



Memorandum

Date: November 10, 2022

To: James Letterie
Town Council President
Town of Winthrop

CC: Steve Calla, DPW Director
Anthony Marino, Town Manager

From: John Morgan Jr., P.E., PTOE
Section Manager
CHA Consulting, Inc.

RE: Updated Response to Public Comments
Revere Street Roadway Project
MassDOT Project # 607244

CHA Consulting Inc. has prepared this memorandum to respond to several comments received from the Town Council and the residents of Winthrop. Below is a summary of the questions we have received to date with responses. Some of the questions were included in the October 4th memo and responses have been updated based on further evaluation.

Questions from Town Council

1. How many bicycles are currently traveling on Revere Street?

CHA through a subconsultant conducted traffic counts in June 2018 that include data on bicycle volumes. The total number of bicycles were counted at four intersections during the AM and PM peak hours. The counts indicate the following volumes for all bicycles traveling through each intersection:

- Magee's Corner Intersection (Revere St. at Main St. and Winthrop St.):
 - o 7:00 AM – 9:00 AM: 194 bicycles
 - o 4:00 PM – 6:00 PM: 21 bicycles
- Revere St. at Crest Ave. and Highland Ave.
 - o 7:00 AM – 9:00 AM: 7 bicycles
 - o 4:00 PM – 6:00 PM: 9 bicycles
- Revere St. at Kennedy Dr.
 - o 7:00 AM – 9:00 AM: 8 bicycles
 - o 1:00 PM – 3 PM: 5 bicycles
- Revere St. at Shirley St.
 - o 7:00 AM – 9:00 AM: 9 bicycles
 - o 4:00 PM – 6:00 PM: 10 bicycles

Assuming the Magee's corner 7:00 AM – 9:00 AM counts are an outlier and can be excluded from the data, [the average biking volumes along Revere Street is approximately 5 bicycles per hour.](#)

It is important to note that despite low bicycle volumes, MassDOT will still push the Town to improve the accommodations for bicycles along Revere Street in hopes of increasing biking in Winthrop and reducing vehicle congestion. MassDOT's Complete Streets policy requires all projects to provide accommodations for bicycles on both sides of the road consisting of on street bike lanes, shared use paths, or separated bike lanes or a design exception be requested. This project has already received a design exception approval from MassDOT to only provide one bike lane on the west side of the road south of Shirley Street. This maintains parking on the east side of Revere St. south of Shirley St. and is a compromise between the State's requirements for bikes and the Town's need to maintain as much parking as possible.

2. *How many parking spaces are being lost as a result of the project?*

Response updated 11/8/22

How vehicles park on Revere St. today is often inconsistent with legal parking regulations. Parking signage is unclear in areas and is also sometimes inconsistent with the parking regulations. The attached figure shows where parking is prohibited by Town ordinance, where parking is actually utilized by our observation and discussion with the Town, and where parking that is used today will be removed as a part of the project. [The result is approximately 10 on-street parking spaces will be lost.](#) However, please note that the 2 parking spaces to be removed due to the bus stop relocation on the east side Revere Street near Harvard Street will be reinstated once the MBTA discontinues Route 712 and these bus stops which is anticipated to occur over the next 5 years.

It is also important to note that parking in an intersection, as is currently allowed at the Shirley Street intersection, and parking within 20 feet of a crosswalk, is not a safe condition for vehicles and pedestrians and should be removed regardless of the decisions made around bicycle lanes and bus stops. This alone accounts for about 5 parking spaces that should be removed.

3. *Were residents and business owners notified of the parking shoulder impacts?*

A public hearing was held on April 22, 2021 that presented the proposed bicycle lanes and parking impacts.

4. *Where can I access the recording, agenda, or minutes documenting the public hearing on April 21, 2021?*

The meeting recording can be found:

<https://www.mass.gov/event/winthrop-design-public-hearing-webinar-and-comment-period-2021-04-22t010000-0400-2021-05-06t200000-0400>

5. *When will the next public hearing be on this project?*



Future public hearings will be at the discretion of the Town.

6. *Who advocated for this study? How was the consulting funded?*

The Town of Winthrop through the Department of Public Works advocated for this project. The project construction is funded through the MassDOT Transportation Improvement Program (TIP) and is required to meet state requirements. The Town of Winthrop is funding the engineering consultant hired to design the project.

7. *Is there data around traffic and pedestrian accidents that have occurred over the last 5-10 years.*

CHA evaluated crash trends along the corridor during the beginning phases of the design process. Data from 2013 – 2016 was evaluated showing a total of 60 crashes along Revere St. between Magee’s Corner and Crest Ave. Safety along a roadway is typically quantified using a “crash rate” that is based on the number of accidents, the length of the road, and vehicle traffic volumes. The crash rate for Revere Street in this area was calculated to be approximately 4.54 crashes per million vehicle miles traveled (MVMT). For comparison the statewide average for similar roadway as Revere Street is 3.8 crashes per MVMT. The crash rate for Revere Street is higher than the average. No pedestrian crashes were recorded during the 2013-2016 study period.

8. *How can the Belle Isle Marsh path be used to better accommodate the green option residents of the Town are seeking? Could this pathway have a dedicated bike path extension?*

While the Belle Isle Marsh path may support biking as a form of both transportation and recreational activity for many residents, it does not provide bicycle access to the numerous residences and businesses along Revere Street as well as the Fort Banks school. The project seeks to improve bicycle safety and access to locations that are directly adjacent to Revere Street. As noted in other responses, the requirement to provide bicycle accommodations to the maximum practical extent is a MassDOT requirement.

9. *If there is an option to widen the traffic pattern, how come that isn’t being considered to accommodate a separate/ dedicated lane for the fort banks pick and drop off that has been a major pain point for over a decade?*

The project includes widening for this very purpose. To clarify, the west side of Revere Street between the Fort Banks School and Summit Avenue will be widened to provide a shoulder/ lane that will act as a queue lane for vehicles waiting to access the Fort Banks school to reduce congestion during the AM and PM drop off/ pick up periods. This shoulder/lane will function as a bike lane during all other periods of the day. Signage will be provided to regulate this shoulder for its intended use.

10. *Would it be fair to ask for a robust report on the functionality as well as trouble spots within our current infrastructure town wide before making such a decision?*



Reports have been prepared to document the existing conditions of Revere Street within the project limits and justify the design decisions that have been implemented. A copy can be provided to the Town Council. Preparing a Town-wide report would likely delay this project and jeopardize construction funding.

11. *Why are the bus stops at Magee's Corner being moved?*

CHA has coordinated the bus stop relocations with the MBTA. We are currently re-engaging with the MBTA to see if the proposed bus stops locations can be changed. It should be noted that the MBTA plans to discontinue the 712 and 713 bus routes in the next 5 years which will remove the bus stops at Magee's corner and at Governors Drive.

The inbound (southwestbound) bus stop at Magees Corner needs to be relocated to the far side of the intersection for ADA compliancy.

We will seek to keep the outbound (northeastbound) bus stop at Magees Corner on the near side of the intersection in its current location.

Questions from Peg Tiernan Lyons (Winthrop Housing Authority)

1. *How will egress to Golden Drive and the four Overlook Drive Emergency access malls and King Gardens (>320 apartments) be impacted during construction and final completion.*

The Contractor will be required to maintain access to all private property, including Golden Drive, during the duration of the project. Temporary lane closures will be required during off-peak work hours (9 AM – 3 PM) as well as sidewalk closures when the contractor is reconstructing the roadway and sidewalks. Appropriate signage and pedestrian detours will be set up as needed. The project, once completed, does not change the function of the Golden Drive intersection.

2. *Are the final design schematics/ construction documents available, or is this still a work in progress?*

The final contract plans and documents are not yet available. The project is currently at the 100% design stage and is being reviewed by MassDOT. Final plans and documents will be ready Spring 2023.

3. *It appears as if the grass strip (including approximately 8 Town trees) along Revere Street must be removed. True?*

The project calls for the removal of a total of 7 trees. All of the trees are small trees (2-4 inch diameter trunks) with the exception of one 12 inch tree across from the intersection of Locust Street. The grass strip is being maintained throughout the majority of the project. The grass strip on the west side of Revere Street between Kennedy Drive and Summit Avenue is being narrowed



from 8 feet wide to 4 feet wide to create a pull-off shoulder for vehicles waiting to access the Fort Banks Elementary School and reduce roadway congestion.

4. ***We understand the sidewalk will be widened and paved only at new bus stop locations. Is the width of remaining length of the sidewalk between Golden Drive and Governors Park to stay 5.5 feet only or is widening being considered, possible?***

The sidewalks throughout this stretch will be reconstructed. Only the sidewalk at the bus stops at Golden Drive and across from Summit Avenue will be widened as is required for Americans with Disabilities Act (ADA) compliancy to access buses. Widening the sidewalk into the grass strip is not proposed elsewhere. The grass strip will be retained to allow for separation between the curbline and pedestrian path as well as provide a place for trees. Please note the grass strip modifications outlined in question 3 above.

5. ***Where will the light posts go, and will enhanced, adequate lighting be provided during and after construction?***

Light posts are being retained, with the exception of two light poles in the grass strip between Kennedy Drive and Summit Avenue which are being relocated a few feet as a result of the roadway widening outlined in the question 3 response. The Town is evaluating adding enhanced lighting in this project. MassDOT has indicated in a meeting that street lighting enhancements will need to be paid for by the Town.

6. ***Heard lots of references to new design being safer etc. for pedestrians and those imminently next to street. Some residents (sight impaired, wheelchairs, walkers, children, pedestrians....) expressed fear and are interested in how 20-30 mph traffic right next to their pathway without the distance and benefit of clean environment and grass shall protect them. Kindly specify how we can respond that it shall be safer and demonstrate how it benefits the Community.***

There is a variety of ways this project improves pedestrian accommodations. The project includes upgrading traffic signal equipment at the Magee's Corner Intersection and the intersection of Revere Street at Highland Avenue and Crest Avenue to current standards which includes timer countdown signal displays and accessible pedestrian signal pushbuttons with audio indications for sight impaired pedestrians. These two intersections, as well as the intersection at Shirley Street, are being designed to minimize crosswalk lengths which will reduce the amount of time pedestrians are in the roadway and increase safety. A crosswalk across the Shirley Street leg is being added as well. A crosswalk is also being added across Revere Street at the Locust Street intersection to improve pedestrian access to nearby bus stops and the Fort Banks School.

All sidewalks within the project limits are being reconstructed. New pedestrian curb ramps that are compliant with the Americans with Disabilities Act (ADA) throughout the project are proposed.

Due to the limited public right of way of Revere Street as well as buildings and parking lots located right at the back of existing sidewalk, there is no opportunity to widen the roadway cross



section to achieve a grass strip between the roadway and sidewalk where one does not exist today. The project retains the existing grass strips with the exception of between Kennedy Drive and Summit Avenue where it will be narrowed from 8 feet to 4 feet as outlined in the question 3 response.

- 7. The State/ WHA recently funded and installed a new fence (chain link and wooden-guard rail, still under warranty) running the length of Revere Street. How will this be impacted and protected.***

The fence and wooden guard rail will be retained with the exception of a 25 foot section just north of Governors Drive that will be removed and reset to accommodate a wider section of sidewalk at the bus stop. The sidewalk here needs to be widened to 8.5 feet wide for the bus stop to be ADA compliant. The awarded contractor will be required to take all necessary precautions to protect private property and will be solely responsible at their own expense to restore any damage caused by them to pre-existing conditions.

- 8. What specifically is being asked of WHA under “Temporary Construction Easement”, besides the expressed right to stand on property you already have use of. What is needed to assist the project. Are you asking to store construction equipment, materials, including dirt, asphalt, debris....?***

The temporary construction easement is needed to perform work as outlined in the plans. On the WHA property, this is limited to regrading/ slopework, seeding, installing temporary tree protection measures, walkway reconstruction to tie into reconstructed sidewalks, and paving/ sidewalk work at the intersection of Golden Drive and Revere Street. The temporary construction easement does not permit the contractor to store equipment or materials on private property.

CHA and representatives from the Town engaged in a meeting with MassDOT staff on November 4th in order to discuss some of the comments that have been received from the Town Council and public. This includes changes to bicycle accommodations and requests for additional funding for street lighting, trees and bus stops. MassDOT firmly indicated that any changes to bicycle accommodations at this stage would trigger the need to revisit the design exception process which would delay the project and jeopardize funding. In addition, MassDOT recommended the Town prepare a letter outlining specific requests for additional funding and submit to MassDOT for further evaluation.

CHA is prepared to continue to work with the Town Council, DPW Department, and Winthrop residents to evaluate and implement ideas that are presented for the project. We look forward to continuing working with the Town to achieve their desired safety and traffic goals for Revere Street.

