CITY OF NEWTON

IN BOARD OF ALDERMEN

PUBLIC SAFETY & TRANSPORTATION COMMITTEE REPORT

WEDNESDAY, MARCH 6, 2013

Present: Ald. Ciccone (Chair), Yates, Schwartz, Harney and Kalis
Absent: Ald. Fuller, Swiston and Johnson
Also Present: Ald. Rice and Crossley
City Staff: Captain Marc Gromada and Sgt. Jay Babcock, Newton Police Department; Bill Paille, Director of Transportation; Patrick Baxter, Transportation Engineer and Dave Turocy, Commissioner Department Public Works
Others Present: State Representative Ruth Balser; Darren Conboy, Manager, Transportation Structures, Jacobs; Gary McNaughton, P.E., PTOE, General Manager, McMahon Transportation Engineers & Planners; Bill Steffens, MCP,MBA, Vice President and Regional Manager, McMahon Transportation Engineers & Planners; Larry Cash, MassDOT; Mike Abatzour, Representative, Senator Creem Office; Erin Pacileo, E.I.T., McMahon Transportation Engineers & Planners; Trish Foley Legislative Liaison for MassDOT; Michael Misslin, Acting Chief Engineer, DCR and Daniel Hunt, Director of Governmental Affairs, DCR

#278-11 ALD. YATES, requesting a report from His Honor the Mayor on the likely impacts on traffic in Newton from the changes to the Route 9/128 intersection as part of the Add-A-Lane Project. [09/26/11 @ 2:37 PM]

ACTION: NO ACTION NECESSARY 5-0

NOTE: Items #278-11 and #50-13 were discussed together.

Massachusetts Department of Transportation (MassDOT) and Department Conservation and Recreation (DCR) representatives attended tonight's discussion to address City and resident comments and concerns regarding related impacts on Newton Streets as a result of the Add-A-Lane Project and traffic issues on Quinobequin Road.

Representatives stated that the Add-A-Lane project is in the final segment of MassDOT's ongoing work to widen I-95 to four travel lanes from Route 24 to Route 9 with the intent of making safety improvements.

Project representatives provided a detailed PowerPoint presentation, attached to this report. The presentation addressed the following:

- Route 128/Route 9 Interchange Overview
- Route 9 Existing Conditions
- Route 9 Interchange Modification Report
- Proposed Conditions
- Quinobequin Road
- Crash Data Summary

- Existing traffic volumes during peak am and pm times
- Interchange modification report including the five final configurations
- Proposed traffic signals, future traffic volumes, number of lanes, amount of green time

Route 128/Route 9 Interchange Overview: The project originally stopped south of the interchange. The replacement of bridges over Route 9 added due to structural conditions. The construction staging/traffic management plan required temporarily closing two ramps.

Interchange modification report including five final configurations: To determine the most appropriate interchange configuration for the Route 128/ Route 9 interchange five alternatives were considered including a full cloverleaf meeting the current American Association of State Highway and Transportation Officials Standards (AASHTO), diamond, diverging diamond, single point urban interchange and partial cloverleaf (recommended).

Crash Data Summary: There has been 305 recorded accidents at the Route 128/Route 9 Interchange from 2006 to 2010 due to substantive distance.

Proposed traffic signals and operations: These cannot be compared to Elliot Street. Elliot Street has higher traffic volumes, less capacity and more complicated signal phasing. Traffic operations are based on traffic volumes, number of lanes and the amount of green time.

Representatives addressed concerns related in a letter dated February 22, 2013 from Mr. Paille. The City respectfully requests that MassDOT perform baseline traffic counts along Nahanton Street at the intersections with Wells Avenue, Winchester Street and Dedham Street. These counts should be performed prior to the start of construction. Project representatives agreed to and intend to perform baseline traffic counts prior to and after construction on local streets to compare if the project has impacted the neighborhood with additional traffic. They stated that traffic signals work. The presentation proves that on Route 9 west bound to Route 128 north bound the path does not travel through signalized intersection. MassDOT and the Federal Highway Department agree that the Interchange Modification Report proves that there will be significant safety improvements and recommend removing the two ramps at the intersection of Routes 9 and 128 and install traffic signals.

The City is very concerned the project is going to impact traffic along Nahanton Street and appreciates MassDOT's approach to monitor traffic volumes. The City concurs with MassDOT to enter into a build traffic-monitoring program and establish specific levels of mitigation. Mr. Steffens said that MassDOT is willing to monitor these locations following the opening of the Kendrick Street ramp to determine if there are significant traffic increases. A representative said that you cannot identify mitigation until you can determine what the impacts are. However, Nahanton Street meets traffic signal warrants and suggests the City follow up.

Committee members and Aldermen present expressed their concerns and requests regarding this project.
Concerns:
Committee members are concerned with vehicle diversion and weaving. They remain concerned with traffic flow on Route 9. They remain concerned regarding the project plans perhaps

producing additional traffic, impacting the neighborhood as people use these as cut-through streets avoiding Route 9 or Route 128. The projected traffic impact warrants appear to be low.
Requests:
Committee members asked if this type of modification has been implemented in surrounding communities; if so, was it successful, what can be done presently? Would funding be available, if necessary to improve traffic flow or conditions. A request was made to post signs on Route 9 excluding commercial vehicles from Quinobequin Road. Committee members then requested mitigation funds be appropriated, if necessary. They are hopeful and request discussion to continue between agencies.

Committee members stated that they are delighted to hear that baseline traffic counts will be performed. They agree the goals to improve safety measures on Route 128 and interchanges are necessary.

Chairman Ciccone opened the discussion for public comment. Approximately eleven residents spoke expressing their concerns and requests. A list of speakers is attached to this report.
Some residents remain concerned with the Add-A-Lane project and the possible impacts. It is necessary to maintain pedestrian safety throughout Newton.
Concerns:
Residents remain concerned with Route 9 and Elliot Street traffic issues and congestion. They requested clarification on volume capacity from Brookline to Wellesley. Residents said that they feel this project will produce additional traffic with the proposed interchanges. They feel that traffic will only increase on Chestnut Street, Quinobequin Road and Radcliff Road to avoid delays on Route 9. They said that drivers would use Chestnut Street or Quinobequin Road as cut-through streets bringing additional traffic, especially during rush hours. Residents remain concerned with speeding vehicles. They do not agree with traffic volumes and crash data provided. They feel they are low, and issues will exist. A resident asked what triggers MassDOT before they are required to make necessary redesigns to intersections in cases of accidents. Some felt the weaving will be cumbersome and suggested alternatives to reconfigure some intersections. A resident feels that the Riverside Project will also have significant impacts with vast amounts of traffic. Residents feel that the proposed interchange at Kendrick Street and intersections along Nahanton Street, Wells Avenue, Winchester Street and Dedham Street may experience additional traffic volumes, resulting in longer delays. A suggestion was made to consider a “Michigan left” design, which replaces each left turn with a permutation of a U-turn and a right turn.
Requests:
Residents request that mitigation funds be appropriated. They then requested baseline traffic studies prior to the project beginning and asked what would be done if traffic finds its way through the neighborhoods. They then asked if the Wellesley office park would introduce additional traffic and suggested an exit be installed to Route 128 to eliminate weaving on Route 9. Residents requested Quinobequin Road be posted closed except to residents. Residents asked that the complete Functional Design Report dated August 2010 by McMahon Transportation Engineers & Planners be provided. Residents then requested project representatives to describe the construction schedule. Residents asked if studies were performed regarding environmental effects (snow removal, air pollution, water run-off).

A representative described the construction plan. The first step is to widen the median allowing contractors the flexibility to move traffic laterally to complete bridgework. Estimated construction time is approximately 4-5 years. The ramp to Kendrick Street will open early in order to construct Route 9 bridges. The project will be completed in three phases because of the number of lanes that must be kept open. It will take approximately 2-3 years for the bridge to be replaced. The contractor has the option to change the project schedule. A representative stated they would the request to post signs excluding commercial vehicles and would provide Mr. Paille with the Functional Design Report.

Representatives addressed Committee members and residents concerns and requests. Chair Ciccone suggested residents provide written comments, additional concerns or feedback to Danielle Delaney, Committee Clerk at ddelaney@newtonma.gov.

Ald. Harney made the motion for no action necessary because the Committee has received requested information. Committee members agreed 5-0.

#50-13 PUBLIC SAFETY & TRANSPORTATION COMMITTEE, requesting a discussion with the Department of Conservation & Recreation (DCR) regarding traffic issues on Quinobequin Road. [01/24/13 @ 9:42 AM]

ACTION: NO ACTION NECESSARY 5-0

NOTE: #278-11 and #50-13 were discussed together. Please refer to #278-11 for a summary.

This item was docketed due to traffic concerns, excessive speeding, lack of speed limit signs and insufficient enforcement on Quinobequin Road.

Committee members said that it is necessary for the Newton Police Department and the Department Conservation and Recreation (DCR) to be able to enforce speed limits, commercial vehicle enforcement and ticket when appropriate on Quinobequin Road. They are also concerned with visibility and soft edges on Quinobequin Road. They request an on-going working relationship between the State Police and DCR. They are hopeful discussion will continue between agencies.

Residents spoke expressing their concerns and requests.
Concerns:
Some residents remain concerned that drivers would continue to use Quinobequin Road as a cut-through street bringing additional traffic, especially during rush hours.
Requests:
A request was made to post signs on Route 9 excluding commercial vehicles. Residents requested Quinobequin Road be posted closed except to residents. They asked what type of mitigation would be allowed, if necessary when traffic assessments are completed.

DCR is reviewing the process and on-going issues on Quinobequin Road. DCR agrees coordination remains necessary between the State Police and DCR. DCR will determine and review where, how and without flooding the area a proper way to post regulatory signs. A DCR

representative said that conversation would continue between Representative Balser and the State Police. Today, new speed limits signs were posted.

Representatives addressed and answered Committee members and residents concerns and requests.

Ald. Harney made the motion for no action necessary because the Committee has received requested information. Committee members agreed 5-0.

Chair Ciccone, Committee members, Aldermen present and residents thanked project representatives for attending this discussion and providing detailed presentations and answers.

At approximately 11:00 pm, Ald. Schwartz made the motion to adjourn. Committee members agreed 5-0.

Respectfully submitted,

Allan Ciccone, Jr. Chairman

I-95/I-93 Transportation Improvement Project

I-95/I-93 (Route 128) Transportation Improvement Project

"Bridge V Contract"

Wellesley – Needham

Public Safety & Transportation Committee Meeting

March 6, 2013

massDOT Highway Division | Edwards and Kelcey HDR A Joint Venture | McMAHON

I-95/I-93 Transportation Improvement Project

Agenda

- Route 128/Route 9 Interchange Overview
- Route 9 Existing Conditions
- Route 9 Interchange Modification Report
- Proposed Conditions
- Quinobequin Road
- Questions

massDOT Highway Division | Edwards and Kelcey HDR A Joint Venture | McMAHON

I-95/I-93 Transportation Improvement Project

Route 128/Route 9 Interchange

massDOT Highway Division | Edwards and Kelcey HDR A Joint Venture | McMAHON

I-95/I-93 Transportation Improvement Project

Route 128/Route 9 Interchange

- Project originally stopped south of interchange
- Replacement of Bridges over Route 9 added due to structural conditions
- Construction Staging/Traffic Management plan required temporarily closing 2 ramps

massDOT Highway Division | Edwards and Kelcey HDR A Joint Venture | McMAHON

I-95/I-93 Transportation Improvement Project

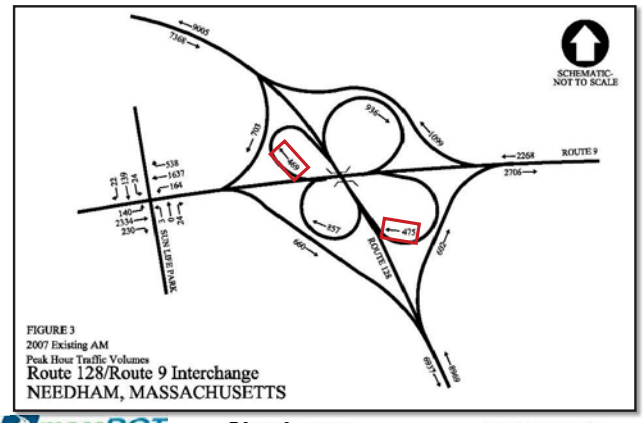
Crash Data Summary

Route 128 at Route 9 Interchange	
Year	No. of Crashes
2006	62
2007	51
2008	60
2009	73
2010	59
Total	305

massDOT Highway Division | Edwards and Kelcey | HDR A Joint Venture | McMAHON

I-95/I-93 Transportation Improvement Project

Existing Traffic Volumes – AM



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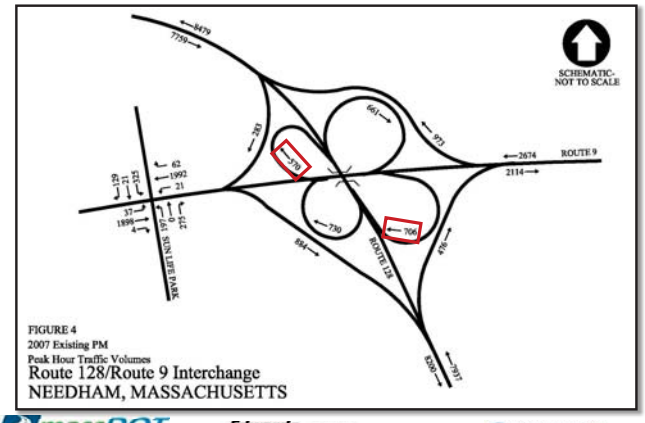
I-95/I-93 Transportation Improvement Project

Existing Traffic Volumes – PM



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I-95/I-93 Transportation Improvement Project

Interchange Modification Report

- Investigated multiple interchange configurations
- 5 final configurations
  - Full Cloverleaf Meeting Current AASHTO Standards
  - Diamond
  - Diverging Diamond
  - Single Point Urban Interchange
  - Partial Cloverleaf (Recommended)
- Report submitted August 2010

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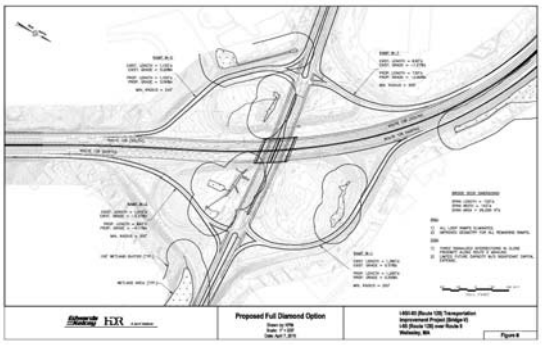
I-95/I-93 Transportation Improvement Project

AASHTO Compliant Full Cloverleaf Interchange

massDOT Highway Division | Edwards and Kelcey HDR A Joint Venture | McMAHON

I-95/I-93 Transportation Improvement Project

Diamond Interchange



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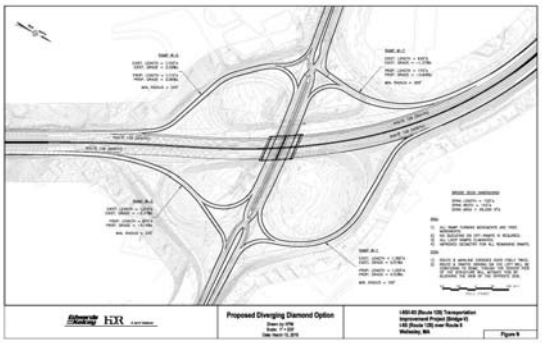
I-95/I-93 Transportation Improvement Project

Diverging Diamond Interchange



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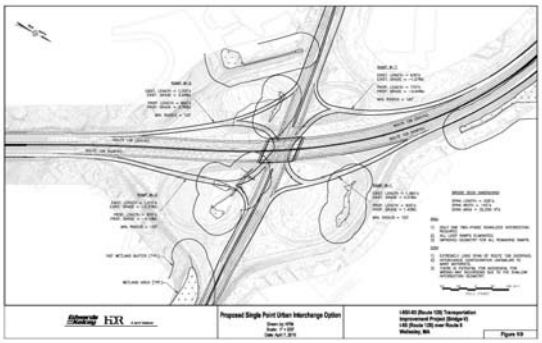
I-95/I-93 Transportation Improvement Project

Single Point Urban Interchange



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I-95/I-93 Transportation Improvement Project

Preferred Alternative
Partial Cloverleaf Interchange

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I-95/I-93 Transportation Improvement Project

Proposed Traffic Signals

- Cannot be compared to Elliot Street
- Elliot Street has:
  - Higher Volumes
  - Less Capacity
  - More Complicated Signal Phasing
- Proposed signals to operate at acceptable LOS

massDOT Highway Division | Edwards and Kelcey HDR A Joint Venture | McMAHON

I-95/I-93 Transportation Improvement Project

Proposed Traffic Signals

- Traffic operations based on
  1. Traffic Volumes
  2. Number of Lanes
  3. Amount of Green Time

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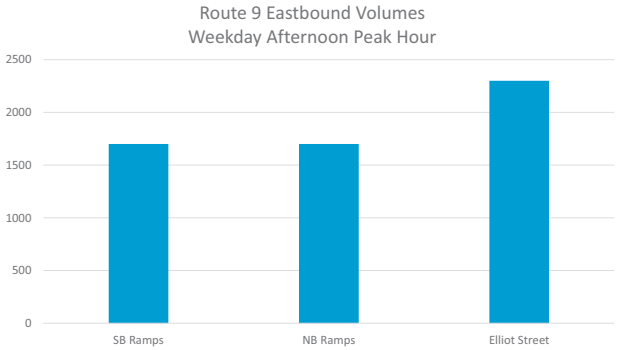
I-95/I-93 Transportation Improvement Project

Future Traffic Volumes



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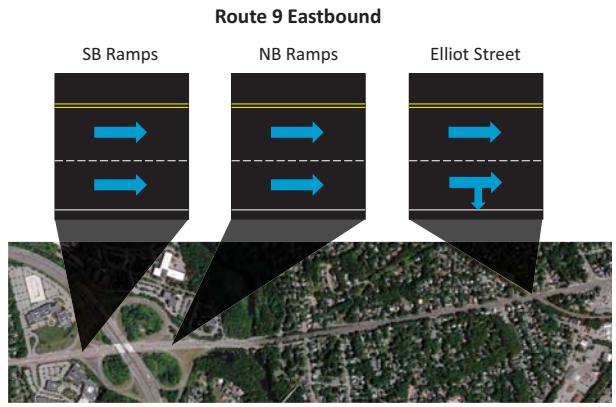
I-95/I-93 Transportation Improvement Project

Number of Lanes



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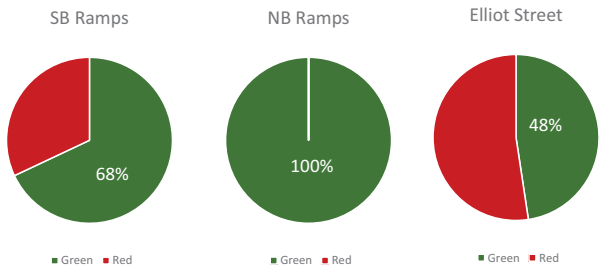
I-95/I-93 Transportation Improvement Project

Green Time



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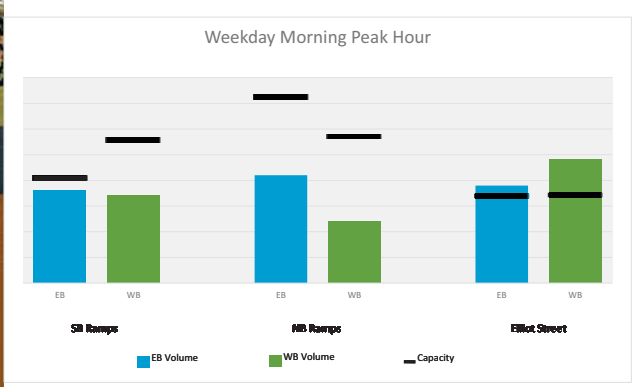
I-95/I-93 Transportation Improvement Project

Volume to Capacity – AM



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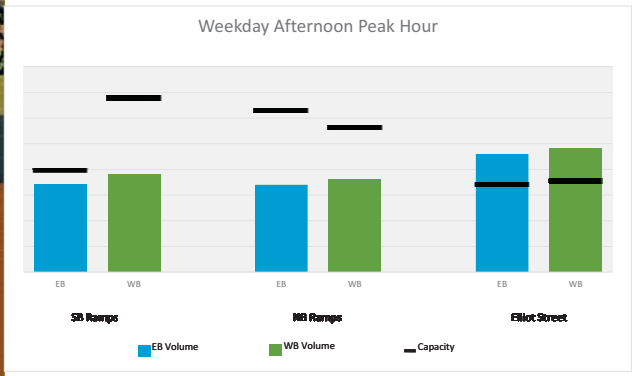
I-95/I-93 Transportation Improvement Project

Volume to Capacity – PM



massDOT Highway Division | Edwards and Kelcey | HDR A Joint Venture | McMAHON

I-95/I-93 Transportation Improvement Project

Route 9 WB to Route 128 NB

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I-95/I-93 Transportation Improvement Project

Route 9 WB to Route 128 NB

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I-95/I-93 Transportation Improvement Project

Route 9 WB to Route 128 NB

- Path to Route 128 NB
  - Does not travel through signalized intersection

massDOT Highway Division | Edwards and Kelcey HDR A Joint Venture | McMAHON

I-95/I-93 Transportation Improvement Project

Questions

massDOT Highway Division | Edwards and Kelcey HDR A Joint Venture | McMAHON

DOCKET # 278-11

PUBLIC SAFETY & TRANSPORTATION COMMITTEE

March 6, 2013

SPEAKERS LIST

	NAME: (Please Print)	ADDRESS
1.	CHRISTOPHER STEELE	702 CHESTNUT ST.
2.	SALLEE LIRSHUTZ	24 RADCLIFF RD.
3.	Maureen Reilly Meagher	342 Quinobequin Rd
4.	Adam Peller	28 Daniel St
5.	NORMAN SIEMAN	100 CLEARWATER RD.
6.	BILL RENKE	142 CORNELL ST
7.	Chris Hepburn	132 Stanley Rd
8.	Patrick Maher	81 Winslow Rd.
9.	BILL MARTIN	91 B. Quinobequin Rd.
10.		
11.	???	
12.	Valerie Forte	Quinobequin Rd
13.	Rep. Balser	
14.		
15.		
16.		

Danielle Delaney

To: ddelaney@newtonma.gov
Subject: (Fwd) PS&T Meeting - Add a Lane Project Discussion
Date sent: Mon, 04 Mar 2013 11:05:00

------- Forwarded message follows -------
From: "William Paille" <wpaille@newtonma.gov>
To: <lawrence.cash@state.ma.us>
Copies to: "Dave Turocy" <dturocy@newtonma.gov>,
<rrooney@newtonma.gov>,
"Lou Taverna" <ltaverna@newtonma.gov>,
"DEBORAH CROSSLEY" <djcrossley26@verizon.net>,
"John Rice" <jrice@tsnn.com>,
<byates@newtonma.gov>,
"Ruth \(HOU\) Balser - Rep." <ruth.balser@mahouse.gov>,
"Kay \(HOU\) Khan - Rep." <kay.khan@mahouse.gov>,
<ddelaney@newtonma.gov>
Subject: PS&T Meeting - Add a Lane Project Discussion
Date sent: Mon, 4 Mar 2013 10:48:36 -0500

Larry,

In preparation for the Public Safety & Transportation (PS&T) Committee Meeting next Wednesday, I think it is important that we coordinate so we are all on the same page and there are no surprises. The meeting is scheduled to begin at 7:45pm and will be held in the City Hall Chambers. There is a screen and you should coordinate with Danielle Delaney from the Board of Alderman's Office regarding setting up the audio visual. As you already know this meeting is NOT a public hearing but a regular bi-monthly meeting of the PS&T Committee. Alderman Jay Ciccone is the chair of the committee and will moderate the meeting. There are only two items on the agenda, the first is related to impacts to Newton streets as a result of the Add-a-Lane Project, and the second is related to Quinobequin Road.

As you know, I have already sent several documents to you via email that include the City's responses (dated February 22, 2013) to MassDOT's letter provided last December and emails from three area residents and Alderman Yates identifying several questions and concerns. In addition, I have attached another letter (dated February 26, 2013) from "Waban and Associated Area Residents" for your information. I have also met with several area residents and coordinated with Alderman Crossley, Rice and Yates regarding the proposed project including the design process, terminology, schedule, federal/state guidelines and policy, and heard many of the issues and concerns identified in these documents. As a result, I believe there is a benefit to each stakeholder (MassDOT, design team, area residents, etc.) attending the meeting next week to simplify and summarize these concerns as follows:

<u>Proposed Add-a-Lane Project</u>

- As a result of the proposed geometric and signal modifications at the Route 9/128 interchange, drivers may be encouraged to utilize adjacent streets including Quinobequin Road, Chestnut Street and Radcliff Road in order to avoid queue/time delays either during or post construction. As a result, the City has respectfully requested the State perform baseline vehicle counts at specific streets prior to start of construction. In addition, the City concurs with MassDOT to enter into a build traffic monitoring program and establish

specific levels of mitigation.

- As a result of the proposed interchange at Kendrick Street in the Town of Needham, adjacent intersections along Nahanton Street including Wells Avenue, Winchester Street and Dedham Street may experience additional traffic volume, resulting in longer queues/delay over existing. As a result, the City has respectfully requested the State perform baseline vehicle counts at these intersections prior to the start of construction. In addition, the City concurs with MassDOT to enter into a build traffic monitoring program and establish specific levels of mitigation.
- Has MassDOT and their design team considered all of the possible alternatives for the Route 9/128 interchange? What criteria was used to determine the need to eliminate two access ramps of the existing cloverleaf and install two new sets of traffic signals?
- Has this type of modification been implemented at another location in the State of Massachusetts and was it successful?
- Does the time delay and/or queue lengths through the corridor increase or decrease from existing conditions?
- Have all of the permits required for this project been obtained?

Quinobequin Road

- Excessive speeding, lack of speed limit signs and insufficient enforcement along the roadway
- Adequate "Truck Exclusion" signing along the roadway
- Absence of a continuous safe pedestrian access along at least one side of the roadway from Washington Street to Route 9

It is my understanding the design team will be utilizing Powerpoint to present the project during the meeting. It would be very beneficial if the presentation could be structured to address these concerns.

I will call on Monday.

Regards,

Bill

William G. Paille, P.E.
Director of Transportation
Department of Public Works
110 Crafts Street
Newton, MA 02459
T:(617) 796-1491 | M:(617) 596-0564

------- End of forwarded message -------

Danielle Delaney
Committee Clerk
Board of Aldermen
617-796-1211
ddelaney@newtonma.gov

QUESTIONS FROM WABAN AND ASSOCIATED AREA RESIDENTS TO MASSACHUSETTS DEPARTMENT OF TRANSPORTATION (MASSDOT) REGARDING PROPOSED CHANGES TO RT 9/RT 128 INTERCHANGE

February 26, 2013

The following questions have been collected from and compiled by concerned citizens of the Village of Waban and surrounding areas within the City of Newton. Where appropriate, an introductory statement has been offered to provide context for the subsequent questions

1. **Statement**: When travelling westbound on Route 9, drivers in Newton can see downhill from the Woodward Street- Rt. 9 intersection toward the Rt. 9 - 128/95 intersection.

   Question 1: How much time does it currently take to travel from a green light at Rt. 9 and Woodward Street at morning and evening rush hours
   a) to the Rt. 9 entrance to Rte128 northbound,
   b) to the Rt. 9 entrance to Rte 128 southbound
   c) through the Sun Financial/Harvard Vanguard traffic-light controlled Rt. 9 intersection (including the time of the average number of light cycles that would retard westbound traffic from Woodward St. through this intersection).

   Question 2: After the implementation of the design proposal, what do MassDot's computer simulations indicate the times of travel to be for a car starting at a green light at Rt. 9 and Woodward Street at morning and evening rush hours
   a) to the Rt. 9 entrance to Rte 128 northbound,
   b) to the Rt. 9 entrance to Rte 128 southbound (including time at the new left hand turn)
   c) through the Sun Financial/Harvard Vanguard traffic-light controlled Rt. 9 intersection (including the time of average number of light cycles that would retard westbound traffic from Woodward Street through this intersection.

   Question 3: In all three cases above, what is the amount of additional time that DOT has projected? What is the amount of time that DOT has found acceptable at other similar intersections?

   Question 4: Traffic on Route 9 westbound will be able to see from the brake lights ahead of them that there is a delay at the Rt. 9-128 intersection. What do MassDOT's computer simulations predict the number of balking drivers to be who would go onto the Chestnut Street/Quinobequin Rd. off-ramp and/or into Newton neighborhoods?

Question 5: If the models do not consider balking, why is DOT not carrying out studies to determine the possible impact of balking drivers on the abutting neighborhoods by getting baseline traffic measurements on impacted roadways in Newton?

Question 6: Has MassDOT carried out such studies at the request of other cities abutting a DOT work site or has DOT carried out such studies as part of their own research?

2. **Statement:** The MassDot drawings, pictures and figures of the intersection of Rt. 9 and Rte. 128 include areas west of Rt. 9. These same drawings, pictures and figures do not include areas east of the intersection. These areas happen to fall within Newton. Route 9 does not fall into a void at the Newton border. The Chestnut Street and Quinobequin Road westbound on-ramps will be heavily impacted by the DOT redesign proposal.
Question 7: Has DOT studied the Quinobequin Road ramp entrance to Rt.9 at rush hours? Has DOT taken into account the fact that the drivers entering Rt. 9 from that ramp must get past a parked police car with its lights flashing (at the William St/Wellesley Office Park entrance) to join the westbound Rt. 9 traffic moving past at highway speeds? Has DOT taken into account the fact that drivers entering from the Quinobequin ramp who wish to travel southbound on Rte 128 will now have to cross left through two lanes of swiftly moving westbound drivers in the threading pattern that DOT wishes to eliminate? Has DOT taken into account the fact that employees southbound on Rte 128 exiting from the Wellesley Office Park will also be forced to cross left in front of fast moving traffic in this same threading pattern?

Question 8: Has the DOT received any communication from the Newton Department of Public Works indicating that Newton is satisfied with the concerns expressed in a letter dated June 16, 2011 to DOT from City Engineer, Lou Taverna. (See question 5 in letter of said date.)?

Question 9: Is there any accident data to justify changing the configuration of the cloverleaf design? According to the MassDot Crash Portal, there have been two fatalities out of 547 crashes at the intersection of Rt 9and Rte 128 between 11/19/01 and 12/24/10. The first occurred on 11/05/07 at 10:49pm on Rte 95S near Rt. 9. The second occurred on 10/11/10 at 3:36pm on Rte 95N. Were these fatal crashes attributable to the "weaving pattern" that MassDOT wishes to minimize? What is the number of fatal crashes per unit time at an intersection that would justify a redesign?

Question 10: Has DOT considered that there were 68 crashes at the Quinobequin Road/Wellesley Office Park/Rt. 9 entrance? What is the DOT projection of number and severity of crashes when traffic from Wellesley Office Park and Quinobequin Road will be forced to merge left into Rt. 9 through traffic to enter Rte. 128 southbound? Could we have the data on traffic operations on theRt.9

corridor in the vicinity of Rt. 9 that William Steffens referred to in his November 2012 memorandum to Larry Cash?

Question 11: Would DOT consider installing only one traffic light to control the Rt. 9 eastbound drivers who wish to go north on Rte 128. This would allow westbound traffic to travel beyond the Harvard Vanguard traffic light before providing a left lane u-turn for travelers on Rt. 9 westbound to reverse direction and return to the eastbound Rt. 9 lanes in order to make a free flowing right turn entrance to Rte 128 southbound? This design would eliminate one traffic light and allow the cars entering Rt. 9 westbound from Wellesley Office Park/Quinobequin Rd who want to travel southbound on Rte 128 to maneuver to the left lane for a left u-turn over a much greater and safer distance. Would DOT carry out a computer simulation of the traffic flows under that condition and report the expected delays under that scenario?
Question 12: Since no fatalities have occurred in the southeast quadrant of the intersection, as reported by DOT's Crash Portal, since at least 11/19/01, would DOT consider re-installing the leaf of the clover that abuts Echo Bridge when the Add-A-Lane construction is completed? This design amelioration would remove the need for the traffic light directing eastbound Rt 9 traffic across Rt 9 to the northbound Rte 128 entrance ramp.

3. **Statement:** In the minutes from the City of Newton Public Safety and Transportation Committee held on March 7, 2012, it is reported that in response to Committee Members questioning Mr. Steffens of McMahon Associates, Mr. Steffens "answered that traffic signals cause delay but if traffic queues up more than predicted and access is difficult, including ramps and neighboring streets, the project would be reviewed. Traffic signal operations would be reviewed and coordinated if necessary to avoid these backups. A monitoring program will be put in place if necessary, to allow improvements. Current traffic data was performed (sic) at the Wellesley office park and at several different locations to assist the project with predicting the forecast."

   Question 13: What are the results of the data generated and referenced by Mr. Steffens at the March 7, 2012 meeting?

   Question 14: Have funds been allocated to finance the monitoring program? Who would carry out such a program? When would it begin and what would DOT's actions be in response to negative impact on Rt. 9 safety and neighborhood disruption? Would DOT then consider replacing the two cloverleaves?

4. **Statement:** MassDOT is required to prove that there will be no change to the volume of storm water entering the Charles River as a result of the implementation of its construction plan. However, the Mass DCR is the governmental body responsible for protecting the parkland and parkway

(Quinobequin Road) that abut the Charles River downstream of the redesigned intersection.

Question 15: Has MassDOT cleared with the Mass DCR all environmental impacts along the Charles River and Quinobequin Road in Newton as a result of the DOT implementation of the Add-A-Lane design proposal? What are those issues that have been considered? Have the following environmental issues been covered?

i.) Air quality from emission gases and particulates expelled by idling traffic along Rt.9 and also along the westbound Rt. 9 on-ramp from Quinobequin Road.

ii.) Storm water flow changes that increase the water volume downstream of the new construction and can exacerbate lateral flooding along Quinobequin Road, inundating residential basements and degrading the integrity of the natural riverbank by erosion. How are these flow changes being measured?

iii.) Increased traffic along the Charles River on Quinobequin Road, a designated DCR parkway and parkland, whose intended use is at risk. How is DOT or DCR measuring the traffic changes?

5. **Statement:** At the Mass DOT Design Public Hearing on the proposed Add-A-Lane Project held on Wednesday, June 1, 2011 in Needham, Massachusetts, DOT stated the following Project Purpose:
"PROJECT PURPOSE
The purpose of the I-95/I-93 Transportation Improvement Project is:
1) To add an additional travel lane in each direction which will restore a functional breakdown lane for both the northbound and southbound barrels,
2) To relieve traffic congestion along the corridor,
3) To reduce diversion of traffic to parallel local routes,
4) To provide safety improvements to the interchanges, and to
5) To replace the functionally obsolete and structurally deficient bridges."
Question 16: Regarding DOT's stated purpose number 3 above, how will DOT ensure that they are not diverting traffic onto the parallel routes in Newton, including, but not limited to Quinobequin Road, Ellis Street, or Chestnut Street?

Separate and Additional Questions:

- What problem is this design of the intersection trying to solve?
- What data do you have that proves the existence of this problem?
- What are accident rates at the various sectors of this intersection? What are the causes of the accidents and how will they be alleviated by the proposed design of the intersection?

- Where have similar changes to those proposed for this intersection been implemented previously? Have they been successful?

- Are the proposed changes based on some general State or Federal policy? If so, please provide a copy of the policy.

- As part of the proposed development of the Mass DOT owned site at Riverside, data was collected on a wide range of intersections far beyond the site of the proposed development. Will you collect data on current traffic levels and intersection levels of service that will be affected by the proposed changes to the intersection, including but not limited to Chestnut, Elliot, and Woodward Streets in Newton, Central Avenue and Gould Street in Needham, Quinobequin Road in Newton, etc?

- UPS is using a software program to reduce the number of left-hand turns in its delivery routes, shaving 28.5 million miles off its delivery routes, resulting in savings of roughly three million gallons of gas and reducing CO2 emissions by 31,000 metric tons. What possible benefit can DOT see in increasing left turns in a highly trafficked area, where those turns can only lead to further delays, environmental contamination and diversion of traffic to roads not designed to accommodate the increase?

- Will you provide mitigation funds to Newton, Needham, DCR, etc. if major traffic increases or declines in the levels of service are caused by the changes to the intersection?

- Will MassDOT post signs on its access roads to Quinobequin Road warning drivers of commercial vehicles that Quinobequin Road is closed to them?

February 26, 2013

QUESTIONS FROM WABAN AND ASSOCIATED AREA RESIDENTS TO MASSACHUSETTS DEPARTMENT CONSERVATION AND RECREATION (DCR) REGARDING PROPOSED CHANGES TO RT 9/RT 128 INTERCHANGE AND ASSOCIATED IMPACTS

The following questions have been collected from and compiled by concerned citizens of the Village of Waban and surrounding areas within the City of Newton. Quinobequin Road and other local DCR assets are likely to be affected by the proposed changes to Rt 9 and Rt 128. We respectfully request direct and complete answers to the following questions:

1. What has DCR's role been during the planning for the proposed changes to the Rt9/Rt128 interchange? What level of information and input have you provided to MassDOT during the process

2. What impacts does DCR expect upon Quinobequin Road as a result of the change, and what level of study and assumptions are these based upon?

3. Can you please share with us the most recent traffic count and measurement studies regarding Quinobequin Road as well as the time of day/year that the measures were made?

4. What data do you have regarding adherence to posted speed limits on Quinobequin Road?

5. What plans does DCR have for traffic mitigation or addressing any other adverse impacts?

6. Last summer DCR met with a small group of neighborhood residents and elected and municipal officials and expressed the intent to immediately install speed limit signs moving south to north on Quinobequin Road between Routes 9 and 16. The Mayor of Newton has agreed that this should not only be a safety improvement but utterly feasible. To date, no (25 mph) speed limit signs have been posted heading north. Would you please explain why no action has been taken and tell us when we might expect to see said speed limit signs?

City of Newton

DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION
110 Crafts Street
Newton, MA 02460

Setti D. Warren
Mayor

DATE: February 22, 2013

TO: Thomas F. Broderick, P.E., Chief Engineer, MassDOT

FROM: William G. Paille, P.E., Director of Transportation

RE: **Needham/Wellesley – I-95/Route 128 Transportation Improvement Project**
Project File No. 603711; Bridge V Contract

I received your letter (Dated December 28, 2012) providing responses to the City's comments/questions (Dated February 16, 2012) regarding the I-95/Route 128 Add-a-Lane project. The City appreciates MassDOT and the design team for meeting with the Board of Alderman on March 7, 2012 and performing the additional traffic analysis and simulations in order to respond accordingly to our concerns. Although we generally concur with a majority of the responses, there are still several concerns and issues that we believe have not been completely addressed. As a result, we are providing the following:

Original Comment:

1. *It is a given that the proposed signals on Route 9 at 1-95 will cause greater delays to Route 9 through traffic. Please justify why the two ramps must be eliminated and why it cannot be left "as is."*

   Response: The proposed alterations to the Route 9 and 1-95/Route 128 interchange are being implemented as a safety improvement. The reconfiguration of the interchange ramps eliminates weave segments on both Route 9 and 1-95/Route•128, therefore improving safety of the vehicles traveling through the interchange. When the signalized condition, initially analyzed as a temporary measure to manage traffic during construction, was found to be feasible from a traffic operations perspective, additional analysis was conducted to determine if the measures could serve the projected future traffic volumes. The capacity analysis completed as part of this project does indicate that drivers will experience additional delay, but the new traffic signals are only two phases and operate at acceptable levels-of-service. FHWA has also recommended at traffic seminars to eliminate clover interchanges where feasible. This work is viewed as a positive safety improvement to the corridor.

   City Response: The City was not provided a copy of the most recent traffic analysis data and therefore cannot comment with respect to existing/future levels of service, vehicle queues and/or delay along Route 9. However, based on the response to Question #8 herein, it appears the proposed project will result in queues of 30 seconds or less while experiencing a level of service C or better at the ramps, and level of service D or better for individual movements.

Original Comment:

1A. *A related concern that the new signals will cause delays for westbound Route 9 traffic and some vehicles will divert to Quinobequin Road to access 1-95 northbound at the Route 16 interchange. The functional design report (LOS tables) does not give queue length*

information so it's unclear if the Route 9 westbound on-ramp to 1-95 northbound will be blocked by queues of vehicles at the signal.

Response: The addition of the traffic signals on Route 9 at the I-95/Route 128 interchange are not expected to increase delay enough to encourage the traveling public to utilize Quinobequin Road as an alternative route. The movement from Route 9 westbound onto I-95/Route 128 northbound is not proposed to be under signal control and therefore is not expected to experience additional delay. The ramp entrance will be appropriately modified with the proper storage length. With the efficient traffic operations of this movement, Quinobequin Road is not expected to be a more desirable route to travel northbound to I-95/Route 128. The VISSIM analysis prepared through the 75% review stage indicates that the proposed traffic signal is not expected to result in extensive queuing to vehicles traveling westbound on Route 9. The ramp entrance from Route 9 has also been revised wider and longer to accommodate the minimal queuing found within the VISSIM model. Traveling on Route 9 westbound and continuing onto I-95/Route 128 to be able to travel at highway speed is expected to continue to take less time than traveling at a much lower speed along Quinobequin Road only to incur further delay when turning onto Route 16 to merge onto I-95/Route 128.

City Response: The City remains concerned that traffic during and after construction will continue to divert onto side streets adjacent to Route 9. Although, we understand traffic simulation and analysis cannot predict this trend, the City respectfully requests that MassDOT perform baseline traffic counts along specific streets that could be impacted as a result of the project. These counts should be performed prior to the start of construction.

Original Comment:

1B. Please describe how 3 lanes of traffic (2 let turn lanes, and 1 right turn lane) can safely merge to one lane before leaving Route 9 to access 1-95. The questions submitted by Alderman Yates (see below) generally pertain to the proposed signals at Route 9 and 1-95.

Response: Route 9 eastbound provides two left-turn lanes onto the I-95/Route 128 northbound on-ramp, which are then merged to a single lane before entering onto I-95/Route 128 northbound. The one right-turn lane from Route 9 westbound onto the I-95/Route 128 northbound on-ramp will be extended along the ramp for the necessary storage length. This ramp entrance will merge into the right most lane maintaining the two lane cross-section of the on-ramp before the ramp merges to a single lane prior to entering I-95/Route 128 northbound. There will be a significant gap to merge once the signal turns red on Route 9. All the vehicles in the far right ramp lane will clear. A review .of the supplemental VISSIM analysis conducted at this location indicates that all vehicles accessing I-95/Route 128 northbound from Route 9 will be able to safely and efficiently use the ramp. The ramp entrance will be modified and the appropriate storage lengths will be added to this location. The final ramp entrance modification will be provided on the 100% design plans as a result of the VISSIM model.

City Response: The City concurs with the response.

Original Comment:

2. The City is concerned that the CTPS traffic projections may underestimate the impacts of the new interchange at Kendrick St, coupled with the stated development assumptions and background growth in traffic volumes. The City asked MassDOT to study potential impacts and needs for mitigation under a scenario where the traffic volumes increased to HIGHER levels than those forecast by CTPS. However, the consultant's report only address the impacts associated with the CTPS ACTUAL traffic numbers, which as expected, have a minimal impact on Nahanton Street. In summary, this report fails to address any of the City's concerns relative to future traffic volumes on Nahanton Street. The questions submitted by Alderman Kalis (see below) generally pertain to concerns about the traffic projections for Nahanton Street.

Response: The analysis completed in the functional design report utilizes the CTPS traffic projections as they are the best estimate of future traffic volumes within the study area. The traffic volume impacts of the Kendrick Street ramps can be approximated by comparing the No Build and Build scenarios projected by CTPS. The CTPS projections are not showing a significant impact along Nahanton Street.

Additional traffic analysis was completed and submitted in December 2011. The study examined existing and projected traffic operations (both with and without the project) at the following intersections:

- *Nahanton Street at Wells Avenue*
- *Nahanton Street at Winchester Street*
- *Nahanton Street at Dedham Street*
- *Dedham Street at Brookline Street*

Three of the four intersections currently operate at poor levels-of-service. The study also investigated the level of mitigation required to improve the overall level-of-service at these intersections which is summarized below:

- *Nahanton Street/Wells Avenue/Nahanton Park — Phasing and timing alterations do not improve operations sufficiently and additional capacity is likely required on the eastbound and northbound. approaches.*
- *Nahanton Street/Winchester Street —Added capacity to the Winchester Street approach does not significantly improve operations and the installation of a traffic signal may be required. Signal warrant analysis justifies the installation of a new traffic signal. The City of Newton may want to consider upgrading this intersection now.*
- *Dedham Street/Carlson Avenue/Brookline Street — Improvements beyond timing alterations are needed in order to significantly improve traffic operations at this location.*

Based on the proposed minor increases in traffic volumes and the future capacity analyses performed, the Route 128 Add-A-Lane project will have a minimal effect on future operations at the four identified intersections 'on Nahanton Street and therefore no mitigation is proposed as part of the Add-A-Lane project. MassDOT is willing to monitor these locations following the opening of the Kendrick Street ramp to determine if there are significant traffic increases along Nahanton Street. It should be noted that any future development for business proposed in the area is responsible for their traffic analysis.

City Response: Although the City understands the intersection of Nahanton Street and Wells Avenue is already near or at full capacity, there is concern the project will result in greater impact to this intersection. In addition, although the Nahanton Street/Winchester Street intersection currently meets signal warrants, we are concerned the project is going to increase traffic volume along Nahanton Street over what is there now, resulting in greater impact to this intersection. We also understand the Nahanton Street/Dedham Street intersection also needs major geometry improvements and possibly a new traffic signal, but believe the project is going to create more traffic congestion over what is already occurring there currently. As a result, the City respectfully requests that MassDOT perform baseline traffic counts along Nahanton Street at the intersections with Wells Avenue, Winchester Street and Dedham Street. These counts should be performed prior to the start of construction.

Original Comment:

3. *As indicated at the February 2 meeting with elected officials, City of Newton and Town of Needham staff, and interested citizens, (attended by Jacobs), there is concern about the intersections of the proposed bicycle lanes with the entrance/exit ramps at the Highland*

and Kendrick interchanges.

Response: We have revised the proposed ramp crossings at both Highland Avenue and Kendrick Street as a result of the comments received and recent additional comments received by the NeedhamlNewton Bicycle community. Revisions have been made for the 75% Highway Plan submission and additional revisions will be provided for the 100% design submission. The latest bicycle lane standards will be met for this project.

City Response: City officials attended a meeting at the Needham DPW on November 14, 2012 where MassDOT and their design consultants presented the project. It was evident that several revisions to proposed bicycle lanes and pedestrian accommodations were incorporated into the design. As a result, the City concurs with the response but request that MassDOT continue to engage the City and the bicycle community for input during the 100% and PS&E design phases.

Original Comment:

4. *The Upper Falls Neighborhood Area Council recently voted to recommend that the City Enter a 99-year lease with the MBTA to establish a greenway/bike path on the Newton side of the Charles River. The current MBTA right of way extends across the Charles River into Needham and then over-I-95. Project proponents and other Newton-based bicycle advocates have asked what it would cost to construct a bike/ped bridge in the location of the rail bridge being removed as part of the Add-a-Lane project. Currently, the project proposes to construct a foundation in the median for potential future use as a bridge, but no abutments or bridge structure is included in the scope of work.*

Response: MassDOT is committed to constructing a replacement bridge for the existing railroad bridge once it is determined what type of facility the bridge needs to accommodate. A center pier construction is no longer part of the project, as the proposed 1-95 median is now wide enough to accommodate any future bridge construction. Once the transportation use has been determined by. the Town, City and MBTA then the bridge type and costs can be studied.

City Response: The City concurs with the response and will continue to coordinate with MassDOT regarding the replacement structure.

Submitted by Alderman Yates, Ward 5:

Original Comment:

5. *What is the amount of traffic going southbound on 128 at the Route 9 intersection?*

Response: Please refer to the attached Figures 1 and 2, depicting the 2025 No Build traffic volumes for the weekday morning and weekday afternoon peak hours at the Route 9/Route 128 interchange.

City Response: The City concurs with this response. The existing traffic volumes have been provided.

Original Comment:

6. *How is it divided between through traffic, westbound on Route 9, and eastbound on Route 9?*

Response: Please refer to the attached Figures 1 and 2, depicting the 2025 No Build traffic volumes for the weekday morning and weekday afternoon peak hours at the Route 9/I-95/Route 128 interchange.

City Response: The City concurs with this response. The existing traffic volumes for each direction along Route 9 have been provided.

Original Comment:

7. *What is the division expected to be after the compression of the two exits into one with a stop light?*

   Response: Please refer to the attached Figures 3 and 4, depicting the 2025 Build traffic volumes for the weekday morning and weekday afternoon peak hours at the Route 9/ 1-95/Route 128 interchange.

   City Response: The City concurs with this response. The future traffic volumes have been provided.

Original Comment:

8. *What will the level of service be at the stop light? (How long will cars leaving Route 128 be stopped at the light, particularly during rush hours?)*

   Response: The signalized intersections of Route 9/Route 128 ramps are expected to operate at an overall LOS C or better in the peak hour, with average delays of less than 30 seconds. Individual movements are expected to operate at LOS D or better, and the volume to capacity ratios are all below one.

   MassDOT has initiated an additional study, to further analyze the Route 9 corridor as a system, evaluating the signalization of the Route 9/ I-95/Route 128 interchange ramps relative to the adjacent intersections along Route 9. VISSIM is simulation software and does not utilize HCM methodologies to calculate levels-of-service. However, HCM level-of-service indications can be applied to the average vehicle delay recorded during the VISSIM analysis and will be provided upon review by MassDOT. Generally, the VISSIM model indicates that the traffic along the Route 9 corridor will operate at acceptable levels-of-service under the proposed configuration at the I-95/Route 128 interchange. As already stated, the proposed signals on Route 9 are only 2-phase signals.

   City Response: The City concurs with this response. However, are the future levels of service and queues better or worse than existing?

Original Comment:

9. *How many drivers who anticipate a hold up at the light will be diverted to alternative routes through Newton (Highland Avenue/Needham Street to Oak Street, Centre Street, Quinobequin Road, Chestnut Street, Quinobequin Road, Kendrick Street to Dedham Street to parker Street, or Walnut Street)?*

   Response: The addition of the traffic signals on Route 9 at thel-95/Route 128 interchange are not expected to increase delay enough to encourage people to utilize Quinobequin Road as an alternative route. Again, as already stated, the proposed signals are only 2-phases which amount to minimal red time. The movement from Route 9 westbound onto I-95/Route 128 northbound is not proposed to be under signal control and therefore is not expected to experience additional delay. The ramp entrance will be appropriately modified with the proper storage length. With the efficient traffic operations of this movement, Quinobequin Road is not expected to be a more desirable route to travel northbound to I-95/Route 128. VISSIM analysis indicates that the proposed traffic signal is not expected to result in extensive queuing to vehicles traveling westbound on Route 9 (since it is only a two phase signal). Traveling on Route 9 westbound and continuing onto I-95/Route 128 to be able to travel at highway speed is expected to continue to take less time than traveling at a much lower speed along

Quinobequin Road only to incur delay when turning onto Route 16 to merge onto I-95/Route 128. Also, when the double left turn is actuated onto the 1-95 northbound ramp, the through traffic on Route 9 eastbound continues as a green. There is no queuing time at all. It should also be noted, those traveling northbound on 1-95 intending to take the Route 9 exit eastbound toward Newton will travel down the new ramp (no weave movement) into their own travel lane on Route 9 located beyond the proposed traffic signal. Basically, there is no signal for this movement. Therefore, there is no reason for anyone to use the Kendrick Street of ramp to cut through Newton.

City Response: As previously stated, the City remains concerned that traffic during and after construction will continue to divert onto side streets adjacent to Route 9. Although, we understand traffic simulation and analysis cannot predict this trend, the City respectfully requests that MassDOT perform baseline traffic counts along specific streets that could be impacted by the project. These counts should be performed prior to the start of construction.

Original Comment:

10. What will the level of service be at the light for cars going westbound on Route 9?

Response: The signalized intersections of Route 9/Route 128 ramps are expected to operate at an overall LOS C or better in the peak hour, with average delays of less than 30 seconds. Individual movements are expected to operate at LOS D or better, and the volume to capacity ratios are all below one.

MassDOT has initiated an additional study, to further analyze the Route 9 corridor as a system, evaluating the signalization of the Route 9/ I795/Route 128 interchange ramps relative to the adjacent intersections along Route 9. VISSIM is simulation software and does not utilize HCM methodologies to calculate levels-of-service. However, HCM level-of-service indications can be applied to the average vehicle delay recorded during the VISSIM analysis and will be provided upon review by MassDOT. Generally, the VISSIM model indicates that the traffic along the Route 9 corridor will operate at acceptable levels-of-service under the proposed configuration at the I-95/Route 128 interchange. As already indicated above, when the double left turn is actuated onto the 1-95 northbound ramp, the through traffic on Route 9 eastbound continues as a green. There is no queuing time at all.

City Response: The City concurs with this response. However, are the future levels of service and queues better or worse than existing?

Original Comment:

11. How many cars will be diverted to other routes through Newton by delays at the light?

Response: As already stated, the traffic signal system proposed at the Route 9 Interchange is simply a 2-phased system. The delay is minimal. Other routes do not provide the same access and have speed limitations which diminish the appeal to be used as an alternative route.

City Response: As previously stated, the City remains concerned that traffic during and after construction will continue to divert onto side streets adjacent to Route 9. Although, we understand traffic simulation and analysis cannot predict this trend, the City respectfully requests that MassDOT perform baseline traffic counts along specific streets that could be impacted by the project. These counts should be performed prior to the start of construction.

Original Comment:

12. What is the amount of traffic going northbound on 128 at the Route 9 intersection?

Response: Please refer to the attached Figures 1 and 2, depicting the 2025 No Build traffic volumes for the weekday morning and weekday afternoon peak hours at the Route 9/ I-95/Route 128 interchange.

City Response: The City concurs with this response. The existing traffic volumes for each direction along Route 9 have been provided.

Original Comment:

13. *How is it divided between through traffic? Eastbound on Route 9, and westbound on Route 9?*

Response: Graphics depicting the 2025 Build traffic volumes for the weekday morning and weekday afternoon peak hours at the Route 9/ I-95/Route 128 interchange is provided in the attached Figures 3 and 4. Of the traffic volumes on Route 9 traveling to northbound I-95/Route 128, during the weekday morning peak hour, approximately 30 percent travels from the west and 70 percent from the east. During the weekday afternoon peak hour, approximately 42 percent travels from the west and 58 percent travels from the east.

City Response: The City concurs with this response. The future traffic volumes have been provided.

Original Comment:

14. *What is the division expected to be after the compression of the two exist into one with a stop light?*

Response: Please refer to the attached Figures 3 and 4, depicting the 2025 Build traffic volumes for the weekday morning and weekday afternoon peak hours at the Route 9/ I-95/Route 128 interchange.

City Response: The City concurs with this response. The future traffic volumes have been provided.

Original Comment:

15. *What will the level of service be at the stop light? (How long will cars leaving Route 128 be stopped at the light, particularly during rush hours?)*

Response: Same Response as 8 and 10.

City Response: The City concurs with this response. However, are the future levels of service and queues better or worse than existing?

Original Comment:

16. *How many drivers who anticipate a holdup at the light will be diverted to alternative routes through Newton (Highland Avenue/Needham Street to Oak Street, Centre Street, Chestnut Walnut Street)?*

Response: The delay is minimal in the Route 9 westbound direction, as the proposed signal is only for two-phases. For the Route 9 eastbound traffic the delay is less, as the signal for the thru lanes remain green on the east side of the bridge. Only those wishing to turn left onto 1-95 northbound will stop. Again, the Route 9 eastbound thru lanes remains green. The proposed two-phased signals on Route 9 will not cause traffic diversions through Newton.

City Response: As previously stated, the City remains concerned that traffic during and after construction will continue to divert onto side streets adjacent to Route 9. Although, we understand

traffic simulation and analysis cannot predict this trend, the City respectfully requests that MassDOT perform baseline traffic counts along specific streets that could be impacted by the project. These counts should be performed prior to the start of construction.

Original Comment:

17. What will the level of service be at the light of cars going eastbound on Route 9?

Response: The signalized intersections of Route 9/Route 128 ramps are expected to operate at an overall LOS C or better in the peak hour, with average delays of less than 30 seconds. Individual movements are expected to operate at LOS D or better, and the volume to capacity ratios are all below one. Eastbound thru traffic on Route 9 will only need to stop at the signals located on the west side of the bridge. The signal remains green on the east side for the thru lanes.

City Response: The City concurs with this response. However, are the future levels of service and queues better or worse than existing?

Original Comment:

18. How many cars will be diverted to other routes through Newton by delays at light?

Response: The added delay from the signalized intersections on Route 9 at the 1-95/Route 128 ramps is not significant enough to make travel times along alternative routes shorter. The proposed signals have only two phases.

City Response: As previously stated, the City remains concerned that traffic during and after construction will continue to divert onto side streets adjacent to Route 9. Although, we understand traffic simulation and analysis cannot predict this trend, the City respectfully requests that MassDOT perform baseline traffic counts along specific streets that could be impacted by the project. These counts should be performed prior to the start of construction.

Submitted by Alderman Kalis, Ward 8

Original Comment:

19. Given the traffic implications to Newton on Nahanton St, is there any consideration, plans, or dollars to direct to traffic flow improvements at the intersection of Nahanton and Dedham as well as the intersection of Nahanton and Winchester?

Response: Based on the CTPS traffic projections, future traffic volumes associated with the installation of the Kendrick Street ramp will have a limited impact on Nahanton Street and its signalized intersections. This information has already been forwarded to the City of Newton. Although no traffic improvements are proposed at this time through the Add-A-Lane project, MassDOT will monitor traffic volumes after the proposed Kendrick Street ramps are opened to identify impacts and compare the build traffic data to the existing traffic data along these streets.

City Response: The City is very concerned the project is going to impact traffic along Nahanton Street and appreciates MassDOT's approach to monitor traffic volumes. However, the City respectfully requests that MassDOT perform baseline traffic counts along Nahanton Street at the intersections with Wells Avenue, Winchester Street and Dedham Street. These counts should be performed prior to the start of construction.

Original Comment:

20. What is the estimated shift of weekday and weekend, as well as commute trips from

Needham St to Nahanton St?

Response: Please refer to the attached Figure 5, depicting the 2025 Projected Build traffic shifts for the weekday morning and weekday afternoon peak hours along the Nahanton Street and Dedham Street roadways.

City Response: The City concurs with this response. The future traffic volumes have been provided

Original Comment:

21. *Will a study be done to understand traffic flow differences on Winchester St and then downstream, implications to the traffic light at Dedham and Winchester?*

Response: The traffic projections completed by CTPS as the basis of the analysis indicate limited impact on Winchester Street and Dedham Street. At the request of the city, an additional traffic analysis has been conducted for Kendrick Street and Nahanton Street. As explained in the requested traffic study, the intersection of Dedham Street and Nahanton Street currently meets signal warrants under existing conditions. This traffic study memo has already been forwarded to the City of Newton. It is recommended that the City pursue implementation of a traffic signal as soon as it is practical. Once the new interchange at Kendrick Street is complete, the new direct ramp to 1-95 northbound from Kendrick Street will help reduce eastbound flow on Kendrick and Nahanton Street toward Newton.

City Response: Although the City understands the intersection of Nahanton Street and Winchester Street currently meets signal warrants, we are concerned the new Kendrick Street interchange is going to increase traffic along Nahanton over what is there now, resulting in greater impact to these intersections. As previously stated, the City respectfully requests that MassDOT perform baseline traffic counts along Nahanton Street at the intersections with Wells Avenue, Winchester Street and Dedham Street. These counts should be performed prior to the start of construction.

Original Comment:

22. *What is the plan to review actual impact following implementation and will dollars be set aside to address any unforeseen impacts?*

Response: A build traffic monitoring program can be established in order to document the specific impacts of the opening of the Kendrick Street ramps in comparison to the existing traffic data that has already been collected. Although there are no specific funds to be set aside, MassDOT and the City should agree in advance to participate in a build traffic monitoring program, and if necessary, identify appropriate levels of mitigation in relation to the proposed improvements of the I-95/Route 128 project. It should also be mentioned that additional development in the area is the responsibility of the developer, not MassDOT.

City Response: As previously stated, the City is very concerned the project is going to impact traffic along Nahanton Street and appreciates MassDOT's approach to monitor traffic volumes. The City concurs with MassDOT to enter into a build traffic monitoring program and establish specific levels of mitigation.

Original Comment:

23. *Is the new intersection at Kendrick intended to be a full intersection or only an entry from 128 South? Please specify the details of this intersection.*

Response: The proposed Kendrick Street interchange will have four new quadrant ramps. Access to Kendrick Street will be provided both from 1-95 north and southbound directions. There are two

restricted movements for the new interchange:

• Those traveling I-95/Route 128 northbound can only enter Kendrick Street to travel eastbound toward Newton. A left turn to travel westbound on Kendrick Street toward Needham will not be permitted.
• Access to 1-95/Route 128 northbound from Kendrick Street can only occur from the east direction. Those traveling west on Kendrick Street coming from Needham will not be able to take a left to travel northbound on 1-95.

City Response: Duly noted.

Original Comment:

24. *Will the new Kendrick Street Bridge continue to allow flow to and from Needham and Newton?*

Response: Yes, the Kendrick Street Bridge will continue to allow traffic low to and from Needham and Newton.

City Response: Duly noted.

Email # 1 From: Maureen Reilly Meagher

Original Comment:

25. *I would like to ask of our city officials, why intersection of Route 9 and 128 was left off comment letter sent by the mayor's office and Bob Rooney in June to DOT?*

Response: The comment is directed to City officials. Also, please see all the other somewhat repetitive questions/responses concerning the Route 9 interchange.

City Response: Duly noted. Although the City understands the project has a direct impact to the Route 128/Route 9 interchange, the primary focus of the referenced letter was to identify the concerns related to impacts to secondary roads including Quinobequin Road, Nahanton Street and others as well as future development projects. It should be noted that in subsequent correspondence with MassDOT, the City clearly identified concerns related to Route 9 traffic.

Original Comment:

26. *The current design at this intersection was originally seen as a temporary action taken for the duration of the project, when did it become a permanent change and why?*

Response: The proposed alterations to the Route 9/ I-95/Route 128 interchange are proposed in order to improve the safety of the interchange. The operation of the proposed signals on Route 9 were evaluated and determined to be acceptable, as they are only two phase signals. The reconfiguration of the interchange ramps eliminates weave segments on both Route 9 and I-95/Route 128, therefore improving safety of the vehicles traveling through the interchange. The improvements began as temporary measures to accommodate traffic during the staged construction requirements of the I-95/Route 128 Add-A-Lane project. As the design was analyzed further it became apparent that the proposed signal modifications could work with the future traffic volume projections and eliminate dangerous weaves. Furthermore, FHWA has held seminars on interchange improvements recommending the elimination of unnecessary weaving movements at interchanges to enhance safety.

City Response: As previously stated, the City was not provided a copy of the most recent traffic analysis data and therefore cannot comment with respect to existing/future levels of service, vehicle

queues and/or delay along Route 9. However, based on the response to Question #8 herein, it appears the proposed project will result in queues of 30 seconds or less while experiencing a level of service C or better at the ramps, and level of service D or better for individual movements.

Original Comment:

27. I am still wondering if there are existing traffic studies available for Quinobequin Road, Chestnut Street, Ellis Street and can they be made available to residents at the meeting?

Response: These roadways are not part of the scope of work for the Route 128 Add-A-Lane project and they were not included in the traffic analysis study. The additional traffic analysis currently being conducted includes an analysis of the Quinobequin Road on-ramp to Route 9 westbound as it approached the Route 9 Interchange.

City Response: The City is not aware of any existing traffic studies along Quinobequin Road, Chestnut Street or Ellis Street.

Original Comment:

28. Can a discussion of storm water design under highway be part of presentation?

Response: The details of the storm water design have been presented at recent Conservation Commission meetings in Needham and Wellesley. This design material has also been forwarded to DEP and the ACOE, as required. The City of Newton DPW Office has also received electronic copies of the drainage design information that has been included with the Notice of Intent permit filings.

City Response: Duly noted.

Email # 2 Thomas & Valerie Forte-120 Quinobequin Rd

Original Comment:

29. As residents of Quinobequin Road and the surrounding area, we are very concerned about the proposed reconstruction of the ramps, and the addition of traffic lights to the Route 9/123 interchange. There is no question in our minds, this change will negatively impact Quinobequin Road and the surrounding streets. Quinobequin Road is a recreational road owned and maintained by DCR. It has few sidewalks and berms, and few poorly functioning drains. It was designed as a recreational road, winding to follow the footprint of the Charles River. NOT as a by-pass road for an interstate Highway! The abutting densely settled neighborhood cherishes the adjacent open space. We know all too well the negative impacts traffic can have on a neighborhood! We worked diligently and relentlessly with local, state and federal officials, for over a decade to get the sound barrier constructed, to decrease the impacts the traffic has on the river, the open space and the quality and health of the neighborhood. It is almost unimaginable to think we could be threatened with additional negative consequences from increased traffic in this area. We would be negligent if we did not ask you to have the foresight when considering this project, to consider the additional impact from the Riverside project, as well.

Although separate projects, they both will impose dramatic and permanent impacts to this area. Therefore, we trust you will carefully and methodically, consider these projects. Using all means possible to assess and avoid all negative impacts. And make a detailed plan and follow thru for all mitigation. Further we ask, you to advocate for us with all agencies involved, to protect the quality of our lives, our health, the stability of our property values and the beautiful river and slice of cherished open space we all enjoy. Please keep foremost in your minds, we are an established neighborhood. We deserve to

have a good quality of life and live in a healthy surrounding environment.

Response: The addition of the traffic signals on Route 9 at the I-95/Route 128 interchange are not expected to increase delay enough to encourage the traveling public to utilize Quinobequin Road as an alternative route. The proposed signals on Route 9 are only two phase signals. The movement from Route 9 westbound onto I-95/Route 128 northbound is not proposed to be under signal control and. therefore is not expected, to experience additional delay. The ramp entrance will be appropriately modified with the proper storage length. With the efficient traffic operations of this movement, Quinobequin Road is not expected to be a more desirable route to travel northbound to I-95/Route 128. VISSIM analysis indicates that the proposed traffic signal is not expected to result in extensive queuing to vehicles traveling westbound on Route 9. Traveling on Route 9 westbound and continuing onto 1-95/Route 128 to be able to travel at highway speed is expected to continue to take less time than traveling at a much lower speed along Quinobequin Road only to incur delay when turning onto Route 16 to merge onto I-95/Route 128.

The CTPS traffic projections utilized for the analysis of this project include both specific development growth and general growth for areas adjacent to the study area. Also, the Riverside project is located some distance from the study area and the developer is responsible for their traffic analysis.

City Response: As previously stated, the City remains concerned that traffic during and after construction will continue to divert onto side streets adjacent to Route 9. Although, we understand traffic simulation and analysis cannot predict this trend, the City respectfully requests that MassDOT perform baseline traffic counts along specific streets that could be impacted by the project. These counts should be performed prior to the start of construction.

Email # 3 From: Lisa Frank

Original Comment:

30. *We live at 350 Quinobequin Road and are greatly concerned about the increase in traffic to our road. It is already a cut through street with speeding traffic. Any changes that increase the traffic will actually make it extremely dangerous as many people enjoy - walking along this road. There are no sidewalks...*

A permanent road block should be made on Quinobequin rd at the ramp location to go on Route 128 south. I do believe the neighborhood would be saved from all the cut through traffic.

Response: The addition of the traffic signals on Route 9 at the 1-95/Route 128 interchange are not expected to increase delay enough to encourage the traveling public to utilize Quinobequin Road as an alternative route. The movement from Route 9 westbound onto 1-95/Route 128 northbound is not proposed to be under signal control and therefore is not expected to experience additional delay. The ramp entrance will be appropriately modified with the proper storage length. With the efficient traffic operations of this movement, Quinobequin Road is not expected to be a more desirable route to travel northbound to 1-95/Route 128. VISSIM analysis indicates that the proposed traffic signal is not expected to result in extensive queuing to vehicles traveling westbound on Route 9. The proposed signals are only two phase signals. Traveling on Route 9 westbound and continuing onto I-95/Route 128 to be able to travel at highway speed is expected to continue to take less time than traveling at a much lower speed along Quinobequin Road, only to incur delay when turning onto Route 16 to merge onto 1-95/Route 128.

Furthermore, if there is already speeding and cut thru traffic on Quinobequin Road under the existing conditions then the city should contact DCR.

City Response: Although the City remains concerned that traffic during and after construction will

continue to divert onto side streets adjacent to Route 9 including Quinobequin Road we do not support a permanent "road block" along this corridor. The City is coordinating with the Division of Conservation and Recreation (DCR) with regard to speeding enforcement and permanent traffic controls. As stated previously, we understand traffic simulation and analysis cannot predict this trend, the City respectfully requests that MassDOT perform baseline traffic counts along specific streets that could be impacted by the project. These counts should be performed prior to the start of construction.

Email # 4 From: Jeanie Roper

Original Comment:

31. *Could you please let the Aldermen know that a big problem on route128 is that as soon as one gets on 128 N from Rt. 9 it is necessary to get over 2 lanes to avoid the back up from people trying to exit to get on the Pike. Route 128N curves steeply so that getting over to the left while the road curves right is very hard in terms of looking behind to check before changing lanes. Maybe if they expand it they could move the lanes that feed into the Pike over and make it a more gradual curve to get by that on the left for a mile or so south of the Pike exit. I hope this makes sense to you. It really is a dangerous area with lots of people changing lanes to get over to get on the Pike or coming onto the highway and trying to get over to avoid Pike exiters between route 9 and the pike.*

    Response: The Mass Pike interchange is located three interchanges north of the Route 9 interchange. This location is well beyond the limits of work for the Route 128 Add-A-Lane project. The limits of work for the Add-A-Lane project stop at the Route 9 Interchange. The permits and scope of work for the Add-A-Lane project have been denied for numerous years now. To address this request for the Mass Pike exit location is well beyond the scope of work for this project.

    City Response: The City concurs with this response.

Cc: Dave Turocy, DPW Commissioner
Lou Taverna, City Engineer
Kay Khan & Ruth Balser, MA State Rep., Newton
John Rice, Ward 5 Alderman
Deborah Crossley & Brian Yates, Ward 5 Alderman at Large
File

Danielle Delaney

To: ddelaney@newtonma.gov
Subject: (Fwd) Comment re: Add-A-Lane impact on Quinobequin Rd., Waban...
Date sent: Thu, 31 Jan 2013 11:51:00

------ Forwarded message follows -------
From: "Barbara Brustowicz"
To: <ddelaney@newtonma.gov>
Subject: Comment re: Add-A-Lane impact on Quinobequin Rd., Waban...
Date sent: Wed, 30 Jan 2013 23:23:08 -0500

Dear Ms. Delaney,

Kindly forward the following comment for consideration by our elected officials:

Having lived in Waban for the past 30 years and residing on Radcliff Road with property that abuts Quinobequin Road since 2002, we have seen a troubling steady increase in the volume of traffic as well as speeding in excess of the posted speed limits along Quinobequin Road. With the impending Add-A-Lane permanent changes being proposed by the Mass. DOT to the intersection of Rte. 9 and Rte. 128, we are deeply concerned about the troubling negative impact that this project will have on our bucolic neighborhood. The installation of the two proposed traffic lights at the intersection of these two heavily traveled routes will create a traffic back up on Rte. 9 in both directions, causing drivers to seek an escape route. Quinobequin Road and Chestnut Street in Waban will become the cut through route of choice for drivers seeking to avoid sitting in backed up traffic along Rte. 9. This proposed traffic design is ill-conceived and requires further study and consideration of the impact that it will have on the village of Waban.

At the January 23 meeting of the Public Safety and Transportation Committee brief discussion centered on Quinobequin Road, its status as a recreation road, and the lack of an agreement between the DCR and the Mayor's Office that would enable the City Police Dept. to enforce traffic and speed limits on the road. Alderman Yates asked for a Docket item requesting that the DRC attend the next scheduled meeting of the Board of Alderman regarding a follow up discussion concerning Quinobequin Road.

Currently Quinobequin Road, a two-mile winding country road that follows the meandering Charles River, was created as a recreation road to be overseen by the former MDC. Commercial vehicles are prohibited and 20-30 mph speed limits are posted along the roadway. Jurisdiction along Quinobequin Road for traffic enforcement lies with the State Police, but lack of funding means that State Police presence in the area is sporadic at best. Road maintenance and open space preservation belongs to the DRC, but financial restrictions have resulted in a total lack of care or oversight by the Department. As concerned residents of the area we urge the our elected officials to give Quinobequin Road the attention that it deserves and to take any and all necessary measures to maintain the bucolic neighborhood environment, preserve the recreational road as a safe and hazard free roadway, and prevent it from becoming a cut through commuter route.

Respectfully submitted,

Barbara & Robert Brustowicz
Radcliff Road

Danielle Delaney

To: ddelaney@newtonma.gov
Subject: (Fwd) Route 9 and Route 128 Interchange
Date sent: Mon, 04 Feb 2013 09:41:46

------- Forwarded message follows -------
To: ddelaney@newtonma.gov
Subject: Route 9 and Route 128 Interchange
From: Rellertsen
Date sent: Sun, 3 Feb 2013 14:10:09 -0500 (EST)

I believe the cloverleaf interchange for Route 9 and Route 128 should be kept as is.

I believe there is a reason why many major delivery companies use computer software to plot out the daily driving routes for their drivers in a way the minimizes left turns. It is because left turns are much more likely to result in accidents. Unfortunately, the new plan for the interchange eliminates two conventional cloverleaf leaves that require right turns and replaces them with two traffic lights that require left turns.

Currently, if a driver is in Newton on Route 9 going toward Wellesley and wants to go onto Route 128 south, he/she simply drives to the clover leaf, takes a right turn, and merges onto 128.

In the new system, however, the driver would first cross through an intersection with a traffic light that allows drivers from Route 9 in Wellesley to take a left turn onto Route 128 north. If the light is red, the driver from Newton waits for it to turn green. Once through that, the driver from Newton would next get into the left lane and would soon be in another intersection with a traffic light. If the light were red for a left turn, he/she would wait for it to turn green and so that he/she could make a left turn while drivers coming from Wellesley would wait under a red light. When the driver from Newton would turn left on green, he/she would next look to the right while merging onto the entrance road with drivers from Wellesley, make the merge, and then a few moments later would look to the left and merge onto Route 128.

Instead of no traffic lights, there now would be two. Instead of no left turns, there would be one. Instead of one merge, there would be two.

Whatever you can do to save the current cloverleaf would be a great benefit to all motorists using the interchange.

Thanks in advance for whatever efforts you make.

Bob Ellertsen
837 Chestnut Street
Newton, MA 02468

-

Danielle Delaney

To: ddelaney@newtonma.gov
Subject: (Fwd) rt 9/128 exchange project
Date sent: Tue, 19 Feb 2013 08:49:45

------- Forwarded message follows -------
From: "Neil Gladstone"
To: <byates@newtonma.gov>,
<ddelaney@newtonma.gov>
Subject: rt 9/128 exchange project
Date sent: Sun, 17 Feb 2013 17:06:51 -0500

Brian and Danielle,

I am a 21 year resident of Waban at 185 Allen Avenue. I want to register my strong disapproval of the DOT plan to create 2 new traffic lights at the interchange in place of current cloverleaf system. This would create a significant bottleneck on Rt. 9, and present more safety issues as drivers going west on Rt. 9 will need to make a left to enter 128 South. The current cloverleaves accomplish the entrance and exits between RT 9 and Rt. 128 with no lights and no left turns.

I appreciate whatever you can do to influence the DOT.
‘

Sincerely,
Neil Gladstone

Danielle Delaney

From:	"" <byates@newtonma.gov>
To:	rrcexec@regulatoryresearch.com, mreillymeagher@gmail.com, steelch1268@gmail.com, wpaile@newtonma.gov
Date sent:	Fri, 22 Feb 2013 14:36:54 -0500
Subject:	Suggested questions for DOT at March 6 meeting on Route 9 intersection with Add-a-Lane
Copies to:	DDelaney@newtonma.gov, Dkallis@newtonma.gov, Ruth.Balser@statema.gov, Cynthia.Creem@statema.gov., ACiccone@newtonma.gov
Priority:	normal

What problem is this design of the intersection trying to solve?

What data do you have that proves the existence of this problem?

What are accident rates at the various sectors of this intersection? What are the causes of the accidents and how will they be alleviated by the proposed design of the intersection?

Where have similar changes to those proposed for this intersection been implemented previously ? Have they been successul?

Are the proposed changes based on some general State or Federal policy?
If so, please provide a copy of the policy.

As part of the proposed development of the Mass DOT owned site at Riverside, data was collected on a wide range of intersections far beyond the site of the proposed development. Will you collect data on current traffic levels and intersection levels of service that will be affected by the proposed changes to the intersection, including but not limited to Chestnut , Elliot, and Woodward Streets in Newton, Central Avenue and Gould Street in Needham, Quinobequinn Road in Newton, etc?

Will you provide mitigation funds to Newton, Needham, DCR, etc. if major traffic increases or declines in the levels of service are caused by the changes to the intersection?

Are the proposed left turns at the intersection similar to those proposed for elimination in New Jersey described in an article in the New York Times on February 5, 2013?

Will DOD post signs on its access roads to Quinobequin Road warning drivers of commercial vehicles that Quinobequin Road is close to them?

Danielle Delaney

To: ddelaney@newtonma.gov
Subject: (Fwd) Re: Suggested questions for DOT at March 6 meeting on Route 9intersection with Add-a-Lan
Date sent: Mon, 25 Feb 2013 09:09:13

------- Forwarded message follows -------
Date sent: Fri, 22 Feb 2013 16:51:56 -0500
Subject: Re: Suggested questions for DOT at March 6 meeting on Route 9intersection with Add-a-Lane
From: Christopher Steele
To: byates@newtonma.gov
Copies to: rrcexec@regulatoryresearch.com, mreillymeagher@gmail.com, wpaile@newtonma.gov, DDelaney@newtonma.gov, Dkallis@newtonma.gov, Ruth.Balser@statema.gov, Cynthia.Creem@statema.gov, ACiccone@newtonma.gov

Thanks Brian - These provide an excellent starting point

PS - For everyone else on the distribution, I believe that this is the article Brian is referring to: http://www.nytimes.com/2013/02/05/nyregion/bill-to-squelch-new-jerseys-jughandle-turns-is-backed.html?_r=0

However, I believe that the current proposal is not exactly the same as it involves an interstate highway. I'm familiar with many of the situations the article references - In each the more major road would be the equivalent size of Rt 9 and the minor would be the equivalent of, say, Langley.

Thank you!

-Chris
Christopher Steele

The New York Times

N.Y. /Region

Bill to Squelch Convoluted Left Turns Gains in New Jersey Senate

By MATT FLEGENHEIMER

Published: February 4, 2013

It is the peculiar fate of the New Jersey driver, as indelible as a shoreside weekend or a Bruce Springsteen composition, if less easily romanticized.

One of the state's "jughandles," on Route 31 in Clinton Township, N.J.

For when the denizens of Mr. Springsteen's "Born to Run" take their hemi-powered drones for a scream down the boulevard, one detail is perhaps omitted: If ever those renegade drivers resolved to make a left turn, they probably suffered the indignity of taking a right-hand loop first.

The loop is called a jughandle, a traffic formation that looks as it sounds: an unintuitive veer to the far right when you want to turn left.

While other states have been known to use jughandles, none seems to have matched New Jersey in volume or reputation.

After more than a half-century, though, the jughandle — so intertwined with the Garden State that it is also called a "Jersey left" — faces a threat. On Monday, a proposal to ban future jughandles cleared the State Senate's transportation committee, allowing for a full vote and prompting a zealous debate over the state's signature driving quirk.

“I’m from New Jersey for 60 years,” said Daniel Gaskill, who operates the Princeton Driving School. “Jughandles are part of our culture.”

Officials said construction of the state’s hundreds of jughandles dated to the 1940s and grew as part of an effort to keep traffic clusters off main drags. But like the state’s many traffic circles, the jughandle has become a polarizing force.

The bill’s author, State Senator James Holzapfel of Toms River, described the minutes-long wait at a jughandle as “my personal hell.” Since 2003, when Mr. Holzapfel was an assemblyman, he has introduced a jughandle bill every two years. Monday was the first time his plan passed in a committee. “I’ve sat through three, four changes of the light before I could even get over the highway,” he said. “You sit there and say, ‘There’s got to be a better way.’ ”

Officials with the State Transportation Department are not so sure, suggesting that the alternatives — dedicated turn lanes or mixed-use lanes — leave drivers vulnerable to backups in active travel lanes, including high-speed lanes.

“We, as a department, have found that the jughandle design does serve a purpose,” said Tim Greeley, a department spokesman.

A spokesman for Gov. Chris Christie did not respond to a message seeking the governor’s position on jughandles.

Some residents have said the greatest shortcoming of the state’s turning policy is its inconsistency. Some stretches include traditional left turns and jughandles in proximity, leaving a left-leaning driver to guess which lane to enter. Mr. Holzapfel noted that roads by the state’s resort towns were particularly problematic to visitors unfamiliar with the convention.

“They go to the intersection, stop, then try to make a left across a three-lane road,” he said.

Mr. Holzapfel said that intersections once plagued with accidents and backups, including some on Routes 1 and 17, had been remedied in recent years with the use of overpasses and other designs that eliminated the need for jughandles. He estimated that jughandles had caused thousands of accidents. (If passed, the bill would affect the future construction of jughandles, not those that are already in place.)

Maria Prato, 31, who moved from Oklahoma City to North Hanover, N.J., in 2007, said it took her about two weeks to figure out how to make a left turn. “I was like: ‘What is wrong with these people? They don’t need to make left-hand turns?’ ” she recalled. “Eventually one of the locals cued us in.”

But perhaps no New Jerseyan has weighed the jughandle’s merits as thoroughly as Jason Didner, 42, a singer and songwriter. Years before he took a job with a highway construction company, he wrote a tune about his driving experience for “Car Talk” on National Public Radio.

“My experience,” he said in a phone interview on Monday, “was seeing a diner on the left-hand lane, and you can’t get there for another 10 minutes.”

And with that, Mr. Didner offered his entry, “You Can’t Get There From Here in Jersey,” and its chorus:

“You can’t get there from here in Jersey/ You’re always on the wrong side of the road/ You can’t get there from here in Jersey/ I’ve got a case of jughandle turnaround overload.”

A version of this article appeared in print on February 5, 2013, on page A16 of the New York edition with the headline: Bill to Squelch Convoluted Left Turns Gains in New Jersey Senate.