



**DESIGN PUBLIC HEARING**

**APRIL 26, 2017**

**AT**

**BROOKLINE TOWN HALL**

**BROOKLINE, MASSACHUSETTS**

**7:00 PM**

**FOR THE PROPOSED**

**GATEWAY EAST  
INTERSECTION IMPROVEMENT PROJECT  
WASHINGTON STREET (ROUTE 9) AND WALNUT STREET  
Project No. 605110**

**Roadway Project Management**

**IN THE TOWN OF BROOKLINE, MASSACHUSETTS**

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

**THOMAS J. TINLIN  
HIGHWAY ADMINISTRATOR**

**PATRICIA A. LEAVENWORTH, P.E.  
CHIEF ENGINEER**

**THE COMMONWEALTH OF MASSACHUSETTS**  
**MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION**  
**NOTICE OF A PUBLIC HEARING**  
**Project File No. 605110**

A Design Public Hearing will be held by MassDOT to discuss the proposed INTERSECTION IMPROVEMENTS - WASHINGTON STREET (ROUTE 9) AND WALNUT STREET project in Brookline, MA.

WHERE: Brookline Town Hall  
333 Washington Street, Room 103  
Brookline, MA 02445

WHEN: Wednesday, April 26, 2017 @ 7PM

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed INTERSECTION IMPROVEMENTS AT WASHINGTON STREET (ROUTE 9) AND WALNUT STREET project. All views and comments made at the hearing will be reviewed and considered to the maximum extent possible.

PROPOSAL: This project is intended to improve the access, safety, and connectivity for all roadway users including pedestrians, cyclists, and public transit riders through the installation/modification of traffic signals, dedicated left turn lanes, separated bicycle lanes, floating bus stops, new signalized pedestrian crossings of Route 9 at Pearl Street as well as providing connectivity to the new Emerald Necklace Bike/Pedestrian Crossing and Paths.

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 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: **Roadway Project Management**, Project File No. **605110**. 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 internet at <http://www.massdot.state.ma.us/Highway/>

[THOMAS TINLIN](#)  
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Brookline, MA 02445

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## **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. 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.



Figure 1  
Locus Map

**Brookline Village (Gateway East)  
Brookline, Massachusetts**

**GATEWAY EAST PROJECT  
INTERSECTION IMPROVEMENT PROJECT  
WASHINGTON STREET (ROUTE 9) AND WALNUT STREET**

The proposed improvements will be displayed for public viewing this evening and will be discussed in detail in order to provide as much information as possible to the citizens of Brookline. Following the presentation, MassDOT staff will lead a discussion to answer questions and gather public comment. All opinions will help to assist the Town and the Commonwealth during the next design phase and will be reviewed and considered to the maximum extent possible. Your participation and comments are greatly welcomed and appreciated.

**PROJECT LOCATION**

The project extends along Washington Street (Route 9), generally bounded by Station Street and Pearl Street on the north, Brookline Avenue and Pond Avenue on the east, Walnut Street/Juniper Street on the south, and Washington Street/Boylston Street and High Street on the west. This project consists of improving the following intersections:

- Route 9 (Boylston/Washington Street) at Washington Street/High Street,
- Route 9 (Washington Street) at Walnut Street,
- Route 9 (Washington Street) at Pearl Street,
- Route 9 (Washington Street) at Juniper Street, and
- Route 9 (Washington Street) at Brookline Avenue, and
- High Street at Walnut Street

**PROJECT PURPOSE**

The original purpose of the project (initial 25% design submitted in January 2012) was to provide enhanced pedestrian crossing opportunities at-grade across Route 9, connecting the neighborhood to the south with Brookline Village and the MBTA's Green Line at Station Street. Through the town's Gateway East planning process, urban design and streetscape changes were also proposed, as were on-road bicycle lanes along the length of Route 9.

A robust public participation process ensued after the initial 25% design and included the Town, MassDOT, designers, residents and advocacy groups. Based on this process, a revised design was developed that included separated bicycle lanes along Route 9, floating bus stops, elements of protected intersection design and an additional pedestrian crossing of Washington Street (Route 9).

The purpose of the project is to improve bicycle and pedestrian provisions along the corridor.

**PROPOSED IMPROVEMENTS**

The proposed improvements consist of reconstruction/construction of new traffic signal systems at four locations, construction of separated bicycle lanes, extension of Walnut Street east to align

with Pearl Street, pedestrian crossings, sidewalk reconstruction, ADA/AAB compliant wheelchair ramps, floating bus stops, landscape elements, street lighting, pavement resurfacing, full depth pavement reconstruction and drainage modifications.

The new design includes a protected bicycle phase at the intersections of Route 9 and Walnut/Pearl Street and Route 9 at Brookline Avenue. The use of Lead Bicycle Intervals (LBIs), concurrent bicycle signals, and two-stage left-turn boxes will be further evaluated and considered as the design proceeds to the 75% level. In addition to the separated bicycle lane, the following changes have been made to the 25% design:

- An exclusive bicycle phase at the Route 9/Pearl Street/Walnut Street and Route 9/Brookline Avenue intersections.
- A bicycle lead interval for Washington Street to run concurrent with the leading pedestrian interval at the Route 9/Washington Street/High Street intersection.
- Modifications to the proposed traffic signal phasing at Route 9 and Walnut/Pearl Street to allow for a crosswalk crossing of Route 9 on the east side.
- Updated pedestrian walk and don't walk times including a leading pedestrian intervals (LPI) at some locations.
- Floating bus stops to remove unsafe conflict points by allowing transit vehicles to remain in their own lane, riders to queue in a separated area, and provide cyclists added protection from vehicular traffic at the bus stop.
- Modifications to the traffic signal cycle lengths to match the current Boston Transportation Department (BTD) Unified Traffic Control System (UTCS).

## **TRAFFIC MANAGEMENT**

It is the intent of the project that all streets remain open to through traffic. However, work performed at intersections may require some lane reductions or temporary roadway closures to facilitate the construction process. Driveway access for abutting businesses and residences shall be maintained at all times during construction. Pedestrian and bicycle access along the corridor shall also be maintained at all times.

## **RIGHT OF WAY IMPACTS**

A secure right of way is necessary for this project. There are a few permanent easements and several temporary easements required for this project. The Town of Brookline will be responsible for securing all necessary land necessary for construction. MassDOT's policy concerning land acquisitions will be discussed at the hearing.

## **UTILITIES**

Modification to the existing drainage system will include additional catch basins and modification of existing system. Street lighting is included in this project. Minor adjustments to public and private utility facilities is anticipated due to the paving, addition of separated bicycle lanes and intersection reconfiguration.



## **PROJECT COST**

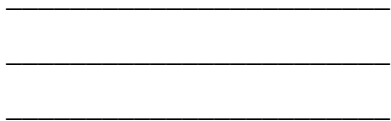
The project construction cost will be funded with a combination of federal and state funds and is currently estimated at \$7.9 million dollars.

## **PROJECT STATUS**

The plans on display tonight are currently at the 25% design phase. Comments made at this public meeting will be incorporated to the maximum extent feasible into the final design. The project is currently programmed in the Boston Metropolitan Planning Organization for the Statewide Transportation Improvement Program in fiscal year 2018. The design is expected to be completed in the spring/summer of 2018.



Please Fold and Tape



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

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