



DESIGN PUBLIC HEARING

**APRIL 23, 2012**

AT

**TOWN HALL AUDITORIUM**

**730 MASSACHUSETTS AVENUE**

**ARLINGTON, MASSACHUSETTS**

**7:00 PM**

(DOORS OPEN AT 6:30 PM)

FOR THE PROPOSED

**BIKEWAY CONNECTION AT THE INTERSECTION OF  
MASSACHUSETTS AVENUE, PLEASANT STREET, AND MYSTIC STREET**

Project Management  
Project No. 606885

IN THE **TOWN OF ARLINGTON, MASSACHUSETTS**

THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION

FRANCIS A. DEPAOLA, P.E.  
HIGHWAY ADMINISTRATOR

THOMAS F. BRODERICK, P.E.  
CHIEF ENGINEER

**THE COMMONWEALTH OF MASSACHUSETTS**  
**MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION**  
**NOTICE OF A PUBLIC HEARING**  
**Project File No. 606885**

A Design Public Hearing will be held by MassDOT to discuss the proposed mobility improvements at Massachusetts Avenue, Pleasant Street, and Mystic Street to improve pedestrian and bicyclist safety in Arlington, MA.

**WHERE:**           **Arlington Town Hall Auditorium**  
                  **730 Massachusetts Avenue**  
                  **Arlington, MA**

**WHEN:**           **Tuesday, April 23, 2013 @ 7:00 p.m.**

**PURPOSE:**       The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed intersection improvements at Massachusetts Avenue, Pleasant Street, and Mystic Street. All views and comments made at the hearing will be reviewed and considered to the maximum extent possible.

**PROPOSAL:**      The proposed project will consist of reconstructing the intersection of Massachusetts Avenue, Pleasant Street, and Mystic Street and providing a connection for the Minuteman Bikeway through the intersection, to improve roadway safety and mobility for all users. The project will incorporate designated roadway facilities for cyclists as well as traffic signal and pavement marking improvements for vehicles and pedestrians. The project is intended to improve safety through the intersection by reducing the number of vehicle, cyclist, and pedestrian conflicts within the intersections and improving mobility by increasing the efficiency of traffic signals.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. The town is responsible for acquiring all needed rights in private or public lands. MassDOT's policy concerning land acquisitions will be discussed at this hearing.

Written views received by MassDOT subsequent to the date of this notice and up to five (5) days prior to the date of the hearing shall be displayed for public inspection and copying at the time and date listed above. Plans will be on display one-half hour before the hearing begins, with an engineer in attendance to answer questions regarding this project. A project handout will be available on the MassDOT website listed below.

Written statements and other exhibits in place of, or in addition to, oral statements made at the Public Hearing regarding the proposed undertaking are to be submitted to Thomas F. Broderick, P.E., Chief Engineer, MassDOT, 10 Park Plaza, Boston, MA 02116, Attention: David Shedd, Project Management Project File No. 606885. Such submissions will also be accepted at the hearing. Mailed statements and exhibits intended for inclusion in the public hearing transcript must be postmarked within ten (10) business days of this Public Hearing. Project inquiries may be emailed to [dot.feedback.highway@state.ma.us](mailto:dot.feedback.highway@state.ma.us)

This location is accessible to people with disabilities. MassDOT provides reasonable accommodations and/or language assistance free of charge upon request (including but not limited to interpreters in American Sign Language and languages other than English, open or closed captioning for videos, assistive listening devices and alternate material formats, such as audio tapes, Braille and large print), as available. For accommodation or language assistance, please contact MassDOT's Chief Diversity and Civil Rights Officer by phone (857-368-8580), fax (857-368-0602), TTD/TTY (857-368-0603) or by email ([MassDOT.CivilRights@dot.state.ma.us](mailto:MassDOT.CivilRights@dot.state.ma.us)). Requests should be made as soon as possible prior to the meeting, and for more difficult to arrange services including sign-language, CART or language translation or interpretation, requests should be made at least ten (10) business days before the meeting.

In case of inclement weather, hearing cancellation announcements will be posted on the MassDOT website <http://www.massdot.state.ma.us/Highway>.

FRANCIS A. DEPAOLA, P.E.  
HIGHWAY ADMINISTRATOR

THOMAS F. BRODERICK, P.E.  
CHIEF ENGINEER



Deval L. Patrick, Governor  
Timothy P. Murray, Lt. Governor  
Richard A. Davey, Secretary & CEO  
Frank DePaola, Administrator



Dear Concerned Citizen:

The Massachusetts Department of Transportation (MassDOT) is committed to building and maintaining a transportation infrastructure that is both safe and efficient for all who use our roadways, bridges, bicycle facilities and pedestrian paths, while maintaining the integrity of the environment.

As part of the design process for this project, we are conducting this public hearing to explain the proposed improvements, listen to your comments and answer any questions you may have. At the conclusion of the hearing, MassDOT will review all of your comments and, where feasible, incorporate them into the design of the project.

We recognize that road and bridge construction can create inconveniences for the public. MassDOT places a great deal of emphasis on minimizing the temporary disruptive effects of construction.

MassDOT encourages input from local communities and values your opinions. Please be assured that we will undertake no project without addressing the concerns of the community.

Sincerely,

Frank DePaola  
Administrator, Highway Division

## **WHAT IS A PUBLIC HEARING?**

### **WHY A PUBLIC HEARING?**

To provide an assured method whereby the Commonwealth of Massachusetts can furnish to the public information concerning the State's highway construction proposals, and to afford every interested resident of the area an opportunity to be heard on any proposed project. At the same time, the hearings afford the Commonwealth an additional opportunity to receive information from local sources which would be of value to the State in making its final decisions to what design should be advanced for development.

### **WHY NOT A VOTE ON HIGHWAY PLANS?**

The hearings are not intended to be a popular referendum for the purpose of determining the nature of a proposed improvement by a majority of those present. They do not relieve the duly constituted officials of a State highway department of the necessity for making decisions in State highway matters for which they are charged with full responsibility.

### **WHAT DOES A PUBLIC HEARING ACCOMPLISH?**

It is designed to ensure the opportunity for, or the availability of, a forum to provide factual information which is pertinent to the determination of the final alternative considered by the state to best serve the public interest, and on which improvement projects are proposed to be undertaken.

It is important that the people of the area express their views in regard to the proposal being presented, so that views can be properly recorded in the minutes of the meeting. These minutes will be carefully studied and taken into consideration in the determination of the final design.

## **RIGHT OF WAY ISSUES**

A secure right of way is necessary for this project. Permanent and Temporary construction easements may be required. Your municipality is responsible for acquiring all necessary rights in private or public lands. If your property is affected, your rights are fully protected under law.

### 1. REASON FOR PROJECT

The completion of this project will serve local needs. The proposed enhancement will also be in the interest of others in the greater community, and provide for the public good.

### 2. WHO CONTACTS ME?

Representatives of the municipality have already contacted or will contact you. They will explain the procedures used in acquiring any necessary rights in land.

### 3. WHAT ABOUT DONATIONS? WHAT IS A RIGHT OF ENTRY?

Town officials will often seek donations, of parcels, where permanent rights are required. This procedure will minimize the acquisition cost for your community.

A Right of Entry is a document that is signed by the owner. It allows the Contractor to perform certain types of work on the owner's land. The work is usually minor in nature and frequently consists of loaming/seeding behind sidewalks, new driveway apron work, grading/sloping, and wetland protection, etc. The rights granted are temporary in nature.

### 4. WHAT IS A FAIR PRICE FOR THE ACQUIRED PARCELS?

In the event that donations are not considered, or completed, every effort will be made to ensure that an equitable value is awarded. Municipal and/or outside appraisers will complete an appraisal. Consideration is given to the type of rights needed, whether in fee, permanent or temporary easements. The appraisal will be the basis for arriving at a fair price (for damages that result).

### 5. MUST I ACCEPT THE MUNICIPALITY OFFER?

No, if the owner feels that the offer is not fair the owner may petition the courts. This action does not stop or delay the acquisition. The action must occur within 3 years. The owner(s) may be paid pro tanto (for the time being). The pro tanto payment will not prejudice the court's final decision.



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**Figure 1:**                                      **Site Locus Plan**  
**Project Number 606885**  
**Arlington, Massachusetts**  
**Areas highlighted in blue are within the project limits of work**

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## **MOBILITY IMPROVEMENTS OF INTERSECTIONS ALONG MASSACHUSETTS AVENUE, PLEASANT STREET, AND MYSTIC STREET IN ARLINGTON, MA**

### **Project Description**

The objective of this project is to provide mobility and safety improvements for all modes of transportation within the project area. It also seeks to connect the gap in the Minuteman Bikeway as it traverses the intersection of Massachusetts Avenue and Route 60 in Arlington Center. The Town of Arlington held several open workshops during the summer of 2012 with stakeholders including local officials, citizens as well as MassDOT representatives to establish the goals of the project and identify a proposed alternative.

### **Project Scope**

MassDOT, in association with the Town of Arlington, is proposing to reconstruct the intersection of Massachusetts Avenue, Pleasant Street, and Mystic Street. Massachusetts Avenue has been designated by the Bureau of Transportation Planning and Development as an urban principal arterial roadway, and both Pleasant and Mystic streets as urban arterial roadways.

Due to the lack of bicycle facilities on Mystic Street and Massachusetts Avenue, cyclists riding on the Minuteman Bikeway are forced to walk their bicycles as pedestrians or maneuver dangerously through the intersection at Massachusetts Avenue/Pleasant Street/Mystic Street with vehicular traffic. The project will provide bicycle lanes to connect the ends of the Minuteman Bikeway through Arlington Center while improving vehicle and pedestrian mobility. The project also proposes signal timing improvements at the intersections of Mystic Street/Chestnut Street and Massachusetts Avenue/Medford Street.

The intersection of Massachusetts Avenue/Pleasant Street/Mystic Street experienced 49 crashes from January 2008 – July 2011. The majority of these crashes were rear-end collisions; there were two crashes involving pedestrians and two involving bicyclists.

Proposed improvements to the traffic signal timing and adding coordination between the signals will maintain the current traffic operations over the next 20 years.

The operational and safety improvements included the following:

- Designated five-foot bicycle lanes on Massachusetts Avenue between Mystic Street and Swan Place;
- Retained 7-foot parking lane on the south side of Massachusetts Avenue to service patrons of Arlington Center ;
- Reduced center median from 6 feet to 2.5 feet in width to maintain physical separation between both directions of traffic on Massachusetts Avenue;
- Reduced 10.5-foot travel lane widths to maintain existing roadway cross-section;
- Decreased the number of potential conflicts points within the intersection;
- A new pavement overlay within the project limits

- New signage and pavement markings
- ADA compliant accessible ramps
- Proposed traffic signal equipment at the Massachusetts Avenue/Pleasant Street/Mystic Street intersection and the Massachusetts Avenue/Swan Place intersection. All signals within the project area will be coordinated.

### **Project Limits**

The limits of work on Massachusetts Avenue extend from Water Street to Medford Street. On Pleasant Street, the limit extends 150 feet south from Massachusetts Avenue and on Mystic Street the limits extend 600 feet north from Massachusetts Avenue.

### **Right of Way Impacts**

The proposed design will require alterations to the existing right-of-way. Permanent easements will be required to improve intersection geometry, accommodate signal equipment, and install ADA-compliant wheelchair ramps. Temporary construction easements will be required to allow the Contractor onto abutting properties to facilitate construction and final grading.

### **Maintenance of Traffic During Construction**

The construction of this project will involve the modification of roadway width and minor curb work. The work will be phased to minimize disruption to vehicular, bike and pedestrian traffic.

### **Environmental Impacts**

The project does not exceed any of the Massachusetts Environmental Policy Act (MEPA) thresholds and will not require an Environmental Notification Form (ENF) to be filed.

The project is not located within any wetland resource areas or their buffer zones. The project does not impact land designated as estimated and priority habitat. The project will not have a significant impact on properties protected by the National Historic Preservation Act. It is anticipated the project will have no adverse effects to cultural, historical, and archaeological resources within the vicinity of the project area.

### **Project Status**

Plans shown this evening are 25% complete. The project is currently scheduled for advertisement this fall with construction likely to start in Spring 2014.

### **Project Costs**

Based on the 25% design, the estimated construction cost of this project is approximately \$1.4 million.



Please Fold and Tape



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Please Place  
Appropriate  
Postage Here

Thomas F. Broderick, P.E.  
Chief Engineer  
MassDOT, Highway Division  
10 Park Plaza  
Boston, MA 02116-3973

RE: Public Information Update  
**INTERSECTION IMPROVEMENTS PROJECT**  
**ARLINGTON, MA**  
Project File No. **606885**

