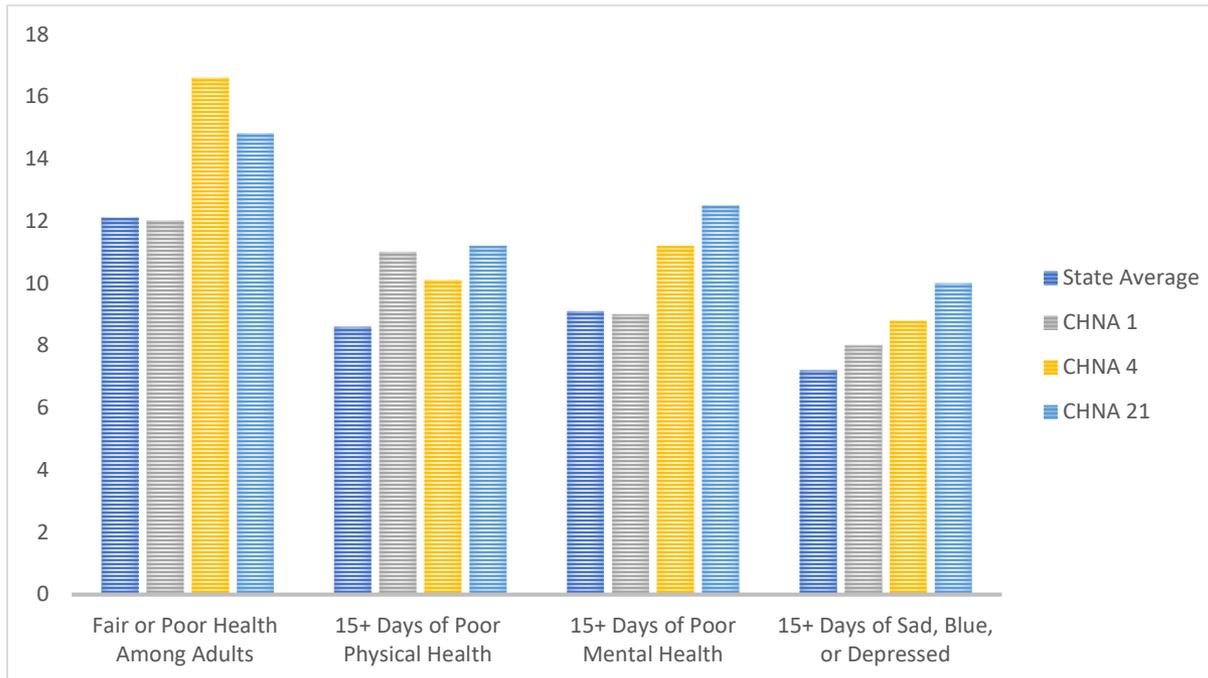


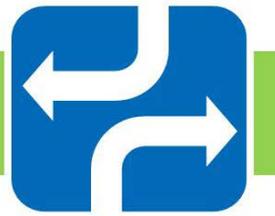
## Health Impact Analysis



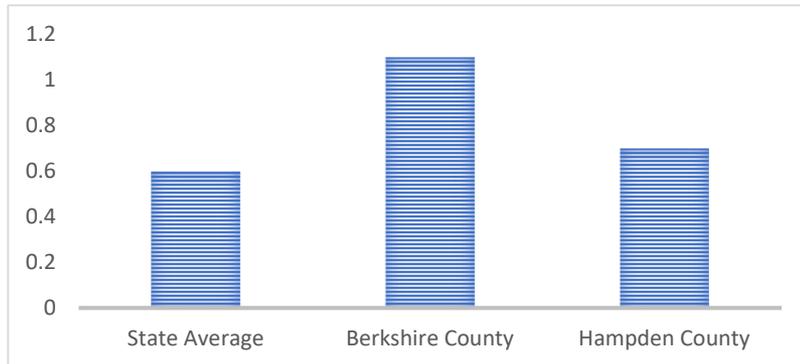


### General Health Status

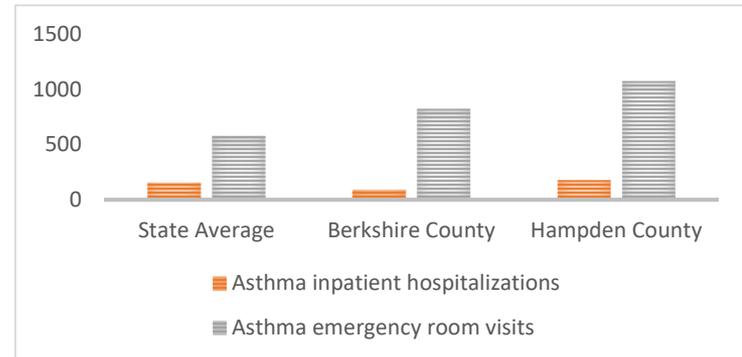


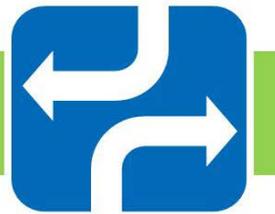


### Asthma Mortality Rate

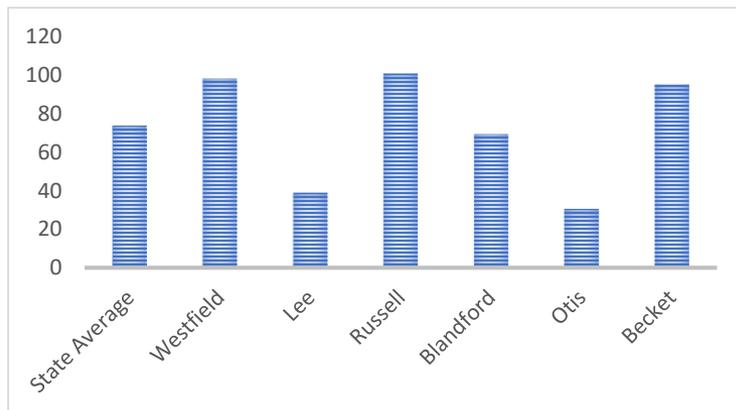


### Asthma Inpatient hospitalizations and emergency room visits

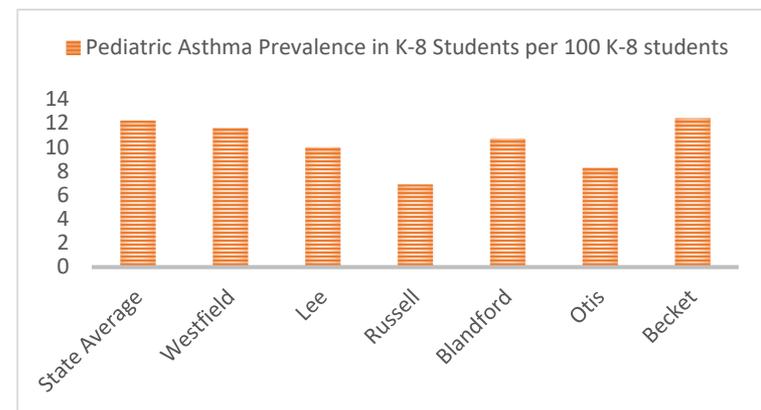


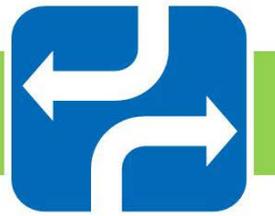


### Asthma Emergency Department Visits (age adjusted) per 10,000 People

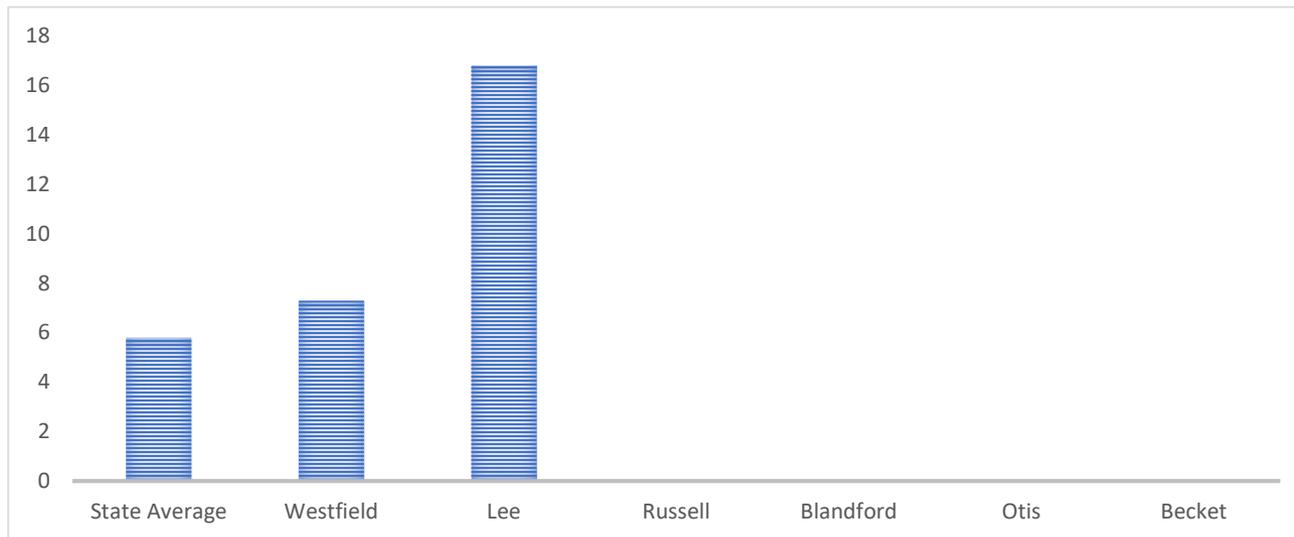


### Pediatric Asthma Prevalence in K-8 Students per 100 K-8 Students



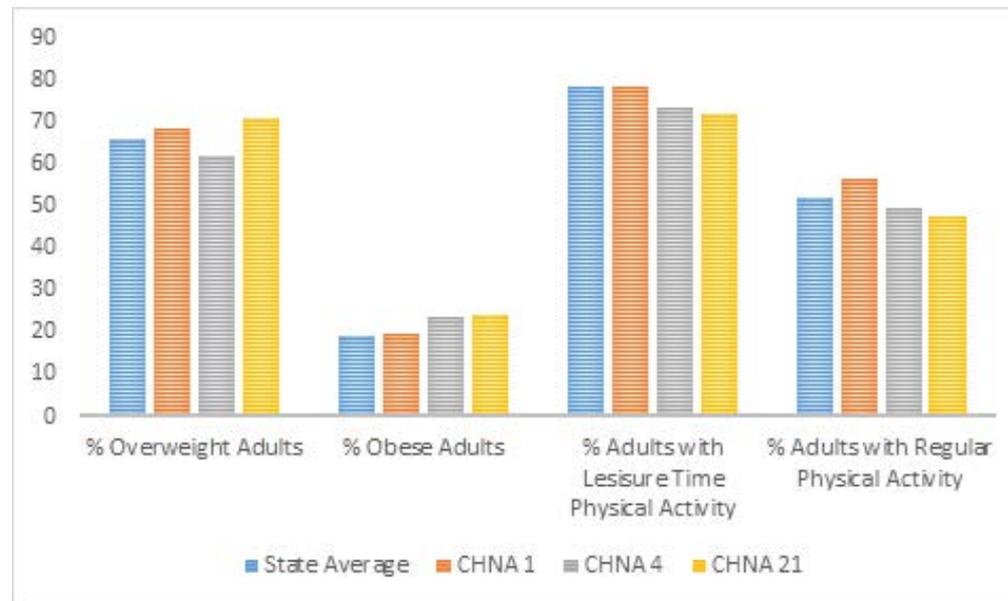


### Motor Vehicle Related Injury Deaths (Crude rate per 100,000 persons)





### Percentage of Adults who are overweight, obese, and have physical activity

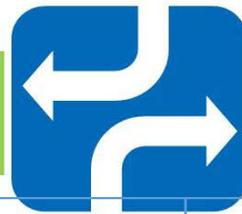




### Demographic Data Collection

- Newest demographic data is being finalized by the Projection Committee as a part of updating the Long Range Transportation Plan
  - Population
  - Workforce
  - Household
  - Employment
- Demographic projections are used in modeling of different alternatives

# I-90 Interchange Study



## Demographic Data

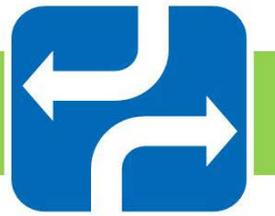
<b>Employment Sectors of I-90 Study Area*</b>			
<b>Sectors</b>	<b>Total Jobs</b>	<b>Establishments</b>	<b>Sales (\$) (000s)</b>
11: Agriculture, Forestry, Fishing and Hunting	138	22	18,456
21: Mining, Quarrying, and Oil and Gas Extraction	22	3	2,243
22: Utilities	276	12	166,164
23: Construction	1,526	274	303,144
31-33: Manufacturing	4,379	155	873,411
42: Wholesale trade	1,744	105	2,113,339
44-45: Retail trade	4,374	425	1,038,450
48-49: Transportation and warehousing	940	62	112,248
51: Information	283	38	44,510
52: Finance and insurance	663	205	133,673
53: Real estate and rental and leasing	696	120	82,872
54: Professional, scientific, & technical svcs	1,154	212	127,462
55: Management of Companies and Enterprises	89	3	1,553
56: Admin&supp. and waste mgt &remed. svcs	1,098	93	159,076
61: Educational Services	3,474	83	3,164
62: Health care and social assistance	4,264	458	285,406
71: Arts, entertainment, and recreation	566	62	37,794
72: Accommodation and food services	3,607	217	415,581
81: Other services (except pub admin)	1,918	342	61,549
92: Public Administration	1,574	217	
99: Unassigned	402	93	
<b>TOTAL All Industries</b>	<b>33,187</b>	<b>3,201</b>	<b>5,980,095</b>

*\*Preliminary Data*

*Source: Mass Department of Labor, ES202 Data Series, Adjusted Values, 2016: and FXM Associates*



# I-90 Interchange Study



## Demographic Data

### I-90 Study Area Wages\*

Sectors	Berkshire County	Hampshire County	Hampden County	State of MA
11: Agriculture, Foetry, Fishing and Hunting	\$25,896	\$23,244	\$28,184	\$56,576
22: Utilities	\$89,388	\$89,804	\$100,620	\$101,036
23: Construction	\$56,056	\$52,312	\$62,192	\$72,228
31-33: Manufacturing	\$75,192	\$57,876	\$60,060	\$86,372
42: Wholesale trade	\$54,756	\$62,088	\$67,548	\$93,548
44-45: Retail trade	\$29,224	\$28,808	\$29,900	\$32,344
48-49: Transportation and warehousing	\$39,104	\$39,936	\$48,412	\$53,144
51: Information	\$42,952	\$49,400	\$54,860	\$105,768
52: Finance and insurance	\$78,988	\$59,540	\$105,352	\$144,612
53: Real estate and rental and leasing	\$40,612	\$42,432	\$43,316	\$74,568
54: Professional, scientific, & technical svcs	\$72,748	\$63,024	\$67,860	\$121,160
55: Management of Companies and Enterprises	\$63,284	\$47,476	\$96,876	\$130,780
56: Admin&supp. and waste mgt &remed. svcs	\$39,104	\$32,240	\$31,876	\$45,448
61: Educational Services	\$48,828	\$56,732	\$46,540	\$60,060
62: Health care and social assistance	\$47,060	\$43,732	\$44,928	\$54,600
71: Arts, entertainment, and recreation	\$26,104	\$19,708	\$20,436	\$37,284
72: Accommodation and food services	\$21,060	\$18,304	\$17,628	\$23,348
81: Other services (except pub admin)	\$28,756	\$32,084	\$30,888	\$36,348
Average All Industries	\$45,032	\$44,980	\$47,892	\$67,444

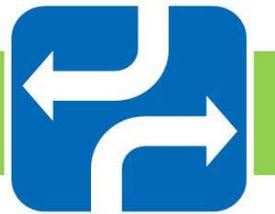
Local wages substantially less than Statewide averages overall.

\*Preliminary Data

Source: Mass Department of Labor, ES202 Data Series, Adjusted Values, 2016: and FXM Associates



# I-90 Interchange Study



## Demographic Data

### Job Percentages \*

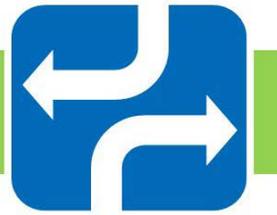
Sectors	I-90 Study Area	Berkshire County	Hampshire County	Hampden County
11: Agriculture, Forestry, Fishing and Hunting	0.4%	0.3%	0.6%	0.1%
22: Utilities	0.8%	0.5%	0.2%	0.9%
23: Construction	4.6%	5.2%	3.8%	3.9%
31-33: Manufacturing	13.2%	7.5%	3.8%	9.0%
42: Wholesale trade	5.3%	1.7%	3.4%	2.9%
44-45: Retail trade	13.2%	13.4%	11.5%	10.7%
48-49: Transportation and warehousing	2.8%	1.8%	1.9%	4.4%
51: Information	0.9%	1.3%	1.3%	1.3%
52: Finance and insurance	2.0%	3.2%	2.1%	3.9%
53: Real estate and rental and leasing	2.1%	0.9%	1.0%	1.1%
54: Professional, scientific, & technical svcs	3.5%	4.5%	3.0%	2.7%
55: Management of Companies and Enterprises	0.3%	0.4%	0.8%	1.3%
56: Admin&supp. and waste mgt &remed. svcs	3.3%	3.6%	2.6%	4.1%
61: Educational Services	10.5%	12.1%	28.1%	10.5%
62: Health care and social assistance	12.8%	20.7%	16.4%	26.2%
71: Arts, entertainment, and recreation	1.7%	3.5%	1.8%	1.9%
72: Accommodation and food services	10.9%	11.5%	9.8%	7.4%
81: Other services (except pub admin)	5.8%	3.8%	3.3%	3.3%
92: Public Administration	4.7%	4.1%	4.3%	4.5%

Study Area has higher concentration of manufacturing jobs, lower concentration of health care and social assistance jobs.

\*Preliminary Data

Source: Mass Department of Labor, ES202 Data Series, Adjusted Values, 2016: and FXM Associates



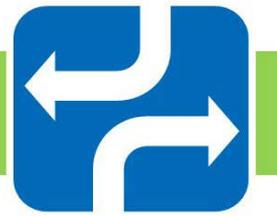


## Constraints Mapping/Initial Location Investigation





# I-90 Interchange Study



Constraints Mapping/  
Location Investigation

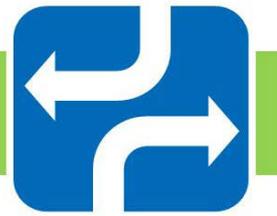
## Algerie Road, Otis

- 11.8 miles to Exit 2 /  
17.9 miles to Exit 3
- Wetlands in three quadrants
- State Forest
- Steep slopes





# I-90 Interchange Study



Constraints Mapping/  
Location Investigation

## Blandford Service Center, Blandford

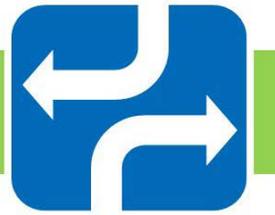
- 18.4 miles to Exit 2 /  
11.3 miles to Exit 3
- Some wetland areas
- Shared use of Service  
Center roadway  
infrastructure
- Potential connection to  
North Street
- Additional MassDOT  
property on WB side of I-90



**massDOT**  
Massachusetts Department of Transportation

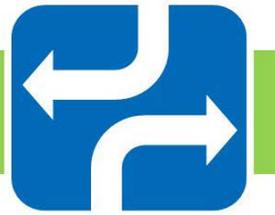
**AECOM**





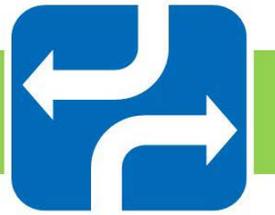
## Meetings with MassDOT Highway Design and MassDOT Environmental

- Discussion of design guidelines, level of detail, interchange configurations
- Will continue meetings as study progresses



### Ongoing Outreach

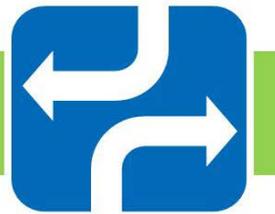
- Regional Planning Commissions
- Chambers of Commerce
- Economic Development groups
- Local businesses



### Next Steps

- Next Working Group meeting: August 2018
- Next Open House Workshop: September 2018
- Continued Data Collection and Analysis
- Continued Design Development

# I-90 Interchange Study



## Schedule

	2018											
	February	March	April	May	June	July	August	September	October	November	December	
<b>Task 1: Study Area, Goals and Objectives, Evaluation Criteria, and Public Participation</b>							★	★			★	★
Study Area												
Goals and Objectives												
Evaluation Criteria												
Public Participation Plan												
<b>Task 2: Existing Conditions, Future No-Build Conditions, and Issues Evaluation</b>												
Existing Conditions and Data Collection												
Future Year Conditions												
Definition & Evaluation of Issues & Opportunities												
Constraints Identification												
<b>Task 3: Alternatives Development</b>												
Design Development												
<b>Task 4: Alternatives Analysis</b>												
Mobility & Accessibility Analysis												
Safety Analysis												
Environmental Effects Analysis												
Public Health Analysis												
Land Use & Economic Development Analysis												
Community Effects/Title VI/Environmental Justice Analysis												
Cost Analysis												
<b>Task 5: Recommendations</b>												
Recommendations												
<b>Task 6: Final Report</b>												
Draft and Final Report												

- ★ = Tentative date for next Working Group Meeting
- ★ = Tentative date for next Public Meeting

