



25% DESIGN PUBLIC HEARING

March 1, 2018

AT

**BOSTON WATER AND SEWER COMMISSION
980 HARRISON AVENUE**

ROXBURY, MASSACHUSETTS

7:00 PM

FOR THE PROPOSED

RECONSTRUCTION OF MELNEA CASS BOULEVARD PROJECT

PROJECT FILE NO. 605789

IN THE CITY OF BOSTON, MASSACHUSETTS

**COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION**

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION
NOTICE OF A PUBLIC HEARING
Project File No. 605789

A Design Public Hearing will be held by MassDOT to discuss the proposed Reconstruction of Melnea Cass Boulevard project in Boston, MA.

WHERE: Boston Water and Sewer Commission
980 Harrison Avenue
Roxbury, MA 02119

WHEN: Thursday, March 1st @ 7:00PM

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed Reconstruction of Melnea Cass Boulevard project. All views and comments made at the hearing will be reviewed and considered to the maximum extent possible.

PROPOSAL: The mile long Complete Streets focused Reconstruction of Melnea Cass Boulevard project looks to enhance public safety and provide multi-modal travel options for all users while serving the regional traffic demand on the corridor. The project will reconstruct all pedestrian and bicycle facilities, reconstruct roadway pavements, update traffic signal equipment, enhance storm-water management, invest in landscape architecture, and include protected intersections. The proposed typical roadway cross-section will include two 10.5 foot travel lanes in each direction with 10.5 foot turning lanes. Sidewalks ranging from 7 to 8 feet in width will be provided along both sides of the Boulevard. Bicycle accommodations consisting of 6 to 8 feet wide separated bike lanes are provided in accordance with applicable design guides.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. The City of Boston 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 made 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 Patricia A. Leavenworth, P.E., Chief Engineer, MassDOT, 10 Park Plaza, Boston, MA 02116, Attention: Highway Design, Project File No. 605789. 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

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). 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 internet at <http://www.massdot.state.ma.us/Highway/>

JONATHAN L. GULLIVER
HIGHWAY ADMINISTRATOR

PATRICIA A. LEAVENWORTH, P.E.
CHIEF ENGINEER



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,
Patricia A Leavenworth, P. E. Chief
Engineer

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. Temporary construction easements may be required. The City of Boston 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?

Local 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.

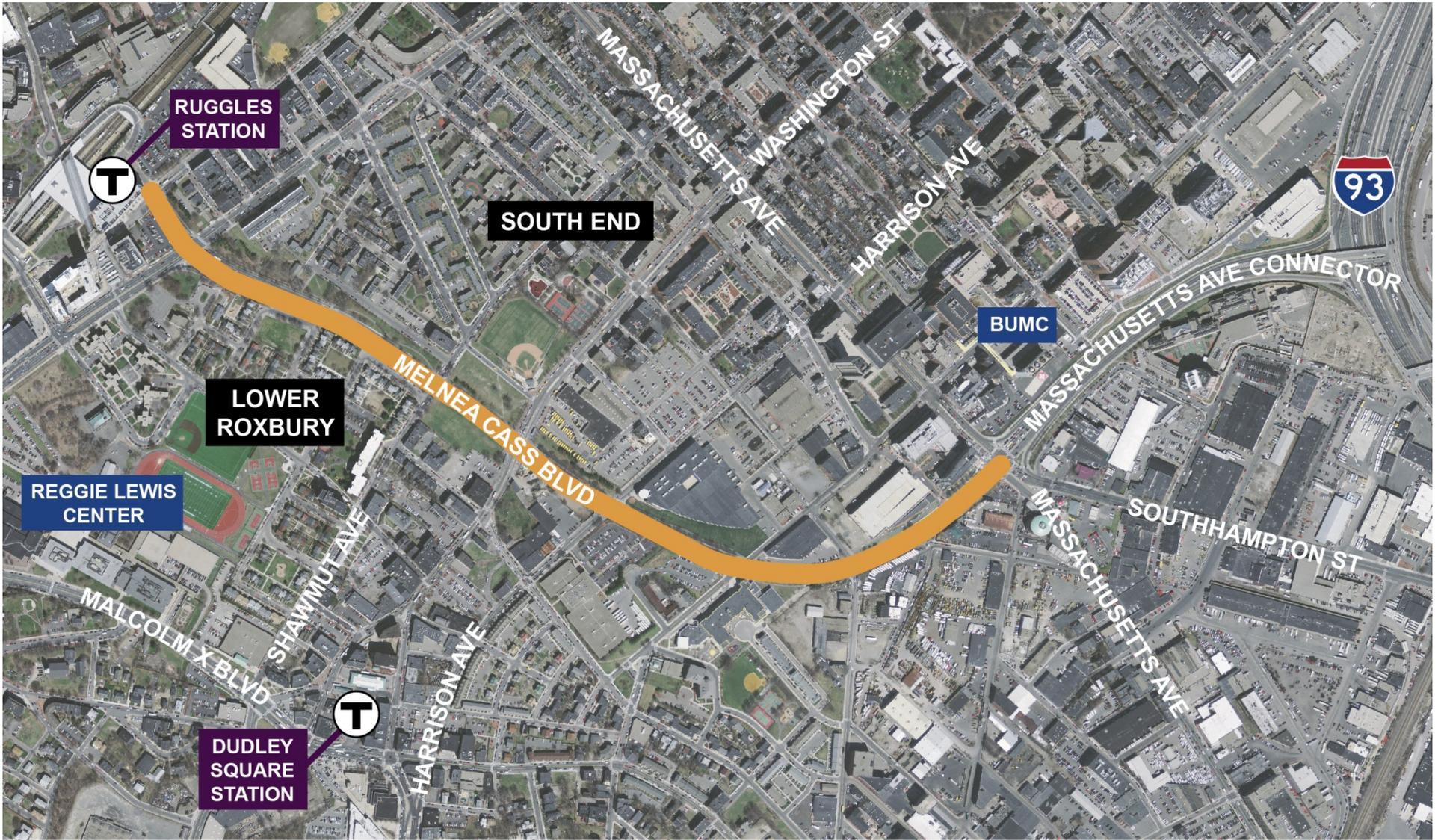


Figure 1: Project Map

Project Location

MassDOT proposes to reconstruct Melnea Cass Boulevard, which is owned and maintained by the City of Boston, from Columbus Avenue to Massachusetts Avenue. This 0.9 mile long stretch borders the Roxbury and South End neighborhoods.

Melnea Cass Boulevard provides access through the adjacent “Massachusetts Avenue Connector,” to I-93 and I-90. Melnea Cass Boulevard is classified as an urban principal arterial located on the National Highway System that runs generally east-west. It carries all modes of traffic throughout its limits and serves an Average Daily Traffic of over 30,000 vehicles per day.

Purpose

The purpose of the project is to provide improvements to multimodal access, safety, and operations for all users of Melnea Cass Boulevard and its connecting streets. The proposed project will reconstruct pedestrian and bicycle facilities, repair and reconstruct roadway pavements, update traffic signal equipment, provide accessible ADA accommodations, enhance storm-water management, invest in landscape architecture, provide raised crossings & tabled intersections, and include protected intersections.

Existing Conditions

Within the project area, Melnea Cass Boulevard provides two lanes of 11-16 feet in width in each direction with additional left turn lanes at Tremont Street, Shawmut Avenue, Washington Street, Harrison Avenue, Albany Street, and Hampden Street. All of the intersections along the boulevard are signalized except for the intersection with Northampton Street (Crosstown Drive) and the proposed connection to Brook Marshall Road.

The corridor contains a mix of residential development, commercial uses, and public & private facilities. There are 6 - 7ft sidewalks located adjacent to the roadway for the full length of the corridor with areas that are not fully compliant with current pedestrian accessibility standards.

Melnea Cass Boulevard also carries the 8 - 10 foot wide South Bay Harbor Trail as bicycle accommodations for the full length of the corridor from Massachusetts Avenue to its connection to the Southwest Corridor located on the western side of Columbus Avenue.

Within the project area the Massachusetts Bay Transit Authority (MBTA) operates several public transit services including buses, the Silver Line, the Orange line, and Commuter Rail. Additionally, both the Brigham and Women’s & Longwood Medical Facilities operate shuttle services that utilize routes within the project area, and Boston Public Schools operate school buses on routes within the project area that also service the Orchard Gardens K-8 School.

Melnea Cass Boulevard also serves as a primary route for emergency response stakeholders including Boston Emergency Medical Services, Boston Fire Department, and Boston Police.

The pavement and pavement markings for the roadway, sidewalks, and existing South Bay Harbor Bike Trail vary from good to poor condition. Signage along Melnea Cass Boulevard is generally in good condition. There is no posted speed limit along the corridor.

Proposed Project

The proposed design provides accommodations that aim to change the character of Melnea Cass Boulevard, accommodate the regional traffic demand, and balance the available area to provide safe and accessible facilities for all users. Generally the roadway cross section consists of two 10.5 foot travel lanes, a mix of raised cobblestone and planted medians between 10.5 foot turning lanes, and 2 foot right shoulders in each direction.

Sidewalks are proposed to be widened to an average width of 8 feet and reconstructed for the full length of the corridor. Sidewalks are also proposed adjacent to landscaped areas, development, and neighborhoods to improve local accessibility. One-way buffered separated bike lanes averaging between 6.5 to 8 feet are proposed along both sides of the Melnea Cass Boulevard to balance accessibility and mobility throughout the corridor.

Each intersection will incorporate protected intersections. This treatment is proposed to provide separation, improved visibility, and safer interactions between all road users. Raised crossings and tabled intersections are also proposed to enhanced pedestrian and bicyclist visibility while adding targeted traffic calming throughout the corridor.

All signal equipment and signal timing will be upgraded for the full length of the corridor to include accessible pedestrian signals and push buttons. Separate bicycle signals are also proposed to provide indication to cyclists.

Project Schedule

The project is currently at the 25% Design Stage. The design phase is anticipated to proceed with 75%, 100%, and Final design submissions. This project is on the 2019 Transportation Improvement Program and is projected to be advertised for construction in Fiscal Year 2019.

Project Costs

The estimated total contract cost for this project is approximately \$25,000,000.

Please Fold and Tape



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Patricia A. Leavenworth, P.E.
Chief Engineer
MassDOT – Highway Division
10 Park Plaza
Boston, MA 02116-3973

RE: Public Hearing
RECONSTRUCTION OF MELNEA CASS BOULEVARD
BOSTON
Project File No. 605789
Attn. Roadway Project Management

