TOWN OF READING MASSACHUSETTS

Walkers Brook Drive Redesign

Community Meeting

Wednesday, January 14, 2026 at 7:00 pm
Reading Public Library

Kimley»Horn

bus stop with shelter serving Bus Route 137, west of New Crossing Road

Introductions

Kimley»Horn
Expect More. Experience Better.

Town Staff

Andrew MacNichol
Community Development Director

Olivia Knightly
Senior Planning – Housing/Sustainability

Ryan Percival
Town Engineer

Consultant Team

Lisa Juan, PE
Transportation Engineer

Peyton Graham
Transportation Analyst

Liam Maher
Transportation Analyst

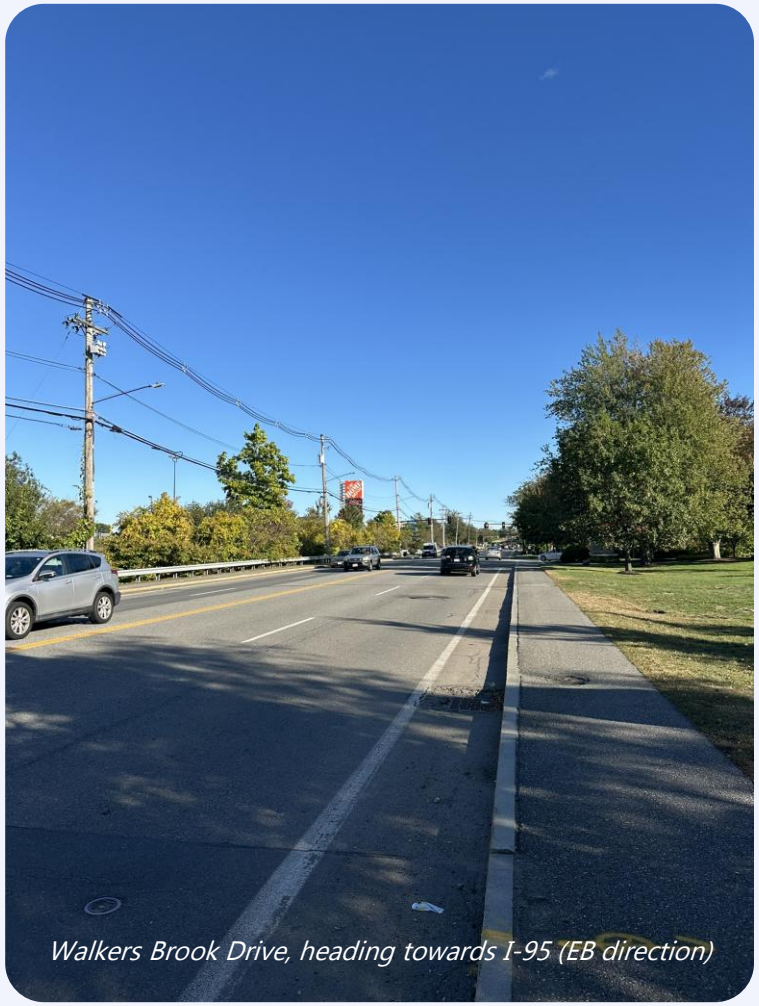
We would like your feedback on the preferred improvement plan!

Participant Instructions for Zoom

Use the Chat, Raise Hand, and Reaction Tools

Agenda

- Project's Purpose
- Timeline
- What We Heard in 2024
- Review Past Alternatives
- Approach to the Advancement of the Project
- Review & Talk With Us



Walkers Brook Drive, heading towards I-95 (EB direction)

Project's Purpose

- Redesign Walkers Brook Drive to accommodate all modes in a safe manner.
- Aims to enhance community connectivity and reduce reliance on single-occupancy vehicles.
- Align with the Eastern Gateway Initiatives (*adopt local policies and practices that facilitate compact development and mixed-use in transit accessible areas).*

Timeline

2018

Conducted a peer review of the Eaton Lakeview Apartments TIAS, leading to intersection improvement recommendations.

2019

Prepared a Comprehensive Corridor Analysis with conceptual redesign alternatives for Walkers Brook Drive *(completed in 2021).*

2023

Secured $250,000 from the Housing Choice Grant Program to further develop conceptual designs, refine improvements, and engage the public through a meeting and online survey *(completed in 2024).*

2025

Awarded a $500,000 MassWorks Infrastructure grant to advance the preferred alternative to near–construction-ready plans, with additional public outreach, property owners/businesses coordination, and advancement through the regional TIP.

Walkers Brook Drive Survey Highlights

310 responses

Who Took The Survey?

Most people are over 30 years old.

18-24-0.65%
25-34-12.58%
35-44-31.94%
45-54-20.65%
55-64-19.03%
65+-12.90%

Most people live over a mile away.

Within ½ mile-18.06%
½ mile to 1 mile-31.61%
Over 1 mile-50.32%

Over half of the people use Walkers Brooks Drive weekly.

Daily-38.06%
Weekly-56.13%
Monthly-4.19%
Yearly-1.61%

Just The Facts

Top 3 reasons people use Walkers Brook Drive.

Groceries ····· 86.45%
Retail Shops ····· 78.39%
Restaurants ····· 43.55%

Most commuters opt to drive alone.

98.06%

Which commute is the most unsafe?

When asked about Improvements, The #1 priority was SAFER INTERSECTIONS

Survey respondents believe the top 3 Improvements for WALKING are:

Sidewalks
Signals
Street crossings

Survey respondents believe the top 3 Improvements for BIKING are:

Safer intersections
Off-road trail
Bike lane

What We Heard in 2024?

Review Past Alternatives

Multimodal Alternatives

Alternative 1: On-road Buffered Bicycle Lanes

5-foot bike lanes and 3-foot buffer, with 6-foot sidewalks on both sides

Alternative 2: Shared Use Path

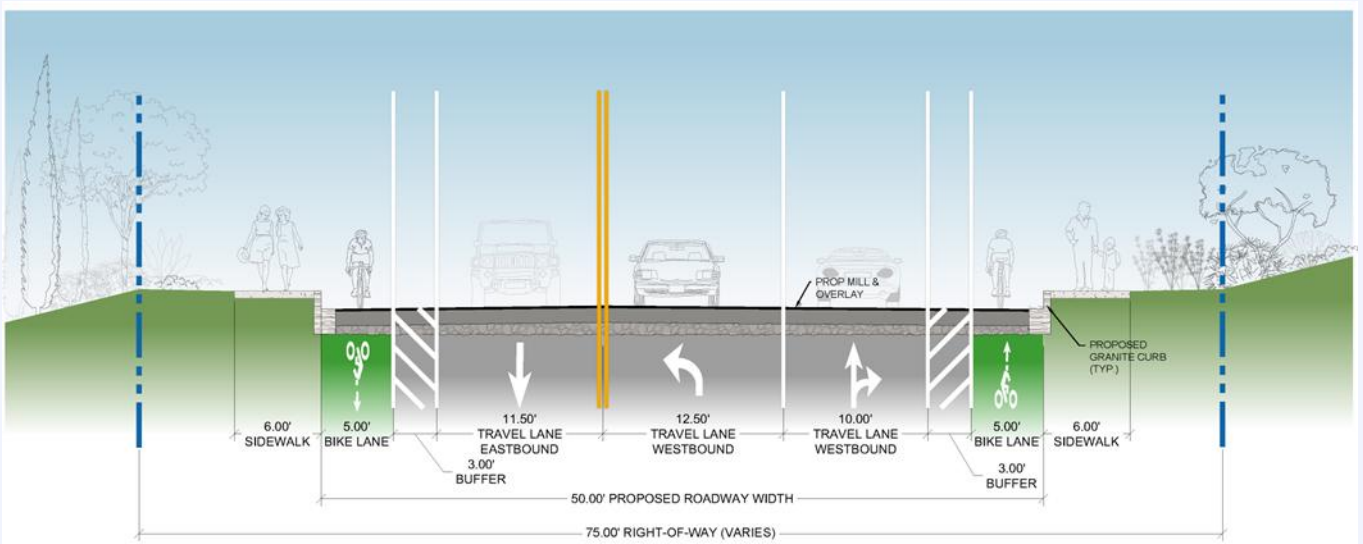
10-foot, on the south side with a landscape buffer of five (5) feet and an 8.50-foot sidewalk on the north side

Alternative 3: Off-Road Two-Way Cycle Track

10-foot, on the south side with a landscape buffer of five (5) feet, and 6-foot sidewalks on both sides

Alternative 1: On-Road Buffered Bicycle Lanes

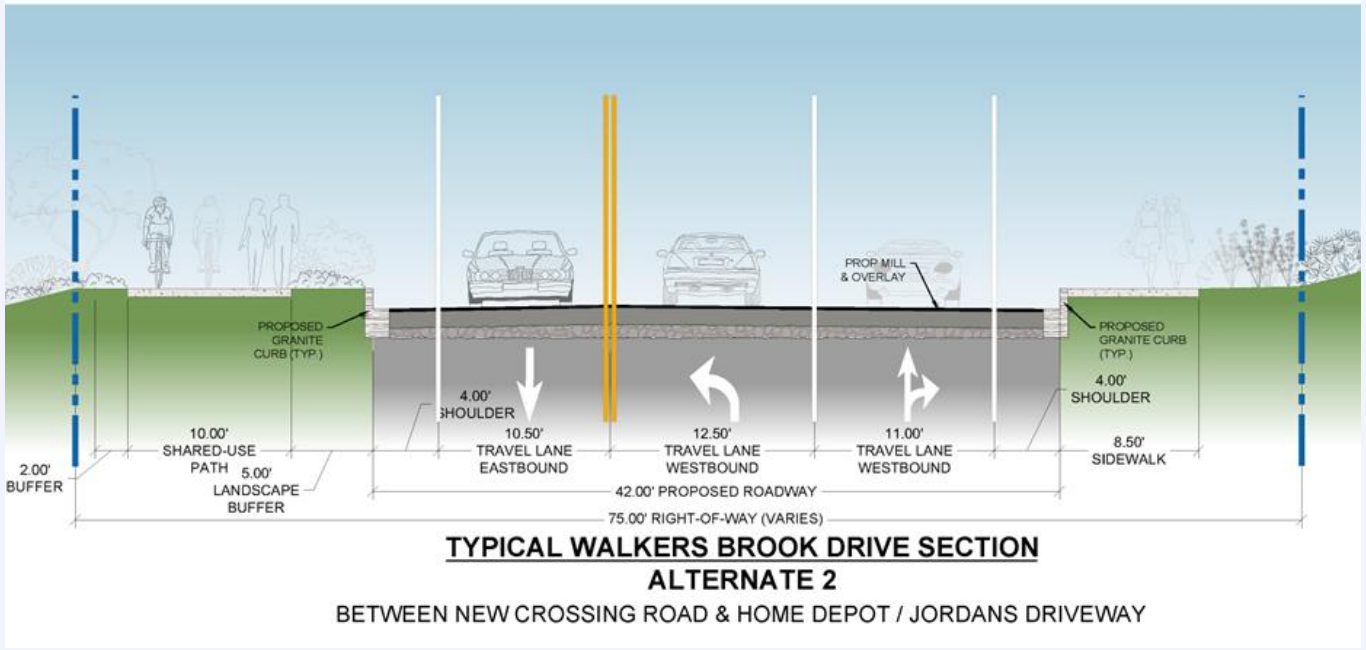
- Flush buffer zone between a bicycle lane and the adjacent travel lane, the buffers are between the bicycle lanes and motor vehicle travel lanes to increase bicyclists' comfort.
- Sidewalk facilities on both sides and complete a missing segment on the north side between Home Depot Drive and the Town of Wakefield Line.



TYPICAL WALKERS BROOK DRIVE SECTION
ALTERNATE 1
BETWEEN NEW CROSSING ROAD & HOME DEPOT / JORDANS DRIVEWAY

Alternative 2: Shared Use path

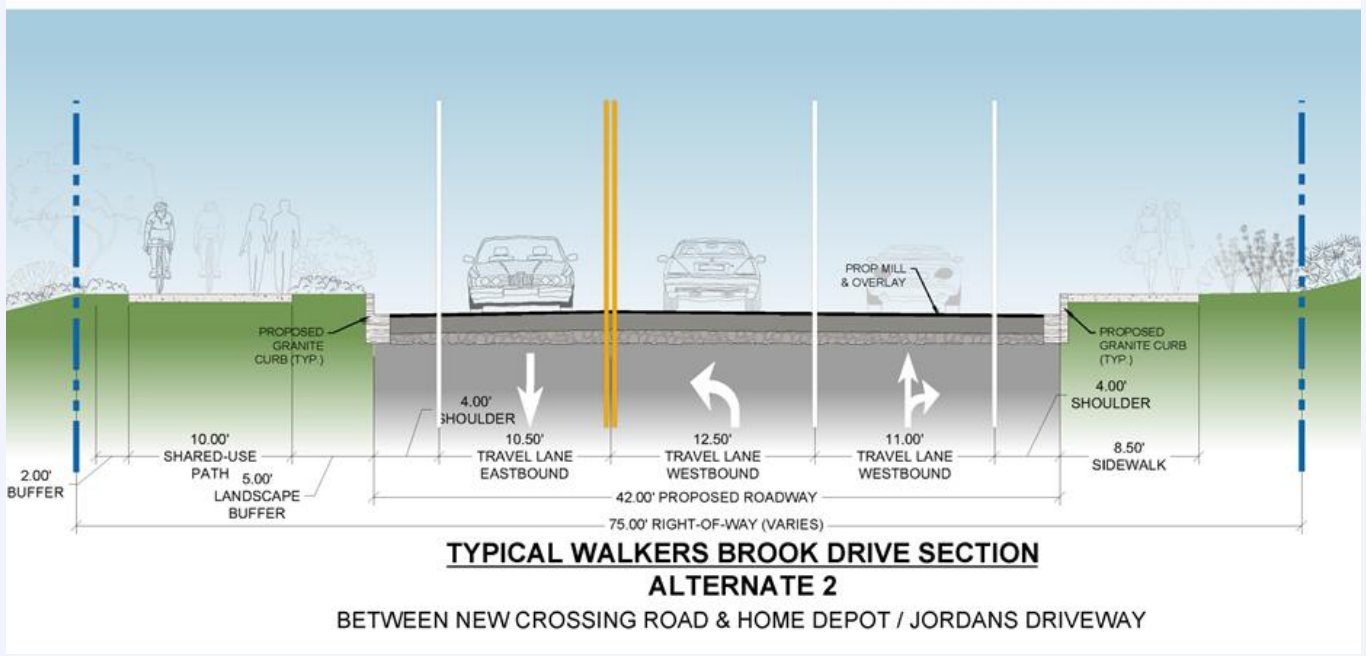
- Designed to accommodate a variety of users (walkers, bicyclists, joggers, people with disabilities, & etc.). Physically separated from motorized vehicle traffic.
- Sidewalks are provided on the north side, with 4-foot shoulders on both sides, allowing bicyclists to travel in the roadway without marked bike lanes.



TYPICAL WALKERS BROOK DRIVE SECTION
ALTERNATE 2
BETWEEN NEW CROSSING ROAD & HOME DEPOT / JORDANS DRIVEWAY

Alternative 3: Off-Road Two-Way Cycle Track

- Exclusively for bicyclists and provides added separation, enhancing the bicycling experience. Physically separated from adjacent travel lanes and designed at the same level as the sidewalk, separate from pedestrian travel.
- Sidewalk facilities and 4-foot shoulders on both sides allow bicyclists to ride within the roadway without the need for marked bike lanes.



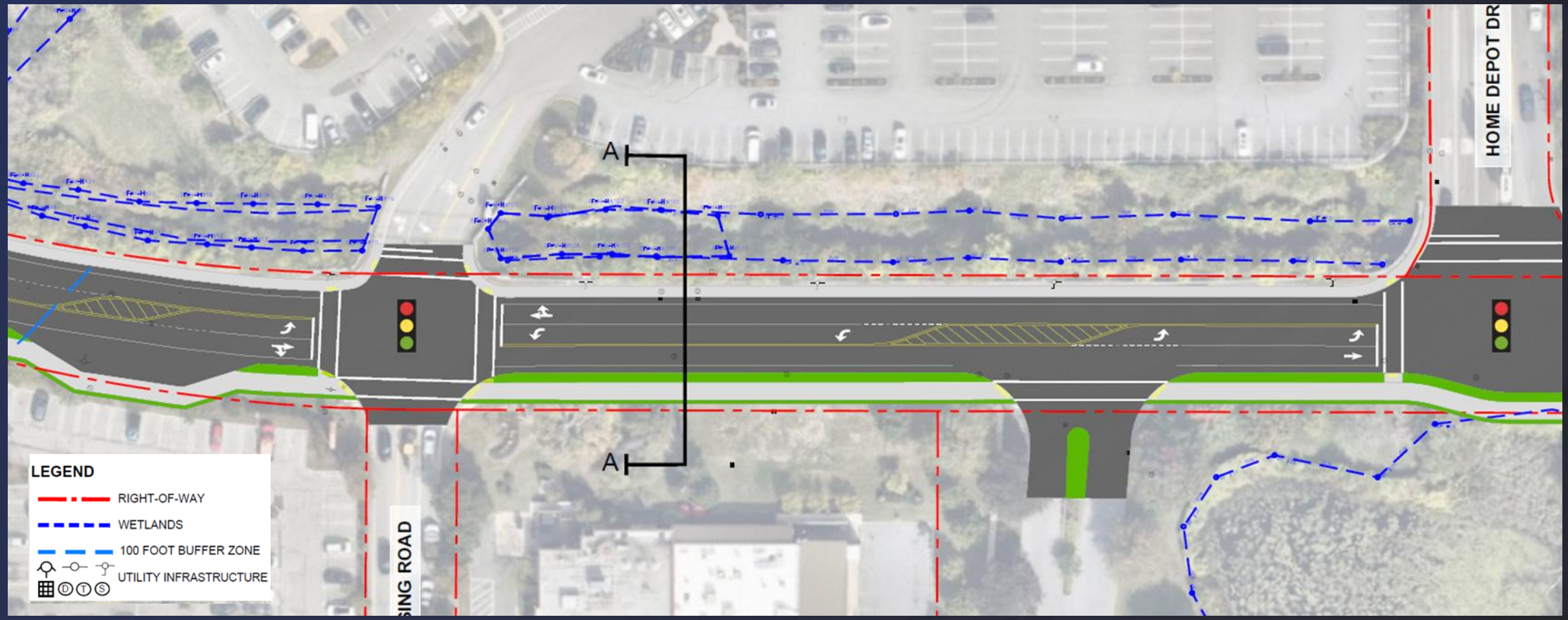
TYPICAL WALKERS BROOK DRIVE SECTION
ALTERNATE 2
BETWEEN NEW CROSSING ROAD & HOME DEPOT / JORDANS DRIVEWAY

#	Alternative	Multimodal Benefit	Traffic Operations	Future Traffic Performance	Right-of-Way Impacts	Environmental (Wetland) Impacts	Public Support	Preliminary Estimated Project Cost (2024)
		Accommodates various transportation modes	Prioritize various traffic management strategies	Future (2035) traffic conditions, level of service (LOS)	Effects of the Project Corridor will have on existing land, properties, and public/private spaces	Effects of the Project Corridor may have on wetland areas	Level of acceptance from the community	Initial Project cost, subject to change on current Project phase
1	On-Road Buffered Bike Lanes							
		Designated on-road bike lanes to help separate bicyclists from motor vehicle traffic	Designated left-turn movements with permissive movements and full access movements at General Way	The overall LOS at the signalized intersections operates at LOS C or better. Some movements operate at LOS D. The southbound movement exiting at John Street will experience delays.	17,202 SF General Way (southern leg), Private Driveways	202 SF (on the east side of the corridor and south side of Walkers Brook Drive)	Least Preferred Alternative (23%) & Promoting Walking/ Bike Safety (38%)	$4,599,816
2	Shared Use Path on the south side							
		Completely separate from motor vehicle traffic and paths for both bicyclists and pedestrians, creating a safer and more pleasant experience	Designated left-turn movements with permissive movements and full access movements at General Way	The overall LOS at the signalized intersections operates at LOS C or better. Some movements operate at LOS D. The southbound movement exiting at John Street will experience delays.	19,217 SF General Way (southern leg), Private Driveways, sections of the shared-use path	742 SF (on the east side of the corridor and south side of Walkers Brook Drive)	Second Preferred Alternative (30%) & Promoting Walking/ Bike Safety (45%)	$4,734,335
3	Off-Road Two-Way Cycle Track on the south side							
		Completely separate from motor vehicle traffic, bicyclists can travel at their own pace	Designated left-turn movements with permissive movements and full access movements at General Way	The overall LOS at the signalized intersections operates at LOS C or better. Some movements operate at LOS D. The southbound movement exiting at John Street will experience delays.	23,541 SF General Way (southern leg), Private Driveways, sections of the sidewalk, and cycle track	996 SF (on the east side of the corridor and south side of Walkers Brook Drive)	Most Preferred Alternative (47%) & Promoting Walking/ Bike Safety (53%)	$4,838,069

Icons	Description
	Highly Favorable
	Moderately Favorable
	Minimally Favorable

Preferred Alternative – Shared Use Path

Preferred Alternative – Shared Use Path



Walkers Brook Drive at General Way Alternatives

Convert to provide full access movements, allowing northbound left-turn movements.

- Signalized Intersection with full access *(inclusion of northbound left-turn movements)*
- Signalized Intersection with Lakeview Avenue *(Consolidate access for John Street and Salem Five Bank Driveway to Lakeview Avenue)*
- Single Lane Roundabout with a Bypass Lane from Walkers Brook Drive
- Single Lane Roundabout

Signalized Intersection

HIGHWAY GUARDRAILS
NONE

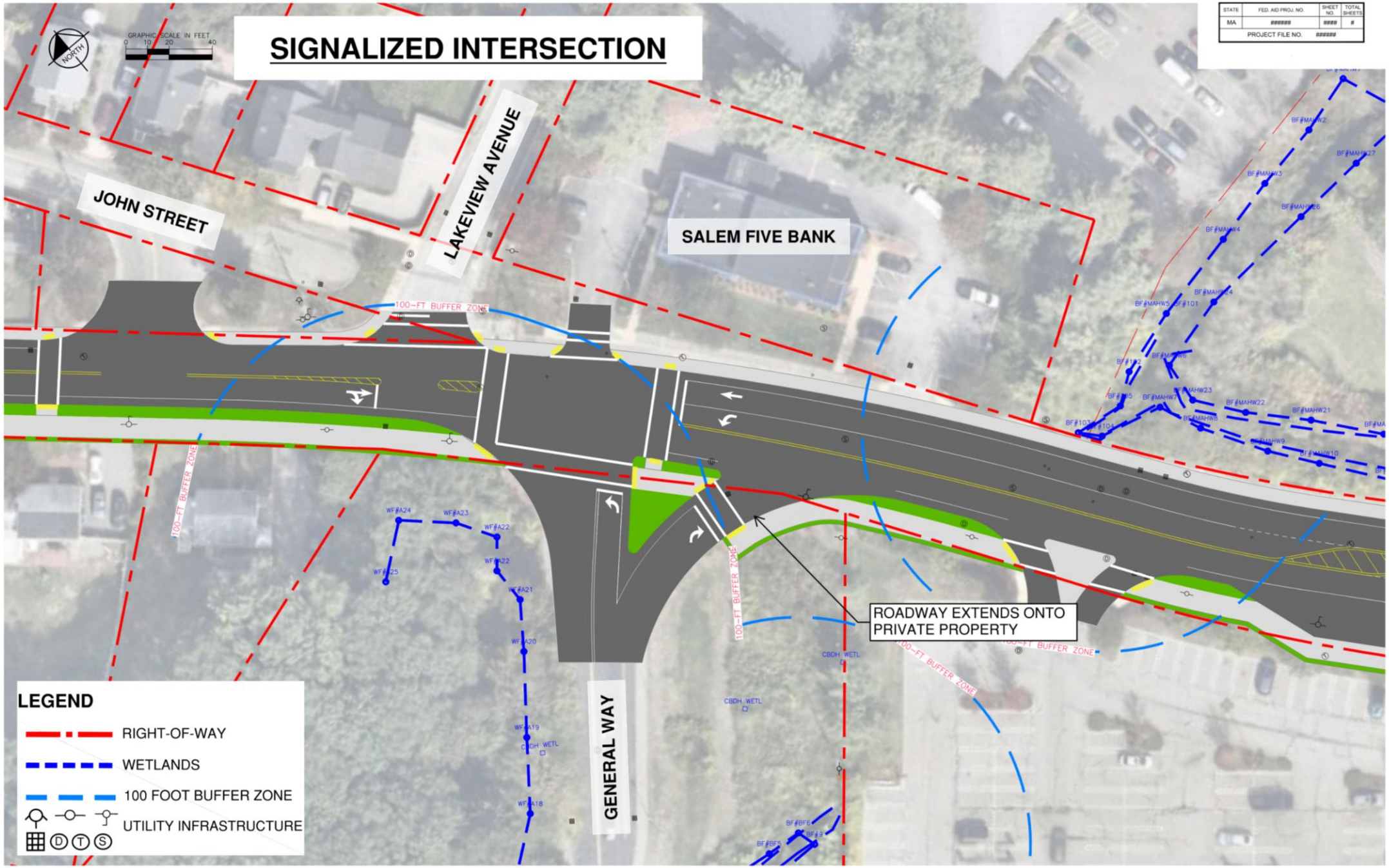
TRAFFIC SIGNAL CONDUIT
NONE

WATER SUPPLY ALTERATIONS
NONE

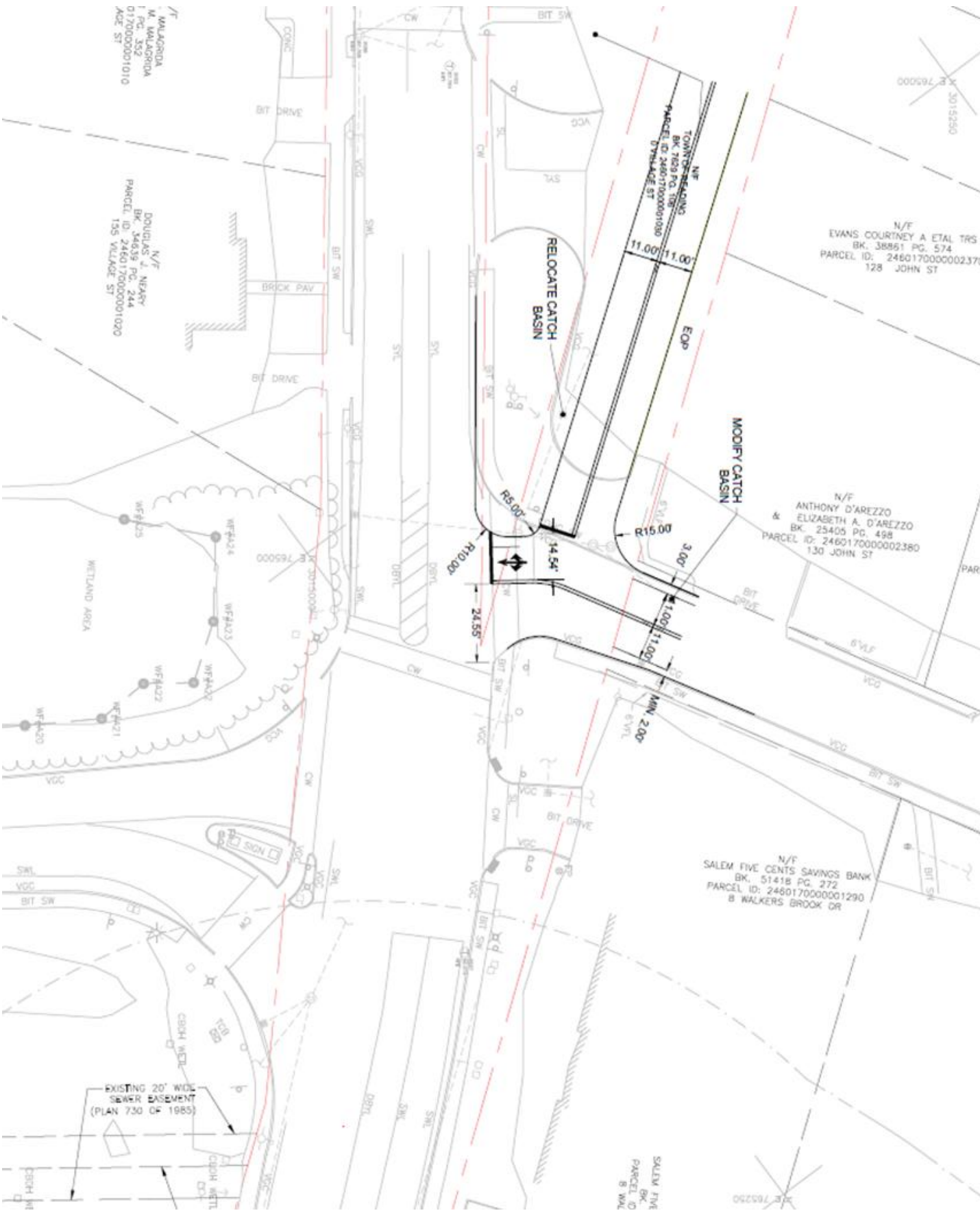
DRAINAGE DETAILS
NONE

READING
WALKERS BROOK DRIVE

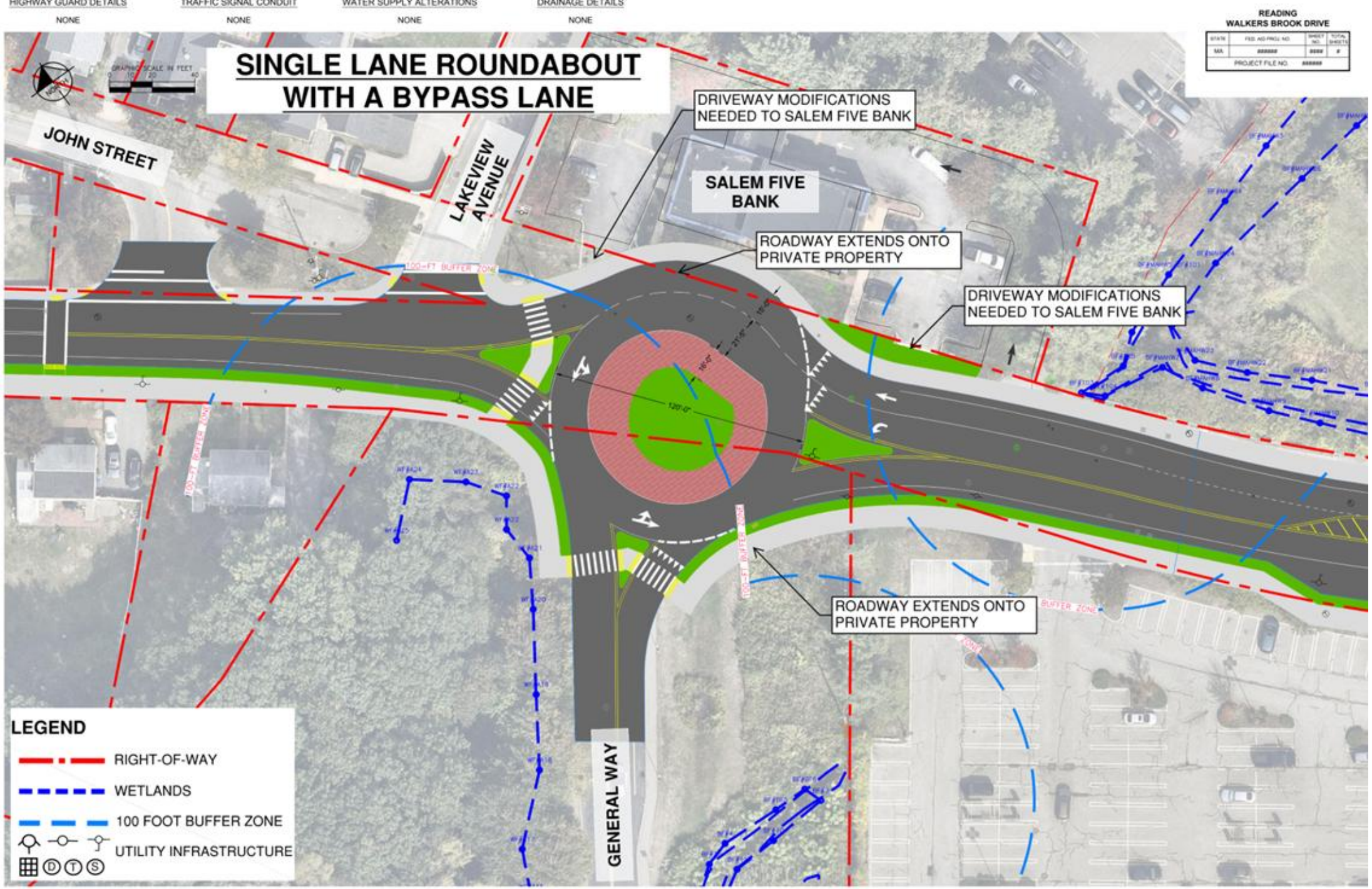
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	######	####	#
PROJECT FILE NO.	######		



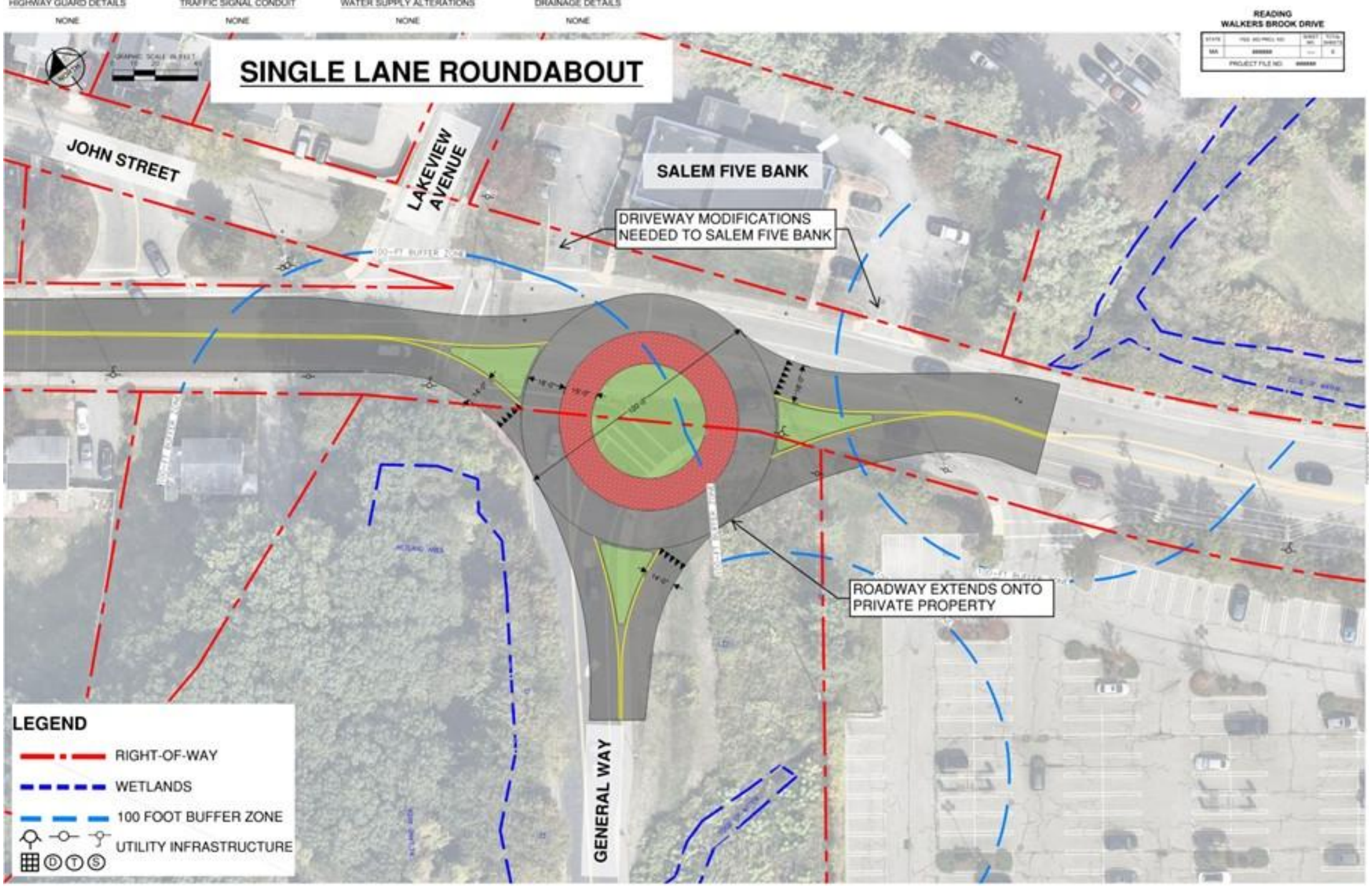
Signalized Intersection with Lakeview Avenue



Single Lane Roundabout with a Bypass Lane



Single Lane Roundabout



#	Alternative	Multimodal Benefit	Traffic Operations	Future Traffic Performance	Right-of-Way Impacts	Environmental (Wetland) Impacts	Public Support	Preliminary Estimated Project Cost*	Maintenance	Accommodation for Emergency Vehicle
		Accommodates various transportation modes	Prioritize various traffic management strategies	Future (2035) traffic conditions, level of service (LOS)	Effects of the Project Corridor will have on existing land, properties, and public/private spaces	Effects of the Project Corridor may have on wetland areas	Level of acceptance from the community	Initial Project cost, subject to change on current Project phase	Routine maintenance & frequency	Accommodation for emergency vehicles (ambulance, fire trucks)
1	Traffic Signal (Full Movement)	●	●	◕	◕	◕	●	●	◑	●
		Pedestrian crossing on all approaches	Full access movements	Overall LOS operates at LOS C or better. Some movements operate at LOS D in different peak periods.	7,357 SF Portions of the southern leg	Potentially working within the 100-foot wetland buffer	Type of signal control does not change and the inclusion of a left-turn out	$1,685,478	Regular technical maintenance and emergency repairs can be more frequent	Yes, traffic signal will include emergency vehicle preemption
2	Traffic Signal with Lakeview Avenue (connect John Street to Lakeview Avenue and Salem Five Bank Driveway access)	●	●	◕		◕			◑	●
		Pedestrian crossing on all approaches	Full access movements	Overall LOS operates at LOS C or better. Some movements operate at LOS F in different peak periods.	TBD	Potentially working within the 100-foot wetland buffer	TBD	TBD	Regular technical maintenance and emergency repairs can be more frequent	Yes, traffic signal will include emergency vehicle preemption

Legend

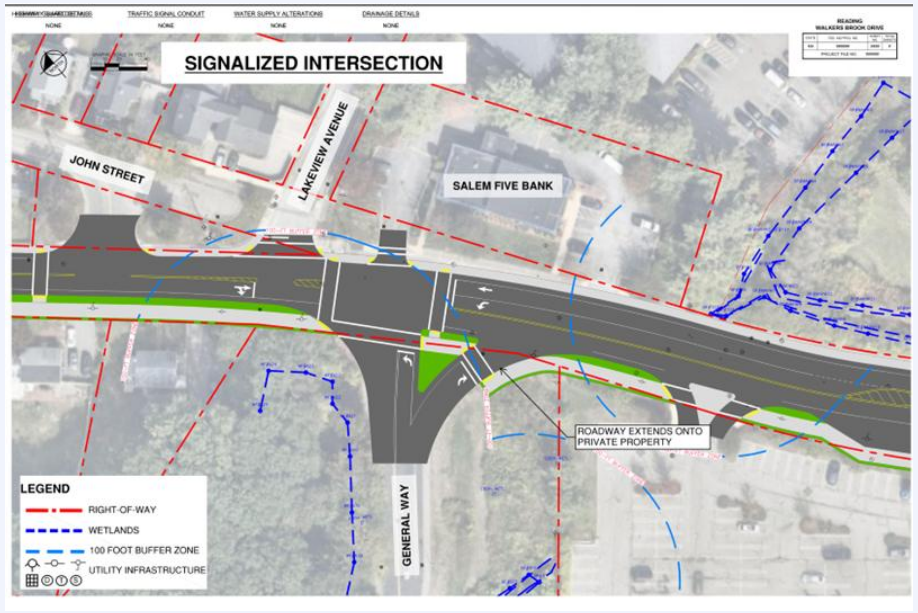
Icons	Description
●	Highly Favorable
◕	Moderately Favorable
◑	Minimally Favorable

#	Alternative	Multimodal Benefit	Traffic Operations	Future Traffic Performance	Right-of-Way Impacts	Environmental (Wetland) Impacts	Public Support	Preliminary Estimated Project Cost*	Maintenance	Accommodation for Emergency Vehicle
		Accommodates various transportation modes	Prioritize various traffic management strategies	Future (2035) traffic conditions, level of service (LOS)	Effects of the Project Corridor will have on existing land, properties, and public/private spaces	Effects of the Project Corridor may have on wetland areas	Level of acceptance from the community	Initial Project cost, subject to change on current Project phase	Routine maintenance & frequency	Accommodation for emergency vehicles (ambulance, fire trucks)
3	Single Lane Roundabout									
		Pedestrian crossing provided in the SB & EB approach	Full access movements but impacts of Salem Five Bank with eastbound left-turn movements and exiting movements	Overall intersection operates at LOS B, PM peak Hour, General Way approach operates at LOS C. The maximum 95% queue WB approach in the AM peak hour is 200 feet.	11,424 SF 1/3 of the southern leg and north side	Potentially working within the 100-foot wetland buffer	Weary of	$2,123,416	Primarily on maintaining road surfaces and clear visibility, lower operational costs in the long term	Yes, inclusion of a truck apron
4	Single Lane Roundabout with a Bypass Lane									
		Pedestrian crossing provided in the SB & EB approach	Full access movements but impacts of Salem Five Bank with eastbound left-turn movements and exiting movements	Overall intersection operates at LOS B or better, PM peak Hour, General Way approach operates at LOS C. The maximum 95th %queue WB approach in the	13,888 SF 1/3 of the southern leg and north side	Potentially working within the 100 feet wetland buffer	Weary of	$2,195,532	Primarily on maintaining road surfaces and clear visibility, lower operational costs in the long term	Yes, inclusion of a truck apron

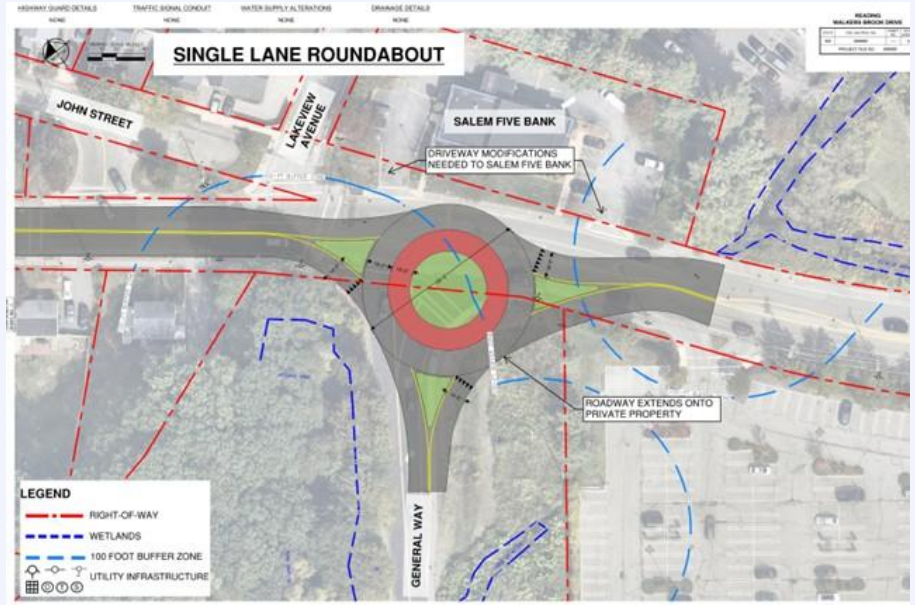
Legend

Icons	Description
	Highly Favorable
	Moderately Favorable
	Minimally Favorable

Walkers Brook Drive at General Way Alternatives



Signalized Intersection



Single Lane Roundabout

As the project advances through public engagement and the DOT review process, the preferred alternative will be determined.

Approach to the Advancement of the Project

MassDOT's Transportation Improvement Program

- Receive **federal funding** for transportation projects prioritizing investments that preserve the current transportation system in a state of good repair, **providing safe transportation for all modes**, enhancing livability, promoting equity and sustainability, and improving mobility throughout the region.

MassDOT Transportation Improvement Program Project Process

Project Initiation

- Use MaPIT
- Include ICE Analysis
- Meet with MassDOT

Project Need

- Complete Project Definition
- Address District Comments
- Provide Planning Study Materials

Project Review Committee

- Project Scored
- Project Submitted to PRC
- Project Approved for Funding Eligibility

Assuming PRC Approval

- Schedule Pre-Design Project Scoping Meeting
- MPO is notified of potential projects
- Begin Pre-25% Design process

Review & Talk With Us

We invite you to walk around, review the materials, and speak directly with the Project Team!

- Roll plots of the corridor
- Walkers Brook Drive at General Way Intersection layouts

Visit the Project Website to Stay Informed!

Next Steps

- Continue to coordinate with MassDOT
- Complete project definition/scope on the corridor alternative and General Way intersection layout

Project Website: www.readingma.gov/wbd