

## Nadia Khan

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**From:** Andreae Downs  
**Sent:** Saturday, May 30, 2020 9:50 AM  
**To:** Nadia Khan; Richard Lipof  
**Subject:** Fwd: Clarification requested on Riverside/Grove Street

Andreae Downs  
Ward 5 City Councilor  
At large

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**From:** DeWolfe, Jacqueline (DOT) <jacqueline.dewolfe@state.ma.us>  
**Sent:** Friday, May 29, 2020 2:57:39 PM  
**To:** Andreae Downs <adowns@newtonma.gov>  
**Cc:** Paul, Andrew K. (DOT) <andrew.paul@state.ma.us>  
**Subject:** RE: Clarification requested on Riverside/Grove Street

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Dear Andreae, please find a response below from Andy Paul, head of MassDOT Highway Design (CCd). If you have any more questions, want further clarification, or want to discuss further, please reach out to both of us. Best, Jackie

Jackie,

It seems like the comments from MassDOT may have been presented out of context. It is my understanding that portions of the mitigation work on Grove Street are outside of MassDOT's jurisdiction. MassDOT's jurisdiction is at the Grove Street interchange with I-95 and the roundabout at the ramp.

MassDOT went through an extensive process to update the controlling criteria for both roadway design as well as criteria for designing facilities for people walking, biking and taking transit. The [updated controlling criteria](#) were released in January 2020 and include flexibility in how the roadway cross section is designed. In response to the specific questions below I offer the following:

- The controlling criteria typically requires pedestrian facilities on both sides of the road. The portions of the roadway that fall outside of MassDOT jurisdiction wouldn't require an exception.
- The lane and shoulder widths summarized below are at the lower threshold for allowing busses and larger trucks to use the lane. Immediately adjacent to the interchange it is important to allow for emergency response as well as freight and bus access. But along the portion of roadway outside of MassDOT's jurisdiction, the municipality is responsible for approving the cross-section.

Let me know if you need any additional information.

Andy

**Andrew Paul, P.E. | MassDOT Highway Design Engineer**  
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**Jackie DeWolfe**

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**From:** Andreae Downs <[adowns@newtonma.gov](mailto:adowns@newtonma.gov)>  
**Sent:** Monday, May 18, 2020 2:56 PM  
**To:** DeWolfe, Jacqueline (DOT) <[Jacqueline.DeWolfe@dot.state.ma.us](mailto:Jacqueline.DeWolfe@dot.state.ma.us)>  
**Subject:** Clarification requested on Riverside/Grove Street

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Dear Ms. DeWolfe:

The Land Use Committee of the Newton City Council were told at our May 12 hearing by Damien Chaviano of Mark Development that the developer had heard from a MassDOT engineer that a protected 5' bike lane proposed for the east side of Grove Street as part of the streetscape improvements were "unsafe."

The reasons cited were that:

1. Lacking a sidewalk on that side (current and future conditions) pedestrians and cyclists would both use the lane.
2. The resulting street width (1' shoulder and two 11' vehicle lanes, or 23') would be too narrow for emergency vehicles to pass.

Several of my colleagues and I would like to better understand the reasoning behind this message. We request further clarification on MassDOT guidance and/or the engineering constraints that would preclude this configuration.

Thank you for your attention,

Andreae Downs  
Ward 5 City Councilor  
At large

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