



Appendix A: Public Comments

MassDOT Virtual Public Involvement Comment Summary

Public Comments (4/2023 - 6/2025)

Project Name: Morrissey Boulevard Corridor Study

Description: Evaluation of multimodal transportation conditions in the vicinity of William T. Morrissey Boulevard to improve the public realm, mobility, connectivity, safety, and climate resiliency.

This document catalogues comments received during the Morrissey Boulevard Corridor Study process and public involvement alongside the legislative Morrissey Boulevard Commission. Comments below were received prior to the release of the draft final report of the Morrissey Boulevard Corridor study on March 5, 2025 and after May 5, 2025 following the close of the public comment period. Where noted, comments below were received at hybrid meetings of the Morrissey Boulevard Commission. Some comments received in-person responses and others were received online and received an online or in-person verbal response. Additional comments were received by email and are also included.

Comment 1

Name: John Rich

Date: 4/20/2023

Comment:

Hello Patrick and Chris,

I haven't heard back from Granicus online assistance yet. I'll be away from my desk for about 4 days, so I'd like to send some more info for consideration by your K Circle to Neponset Circle / Morrissey Boulevard Planning Group and interface with City of Boston Planners.

Regarding comprehensive planning in Dorchester, traffic is already bad on Morrissey Boulevard and Dorchester Avenue. Adding an additional 10,000 housing units and 7 million SF of lab and office & commercial space over the next 10 years into a zone stretching from Broadway in South Boston to Fields Corner along Dorchester Ave + the Old Colony redevelopment district + Freeport Street to Morrissey Boulevard, + K Circle to Neponset Circle, + Gallivan Boulevard will probably increase the population density in this area by about 20,000 new residents and 30,000 commuters / day. The 20,000 additional residents are roughly the population of Milton or many other suburban towns.

Traffic Flow:

1a) At K Circle, the developers of Dorchester Bay City currently propose eliminating the rotary and creating a 4-way intersection with a traffic light. That appears to be a shot in the dark effort to put something on paper for public presentations to show they haven't forgotten about the inevitable traffic snarls that will spin off that arrangement. As a layman and Boston driver, a 4-way intersection does not seem in the least bit realistic.

1b) For this area, are Mass DOT and DCR considering vertically stacking rotary area flow so that some Northbound goes underground? Morrissey B to Old Colony and I 93 Expressway depresso, w. MB to B at surface. And, Old Colony + Expressway to MB Southbound on viaduct + maybe X-way to Day boulevard by viaduct, so as not to mix with surface traffic coming in from Columbia Road?

1c) I don't have access to feasibility studies yet but if major utility interface & ROW access wouldn't pose a major practicality block, something like the above concept might improve flow. An existing / similar example that people don't really see or recognize, is the stacked interchange at I-93 Tip O'Neill Tunnel w. Callahan and Sumner Tunnels to the East and Government Center surface traffic to the West.

2a) On Morrissey Boulevard Southbound in the zone of Dorchester Bay Basin: Will the new bridge across the inlet be fixed or moveable span? My understanding is that USCG input on tidal spans has been solidly with fixed, high spans vs. moveable. With the increased traffic on MB, PM Southbound traffic will need easier and faster flow onto I93S to avoid massive backup, all the way to K Circle = bad mix at U Mass Boston / JFK Library entrance and Old Colony Terrace into Savin Hill. Are traffic planners considering a MB SB viaduct coming off the new bridge, up and over I93 Southbound, run elevated & parallel to I-93 SB and merge between the Freeport Street SB merge and the Granite Ave Exit at the Neponset River?

3a) Morrissey Boulevard elevation between new Dorchester Bay Basin inlet bridge and Boston High School / South Line development (old Boston Glove plant): the last planning study I read indicated there was still debate on elevation of MB: South a robust berm and seawall on the East side - be the resiliency buffer, with some roadway el. rise. Or, make roadway el. equal or a bit higher than the resiliency berm/seawall? I am not a hydrologist but from a practical standpoint, considering longevity and economy, it seems max rise of roadway with berm would be more effective against worse case storm tidal surge and wave action. This is from a coastal mariner and surfer's perspective of harbor shape with placement of islands in the outer harbor and Mass Bay interface.

3b) However the MB / Berm is ultimately configured it will impact the surrounding community's current long view of Dorchester Bay and outer harbor. Last viewed neighborhood beaches plan showed raised roadway and beach elevations for long term

resiliency preparedness. (Is design life +/- 50 years; 2070 projected SLR?) DBB and Malibu Beach are valuable civic assets. Treatment along the perimeter with city and state park land and embankment along Southview Street and future interface of raised park elevation with Savin Hill Ave private properties is something that will be of big concern to the neighborhood once they know how high the elevation changes will be. The civic psychological benefit of having long views is important to maintain and the ecological health of Dorchester Bay Basin and Savin Hill Cove, including Patten's Cove are things that would be well served to be under consideration at this time.

3c) I haven't heard anything back from DCR. Please forward these topics to them since they are co-owners of the asset area.

4) City Bus service on Morrissey Boulevard: Is there any consideration of getting a bus line on MB from Neponset Circle to the JFK/Columbia Road Red Line Station?

Thank you,

John M. Rich [REDACTED] Dorchester, MA 02125-[REDACTED] [REDACTED]

Comment 2

Name: Ben Wetherill

Date: 11/28/2023 - Meeting 1

Comment:

I hope this plan will include a public boat launch. There used to be a boat ramp at the gas tank, but since that was lost, there is no public launch between Charlestown and Hough's Neck in Quincy.

MassDOT Response:

Thank you.

Comment 3

Name: Bill Forry

Date: 11/28/2023 - Meeting 1

Comment:

Will commissioners please ask staff to put out better notice of future meetings by posting them at least two weeks in advance and use the Dorchester Reporter, which has an engaged audience of thousands of readers ... thank you.

MassDOT Response:

Thank you.

Comment 4

Name: Not recorded

Date: 11/28/2023 - Meeting 1

Comment:

Pedestrian crossings on Morrissey Boulevard between residential streets and commercial properties

MassDOT Response:

Live answered.

Comment 5

Name: Not recorded

Date: 11/28/2023 - Meeting 1

Comment:

Coordination with Boston Water and Sewer

MassDOT Response:

Live answered.

Comment 6

Name: Not recorded

Date: 11/28/2023 - Meeting 1

Comment:

A new MBTA station should be added along the Red Line to the south of the existing Savin Hill station

MassDOT Response:

Live answered.

Comment 7

Name: Not recorded

Date: 11/28/2023 - Meeting 1

Comment:

Queuing vehicles at Kosciuszko Circle and Neponset Circle, as well as the areas between them

MassDOT Response:

Live answered.

Comment 8

Name: Not recorded

Date: 11/28/2023 - Meeting 1

Comment:

Widening Columbia Road and Morrissey Boulevard

MassDOT Response:

Live answered.

Comment 9

Name: Not recorded

Date: 11/28/2023 - Meeting 1

Comment:

Increased traffic issues in the area as development continues to accelerate in the area. More residents of Dorchester will create more traffic in the area.

MassDOT Response:

Live answered.

Comment 10

Name: Buck

Date: 1/25/2024

Comment:

Hello

I just heard a radio show and they mentioned a new bill about wrong way driver mistakes.

One place you should first look at is off of exit 13 heading north. (victory rd.).
They just built a 200 unit building . More people will be exiting to 13. There is no signage or warning that oncoming traffic is on Morrissey. So when people drive towards the edge of Morrissey they may get confused and go left instead of right toward Southie.
With more people visiting the area. People will get confused. And one time someone went straight thru going up victory rd
Put up some divider barriers .steel ones so they last. GPS is not always correct.
Thank you
And Hope you take this seriously
Buck

Comment 11

Name: Mary Knasas
Date: 1/30/2024 - Meeting 2
Comment:

can current sidewalk conditions be improved for those with disabilities NOW?

MassDOT Response:

Live answered.

Comment 12

Name: Samuel Doyle
Date: 1/30/2024 - Meeting 2
Comment:

Is there any outreach with the MBTA? The growth in the corridor might require more public transportation that should be planned for.

MassDOT Response:

Live answered.

The following bio-composite analysis report was submitted to the Morrissey Boulevard Commission at Meeting 2 on January 30, 2024.

Dorchester Yacht Club: NAE-2008-00278																		
Parameter	CAS Number	Units	ERL	ERM	MBDS	Q	Bio-Composite 1		Bio-Composite 2		DYC - 105		DYC - 106		DYC - 107		BB - 101	
							DYC Composite 1	Q	DYC Composite 2	Q	Result	Q	Result	Q	Result	Q	Result	Q
Physical																		
Total organic carbon	14762744	%			2.10		4.42		3.64		4.15		1.65		1.28		0.14	
Metals																		
Arsenic	7440382	mg/kg	8.2	70	12.3		12.8		12.8		13.6		9.84		9		4.41	
Cadmium	7440439	mg/kg	1.2	9.6	0.14		1.85		1.14		1.54		0.96		0.69		0.13	
Chromium	7440473	mg/kg	81	370	64.3		144		127		141		57		54		19.4	
Copper	7440508	mg/kg	34	270	17.3		127		109		121		51.4		32.4		19.7	
Lead	7439921	mg/kg	46.7	218	39.6		176		145		155		103		57.3		70.8	
Mercury	7439976	mg/kg	0.150	0.710	0.157		0.157		0.157		0.157		0.535		0.211		0.023	
Nickel	7440020	mg/kg	20.9	51.6	24.6		26.4		26.3		25.2		16.4		19.7		15.6	
Zinc	7440666	mg/kg	150	410	70.3		212		191		207		126		84.3		80	
PAHs																		
Acenaphthene	83329	ug/kg	16	500	6.37		12		6	J	16		2.25		35		78.5	
Acenaphthylene	208968	ug/kg	44	640	22.7		17		11		24		34		34		6.09	J
Anthracene	120127	ug/kg	85.3	1,100	17.3		166		28		59		92		114		169	
Fluorene	86737	ug/kg	19	540	8.31		17		10		22		39		39		69.2	
Naphthalene	91203	ug/kg	160	2,100	24.4		14		10		24		30		34	J	17.1	
Phenanthrene	85018	ug/kg	240	1,500	91.9		162		94		207		275		455	J	821	
Total LPAH	SUM LPAH	ug/kg	552	3,160	171		387		160		351		491		721		1161	
Benzo[a]anthracene	56553	ug/kg	261	1,600	90.3		195		119		234		307		502	J	401	
Benzo[a]pyrene	50328	ug/kg	430	1,600	86.3		190		118		219		268		407		360	
Benzo[b]fluoranthene	205992	ug/kg			128		235		149		271		278		435		306	
Benzo[k]fluoranthene	191242	ug/kg			76.1		136		87		148		177		293		214	
Benzo[e]pyrene	207089	ug/kg			63.5		222		140		261		279		433		319	
Chrysene	218019	ug/kg	384	2,800	79.7		213		132		257		310		423	J	359	
Dibenz[a,h]anthracene	53703	ug/kg	63.4	260	14.7		23		26		46		58		91	J	64	
Fluoranthene	206440	ug/kg	600	5,100	150		430		251		472		607		877		891	
Indeno[1,2,3-cd]pyrene	193395	ug/kg			79.3		138		91		160		175		282		199	
Pyrene	129000	ug/kg	665	2,600	150		401		245		465		595		889		922	
Total HPAH	SUM HPAH	ug/kg	1,700	9,600	918		2184		1359		2535		3053		4631		4034	
Pesticides																		
4,4'-DDD	72548	ug/kg	2	20	1.07		3.85		2.14		5.39		2.12		5.68		0.97	
4,4'-DDE	72559	ug/kg	2.2	27	0.684		5.47		3.45	J	7.79	J	2.06	J	6.10		0.667	J
4,4'-DDT	50293	ug/kg	1	7	0.317		3.81		2.36		5.42		1.89		1.63	J	1.34	J
Total DDX	SUM DDX	ug/kg	1.58	46.1	2.07		13.1		7.95		18.6		6.07		13.4		2.97	
Aldrin	309002	ug/kg			0.078	U	0.053	U	0.053	U	0.053	U	0.053	U	0.053	U	0.05	U
Alpha-Chlordane (cis)	5103719	ug/kg			0.169	U	0.034	U	0.73	J	0.551	J	0.319	J	0.267	J	0.242	J
cis-Nonachlor	5103731	ug/kg			0.023	U	0.040	U	0.040	U	16.1		0.040	U	0.040	U	0.040	U
Dieldrin	60571	ug/kg	0.02	8	0.047	U	6.63		4.59	J	10.5	J	2.48	J	3.25		1.23	J
Endosulfan I	959988	ug/kg			0.043	U	0.068	U	0.068	U	0.068	U	0.068	U	0.068	U	0.068	U
Endosulfan II	33213659	ug/kg			0.022	U	0.133	U	0.133	U	0.133	U	0.133	U	0.133	U	0.133	U
Endrin	72208	ug/kg			0.026	U	0.030	U	0.030	U	0.030	U	0.030	U	0.030	U	0.030	U
Gamma-Chlordane (trans)	5103742	ug/kg			0.048	U	2.26		1.65	J	2.14	J	0.671	J	0.621	J	0.610	J
Heptachlor	76448	ug/kg			0.049	U	1.02		2.62	J	1.03	J	0.164	J	0.581	J	0.096	U
Heptachlor epoxide	1024573	ug/kg			0.101	U	0.040	U	0.040	U	0.040	U	0.040	U	0.040	U	0.040	U
Hexachlorobenzene	118741	ug/kg			0.421	U	0.894		0.788	J	1.63	J	0.787	J	0.653	J	1.00	J
Lindane	58899	ug/kg			0.071	U	0.030	U	0.030	U	2.40		0.030	U	0.030	U	0.030	U
Methoxychlor	72435	ug/kg			1.09	U	0.240	U	0.240	U	0.240	U	0.240	U	0.240	U	0.240	U
Oxychlordane	27304138	ug/kg			0.097	U	0.084	U	0.084	U	0.084	U	0.084	U	0.084	U	0.084	U
Toxaphene	8001352	ug/kg			2.03	U	0.701	U	0.701	U	0.701	U	0.701	U	0.701	U	0.701	U
trans-Nonachlor	39765805	ug/kg			0.021	U	2.81		2.20		1.79		0.359	J	0.064	U	0.064	U
Total Chlordane	SUM CHLOR	ug/kg	0.5	6	0.357	U	5.23		4.70		20.1		1.47		1.08		1.04	
PCBs																		
PCB 008	34883437	ug/kg			0.124	U	1.67		1.23		1.58		0.063	U	0.895		0.063	U
PCB 018	37680652	ug/kg			0.090	U	2.32		1.53		1.58		0.580		3.29		0.212	J
PCB 028	7012375	ug/kg			0.153	U	12.7		8.00		10.7		2.09		14.1	J	0.507	
PCB 044	41464395	ug/kg			0.171	U	6.18		3.28		5.08		1.85		7.43		0.505	
PCB 049	41464408	ug/kg			0.167	U	5.33		3.23		4.41		1.70		5.76		0.405	
PCB 052	35693993	ug/kg			0.095	U	8.06		4.42		6.80		2.50		8.62		0.878	
PCB 066	32598100	ug/kg			0.089	U	8.62		5.29		6.90		1.99		9.11		0.437	
PCB 087	38380028	ug/kg			0.073	U	4.13		2.36		3.65		1.50		3.68		0.529	
PCB 101	37680732	ug/kg			0.146	U	9.03		5.81		7.86		4.99		8.39		1.46	
PCB 105	32598144	ug/kg			0.131	U	4.09		2.48		3.86		1.17		3.51		0.337	J
PCB 118	31508006	ug/kg			0.138	U	7.93		5.47		6.76		3.35		6.28		0.574	
PCB 128	38380073	ug/kg			0.163	U	11.0		8.26		10.4		5.34		7.25		1.54	
PCB 138	35065282	ug/kg			1.59		9.74		7.04		9.57		4.41		6.52		1.18	
PCB 153	35065271	ug/kg			1.17		7.28		5.17		6.70		3.60		4.83		0.783	
PCB 170	35065306	ug/kg			0.080	U	2.46		1.76		2.09		1.05		1.33		0.530	
PCB 180	35065293	ug/kg			0.082	U	3.88		2.55		3.52		1.71		2.60		0.458	
PCB 183	52663691	ug/kg			0.044	U	1.02		0.824		1.09		0.519		0.696		0.218	J
PCB 184	74472483	ug/kg			0.090	U	0.08	U	0.08	U	0.08	U	0.083	U	0.08	U	0.083	U
PCB 187	52663680	ug/kg			0.118	U	2.62		1.69		2.47		1.17		1.43		0.437	
PCB 195	52663782	ug/kg			0.154	U	0.070	U	0.070	U	0.232	J	0.070	U	0.321	J	0.458	
PCB 206	40186729	ug/kg			0.157	U	0.555		0.816		0.817		1.22		0.612		0.083	U
PCB 209	2051243	ug/kg			0.180	U	0.416		0.611		0.551		1.51		0.797		0.075	U
Total PCBs	Sum NOAA 18	ug/kg	22.7	180	9.66		131		131		175		77.3		175		21.0	

Notes

Yellow indicates an exceedance of the ERL

Red Indicates an exceedance of the ERM

U: Compound was analyzed for but was not detected (non-detect)

J: Indicates an estimated value

Total PCBs were calculated using the NOAA 18 method

Non-detects are reported as half the MDL

Half the MDL was used for U-qualified values to calculate summary values

Total Chlordane is a sum of alpha and gamma chlordane, cis and trans

nonachlor, and oxychlordane

Figure 2: Dredge Plan

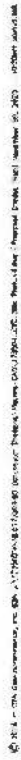


Table 1. Mean Wet Weight Concentrations of Bioaccumulation Tissues for Project Harbor (*Macoma nasuta* and *Nereis virens*)

Project Name: Dorchester Yacht Club, Dorchester Bay, Dorchester, MA

Project Number: NAE-2008-00278

CONTAMINANT	MBDS Reference	*	Comp 1	*	Comp 2	*
<i>Macoma nasuta</i>						
Metals (ug/g wet weight)						
Arsenic	2.9		1.3 NS		1.2 NS	
Cadmium	0.025 b		0.018 bNS		0.018 bNS	
Chromium	0.37 b		0.32 bNS		0.29 bNS	
Copper	1.3		2.1 S		1.6 S	
Lead	0.45		0.61 S		0.76 S	
Mercury	0.0015 a		0.0037 abS		0.0018 ac	
Nickel	0.39		0.26 NS		0.23 NS	
Zinc	11.2		7.1 NS		6.9 NS	
PAHs (ng/g wet weight)						
Acenaphthene	0.46 a		0.47 ac		1.1 abS	
Acenaphthylene	0.28 a		0.29 ac		0.95 bS	
Anthracene	0.66 ab		1.4 bS		3.7 bS	
Benzo(a)anthracene	2.9 b		7.6 S		29 S	
Benzo(a)pyrene	2.4 b		4.7 bS		17 S	
Benzo(b)fluoranthene	2.6 b		12 S		32 S	
Benzo(k)fluoranthene	2.4 b		4.9 bS		15 S	
Benzo(g,h,i)perylene	1.6 b		3.9 bS		10 S	
Chrysene	2.6 b		8.2 S		31 S	
Dibenzo(a,h)anthracene	3.2 b		1.1 bNS		2.6 bNS	
Fluoranthene	5.0 b		17 S		65 S	
Fluorene	0.26 a		0.32 abNS		1.3 bS	
Indeno(1,2,3-c,d)pyrene	3.8 b		2.3 abNS		8.0 S	
Naphthalene	0.40 a		0.40 ac		0.80 abS	
Phenanthrene	3.2 b		4.5 bS		14 S	
Pyrene	5.3 b		20 S		76 S	
PAH Total	37		89		308	

[illegible]

[illegible]

CONTAMINANT	MBDS		Comp 1	Comp 2
	Reference	*		
<i>Macoma nasuta</i>				
Dioxins (pg/g wet weight)				
2378 TCDD	NA		NA	NA
12378 PeDD	NA		NA	NA
123478 HxDD	NA		NA	NA
123678 HxDD	NA		NA	NA
123789 HxDD	NA		NA	NA
1234678 HpDD	NA		NA	NA
OCDD	NA		NA	NA
2378 TCDF	NA		NA	NA
12378 PeDF	NA		NA	NA
23478 PeDF	NA		NA	NA
123478 HxDF	NA		NA	NA
123678 HxDF	NA		NA	NA
123789 HxDF	NA		NA	NA
234678 HxDF	NA		NA	NA
1234678 HpDF	NA		NA	NA
1234789 HpDF	NA		NA	NA
OCDF	NA		NA	NA
PCB - 77	NA		NA	NA
PCB - 81	NA		NA	NA
PCB - 105	NA		NA	NA
PCB - 114	NA		NA	NA
PCB - 118	NA		NA	NA
PCB - 123	NA		NA	NA
PCB - 126	NA		NA	NA
PCB - 156	NA		NA	NA
PCB - 157	NA		NA	NA
PCB - 167	NA		NA	NA
PCB - 169	NA		NA	NA
PCB - 189	NA		NA	NA
* = Qualifiers				
NA Not Analyzed				
S Treatment mean is statistically greater than Reference mean (state statistical test used)				
NS Treatment mean is not significantly greater than Reference mean (state statistical test used)				
a Analyte not detected (below Method Detection Limit) in at least one replicate; mean value was calculated using one-half the Method Detection Limit for non-detects.				
b Analyte estimated (detected below Reporting Limit but above Method Detection Limit) in at least one replicate; mean value calculated using estimated value.				
c Analyte was not detected in the dredge tissue replicates or in the historic reference tissue, therefore was eliminated from further evaluation.				

CONTAMINANT	MBDS Reference	*	Comp 1	*	Comp 2	*
<i>Nereis virens</i>						
Metals (ug/g wet weight)						
Arsenic	2.2		1.3 NS		1.2 NS	
Cadmium	0.023 b		0.027 bNS		0.029 bS	
Chromium	0.11 b		0.11 bNS		0.10 bNS	
Copper	1.1		1.2 NS		1.5 NS	
Lead	0.095		0.13 NS		0.18 S	
Mercury	0.016		0.0048 abNS		0.0076 bNS	
Nickel	0.18		0.14 bNS		0.11 bNS	
Zinc	16.4		6.2 NS		8.4 NS	
PAHs (ng/g wet weight)						
Acenaphthene	0.87 ab		0.56 abNS		1.4 bS	
Acenaphthylene	0.29 a		0.28 ac		0.29 ac	
Anthracene	0.61 ab		0.30 aNS		0.40 abNS	
Benzo(a)anthracene	0.58 a		0.56 ac		2.1 bS	
Benzo(a)pyrene	0.61 a		0.59 ac		0.61 ac	
Benzo(b)fluoranthene	0.80 a		0.78 ac		0.81 ac	
Benzo(k)fluoranthene	0.37 a		0.36 ac		0.37 ac	
Benzo(g,h,i)perylene	0.26 a		0.25 ac		0.26 ac	
Chrysene	0.56 a		1.5 bS		3.9 bS	
Dibenzo(a,h)anthracene	0.30 a		0.29 ac		0.30 ac	
Fluoranthene	1.2 b		3.8 bS		11 S	
Fluorene	1.1 b		0.25 aNS		0.26 aNS	
Indeno(1,2,3-c,d)pyrene	0.61 a		0.59 ac		0.61 ac	
Naphthalene	1.6 b		0.39 aNS		0.40 aNS	
Phenanthrene	4.6 b		0.98 abNS		1.5 bNS	
Pyrene	0.67 a		4.0 bS		11 S	
PAH Total	15		16		35	

[illegible]

[illegible]

CONTAMINANT	MBDS Reference	*	Comp 1	*	Comp 2	*
<i>Nereis virens</i>						
Dioxins (pg/g wet weight)						
2378 TCDD	NA		NA		NA	
12378 PeDD	NA		NA		NA	
123478 HxDD	NA		NA		NA	
123678 HxDD	NA		NA		NA	
123789 HxDD	NA		NA		NA	
1234678 HpDD	NA		NA		NA	
OCDD	NA		NA		NA	
2378 TCDF	NA		NA		NA	
12378 PeDF	NA		NA		NA	
23478 PeDF	NA		NA		NA	
123478 HxDF	NA		NA		NA	
123678 HxDF	NA		NA		NA	
123789 HxDF	NA		NA		NA	
234678 HxDF	NA		NA		NA	
1234678 HpDF	NA		NA		NA	
1234789 HpDF	NA		NA		NA	
OCDF	NA		NA		NA	
PCB - 77	NA		NA		NA	
PCB - 81	NA		NA		NA	
PCB - 105	NA		NA		NA	
PCB - 114	NA		NA		NA	
PCB - 118	NA		NA		NA	
PCB - 123	NA		NA		NA	
PCB - 126	NA		NA		NA	
PCB - 156	NA		NA		NA	
PCB - 157	NA		NA		NA	
PCB - 167	NA		NA		NA	
PCB - 169	NA		NA		NA	
PCB - 189	NA		NA		NA	
* = Qualifiers						
NA Not Analyzed						
S Treatment mean is statistically greater than Reference mean (state statistical test used)						
NS Treatment mean is not significantly greater than Reference mean (state statistical test used)						
a Analyte not detected (below Method Detection Limit) in at least one replicate; mean value was calculated using one-half the Method Detection Limit for non-detects.						
b Analyte estimated (detected below Reporting Limit but above Method Detection Limit) in at least one replicate; mean value calculated using estimated value.						
c Analyte was not detected in the dredge tissue replicates or in the historic reference tissue, therefore was eliminated from further evaluation.						

Comment 13

Name: Jennifer Deabler
Date: 1/30/2024 - Meeting 2
Comment:

How is the Disability community being engaged in this process?

MassDOT Response:

Live answered.

Comment 14

Name: John Sullivan
Date: 1/30/2024 - Meeting 2
Comment:

If you propose to raise the grade of the roadway will you determine how many buried utilities need to be raised also, or leave that for final design considerations?

MassDOT Response:

Live answered.

Comment 15

Name: Brian Paula
Date: 1/30/2024 - Meeting 2
Comment:

will the slides be available after the presentation?

MassDOT Response:

Yes, the slides will be available online in English, Spanish, Haitian Creole, Vietnamese, Chinese and Cape Verdean Creole at <https://www.mass.gov/k-circle-morrissey-study>

Comment 16

Name: Heidi Moesinger
Date: 1/30/2024 - Meeting 2
Comment:

I only saw flood mitigation from the east, but there are sections of the blvd that flood from the malibu beach/savin hill beach areas. How will flooding be preventing from the west?

MassDOT Response:

Live answered.

Comment 17

Name: Heidi Moesinger

Date: 1/30/2024 - Meeting 2

Comment:

Is there funding to execute the plans once they are complete?

MassDOT Response:

Live answered.

Comment 18

Name: Anne Aylward

Date: 1/30/2024 - Meeting 2

Comment:

when will traffic issues be discussed?

MassDOT Response:

Live answered.

Comment 19

Name: Jennifer Deabler

Date: 1/30/2024 - Meeting 2

Comment:

How is the commission engaging with the Disability Community in this process?

MassDOT Response:

Comment 20

Name: Brian Paula

Date: 1/30/2024 - Meeting 2

Comment:

How will the proposed alternatives address bicycle travel and complete streets standards?

MassDOT Response:

Live answered.

Comment 21

Name: Doreen Miller

Date: 1/30/2024 - Meeting 2

Comment:

What is the perceived timeline for completing this project and what is the order of the sections that will be completed first?

MassDOT Response:

Live answered.

Comment 22

Name: Mary Knasas

Date: 1/30/2024 - Meeting 2

Comment:

is it possible to do a future “meeting” in the Spring as a site visit with a discussion of alternatives with Commission and general public?

MassDOT Response:

Live answered.

Comment 23

Name: Dan McGillicuddy

Date: 1/30/2024 - Meeting 2

Comment:

Is next meeting scheduled? Public outreach so far has been rather poor.

MassDOT Response:

Live answered.

Comment 24

Name: Catherine O'Neill

Date: 1/30/2024 - Meeting 2

Comment:

Is there anyway we can nominate a member for the panel ? I think Frank Baker should be added to the panel as he has a lived understanding of the issues - and has been a champion of the connectivity of Dorchester to the water

MassDOT Response:

Live answered.

Comment 25

Name: Heidi Moesinger

Date: 1/30/2024 - Meeting 2

Comment:

DCR needs to clean the sidewalks of the debris and needs to fix the guard rail at the end of fox point rd where lots of debris sits.

MassDOT Response:

Hi Heidi, your question will be passed along to the Commission. Feel free to email planning@dot.state.ma.us so they can follow up with you.

Comment 26

Date: 1/30/2024 - Meeting 2

Comment:

Need for collaboration between the study team, the Commission, and the public

Comment 27

Date: 1/30/2024 - Meeting 2

Comment:

Some attendees asked that more be done for community outreach and organizing by the study team

Comment 28

Date: 1/30/2024 - Meeting 2

Comment:

Concerns about the study timeline and did not believe that two more meetings and a conclusion in June would be sufficient time to address the community's needs

Comment 29

Date: 1/30/2024 - Meeting 2

Comment:

If you can pull it off, you'll be up there with Olmstead

Comment 30

Date: 1/30/2024 - Meeting 2

Comment:

A real slam-dunk

Comment 31

Date: 1/30/2024 - Meeting 2

Comment:

Disappointment over the lack of information on K Circle (as the meeting's branding suggested it would be a topic)

Comment 32

Name:

Date: 1/30/2024 - Meeting 2

Comment:

K Circle needs to be addressed before resiliency planning, as any projects would affect the Savin Hill community's traffic access

Comment 33

Date: 1/30/2024 - Meeting 2

Comment:

Optimism for the study and its ability to combine resiliency with placemaking

Comment 34

Name:

Date: 1/30/2024 - Meeting 2

Comment:

One participant, a resident of the Harbor Point on the Bay community, voiced concern over the lack of attention that the study team, UMass Boston, and Dorchester Bay City's developers were bringing to his community, which included a high percentage of children and elderly residents

Comment 35

Date: 1/30/2024 - Meeting 2

Comment:

Congestion on Mount Vernon Street and Day Boulevard could impede emergency vehicle access

Comment 36

Date: 1/30/2024 - Meeting 2

Comment:

The \$5 million proposed by UMass Boston and the Dorchester Bay City for resiliency improvements may not be enough given the increased severity of flooding which that community is seeing

Comment 37

Date: 1/30/2024 - Meeting 2

Comment:

UMass Boston and Dorchester Bay City's lack of timeliness in responses to community concerns

Comment 38

Date: 1/30/2024 - Meeting 2

Comment:

Concern over the accuracy of projected traffic and population growth predictions for Savin Hill. He pointed to the 20 acres of underdeveloped land which may see rehabilitation within the next 30 years and found a discrepancy between the prediction of 10,000 housing units but only 15,000 people

Comment 39

Date: 1/30/2024 - Meeting 2

Comment:

Importance of recreational access

Comment 40

Date: 1/30/2024 - Meeting 2

Comment:

Boat ramp

Comment 41

Date: 1/30/2024 - Meeting 2

Comment:

Savin Hill residents need to have easier access to the waterfront for cycling and boating

Comment 42

Date: 1/30/2024 - Meeting 2

Comment:

Air and water pollution

Comment 43

Date: 1/30/2024 - Meeting 2

Comment:

Elevating the roads would elevate pollution to the hill of Savin Hill

Comment 44

Date: 1/30/2024 - Meeting 2

Comment:

A member of the Savin Hill Yacht Club provided a report from the U.S. Army Corps of Engineers about water pollution and stressed that this needs to be considered in the study scope (see pages 7-16)

Comment 45

Date: 1/30/2024 - Meeting 2

Comment:

Dredging to offset air pollution and to contain water pollutants

Comment 46

Date: 1/30/2024 - Meeting 2

Comment:

Making sidewalks more accessible to mobility aid users

Comment 47

Date: 1/30/2024 - Meeting 2

Comment:

Making sidewalks more accessible to people with low vision

Comment 48

Name: Mary Knasas

Date: 2/4/2024

Comment:

I am following up on the January 30th meeting of the Commission for Morrissey Boulevard.

I am attaching photos within the Central and Northern zones (west side only) showing conditions that compromise the safety and mobility of pedestrians, especially those with disabilities.

My husband and I as well as other neighbors would be more than happy to accompany you on a walk from Freeport Street to the JFK/UMASS MBTA station anytime.



HARBOR POINT COMMUNITY TASK FORCE, Inc.

2024 – 2025

February 23, 2024

Monica Tibbits-Nutt
Secretary & CEO
Massachusetts Department of Transportation (MassDOT)
10 Park Plaza
Boston, MA 02116

Dear Secretary Tibbits-Nutt,

On January 30, 2024, I along with other Harbor Point residents, attended MassDOT's second Morrissey Boulevard Commission meeting (at UMass-Boston). It is clear MassDot has made much progress on identifying where storm surges threaten Morrissey Blvd. and where berm and improved infrastructure are required to provide our community sustainable climate resiliency.

Climate change is not theoretical to us. Frequently, and often unexpectedly, the south area of Harbor Point's waterfront is breached by alarming levels of rising tides that create spot flooding and considerable damage to the Harbor-Walk as well as our landscape. The consequences of ignoring this evidence would prove to be an overwhelming detriment.

Alternately, it is also clear MassDot has yet to provide sufficient information on how plans to re-engineer K-Circle and Morrissey Boulevard will accommodate the increased traffic flows once Dorchester Bay City (DBC) and the MaryEllen McCormack developments **add** 1,957 and 2,284 new units, respectively. This concern is nothing new. Currently, there are frequent traffic bottlenecks where Mt. Vernon Street connects to Morrissey Blvd and the Kosciuszko Rotary (K-Circle). These were identified in previous transportation studies long before Dorchester Bay City was proposed in 2017. The proverbial "elephant" needs to be addressed now before another person "steps into the room".

Many who attended were genuinely confused when the Morrissey Boulevard Commission presented their "**K Circle-Morrissey Study**" without providing any discussion about MassDot's plans to transform K-Circle. Indeed, the Public Notice that MassDOT circulated referred all interested parties to a web link (<https://www.mass.gov/k-circle-morrissey-study>) that promised there would be a "conceptual planning study to evaluate the existing and future multimodal transportation conditions at Kosciuszko Circle **and** William T. Morrissey Boulevard in the City of Boston".

On behalf of the 3,400 residents of the Harbor Point Community, we expressed our disappointment that MassDot did not include K-Circle in their presentation. We were pleased to see others step to the microphone as well to publicly express the same disappointment. And to our

satisfaction, we were thankful when the acting Chairman of the Commission promised to address the K-Circle findings at the next MassDOT Morrissey Boulevard Commission public presentation.

We regret MassDot's delay in creating a timing urgency. On November 30, 2023, the developer for Dorchester Bay City, Accordia Partners, submitted their Final Environmental Impact Report (FEIR) to MEPA for approval. It is important to reemphasize Accordia Partners, along with the UMass Building Authority, continue to ignore their written promise to design into their Master Plan a direct connection between Harbor Point Apartments and Day Boulevard. This "lifeline" protection supports the safety and wellbeing of Harbor Point residents, including 318 seniors many of whom are frequently transported to area hospitals by emergency vehicles. Therefore, it is our hope final MEPA approval will not occur until MassDot completes its final recommendations to include direct access to Day Boulevard for Harbor Point residents.

To help illustrate our concerns, below is a rendering of the enormity of the DBC project. As we contemplate the degree to which DBC dwarfs all other properties on the Columbia Point Peninsula, please know it won't be long before our neighborhood will similarly welcome Phase I & Phase II of the MaryEllen McCormack redevelopment project. Our concerns underscore the importance of getting the transportation needs of K-Circle and Morrissey Blvd right, long before one shovel is put in the ground. Please understand Harbor Point Apartments is Dorchester Bay City's only residential abutter.



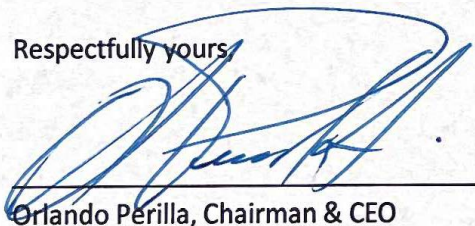
Monica Tibbits-Nutt
Secretary & CEO
Mass. Department of Transportation
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With great insistence, we asked MEPA to delay their final approvals until Dorchester Bay City fulfills their **written promise** to maintain Harbor Point's direct access to Andrew Day Blvd. Additionally, we also ask for the Morrissey Boulevard Commission to endorse Harbor Point's request for a secondary outlet. We are confident MassDot's traffic consultants will confirm this access point to be critical in affecting a better traffic flow for those who live and work on the Columbia Point Peninsula.

It should also be noted Senator Collins filed Senate bill No. 2557 to maintain DCR's equal access easement rights to the existing road outlet. It is deeply concerning to us the UMass Building Authority, having a member on the Morrissey Boulevard Commission, seeks exclusivity over DCR's easement, which is Harbor Point's only direct outlet to Day Boulevard. Aside from the obvious conflict of interest, the public access easement is DCR's land; and as public land, the public should not be negated the right to use this road. On the contrary, by diverting traffic flow from Harbor Point Apartments by maintaining direct access to Day Boulevard, all who use K-Circle for secondary outlets to and from the South Shore will benefit.

It is paramount that the preservation of Harbor Point's direct access to Andrew Day Blvd be part of the traffic solution.

Respectfully yours,



Orlando Perilla, Chairman & CEO
Harbor Point Community Task Force, Inc.

Cc.

Hon. Maura Healey, Massachusetts Governor
Hon. Michelle Wu, City of Boston Mayor
Hon. Nick Collins, State Senate
Hon. David Biele, State Representative
Hon. Daniel Hunt, State Representative
Hon. Ruthzee Louijeune, City Council President: City Councilor, At-Large
Hon. John Fitzgerald, City Councilor, District 3
Hon. Henry Santana, City Councilor, At-Large
Hon. Julia Mejia, City Councilor, At-Large
Hon. Erin J. Murphy, City Councilor, At-Large
James Arthur Jemison, BPDA
Tyler Soleau, Coastal Zone Management
Joanna Yelen, Coastal Zone Management
Brian Arrigo, Commissioner DCR
Andy Backman, DCR

Monica Tibbits-Nutt
Secretary & CEO
Mass. Department of Transportation
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Jennifer Hughes, MEPA
Tori Kim, MEPA
Alison Felix, Metro Area Planning Council
Miguel Lopez, HPCTF, Inc.
Paulina Vasquez, HPCTF, Inc.
Eileen Boyle, Columbia Savin Hill Assoc
Taufiq Dhanani, Columbia Savin Hill Assoc
Elizabeth Doyle, Columbia Savin Hill Assoc
Doreen Miller, Columbia Savin Hill Assoc
Des Rohan, Columbia Savin Hill Assoc
Don Walsh, Columbia Savin Hill Assoc
Michael Corcoran, CJ
Gary Jennison, CJ
John Mostyn, CJ
Rich Fullam, CJ
Miles Byrne, CJ

Harbor Point Community Task Force Inc.
1 North Point Dr. Boston, MA 02125
(617) 288-5701 (617) 686-1146
A Harbor Point Apartments Co. Co-Owner

Thank you for your attention to these immediate needs as we continue to plan for Morrissey Boulevard's future reconstruction.

I look forward to your response. Thank you,
Mary Knasas

Comment 49

Name: Ryan Murphy

Date: 3/1/2024

Comment:

Hi Ethan,

Ryan Murphy here - Commodore of Savin Hill Yacht Club.

I'm writing to inquire about the recent public meeting on the Morrissey Blvd redesign project. At that meeting it seemed as though SHYC was not factored into initial planning in your flood mitigation designs. As adjacent property owners, I want to ensure we're a part of the solutions you're discussing going forward. We have been positioning ourselves to be ready for this work since the original discussions began under the Walsh admin.

Can we set up some time to discuss how this project would impact our property and how we can help in your planning efforts?

Sincerely,
Ryan Murphy

Comment 50

Name: Bill Finn

Date: 3/19/2024

Comment:

Eathan/David:

We would like the opportunity to interface with the project team creating climate resiliency options for the Central Zone of the project. I recently was able to watch the recording of Meeting #2, we are excited for this project to move forward, and equally concerned that the timeline is quickly approaching final design and we have not directly interfaced with the commission.

As an abutter, our property access and use will be uniquely impacted by the design that is selected and we welcome being your partner in creating a solution that maintains and hopefully improves the climate resilience of our historic yacht club founded in 1875, while meeting the overall project goals at the same time.

Please reply with options of how to further our involvement in the process of creating a final design that is recommended to the legislature that takes our diverse community and the current and future use of our property into consideration.

BILL FINN

Vice Commodore

House Committee Chair

Comment 51

Name: Mary Knasas

Date: 4/1/2014

Comment:

I sent an email with photos two months ago after the January commission meeting regarding pedestrian conditions on Morrissey boulevard in the central and northern zones of the study. I have not received a reply or acknowledgment of my email of February 4.

I will be at the April 23 commission meeting and will appreciate hearing how these safety and mobility issues are being addressed. Thank you.

Mary Knasas

MassDOT Response:

Good morning, Mary,

Hope all is well. We received your February email and forwarded it to DCR, as Morrissey Boulevard is under their jurisdiction.

I am following up with them today and I will let you know if I hear anything.

Kind regards,

Patrick

Comment 52

Name: John Rich

Date: 4/4/2024

Comment:

Hello Mr. Patrick Snyder at Mass DOT Intermodal Planning Office

I'm John Rich, a resident of Boston in the Dorchester Savin Hill area. I've been studying available DOT progress on the K Circle Morrissey Boulevard Corridor Planning. I respectfully request additional information and would like to offer some suggestions. Please see the attached word doc.

The area also has integral City of Boston, DCR and Mass CZM interests. At this time I don't have pertinent contacts in those agencies. If you find this email of value, please forward it to your relevant counterparts.

Thank you, John M. Rich, [REDACTED] Dorchester, MA 02125

(Note: This is relatively long and detailed; 4 pages.)

It appears comprehensive planning may be significantly lagging the pace of Boston ISD issuance of building permits in the Morrissey Boulevard, Dorchester Avenue, and anticipated Freeport Street zone. I would like to have the opportunity to offer suggestions at public meetings related to the planning process. If this is by consultant contracting only at this point, I would like to offer some comments on comprehensive planning categories I anticipate Mass and Boston are considering.

Regarding completed studies and those scheduled to be put out to bid, I find I need for more information to better understand the direction of state and City of Boston comprehensive planning for the following area: Morrissey Boulevard corridor **and** Dorchester Ave from Broadway in South Boston to Fields Corner, with a Southeast diagonal going down Freeport Street to Morrissey Blvd **and** the Emerald Necklace completion link **at** Dorchester Bay shoreline connection with the Neponset River trail. The areas described above are integrally part of infrastructure that will pass through my home area of Savin Hill.

Listed below are categories of interest - questions, comments, and suggestions:

1) At what point in corridor planning does the infrastructure resiliency – long-term maintenance and protection come into play? I ask because I've worked in the heavy civil construction industry for 27 years as a consultant construction manager inspector and project manager. Having lived in Boston for 45 years I see that historically, the state has allowed some infrastructure elements to decay; some because of design life phase and scheduled replacement.

Considering the realities of climate change - atmospheric energy and sea level rise, the new civil and energy distributions systems on the horizon, and economic pressure, Massachusetts may be extending design life parameters for infrastructure investment. Is that the case? What is our meta vision for these upcoming, massive investments?

2) Living close to Dorchester Bay, it would be helpful to know how broad of a geographic view Mass comprehensive planning is considering for the zone I describe above in paragraph 3.

3) Commercial and residential development along Dorchester Ave. and Freeport Street to Morrissey Boulevard to the Tenney Beach area will massively impact surface travel. On a current local level, Dot Ave is comparable to traffic-flow failure status of the elevated I93 and Southeast Expressway – prior to completion of the Big Dig. I **suggest** electric bus service from the Broadway Red Line Station down Dot Ave & Freeport Street & Tenney Beach area may be warranted. (See current underutilized land.) This corridor could also include safe travel lanes for bicycles, scooters & the like. Note: The massive increase of dense residential and anticipated street level mixed commercial use along Dot Ave will guarantee gridlock that will penetrate deep into residential areas East and West of the corridor. For about the last 10 years developers have been falsely claiming that clients don't own cars. Traffic and parking pressure continue to increase. With the electric vehicle trend progressing, in the next 10 years most gas engine vehicle owners will probably switch to electric cars (still a space problem) or opt to walk more, use public transit more routinely and/or rent cars when needed.

4) If electric bus and bike/scooter lanes are considered for Broadway Red Line to Tenney Beach area are considered, it seems Green Infrastructure could be integrated with the new surface transportation scheme. **Suggestion:** Committing to green infrastructure as implied by the city and as recommended by The Democracy Collaborative would work well here. TDC recommendations and case studies are provided here:
https://static1.squarespace.com/static/62f41050584b40607baef690/t/62fd2d5295227d40d84b8ca4/1660759420155/PUB_Green+Infrastructure.pdf

Note: The new construction along Dot Ave., and what appears to be approved for construction, appears to all have zero offset from sidewalk footprints, creating canyon-like conditions. Greenspace offsets are not visible in the area. It appears that in the rush to build we are repeating urban design templates that fail to enrich civic life. The City of Boston and Northeast Corridor Megalopolis counterparts have been tearing down these types of housing arrangements for decades. Many people in city government and in our university civil engineering and urban planning departments know the value of the concepts developed by Jane Jacobs. **Does the current corridor study incorporate her concepts into study and design bids?** For reference see:
https://www.canr.msu.edu/news/jane_jacobs_ideas_on_viable_cities_more_relevant_than_ever

5a) Are harbor ferry nodes currently in consideration within the comprehensive Morrissey Blvd corridor plan, potentially one located between the boundary area of Carson Beach

and Dorchester Bay City and another near the Tenean Beach area? **If yes, suggestion:** They could be linked to mass transit by land shuttle. Current local rumor is consideration of using the pier behind the JFK Library as a harbor ferry node is back in play. If an inter-harbor ferry terminal between Carson Beach and Dorchester Bay City is feasible, would it be possible to create a deep and wide enough channel that would be adequate for roll-on roll-off barge access for construction material delivery to DBC? If there was a practical material transfer point elsewhere in the port, it could take some of the heavy trucks and possibly some work crew transport out of the local traffic mix during construction. It might also provide future economic benefit as a terminal for small coastal history tour cruise operators.

5b) Does coastal emergency evacuation **(civil defense)** play into K Circle MB Corridor comprehensive planning? Two public loading points could be a strategic asset.

6) Regarding the Morrissey Boulevard Corridor, Dorchester Bay Basin and Patten's Cove are community assets with severely degraded benthic (bottom) conditions. **There may be synergistic potential** in coordinating the rebuild and elevation portion of the boulevard with cleanup of DBB and PC benthic layers. NY, NJ, CT and Japan have been using beneficial use – processed dredge material **PDM**, going back to the 1990s. (References attached below this section text.) Pneumatic Flow Tube method of dredging is environmentally safe and provides stabilized, contaminated PDM suitable for embankment construction. **Is it approved in Mass?** Note: colonial maps show the alignment of Morrissey Boulevard between the entrance to JFK-U-Mass, South to the basin inlet (Beadle Bridge) to have been tidal marsh. PDM is relatively lightweight but suitable embankment.

In my opinion, the justification for considering this as an option in the K Circle to Neponset Circle Morrissey Boulevard Corridor is that the degraded conditions in DBB and PC are unmitigated unsanitary and hazardous conditions in public use areas. With Dorchester Bay Basin – Malibu Beach / Savin Hill Beach areas, these are unprotected areas within DCR's control. The wading zones of the entire basin have varying depths of high bacteria and hydrocarbon laden alluvial sediments. In the NE curve of the beach, transitioning from Malibu to Savin Hill beach, the depth of the alluvium close to shore is deep enough to trap waders, the hazard gets worse heading further out in a Southwesterly direction. It is a well-documented life safety hazard that goes unposted; no warning – danger signage. At Patten's Cove, the frequency of visits by new families with young children has greatly increased over the last 5 years. Children and dogs play at the water's edge. The contamination in the shoreline soil and the bottom is documented by MWRA records.

I **suggest** pneumatic flow tube dredging be used to create PDM, or other benthic zone cleanup method would immediately improve the public asset and potentially provide affordable embankment material for Morrissey Boulevard reconstruction. Is PDM allowed in Mass?

For reference see:

6a) A brief description of pneumatic flow tube PDM:

https://www.battelle.org/docs/default-source/conferences/sediments-conference/proceedings/2019-sediments-conference-proceedings/b5.-dredged-material-dewatering-and-disposal/262.pdf?sfvrsn=3b768fe3_0

6b) A study on PDM https://cait.rutgers.edu/wp-content/uploads/2018/05/193-ru2763_1.pdf

6c) A commercial, expert in PDM (I have no affiliation with them): <https://tprgllc.com/>

6d) A news report on a near-tragedy at Malibu Beach deep alluvium zone:

<https://www.universalhub.com/2021/another-woman-gets-stuck-boston-mud-time> Note: I've lived near this spot for 30 years and have seen it happen before. My neighbors and I routinely warn people out of this hazard zone in the summer but it remains un-posted. (no danger warning signs)

6e) A description of area benthic conditions by U-Mass Boston Marine Biology Professor Eugene Gallagher is copied and pasted below from an email to me responding to my query, what's in the mud?

On Monday, December 12, 2022 at 03:02:53 PM EST, Eugene Gallagher

[REDACTED] wrote:

"I wrote a paper on Boston Harbor benthos with Ken Keay in 1998 (attached). My students and I have done a lot of work on the Savin Hill Cove mudflat. I've attached a couple of their papers: Trueblood et al. (1994) and Gould and Gallagher (1990). I was just out sampling Savin Hill Cove in November. The MWRA has been sampling Savin Hill Cove since fall 1991 (their station T4).

Savin Hill Cove is one of the most heavily polluted areas of the outer Boston Harbor. The subtidal sediments largely consist of black mayonnaise, the benthic ecologist's nickname for polluted hydrogen-sulfide rich sediments. The MWRA has annual reports on the benthos of Boston Harbor and MA Bay. Savin Hill Cove is site T4 in these reports. The benthos refers to the sedimentary environment and includes the soft-bottom benthos, my research area, and the rocky intertidal and subtidal benthos.

The MWRA reports can be found here:

<https://www.mwra.com/harbor/enquad/trlist.html>

If you search for Boston Harbor reports, you should find reports from the early 1990s to the last couple of years. Site T4, the Savin Hill Cove subtidal, was bad in the 1990s and

remains in bad shape today. The main problem is that it is a sediment focusing area with sedimentation rates of 3-4 cm per year, whereas the rest of the harbor is 3-4 mm per year. The organic rich material settles in the sediments and the bacteria grow on it using up the bottom water oxygen by mid-summer. The sediments turn anoxic (no oxygen) and a new group of bacteria continue to grow on the organic matter using sulfate for respiration instead of oxygen. These anaerobic bacteria produce hydrogen sulfide from the sulfate which not only produces the rotten egg smell characteristic of black mayonnaise, but hydrogen sulfide scavenges heavy metals and organic matter from the water column. So the sediments become toxic as well as anoxic: not a pleasant mix.

There are signs that things are changing though. During the first week in November, I sampled the Savin Hill Cove intertidal zone and found animals (ampeliscid amphipods) that are common in cleaner areas of Boston Harbor but hadn't been seen in Savin Hill Cove during my 39 years of sampling. That is a good sign. The MWRA has drastically reduced the pollutant inputs to the harbor, especially since September 2000 when the long sewage effluent outfall began discharging the Boston areas secondarily treated sewage 9 miles offshore. That has led to a dramatic improvement in Boston Harbor. It's about time that Savin Hill Cove improved too.

I hope this was of some help. I've copied Ken Keay, a UMass Boston grad who studied Savin Hill Cove and for 30+ years was in charge of the MWRA's benthic sampling of Boston Harbor and Massachusetts Bay."

Note: The % of space given to the above issue is due to the persistence of the unmitigated, serious public safety hazard. If the whole area can be remediated, beneficially as PDM or otherwise, the improved beach and benthic condition would be of significant benefit to the city and state (DCR asset). If we can get a commitment to build widespread green infrastructure in the area described in paragraph 3, it would significantly reduce the reasons not to do the benthic remediation now. Is money available to do current benthic condition studies? The Democracy Collaborative report on Green Infrastructure technology goes into detail on the economic and social benefits of robust GI systems.

7) Regarding the major aspect of potential storm surge effect on the new Morrissey Boulevard Corridor, the MBC Plan may **find potential synergy with littoral zone improvement**. The Deer Island to Hull moveable storm surge barrier proposal was rejected but the reality of rising sea level and increased storm damage remains. Over the next decade, Mass Bay abutting drainage areas could adopt green infrastructure which could incentivize extensive harbor dredging in the Deer Island to Hull to Dorchester Bay Basin, to promote restored seabed ecology, including kelp and eel grass beneficial to oysters and other shellfish, and provide **a degree of wave attenuation in storm conditions**; something currently lacking. If the full hydrological system for this area could be protected by full drainage basin green infrastructure it could incentivize a return of the maritime economy and culture that used to thrive in Dorchester and Quincy Bays and the lower Neponset River. **Is federal funding from the build back better plan available for this?**

This is a long-term opportunity that I suggest might be facilitated by investigating if the native people who are a Federally recognized tribe (Wampanoag) could form a corporation through which preferential federal procurement regulations might justify federal funding of dredging operations and reseeded the bottom with kelp, eel grass, oysters, and clams. Example: Two men in Maryland set up a corporation with an Alaskan coastal Indian tribe, that provides various services to US General Services Administration. The Indian people don't have to live at an area of service. It's a channel to get fed money addressing tribal needs.

END OF CATEGORIZED ITEMS

Some relevant background on me and my reason for contacting you:

I've lived close by littoral zones for 63 of my 70 years of life and in inner cities for 47 years. I was a carpenter / GC in building construction for 16 years (14 in cities). I returned to college at age 36 for two full years of structural and civil engineering courses at Wentworth Institute of Technology. (had 3 prior years mixed lib arts and music) I was on the Big Dig for 17 years as a Consultant Construction Management inspector and project manager. I gained expertise in leak sealing and concrete repair and managed most of the leak sealing and a lot of the concrete repair for Mass Turnpike Authority during my last 9 years on the project. I was the chief inspector on the structural work for NY MTA #7 Line Extension – Hudson Yards Terminal and was an inspector on the DC Water and Sewer Authority Blue Plains – Green Rivers Project, prior to retiring in October, 2019. The 27 years in heavy civil included 3 years on environmental engineering and soil stabilization work. They were all inner-city jobsites except for two years on Spectacle Island in Boston's Outer Harbor. <> I grew up on a tidal river in NJ about 35 miles South of Lower Manhattan as the gull flies, and 4.5 miles from the beach in Sea Bright. I've spent a lifetime in and on the water as a close observer, swimmer, surfer, clammer, fisherman and mariner. I worked on a tugboat in Providence Harbor at age 17 and on coastwise refined fuel and chemical tankers between college semesters in the late 70s. We worked between Baytown, Texas refinery terminals, upriver on the Mississippi, refinery terminals in Kill Van Kull in NJ and further up the New England coast. I have enough firsthand experience working on some of the most heavily polluted US waterways, and growing up on a tidal river that became heavily polluted, to know the reality of how bad these conditions are. I detail my life and work experience to express three opinions: 1) The mud in Dorchester Bay Basin and Pattens Cove can kill people. 2) If construction gets enough of a head start ahead of comprehensive planning in K-Circle to Neponset Circle - Morrissey Boulevard Corridor and the Dot Ave to Freeport Street & Tenean Beach corridor, we are engineering-in 10 years of miserable, counter-productive, and wasteful gridlock. 3) We can do better than that.

John M. Rich: [REDACTED] - Dorchester, MA 02125 [REDACTED]

MassDOT Response:

Good morning, Mr. Rich,

Thank you for reaching out to MassDOT Planning. My name is Patrick Snyder and I work in MassDOT's Office of Transportation Planning. Your email regarding the K Circle Morrissey Boulevard Project was passed along to me.

Our computers are having an error trying to open the Word Document you sent. Could you please resubmit the file, perhaps as a PDF? Depending on the amount of text, you may also paste directly into an email, if this is convenient for you.

Thank you again for your interest.

Kind regards,

Patrick

Comment 53

Name: John Rich

Date: 4/9/2024

Comment:

Observations and comments on Mass DOT Morrissey Boulevard Climate Resiliency Plan by John M. Rich:
April 9, 2024

The current Mass DOT Morrissey Boulevard Climate Resilience plan is addressing it's commission mandate of raising the elevation of Morrissey Boulevard to withstand projected 2070 sea level rise and worst case 100 year storm conditions. The plan appears to not take into account critical adverse effects on the marine ecology and public use aspects of the immediate area.

I offer the following concepts for consideration. There may potential for more holistic and long term beneficial alternatives.

The current Mass DOT Intermodal Group concept is to build a permanent dike that would serve as climate resilient embankment for the new, raised roadway in the existing Morrissey Boulevard **MB** alignment. The net ecological effect is it creates a heightened bowl shape for the Malibu / Savin Hill Beach / Dorchester Bay Basin **DBB** that will increase traffic noise, air pollution and continued buildup of contaminated sediment in DBB and beaches.

I suggest a more beneficial use scheme is to place the climate resilient berm not in the MB alignment but around the South, West and North perimeter of DBB and continue it all the way around Fox Point and Savin Hill Cove until it reaches an existing suitable elevation

along the embankment that supports the entrance to U Mass Boston, from MB. (See the attached marked up Google Earth map). Let Malibu Beach revert to a tidal sand spit, as it was prior to construction of MB and build new the MB as a viaduct. This would allow tidal flow to remove suspended silt in roadway runoff out into tidal flow littoral zone and dispersal farther out into Dorchester Bay. Use pneumatic flow tube method and beneficial use of Processed Dredge Material (PDM) stabilized with pumice to build the dike, possibly inside a permanent cofferdam to design SLR2070 elevation. Build clean fill embankment above dike parallel to I93 suitable for evergreen tree and shrub planting for highway sound attenuation and carbon sequestration + for slope stabilization.

Note on viaduct concept: It would need some sunlight openings to prevent adverse ecological conditions below the road deck: possibly incorporate a permanent grid system in a median zone between Northbound and Southbound lanes.

Note on image below: This is a first draft that needs additional refinements / McConnel Park to Morrissey Boulevard alignment / public walkways and beach restoration and transition of Malibu Beach to SHYC area. No sharp horizontal or vertical transitions are intended Rough draft of berm is limitations of Google Earth draw tool..

Proposal:

The contaminated alluvium in "DBB" can be removed by pneumatic flow tube method of dredging. Stabilize contaminated dredge spoils and process on site with pumice to produce beneficial use processed dredge material (PDM) suitable for embankment construction along the Southeast to West to far Northeast section of DBB and all the way around Fox Point to a suitable high existing embankment elevation parallel to the UMB access road from Morrissey Boulevard. Adjacent to I93 and McConnell Park, build new embankment up and out into the water far enough to provide two things; **a)** Clear line of sight out over new elevated Morrissey Boulevard, preserving the long view of Dorchester Bay and islands over the new elevated Morrissey Boulevard viaduct. **b)** A platform for restoration of a minimal portion of Commercial Point that would maintain DYC access and to the South and East along the shoreline, a Boston Public School Maritime and Science Technology Academy to prepare students for future jobs in future maritime transportation + local kelp and oyster harvesting. Provide space for a ducklings learn to swim and sail facility. Provide future space and roadway access to a future oyster filtration plant.

Apply for state and federal grants to reseed the local harbor bottom with oysters, kelp and eel grass - synergistic water filtration and oxygen generators that allows sunlight to

penetrate to the bottom and help maintain ecological balance. On shore, provide enough embankment to support clean fill adjacent to I93 adequate to support evergreen tree and shrub vegetation that would attenuate traffic noise and transfer carbon into the soil. 3b) Investigate building the new Morrissey Boulevard as a viaduct and raised platform on the West side for public access to natural beach and shore vegetation. Let the Malibu Beach area revert to it's original colonial maps condition as a natural marsh grass sand spit so that tidal water can flow over it and facilitate suspended solids from roadway runoff out into strong tide flow areas to the East. The current Mass DOT climate resiliency plan calls for building a solid berm and raising Morrissey Boulevard 7 to 8 feet to account for projected 2070 sea level rise and max wave height in a 100 year storm.

In summary, this proposal calls for the following:

- 1) Place the climate resilient berm adjacent to I-93 instead of in the MB alignment. Extend the berm from McConnell park to the East and around Fox Point to an elevation adequate intersection with U Mass Boston property.
- 2) Remove contaminated harbor sediment in DBB, and east of Morrissey Boulevard with pneumatic flow tube method. Process it for beneficial use as part of the permanent climate resiliency berm around the perimeter of DBB and Savin Hill Cove.
- 3) Increase public access and diversify use of what will be a smaller but cleaner and safer Dorchester Bay Basin. New beach installation will be required along Savin Hill Beach to approximately the current Northeast cove transition of SHB into Malibu Beach.
- 4) All of this work could lead to new enterprises that contribute to democratized community wealth building.

References:

Democracy Collaborative Green Infrastructure - see Seattle case study & prospect of massive, all Mass Bay drainage geography utilizing green infrastructure and drain inlet solids capture / filtration.

Wealth Supremacy - How the Extractive Economy and the Biased Rules of Capitalism Drive Today's Crises by Democracy Collaborative Senior Fellow, Marjorie Kelly (Bennett Koehler pub)

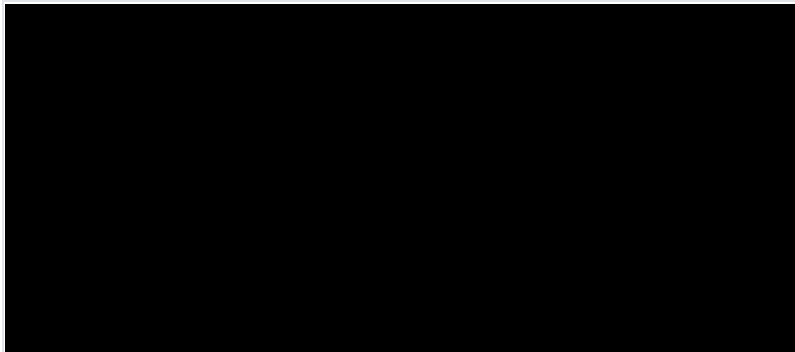
A brief description of pneumatic flow tube PDM: 1) https://www.battelle.org/docs/default-source/conferences/sediments-conference/proceedings/2019-sediments-conference-proceedings/b5.-dredged-material-dewatering-and-disposal/262.pdf?sfvrsn=3b768fe3_0

2)

https://cait.rutgers.edu/wp-content/uploads/2018/05/193-ru2763_1.pdf

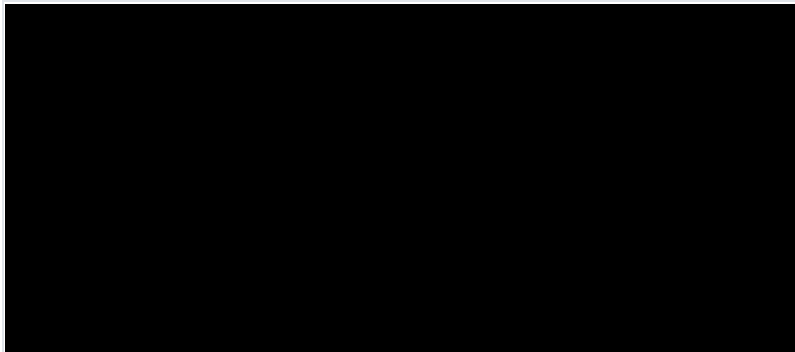
3) A commercial expert in PDM (I have no affiliation with them): <https://tprgllc.com/>

4) The muck hazard to waders at Malibu Beach: [Another woman gets stuck in Boston mud, this time in Dorchester](#)



Another woman gets stuck in Boston mud, this time in Dorchester

The Boston Fire Department reports firefighters managed to free a woman stuck in "tarlike mud" at Malibu Beach i...



Another woman gets stuck in Boston mud, this time in Dorchester

The Boston Fire Department reports firefighters managed to free a woman stuck in "tarlike mud" at Malibu Beach i...

Supporting Info Here:

The current plan featuring a permanent raised berm supporting the proposed new Morrissey Boulevard elevation + 7 to 8 ft above present will diminish the public benefit of Malibu / Savin Hill Beach and Dorchester Bay Basin. It will create a bowl effect that will

block our long view of Dorchester Bay and the islands and increase traffic noise and air pollution. In the summertime the beach and picnic area near Malibu Beach parking are well attended, racially integrated gathering places. Being cut off from the larger connection with Dorchester Bay and the view of the outer harbor will diminish the attractiveness of the area in a noisier and smellier basin. + With it being a state highway job there is probably only a relatively small amount of federal money available through coastal zone management / resiliency planning funding. Why should Mass pay for most of a plan that will diminish an existing public asset in the process of providing infrastructure for massive new private development nearby? Where's the upside for the neighborhood and city-wide summertime users of the beach?

If the climate resiliency berm was moved back near the toe of the slope of I-93 Southeast Expressway, maybe **Fed Highway Administration** would pick up the bulk of the cost of a permanent cofferdam containing new made land consisting of a beneficial process dredge material base with clean fill above it capable of sustaining evergreen trees and shrubs that would function as sound attenuation, some airborne particulate disruption and provide carbon sequestration.

It's worth looking into whether Mass and COB are meeting their own obligations / commitments to meet climate resiliency and carbon reduction targets. Since 2017 Oslo, Norway has linked city agency climate obligation performance to annual budget allocations, within the city's Budget Department. The process structure was set up to avoid inertia and obligation avoidance inherent across changes in city agency administrative control that historically occurred with elections. City managers knew they needed to essentially rewire governance to sustain funding and motivation and focus needed to sustain goals. The means to do it was to link funding to the budget department. If environmental commitments were not being met the agency would lose funding. Meet obligations and continue to be funded.

Reference: Apr 1, 2024 Carnegie Endowment – California IPCC Climate Scoping meeting / AR7

https://www.c40knowledgehub.org/s/article/Oslo-s-Climate-Budget?language=en_US

sub-reference if interested in IPCC AR7 - [IPCC agrees on the set of scientific reports for the seventh assessment cycle — IPCC](#) For reference: IPCC AR7 = Intergovernmental Panel on Climate Change - Assessment Report #7

**IPCC agrees on the set of scientific reports
for the seventh assessment ...**

**IPCC agrees on the set of scientific reports
for the seventh assessment ...**

**IPCC agrees on the set of scientific reports
for the seventh assessment ...**

Additional supporting info:

Our regional sewerage treatment used to be controlled by the Metropolitan District Commission prior to judicial intervention led Mass Superior Judge Paul Garrity in July of 1983 when Judge Garity appointed a special master to begin the long legal and legislative process that created the MWRA Deer Island Expansion / Boston Harbor Cleanup project. During MDC and prior governing arrangements for sewerage treatment, political patronage, inertia and avoidance allowed environmental degradation to continue in Boston Harbor and Mass Bay across several decades. It took 20 years for the legal and legislative action to form the MRWA and meet Boston Harbor cleanup commitments with the commissioning of the new, stage 2 treatment plant at Deer Island and 9-mile outfall tunnel to Mass Bay.

For **Reference:** See Chapter 6 of Political Waters – The Long, Dirty, Contentious, Incredibly Expensive but Eventually Triumphant History of Boston Harbor – A Unique Environmental Success Story by Eric Jay Dolin.

Successful Boston harbor cleanup did not address the bottom conditions other than the huge reduction in contaminated sediment build up. That was of major importance but the suspended solids in roadway runoff continues to contaminate the littoral zone. Our Savin Hill Cove and Dorchester Bay Basin are a microcosm of the larger Mass Bay, most all coastal Massachusetts, and the nation. The current climate resiliency plan for Morrissey Boulevard exacerbates the benthos contamination.

I submitted a letter (attachment 1) to the editor of The Dorchester Reporter (Bill Forry) on Friday, April 5th promoting participation in Dorchester Civic Associations and the Visioning concept. Community visioning programs are part of the COB mission statement and are integral to the Granicus communication system / structure used by Boston and Mass Gov, including DOT. A description of Visioning process is available on the Granicus website. Engaging with public official within the Granicus system might help keep agencies accountable; keep a public record.

I think my proposal for DBB & SH Cove has low potential to build a supportive constituency today. If more people knew what we have lost in maritime economy and maritime culture since the Southeast Expressway siting decisions in 1948/49, they would see the potential for creating local environmental and social / public benefit improvements. If a climate resilient platform is built all along the Expressway interface wide enough to support a couple of community benefit institutions it could help protect the infrastructure investment over many decades.

What is happening, and what Mass DOT proposes for the combined DBB & Savin Hill Cove area is a microcosm of our entire Mass Bay drainage area, most of the Mass Coast and nationally. Unrestrained and continuous contamination from coastal drainage basins is an important consideration in the long term environmental health of the littoral zone and to public health & safety: Contaminated runoff persists because there's no political will to mitigate it. Recently, I asked state and city officials and inquired at the UMB marine biology and department if any studies have been conducted to evaluate the cost of installing and maintaining roadway drain inlets in the entire COB, and the entire Mass Bay drainage basin. I haven't heard back from anyone.

It would be a huge and expensive project. System maintenance includes waste disposal. Marine biologists, economists and public health professionals know the benefits of a clean and productive Mass Bay. My hunch is someone from MIT or one of the state universities has already done a study on this.

Other cities have gone much further than Boston in planning and they are implementing various types of Green Infrastructure technology. Seattle and Washington, DC to name two. Seattle is the subject of a good study by the Green Infrastructure group within The Democracy Collaborative. I've recommended the study to government officials I've communicated with over the last 13 months. Tackling an issue like mitigating contaminated runoff is an engineering and finance challenge. I think it should be an appealing subject for study because of the potential long-term economic and environmental benefits. So far, it's been crickets from people I've contacted.

I bring this up as an **example of a persistent problem that currently has insufficiently active and effective constituency. I think the root of it is people don't know what they have lost.** The pockets of working fishing ports & villages around coastal Mass are important to the state, the local communities, and fisherman & processors but their presence and relative volume in the local economies are partially dependent on tourist and weekend Mass visitors. These pockets of maritime economy and culture probably have the in-place potential to kick start growth if the marine environment could provide more fish, shellfish, and harvestable kelp. I propose that it's in our best interest to align with efforts to bring public attention to the issue and help promote revitalization. We can start by teaming up with marine scientists and economists from UMB to produce a public lecture series. We can team up with WGBH or WBUR to document it. We can talk to the Boston School Department about starting a small, focused maritime and science technology academy on

permanently berthed barges at a new wharf adjacent to I93. We may be able to help build interest in restoring the maritime economy and culture that existed here prior to 1950.

A MAST Academy and at least a reserved spot for an oyster filtration plant on the wharf could help anchor the wharf as it previously had been, for generations.

A final reason to focus on removal of contaminate sediment in our local waters is a lot of people swim here during the summer, DCR posts no swimming flags most days, particularly last summer but people wade and swim here anyway. How many children are getting sick? Does anyone keep track of it? The attached article about a woman needing rescue from the muck and the rescuers needing additional crews to rescue them is not a new story. DCR ignores the hazard and will not even post warning signs to stay out of the most hazardous, deep muck areas. I'm told by a DCR employee that the agency doesn't fight when they get sued for negligence. They just pay the fine. It seems loss of tax payer money for negligence does not serve as adequate accountability.

Attachment #1 - My letter to Dorchester Reporter Editor submitted on Apr 5, 2024

"Immanent major changes coming from multiple directions are upon the residents of Dorchester in this time of increasing demands for our attention and decreasing individual free time for reflection and evaluation of priorities. It makes citizens more vulnerable to possible adverse outcomes resulting from city and state agency's limited planning budgets.

While fiscal year objectives are pushing schedules, residents need to be kept informed and can discuss and weigh options together to protect and promote their priorities. Community Visioning is at the heart of neighborhood stability, resiliency, and potential. An example where these dynamics and opportunities are concentrating is within the Savin Hill & Malibu Beach area. Most pressing is the multi-state agency **K Circle- Morrissey Boulevard- Neponset Circle Climate Resiliency Project**. The planning is being coordinated and led by Mass DOT Intermodal Planning Group. The public comment period begins early this June.

Community Visioning is: 1) The things people love about their community and want to retain. 2) The challenges and issues they want to address and solve. 3) New aspects they'd like to see become a part of their community fabric. Note: from the website for Granicus, an online digital civic engagement forum for governments and constituents, used by Mass and City of Boston.

An example of Visioning aspects 1 through 3 within the Malibu Beach/Savin Hill Beach area, referred to as "Dorchester Bay Basin" (DBB from USCG and Mass Coastal Zone Management nautical charts) in the Mass DOT Morrissey Boulevard Climate Resiliency planning **reports**), is the following: 1) The beach and adjoining McConnell Park are valuable

public assets for relaxation and recreation. The area needs to be protected and improvements made in public health, safety, and access. 2a) Despite the welcome improvements in water quality resulting from the MWRA Deer Island sewerage treatment project, the environmental legacy of extractive capitalism has left the harbor bottom dangerously contaminated with deep and soft muck. 2b) The current proposal for the 7- to 8-foot-high climate resiliency berm in the alignment of Morrissey Boulevard and possible tide gate at the Beades Bridge replacement would have at least two negative effects: loss of long view of Dorchester Bay from the shoreline walkways and reduced tidal flow through the inlet, further compounding silt buildup on the bottom. Upcoming work should improve public access to and use of the beach for swimming and wading, not reduce it. 3a) The I93 Southeast Expressway adjacent to Savin Hill Beach Clam Point occupies what previously was Commercial Point, a center of generations-long maritime economy and maritime culture vital to Dorchester and the Port of Boston. It's possible a synergistic new vision of "DBB" can solve a few problems and create new, resiliently durable, and positive use for the DBB area.

By actively participating in Dorchester's civic associates we can help envision, communicate, and advocate for what we want Dorchester to look, feel, and function like 10 years from now. Waiting for the government to tell us what they will do is not in our best interest."

Attachment #2 below, is a collection of emails from UMB marine biology department on the Benthos condition in DBB and SH Cove, including Pattens Cove. It's a lot of info but important for city and state agency officials to know for an understanding of how bad a condition our local harbor bottom is in. My hope is that at least some agency officials staffers will read and retain this information & help steer interest toward it's resolution. The public health and safety hazard will not go away on it's own.

Email below is from Marine Biology Professor Eugene Gallagher to me in answer to my question, what is on the bottom of Malibu and Savin Hill Beach and in Pattens Cove?:

From: Eugene Gallagher [REDACTED]
To: John Rich [REDACTED]
Cc: kenkeay@comcasst.net [REDACTED]
Sent: Monday, December 12, 2022 at 03:02:53 PM EST
Subject: RE: Savin Hill Resident Wanting To Learn

I wrote a paper on Boston Harbor benthos with Ken Keay in 1998 (attached). My students and I have done a lot of work on the Savin Hill Cove mudflat. I've attached a couple of their papers: Trueblood et al. (1994) and Gould and Gallagher (1990). I was just out sampling Savin Hill Cove in November. The MWRA has been sampling Savin Hill Cove since fall 1991 (their station T4).

Savin Hill Cove is one of the most heavily polluted areas of the outer Boston Harbor. The subtidal sediments largely consist of black mayonnaise, the benthic ecologist's nickname for polluted hydrogen-sulfide rich sediments. The MWRA has annual reports on the benthos of Boston Harbor and MA Bay. Savin Hill Cove is site T4 in these reports. The benthos refers to the sedimentary environment and includes the soft-bottom benthos, my research area, and the rocky intertidal and subtidal benthos.

The MWRA reports can be found here:

<https://www.mwra.com/harbor/enquad/trlist.html>

If you search for Boston Harbor reports, you should find reports from the early 1990s to the last couple of years. Site T4, the Savin Hill Cove subtidal, was bad in the 1990s and remains in bad shape today. The main problem is that it is a sediment focusing area with sedimentation rates of 3-4 cm per year, whereas the rest of the harbor is 3-4 mm per year. The organic rich material settles in the sediments and the bacteria grow on it using up the bottom water oxygen by mid-summer. The sediments turn anoxic (no oxygen) and a new group of bacteria continue to grow on the organic matter using sulfate for respiration instead of oxygen. These anaerobic bacteria produce hydrogen sulfide from the sulfate which not only produces the rotten egg smell characteristic of black mayonnaise, but hydrogen sulfide scavenges heavy metals and organic matter from the water column. So the sediments become toxic as well as anoxic: not a pleasant mix.

There are signs that things are changing though. During the first week in November, I sampled the Savin Hill Cove intertidal zone and found animals (ampeliscid amphipods) that are common in cleaner areas of Boston Harbor but hadn't been seen in Savin Hill Cove during my 39 years of sampling. That is a good sign. The MWRA has drastically reduced the pollutant inputs to the harbor, especially since September 2000 when the long sewage effluent outfall began discharging the Boston areas secondarily treated sewage 9 miles offshore. That has led to a dramatic improvement in Boston Harbor. It's about time that Savin Hill Cove improved too.

I hope this was of some help. I've copied Ken Keay, a UMass Boston grad who studied Savin Hill Cove and for 30+ years was in charge of the MWRA's benthic sampling of Boston Harbor and Massachusetts Bay.

Sent from [Mail](#) for Windows

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More email info from UMB regarding local harbor bottom conditions. This info is from Spring 2023:

----- Forwarded Message -----

From: Prassede Vella [REDACTED]
To: John Rich [REDACTED]
Cc: Lucy A Lockwood [REDACTED]; Diana Chin [REDACTED]; Eugene Gallagher [REDACTED]; Pamela A DiBona [REDACTED]
Sent: Tuesday, March 21, 2023 at 09:26:43 AM EDT
Subject: Re: Savin Hill Resident Wanting To Learn

Good morning John

I have been reading through the email conversation below. Gene has done lots of work in the area, confirming the state of degradation that the coves are in, as you stated. The condition of the bottom of the coves is the result of many different discharges over decades and I agree, this does need to be addressed. Understanding the sources/causes of the current condition is key before deciding to dredge. Dredging is not only expensive, but unless the source(s) of contamination is addressed, conditions will return, and you will end up having to do this again in a few years down the road (especially given the high sedimentation rates Gene referred to).

This could be a very interesting project. The first step is to assess the area including sediment type (grain size analysis), condition (the depth of the aerobic/anoxic layer), presence of contaminants, and their concentration. This would entail working with a consultant and would include gathering information on the hydrodynamics of the system as well as information on land-based sources - some are obvious, others less so; some can be addressed, others maybe not. Nevertheless, this is an essential step. The results of such a study will provide alternatives for cleanup/restoration (as Pam indicated) and will set the stage for the next step - planning, design, and implementation.

Once the first step is done, there are different sources of state and federal funding that your organization (or the town) can apply to start moving the project forward. You can also apply for grant funding to do the initial assessment I described above. MassBays has a [Healthy Estuaries Grant](#) (RFP coming out in the coming months) that provides funding for this type of projects (mainly the assessment/planning/design parts). MassBays and CZM can both help guide you with this (although I will let Joanna Yelen chime in). I am happy to meet with you (remotely or on site) if you think this is helpful.

Also, can you indicate what organization you represent and/or if you have spoken to the municipalities as well? I apologize if I missed that information. In addition, the town's or city's conservation agent may also have information that may be helpful on how to proceed, and in addition there may already have been some discussion over the years.

Happy to discuss this with you further.

Regards,

Prassede

Prassede Vella

Senior Scientist, MassBays National Estuary Partnership

School for the Environment

University of Massachusetts Boston

100 Morrissey Blvd., Boston MA 02125

[REDACTED]

On Mar 17, 2023, at 3:19 PM, Eugene Gallagher [REDACTED] wrote:

I'll respond as I can inline (between solid lines). Lucy Lockwood on our faculty know much more about the Patten's Cove plant life than I do. I've copied her. I've also copied Dr. Pam DiBona, head of the Massachusetts Bays program. They may be able to provide further information for your prior to your next Thus night meeting with the Columbia Savin Hill Civic Association.

Gene

Sent from [Mail](#) for Windows

From: [REDACTED]
Sent: Friday, March 17, 2023 2:18 PM
To: [REDACTED]
Subject: Re: Savin Hill Resident Wanting To Learn

CAUTION: EXTERNAL SENDER

Hello Dr. Gallagher,

I think I replied to your email of December 12, 2022 thanking you for your response. I don't see it in my folder now so if I did not express my thanks then, I wish to do so now. Your info has been an excellent starting point for me to begin learning about what exists in the benthic zone here. Thank you.

Given the relatively deep layer of anoxic mayonnaise in Savin Hill Cove, Dorchester Bay Basin and Dorchester Bay, it seems likely that not much marine vegetation can grow here. Are there any studies that map the current density of kelp and eel grass in the zones described above and offer suggestions on max possible expansion of marine vegetation density?

John,

I didn't know that the marsh on the opposite side of Morrissey Boulevard was called Patten's Cove. I started sampling Savin Hill Cove 40 years ago, but I have never taken a sample on the Western side of Morrissey Boulevard. My guess is that it is a *Spartina* marsh. There used to be city storm drains emptying into the top of Savin Hill Cove, and the tide would carry that material up to Patten's Cove. There was a CSO near the main boat launch for the Savin Hill Cove Yacht Club that was a major issue for decades. As I recall Boston, not the MWRA, spent a million or more on a filtering system for that discharge. That CSO discharged excess rainfall and other material from the Dorchester Interceptor which runs beneath Morrissey Boulevard, transporting sewage to the Deer Island Treatment facility. My late colleague Dr. Gordon Wallace (died 2010) estimated the flow of heavy metals, especially copper, from the Dorchester interceptor. As I recall, since I don't have his report in front of me, the sewage and associated heavy metals would accumulate to a foot or so in the 48" diameter pipe and under a heavy rainfall, the discharge would go up with the rain discharge to the 3rd or 4th power. In other words, the metal contamination (and PAH contamination) came in bursts with most coming out in just a few storms. The solution is to clean the deposited material out of the Dorchester Interceptor, but that, as I recall, was rarely done.

Gordon Wallace, Bob Eganhouse and I were funded by the DEQE (now DEP) to study pollutant effects on Savin Hill Cove. The basin below the low tide mark catches massive amounts of polluted sediment, not from the CSO but from natural sedimentation from the harbor. Bob Eganhouse, an organic geochemist, characterized the concentration of PCB's and LABs (a component of laundry detergent, and hence a tracer of human sewage). Savin Hill Cove was accumulating nearly pure Nut Island sewage from the Proctor & Gamble plant in Quincy. Once P & G got wind that their LABs were being traced, they cleaned up their discharge and now the Nut Island sewage looks about the same as Deer Island sewage. Nevertheless, due to physics, Savin Hill Cove is a sediment and organic matter accumulation site, with sedimentation rates of 3-4 cm per year, when the rest of the harbor has sedimentation rates of 3-4 mm per year. Thus, phytoplankton and other material, both pollutant and natural, accumulate in the basin and each summer about the 4th of July, the degradation of the accumulating organic matter using up all of the bottom water oxygen.

The degradation of the organic matter continues throughout the summer with sulfate (SO_4^{2-}) being used for respiration by the anaerobic bacteria instead of oxygen. They produce hydrogen sulfide which gives Savin Hill Cove sediments their rotten egg smell. The sediments are sulfide rich and are nicknamed black mayonnaise.

These sediments would work themselves up into Patten's Cove. I was on the committees of two UMass Boston masters students---Ken Keay and Paul MacManus---who analyzed the biodiversity and species composition of the animals living in the sediments of Savin Hill Cove. The usual pattern is that the higher in the intertidal, the lower the biodiversity (more exposure at low tide, more variable environment), but Savin Hill Cove is the opposite with lower biodiversity the lower you get to the basin.

Now, in one of the few good signs I've seen in 40 years, there is a return of a keystone engineer, *Ampelisca abdita* to Savin Hill Cove. I collected intertidal samples behind the Viet Nam war memorial in October, and found abundant *Ampelisca abdita* in the intertidal sediments. *Ampelisca abdita*, and shrimp-like amphipod, builds tubes which it oxygenates and paves the way for a succession of other benthic species. I suspect that the black mayonnaise in Savin Hill Cove will someday soon be an *Ampelisca* tube mat as occurred in Boston Harbor sludge-contaminated sediments when they stopped the sludge dumping to the harbor about 1992 (I think that's the date).

I don't know much about dredging contaminated sediments. The first issue is getting samples to find out whether they are polluted enough to need dredging. In New Bedford, where I live, the shore sediments near the Aerovox plant were heavily contaminated with PCBs and were dredged. If the sediments aren't contaminated, they don't need to be dredged. If they are contaminated, you can't dispose of them on land or sea. In New Bedford, like Boston harbor, they have dug football-field sized pits called CAD cells, short for Contained Aquatic Disposal Cells. The clean sediment is taken to the MA Bay foul area where it is used to cover barrels of medical waste dumped there many decades ago. The contaminated sediments are filled with the oozy polluted sediments and left to settle for a few months, and then a sand cap is put on top. It is VERY expensive (\$7 per cubic yard I think just for the sand cap to top off the contaminated sediments.) Massport needed to dredge contaminated sediments from Boston's Inner Harbor and did dig CAD cells. The cost was in the \$millions. I'm not sure that Patten's Cove needs it. I've walked around the Wild Harbor and Sippewissett marsh strongly affected by the September 1969 West Falmouth oilspill. The benthos has recovered nicely and the oysters are back. I'd bet a six pack that Lucy Lockwood could find oysters in Patten's Cove.

You mentioned that restoration efforts should begin upstream. In Patten's Cove, the pollution source is the Savin Hill Cove subtidal. You might check with the UMass Boston physical plant people if you get much further. The UMass Boston cooling system is or used to be cooled with seawater pumped in from Savin Hill Cove. The high sedimentation rates posed problems because their intake pipes were getting filled with sediment. Maybe with

the huge amounts of money spent on campus Infrastructure, they solved the problem of getting cooling water. I don't think that they ever dredged the Cove.

Seeding Savin Hill Cove with shellfish may have already been done. About 20 y ago, the UMass Boston School for the Environment (EEOS back then) had a faculty member Anamarija **Frankic** who was seeding parts of Boston Harbor with shellfish to clean it up. Last October, when I found *Ampelisca* on the Cove, I also found the European oyster *Ostrea edulis* on the shore of the Cove. This European oyster species was introduced in the 50's into the Gulf of Maine, and while it is not abundant it is found throughout the Gulf of Maine. Lucy Lockwood thought it may have been introduced into Savin Hill Cove by Dr. Frankic. I don't know where Dr. Frankic is now.

I've copied Dr. Pam DiBona, head of the Massachusetts Bay National Estuary Program. Her office is now based at UMass Boston. She can probably provide some additional advice prior to your public meeting next Thursday.

Gene

Comment 54

Name: Many Knasas

Date: 4/24/2024

Comment:

I plan on attending the May 2 Commission meeting. I would appreciate if a couple of slides in the PPT presentation that evening listed the appointed Commission members by name and affiliation as well as who are the members of the K Circle/Morrissey Boulevard Study team (including Consultants). Thank you!

Mary Knasas



MassDOT Response:

Good afternoon, Mary,

I will pass this along.

Kind regards,

Patrick

Comment 55

Name: John M. Rich

Date: 4/26/2024

Comment:

Hello folks at Mass DOT Planning, I'm

John Rich, a resident of the Dorchester, Savin Hill neighborhood. I've been following the progress of the K Circle to Neponset Circle - Morrissey Boulevard Climate Resiliency Planning Group for about 14 months. I've previously sent info to Patrick Snyder 'm not certain Patrick is in your office. A neighbor suggested my observations and comments report to this email address

This is my best effort on this topic. It's relatively a lot of info but my main point is all on pg 1, followed by 4 pgs of narration & 7 pgs of copied email technical correspondence and references.

Thank you,

I look forward to meeting 3 at BC High on May 2.

Sincerely,

John M. Rich

MassDOT Response:

Good morning, John,

Hope all is well. Patrick here. This is the consolidated email we use for study purposes, which helps us categorize emails that come in.

I'm a member of the study team at MassDOT Planning; I've been categorizing your comments and sharing them with the rest of the team working on this effort. Thank you for compiling them, and please encourage your neighbors and other folks to share their thoughts and comments too, if they would like.

Please continue to reach out whenever, and look forward to seeing you next week.

Kind regards,

Patrick

Comment 56

Name: John Rich

Date: 5/1/2024

Comment:

Hi Patrick,

I've been talking up attendance for tomorrow's meeting with neighbors. If it's helpful, here are some things asked about, 3 by people who can't attend.

1) Pattens Cove: 1a) Concern and question about how a tide gate works. This is in regard to the small Morrissey Boulevard bridge over the inlet. Is it only closed during storms or all the time? Will it diminish tidal flow in the cove? 1b) Will the shoreline be bermed up? How high? 1c) Will PC ever be clean enough for children to play on the shoreline? 1d) Where does the drainage from the big outfall at the West end come from? <> FYI: questions from a kayaker resident on the shoreline, 2 houses west of MB and a resident near the end of Davitt Street, W. end of cove. Both can't attend.

2) Savin Hill Beach: 2a) Large roadway drain inlets by the curve transition of McConnell Park to NYC parking area and from the I-93 embankment behind and South of NYC - Will tide gates go on those? <> Asked by a few people. 2b) From a friend in Glover's Corner, West of Xway and rails ROW - How will Glover's Corner be protected from flooding with SLR and storms? Friend works swing shift, can't attend. 2c) Will shore vegetation / water fowl & bait fish still be present with new plan? <> People love seeing the variety of birds. Love they coexist so close to the roadways. Comment in roughly 4 of o10 conversations. An elder, life-long, very tuned in fisherman in Clam Point is concerned about keeping and restoring as much eelgrass as possible. Wants more striped bass coming close to shore like they used to.

3) my own observations: This has been so interesting talking with neighbors and folks I never met with long history to Savin Hill Cove. Real cool local history going back 150 years.

J

MassDOT Response:

Good morning, John,

I will reach out to my colleagues. We are planning on holding the meeting in the Cadigan Lecture Hall.

Thank you for bringing this to our attention.

Kind regards,

Patrick

Comment 57

Name: Robin Busiek

Date: 5/2/2024 - Meeting 3

Comment:

what happens to the yacht club inside the bridge? Can boats still go in and out?

MassDOT Response:

Live answered.

Comment 58

Name: Jon Melick

Date: 5/2/2024 - Meeting 3

Comment:

Currently, many illegal left turns are being made from Morrissey Boulevard North onto Freeport Street. Cars in the second lane from the left will turn left onto Freeport Street, despite the road markings, and will often cut off cars which are in the correct left turn lane. Also, with the new Yellow left turn arrow, cars on Freeport Street intending to turn left onto Morrissey Boulevard are unable to do so, because the yellow arrow causes people on Freeport Street who intend to turn left onto Morrissey Boulevard Northbound to form a "wall" with their vehicles, preventing left turns from Freeport Street onto Morrissey Boulevard. Can anything be done about this, in the short turn, such as posting "No Left Turn" signs on the I-93 overpass?

MassDOT Response:

Live answered.

Comment 59

Name: John Covert

Date: 5/2/2024 - Meeting 3

Comment:

Has any one tried to launch a boat where you propose ?
you show one trailer and boat NOT near the channel.

Comment 60

Name: Jon Melick

Date: 5/2/2024 - Meeting 3

Comment:

The new bike lanes come at the expense of motor vehicle travel lanes. I am 71 and disabled; and there are many times when a bicycle just does not work for me. Given that cyclists, unlike those who own motor vehicles, pay no excise taxes for road maintenance and insurance, should they not be subject to registration, excise, and insurance fees and taxes, if they are to gain these new lanes?

Comment 61

Name: Doreen Miller

Date: 5/2/2024 - Meeting 3

Comment:

Will there be an opportunity to submit comments on the website after the meeting?

MassDOT Response:

Hi Doreen, comments can be sent to planning@dot.state.ma.us

Comment 62

Name: Steve McLaughlin

Date: 5/2/2024 - Meeting 3

Comment:

Will the powerpoint presentation be available online?

MassDOT Response:

Hi Steve, the slide deck will be posted to www.mass.gov/k-circle-morrissey-study

Comment 63

Name: Thomas Flaherty

Date: 5/2/2024 - Meeting 3

Comment:

From what I see, you're taking away lanes of traffic. I don't see how this makes sense. One of the big concerns is more cars on the road and I don't see how taking away even one traffic lane helps matters. This is like after having your third child and saying, "I think it's

time we move into a smaller house.”. I know the big picture is to reduce the desire for people to use their cars. It’s not going to work. 37 minutes today to go from Day and Farragut Road to the Morrissey Blvd on-ramp at the Devine Rink. Taking away traffic lanes won’t help anyone.

MassDOT Response:

Live answered.

Comment 64

Name: Doreen Miller

Date: 5/2/2024 - Meeting 3

Comment:

What percentage of cars using the boulevard are commuters who are cutting through and live in the suburbs outside of Boston as opposed to people who actually live here?

MassDOT Response:

Live answered.

Comment 65

Name: John Covert

Date: 5/2/2024 - Meeting 3

Comment:

DCR has already built a bike lane alongside 93 from Connolly St to Beads Bridge(at grade). opens this summer .

Comment 66

Name: Doreen Miller

Date: 5/2/2024 - Meeting 3

Comment:

Right now the boulevard is treated as a highway with cars going 50-60 mph. Reducing the number of lanes will slow traffic to more humane speeds.

MassDOT Response:

Thank you for the comment.

Comment 67

Name: Doreen Miller

Date: 5/2/2024 - Meeting 3

Comment:

Trucks are not allowed on the boulevard.

Comment 68

Name: Bill Walczak

Date: 5/2/2024

Comment:

Columbia-Savin Hill Civic Association

May 2nd, 2024

Monica Tibbits-Nutt

Massachusetts Department of Transportation

10 Park Plaza, Boston, MA 02116

Dear Secretary Tibbits-Nutt:

In an October 2023 interview, you said that the average citizen can help improve MassDOT by "holding (you) accountable" and that we should not let you "say something and then not follow through." To that end, the Columbia-Savin Hill community and citizens throughout Dorchester are concerned that the Morrissey Boulevard Commission is not meeting its obligation under the law to coordinate state, city, and community resources to create a comprehensive plan for the Morrissey corridor. For context and history, the community requested the creation of this commission after numerous failed attempts by state and city agencies to realize the potential of the Morrissey corridor and greater Dorchester waterfront. By our count, the community has had at least ten planning attempts in the past 15 years. They include:

- JFK/UMass Station Area Action Plan
- Columbia Point Master Plan
- Moakley Park Vision Plan
- Mount Vernon Street Design
- Mount Vernon Street Design Part II
- 2017 Morrissey Boulevard study, which was not completed
- PLAN: Glovers Corner, which was abandoned
- So. Boston Transportation Action Plan
- Savin Hill Cove Studies
- Coastal Resilience Solutions for Dorchester

The Morrissey Boulevard commission was created to review these and other plans toward creating a workable comprehensive plan for this section of the city. We do not want this to be yet another failed attempt at a comprehensive plan. \Mile we appreciate MassDOT

leading the effort, we ask for your leadership with this effort. We as a community expect more than a comprehensive plan for the road itself. This project, by law, is different from other MassDOT projects and requires this commission to "develop a comprehensive plan for the Morrissey boulevard corridor" and to "identify short-term investments" for the area. Based on content from the first two meetings, we have seen no indication that the commission understands its charter. As we can all likely agree, Dorchester deserves an outstanding waterfront. The community is interested in working with MassDOT on this and other initiatives. We ask that you continue work until we have a comprehensive plan for the corridor. This plan should include five major items at minimum. They are:

1. Coordination of K-Circle planning, as included in the original law, Beades Bridge planning, and a metric-based approach to density, traffic, and development, including interrelated roads such as Dorchester Avenue and 1-93.
2. Details on public access and public benefit to the waterfront and harborside.
3. Additional environmental mitigations for increased traffic and pollution due to increased growth along the corridor.
4. Additional solutions to solve sea level rise beyond a simple berm or wall, as well as a comprehensive review of whether a wall will be effective given unfunded or underfunded mitigations along the Morrissey corridor.
5. New, short-term improvements to the Morrissey corridor, including short-term improvements to neglected DCR parks and dangerous pedestrian pathways.

Our question for the chairwoman today is: can you commit to covering these five items in-depth at the fourth commission meeting? We should get this right. Even with an improved plan today, the community will not have had enough time to give feedback on the proposed changes. With just one meeting remaining, we ask that the legislature and the commission work together to extend the timeline and mandate more frequent, two-way community engagement with all engaged agencies, as was requested numerous times at the second commission meeting. We further ask that you expand the commission to include more community representation, including a specific member appointed by the Columbia-Savin Hill Civic Association. We hope that you will work with the city, other state agencies, and community stakeholders to create a comprehensive plan for the Morrissey corridor. We ask your commitment today to the five aspects of a coordinated plan, extending the timeline, and adding additional community representation to the commission.

Bill Walczak, President

Comment 69

Name: Heidi Moesinger

Date: 5/3/2024 - Meeting 3

Comment:

Dear Morrissey Blvd Commission:

Thank you for the presentation at the Morrissey Blvd Commission Meeting #3. This was much better than meeting #2. Unfortunately, because the meeting was rescheduled to a Thursday, I could only stay for the presentation from 6-7pm, and was not able to stay for the discussion component. Below is my feedback, in no particular order, based on the presentation and slides presented.

- Old Colony Ave, along Moakley Park: I am in favor of preserving the green median strip and the trees there. This is an important element to that road and the people living there. Getting rid of this green space will create a heat island effect for that area. We do NOT need designated bus lanes along this road. It is a waste of space for that area. Adding bike lanes is a great idea. Also, I really like the narrowing of the roadway, especially in certain dangerous crosswalk areas. Please make sure the crosswalks are well-lit. Currently, the crosswalks are not lit, and it is so hard to see pedestrians crossing along there at night.

- In one of the examples, there is no way to get from UMass Boston to Savin Hill. Please make sure this access remains.

- Planting Berm at Malibu Beach by the bathhouse: Since you have flood gates planned for the bridge area, a berm at malibu beach by the bathhouse is not necessary. The depiction of this planted berm shows seating, walkway, and the bathhouse at a lower level than the berm, so if you decide to walk along malibu beach there or have a seat, you will not see the water, but a grassy wall. Since the flood gates are planned, water will not be entering Morrissey Blvd from the west, so a berm there is not necessary.

- Berms to the East: I am not in favor of these berms either, as it will block our beautiful views of the ocean and the islands. I walk along Savin Hill and Malibu beach every day. You can't raise up the blvd or create a berm and leave the walkways lower, where all the car - Some of the things presented look pretty fancy. What is the maintenance plan and more importantly are there funds to maintain? Who will be held accountable for the maintenance? DCR can't even do its job now; we're getting no maintenance at the beach.

- I've said this numerous times, but there needs to be crossing across Morrissey Blvd from the beach parking lot to the other side. Quincy Shore Drive has a million crosswalks, so this shouldn't be a problem to add one more. I expect to see this at the next presentation or at least talked about as to why you resist this idea so much. Having the crossing up by the bridge makes NO SENSE.

- Morrissey Blvd shared path for bikes and pedestrians: It's great to see some real sidewalks and bike paths planned for Morrissey Blvd. However, it would be nice to have a little more separation between the traffic and the sidewalk. Morrissey Blvd is severely lacking in trees in this area and the ones in the middle strip have proven not to do very well. I would like to see the sidewalks reduced to "one lane" and the green area enlarged with the whole Blvd lined with trees on both sides. I would like to request evergreens as these help most with pollution and noise.

- U-Turn by the Vietnam Memorial: This is just rude. Please relocate. This is meant to be a peaceful place, not a place to make a u-turn. I would think folks going to the yacht club would like to use the u-turn as well, so why not just put it further down by the beach parking lot. Oh, and then you can incorporate a pedestrian crossing there! Win, win.

- Environmental Issues: I would like to see all the environmental issues resolved, including the severely contaminated water and sand. I would like for you to get the environmental

state agency involved in this project as there is obviously need and community push for action. You need a professional speaking about options and action plans.

Thank you for reviewing my comments and taking them into consideration. Neighbors in Savin Hill care deeply about the beauty and health of the area and the accessibility to the water. I look forward to meeting 3.5.

Sincerely,

Heidi Moesinger



Dorchester MA, 02125

Comment 70

Name: Doreen Miller

Date: 5/6/2024

Comment:

To the members of the Morrissey Commission:

As a resident of the Savin Hill community, I have been attending your community sessions on the plans for Morrissey Boulevard and would like to submit my comments on various aspects of the plans.

I appreciate the protected bike and walkways as well as reclaiming the roadway as a parkway by reducing the number of lanes. This will go far to reduce the current ungodly speeds of 50-60 mph to safer, more humane levels.

I have concerns with the height of the proposed roadway elevation and berm as planned as it will:

- block access to the waterfront both visually and physically.
- exacerbate the problem with toxic sediment contaminating our beaches and water.
- bounce both noise and fine particulate pollution back into our already besieged neighborhood.

The berm could be kept much lower by major dredging of the bay, which with well placed flood gates could mitigate storm flooding.

Slide 33 for the alternative plan for Old Colony Boulevard along Moakley Park shows the removal of the median green space to create bus lanes. This is a very bad idea as it:

- makes the roadway far too wide for safe pedestrian crossing
- gets rid of much needed green space with trees and shrubs that increase oxygen levels and filter out pollution. If anything, we should be adding green space, not taking it away.

- creates a large area for heat build up in summer, the so-called heat island effect.
- is dangerous for people running across traffic to try to catch a bus.

I do not understand the need for a berm along Malibu Beach as the floodgates under the bridge will prevent flooding in that area. Besides, who wants to sit on a bench to look at a berm? We live by the water to enjoy the water views.

Slide 49 of Bianculli alternative 2 shows no left turn coming out of UMass. Making cars turn right to access the U-turn will create a traffic nightmare backup, especially at peak hours when lots of cars use that road to exit BChigh and UMass.

The U-turn on the southbound side of Morrissey to head back north is poorly placed as it directly and negatively will affect the air quality of homes in that area. Instead it would be better placed across from the beach parking lot, which will

- be away from residences sparing them the negative impacts of cars waiting to make the turn, and
- allow for a potential escape route and better redirection of traffic in the event of a bridge malfunction.

Finally, I have some questions that were not addressed in the sessions that need to be considered.

1. What is your plan for adding trees, bushes, and native plantings all along this parkway that will be resistant to and be able to survive the heaving winter salting of the roadway? Are there other viable options to protecting plantings from road salt?
2. The plans show extensive creation of boardwalks along the beach fronts. Who will be responsible for their ongoing maintenance, and will sufficient funds be dedicated in the annual budget for maintenance costs?
3. Residents expressed great concern about the need for dredging the highly toxic sediment in the waterways that presently contaminate our water and soil as well as spoke about other concerns such as air and noise pollution. What are your plans to address these concerns? Have you invited the EPA to be involved in the planning process and to offer advice in best practices of the renovation and redesign of Morrissey Boulevard? If you have not included and are not coordinating with the EPA, why not?

I appreciate your taking the time to consider the points I have made and look forward to your response.

Thank you,

Doreen Miller



Dorchester, MA 02125

Comment 71

Name: Glenn Bogardus

Date: 5/6/2024

Comment:

Hello there,

My name is Glenn Bogardus. I stood up to give some comments at the 2nd and 3rd Morrissey Boulevard Meeting. In this email I want to submit one comment on just one of the alternatives presented at the meeting last week.

I want to comment on this proposed Alternative. The "Partial Median" idea at Bianculli & Morrissey. I've attached a summary image and bullet points explaining my reasoning.

=====

Summary: While this seemed like an attractive option at first, I've done more thinking on this and I think there would be some serious new problems introduced by this approach:

- Primarily because it would encourage more cut-through traffic to use Old Colony Terrace & Savin Hill as a way to get on to Morrissey Blvd North. GPS and route-finding will likely send a lot more cars this way because it will be significantly shorter cut through than it is now.
- Right now, you cannot exit Old Colony Terrace to get on to Morrissey North, without first going south and doing a U-Turn at Morrissey & Freeport.
- Overall, this tiny bit of inconvenience is a good thing. Traffic on Savin Hill Avenue is already kinda bad, but this new intersection could make it way way worse, because it will shorten the path and GPS will start to send people this way who would have never ever gone this way before.
- The biggest problem with the Partial Median is going to be when there's back ups of cars trying to get OUT of Old Colony Terrace, at the same time as a few cars are slowing down to turn on to Old Colony Terrace, all while a large portion of the cars exiting Old Colony Terrace are going to want to immediately cut across all 3 lanes to get into the u-turn lane to get on to Morrissey North.
- Because the U-turn will not simply be absorbing the (small) number of cars that want to turn on to Bianculli Blvd, and instead will be creating a new shortcut to Morrissey that everyone cutting through Savin Hill Ave can use, it's easier imagine there will be a lot more cars overflowing from the U-Turn lane because there could be significantly more cars using this cut-through, and the cars cutting across 3 lanes are going to slow down everyone trying to get through.
- In summary, I do not think the Partial Median is a viable alternative at this location, unless there is a way to prevent traffic from Savin Hill avenue from using it. It will make things worse, because it's creating an entirely novel shortcut that didn't exist before and living in the age of GPS directions, there's going to be a ton more traffic that sees this shortcut as a new opportunity, making this intersection worse than it was before. Savin Hill Avenue should not be used as a cut-through to get on to Morrissey North, traffic should be using Dot Ave and the I-93.

Thank you for reading.
Best,
Glenn Bogardus

MassDOT Response:

Good afternoon, Glenn,

Hope all is well and you had a pleasant weekend. Your comment has been received and I am passing it along to the study team.

Thank you for your participation in this process.

Kind regards,

Patrick

Comment 72

Name: Mary Knasas

Date: 5/10/2024

Comment:

I would like to ask if an agenda item about two key infrastructure projects along Morrissey Boulevard could be added to an upcoming meeting ('Meeting 3.5') of the Commission for the K-Circle Morrissey Boulevard Study?

In reviewing the Commission's three meetings in November, January, and May there has been scant reference or explanation of these two critical MassDOT projects along Morrissey Boulevard:

K-CIRCLE/COLUMBIA ROAD I-93 INTERCHANGE (PROJECT 613555)

BEADES BRIDGE REPLACEMENT (PROJECT 613130)

At the November 28 Commission meeting Mayor Wu stated that she knows K-Circle was broken off in the planning process from the rest of the Corridor and that it's a significant effort in and of itself. But she urged that it happen in parallel, in tandem with Morrissey Boulevard because what happens at K-Circle ties into safety and traffic impacts down the corridor.

At the May 2 Commission meeting MassDOT's Ethan Britland only mentioned that the K-Circle and Beades Bridge projects were in preliminary design.

As part of a future Commission agenda item, I would like to know what progress has been made with preliminary designs for these two MAJOR infrastructure projects along Morrissey Boulevard? What alternatives have been looked at, what are the possible

impacts they will have in addressing circulation, traffic, safety and environmental issues at their respective project locations, points in-between the two projects, as well as along the full extent of the Morrissey Boulevard corridor and region?

I would like to hear at the next Commission meeting:

How has MassDOT been progressing with the preliminary designs for the two projects with their consultants and the involvement from their City partners?

How are these two infrastructure projects currently in preliminary design impacting the K-Circle Morrissey Boulevard Study especially as it relates to the Central zone of the Boulevard (and vice versa)?

With the Study Report due next month (or later given a possible extension date) there is more to be shared and reviewed at this time with the community. Please add these two infrastructure projects to the agenda of the next Commission meeting. They critically contribute to the Commission's stated deliverables at the November 28 meeting: recommended transportation and infrastructure improvements, a comprehensive corridor plan, and short term investments.

Thank you.

Mary Knasas

Dorchester resident, CSHCA member

Comment 73

Name: Glenn Bogardus

Date: 5/15/2024

Comment:

Hello there,

My name is Glenn Bogardus. I stood up to give some comments at the 2nd and 3rd Morrissey Boulevard Meeting. I sent a comment a week ago about a very specific part of the alternatives, but I also wanted to send this separate email with a much more general question/comment.

Comment: The long and short is: in the meeting, the planners have made it clear they want to **"elevate Morrissey roadway" by several feet as a part of all the alternatives, especially along the section by UMass.**

- I'd love to ask "why" Morrissey itself needs to be raised up, especially along the "northern" section by UMass. I'd like to see an alternative where Morrissey Blvd asphalt itself is left at its current level. Because if there are already going to be barrier walls protecting it from the ocean, raising the roadway itself seems

unnecessary and would contribute its own pretty big negatives. I'd like hear if there are options that do not involve the roadway itself being elevated.

Reasoning: Here's why I think raising Morrissey will cause problems, and why I think there's an alternative **to keep Morrissey Blvd itself at its current elevation**

- Raising up Morrissey will **increase noise levels and pollution** and further contribute to obstructing the ocean view. Overall, it will decrease the environmental and scenic quality of the area.
- **Instead, I would love for the planners to consider how I-93 looks *immediately next to* this section of Morrissey.** I've attached a picture. I-93 going by Savin Hill is **sunken, not elevated**, but it is protected on both sides by significant retaining walls. This design captures the sound and pollution, making the interstate nearly invisible in this section unless you are passing directly over it.
- Being sunken also makes it ***much easier to cross I-93*** here because the crossing bridge has a gentle slope leading up to it.

I want to ask, why can't we do something similar for Morrissey? Particularly on the Northern Section, where there are additional access roads that the planners are already thinking of removing and the space could be used for landscape --- I think it would be better to **protect the road on both sides** with barriers, and create a natural earthen barrier. **I've attached a super basic picture showing what I mean.**

- Taking this approach, Morrissey would still be protected, but it would also be
 - o Much easier to design elevated crossings that don't require stairs or significant climb
 - o Significantly decrease noise and some pollution from Morrissey,
 - o Preserve the view and environmental character of the neighborhood.
 - o Hide the roadway and the associated traffic

Thanks for taking the time to read this, I'd love to hear at the next meeting if this approach was considered at all.

Best,
Glenn Bogardus

MassDOT Response:

Good afternoon, Glenn,

Thank you for sending these questions/comments. I wanted to let you know that we received them and I am passing them along to the team.

Thank you for your patience and have a nice rest of your day.

Kind regards,

Patrick

Comment 74

Name: BIRUTE SLEZAS

Date: 5/19/2024

Comment:

In the materials presented at meeting #3 of the commission on May 2 at BC High, one of the slides refers to a tidal gate at the John Paul II reservation. Can you please provide more information on that? Thank you!

Bea Slezas



Dorchester, MA 02125

MassDOT Response:

06/10/2024 1:24 PM

Good afternoon, Bea,

Hope all is well. I wanted to let you know that I'm still waiting to hear about this. I apologize for the delay.

Thank you for your patience.

Kind regards,

Patrick

Monday, June 10, 2024 1:31 PM

Thank you, Patrick!

06/11/2024 11:00 AM EDT

Good morning, Bea,

I was able to touch base with staff from the City of Boston in their Environment department. The tide gate concept comes from the 2020 Coastal Resilience Solutions for Dorchester report:

<https://www.boston.gov/departments/environment/climate-ready-boston/coastal-resilience-dorchester>

There is a PDF on this webpage where it is discussed in the Neponset Circle/Adams Village section starting on page 127. Pope John Paul II Park is specifically mentioned on pages 130-131 and 134-135.

My understanding is that at this point the tide gate is still conceptual.

Please let me know if you require anything further.

Have a nice day.

Kind regards,

Patrick

Wednesday, June 12, 2024 10:57 AM

Hi, Patrick,

Thank you for all your effort! I see that the final report is dated Oct. 2020. Is the Tenean Beach/Harbor Walk improvement a partial implementation of the project, which, otherwise, does not seem to have moved any further? I assume that this Morrissey Blvd joint commission is meant to get things in motion.

All very fascinating. I still have to read through all of it. I appreciate your help!

Bea

MassDOT Response:

Wednesday, June 12, 2024 11:16 AM

Good morning, Bea,

My understanding of the Tenean Beach/Harbor Walk project is that it's being carried out by DCR, although it is mentioned in the Coastal Resilience report (page 102).

As you likely know, there are multiple land jurisdictions in this area (e.g., City of Boston, DCR, MassDOT), so there are a few efforts in various stages.

Enjoy the day.

Kind regards,

Patrick

Comment 75

Name: Bill Bonnice

Date: 5/29/2024

Comment:

Hello,

On page 88 of the presentation at the meeting #3, there is a proposed plan for public engagement. Is there a timeframe for these conversations?

Also, there was a statement that the traffic analysis includes the projected housing and commercial development and an offer to provide the data. Would it be possible to get that data?

Thanks,

Bill Bonnice

Chair, Dorchester North Neighborhood Association

MassDOT Response:

Good afternoon,

Hope all is well. Thank you for reaching out with your questions.

Regarding the first one about additional public engagement -- the City of Boston is organizing these efforts; we can get back to you once there are set dates.

Regarding your second question, I will reach out to the K Circle/Morrissey Boulevard study team and look into this.

Kind regards,

Patrick

Comment 76

Name: Don Walsh

Date: 5/31/2024

Comment:

I'm shocked to hear DOT say this study does not include K Circle.

The official name of the study has been Kosciusko Circle Morrissey Blvd Corridor Study.

Any study not including K Circle is a joke.

Don Walsh

Savin Hill

Comment 77

Name: Jeff Marr

Date: 6/3/2024

Comment:

Just reviewed the meeting #3 report and slide deck.

Remarkable work. I give tremendous credit to the engineers on the design team.

Bike lanes and traffic calming are the key!!! Nice work adding Greenery to combat the heat island effect from all that current asphalt. Brilliant approach the seawall, as well. Serves as protection and add a recreational opportunity that currently does not exist to the coastline.

Fast track and get this built!

Massachusetts has no greater infrastructure need than this one. Period. Full stop. Dorchester has been ignored for far too long. This investment will transform the city of Boston, and heal a scar that has been visible for far too long - Morrissey Boulevard – the worst urban boulevard in America could become the best.

Jeff Marr

Milton, MA

MassDOT Response:

Good afternoon, Jeff,

Thank you very much for your comments. We will make note of them.

Please don't hesitate to reach out with further questions/comments.

Kind regards,

Patrick

Comment 78

Name: Maria Lyons

Date: 6/10/2024

Comment:

Dear Morrissey Boulevard Commission Members,

Thank you for taking on the monumental tasks of renovating Morrissey Boulevard. I am a resident of Port Norfolk and serve as the Environmental Chairperson for the Port Norfolk Civic Association. I am also a Board Member of the Neponset River Greenway Council. I attended the meeting at Boston College High School, as well as previous meetings, and I have a few concerns about the proposal.

1. Port Norfolk Neighborhood

Plan segregates the Port Norfolk neighborhood from the rest of Neponset. Access points to and from Port Norfolk are being eliminated or compromised. There are only two access points for Port Norfolk, Neponset Circle (a dangerous endeavor), and through the Tenean Beach area; the plan affects both of these.

The proposals made by MassDOT concerning Morrissey Boulevard will cause a decrease in the quality of life and the safety of the residents in the Port Norfolk neighborhood.

Proposed removal of the south to North rotary at DD will mean we will have to go to either the dangerous turn around before Neponset Circle and then North to Conley Street, or around Neponset Circle or down Freeport Street both of which are crowded and add time.

Is the entrance off of Morrissey at the Bowling Alley into Port Norfolk also being eliminated? This will also affect the trucks entering the area for the many businesses, including the large electrical contractor, Sullivan and MacLaughlin. Large trucks cannot fit under the T bridge on Conley St. and are not allowed on the bridge over Redfield Street.

Proposed change at Neponset Circle is to allow cars from the Quincy Bridge to go straight across to go up Neponset Ave or South onto Gallivan Boulevard by changing to a bi-directional flow across the circle. It may be helpful to motorists to be able to go straight

across from the bridge to Neponset Av or Gallivan Boulevard, but this could cause serious backup on Neponset Ave. and Morrissey Boulevard. South due to a decrease in lanes from Neponset.

I should also like to mention that the yellow striped lines around Neponset Circle are causing more harm than good. Many times, while attempting to enter the turn around to go south, I have been stopped due to the back up and left sticking out into traffic, a dangerous situation. Please remove these yellow lines.

This proposal will also have a significant negative effect on first responders response time to reach the Port Norfolk neighborhood. All Fire Trucks, Police and EMTs need to come across Morrissey Blvd to reach our Neighborhood. Eliminating turn arounds and causing the extra travel distances and response time to enter Port Norfolk will cause serious safety concerns. This

occurred years ago when the Redfield Street bridge was closed for repairs. A neighbor suffered a heart attack and there was a delay in the EMTS response time. The man did not survive.

At previous meetings, the residents of Port Norfolk asked for access to and from, South and North from Conley Street at Morrissey Blvd. Reopening Conley Street across the Boulevard would increase our ability to get in and out of the area and will help to return the Boulevard to the neighborhood greenway that is envisioned by helping to slow down the traffic as well, something that is desperately needed in this neighborhood area. The side entrance in front of the Stop and Shop could be utilized for this proposal. Please consider and approve this request and not ignore the Port Norfolk neighborhood.

2. Storm Water Runoff

Serious Stormwater management needs to be incorporated into the Morrissey Boulevard plan. Everyone knows there is already a high amount of flooding along the Morrissey Boulevard corridor from both the sea and stormwater runoff. The Boston Water and Sewer Commission Inundation Maps shows an even higher amount of Stormwater flooding predicted in the near future, especially in the Neponset area. The Port Norfolk neighborhood brought this up at all the recent development projects in the Neponset/ Port Norfolk area. The BPDA and the City of Boston should have required projects in flood plains to have a higher amount of water retention or not permitted them at all. Five projects were approved in flood zones over the last few years. Now that planners are finally recognizing that stormwater runoff will be a serious issue, the BWSC has a plan to divert water from Morrissey Boulevard to Port Norfolk, an area already plagued by flooding. The plan is to use Joseph Finnegan Park at Port Norfolk for a retention pond for the dirty runoff water from Morrissey Boulevard. This will destroy this well loved park, that the neighborhood had to advocate for (over 30 years) to see it completed. The park and the surrounding Neponset River is part of the Neponset River Area of Critical Environmental Concern. Destruction of this park would be unfair to the community and a serious Environmental Justice issue.

I am glad to see a few bioswales and rain gardens in the plan. There could be many more with all the State land along the Boulevard. The Morrissey Commission should consult with Kate England, Director of Green Infrastructure, City of Boston. She has a wealth of knowledge on the new technologies for water retention that could be installed alongside and under Morrissey Boulevard instead of destroying parks and beaches.

3. Traffic

I am not a transportation expert, but as a resident of Port Norfolk I need to travel on Morrissey Boulevard to get in and out of my neighborhood. I have traveled to work on Morrissey Boulevard daily during rush hours to and from Port Norfolk to K Circle, so I am an experienced user of Morrissey.

I am skeptical of the idea that reducing the car travel lanes to two will not hamper travel times. It should be noted that there will be a large increase of residents along the boulevard in the near

future due to projects such as Dot Bay City and next to the former Boston Globe. Will two lanes support the increase in traffic from these residents?

It should also be noted that Morrissey Boulevard is the main transportation corridor for emergency vehicles to and from Savin Hill, Neponset, Port Norfolk, Cedar Grove, South Quincy, and beyond. With three lanes, when an ambulance is trying to respond to an emergency, there is room for cars to pull over. With two lanes and a divider for safe bike riders, cars will not be able to pull over for the ambulance. Emergency response time will be greatly increased. This is a huge safety issue.

In the winter, how will snow plows push snow off the road if there are two lanes with a divider for bike lanes?

City Councilor Fitzgerald brought up the right turn lanes North to enter U Mass and South to turn right at Freeport. Without these lanes, traffic will backup on Morrissey waiting for the light to turn right.

The idea of removing the off ramp from RT 93 onto Morrissey northbound before the Beads Bridge will cause a significant increase in backup at Victory Road and Freeport Street and K Circle, both seriously congested already. The ramp serves residents of Savin Hill and commuters traveling to U Mass, BC High, many businesses and in the future Dot Bay City.

4. Transportation Modes

There is no need for the car vs bike vs bus mentality. There is plenty of room on Morrissey and extra room beside it to accommodate all three transportation modes. Instead of just drawing a line on the right lane and calling it a bike lane, creative use of the sides of the road could make a safe path for bikes and walkers.

If the third lane was retained, without a divider, it could be utilized as a dedicated bus and emergency vehicles lane. A bus in a dedicated lane on Morrissey would serve residents of Neponset, Port Norfolk, Cedar Grove and up Gallivan Boulevard to Mattapan. These areas are poorly served by MBTA lines. The response time for emergency vehicles will be greatly reduced.

In the North and Central sections of Morrissey, there is room on both sides and the middle to create off-road bike lanes. Why not put the bike and walk paths on wide berms on the sides of the road? This would be safer and would provide the riders and pedestrians with a great view. Also why put bi-directional bike paths on both sides of the road? Having North and South one-direction bike paths for most of the Boulevard would save space. Provide safe crossovers at points along the road.

In the Southern section of Morrissey, a bike path isn't even necessary, especially northbound. About a block over to the East is the Neponset River Greenway, a safe, no cars, shared pathway for bikes and pedestrians. By next year, the Greenway will run from The Beads Bridge on Morrissey to the end of Truman Highway in Readville. Hopefully in the future, it will connect

all the way to the Blue Hills Trailside Museum. The Greenway should be incorporated into the Morrissey plan with better access, connections and signage to lead riders and pedestrians over to it. There are easy, close-by, entrances from Morrissey to the Greenway at Neponset Circle, Conley Street and Victory Road(2025). This would be a much safer pathway and an enjoyable ride. If the Commission insists on putting bike paths on the Southern end of Morrissey then there is room to put them on the sides of the road, especially if one-directional, and no need of taking away a lane. The crossing in front of the Rt 93 on ramp is particularly concerning regarding safety. Again, just a block in, off Redfield Street is the Neponset Greenway Trail. There is easy access to the Greenway trail at Pope John Paul II Park and next to the Quincy Bridge. Riders could completely avoid Neponset Circle.

With the construction of Dot Bay City, there will be a large influx of pedestrians to and from Dot Bay City and JFK Station. There needs to be a way to get people across here safely. An overhead walkway or moving sidewalk should be considered such as the ones in Logan Airport connecting the terminals to the parking garage. Another idea is a monorail that could continue to UMass. Dot Bay City developers should pay for this, as other near T developments have done, as their plan relies on residents and workers using JFK Station.

There needs to be a concerted effort to reduce the traffic coming off the Quincy Bridge onto Morrissey. Obviously, better T service will help. The T Ferry service from Marina Bay to Boston will resume for the summer. This ferry service needs to be widely publicized in Quincy. Perhaps eliminating the parking fee at the State lot at Marina Bay will attract more ferry riders. The Ferry service should also be advertised in Milton, Dorchester, Mattapan and Hyde Park as the Quincy River path connects to the Neponset River Greenway. Bikers could ride their bikes down the Neponset Greenway Trail to the ferry. Bikes are allowed on

the ferry. More people need to know this. If ridership increases, perhaps the ferry could run year round.

5. Environment

I am glad to see that the Morrissey Commission recognizes the seriousness of Climate Change and the rising waters by increasing the height of the road and protective barriers.

The planting of more trees along Morrissey Boulevard will be a great addition to the quality of life of the residents of the neighborhoods by creating shade to help lower heat and block the view of the road. More trees and plantings will help the Boulevard become more of a greenway as Charles Elliot envisioned encircling Boston long ago.

I have concerns about the proposed park/beach area alongside Morrissey between the Beads Bridge and the Savin Hill Yacht Club. This shoreline is open to the bay and a direct hit by waves during storms especially Nor'Easters. Anything other than rock will mostly get washed away. If you visit the area you will see it is mostly stone. The U Mass Stone Living Lab is studying Cobble Berms for high impact areas, perhaps they should be consulted. I am also concerned about a pocket park in the middle of Neponset Circle. It is difficult to safely get to the middle of Neponset Circle and there would be a high noise level and air pollution level. There already is a small park beside Neponset Circle at the entrance to Port Norfolk. No one sits there. These are

lovely ideas but not practical and would be a waste of taxpayer money. The idea of a park under RT 93 was proposed in the South End but was not approved due to safety and air quality concerns. Same conditions would exist at Neponset Circle.

There is a serious concern about the air quality around Morrissey. Various configurations of the Boulevard could cause traffic to be more congested thereby increasing the air pollution in the surrounding neighborhoods? Has there been any air quality monitoring along Morrissey? This concern has to be part of the Morrissey Commissions scope of study.

There is much talk of improving the access and quality of the Dorchester waterfront so that it can be enjoyed by all. It should be noted that the waters off Tenen Beach, and most likely more of Dorchester Bay, are closed to swimming all year due to sewage pollution. The Boston Water and Sewer Commission knows of Storm Water Runoff Pipes that are carrying sewage into the water due to broken pipes farther inland. When will these be fixed? The State is spending millions of dollars fixing Morrissey, continuing the Greenway Trail (that connects all the communities from the Blue Hills to Dorchester to the waterfront),

and improving Dorchester waterfront areas for public enjoyment. Much of this is a waste if you cannot go in the water! This is a serious Environmental Justice issue. The time has come to solve this problem.

Morrissey Boulevard lies completely in Dorchester. Changes that will serve Dorchester residents should be your priority. Please give serious consideration to these comments and issues.

Comment 79

Name: Heidi Moesinger
Date: 8/6/2024 - Meeting 5
Comment:

Where will Savin Hill residents exiting Old Colony Terrace make a u-turn to get to UMass Boston? I see the u-turn by the yacht club being not accessible, and then it looks like the u-turn at the freeport/morrissey intersection is also being eliminated? I'm confused.

MassDOT Response:

Live answered.

Comment 80

Name: Heidi Moesinger
Date: 8/6/2024 - Meeting 5
Comment:

Will the lights at the potential First Street be coordinated with the next set of lights so they are both green at the same time, so you don't get red at both lights? Boston lights always seem so uncoordinated and this would be a concern.

Comment 90

Name: Heidi Moesinger
Date: 8/6/2024 - Meeting 5
Comment:

Why wouldn't you just put the u-turn at the yacht club pedestrian light??

MassDOT Response:

Live answered.

Comment 91

Name: Heidi Moesinger

Date: 8/6/2024 - Meeting 5

Comment:

Are those additional turn lanes at intersections long enough so it does not back up traffic in the main two lanes?

Comment 92

Name: Heidi Moesinger

Date: 8/6/2024 - Meeting 5

Comment:

There should be a north bike lane and a south bike lane, but why have a north/south on one side AND a north/south on the other side, untimeately having 4 lanes of bikes lanes. Bike lanes are important, but that's too much space and should be reviewed.

Comment 93

Name: Heidi Moesinger

Date: 8/6/2024 - Meeting 5

Comment:

My bike lane question was not answered live. Please review it again. It's more specific. Yes, I understand it is required by MassDot to have a north and south bound. But you have it duplicated on each side. It doesn't make sense that you would have 4 lanes instead of 2

MassDOT Response:

Live answered.

Comment 94

Name: Heidi Moesinger

Date: 8/6/2024 - Meeting 5

Comment:

The freeport st graphic is very confusing, with the arrows pointing the wrong ways and also the abbreviations.

MassDOT Response:

Live answered.

Comment 95

Name: Heidi Moesinger
Date: 8/6/2024 - Meeting 5
Comment:

WHO is the uturn for if Savin Hill residents can't access it?? That is absolutely ridiculous. We want to turn faster, not further away.

MassDOT Response:

Thank you for your comments, Heidi.

Comment 96

Name: Heidi Moesinger
Date: 8/6/2024 - Meeting 5
Comment:

We would have to go through SO many intersections and lights just to access a uturn.

MassDOT Response:

Thank you for your comments, Heidi.

Comment 97

Name: Heidi Moesinger
Date: 8/6/2024 - Meeting 5
Comment:

So you create a barrier for cut-through traffic AND inconvenience the neighbors?

MassDOT Response:

Live answered.

Comment 98

Name: jennifer deabler
Date: 8/6/2024 - Meeting 5
Comment:

How will the negative impact of sound be mitigated for the Morrissey Blvd neighbors.

MassDOT Response:

Thank you for your comment, Jennifer. Environmental considerations, including noise, will be assessed and presented on at an upcoming Commission meeting.

Comment 99

Name: Doreen Miller

Date: 8/6/2024 - Meeting 5

Comment:

The U-Turn by the Memorial is not acceptable. Would it be feasible to place the U-turn further down past the Yacht Club closer to/across from the parking lot by the beach?

MassDOT Response:

Thank you for your comment, Doreen. The team will continue to assess options as the alternatives development progresses.

Comment 100

Name: Heidi Moesinger

Date: 8/6/2024 - Meeting 5

Comment:

If neighbors can't access the uturn, then don't have it at all.

MassDOT Response:

Thank you for your comment, Heidi. The team will continue to assess options as the alternatives development progresses.

Comment 101

Name: John Lyons

Date: 8/6/2024 - Meeting 5

Comment:

Understanding the double bike lane standard, can we request a waiver in this instance to preserve space for one dedicated separate vehicle lane to accommodate both emergency vehicles and possibly a future reversible/signalized bus lane.

MassDOT Response:

Live answered.

Comment 102

Name: Heidi Moesinger
Date: 8/6/2024 - Meeting 5
Comment:

Look at everything together, but we haven't talked about pedestrians today

MassDOT Response:

Thank you for your comment, Heidi. As part of the VISSIM analysis, non-vehicular modes of travel (transit, pedestrians, and bicycling) will be assessed and presented on.

Comment 103

Name: Heidi Moesinger
Date: 8/6/2024 - Meeting 5
Comment:

So if we can talk JUST about cars, then we can talk about JUST about pedestrians.
Comment makes sense to me.

MassDOT Response:

Live answered.

Comment 104

Name: John Lyons
Date: 8/6/2024 - Meeting 5
Comment:

proposal to allow neponset bridge vehicles to travel straight under Xway will interfere with traffic headed south on Morrissey and Neponset, in particular Fire Department and EMT vehicles coming from Neponset Ave into the Post Norfolk Neighborhood.

MassDOT Response:

Live answered.

Comment 105

Name: John Lyons

Date: 8/6/2024 - Meeting 5

Comment:

Is there a suggestion that Freeport northbound exit from Xway should cut across Morrissey at Victory to avoid crossing at Freeport. Has the effect of diverting traffic onto Victory into Clam Point been evaluated.

MassDOT Response:

Hi John, thank you for your comment.

Comment 106

Name: John Lyons

Date: 8/6/2024 - Meeting 5

Comment:

East West access - please reopen Conley Street at Stop & Shop for access to Port Norfolk.

MassDOT Response:

Thank you for your comment, John.

Comment 107

Name: John Lyons

Date: 8/6/2024 - Meeting 5

Comment:

Additional bike lanes from Freeport to Neponset Circle are redundant, since the Neponset Trail is nearly complete, running on a parallel route, accessible one block from Morrissey.

MassDOT Response:

Live answered.

Comment 108

Name: John Lyons

Date: 8/6/2024 - Meeting 5

Comment:

Thank you for conducting this session.

MassDOT Response:

Thank you for attending, John. We appreciate your comments and all comments received at tonight's meeting.

Comment 109

Name: John Lyons

Date: 8/6/2024 - Meeting 5

Comment:

Is a Freeport overpass feasible to accommodate the northbound exit traffic, and possibly the Morrissey traffic which presently take the left turn. Freeport is a main access road to the Glovers Corner area.

MassDOT Response:

Hi John, thank you for your comment. The team will consider.

Comment 110

Name: Doreen Miller

Date: 8/6/2024 - Meeting 5

Comment:

More east west connections will make it more of a boulevard and less of a highway.

Comment 111

Name: Maria Lyons

Date: 8/6/2024 - Meeting 5

Comment:

You never get to past Savin Hill during meetings. Can you start at Neponset Circle next time?

MassDOT Response:

Live answered.

Comment 112

Name: MBTA response to bus service question/comment

Date: 8/2024

Comment:

In general, our goal was to create a route network to serve the passenger demand that we saw making trips in the corridor. Because of the geographic barriers posed by the harbor and I-93, I would imagine that there are comparatively few trips that are starting and ending directly on the corridor. And we were avoiding duplicating rail lines (like the Red Line). We are expecting high frequency bus service nearby on Mount Vernon St due to the combination of Harbor Point, UMass, and nearby schools, which should pick up some of the demand along the Morrissey corridor.

Comment 113

Name: Christopher Stanley

Date: 8/23/2024

Comment:

Dear Commissioners and DOT managers,

I was pleased to be able to attend the Morrissey Boulevard meeting earlier this month. I listened with interest to the DOT review of roadway options and traffic patterns.

My basic takeaway from the meeting and the planning of the Boulevard is that the proposed designs will lower the volume of automobile traffic through a combination of mode change and increased driver awareness of congestion.

I'm not a traffic engineer, but I think it's important to reiterate to the stakeholders that adding lanes does not lessen congestion. The axiom of induced demand applies here. We cannot build any more lanes for automobile traffic for two obvious, but as yet, unstated reasons. 1. No one wants more congestion caused by increasing traffic capacity. 2. We are in the midst of a climate crisis caused in large part by our reliance on cars.

The neighborhood proponents have concerns about automobile access to Savin Hill. Stated preferences were:

- Reduce the opportunities for non-residents to travel through the neighborhood.
- Increase access for pedestrians along Morrissey Boulevard and
- Better east-west connections from western Dorchester to the waterfront.

These are excellent priorities and they are good examples of why we need to seek ways to minimize automobile traffic on Morrissey Blvd.

Lastly, today's Globe has another article about the risks that climate change poses to our neighborhood and city in particular.

I would appreciate a level of acknowledgement in this planning process that directly addresses the way that induced demand functions and the continuing price we pay for not addressing the causes of climate change.

--

Thank you,
Christopher Stanley
[REDACTED] (c)

MassDOT Response:

Good afternoon, Mr. Stanley,

Thank you for sending over your comments. We continue to work to incorporate public feedback into this process.

We appreciate your time and engagement, and we look forward to seeing you at future meetings.

Comment 114

Name: Pete Yelacic

Date: 8/11/2024

Comment:

Hi-

I'm sorry I wasn't able to attend the most recent meetings on the Morrissey Boulevard Commission but I live [REDACTED] in Savin Hill, and wanted to express support for updates that make the boulevard more pedestrian and bike friendly. I would also be supportive of being more conservative with how much we raise the road and instead look at other options like a natural berm.

Thanks,
Pete Yelacic
[REDACTED]
Dorchester

MassDOT Response:

Good morning, Pete,

Thank you for submitting your comment. It has been noted and will be considered as we continue in this process.

We appreciate your participation.

Have a nice day.

Kind regards,

Patrick

Comment 115

Name: Heidi Moesinger

Date: 9/25/2024 - Meeting 6

Comment:

It is quite difficult to see at the u-turn by devine rink. Will mirrors be added? The u-turn by the stop and shop actually has better visibility.

MassDOT Response:

Live answered.

Comment 116

Name: Heidi Moesinger

Date: 9/25/2024 - Meeting 6

Comment:

In the short-term, can the pedestrian crossings by Moakley park be illuminated? It's hard to see pedestrians crossing at night.

MassDOT Response:

Live answered.

Comment 117

Name: Heidi Moesinger

Date: 9/25/2024 - Meeting 6

Comment:

I'd like to know why after all the feedback you have received, why you are still presenting WALLS along Morrissey Blvd??

MassDOT Response:

Thank you for your question, Heidi. We have received a variety of feedback about climate resilience options for Morrissey Boulevard. We will be analyzing these in the coming weeks and incorporating feedback in the final report.

Comment 118

Name: Heidi Moesinger

Date: 9/25/2024 - Meeting 6

Comment:

Where is the proposed u-turn for folks exiting Old Colony Terrace wanting to go north-bound?

MassDOT Response:

Thank you for your question, Heidi. In the proposed design, vehicle drivers may use the left turn at the Savin Hill Yacht Club as a u-turn option.

Comment 119

Name: Doreen Miller

Date: 9/25/2024 - Meeting 6

Comment:

What is meant by pedestrian gaps?

MassDOT Response:

Hi Doreen, thank you for your question. This relates to how well the alternative is estimated to address sidewalk and pathway gaps for pedestrians.

Comment 120

Name: Heidi Moesinger

Date: 9/25/2024 - Meeting 6

Comment:

Shouldn't at least one of the resilience options have a positive environmental impact? Are there other options?

MassDOT Response:

Live answered

Comment 121

Name: Doreen Milleer

Date: 9/25/2024 - Meeting 6

Comment:

Can commission members ID themselves before commenting or posing questions?

MassDOT Response:

Live answered.

Comment 122

Name: Heidi Moesinger

Date: 9/25/2024 - Meeting 6

Comment:

In the previous Morrissey study, they showed a detailed unde-road drainage system. Did you look into this past study and presentation? Is this still an option?

MassDOT Response:

Hi Heidi. We have reviewed all previous work related to Morrissey Boulevard, including the 2017 DCR design. Utilities (including drainage) will be evaluated later in project development.

Comment 123

Name: Doreen Miller

Date: 9/25/2024 - Meeting 6

Comment:

It would benefit the community if there was another pedestrian crossing from Malibu beach to the eastern waterfront. We are so cut off from the waterfront in these models.

MassDOT Response:

Thank you for your comment, Doreen.

Comment 124

Name: Doreen Miller

Date: 9/25/2024 - Meeting 6

Comment:

It seems there is a greater focus on moving traffic along and not enough focus on neighborhood connectivity to the waterfront.

MassDOT Response:

Hi Doreen, thank you for your comment. As part of the next steps of this effort, a VISSIM model will be utilized to test the alternatives and how well they serve multimodal movements across the corridor

Comment 125

Name: Heidi Moesinger

Date: 9/25/2024 - Meeting 6

Comment:

Would this commission feasibly consider environmental improvements or are they only focused on roadway infrastructure?

MassDOT Response:

Hi Heidi, thank you for your question. Strengthening climate resiliency is a goal of the Commission. In addition to resiliency and ecology being one of the evaluation criteria for each of the alternatives, resilience options are being examined and evaluated.

Comment 126

Name: Doreen Miller

Date: 9/25/2024 - Meeting 6

Comment:

Do I understand correctly that there will be a left/U-turn at the Savin Hill Yacht club on SB Morrissey?

MassDOT Response:

Thank you for your question, Doreen. The proposed plan includes a left turn at the Savin Hill Yacht Club that can be used for southbound to northbound purposes.

Comment 127

Name: Doreen Miller

Date: 9/25/2024 - Meeting 6

Comment:

Too many cars treat Morrissey as a highway. Keep speed limits lower to discourage speeding.

MassDOT Response:

Thank you for your comment, Doreen.

Comment 128

Name: Heidi Moesinger

Date: 9/25/2024 - Meeting 6

Comment:

I'm confused. You said trucks don't go on Morrissey Blvd. but we have all those businesses that get deliveries on trucks. (?) That's where the service roads come in handy, no?

MassDOT Response:

Thank you for your comment, Heidi. Under current DCR rules, heavy vehicles are not permitted on roads that fall under the "parkway" designation. The study team will discuss this.

Comment 129

Name: Maria Lyons

Date: 9/25/2024 - Meeting 6

Comment:

Would like to know more about Conley St Resiliency project. Where is water stored. Where will water go when released. Already there is sewage mixed with Storm water being released into the Neponset River ACEC. , contaminating Tenean Beach. Will this make that worse with dirty road water. Can these storm drains all be connected to MWRA and sent to Deer Island and take care of Morrissey and Tenean Beach.

MassDOT Response:

Thank you for the comment, Maria. We will review this information.

Comment 130

Name: John Lyons

Date: 9/25/2024 - Meeting 6

Comment:

I recall seeing or hearing previously that there was an assumption that 20-25% of traffic at Neponset would migrate onto the expressway. Is there any basis for that assumption, other than that a road diet would make Morrissey a less desirable route for through traffic. The onramp at Neponset now frequently backs up through the circle and onto the Neponset River Bridge. Is there any example of where a similar proposed road diet has actually made traffic flow better?

MassDOT Response:

Live answered.

Comment 131

Name: Heidi Moesinger

Date: 9/25/2024 - Meeting 6

Comment:

Can a crosswalk be added from the Malibu Beach parking lot over to the east side/Boston Harbor side? People often just run across there, so it would be a good safety addition.

MassDOT Response:

Hi Heidi. Thank you for your question. The proposed plan includes a pedestrian-hybrid beacon (HAWK) signal at Malibu Beach near the Beades Bridge. This presentation will be posted online where you can view it in more detail.

Comment 132

Name: John Lyons

Date: 9/25/2024 - Meeting 6

Comment:

The recurring proposal to make the Neponset Avenue Expressway underpass two way. The four available lanes are typically filled at every light cycle. What percentage of traffic inbound on Gallivan or on the bridge from Quincy has a destination of Neponset Ave?

MassDOT Response:

Live answered.

Comment 133

Name: Heidi Moesinger

Date: 9/25/2024 - Meeting 6

Comment:

you are proposing keeping the uturn at devine and you cant see there

MassDOT Response:

Thank you, Heidi. We have noted your comments about visibility at this location and will discuss with DCR.

Comment 134

Name: Maria Lyons

Date: 9/25/2024 - Meeting 6

Comment:

This plan will make it even more difficult to get in and out of Port Norfolk. Why can't you add a cross road at Conley Street.

MassDOT Response:

Live answered.

Comment 135

Name: Heidi Moesinger

Date: 9/25/2024 - Meeting 6

Comment:

People do not cross the road at the beades bridge. I'd like to see the crossing at the parking lot.

MassDOT Response:

Thank you for your clarification, Heidi.

Comment 136

Name: John Lyons

Date: 9/25/2024 - Meeting 6

Comment:

With the amount of available land, why not at least reserve center lane(s) for bus and/or emergency vehicles. If construction cannot be budgeting now, it might be done in the future, similar to recent Green and Silver Line extensions. A simple bus lane would be much less expensive and easier to plan than a full Red Line station in Neponset.

MassDOT Response:

Thank you for your comment, John. We are actively coordinating with the MBTA on their Bus Network Redesign project and implementation.

Comment 137

Name: Heidi Moesinger

Date: 9/25/2024 - Meeting 6

Comment:

Has a pedestrian study been done? There are a number of key spots where people cross the road unsafely. I do not see crosswalks strategically placed where I personally often see pedestrians darting across the blvd.

MassDOT Response:

The study team collected counts of vehicles, pedestrians, bicyclists, and other traffic moving at key points in the corridor. We welcome input about specific locations. Please email planning@dot.state.ma.us if you would like to share more. Thank you.

Comment 138

Name: Heidi Moesinger

Date: 9/25/2024 - Meeting 6

Comment:

Can it be clarified why the u-turn at the dunkin/stop and shop is being eliminated while the u-turn at devine that is demonstratedly unsafe is being kept? Why are you eliminating the u-turn at the dunkin??

MassDOT Response:

Live answered

Comment 139

Name: Doreen Miller

Date: 9/25/2024 - Meeting 6

Comment:

The Commission needs to bring the need for dredging and opening up the blocked channels under the Beades Bridge to the proper authorities that can address that.

MassDOT Response:

Thank you for your comment, Doreen. Dredging has been mentioned throughout this process. We are noting all comments and they will be reflected in the final report presented to the Morrissey Boulevard Commission. Thank you.

Comment 140

Name: Maria Lyons

Date: 9/25/2024 - Meeting 6

Comment:

You are going to make it even more difficult to get in and out of Port Norfolk. Could you please open Conley Street across Morrissey so that we can enter and leave here, north and south, and emergency vehicles can get in and out faster.

MassDOT Response:

Hi, Maria. Thank you for your comment. Could you please clarify if you are asking for a full intersection at this location? Thank you.

Comment 141

Name: Maria Lyons

Date: 9/25/2024 - Meeting 6

Comment:

Why were yellow lines painted around Nep Circle. They are making a dangerous situation, cars sticking out into fast moving traffic. Can we take them away please.

MassDOT Response:

Thank you for bringing this up, Maria. We will pass it along to DCR, who has jurisdiction over Neponset Circle.

Comment 142

Name: Heidi Moesinger

Date: 9/25/2024 - Meeting 6

Comment:

Savin Hill residents need a uturn on Morrissey Blvd to go northbound from old colony terrace. If you are eliminating it at the freeport intersection, then it makes sense at the yacht club because then the only other option seems to be all the way down at devine rink, which is too far away.

MassDOT Response:

Thank you for your comment, Heidi.

Comment 143

Name: Maria Lyons

Date: 9/25/2024 - Meeting 6

Comment:

How are bike travelers suppose to get through Neponset Circle. Why are they not being directed to stay on Neponset River Greenway.

MassDOT Response:

Thank you for your question, Maria. Under the proposed design, high-comfort bike lanes that are separated from vehicle traffic will be provided. Under the Commission's charge to improve mobility and MassDOT, DCR, and City of Boston active transportation policies, bike lanes are envisioned on Morrissey Boulevard to provide additional access and connectivity beyond the Neponset River Greenway.

Comment 144

Name: Maria Lyons

Date: 9/25/2024 - Meeting 6

Comment:

Yes, there are lights there already but only for a crosswalk. Could you open it up so cars could go across Morrissey to get in and out and travel north and south. There is also an entrance into Morrissey from the Stop And Shop already that could be utilized.

MassDOT Response:

Thank you for mentioning this, Maria. As we progress to our final traffic analysis we will review this.

Comment 145

Name: Heidi Moesinger

Date: 9/25/2024 - Meeting 6

Comment:

I agree, it seems we are focusing so much on the future that current problems we have are not being properly addressed in terms of connecting the community.

MassDOT Response:

Thank you for your comment, Heidi. We appreciate all feedback and incorporate questions/comments in this Q&A into our work.

Comment 146

Name: Maria Lyons

Date: 9/25/2024 - Meeting 6

Comment:

There is much land on either side of Morrissey and many times in the middle as well. With a more intricate plan, you could have a bike lane on the side and a 3rd lane for Busses and emergency vehicles and to offload vehicles exiting so that cars do not back up such as at U Mass , Freeport St and Neponset Av.

MassDOT Response:

Thank you for your suggestion, Maria.

Comment 147

Name: Heidi Moesinger

Date: 9/25/2024 - Meeting 6

Comment:

Are your studies and data on the project website? If not, can those be added? I'd like to see all the info and data on cars, pedestrians, crashes, flood levels, environmental, etc. Thank you!

MassDOT Response:

Thank you for your question, Heidi. All work done to date is available on the study website <https://www.mass.gov/k-circle-morrissey-study> under Morrissey Boulevard Commission.

The documents here include previous PowerPoint presentations and meeting recordings. A more detailed report summarizing all meetings and study findings is under development.

Comment 148

Name: Heidi Moesinger

Date: 9/25/2024 - Meeting 6

Comment:

Thank you, I'm not interested in previous slide presentations. I'd like to see the data everyone keeps referring to. That is on the website? or coming? Thank you!

MassDOT Response:

Hi Heidi. Previous presentations posted on the study website include some of this data.

Comment 149

Name: Vivian Ortiz

Date: 9/25/2024 - Meeting 6

Comment:

I had to step away for a bit for another meeting. Can I ask a question live or do I have to type my question?

MassDOT Response:

Hi Vivian, thank you for your attendance. Please use your raised hand to share a comment verbally or submit your comment in writing using the Q&A feature.

Comment 150

Name: Heidi Moesinger

Date: 9/25/2024 - Meeting 6

Comment:

I prefer to just see the data and not have to hunt for it in ppts

MassDOT Response:

Thank you for your feedback, Heidi.

Comment 151

Name: Aisling Kerr

Date: 9/26/2024

Comment:

Good Afternoon,

My name is Aisling Kerr, and I am a lifelong resident of Dorchester (the Savin Hill neighborhood). I am writing to express concern about the scope of the ongoing K-Circle/Morrissey Boulevard Corridor Study after attending yesterday evening's (September 25th) public meeting to review the latest analysis and recommendations.

In full transparency, I previously worked with the Boston Planning & Development Agency (now the Boston Planning Department) as a Senior Project Manager through April of 2022. I served as the Project Manager for the Dorchester Bay City project and was closely involved in discussions at that time with city and state agencies and many of our local elected officials, which initiated the formation of the Morrissey Boulevard Commission and the study of both K-Circle and the Morrissey Boulevard Corridor.

The ongoing work and study of both MassDOT and the Commission is appreciated, and I believe many of the latest recommendations for Morrissey Boulevard itself will be beneficial and help to address the major issues of the corridor at present: congestion, multi-modal connectivity, and resiliency.

Kosciuszko Circle is a glaring omission from the analysis and study completed by MassDOT to date. The study itself is called the "K-Circle/Morrissey Boulevard Corridor Study". You simply cannot analyze, study, or suggest improvements to Morrissey Boulevard without doing the same for K-Circle, at the same time. The community has repeatedly heard from MassDOT that the study of K-Circle is a separate process, on a separate timeline. The importance and relation of K-Circle to the overall Morrissey Boulevard Corridor cannot be understated. It is difficult to understand how analysis can be completed and recommendations can be suggested for Morrissey Boulevard while ignoring one of the primary inlets and outlets for all vehicular traffic along the Corridor.

It would be very helpful for MassDOT to provide a full and reasonable update on the study of K-Circle. Without discussing K-Circle, the conversations around Morrissey Boulevard are mostly fruitless. While I understand that K-Circle does not have the same pressing resiliency challenges that Morrissey Boulevard does, and perhaps this is a factor in the differing studies and timelines, it seems imperative that we understand and assess the challenges of K-Circle, and improvements that are needed there, in order to inform decisions on Morrissey Boulevard.

Again, the ongoing work and efforts of MassDOT and the broader consultant team in leading this study are appreciated and the recommendations thus far certainly provide improvements, but I feel that this is by and large a poor use of public money, energy, and resources if K-Circle is not included in the scope of the study at present.

It was confirmed during yesterday evening's public meeting that a large percentage of vehicular traffic during peak hours travels the entire length of Morrissey Boulevard, including K-Circle. We are missing a key component of the Morrissey Boulevard Corridor in the exclusion of K-Circle from this study, and I hope this will be addressed by MassDOT prior to or at the next public meeting.

Thank you all for your continued work and efforts.

Aisling Kerr



Comment 152

Name: Austin Smith

Date: 10/4/2024

Comment:

Hi,

My name is Austin Smith. I live in south Dorchester, work in planning, and have been following the Morrissey Boulevard Commission's work on the project. I regularly use the Red Line, drive on Morrissey, and bike in the area.

I wanted to provide some comments on the alternatives presented at Meeting #6, based on my experience, and some ideas about how this planning effort could better support future development of the area and make it a better place to be in and travel through.

Neponset Circle:

1. Close the exit of Quincy Shore Drive at Neponset Circle, rerouting traffic to exit at Walnut Street. This will help reduce crossing length for pedestrians and eliminate one very scary merge.
2. Reduce u-turns at Neponset Circle. The design presented design still retains two u-turns, one on each side of the circle. These are extra, given the proposed turning lanes. Pick one or none, but not both.
3. Neponset Circle needs safer and more defined bicycle/micromobility connectivity, particularly across Morrissey/Gallivan to connect to Quincy across the bridge. As it is currently, it feels quite scary, and the design presented in the slides retains the slip lane onto Neponset from Gallivan Boulevard. I would prefer that the right-turn-only lane was eliminated entirely.

North of Neponset Circle to Victory Road:

Many parcels in this area are prime for redevelopment within the coming fifty years, and this roadway redesign project should set this process up to be the best it can be. This means prioritized pedestrian and transit access.

1. Prioritize better connectivity across Morrissey. This should happen at Tolman Street, Conley Street, and Pope's Hill Circle.
2. Eliminate the pedestrian overpass at Pope's Hill Circle. Create signalized crosswalks. This will give better access to the underutilized mid-Morrissey parcels on both sides of the tracks, as well as across Morrissey between the Murphy School and potential Red Line infill station.

3. Determine what this project can do to promote or preserve the possibility of an infill Red Line station behind Norwood Street. This is an exceptionally good location with historical precedent, and will be necessary to serve ongoing development and catalyze more. This station would doubtless serve bus route extensions along Morrissey to Gallivan and better connect all of southern Boston while facilitating new development.

4. Consider a full intersection at Conley Street that eliminates the second u-turn at Pope's Hill Circle. This will further enhance connectivity for future bus connections, neighborhood access to Tenean Beach and the Neponset River Greenway, as well as provide the opportunity to remove the angled turn off Morrissey onto Freeport Street, which cars take hazardously fast.

Victory Road to Freeport Street:

1. Prioritize the Victory Road Full Intersection scenario. Elimination of the frontage road/slip lane along the strip mall is essential.
2. Permit NB and SB left turns at Morrissey and Freeport Street, but eliminate right-turn-only lanes and slip lanes. These are dangerous and will be a source of conflict on the road. If this is expected to last decades and serve the population in a net zero, vision zero future, these shouldn't be a part of the design. LOS is not as high a goal.

Bianculli Boulevard:

1. Create the ability to cross Morrissey at the u-turn to access The Line development and future redevelopment of the parking lot behind.

First Street:

1. Prioritize the Signalized Control full intersection. This cross-Morrissey connectivity will be essential to catalyze upcoming and future development. Same comment as above - - LOS is not as high a goal as connectivity for those not in cars, especially since mode-shift and VMT reduction are stated goals to get us to net zero and vision zero.

K Circle, JFK/UMass:

1. Bus priority is key. Plan to include a bus lane to access JFK/UMass on the right side of Columbia Road. Make the Old Colony Ave underpass a transitway for buses/micromobility/pedestrians only.
2. Prioritize a four-way intersection here.
3. Use elevated banking for a simplified road to effectively shield the station from future flooding.

Thank you for your time, for your work, and for receiving my comments on these planning projects.

All my best,
Austin Smith

MassDOT Response:

Good afternoon, Mr. Smith,

Thank you for taking the time to submit your comments and ideas. We appreciate your attention to this study.

I've sent your email along to the project team and your feedback will be considered as we continue the process.

Have a nice weekend.

Kind regards,

Patrick

Comment 153

Name: Noah Harper

Date: 10/4/2024

Comment:

Hello,

I was reviewing the most recent Morrissey Boulevard alternatives, and wanted to provide comment on a few key points:

1. Vehicle throughput appears to still be a key concern--but pedestrian connectivity, to both support existing neighborhood residents, and spur future transit-oriented and infill development in the area, should be a top concern.
2. The design should reflect whether the state considers Morrissey Boulevard to be a street or a road--that is, is it trying to move cars from place to place or enhance the neighborhood. The design appears to reflect an ungainly compromise, creating a renewed "stroad" in the area. If it is to be a boulevard, then consider a road diet (no service road or slip lanes) and plentiful open space with tree cover and paths.
3. Existing and future transit connectivity should be prioritized. Lanes and queue jumps and signal priority for existing and future buses, as well as the provision for a future infill Red Line Station should be incorporated. To do otherwise would be to condemn the area to another half century of auto-domination.
4. Above all, the safety and wellbeing and general experience of pedestrians should be the top concern for this redesign. Consider whether you might feel comfortable walking on the redesigned boulevard--would you willingly choose to go for a walk by six lanes of roaring traffic? What changes would be needed to make it comfortable and enjoyable?

Thank you for your consideration.

--

Noah Harper | powerandplace.substack.com

Monday October 7, 2024 at 7:04 PM

Good afternoon, Noah,

Thank you for submitting your comments on the Morrissey Boulevard study, which is being carried out in coordination with the Morrissey Boulevard Commission.

Improving pedestrian, transit, and bicycle connectivity is an objective for this planning study and the alternatives are being evaluated for how they can address that. The proposed concepts include lane reductions throughout the corridor from 3 to 2 lanes, except at intersections where additional lanes may be required for throughput.

We appreciate you taking the time to send your comments which will be incorporated as we continue our work. We look forward to your participation in the study going forward.

Have a nice day.

Kind regards,

Patrick

Tuesday, October 8, 2024 at 12:46 AM

Hi Patrick,

Thanks so much for your response. I really do appreciate you taking the time to reach out and respond to my comments.

I'm glad to hear that MassDOT will be prioritizing bicycle and pedestrian access with this project. My one quibble would be the abundance of lanes (even with the small reduction) in the preferred alternative, as well as the need to justify it with the need for vehicular throughput.

We know that it's possible to reduce driving demand by reducing the capacity in a road facility (see Anthony Downs' *Stuck in Traffic*). Drivers will choose alternate means, shift modes, or simply choose not to drive at all. In a metropolitan area (and city) that is working

to reduce VMT and promote mode shift, I see prioritizing throughput as a misstep for the corridor.

If we shift from vehicular throughput as a priority, the alternatives really open up. We could do so much more with that extra space, such as dedicated transit facilities, more open space and trails, and more room for resiliency in a flood prone area.

Thanks so much for your time.

Best,
Noah

Comment 154

Name: John Rich
Date: 10/12/2024
Comment:

Hi Patrick,

During meeting #6 the printed out visual display of the alignment showed 2 or 3 possible alternatives for the berm in zone 2 (Malibu Beach / Savin Hill Cove / Dorchester Bay Basin. One of the alternatives illustrated a berm all of the way around DBB in addition to a raised berm in the alignment of MB. That slide does not appear in the online attachment.

<https://www.mass.gov/doc/morrissey-boulevard-commission-meeting-6-presentation/download>

I'd like to study the alternatives for zone 2, particularly the DBB shoreline continuous berm.

In addition, I'd like to follow up with Jay Duncan on dredge permitting and, I'd like to ask him some questions on an expanded view of transportation issues related to MB and climate resiliency & sustainability. There wasn't time after meeting 6 and I can't find his DOT email address, after searching for about 10 minutes.

Can you help me with these two items?

Sorry for the delay since September 25.

Thank you,

John Rich

Hello everybody,

Attached here is my latest comprehensive proposal and commentary / ongoing Morrissey Boulevard Commission (MBC) 25% design project and updates on potential climate resiliency & sustainability concepts for this original, port district of Dorchester. It includes the related drainage basin & adjoining waters. It is a 16 page report intended to 1) Update and summarize my previous proposal relating to the MB zone 2 interface with Savin Hill Cove (SHC), Dorchester Bay Basin (DBB), and Pattens Cove (PC). 2) Attempt to provide a basic outline for achieving a needed comprehensive and holistic plan for the drainage basin area leading to DBB, SHC, & PC. that incorporates all of the Mass and COB laws and policy guidelines for environmental and social justice. 3) Attempt to enlist expert support from local academicians & government agency personnel in further developing this core plan, including assistance in generating local support and enthusiasm for participating in much needed community visioning input into the comprehensive plan. It seems the academicians have experience developing highly effective community engagement projects for undergrad & grad students similar to the Harvard K-School William Monroe Trotter Collaborative For Social Justice. 4) Offer background and references to core elements of the plan.

The report consists of 12 elements with further details, references and commentary in the appendix. Key items in the appendix are 2f) UMB Professor Dr. Eugene Gallagher's Marine Biology summary assessment of the subject benthos, and 3a) my detailed request for assistance, with relevant background & current context.

For some of you this will be familiar and you may notice the edits and some new content. For folks who have no idea who I am and why I am contacting you, my introduction and neighborhood context is on the first page of the attached report.

Thank you for reading and thanks for your interest if you are motivated to share this information, and/or respond. My contact info is on the last page.

Sincerely,

John M. Rich

Comment 155

Name: John M. Rich

Date: 10/14/2024

Comment:

John M. Rich Observations & Comments on Savin Hill Drainage Basin re. Mass Morrissey Boulevard

Commission Climate Resilience Plan and Coastwise Massachusetts Climate Resilience & Sustainability programs - Oct 14, 2024

Hello members of the Boston maritime environment stewardship and climate resiliency / sustainability community, and hello potential others interested in the topic.

I'm John Rich, from the Savin Hill section of Dorchester and an active member of the Columbia Savin Hill Civic Association. I am primarily focused on Dorchester Bay Basin, Pattens Cove, and Savin Hill Cove and the drainage basin leading to it. The following information is regarding the massive commercial, residential, and civil infrastructure construction scheduled to occur in our area over the next decade. I'm a 40 year resident of Boston (+ 7 in Cambridge) and grew up on a tidal river 25 miles South of Battery Park in Lower Manhattan & 4 miles from Sandy Hook & Atlantic Ocean. I'm from a family immersed in the Port of NY and NJ maritime industry for 5 generations. I'm retired from 43 years in construction, the last 27 years as an inspector and special projects manager in heavy civil underground infrastructure / tunneling mega-projects, all of it urban and tidal adjacent. My life experience, particularly growing up, and working as an adult amidst the extensively built out NY/NJ mass transit system, including ferry service linking heavy and light rail terminals, and bus service on state roads and I-95, + education inform the following perspective and suggestions on what we can do to incorporate Massachusetts' and City Of Boston objectives for environmental, economic and social justice into a working model within the Savin Hill Cove drainage basin. I'm writing to you to ask you to consider how you and your talented associates can assist and participate in formulating a comprehensive plan for this area that can bring about the maximum practically possible benefit for the environment and our people as we respond to pressing needs for smart, long term climate resiliency preparedness and socially just and sustainable green growth. Following below is my current revised suggestion for our local interface with the Morrissey Boulevard Commission Climate Resiliency Planning Project and how our drainage basin leading to the shore-line could be an attractive size to qualify for a thorough scale model study encompassing all the common objectives of the government agencies and academic / research institutes involved with urban climate resiliency and sustainability. I see a need to tackle the full complexity of this topic utilizing all engineering, marine biology, economics and sociology & related social studies to make sense out of the challenge of climate change. Then, develop and plan and work then. We need to develop political will and funding sources to be able to act responsibly, with long-term vision towards environmental and social justice. I've been following the 25% design work of the Morrissey Boulevard Commission for about 19 months. Project drawings indicate the area between Bianculli Boulevard (entrance to U Mass Boston from MB) South to Freeport Street is the most vulnerable to 2070 projected sea level rise (SLR) and 100 years storm surge and wave height. It's part of zone 2 of the overall alignment from Preble Circle in South Boston to Neponset Circle in Dorchester. Project drawings call out for raising the elevation of Morrissey Boulevard 6 to 8 feet of a new raised and storm resilient berm. I made note that

such a change would block the visual connection for people at grade level around Dorchester Bay Basin, trap more air and noise pollution and disincentivize dredging out the heavily contaminated sediment in DBB and environmentally restoring the Bottom. The most recent, full alignment proposal presented by Mass DOT Intermodal Planning at the MBC public meeting on September 15 showed zone 2 with two or three alternatives for the Malibu Beach area. One of them showed the raised berm for MB and a raised berm all of the way around Dorchester Bay Basin (DBB). Going forward and to be brief, I suggest this continuous DBB berm with the raised MB berm alternative may be the best practical solution if we could have the following contingencies included for the Savin Hill Cove area (shoreline between National Grid property and Bianculli Boulevard).

1) The elevation of the DBB berm must be higher than MB so that people on the shoreline can still enjoy the benefits of the long view out to Dorchester Bay and beyond, and the fresh air flow. For reference, see appendix image #1, a marked up google earth view of the area, and notes on related details.

2) All of Savin Hill Cove including DBB and Pattens Cove should have the decades long, deep accumulation of contaminated sediment removed. It's a hazard to public health and safety and limits marine life potential. I suggest pneumatic flow tube method of dredging be used and beneficially process/ stabilize the spoils with pumice instead of cement or fly ash to create useable embankment material. This process has been used successfully in NJ, NY, & CT since the early 1990s and is used in Japan for airport expansion work. For reference see details in appendix 2. As is typical of similar tidal zone environmental restoration, the cleaned bottom should be reseeded with oysters, eelgrass and possibly kelp, a synergistic combination that filters and oxygenates seawater, maintaining a virtuous and balanced environment cycle. For reference on pertinent UMB Marine Biology Department studies see section 2 in the appendix.

3) Savin Hill Cove exists between the dynamic systems of the drainage basin and Dorchester Bay / Boston Outer Harbor. Unless the contamination inflowing from the drainage basin is mitigated and remediated there is little incentive to incur the expense of intertidal and tidal / littoral zone environmental restoration. Massive green infrastructure buildout and other up-slope sediment retaining measures are needed to protect the investment in a restored marine environment. It takes a big, collaborative effort to pull something like this together. For details see appendix 3. Key item in 3e.

4) Extensive adoption of Tallamy's Hub - Homegrown National Park environments with community gardens can generate jobs, sequester carbon, cool neighborhoods and help transform built environments aligned with current Jane Jacobs adapted concepts for urban planning.

5) If more electrical power and communication cable could be put underground in flexible duct bank material it would create room for tree planting and more shade creation. Underground duct bank is more expensive than pole suspended cable, but new materials and methods could help with that.

6) Permeable pavement is not as durable as standard asphaltic or Portland cement-based pavement for city streets. Materials science trends indicate there's potential to switch to the old Roman concept paving with durable, porous pavers separated with highly

permeable fill between pavers. It would allow significant storm water permeation into the soil. For relevant commentary see appendix 6a.

7) Greater adoption of geothermal energy capture has huge potential as community wealth building enterprise creation. All of these and similar options for urban infrastructure need to be considered in evaluation of long-term benefits of coastal environment restoration.

8) Sea skimmer transportation is an up-and-coming alternative to coastal inter-city transit connections. Regent Air has an office in Boston. It may be worth looking at COB owned Long Island as an adjunct to Logan Airport with ferry links to the airport and other harbor ferry terminals. The Boston School Dept may be interested in creating a small charter school focused on maritime skills science & training. It may be possible to site it close to mass transit and U Mass Boston for connection with its marine science and coastal restoration programs. Mass Maritime Academy admissions office informs me there are no such programs in Mass high schools. In my opinion such a school would greatly help gradually restore the local maritime economy and students could be fast-tracked to MMA. For reference on a well-established working model see Miami MAST Academy on Virginia Key.

9) A maximum practical restored marine environment within Dorchester Bay and eventually, more of Boston Harbor and Quincy Bay will bring back some of the lost fishing industry, and service jobs. Restoring some of the maritime culture that is attractive to so many people could increase tourism and our general quality of life. For reference and related notes see section 9 in the appendix.

10) Dorchester Bay City is walking distance to MBTA Red Line JFK - U Mass Station. A new harbor ferry terminal located between the North side of Dorchester Bay City and Carson Beach would be a major improvement to intermodal transportation options. The pier behind the JFK Library was evaluated as a harbor ferry node but I'm not aware of any action on it. locating a ferry terminal between Dorchester Bay City and Carson Beach might be a workable alternative. <> Materials science shows potential for new heavy use materials for bridge and terminal operations made from composite recycled plastics, and carbon fibers in new polymer resin materials. + a new electric bus route between the JFK-U Mass and Ashmont via Morrissey and Gallivan Boulevards and Dorchester Ave could give residents options for not driving to local markets and it would also serve as a redundant link for BART system and local passengers from Ashmont to downtown Boston via ferry if the Red Line went down.

11) The City of Boston encourages community visioning as part of comprehensive planning, particularly in relation to massive impact developments such as are occurring along, and tangential to the Morrissey Boulevard Commission alignment, the drainage basin. (For reference see items 3b&3c in Appendix) U

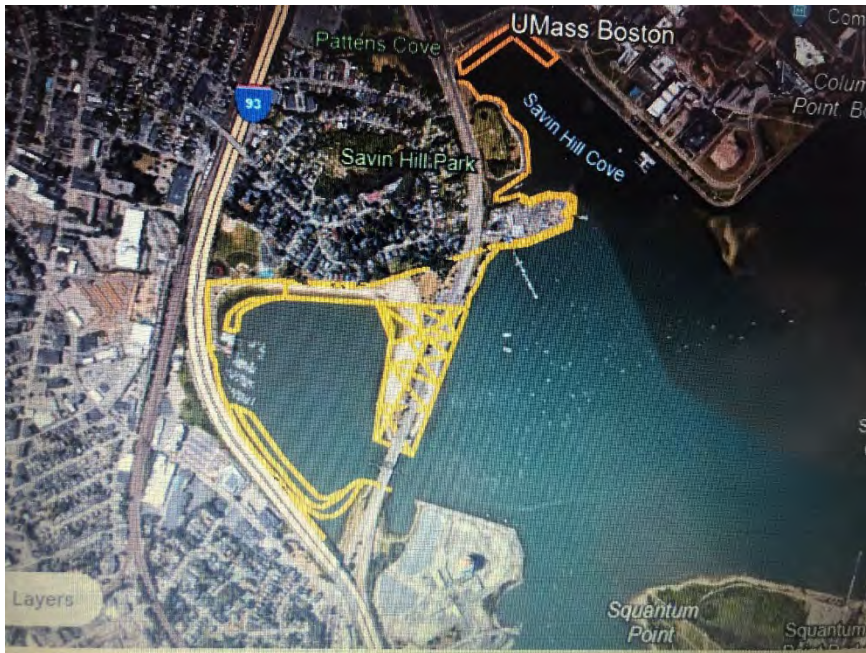
Mass Boston's Sustainability Solution Lab Group, Boston Harbor Now, The Stone Living lab, and all combined forces of The School For The Environment + Sociology & Government Departments, appear to have the expertise and mission focus to assist the Columbia Savin Hill Civic Association and COB Green Infrastructure and COB project facilitators managing the community visioning outreach. This could be an effective grass roots collaboration that could include internships from Boston Public Schools

and The Dorchester - Colonel Daniel Marr Boys and Girls Club. It could be a good undergrad or graduate project that helps create important benefits for the neighborhood and for Boston. The area of the drainage basin and shoreline appears to be of a manageable test model scale. Considering the major impact of new developments at Dorchester Bay City, Morrissey Boulevard and the Dorchester Avenue area climate resilience and sustainable solutions are urgently needed for smart green growth. The State Senate created the Morrissey Boulevard Commission to help create a roadway climate resiliency plan. The MBC is approaching the completion of a 25% design plan but they did not consult with local residents for input before contracting with traffic and hydrology consultants. The language of the commission mandate also includes provision of comprehensive planning as necessary for efficacy and sustainability. Mass DOT Intermodal Planning Group spearheading the commission study does not do CP. The City of Boston is a partner in the project but appears to not have done comprehensive planning for the affected area currently. The Morrissey Boulevard Climate Resiliency area extends West to Dorchester Ave & Freeport Street and farther West from Dot Ave, based on commission reports from 2023 (Tenean Beach to Neponset Circle zone). Developing a comprehensive plan for the area affected by the need for climate resiliency along Morrissey Boulevard should, in my opinion, encompass a thorough sociological, economic and hydrological analysis of the drainage basin leading into Savin Hill Cove. In my view it's worth restoring our intertidal, tidal and littoral marine environments. In my opinion Boston and Massachusetts are among the best places in the world to tackle sustainability issues like this. We're among world leaders in several economic niches. We have great immediate need to solve big coastal resiliency and environmental restoration problems. I am writing to you today in the hope of helping to connect these ideas with local interested entities. Maybe in the process we can help jumpstart community wealth building enterprises involved in manufacturing, distribution and systems maintenance as encouraged by The Democracy Collaborative and help make this a better place to live, a place not crushed by short-view government and business's need for expediency.

12) The Good Part: From my perspective all the above information shows a good opportunity to accomplish several things: Cooperatively solving these problems in-state might help bring to light opportunities for some manufacturing of products and equipment used in heavy civil engineering and construction and environmental remediation / restoration to be reshored to Mass. My gut tells me local ESG advisors may find interest in this idea and may be able to help corral the right economic analysis expertise. We can use the products entirely coastwise. On the models provided by The Democracy Collaborative, community wealth building - worker owned cooperatives can find stable niches in green infrastructure maintenance, facilitating more home-grown national park installations and small rain catchments, community gathering places, wild food gardens, geothermal installations on micro scale suitable for neighborhoods, + more. It's possible Mass and COB can apply in-house economic analysis expertise to all the above in this section. It's not just manufacturing, it's potentially expanded regional distribution systems that could assist a new economic niche / paradigm for Mass.

Expanding out from Dorchester Bay and Boston Harbor, into Mass Bay and the rest of the coast we can stimulate new ventures and local distribution networks that facilitate doing more than just coastal improvements. Kelp farming can feed closer to the city – increasingly in demand, small farms with fertilizer. Kelp has multiple industrial and personal care product uses. We need more kelp, eelgrass and oysters in environmentally restored waterways to maintain ecological balance and restore part of the maritime economy. <> We may be able to expand state & contiguous state coastwise transportation with Boston as the hub. If so, we could use more local feeder lines on the water. This has gradually expanded in the NY metro area. My father's long-time employer, International Organization of Masters, Mates, and Pilots, crews most of those vessels from command to deck hands with good union paying jobs now as deep sea shipping on US flags ships has decreased over the decades. IOMM&P is a good source for maritime affairs info. Dad, Captain William L. Rich Jr., was a research consultant, registered lobbyist and US delegate to UN Law of The Sea Conference during his 35 years with IOMM&P. (+/_ 8 to 10 yrs on Law of the Sea Conference & advisor to US Ambassador to UN for Maritime Affairs. I grew up in a coastal zone that lost its fishery in the late 60s / early 70s to pollution & over-fishing. The Clean Water Act gradually helped restore some of the shellfish industry, but they still need filtration plants. Side note: the native Sandy Hook Bay Oysters are the same species being used to reseed superfund sites here, like in New Bedford. (There used to be an oyster bed within 30 yards off-shore behind our family home on The Navesink River in NJ – Same oysters.) The shoreline behind the house was undisturbed since pre-settler times, with shore reeds and tidal zone grass whose roots stabilized the shore, hardened with muscles. The river was loaded with market size crab, bait fish, flounder and pelagic fish. Neighbors three doors away sponsored a sea scouts learn-to-sail program and started the Fair Haven River Rats Sailing Club in 1958. (RR is still going strong today ½ mile down river.) We can bring small bits of this type of natural and community richness back to Mass, wherever it can self-sustain. It will help heal and cool the earth and help create opportunities for people to have fun working hard together on mutually beneficial projects; the thing that breaks down isolation and suspicion. We have the talent pool to do this and the fundamental political will to make it happen.

Appendix



1a)

1a.1) Cross hatched area North of Beades Bridge is the potential area of combination – in-situ material with added Processed Dredge Material (PDM) encased in protective geotextile liner (per typical hazardous containment fill methods), followed by new trucked or barged in material as needed to reach SLR 2070 design grade. PDM might also be able to be used as base layer for DBB perimeter berm, extending around to a Fox Point & Vietnam Vets Park berm.

1b) The new, raised elevation MB bridge over the Pattens Cove inlet could be fit with a tide gate. Note the source of the storm drain outfall at the West end of Pattens Cove could go as far West as the other side of The Southeast Expressway and rail ROW = Perimeter of PC could also need a raised berm.

1c.1) A report from Dorchester Yacht Club on DBB bottom sampling they commissioned in 2023 (possibly 24) noted that none of the I-93 roadway drain that lead into DBB have drain inlet filters on them.

1c.2) The large storm drain outlets in both DBB & PC could be fit with debris catching nets with break-away features when full. They have them along the Potomac and Anacostia Rivers / DCWASA. Pretty sure it's part of the green infrastructure add-ons to the DCWASA Blue Plains – Clean Rivers Project. Personal history: Note: I was a drop shaft construction inspector on the project from May 2012 through October 2019. As part of that I was the inspector on two associated, large soil stabilization jobs right next to the Potomac and Anacostia Rivers, and extensive restoration of an existing trunk line sewer (Tiber Creek) leading to the major pumping station behind Nationals Baseball Park. Where Tiber Creek approached the pump station it passed through a filled in, old canal complex leading to the Navy Yard, adjacent on the East side. Tiber Creek bifurcated adjacent to the pump station and had highly effective tide gates at the outfall where the Anacostia feeds into the Potomac River. Tidbit: The area was deep soft soil. We did deep soil stabilization to support the load of the 500-to-600-ton crane that was going to be needed to hoist out tunnel boring

machine components at the Navy Yard / Pump Station site. This was the end point for the first section of the 13-mile tunnel system that terminated at the Blue Plains treatment plant. (an interesting engineering story) For reference, the second deep soil stabilization site was behind DC Public Health Hospital and RFK Stadium, the site of two deep shafts very close to the Anacostia River.

2a) 30 year-old environmentally positive dredging methods and beneficial use of processed contaminated dredge spoils appears to not be permitted in Mass. Pneumatic flow-tube dredging of highly contaminated harbor bottom alluvium such as exists in Dorchester Bay Basin, Pattens Cove and Savin Hill Cove Between Bianculli Boulevard and beneficial processing with pumice instead of Portland cement or fly ash has been used in NY, NJ, and Connecticut for waterway environmental restoration and beneficial use as embankment and fill since the early 1990s. It's used in Japan as fill and embankment for use in new and expanded airports.

2b) A brief description of pneumatic flow tube PDM:

https://www.battelle.org/docs/default-source/conferences/sediments-conference/proceedings/2019-sediments-conference-proceedings/b5.-dredged-material-dewatering-and-disposal/262.pdf?sfvrsn=3b768fe3_0

2c) A study on PDM https://cait.rutgers.edu/wp-content/uploads/2018/05/193-ru2763_1.pdf

2d) A commercial, expert in PDM (I have no affiliation with them): <https://tprgllc.com/>

2e) A news report on a near-tragedy at Malibu Beach deep alluvium zone: Another woman gets stuck in Boston mud, this time in Dorchester

Copied and pasted here is an illustration of an unmitigated, potentially lethal public safety hazard at Malibu Beach (NE area of Dorchester Bay Basin, transition to Savin Hill Beach)

“Another woman gets stuck in Boston mud, this time in Dorchester

The Boston Fire Department reports firefighters managed to free a woman stuck in "tarlike mud" at Malibu Beach i...”

“Another woman gets stuck in Boston mud, this time in Dorchester

The Boston Fire Department reports firefighters managed to free a woman stuck in "tarlike mud" at Malibu Beach i...”

Also, please note: During summer low tide at Savin Hill Beach, adjacent to McConnell Park, parents who don't read the posted warning signs about contamination allow their children to play in shallow water, stirring up contaminated sediment. As the kids splash and run around, they can be seen ingesting the polluted water. We can do better than let this continue.

2f) Attached here is the essential information from Professor Dr. Eugene Gallagher of UMB Marine Biology department describing and providing reference to further information on the level of contamination in the Savin Hill Cove area. It is valuable info and key for understanding the local benthos level of toxicity. It is copied and pasted from one of the email responses provided by Professor Galagher to my questions about local benthic conditions: Email below is from Marine Biology Professor Eugene Gallagher to me in answer to my question, what is on the bottom of Malibu and Savin Hill Beach and in Pattens Cove?

From: Eugene Gallagher [REDACTED]

To: John Rich [REDACTED]

Cc: [REDACTED]

Sent: Monday, December 12, 2022 at 03:02:53 PM EST

Subject: RE: Savin Hill Resident Wanting To Learn

I wrote a paper on Boston Harbor benthos with Ken Keay in 1998 (attached). My students and I have done a lot of work on the Savin Hill Cove mudflat. I've attached a couple of their papers: Trueblood et al. (1994) and Gould and Gallagher (1990). I was just out sampling Savin Hill Cove in November. The MWRA has been sampling Savin Hill Cove since fall 1991 (their station T4). Savin Hill Cove is one of the most heavily polluted areas of the outer Boston Harbor. The subtidal sediments largely consist of black mayonnaise, the benthic ecologist's nickname for polluted hydrogen-sulfide rich sediments. The MWRA has annual reports on the benthos of Boston Harbor and MA Bay. Savin Hill Cove is site T4 in these reports. The benthos refers to the sedimentary environment and includes the soft-bottom benthos, my research area, and the rocky intertidal and subtidal benthos. The MWRA reports can be found here: <https://www.mwra.com/harbor/enquad/trlist.html>

If you search for Boston Harbor reports, you should find reports from the early 1990s to the last couple of years. Site T4, the Savin Hill Cove subtidal, was bad in the 1990s and remains in bad shape today. The main problem is that it is a sediment focusing area with sedimentation rates of 3-4 cm per year, whereas the rest of the harbor is 3-4 mm per year. The organic rich material settles in the sediments and the bacteria grow on it using up the bottom water oxygen by mid-summer. The sediments turn anoxic (no oxygen) and a new group of bacteria continue to grow on the organic matter using sulfate for respiration instead of oxygen. These anaerobic bacteria produce hydrogen sulfide from the sulfate which not only produces the rotten egg smell characteristic of black mayonnaise, but hydrogen sulfide scavenges heavy metals and organic matter from the water column. So the sediments become toxic as well as anoxic: not a pleasant mix. There are signs that things are changing though. During the first week in November, I sampled the Savin Hill Cove intertidal zone and found animals (ampeliscid amphipods) that are common in cleaner areas of Boston Harbor but hadn't been seen in Savin Hill Cove during my 39 years of sampling. That is a good sign. The MWRA has drastically reduced the pollutant inputs to the harbor, especially since September 2000 when the long sewage effluent outfall began discharging the Boston areas secondarily treated sewage 9 miles offshore. That has led to a dramatic improvement in Boston Harbor. It's about time that Savin Hill Cove improved too. I hope this was of some help. I've copied Ken Keay, a UMass Boston grad who studied Savin Hill Cove and for 30+ years was in charge of the MWRA's benthic sampling of Boston Harbor and Massachusetts Bay <> Note: end of Professor Dr. Eugene Gallagher's message.

3a) In my opinion, full green infrastructure buildout in the drainage basin leading to Savin Hill Cove is needed to protect the investment of dredging and environmentally restoring the bottom with oysters and eelgrass, and possibly adding kelp if the marine biology scientists deem it's right for restored DBB and SHC.

3b) I think we need to lobby for green infrastructure, and we need to lobby Dan Hunt and Nick Collins to get pneumatic flow fill dredging and beneficial use processing with pumice

as the stabilizer, as described in detail in my original report approved for use by Massachusetts Coastal Zone Management and Mass Department of Energy and The Environment. It has been used since the early 1990s by NY, NJ and CT in coastal zones. It's a public benefit process that appears to currently not be allowed in Mass based on info I received from the Mass CZM administrator in 2023.. During the course of this year it seemed dredging is not so frowned upon by CZM. The green infrastructure component would probably need to be worked out through the community visioning process that is part of COB's overall plan for climate resiliency and sustainability. If I remember correctly this concept came up in CSHCA discussion a couple of years ago. I've reviewed links to CV on the city website but could not retrieve what I saw last year. I contacted the Planning Department and requested assistance. In my opinion, there's logic to pushing for the city and state to seriously consider full green infrastructure buildout in the SHC drainage basin and max practical shoreline and waterway bottom environmental restoration. It fits in with city and state Environmental / Social Justice strategies. The two would be separate from the DOT MBC scope and funding but it's necessity could be linked to authorization for funding the dredging portion of MB Climate Resiliency work so that the contaminated dredge spoils can be beneficially used as stabilized and contained base for necessary berms / embankment. Similar legal arrangements were made as part of the Boston Central Artery Tunnel Project; environmental and quality of life compensation arrangements. City and Mass laws and agencies now endorse these concepts for environmental social justice. This type of plan may be eligible for grant funding from state, federal and some charitable, public benefit foundations.

3c) As a starter for visioning, I suggest trying to organize neighborhood groups to meet and watch the documentary on Jane Jacobs largely adopted concepts of urban planning, Citizen Jane - The Battle For The City. It's an inspiring and succinct story that can give people good ideas about successful arrangements in urban planning and clarify what they think works best for their neighborhoods.

3d) An important thing that was discussed in September 27, 2024 Climate Adaptation Forum seminar titled, "Community Engagement for Climate Resilience – What is it and how to do it well", was building collaborative networks between state and city agencies and community organizations that are qualified to receive funding and act as participants in project development in their neighborhoods. An example is the city of Chelsea collaboration with Green Roots on various civic benefit projects. Their successful relationship inspires this outreach to you, the members of the local academia / government environment & sustainability nexus. Columbia Savin Hill Civic Association volunteers paying attention to the Dorchester Bay City and Center Court Developments, along with the Mass DOT K Circle study, the Morrissey Boulevard Commission, The Columbia Road study, and changes in Glovers Corner representation status and attempting to effectively respond are outnumbered by the firehose of commercial, residential, civil infrastructure and climate resilience planning information. We need to collaborate with other folks who have expertise in these areas and are actively engaged in it. As the person in the group who has taken the initiative to respond to issues related to Zone 2 of the MBC Climate Resiliency Planning Project, I understand that what faces Savin Hill Cove requires expansive and holistic response to be thorough & effective. Lucky for us,

it is a microcosm of what Massachusetts faces in all urban coastal communities. Doing this right will be a good working model for the state.

3e) I need help. I'm one person, lacking info tech skills to do any better than what you see here. If there are any students or any others involved in climate resilience & sustainability with good computer graphics and database management skills who are motivated to volunteer on a project like this, I can use their help. If a website can be set up for this as a city / state pilot project, it would greatly help facilitate info sharing and be an archive for research I've already done. I have much more background info leading to these proposals that are not practical or necessary to list here but some data will be new and useful to others working on similar projects. Organizing this way will make a big difference as we move forward with community visioning and presenting complex information to civic association groups in easy to grasp format. I can visualize how to effectively organize graphics and text but don't have time to learn how to do it.

6a) Increasing permeation and reducing stormwater runoff leads to other civil engineering considerations: What's the soil holding capacity that will not cause harm to buried utilities and building foundations? How long can we divert pesticides, weed killer & fertilizer nitrogen into soil and ground water before it blows back on us, the way suburban neighborhood septic systems eventually seeped into waterways prior to The Clean Water Act? But first things first: We must reduce stormwater runoff into waterways. Reducing landscaping practices is a massive long-term sociological focused project to motivate people to reject petrochemical pushed products and feel good about and receive validation for being good stewards of our little piece of land in cities. Note: I wrote to Martha Stewart and asked her if she could put some muscle behind this but she never responded. We need to reach influencers to get on board but for Dorchester, we can probably build grass roots understanding and motivation through civic association projects and through BPS. This relates to efforts by Grow Native Massachusetts and Tallamy's Hub – Homegrown National Park. This ties into community visioning projects.

9) This is extensive with info previous readers may be looking for. It also is background behind items listed above:

9a) In July I submitted an alternative proposal for MBC Zone 2 to Mass DOT Intermodal Planning and

shared it with CSHCA. In that version I recommended restoring as much tidal flow that existed into what

is now DBB prior to the land filling that created Malibu Beach and the North abutment of the Beades Bridge. (Dorchester Atheneum shows project completion "about 1920".)



1894 Green line is roughly drawn, approximate current alignment of Morrissey Boulevard. Note the openness of the current Dorchester Bay Basin area to Dorchester Bay, allowing suspended sediment in stormwater runoff to be carried out and dissipated farther out in

Historic tidbit:

Note that the 1894 West shoreline went all the way back to where Dewer Street is, West of Red Line Savin Hill Station. Commercial Point has had a long history of commercial & industrial use since the start of the industrial revolution. (Great photo documentation at Dot Atheneum) The shoreline has been an industrial dump for decades. Former neighbor John Moran told me DBB was dredged during WW-II as barge storage area, related to the Squantum Naval Air Station, starting on the East Bank of the Neponset River. Industrial and Post WW-II petrochemical & organic waste continued flowing into DBB post WW-II & may constitute most of the contaminants present in the cove; not knowing extent of Navy barge storage zone.

9a continued) The July, 24 proposal focused on achieving max pre-1920 tidal flow into DBB by making the MB section between North side of what will be the Beades Bridge replacement, North to a line extended from the present North shore or Savin Hill Beach / Fox Point interface as a viaduct. Hydraulically pump out / dredge the fill that is Malibu beach and use it as berm fill above encased processed dredged material in the base of a new DBB perimeter berm. At the time I thought the hydrology consultant for the MBC Resiliency plan said breakwater structures could be placed off-shore. (For reference see MBC meeting #2, Jan 2024. Consultant – Nasser Ibrahim – Sustainability Specialist for Woods Hole Group.) If that were the case it seemed a higher than viaduct berm around the perimeter might be adequate to protect I-93. I prefaced my proposal with knowing it needed hydrological analysis. Maximum restoration of tidal flow could open new opportunities for DBB environmentally and for public use.

9b) After the Sept. 27 Climate Adaptation Forum last month in Boston I ran into Nasser in the hallway. I had shared my proposal with him, and we had emailed about it last January. We talked about zone 2 in the hallway after the seminar and I learned I was mistaken about breakwaters. He said “A point of clarification on your summary of our discussion:

- I am not proposing breakwaters around Dorchester Bay City. I do like the concept of smaller oyster breakwaters, which is I think what we discussed (or at least was what

I was talking about). I know the State (EEA/CZM) is interested in those types of nature-based projects, but I may have explained that I have heard permitting them is difficult due to concerns about people harvesting/eating potentially contaminated shellfish. But new big rock breakwaters are really not permitted anymore in Massachusetts. I typically advise clients not to pursue them due to regulatory hurdles. And as you rightly noted, the few cases where we have modeled them for my projects show that 1) they do nothing to stop tidal (sea level rise) and storm surge flooding, and 2) waves can often regenerate over relatively short distances.”

He said a raised and hardened berm at Malibu Beach would essentially be the breakwater. If breakwater structures were placed off-shore where the existing sand bars are exposed at low tide there would be enough distance between them at DBB perimeter berm to regenerate. 100 year storm waves would go over a viaduct and crash into a perimeter berm, damage the expressway and flood Glovers Corner. That’s the professional hydrological analysis I needed to hear. I modified my proposal to what is presented here.

9c) I’ve previously communicated with Mass Dept of Fish and Game, Division of Environmental Restoration Director, Beth Lambert in about my max tidal flow proposal been in touch with. I’m highlighting this here to share Nassar’s information. It explains why my previous suggestion needs to change but it doesn’t negate other things we discussed. Specifically incorporating oyster beds and marine vegetation and muscle beds everywhere strategically possible. Based on Nasser’s info above and further detail on I-93 protection: The hardened embankment sections between I-93 and the shore as exist along the SW and West side of DBB and the other side of Commercial point, towards Tenean Beach are levees and are under review authority of Army Corp of Engineers. COE doesn’t allow any vegetation on levees due to long term disturbance of roots and trees dying. On that basis it looks like there’s no possibility for land-side vegetation leading to some degree of extended slope coming down from the hardened levee (riprap) and transitioning to tidal zone in DBB. The net effect spatially is reduced acreage of DBB but that was going happen anyway with my previous proposal and was noted as such.

9d) What’s the best we can do with DBB / Savin Hill Beach and Malibu Beach with the reality of projected 2070 sea level rise and projected 100 year storms that statistically happen much more frequently now? What’s good for people and the marine environment we are obligated to protect. Can we find a workable middle ground?

9d.1) Savin Hill Beach and McConnell Park are valuable natural and social assets. The DBB bottom is an unmitigated, heavily polluted hazard to public health and safety and suppresses marine life and that of seabirds. We need to mitigate pollution inflow, remediate the hazard, environmentally restore the intertidal and tidal zone and protect the investment with max possible green infrastructure.

9d.1.a) A continuous berm around DBB adequately higher than Morrissey Boulevard will look like a major barrier to the water from the baseball fields in McConnel Park but if we can some natural tidal flow around the bridge we need the perimeter berms. A berm between McConnel Park and the beach can be built as a permaculture feature with pathways and benches and a minimally wide access road on top that could be accessible

for emergency vehicles via Bayside Street. Bayside street would need strategically removable bollards at the South end of the street and near the curbs at the North end to keep people from blocking the emergency vehicle turning radius, something that's posted now but sometimes ignored.

9d.2) A continuous DBB berm could take enough of the SE cove to allow regular Dorchester Yacht Club access from Morrissey Boulevard with electronic restricted access.

9d.3) I don't know what DYC's intentions are with regard to their location and SLR 2070 + 100 year storm projections. A long distance look at their buildings looks like they are prepared to jack them up when needed.

9e) The NW curve of DBB between McConnel Park and DYC looks big enough to accommodate a community learn to sailing facility. It would be nice if a ducklings learn to sail program existed there; kids sailing on one side of the permaculture berm and playing baseball on the other. Kids running down the dock that goes over the shore grass and jumping into clean water at the end, and swimming over to a new, clean beach where the existing one ends, near the playground. It would be nice if the basis bottom wasn't so thoroughly contaminated that they couldn't get stuck in the mud or get sick from ingesting stirred up filth running and playing in shallow water at low tide. Even if it was a small area it is something that youngsters would fondly remember all their lives. That's a bit of environmental and social justice that seems worth investing in.

9f) Whatever can be done with the remainder of a DBB perimeter berm and stable slope beach to the shore is something that smart professional designer can work out in a max ecological and public use blend. Maybe only Savin Hill Beach and Malibu Beach get swimming and wading access as is now, but with safe and clean conditions that are mostly self-sustaining. Maybe most of the West side south of DYC leading in an arch SE to the bridge can get some stable slope condition outside of mandatory levee / dike support for the expressway but is wide and gradual enough to support restoration of shore reeds and grass, leading to the tidal zone. DBB water acreage would be smaller than existing by necessity but the whole zone can be dredged and restored to maximum ecological sustainability while keeping public access and better conditions for marine life and seabirds.

9f) We need a sound attenuation barrier next to I-93 to mitigate noise. Suburban towns along other major roads have SABs. Why are there still none here? Mass DOT website shows a study was done for installing them here but if the results are on the website they are not easy to find. I asked for help on the DOT website, but nobody responded. Is the hardened levee so close to the road that the typical installation method(s) won't work? What are the results of that study? If you sit on a bench on the boardwalk in the NE area where Malibu Beach starts to transition to Savin Hill Beach on a day with SW winds the traffic volume at that point is still deafening. Are the people making decisions on SAB for Dorchester comfortably living in the suburbs and don't understand this is a problem? It's an environmental & social justice issue that goes unremedied.

The scenario described above is intended as a potential outline for a best-practical alternative for Dorchester Bay Basin, Pattens Cove, and Savin Hill Cove + the drainage basin flowing to the shoreline if 1) the DBB perimeter berm is higher than the raised MB

embankment / dike so we retain visual connection to the bay, and 2) the dredging and beneficial use of contaminated sediment is part of the engineering plan.

On Friday, Sept. 27 I attended a Climate Adaptation Forum seminar downtown titled Community Engagement for Climate Resilience - What It Is and how do you do it well? It was sponsored by The Environmental Business Council of New England, Inc, and the Sustainable Solutions Lab at U Mass Boston. Another attendee was an hydrological engineer who works for The Woods Hole Group, a consultant to Mass DOT Intermodal Planning Group, spearheading the 25% design work for the Morrissey Boulevard Commission. The engineer's first name is Nasar and he spoke at what I think was meeting #2 at U Mass Boston earlier this year. I gave him a hard copy of my proposal at the end of that meeting and we emailed about it later.

Nasar and I talked about details of my proposal for about 10 minutes after the Friday seminar. My main reason for proposing restoration of pre-1920 Old Colony Parkway tidal flow and building a viaduct is the potential environmental restoration and improved public use benefits inside Dorchester Bay Basin. Part of my reasoning for the viaduct and putting the resilient berm around the perimeter of Dorchester Bay Basin was the idea that breakwater structures could be installed on the foot print of the natural sand bars that are visible at low tide between the SW corner of UMB Campus and an extension of the East bank of the Neponset River. Nasar talked about breakwaters at the UMB meeting #2. I learned Friday that he was not talking about Dorchester Bay but is proposing them for around Dorchester Bay City.

Nasar said he likes the dredging and bottom restoration with oysters, eelgrass and kelp part of my proposal. It's done on their projects with longer fetch and shallower transition to existing tidal marsh areas. But the basic premise of a viaduct in place of a raised berm in the existing alignment will not get permitted because the landfill / embankment that is Morrissey Boulevard and Malibu Beach is the protective dike protecting I-93. I responded breakwaters can be installed at the sand bar locations and the new climate resilient berm around DBB might be sufficient to protect I-93 and Glovers Corner but I understood it had to be evaluated. He said. the sand bars is a natural place for breakwater structures. but there's still enough distance between those points and the expressway for 100 year storm waves to regenerate, go over a viaduct and crash over the berm at the expressway, damaging the roadway and flooding Glovers Corner.

i told him my proposal for the perimeter berm calls for trees and native plants to stabilize the soil. He said Army Corp of Engineers (which has review authority for coastal dikes) does not allow trees on levees because over time they die, fall and disrupt the embankment. He suggested Mass DOT would be reluctant to build a viaduct across opened DBB / Savin Hill Cove because they lack funds for bridge maintenance everywhere.

The latest MBC meeting showed 3 alternatives for zone 2. One of them included a permanent berm all of the way around DBB as part of their MB alignment scheme. Based on info above I think endorsement of the current DOT alternative with full berm around DBB is our best option. But we should lobby for dredging out the contaminated sediment and beneficially using it as processed fill / embankment material in the protective berm.

In my opinion, full green infrastructure buildout in the drainage basin leading to Savin Hill Cove is needed to protect the investment of dredging any environmentally restoring the bottom with oysters and eelgrass, and possibly adding kelp if the marine biology scientists deem it's right for restored DBB and SHC. I think we need to lobby for green infrastructure and we need to lobby Dan Hunt and Nick Collins to get pneumatic flow fill dredging and beneficial use processing with pumice as the stabilizer, as described in detail in my original report approved for use by Massachusetts Coastal Zone Management and Mass Department of Energy and The Environment. It has been used since the early 1990s by NY, NJ and CT in coastal zones. It's a public benefit process that appears to currently not able to be allowed in Mass based on info I received from the Mass CZM administrator in 2023.. During the course of this year it seemed dredging is not so frowned upon by CZM. The green infrastructure component would probably need to be worked out through the community visioning process that is part of COB's overall plan for climate resiliency and sustainability. If I remember correctly this concept came up in CSHCA discussion a couple of years ago. I suggest trying to organize neighborhood groups meet and watch the documentary on Jane Jacobs largely adopted concepts of urban planning, Citizen Jane - The Battle For The City. It's an inspiring and succinct story that can give people good ideas about successful arrangements in urban planning and clarify what they think works best for their neighborhoods.

An important thing that was discussed in the seminar last week was building collaborative networks between state and city agencies and community organizations that are qualified to receive funding and act as participants in project development in their neighborhoods. An example is the city of Chelsea collaboration with Green Roots on various civic benefit projects. On that basis I think scenario described may be the best practical alternative for Dorchester Bay Basin, Pattens Cove, and Savin Hill Cove + the drainage basin flowing to the shoreline if 1) the DBB perimeter berm is higher than the raised MB embankment / dike so we retain visual connection to the bay, and 2) the dredging and beneficial use of contaminated sediment is part of the engineering plan.

When we were wrapping up the last MBC public meeting on September 25 one of the last topics was the need for Boston to fulfill it's obligation to do comprehensive planning relative to MB and K Circle. I have shared my view with the Columbia Savin Hill Civic Association that we should be active partners driving outcome toward our vision. But currently, our vision is not outlined enough to be practical. I've recommended we kick start the community visioning process. Can you assist me in presenting some nuts and bolts facts to CSHCA as to how we do that within Boston's system? I've asked to be a guest speaker at the November general membership meeting on Nov. 4.

In my opinion, there's logic to pushing for the city and state to push for full green infrastructure buildout in the SHC drainage basin and max practical shoreline and waterway bottom environmental restoration. It fits in with city and state Environmental / Social Justice strategies. The two would be separate from the DOT MBC scope and funding but it's necessity could be linked to authorization for funding the dredging portion of MB Climate Resiliency work. Similar legal arrangements were made as part of the Boston Central Artery Tunnel Project, environmental and quality of life compensation

arrangements. City and Mass laws and agencies now endorse these concepts for environmental social justice.

End of JMR report on Morrissey Boulevard Commission / Climate Resiliency and related, broad scope Savin Hill Cove Drainage Basin re. climate resiliency & sustainability + Mass & COB environmental & social justice goals. October 14, 2024.

John McNellis Rich



Comment 156

Name: Bill Bonnice

Date: 11/2/2024

Comment:

Hello,

I'm looking for the details of the traffic data that will be the basis of the analysis to be presented at the next Morrissey Commission meeting. What are the current and projected traffic volumes? I asked for it at the last meeting and nothing has been provided yet. If you want people to believe in the analysis, I think the details need to be available. And I doubt there is time for it to be adequately presented at the next meeting.

Thanks,

Bill Bonnice

Dorchester North Neighborhood Association Co-chair

Columbia Savin Hill Civic Association, Dorchester North Committee Co-chair

MassDOT Response:

Tuesday, November 19, 2024 2:01 PM

Dear Mr. Bonnice,

My apologies for the delay in sending the attached traffic volumes diagrams, which were making their way through the graphic design process for the draft study report.

Please note, I've only attached the Existing Conditions and Future No-Build Conditions, both for the AM and PM peak hours (4 files in total). The Build 2050 volumes are currently being finalized by the graphics team, and will be forwarded as soon as possible.

Regards,
Ethan Britland

MassDOT's Study Project Manager

Thursday, November 21, 2024 1:33 PM

Dear Mr. Bonnice,
Following up, attached are the 2050 Build volumes (for both AM/PM, and for both alternative layouts) contained in one PDF file.

Again, my apologies for the delay.

Regards,
Ethan

Comment 157

Name: Heidi Moesinger

Date: 11/21/24 - Meeting 7

Comment:

Won't folks just pull into the yacht club, turn around then then exit if they can't make the u-turn?

MassDOT Response:

Hi, Heidi. We are continuing to evaluate this. We appreciate feedback on this and the rest of our concepts.

Comment 158

Name: Doreen Miller

Date: 11/21/2024 - Meeting 7

Comment:

If it is not feasible to have a U Turn at the SHYC, why bother at all. A left turn would only serve a very small number of people who use the yacht club.

MassDOT Response:

Hi, Doreen. This is something we are continuing to evaluate and are welcome to receiving feedback about. We also welcome input from the Morrissey Boulevard Commission.

Comment 159

Name: Heidi Moesinger

Date: 11/21/2024 - Meeting 7

Comment:

I like the diverging diamond. Looks interesting and like you can avoid the circle completely when getting on the highway.

MassDOT Response:

Thank you for your comment, Heidi. We will make note of it. You are also welcome to attend MassDOT's public meeting about the K Circle/Columbia Road I-93 project. We anticipate this will be in February 2025. Information will be posted online when it is scheduled.

Comment 160

Name: Doreen Miller

Date: 11/21/2024 - Meeting 7

Comment:

Forcing cars from Savin Hill to travel all the way down to Victory Road to make a U Turn would have negative environmental impacts with air pollution and noise.

MassDOT Response:

Thank you for your comment, Doreen. As we progress through the presentation, additional details will be provided at other locations along Morrissey Boulevard. We are moving north.

Comment 161

Name: Doreen Miller

Date: 11/21/2024 - Meeting 7

Comment:

As for shade trees. most trees planted along this roadway succumb to the heavy salting in the winter. How are you planning to protect the trees that are planted from salt?

MassDOT Response:

Thank you for mentioning this, Doreen. We will make note of this as a consideration during future potential project development.

Comment 162

Name: Heidi Moesinger

Date: 11/21/2024 - Meeting 7

Comment:

UTurns so far down will create more traffic in the Savin Hill neighborhood

MassDOT Response:

Live answered.

Comment 163

Name: Heidi Moesinger

Date: 11/21/2024 - Meeting 7

Comment:

Also, having the uturn so far down for savin hill residents would mean we have to wait at the intersection of Morrissey and Freeport twice.

MassDOT Response:

Live answered.

Comment 164

Name: Heidi Moesinger

Date: 11/21/2024 - Meeting 7

Comment:

Crossing at the intersection of Morrissey and Bianculli Blvd is very dangerous. I would like to see a pedestrian bridge somewhere near there for safety reasons. There were two accidents just the other week and one car was up on the median strip where pedestrians wait.

MassDOT Response:

Thank you for your suggestion about a pedestrian bridge. Thank you also for your note about ongoing traffic safety issues.

Comment 165

Name: Maria Lyons

Date: 11/21/2024 - Meeting 7

Comment:

How will shoppers get in and out of the stores along Morrissey if you take away the Frontage road near Victory Rd? Couldn't you just increase the size of the green area and still leave an access road?

MassDOT Response:

Hi, Maria. The alternative where space is reallocated from the frontage roads maintains driveway access to Morrissey Boulevard.

Comment 166

Name: Maria Lyons

Date: 11/21/2024 - Meeting 7

Comment:

Do you know that the flooding of the Freeport / victory TD area during the Storm of 2018 came from the Malibu area, under Rt 93 underpass? How does this plan stop that from happening again?

MassDOT Response:

Hi, Maria. For this planning study, flood protection is proposed in the area of Morrissey Boulevard between Freeport Street/the I-93 off-ramp and Bianculi Boulevard. We will review the resilience alternatives shortly.

Comment 167

Name: Maureen Marotta

Date: 11/21/2024 - Meeting 7

Comment:

The proper pronunciation is

Bian -ca-li

not Bian-kew-li Blvd. Dom Bianculli was a well known and respected man in Savin Hill. It's important to pronounce his name and the street named for him...properly.

Thank you

MassDOT Response:

Thank you for letting us know.

Comment 168

Name: Maria Lyons

Date: 11/21/2024 - Meeting 7

Comment:

I didn't see any plan of how to get from Old Colony Blvd to Morrissey from beneath K circle. Has that been figured out?

MassDOT Response:

Thank you for your question, Maria. The connection is anticipated to be similar to how it is today. The City of Boston is also advancing the JFK/UMass Station Access Study, evaluating connections to the Red Line station.

Comment 169

Name: Doreen Miller

Date: 11/21/2024 - Meeting 7

Comment:

Serious dredging under the Beades bridge under all openings will help mitigate flooding as several deeper channels can handle more water.

MassDOT Response:

Thank you for mentioning this, Doreen. Dredging has been a theme throughout this process. We are incorporating this into our final report and recommendations.

Comment 170

Name: Jane Acheson

Date: 11/21/2024 - Meeting 7

Comment:

Pictures would be SUPER helpful here

MassDOT Response:

Live answered.

Comment 171

Name: Heidi Moesinger

Date: 11/21/2024 - Meeting 7

Comment:

When it floods, there are specific areas of the Blvd that are too low and water just pours in. I suggest looking into raising just these areas that have sunken over time (I think there are 3 sections), not the whole roadway. In previous studies of the Blvd, they also planned to have drainage and storm water storage underneath the road.

MassDOT Response:

Thank you for your suggestion, Heidi. As part of any road reconstruction project, utilities would be evaluated.

Comment 172

Name: Doreen Miller

Date: 11/21/2024 - Meeting 7

Comment:

I prefer option 2 - to keep the same roadway elevation. A wall/berm would block the view of and access to the water affecting our quality of life along the coastline. A raised roadway would also increase noise and pollution levels to the homes in Savin Hill.

MassDOT Response:

Thank you for your comment, Doreen.

Comment 173

Name: Maria Lyons

Date: 11/21/2024 - Meeting 7

Comment:

If you raise up Malibu Beach, will it be a steeper incline into the water?

MassDOT Response:

Live answered.

Comment 174

Name: Heidi Moesinger

Date: 11/21/2024 - Meeting 7

Comment:

The wall looks like it is filled in, why wouldn't you consider absorbing the water underneath?

MassDOT Response:

Thank you for this question, Heidi. Could you please clarify?

Comment 175

Name: Jane Acheson

Date: 11/21/2024 - Meeting 7

Comment:

What's the plan for Victory Road traffic control? A signalized crosswalk in front of the park seems like a good idea. People WHIP down that street already.

MassDOT Response:

Thank you for your question, Jane. There are two potential alternatives at Victory Road. 1. a formal, full signalized intersection with traffic light and crosswalks 2. a more formal and safe pedestrian crossing, without a full intersection.

Comment 176

Name: Maria Lyons

Date: 11/21/2024 - Meeting 7

Comment:

With the area on the outside of Malibu bring a high impact wave action area, living shoreline would be difficult to maintain.

MassDOT Response:

Hi, Maria. We can provide more detail about this, if need be - a living shoreline incorporates natural elements that help mitigate wave action. The idea of a living shoreline is that it functions naturally.

Comment 177

Name: Maria Lyons

Date: 11/21/2024 - Meeting 7

Comment:

Thank you to the Commission for considering opening up the Conley St intersection. It would be extremely helpful to both the Port Norfolk and Pope's Hill Communities. It could also serve as a gateway to the Neponset River Greenway and Tenean Beach Recreation area.

MassDOT Response:

Thank you for your comment, Maria.

Comment 178

Name: Steve Q

Date: 11/21/2024 - Meeting 7

Comment:

How is opening Conley St from Freeport St to cross Morrissey Blvd going to work? Freeport St at Conley is a one way street. also, with the proposal to eliminate the Morrissey Blvd crossover from Pope Hill will just push traffic further down Neponset St, Having people turn Left down Southwick and make an illegal left turn down Freeport to Conley St. to make the crossing of Morrissey Blvd.

MassDOT Response:

Thank you for your comment, Steve.

Comment 179

Name: Maria Lyons

Date: 11/21/2024 - Meeting 7

Comment:

The bike community already uses the Neponset River Greenway Trail which runs parallel to Morrissey Blvd, about a block over. Why is there a need to take away lanes for a bi-directional bike path on both sides of Morrissey, especially in the Neponset area. Wouldn't it be safer for the bike riders to stay on the Greenway and leave a lane for emergency vehicles on Morrissey?

MassDOT Response:

Thank you for your question, Maria. As mentioned at the last meeting, one of the goals of the Morrissey Boulevard Commission legislation and the planning study is to increase connectivity for all transportation modes. The proposed protected bicycle lanes on Morrissey Boulevard provide additional transportation access beyond the Neponset area, including to the west.

Comment:

Can you read my last question at the hearing?

MassDOT Response:

Can you please clarify which question?

Comment:

The question about bike lanes.

MassDOT Response:

Live answered.

Comment 180

Name: Haley Walsh

Date: 11/21/2024 - Meeting 7

Comment:

No question, but I wanted to let the room know that I am online listening to your comments and reporting back to Senator Collins, along with Jake. Thank you!

MassDOT Response:

Thank you for letting us know, Haley.

Comment 181

Name: Maria Lyons

Date: 11/21/2024 - Meeting 7

Comment:

In regard to Steve Q question about Conley Street. Does the plan stop cars from entering Morrissey from Pope's Hill Street?

MassDOT Response:

Live answered.

Comment 182

Name: John Lyons

Date: 11/21/2024 - Meeting 7

Comment:

John Lyons. Was a dedicated reversible signalized bus lane in the center ever considered? If we are attempting to reduce auto traffic it would present an alternative for at least Neponset Port Norfolk to JFK, UMASS and the existing and planned business districts. It would also provide a path for emergency vehicles during periods of high traffic volume.

MassDOT Response:

Thank you for your question, John. There is currently no bus service up Morrissey Boulevard to JFK/UMass and this is not anticipated under the MBTA Bus Network Redesign. We are including mention of the desire for increased transit service and the potential for bus lanes in the draft report, which will be available in December 2024 for public comment.

Comment 183

Name: Donna Blyth-McColgan

Date: 11/21/2024 - Meeting 7

Comment:

What is the logic in moving the turn around from Freeport to Victory Road? It will make it more difficult for Savin Hill Residents to exit from Old Colony Terrace. I don't support this at all

MassDOT Response:

Live answered.

Comment 184

Name: Donna Blythe-McColgan

Date: 11/21/2024 - Meeting 7

Comment:

What is the logic in moving the turn around from Freeport to Victory Road? It will make it more difficult for Savin Hill Residents to exit from Old Colony Terrace. I don't support this at all

MassDOT Response:

Hi, Donna. The proposed shifted turn provides potential safety benefits by removing a conflict point - where crashes could happen.

Comment 185

Name: Donna Blythe-McColgan

Date: 11/21/2024 - Meeting 7

Comment:

Also, I think the right lane on the Blvd after UMass should be right turn only. that would provide easier access onto the Blvd from Old Colony Terrace

MassDOT Response:

Live answered.

Comment 186

Name: Donna Blythe-McColgan

Date: 11/21/2024 - Meeting 7

Comment:

Also, I think the right lane on the Blvd after UMass should be right turn only. that would provide easier access onto the Blvd from Old Colony Terrace

MassDOT Response:

Hi, Donna. Designated lanes for entering/exiting Old Colony Terrace were evaluated and are included in our analysis. Previous visuals are available on the study website. We can elaborate on this further in the December draft report.

Comment 187

Name: Donna Blythe-McColgan

Date: 11/21/2024 - Meeting 7

Comment:

I do not concur on a flood wall that will be unsightly and obstructive to the view we all are grateful for

MassDOT Response:

Thank you for voicing your opinion, Donna. We are documenting all concerns. Visuals and additional information about potential impacts will be included in the December draft report.

Comment 188

Name: Maria Lyons

Date: 11/21/2024 - Meeting 7

Comment:

Sometime in the near future, Can you send out better diagrams of what you want to do to Neponset Circle, with explanations.

MassDOT Response:

Thank you for your question, Maria. Written explanations of the alternatives and visuals will be included in the upcoming December draft report. In the interim, visuals are available in previous PowerPoints on the study website, with verbal explanations in meeting recordings: <https://www.mass.gov/info-details/morrissey-boulevard-commission>

Comment 189

Name: Steve Q

Date: 11/21/2024 - Meeting 7

Comment:

The plan shows that the crossover from the bottom of Popes Hill across Morrissey will be sealed off. That's the current entrance to the Dunkin'/Subway businesses. The entrance to those businesses looks to be relocated. So with the crossover closed for vehicles to head north on Morrissey will push vehicle traffic further down to make the turn at the Freeport entrance of Stop & Shop. The Conley St intersection will become the new turnaround to head north on Morrissey. This would be bad as this section of Coney St is maybe 100 ft long and will cause traffic in the area for local residents. Thanks

MassDOT Response:

Hi, Steve. We are still evaluating an intersection at Conley Street - this is not currently proposed, but we will think about if it is feasible. We continue to analyze conditions at Pope's Hill Circle.

Comment 190

Name: Maria Lyons

Date: 11/21/2024 - Meeting 7

Comment:

Is it an 11 ft wall from the street or is the elevation from sea level 11 ft to the top of the wall?

MassDOT Response:

It is anticipated to be 11.5 feet above sea level.

Comment 191

Name: Donna Blythe-McColgan

Date: 11/21/2024 - Meeting 7

Comment:

I missed the live answer to my question about the turn around. Can you please send it to me in writing

MassDOT Response:

Hi, Donna. The proposed shifted turn from Freeport Street to Victory Road provides potential safety benefits by removing a conflict point - where crashes could happen.

Comment 192

Name: Doreen Miller

Date: 11/21/2024 - Meeting 7

Comment:

Please send the link for reading and commenting to local civic association presidents for distribution. Thanks!

MassDOT Response:

Thank you, Doreen. The report will be posted on the study website and we will send an email to subscribers when it is posted. Please sign up for updates if you have not already: <https://www.mass.gov/k-circle-morrissey-study>

Comment 193

Name: Patricia Gallagher

Date: 11/21/2024 - Meeting 7

Comment:

Please make a presentation of the plan(s) at each of the Dorchester neighborhood civic associations

Comment 194

Name: Jameson Brown

Date: 11/26/2024

Comment:

I just looked at the slides from the presentation on Thursday 21 November 2024, and I have concerns and comments about the alternatives shown.

Bianculli Blvd

The DCR design is being chosen over the modified DCR design.

However, the DCR design has almost twice as much pedestrian delay as the modified design: 400 seconds (nearly 7 minutes!) vs 225 seconds. The difference in delay to vehicles is tiny. I highly doubt DCR would accept a design where a driver has to wait at an intersection for 7 minutes under normal conditions.

The DCR design seems to be being pushed behind the scenes. Page 48 says that the DCR design benefits vehicle delay hours, and neutral on pedestrian delay; it says that the modified design is neutral on vehicle delay, and beneficial for pedestrian delay. Yet the chart shows that both options have the same effect on vehicle delay, and that the DCR version is far worse than existing conditions for pedestrians (so should have the red x). It's difficult to tell, but it looks like the intersection is being designed with slip lanes. Slip lanes are dangerous to anyone walking: they encourage speeding and discourag motorists paying attention. If they're included in the design they need to be removed.

The DCR should reevaluate, get rid of the slip lanes, and choose the modified alternative.

First st

This needs a different name. There is already at least one first st in the city; there shouldn't be a second.

Page 52, it looks like there are crosswalks at the intersection. This is good, but there should be crosswalks at all 4 crossings. The image only shows crosswalks at 3.

Page 56 says there will be no crosswalks with the signaled control, which is the currently chosen alternative. That would be terrible: there need to be safe crossings at all intersections.

Preble Circle

There are too many lanes to cross: 5 or 6 in all directions. This makes crossing distances longer and more hostile. Crossing so many lanes is a major barrier to mobility. The area around Forest Hills is a great example of how bad it is for pedestrians. There should be no more than 4 lanes to cross, though fewer would be even better.

I am a Boston resident, and I'm concerned that putting so much effort, money, and space into car infrastructure is bad for city and state finances, health, equity, heat island, and global climate change.

MassDOT Response:

Good morning, Jameson,

Thank you very much for taking the time to share your comments and concerns. We appreciate your feedback as we continue to work on this important study.

We should clarify that a decision has not yet been made on the final design. At last Thursday's meeting on November 21 we presented our final analysis of alternatives, including both the DCR design and Modified DCR design. Our team will review the feedback we received on these.

Thank you also for your feedback on First Street. The name originates from the planned Dorchester Bay City development. My understanding is that the name is from either the private developer or the City of Boston Planning Department.

We will review Preble Circle as it relates to your feedback.

Thank you again for taking the time.

Happy Thanksgiving!

Kind regards,

Patrick

Comment 195

Name: Matthew Martinelli

Date: 11/26/2024

Comment:

As a resident of [REDACTED] Southie, I urge the state to rethink naming the new street First Street in Dorchester. We can do better than creating a street name that will cause confusion for years to come.

Thanks,

Matt Martinelli

MassDOT Response:

Good morning, Mr. Martinelli,

Thank you for submitting your comment. The proposed First Street intersection with Morrissey Boulevard originates from the planned Dorchester Bay City development.

First Street would arise from the new street grid as part of the development. My understanding is that it originates from the private developers or the City of Boston Planning Department.

Please let me know if you have further questions or comments.

Happy Thanksgiving!

Kind regards,

Patrick

Comment 196

Name: Jane Acheson

Date: 1/15/2025

Comment:

I write to urge your entire department NOT to turn various rotaries in the Boston area into mid-Florida 8-lane stoplight intersections, if you love God, your mother, and pedestrians.

They are a terrible idea, hideous to look at, and they will increase danger for both drivers and pedestrians.

Have you seen the kinds of crashes that happen when drivers blow through a red light at speed? Massachusetts has plenty of car crashes, but our injury/fatality rate is low, because so many crashes happen at low speed! We should be designing roads for lower speeds -- narrower lanes, fewer lanes, more chicanes -- rather than higher speeds. Not all stoplight intersections encourage higher speed, but gigantic 8-lane ones do.

Have you seen the kind of horrible sun-baked desert you get when you pave giant squares of tar with no trees in the middle? Are you really sure the DCR wants to be the department killing off the tree canopy and making the city hotter in the summer?

Arborway: are the two circles south of the Pond a problem? Yes. Do they need solutions? Yes. Is the solution to turn Jamaica Plain into goddamn Braintree? No! The #1 part of the solution is just to remove those stupid center lanes between the circles that let people drive too fast from one circle into the next. Car traffic SHOULD be slower! Both to be more annoying when driving (so fewer people drive) and to be safer if any crashes occur (at lower speeds)!

Morrissey: I'm still waiting on the Morrissey Blvd. Commission report (due last December), but what I saw in the 7th meeting looked hideous. I won't even talk about how building a curtain wall on a sand bar is a ridiculous solution for occasional flooding, or the fact that the real solution to flooding south of the UMass peninsula is just... to dismantle the bridge and abandon the road so it serves as a natural flood plain again. (Real talk: please do this.) I want to talk about how every intersection along that span of Morrissey, including but not limited to the one at K-Circle, looks like it was dreamed up in Tampa.

Boston is not Tampa! Please stop trying to make us into Tampa! Do you know what pedestrians do in Tampa? They either don't walk at all, or they get run over trying to cross 8-lane stroads. In the 7th meeting, it was pointed out that at the present time, it's very difficult for a pedestrian to get from Sydney St. to the beach without taking their life in their hands. And NONE OF THE PROPOSALS FIX THAT PROBLEM. They all appear to make that problem worse, in favor of cars driving faster!

That is to say, in favor of cars driving less safely. Why is the DCR so invested in cars driving faster, when we know that's how people get killed (both in cars and as pedestrians)! Morrissey Blvd. needs slower traffic, not faster traffic! 93N -- it's North in particular -- gets backed up, and cars get onto Morrissey and act like they can go highway speeds, and nothing at all in the present OR future design seems geared to disabuse them of the idea. Make them go slower, that is all. Narrower lanes, fewer lanes, trees closer in on the road,

so people don't feel so free whipping along at 50 MPH. I used to do it too! Why do we allow that.

Overall, I'm extremely disappointed in DCR as an organization being so focused on cars and what cars need -- whether or not that's good for pedestrians, or trees, or for public spaces next to roads that people might want to actually spend time on. Walking next to Morrissey Blvd. blows right now -- and it doesn't look better in any of the plans I've seen. It's not faster for pedestrians, it's not safer, it's not easier to navigate, it's not making a space I want to walk along. So... what's the point of all this redesign? It would be cheaper to do nothing at all, and at least not make the problem worse.

Sincerely,

Jane Acheson

(Dorchester resident, driver, and pedestrian; I'd bike too but it's COMPLETELY unsafe for me to do so anywhere in my neighborhood. And guess what: none of the proposals I've seen fix that problem.)

Comment 197

Name: Jane Acheson

Date: 2/12/2025

Comment:

Hi all,

I was under the impression (based on Meeting #7) that there was going to be a final report for the Morrissey Blvd. Commission, which was meant to come out on January 1st, but in that meeting they suggested it might slip by as much as a month. Thereafter it would have the standard 30 days of comment period.

We're more than a month past the original due date for the report, and I'm not seeing it on the DCR website. I'm also on the mailing list already, and have received no notice about it. Any news on when this report will be coming out?

Yours,

Jane

MassDOT Response:

Good afternoon, Jane,

I will look into this for you. As you note, notice will go out to the email list when it is released.

Kind regards,

Patrick

Comment 198

Name: Sarah Banning

Date: 2/12/2025

Comment:

Good day,

My name is Sarah Banning, and I am a resident of Fields Corner and frequent Morrissey Blvd for errands (such as Stop & Shop and CVS) and for leisure (walking and running on Malibu Beach, along the harbor walk, etc.). For context, I do not drive and nor does anyone else in my household. I feel this is important as on the whole I feel the experiences of pedestrians, cyclists, and transit riders have not been centered in a meaningful way at the commission meetings I attended.

I am concerned by the unwillingness to truly commit to creating a multimodal corridor that will connect communities, contribute to a larger network of trails and biking infrastructure, and encourage meaningful mode shift. Massachusetts and Boston both have stated that to reach climate goals a reduction in vehicle miles traveled (VMT) is necessary. This redesign of Morrissey presents a unique opportunity to make a corridor that doesn't just include non-car transportation options, but privileges them.

Several of the intersection designs presented will lead to long and onerous waits for pedestrians and without substantial lane reductions create long and unsafe crossings. For example, just tonight I was attempting to cross at the intersection of Freeport and Morrissey. As you might know it is a bit chilly, but I dutifully waited my turn (probably around 2-3 minutes) and crossed with the signal; however, there are not one but two slip lanes to contend with that do not have any kind of pedestrian signals, which posed quite the fun crossing experience (let's just say the car drivers were displeased that I was there). This experience at what is ostensibly a recently redesigned intersection I feel is indicative of the pedestrian experience under the current commission plans. It is not enough to add signals, if you do not create a roadway that actively signals to drivers, "Hey, there are pedestrians, and they have every right to be here too!" drivers will very quickly become blind to other road users. Raised crosswalks, eliminating slip lanes, and other measures that slow cars down can contribute meaningfully to shifting the balance towards a more equal roadway.

I implore you to imagine a world where there are fewer cars on Morrissey and more people. With the extension of the Neponset trail, there are real opportunities to take Morrissey from a dangerous barrier to a place of connection. I think it is important to consider

Morrissey within the larger transportation ecosystem. This seems to have been done for people in cars; stats were presented on where they are driving to and from, but I did not see similar data on where people outside of cars are currently going and where they want to go. A more comprehensive look at how Morrissey can connect communities to natural resources and to each other is critical. It would be useless to build bike infrastructure, etc. if it doesn't actually connect users to places they want to go, and though multimodal infrastructure is theoretically included in the current plans, there seems to not have been much consideration on how this infrastructure connects to existing or future infrastructure. For example, there are currently no protected bike lanes in this area of Dorchester, so it is important to consider how the lanes built on Morrissey Blvd could connect to future lanes, and to work with the city to make a usable network.

Instead of designing for the present, a present that mind you is quite literally unsustainable and destroying the planet, the commission should instead demonstrate the courage to imagine a future that does not just continue the status quo of cars as the privileged and exclusive mode of transportation, but instead seeks to make a corridor that is climate resilient and beautiful.

Thank you.

Best,
Sarah

--

Sarah Banning, MAT

[REDACTED]

Pronouns: She, Her, Hers

MassDOT Response:
Good morning, Sarah,

Your comment has been received and will be transmitted to the study team.

Have a nice day.

Kind regards,

Patrick

Comment 199

Name: Maria Lyons

Date: 6/26/2025 - Meeting 8

Comment:

City Councilor John Fitzgerald has asked me to read an opening statement for him.

MassDOT Response:

Live answered.

Comment 200

Name: Jeff Hill

Date: 6/26/2025 - Meeting 8

Comment:

So how many feet does Morrissey need to be raised by and is the floodgate being made functional to provide flood resiliency to the Malibu Beach/savin hill community?

MassDOT Response:

Live answered.

Comment 201

Name: Andrew Donovan

Date: 6/26/2025 - Meeting 8

Comment:

Hi, Andrew Donovan here.

MassDOT Response:

Thank you for attending, Andrew. If you'd like to speak verbally, please click the raise hand button at the bottom of the Zoom screen.

Comment 202

Name: Andrew Donovan

Date: 6/26/2025 - Meeting 8

Comment:

I just wanted to state that the Commission has done a spectacular job. I hope you folks continue to engage with our community as the process continues, thank you

MassDOT Response:

Live answered.

Comment 203

Name: Elizabeth Doyle

Date: 6/26/2025 - Meeting 8

Comment:

More of a question than a comment. I know the design includes the Beades bridge. The traffic delays when the bridge is open is super crazy. What are the thoughts about the new design – will it be a draw bridge or a regular bridge? If it is a draw bridge – boats traveling through should pay a fee.

MassDOT Response:

Thank you for your question, Elizabeth. The Beades Bridge is being advanced separately from this effort as MassDOT Highway Division project 613130 and is in the preliminary design stages.

Comment 204

Name: Donna Blythe-McColgan

Date: 6/26/2025 - Meeting 8

Comment:

What does it mean To approve the planning process? Does it mean that if approved the proposed designs that have been presented at these last several meetings. I don't agree with many of the plans that DOT & DCR have put in the planning process especially the berms

MassDOT Response:

Live answered.

MassDOT Draft Final Report Comment Summary
Draft Final Report – Public Comments (3/2025 - 5/2025)

Project Name: Morrissey Boulevard Corridor Study

Description: Evaluation of multimodal transportation conditions in the vicinity of William T. Morrissey Boulevard to improve the public realm, mobility, connectivity, safety, and climate resiliency.

This document catalogues comments on the Morrissey Boulevard Corridor Study draft final report released on March 5, 2025. Comments were received through May 5, 2025, including at an in-person public workshop on March 20, 2025. MassDOT responses to comments below are reflective of work carried out by the Morrissey Boulevard Corridor study team in support of the legislative Morrissey Boulevard Commission and should not be considered as responses from the Commission itself. Per report recommendations, respective agencies will continue to convene following the Commission process to advance any potential projects within their respective jurisdictions and purviews.

Comment 1

Name: Austin Smith
Date: 3/7/2025
Comment:

Good afternoon,

I'm writing to provide public comment on the Draft Morrissey Boulevard Corridor Study Report released recently. I could not find instructions on the recommended way to submit comments, and not for lack of trying. Please forward these comments to the appropriate party.

I have been living in Boston since 2021. I have worked as an Uber driver, a box truck driver, and now a land use planning consultant. I have driven, walked, biked, used rideshare, and taken transit through the project area. My overall priorities for the area are flood resiliency and non-automobile transportation.

I support:

1. The Dedicated Bus Lane Option at Columbia Road. (Fig. 4-9) However, I'd prefer if some of the park space was taken to increase green buffers for the bike lanes, increase sidewalk width, and maintain a green buffer with trees between the bus lanes and the general travel lanes. The parking should be maintained directly adjacent to the general travel lanes, not on the other side of the bus lanes.

2. The Signalized Control Option at First Street. (Fig. 4-11) However, I'd prefer eastwest pedestrian and bike connectivity at this intersection in the implemented design.

3. Pedestrian and bike connectivity across Morrissey at Victory Road. As a resident of the neighborhood, it is challenging to get to the greenway along the coast, as well as to the beach -- lacking easy access makes it such that these places might as well not even exist. Making Victory Road and Morrissey a real intersection will significantly increase neighborhood access to these open space and recreation resources. I prefer the Victory Road Full Intersection design, with the underlying priority being easy bike and ped connections directly across Morrissey at Victory Road.

I do not support:

1. Slip lanes, in any design. These are highway infrastructure, and do not belong on any boulevard, or any street that is intended to serve as a multimodal corridor with significant bicycle and pedestrian activity. For safety reasons and the experience of non-automobile users, I do not want any slip lanes in the implemented design.

2. More than 2 lanes per direction of travel. This should be the absolute maximum for an urban boulevard, and bus lanes should be included in this number -- for example, one general travel lane in each direction, and one bus lane in each direction. This is already at the limit of comfort for non-automobile users, and is a form of highway infrastructure and design that literally parallels an existing interstate highway. Automobile traffic using this boulevard should be local traffic, and a highway design is antithetical to that use.

3. Service roads anywhere on Morrissey Boulevard. These are another example of highway infrastructure and design, and impede connectivity and porosity. The designs in the development pipeline of the area are directly opposed to this kind of design, and it would be a significant mistake to lock in a roadway design that is antithetical to future land uses for the next several decades.

4. A pedestrian bridge over Morrissey Boulevard. This would again be an example of highway infrastructure, but more importantly will be not worth the cost of construction and long-term maintenance. As a biker and pedestrian, I also prefer grade crossings to pedestrian bridges.

5. Concrete medians. These appear to be included in the designs around First Street -- these areas are large enough to include green infrastructure and trees, and given the resilience and green space needs of that area, they should be included in the implemented design.

Thank you for your and your team's work on this project. I'm looking forward to a more resilient, connected, and pleasant Morrissey Boulevard in the coming years!

MassDOT Response:

Thank you for submitting your comments on the Draft Morrissey Boulevard Corridor Study report. We appreciate sharing your thoughts and lived experience.

As part of next steps, MassDOT will continue to coordinate with state and local partners on improvements to the Morrissey Boulevard Corridor, including those that support transit access and improved pedestrian and bicycle connections and safety. As part of any project development, vehicle infrastructure needs would be evaluated as part of the design process.

Comment 2

Name: Andrew Swanson

Date: 3/7/2025

Comment:

Hello,

I was able to review the Morrissey Blvd Study. I would like to strongly vouch for a several design elements to be included in the final plans:

1. Separated 2-way shared use paths along the whole length of Morrissey Blvd (between Neponset Circle & Preble Circle). This includes shared use paths on BOTH the west and the east sides of the road that are fully continuous (esp @ all major intersections including Bianculli Boulevard) and do NOT force cyclists to cross the road at any point or force awkward deviations. Something like Figure 4-12, but with occasional safe bike/ped crossings to reach the other side as needed.
2. A seamless safe bike/ped crossing at Neponset Circle that allows for a low-stress transition between the Neponset Bridge path and Morrissey.
3. All bike/ped crossings in study are to be raised.
4. Vehicle lane reductions, no slip lanes, and no service roads on Morrissey. A design focused strongly on people (bikes & peds) and natural landscapes.
5. I support "Figure 4-18: Buried Floodwall with Pedestrian Bridge Option in the Central Section". No exposed flood walls. Buried flood walls help ensure unobstructed views of Dorchester Bay and the natural landscape, and encourage access to the shoreline.

Thank you,
Andrew

MassDOT Response:

Thank you for submitting your comments on the draft Morrissey Boulevard Corridor Study report. We appreciate your engagement and have noted your support for safe bicycle and pedestrian infrastructure. As part of any project development, vehicle infrastructure needs would be evaluated as part of the design process. MassDOT will continue to coordinate with state and local partners on potential flood protection measures.

Comment 3

Name: Jameson Brown
Date: 3/12/2025
Comment:

To the authors of the Morrissey Boulevard Corridor Study,

I have a masters degree in landscape architecture, and work in the transportation and urban planning fields. My concerns below are coming from a place of knowledge and expertise on the subject.

The analysis and priorities presented in the report are all wrong. The recommendations are all about moving more single occupancy automobiles faster. They sacrifice safety, climate, general mobility, and place for continued automobile dependency. They ignore modern best practices, knowledge, and needs. Nowhere in the study is the concept of induced demand, or its inverse, reduced demand, accounted for. The effect of which is that we can safely lower the "capacity" of an intersection because people will respond and change their behavior, routes, trips, etc. Smaller intersections are safer for everyone, better for the environment because of smaller impervious surfaces, and more efficient for drivers because they don't have to wait as long for the intersection to clear. They are especially important for pedestrians, so we don't have to run across 8 lanes of traffic and tarmac in the 15 seconds we're allotted. Reducing demand by lowering roadway capacity also encourages transit, walking, and biking, by disincentivizing driving. All cars, even electric cars, are point source polluters, through releasing particles from wear of tires and brakes. They are also major sources of noise and light pollution, especially when at high speeds, such as on Morrissey Boulevard.

The study takes at face value projections of background traffic growth. Those types of projections consistently overestimate traffic growth, often to an absurd degree. And again, by not talking about induced demand, the study does not take into account how the proposed changes will themselves affect traffic growth. The study needs to focus on what kind of place we want and how it will function, not on serving a projection that may

as well be a horoscope. P.117: The study uses the term "modern roundabout", but does not present one. A modern roundabout has a center island approximately 70 feet in diameter, though it can be smaller. The small diameter encourages lower speeds, which are safer, particularly at intersections, and allow more throughput because cars can run closer together, and queuing drivers don't have to wait as long for a large gap while estimating the speeds of other drivers on a curve. The inner diameter shown in the draft, and presumably that was studied, has an inner diameter of about 160 feet! That's more than twice the diameter of a safe modern roundabout! The entry and exit geometry shown are also too shallow, encouraging drivers to gain speed right when they're about to encounter a crossing.

Smaller, modern roundabouts can also be used elsewhere in the corridor, once they're in your design toolkit. The intersection with Bianculli Blvd would work great, and would solve the issue of the U turn area as well. They would fit at the intersections with First St, Freeport St (especially if Freeport is reduced to 1 lane per direction, as it should be), Victory Rd (though here the state might have to take small parts of a couple parking lots), and maybe at Neponsett Circle (highway piers constrain the geometry unfortunately). The geometry of the turns into and out of First St (p.173) is overly forgiving for speeding drivers, and should be constrained. I trust that when the details of that intersection are published, this will be corrected. The northbound lanes going to Mt Vernon St (p.173) are also oversized. You do not need 5 lanes in one direction into an intersection. It will be a nightmare to cross on foot.

P.174: The decisions regarding the bike infrastructure on the northern portion are bizarre. For some reason, the bike lanes are shown at street level for significant portions. This is a fundamental mistake. The bike lanes need to be at sidewalk level for safety and comfort. When rebuilding the entire road there is no reason to not do this. There is also no bicycle connection for anyone who wants to continue north onto Old Colony Ave. The sidewalk and cycletrack on the east side of Morrissey should continue parallel to the road, through the intersection. The incomprehensible diagonal pedestrian and cycle paths that meet the intersection at 45 degree angles do no one any good except the few people directly using those buildings. It might make sense to keep the paved paths, but the sidewalk and cycle track must continue straight. (Unless of course an actual modern roundabout is designed, as I outline above, in which case they should be designed accordingly.) There is also no explanation as to why part of the median is painted lines, rather than planted. Having it be paved increases the heat island, increases impervious surface therefore stormwater run-off, encourages speeding by visually widening the lanes, and will be expensive to maintain as it will need to be repainted often.

Lastly, the cycletracks and sidewalks need to be continuous through intersections with minor side streets. That means they stay level, so the road rises to meet them rather than the sidewalk dipping down to meet the road. That also means the material, i.e. concrete, needs to continue through the intersections. This established safety, priority, and comfort for active road users. The intersection with Divine Way is an example of a

place that should receive this treatment.

Thank you for your consideration.

MassDOT Response:

Thank you for submitting your comments on the Draft Morrissey Boulevard Corridor Study Report. We appreciate you taking the time to share your thorough thoughts and queries about the study.

As part of the study process, it was a requirement to carry out the standard traffic analysis in preparation for future potential project development. As outlined in the report, transportation improvements were proposed that aim to improve travel conditions for all users, while also being mindful of the nature of Morrissey Boulevard as a heavily traveled regional corridor.

Final lane assignments, the number thereof, signal timing, and pavement and roadway treatment options would be finalized further on in project development. We will note your concerns, and they will continue to be evaluated as potential changes advance.

Comment 4

Name: Andrew Donovan

Date: 3/17/2025

Comment:

Hi Ms Goddard,

Thank you for recording and forwarding my input on the 'Morrissey Blvd/K Circle' report. First, I would like to thank the entire Commission for their hard work on these hearings, even if the crowds have seemed somewhat apprehensive.

As a highly concerned resident and abutter to the proposed Storm Wave Mitigation at the section of roadway described as "Bianculli Blvd to the I-93 underpass at Freeport," I'd like to offer two alternative scenarios to the proposed 11-12 foot wall (berm) that would separate our revered seaside community from the ocean:

1. Milwaukee, WI lakefront storm wave mitigation (picture to follow):

- o A 30-40 foot wide installation of roughly cut stone and rock slightly raised above the mean water level
- o This breaks wave action, preventing shore erosion and keeping the lakeside park intact
- o The installation is visually appealing, with rocks maintaining their white color (possibly due to lack of iron to rust)

o While Lake Michigan has no tide concerns, their wave-breaking concept remains valid



South Dartmouth, MA has a very far offshore breakwater protecting Apponagansett Bay from the worst storm wave impacts.



As the projected ocean rise is anticipated to be three feet higher by 2070, and this appears to be the standard used in raising other oceanfront properties in other parts of the city, I believe this is the appropriate height to raise the berm at the water's edge.

A 12-foot berm (effectively a berm-shaped wall) would simply turn our precious and revered beachfront State and City parks into a sunken pit located between two elevated superhighways. This is unacceptable. We can certainly have a bike path and walking area for placemaking on a 3-foot raised berm.

I don't want to have to remember what the ocean looked like when I bike and walk in our beautiful park. Please don't do that to us.

If it satisfies the engineers they could build the three foot berm strongly enough to support a larger wall in a few decades.

Thank you again for acknowledging and referring my concerns to the appropriate DOT or DCR representatives.

Sincerely,
Andrew Donovan

MassDOT Response:

Thank you for submitting your comments on the Draft Morrissey Boulevard Corridor Study Report. We thank you for your dedicated engagement throughout this process.

As any potential improvements to the Morrissey Boulevard Corridor advance, project proponents will continue to coordinate with community members to minimize impacts to neighborhoods and improve environmental conditions. As any flood mitigation measures are advanced, we will consider your comments about enhancing local aesthetics and ensuring meaningful engagement with the natural environment.

Comment 5

Name: Joseph Landry

Date: 3/20/2025

Comment:

Hello,

First I would like to thank the commission for the work they are doing. As a fourth generation Dorchester resident and graduate of Boston College High School I have been driving on Morrissey Blvd since I first got my license.

I am also a long time cyclist who used a bike as my primary mode of transportation for over a decade and finally gave it up after multiple accidents, close calls, and a hospitalization after a serious crash. This could have been entirely avoided with real cycling infrastructure available across the city.

Motor vehicles are now more numerous and far more dangerous for those outside of the vehicle than they have ever been. The crash statistics back this up.

I am writing specifically about my concerns with the pedestrian and cycling improvements promised for the areas south of Freeport Street.

Having followed the meetings and reviewed the presentations, and now with the release of the Draft Study, there have been many mentions of improvement to East-West mobility. I fear this project may not address these in any meaningful way. Additionally I believe there are serious issues with North-Shore mobility as well that are not being addressed.

There are proposed crossings at Freeport Street, Victory Road, Conley Street, and Neponset Circle which are critically dangerous when approached and traversed by bicycle. The North-South lanes also include countless accommodations for cars which could easily prove fatal for anyone on a bicycle. I'd prefer these be considered before someone is killed and not after.

Some of the issues I see include multiple high speed slip lanes for vehicular traffic with low visibility for crossing cyclists, approaches to bike lanes only accessible by riding against traffic on one way streets, crossings that lead nowhere but multiple busy vehicle lanes, and an unnecessary access road the length of a large and regularly empty parking lot at the plaza.

These issues crossing from west to east make it challenging not only to access the water, green space, parks, and the Neponset Trail, but also to access any route north for destinations beyond Savin Hill Cove or south to the Neponset River and parks.

Though the proposal for removing the access road is still included, which I am glad to see, when it was mentioned at a recent meeting it was quickly dismissed, suggesting the designers were less interested in this approach. Eliminating the access road is where I think many of these problems can be solved.

If we want these facilities to be used, they need to be safe. If traversing this area outside of a motor vehicle requires risking your life, most people won't do it. I know I won't and my family won't.

We have all of the knowledge and all of the tools available to fix this.

I am urging this commission to engage with groups knowledgeable in cycling infrastructure and safe street designs before beginning such a large infrastructure project that will be in place for generations. The city of Boston has adopted a Vision Zero plan and it is vital that this project align with those goals.

I also strongly urge the commission to seriously considered the design proposal eliminating the access road so that residents west of Morrissey Blvd will be able to safely use these new facilities. Eliminating the access road would solve multiple issues with convoluted intersections and dangerous crossing and allow real connections to real destinations.

I'd like to thank this committee for their time, am looking forward to work beginning on this project, and hope that more serious attention be given to road users outside of motor vehicles.

Joseph Landry

MassDOT Response:

Thank you for submitting your detailed comments on the draft Morrissey Boulevard Corridor Study report and for sharing your experiences. The recommended corridor layout proposes advancing the transition of service roads to alternate use as part of potential project development.

MassDOT will continue to coordinate with state and local partners on changes to this corridor. As any concepts are advanced through project development, opportunities to identify additional cross points for pedestrians, bicyclists, and vehicles and design additional safe, comfortable active transportation infrastructure will be considered.

Comment 6

Date: 3/20/2025 - Public Workshop
Comment:

Great if 1st Street went to Mt. Vernon St

MassDOT Response:

First Street is proposed as part of the Dorchester Bay City development new street grid. Under current development plans, First Street would intersect with Mt. Vernon Street and connect to the coastal Dorchester Bay City parcel.

Comment 7

Date: 3/20/2025 - Public Workshop
Comment:

Propose a right turn starting at the UMass entrance or to points north. So extend the right turn only northward.

MassDOT Response:

Lane configurations and assignments will continue to be evaluated for needs during any future potential project development.

Comment 8

Date: 3/20/2025 - Public Workshop

Comment:

Have you considered a ped/bike bridge from Savin across the Blvd?

MassDOT Response:

An option to include a pedestrian and bicycle bridge across Morrissey Boulevard was evaluated in the area of Malibu Beach. The recommended corridor layout includes a grade crossing in this area, which could be a High-Intensity Activated Crosswalk (HAWK) signal. A crossing in the area of Savin Hill is provided at the Savin Hill Yacht Club, and the existing crossing at Bianculli Boulevard and Morrissey Boulevard is maintained.

Comment 9

Date: 3/20/2025 - Public Workshop

Comment:

She recommends that there is a longer left light signal phase

MassDOT Response:

Traffic signal timing is evaluated during later project development phases. This will be noted.

Comment 10

Date: 3/20/2025 - Public Workshop

Comment:

Extend right turn southbound to Freeport. She also recommends having cameras. She also recommends not having a U-turn at the yacht club. This can be a dangerous location.

MassDOT Response:

The length of right turn lanes at the Freeport Street and Morrissey Boulevard is constrained by existing right-of-way, although additional length could be evaluated during project development. Automated traffic enforcement continues to be evaluated at the state and local level.

Under the recommended corridor layout, a left-turn is provided at the Savin Hill Yacht club to enable parking-lot access. The proposed left-turn is not intended as a u-turn, as the turning radius would be insufficient.

Comment 11

Date: 3/20/2025 - Public Workshop

Comment:

Run off erosion

MassDOT Response:

MassDOT continues to coordinate with partners such as the Department of Conservation and Recreation and the Boston Water and Sewer Commission to address existing flooding and drainage challenges at Morrissey Boulevard. Additional improvements could be introduced under any project or projects resulting from the Morrissey Boulevard Corridor study.

Comment 12

Date: 3/20/2025 - Public Workshop

Comment:

Concern about emergency vehicles

MassDOT Response:

Any future road designs for Morrissey Boulevard would adhere to standards required for emergency vehicle travel and access.

Comment 13

Date: 3/20/2025 - Public Workshop

Comment:

Many cars running red lights. Traffic is so backed up. People jump red light.

MassDOT Response:

Coordination continues with state and local officials on traffic operations and enforcement of traffic laws.

Comment 14

Date: 3/20/2025 - Public Workshop

Comment:

At Freeport have a lane for RT [right] turn, and keep U-turn at Freeport to go north

MassDOT Response:

The recommended corridor layout includes two right-turn lanes for access to Freeport Street at Morrissey Boulevard. During alternatives analysis, a median u-turn option was evaluated at this location but not advanced out of consideration for the effects on higher overall vehicle delay. Under the recommended corridor layout, a u-turn opportunity would be provided by turning left at Morrissey Boulevard and Victory Road, then using Freeport Street to turn northbound.

Comment 15

Date: 3/20/2025 - Public Workshop

Comment:

Concerns about merging off-ramp south of bridge. Many drivers stop. Many drivers stop at the merge zone. Improve visibility at off-ramp. E_ visibility at merge zone

MassDOT Response:

Future project development would consider current interstate off-ramp connectivity standards during the design process to ensure safe merging onto Morrissey Boulevard from I-93 near the Beades Bridge.

Comment 16

Date: 3/20/2025 - Public Workshop

Comment:

Improve lighting situation for flow of traffic. We need to have better synchronization of the light. Opening up Freeport St., would be her recommendation

MassDOT Response:

Signal timing and phasing would be determined during project development. The recommended corridor layout includes a full intersection at Victory Road to facilitate access to Morrissey Boulevard and Freeport Street from Clam Point on the west side of Morrissey Boulevard.

Comment 17

Date: 3/20/2025 - Public Workshop

Comment:

She recommends not having the left turn removed. She recommends a left turn at Freeport St (would involve widening)

MassDOT Response:

The recommended corridor layout includes left turns from both sides of Freeport Street onto Morrissey Boulevard. Due to lane capacity challenges, existing right-of-way, and analyzed vehicle delay it is not recommended to include a left lane from Morrissey Boulevard southbound onto Freeport Street.

Comment 18

Date: 3/20/2025 - Public Workshop

Comment:

Do we need these large radius at this intersection?

MassDOT Response:

Turning radii will continue to be refined as part of the design process during any future potential project development in coordination with development partners proposing the First Street intersection with Morrissey Boulevard.

Comment 19

Date: 3/20/2025 - Public Workshop

Comment:

Raise roadway. Stormwater detection under the pavement from Nep Cir to Tolman St.

MassDOT Response:

As concepts progress through any potential project development, opportunities to incorporate additional flood mitigation measures will be considered.

Comment 20

Date: 3/20/2025 - Public Workshop

Comment:

Longer light cycle - close calls of peds. Add blinking warning signal.

MassDOT Response:

Traffic signal timing will be outlined during future potential project development phases.

Comment 21

Date: 3/20/2025 - Public Workshop

Comment:

Build rain gardens & retention areas wherever possible

MassDOT Response:

As concepts progress through any potential project development, opportunities to incorporate additional flood mitigation measures will be considered.

Comment 22

Date: 3/20/2025 - Public Workshop

Comment:

Please take sound reflection into consideration of the flood protection designs

MassDOT Response:

As part of potential project development, community effects will continue to be considered and evaluated.

Comment 23

Date: 3/20/2025 - Public Workshop

Comment:

Why have a bike lane along Morr when there is the Greenway trail just a block in. Everyone on bike will already on the Greenway trail - they should stay on it.

MassDOT Response:

The recommended corridor layout proposes a protected bicycle lane on Morrissey Boulevard in line with MassDOT's Healthy Transportation Policy, GoBoston 2030, and additional local and state policies in recognition that travelers on bicycles have additional destinations that are not served by the Neponset River Greenway.

Comment 24

Date: 3/20/2025 - Public Workshop

Comment:

The pathway across is a good idea but under M x-press way is not good for a park - too dark, smelly, noisy, and level of air pollution would be unsafe - use as much land as possible for water retention.

MassDOT Response:

As part of creating an improved pedestrian and bicycle connection across Neponset Circle, the proposed designs suggest incorporating additional plantings and public art for a more pleasant user experience than under existing conditions.

Comment 25

Date: 3/20/2025 - Public Workshop

Comment:

Has the lanes going across Nep Cir from Quincy been eliminated. It was a bad idea!

MassDOT Response:

The proposed lane reconfiguration at Neponset Circle and the Neponset River Bridge maintains the existing number of vehicle travel lanes entering Neponset Circle from Quincy and introduces a new two-lane connection to Neponset Boulevard.

Comment 26

Date: 3/20/2025 - Public Workshop

Comment:

Improve pedestrian crossing at Nep Cir. from Port Norfolk

MassDOT Response:

The recommended corridor layout proposes an improved pedestrian connection across Neponset Circle. Future potential project development will evaluate opportunities for additional pedestrian connections.

Comment 27

Date: 3/20/2025 - Public Workshop

Comment:

Bike crossing Nep Cir and 93 Entrance ramp unsafe

MassDOT Response:

Future project development will incorporate safe, comfortable bicycle infrastructure in line with current best practices and standards.

Comment 28

Date: 3/20/2025 - Public Workshop

Comment:

Keep 2 lanes for circle

MassDOT Response:

The proposed reconfiguration of the northbound to southbound u-turn at Neponset Circle is intended to improve safety for merges with southbound Morrissey Boulevard traffic.

Comment 29

Date: 3/20/2025 - Public Workshop

Comment:

Ped Bridge

MassDOT Response:

A pedestrian bicycle bridge was considered near Malibu Beach. The final recommended corridor layout includes a formal grade crossing at this location.

Comment 30

Date: 3/20/2025 - Public Workshop

Comment:

New fence issue

MassDOT Response:

We have made the Massachusetts Department of Conservation and Recreation aware of this and they are looking into it.

Comment 31

Date: 3/20/2025 - Public Workshop

Comment:

Stop the runoff onto the sidewalk from this point!! Where Fox PT Rd meets blvd

MassDOT Response:

MassDOT continues to coordinate with partners such as Massachusetts Department of Conservation and Recreation and the Boston Water and Sewer Commission to address existing flooding and drainage challenges at Morrissey Boulevard. Additional improvements would be introduced under any project or projects resulting from the Morrissey Boulevard Corridor study.

Comment 32

Date: 3/20/2025 - Public Workshop

Comment:

Dangerous bike crossing at 93 exit - better to keep people on Greenway Trail

MassDOT Response:

The recommended corridor layout does not propose a bicycle crossing of the I-93 off-ramp to Morrissey Boulevard near Freeport Street. Bicyclists would either continue from the Neponset River Greenway Extension or travel north on the west side of Morrissey Boulevard in the bi-directional bicycle lane.

Comment 33

Date: 3/20/2025 - Public Workshop

Comment:

Improve congestion issues here (signals? overpass?)

MassDOT Response:

Traffic signal phasing and timing will be determined during future potential project development. Additional changes at this intersection would continue to be refined during the design process.

Comment 34

Date: 3/20/2025 - Public Workshop

Comment:

Traffic currently goes from Freeport to the U-turn. Will that access be closed?

MassDOT Response:

To address merging safety concerns, the recommended corridor layout proposes a barrier between Freeport Street and Popes Hill Circle on the northbound side of Morrissey Boulevard.

Comment 35

Date: 3/20/2025 - Public Workshop

Comment:

Removing service Rd will make it difficult to get in & out of stores

MassDOT Response:

As part of any future project development, project proponents would coordinate with parcel owners to ensure entry and egress can be facilitated.

Comment 36

Date: 3/20/2025 - Public Workshop

Comment:

There is no connection from Freeport St. Nep Circle across M Blvd. Unsafe cond for 1st responders. Where are the neighborhood connections?

MassDOT Response:

The short-term recommendations from the Morrissey Boulevard Corridor study report include evaluating additional east-west connections. Future potential project development may consider additional opportunities for connections across Morrissey Boulevard between Freeport Street and Neponset Circle.

Comment 37

Date: 3/20/2025 - Public Workshop

Comment:

Taking away the DD turn around will make life very difficult for Port Norfolk & Pope's Hill residents & businesses in the area. Also increasing 1st responders response time

MassDOT Response:

Opportunities to incorporate u-turns throughout the corridor will be evaluated as part of any future potential project development.

Comment 38

Date: 3/20/2025 - Public Workshop

Comment:

Freeport St - calming measures coming on to Freeport St (by stop & shop)

MassDOT Response:

Traffic calming measures would be evaluated as part of any potential project development. This location has been noted.

Comment 39

Date: 3/20/2025 - Public Workshop

Comment:

This is Important (Arrows pointing to Morrissey Blvd, Conley St, Freeport St connection)

MassDOT Response:

Improvements at this location will continue to be evaluated as part of any future potential project development.

Comment 40

Date: 3/20/2025 - Public Workshop

Comment:

Port Norfolk & Pope's Hill need to be connected. Open up Conley St. N & S across please.

MassDOT Response:

Short-term recommendations of the Morrissey Boulevard Corridor study include evaluating the benefits and challenges of additional east-west connections, such as a full signalized intersection at Morrissey Boulevard and Conley Street to increase access to the Port Norfolk Neighborhood.

Comment 41

Date: 3/20/2025 - Public Workshop

Comment:

More cars come from lower Rd to Morr. then down tho [through] K. Circle ramp.

MassDOT Response:

Based on existing vehicle traffic counts collected in 2023, average daily traffic (ADT) vehicle volumes indicate approximately 7,900 vehicles use the southbound Morrissey

Boulevard frontage road and 15,000 vehicles use the southbound Morrissey Boulevard mainline from K Circle on an average travel day.

Comment 42

Date: 3/20/2025 - Public Workshop

Comment:

How will they be linked up? [service road?]

MassDOT Response:

Frontage road connections shown in the recommended corridor layout are conceptual and will be refined as part of any potential project development.

Comment 43

Name: Columbia Savin Hill Civic Association (CSHCA), via. Bill Walczak

Date: 5/5/2025

Comment:

Columbia-Savin Hill Civic Association

May 3, 2025

Monica Tibbits-Nutt

Massachusetts Department of Transportation

10 Park Plaza, Boston, MA 02116

Dear Secretary Tibbits-Nutt:

In an October 2023 interview, you said that the average citizen can help improve MassDOT by “holding [you] accountable” and that we should not let you “say something and then not follow through.” To that end, our civic association and citizens throughout Dorchester are concerned that the Morrissey Boulevard Commission failed to meet its obligation under the law to coordinate state, city, and community resources to create a comprehensive plan for the Morrissey corridor.

Our civic group does not support the Commission’s final report. We ask that the Commission continue its work until it meets its obligation under the law.

For context and history, the community requested the creation of this commission after numerous failed attempts by state and city agencies to realize the potential of the Morrissey corridor and greater Dorchester waterfront.

By our count, the community has had at least ten planning attempts in the past 15 years. They include:

- JFK/UMass Station Area Action Plan
- Columbia Point Master Plan
- Moakley Park Vision Plan
- Mount Vernon Street Design
- Mount Vernon Street Design Part II
- 2017 Morrissey Boulevard study, which was not completed
- PLAN: Glovers Corner, which was abandoned
- South Boston Transportation Action Plan
- Savin Hill Cove Studies
- Coastal Resilience Solutions for Dorchester

The Morrissey Boulevard commission was created to review these and other plans toward creating a workable comprehensive plan for this section of the city. We see this is yet another failed attempt at a comprehensive plan.

We as a community expect more than a comprehensive plan for the road itself. This project, by law, is different from other MassDOT projects and requires this commission to “develop a comprehensive plan for the Morrissey boulevard corridor” and to “identify short-term investments” for the area. The Morrissey Corridor extends from Preble Street in the north to the Neponset Bridge in the south and includes both Beades Bridge and Kosciuszko Circle. Based on the final draft report, we have seen no indication that the commission understands or has met its charter.

As we can all likely agree, Dorchester deserves an outstanding waterfront. The community is interested in working with MassDOT on this and other initiatives. We ask that you continue work until we have a comprehensive plan for the corridor. This plan should include five major items at minimum. They are:

1. Coordination of Kosciuszko Circle planning, as included in the original law, Beades Bridge planning, and a metric-based approach to density, traffic, and development, including interrelated roads such as Dorchester Avenue, Freeport Street and I-93.
2. Details on public access and public benefit to the waterfront and harborside.

3. Additional environmental and public transport mitigations for increased traffic and pollution due to population growth along the corridor, as would be shown with true comprehensive planning.
4. Additional solutions to solve sea level rise beyond a berm or wall, as well as a comprehensive review of whether a wall will be effective given unfunded or underfunded mitigations along the Morrissey corridor.
5. New, short-term improvements to the Morrissey corridor, including short-term improvements to neglected DCR parks and dangerous pedestrian pathways. Our question for the chairwoman is: can you commit to extending the Commission's work until the Commission meets its obligation under the law?

We should get this right. We ask that the legislature and the commission work together to extend the timeline and mandate more frequent, two-way community dialogue with all engaged agencies, as was requested numerous times at multiple commission meetings, but ignored. We further ask that you expand the commission to include more community representation, including one member appointed by local civic associations.

We hope that you will work with the city, other state agencies, and community stakeholders to create a comprehensive plan for the Morrissey corridor. We ask your commitment today to the five aspects of a coordinated plan, extending the timeline, and adding additional community representation to the commission.

In the meantime, attached is our review of the Draft Report document and suggestions on alternative coastal protection systems.

Sincerely,

Bill Walczak, President
Columbia-Savin Hill Civic Association



CSHCA Response to Massachusetts Morrissey Boulevard Climate Resilience
Commission - Final Draft Report 4/29/2025

Columbia Savin Hill Civic Association (CSHCA) members are active participants in The Morrissey Boulevard Commission (MBC) process. Our combined experience as residents and from working in Boston for decades informs the following recommendations on what

we collectively can do to incorporate Massachusetts' and City of Boston objectives for environmental, economic and social justice, as highlighted in the introduction to Mass 194th General Court document -Chapter 238 of emergency legislation, created November 20, 2024, into a comprehensive plan, as required in the MBC mandate. We offer this combined effort out of concern for an incomplete MBC final draft report; specifically lack of the required comprehensive planning. Our intention is to assist and participate in formulating a comprehensive plan for this area that can bring about the maximum practically possible benefit for the environment and our people as we respond to pressing needs for smart, long-term climate resiliency preparedness and socially just and sustainable green economic growth. The following information is in context of the massive commercial, residential, and civil infrastructure construction scheduled to occur in our area over the next decade. We see the need and opportunity to create a new paradigm - working model within the Savin Hill Cove drainage basin.

We see challenges and opportunities in our drainage basin as good conditions for a state and city sponsored, thorough scale model study encompassing all the common objectives of the government agencies and academic / research institutes involved with urban climate resiliency and sustainability in the context of environmental and social justice. We see a need to tackle the full complexity of this topic collectively with all engineering, marine biology, economics and sociology & related humanities, private industry, and citizen's experience and perspectives to meet the challenge of climate change and limited resources - (*ref. 3c in appendix*). We recognize the impact of ongoing national political turmoil. It intensifies the imperative to focus on collective self-reliance. We collectively (Massachusetts, Boston, and by extension, citizens) need and are charged with developing a comprehensive plan and then work the plan. We need first to develop political will to act on our ideals stated in law and creatively organize funding sources to be able to act responsibly, with long-term vision towards environmental and social justice. We collectively are among the people most capable to accomplish it. CSHCA encourages Massachusetts and Boston to stick to our ideals. We collectively have the talent and expertise to not miss creating the most benefit out of this crisis.

DETAILS: First, we see a lot of good coming out of the MBC, particularly the traffic design. We're fortunate to have and appreciate the professionals who have worked so hard on the project. The 25% design work of the Morrissey Boulevard Commission drawings indicate the area between Bianculli Boulevard (entrance to U Mass Boston from MB) South to Freeport Street is the most vulnerable to 2070 projected sea level rise (SLR) and 100 years storm surge and wave height. It's part of the middle area (zone 2) of the overall alignment from Preble Circle in South Boston to Neponset Circle in Dorchester. Project drawings call for raising the elevation of Morrissey Boulevard 7+ feet for a new raised resilient berm. We have publicly noted that such a change would block the visual connection for people at grade level around Dorchester Bay Basin (DBB), trap more air and noise pollution and disincentivize dredging out the heavily contaminated sediment in DBB and environmentally restoring the bottom.

Item 1) Mass Climate Resilience Design Standards and Guidance Version 1.4, December

2024, referenced on Pg. 105 illustrates what can and has gone wrong by not including comprehensive planning in this design project. Section B of the Standard: Site Suitability contains Best Practices, item “SS-3. Protect, conserve, and restore critical natural resources on-site and off-site”. If comprehensive planning had been included in the scope of work as required, it would have expanded further into the realm of environmental restoration which would help stimulate homegrown development in the green infrastructure and coastal environmental restoration industries. The two together would help incentivize expanding economic development in coastal transportation, power generation and revitalization and diversification in the marine fisheries industry.

Avoidance of comprehensive planning delays compliance with the letter and intent of Chapter 238 of emergency legislation enacted on November 20, 2024: “AN ACT RELATIVE TO STRENGTHENING MASSACHUSETTS’ ECONOMIC LEADERSHIP

Whereas, the deferred operation of this act would tend to defeat its purpose, which is to forthwith finance improvements to the commonwealth’s economic infrastructure, drive industry innovation, and promote economic opportunity and job creation, therefore it is hereby declared to be an emergency law, necessary for the immediate preservation of the public convenience.”

At the least, we’re obligated to perform good faith comprehensive planning (CP) after best effort community visioning (CV) has been accomplished. At this point, CV is still tentatively planned to commence in the fall semester of the University Massachusetts – Boston with the Urban Planning department and participation of residents in the drainage basin leading to the shoreline that is the subject of the middle section of the MBC alignment / scope of work. The UMB Urban Studies CV project will run through the spring semester of 2026. This was initiated by the request of CSHCA.

The Columbia Savin Hill Civic Association votes no confidence in the draft MBC Final Report, as written. Best effort to comply with the letter and intent of the law (chapter 238) and eventual best practical application is what we are required to do. The legislature gave us the mandate to achieve leadership. We need to keep working on this plan and address the environmental and social justice aspects that are involved. It will contribute to a more fulsome plan.

Detailed observations, comments and questions are listed below per specific page numbers.

Item 2) Pg. 81, section **3.2.1 Key Findings of Transportation Evaluation:** 2nd bullet notes “The new bus network outlined in the MBTA Bus Network Redesign (BNRD) is expected to improve transit access through increased connectivity and higher transit frequency. While no routes are anticipated to run on Morrissey Boulevard, high frequency routes would serve portions of the corridor with connections to Red Line rapid transit, such as at JFK/UMass Station.” <> Considering project goals of 1) reducing motor vehicle roadway use, and 2) increasing public access to DCR assets, an electric bus connector, possibly identified as Port Dorchester between Red Line JFK and Ashmont stations via Morrissey

Boulevard and Gallivan Boulevard to Dorchester Avenue would give local residents an alternative to driving to local stores, etc. + a bus stop on the West side of MB, at the South end of Malibu Beach, near the planned pedestrian overpass near the new bike trail bridge (North of the I 93 overpass) would provide additional public access to the beach. (Good for families walking with children: Savin Hill Red Line is a long walk to Savin Hill beach with stroller, kids in tow and beach things) For ref. see fig.4-18 on pg. 128. <> **Question 2a: Is an electric bus line contemplated for the suggested route (PD) in the future? (PD – Port Dorchester plugged in as place holder)** Comprehensive Planning could account for this. Space & access would be incorporated in next planning phase for a stop. But bullet 2 ref. above notes no bus service through this zone is planned; a public access and equity issue.

Item 3a) pgs. 106 & 107 Flood Modeling, Section 3.6.3 leads to pg. 111, Fig. 3-4 & Elevation 115' at Bianculli Blvd; an important point relative to Fox Point, with residents on both sides of Morrissey Boulevard along this lowest / most vulnerable part of the MB central area. See item 3c. 1 is a typo. It's Elevation 15, not 115.

Item 3b) pg. 109 through 111 - Ref. Figures 3-10 through 3-13 and Fig. 4-3 on pg. 114: Note 3.1) The anticipated flood zone, Fig 3-13 on pg. 111 doesn't show a tide gate for MB at the inlet to Pattens Cove. It was on previous iterations of the plan. **Questions / 3b: Is omission of a PC tide gate an oversight? There's a combined roadway drain outfall at the West Shore of Pattens Cove. How far upstream in that drainage network does the Design Flood Elevation (DFE) go?**

Item 3c) A MB elevation rise of 7'+ in this area from the North side of the Beades Bridge replacement to Fox Point is a major impact to all adjacent facilities. Pedestrians can walk from roadway elevation to the Vietnam memorial but (*question 3c.1*) **What is the vehicle access plan for adjoining properties?** For reference in this area see pg. 111 "*Figure 3-11: Design Flood Elevation Components the DFE varies along the Morrissey Boulevard corridor, primarily based on the differences in wave conditions which are dependent on conditions in open water and land barriers. Therefore, different points in the central section would need to be raised to different levels, such as 15 feet near Bianculli Boulevard, which constitutes an increase from existing elevation. Future flood levels– and by extension the DFE–are expected to rise above the level of motor vehicles and pedestrians at the current level of Morrissey Boulevard, indicating significant flood resiliency improvements are necessary.*" **This has a major impact on residents on East and West side of MB in this area.** Note 3.2) Fig. 3-13 on pg. 111 shows Savin Hill Yacht Club under water. Other data shows the inlet to Dorchester Bay Basin, North to the East end of Fox Point receiving highest 100-year storm wave heights. The MB alignment plan for this area shows no consideration for private residences on the West side, or SHYC and the adjacent Veterans Park to the North on the East side. (*question 3c.2*) How does grade change affect the intersection with Old Colony Terrace? **There are no details illustrating mitigation measures for raised MB elevations. Abutters need to know long term impacts and planned mitigation measures.**

Item 4a) Pg. 125: "*Central Zone Climate Resilience Options Incorporating coastal*

resilience infrastructure and identifying opportunities for increasing placemaking through green infrastructure were central to the development of the alternatives in this zone. Each of these resilience options could be incorporated into any of the roadway alternatives.”

Given the range of options and limitations on the extent of berms West of MB, the following aspects appear to be most beneficial but there’s a need to return to the question of the extent of CR berms inside Dorchester Bay Basin (DBB).

Item 4b) Pg 125 – Regarding fixed vs deployable field barrier / tide gate: Our position is whichever option provides the most tidal flow between Savin Hill Cove and DBB in normal tide and weather is better for marine environment conditions, with the contingency that it provides the maximum protection against worst case storm tidal surge and wave action. It can’t allow water infiltration between the bottom of the gate and the DBB inlet bottom at such a rate that the neighborhood inside Malibu Beach, + I-93 and MBTA rail right of ways will flood during the storm event. For reference, see the low point of the expressway adjacent to the NW area of McConnel Park.

Item 4c1) Pg 126 & 127 - regarding Fixed Barrier Options, our position is that it should be coordinated with the UMass Boston School for the Environment, Stone Living Lab. The Co-director of SSL, Kathrine Dafforn is a world-renowned expert on coastal resilience & restoration of coastal habitats. The Buried Floodwall: “Structural floodwall buried underneath landscaped berm” appears to provide the most benefit across the spectrum of functionality and maximum public use. It appears to be the wetlands option.

4c2) An important detail on the East side shown on pg. 127 is the boat ramp with one vehicle and shore grass planted North of the ramp: It’s an unrealistic representation: When it was in use as a free public boat ramp there could be 15 vehicles with trailers parked there. In the image there are no parking spaces. There’s no space for vehicles with trailers in the Malibu Beach parking lot on a typical good day. DCR restricted public vehicle access to the East beach at least two years ago due to persistent substance abuse and recklessness by jetskiers. DCR blocked access after a fatality. If Boston Fire & Rescue needs access for the emergency launch of a light boat the entrance can be via their key.

Item 4d) Pgs. 127 & 128 - Pedestrian / bicycle crosswalk at grade or PB bridge? Fig. 4-17 shows an at-grade crossing. It’s hard to deduce the station due to no reference to the I-93 overpass to the South and the Beades Bridge replacement. A guestimate is it’s intended to be between the two and near the new North side landing for the bicycle viaduct between Victory Road / National Grid site and the bridge. Fig. 4-18 on pg. 128 shows a pedestrian/bicycle bridge in what can be deduced as the same relative location as the at grade option. Please clarify. It appears a bridge is more practical considering vehicle traffic.

Item 4e) Tree height and density along MB in the Central area: OK as envisioned South of Beades Bridge location but North of that blocks the view of the bay for people standing

on the beach or walkways around DBB.

Item 4F1) Failure to consult residents prior to contracting design work and failure to produce the comprehensive planning that is required per the original mandate from the Massachusetts Senate has resulted in a plan that looks good if you are driving, biking or walking on the proposed raised causeway elevation but creates a bowl effect for those who are standing at existing grade at Savin Hill Beach and McConnell Park. It blocks our visual connection to Dorchester Bay and distant landscape and creates increased air and noise pollution from the expressway and MB. This was brought to the attention of the Commission board during meeting #2 on Jan 30, 2024. It was noted that the design first by an outside consultant ignored the perspective of the neighborhood and focused solely on those on the elevated surfaces. It's another state road job cut off from the neighborhood and cutting the neighborhood off from positive aspects of its location. Most daily basis visitors to DBB walk from the neighborhood or drive to the parking lot at McConnell Park. From the beach walkway in the Northwest and North side of Savin Hill Beach there would be no view of the bay. The area would be louder, with higher concentrations of noise and air pollution.

4F2) The Environmental and social justice aspects embedded in, and co-motivating creation of Chapter 238 of emergency legislation enacted on November 20, 2024: "AN ACT RELATIVE TO STRENGTHENING MASSACHUSETTS' ECONOMIC LEADERSHIP" were not new concepts but were a reiteration of existing State laws and agency guidelines. They also previously existed for the City of Boston, a member of the MBC board. During MBC meeting # 2 a resident brought up the design flaw of disconnection with the neighborhood and suggested mitigating cutoff by creating new, slightly higher berms all the way around Dorchester Bay Basin and noted how linking that with mitigation of the contaminated sediment in DBB, Pattens Cove and Savin Hill Cove could help solve the cutoff problem and lead to environmental remediation and restoration; an objective linked to state infrastructure projects. The in-meeting discussion starts at the 1:08:58 mark in the meeting recording. This same issue and linkage of environmental and social justice was brought up in the following meetings: 3 on May 2: 1:42:50 mark, #4 on May 31, 24, #5 on 8-6-24 at 1:50:32 mark, 6 on Sept 25, 24 at 1:10:35 mark, and meeting #7 on Nov 21, 24 at the 1:21:40 mark.

4F3) Much good has come out of the efforts of the MBC, particularly the traffic design. The MBC scope goes all the way West to Dorchester Avenue. We understand how and why comprehensive planning has been omitted but the resulting disconnects on the environmental and social justice aspects linked with the drainage basin leading to the central area of the alignment are not acceptable. We remain committed partners in the process, but we do not see the scope of work outlined in the original mandate complete at this time. We have an outline of a comprehensive plan for the drainage basin leading to Savin Hill Cove that we think benefits residents, Massachusetts and the City of Boston.

Draft Comprehensive Plan (DCP) for Savin Hill Cove drainage basin:

DCP 1a) The spring 2025 final draft report shows the raised berm for MB with design detail

options and limited length bracing berms at the Northeast and Southeast areas of Dorchester Bay Basin (DBB). CSHCA has requested and holds to the idea that there should be full length continuous berm around DBB to mitigate loss of the visual connection with the Bay and background landscape. It's an important public use benefit. The raised MB berm with buried floodwall alternative depicted on report page 127 may be the best practical solution if we could have the following contingencies included for the Savin Hill Cove area (shoreline between National Grid property and Bianculli Boulevard). The elevation of a continuous DBB berm must be higher than MB so that people can still enjoy the benefits of the long view out to Dorchester Bay and beyond, and the fresh air flow. For reference, see appendix image #1, a marked up google earth view of the area, and notes on related details.

DCP 1b) A wide enough berm around DBB could provide enough space to install sound attenuation barriers along the expressway, planting for evergreen trees and a DBB perimeter walkway. The perimeter path could have fishing platforms built out in the Southwest & SE portions. Glovers Corner is slated for new residential development. A pedestrian & bicycle bridge could and should connect Glovers Corner to the beach at DBB and McConnell Park.

DCP 2) All of Savin Hill Cove including DBB and Pattens Cove should have the decades long, deep accumulation of contaminated sediment removed. It's a hazard to public health and safety and limits marine life potential. Pneumatic flow tube method of dredging could be used to beneficially process / stabilize the spoils with pumice and/or cement to create useable embankment material. This process has been used successfully in NJ, NY, & CT since the early 1990s and is used in Japan for airport expansion work. *For reference see details in appendix 2a through 2d.* As is typical of similar tidal zone environmental restoration, the cleaned bottom should be reseeded with oysters, eelgrass and possibly kelp, a synergistic combination that filters and oxygenates seawater, maintaining a virtuous and balanced environment cycle. *For reference on pertinent UMB Marine Biology Department studies see section 2f in the appendix.*

DCP 3) Savin Hill Cove exists between the dynamic systems of the drainage basin and Dorchester Bay / Boston Outer Harbor. Unless the contamination inflowing from the drainage basin is mitigated and remediated there is little incentive to incur the expense of intertidal and tidal / littoral zone environmental restoration. Massive green infrastructure buildout and other up-slope sediment and contaminant retaining measures are needed to protect the investment in a restored marine environment. It takes a big, collaborative effort to pull something like this together. *For details see appendix 3.* Long-term, we need to reduce & eventually eliminate contamination from reaching the shoreline.

DCP 4) Extensive adoption of Tallamy's Hub - Homegrown National Park environments with community gardens can generate jobs, sequester carbon, cool neighborhoods and help transform built environments aligned with current Jane Jacobs adapted concepts for urban planning.

DCP 5) If more electrical power and communication cable could be put underground in

flexible duct bank material it would create room for tree planting and more shade creation. Underground duct bank is more expensive than pole suspended cable, but new materials science and methods should help with that.

DCP 6) Current typical permeable pavement is not as durable as standard asphaltic or Portland cement-based pavement for city streets. Materials science trends indicate there's potential to switch to the old Roman concept of paving with durable, porous pavers separated with highly permeable fill between pavers. It would allow significant storm water permeation into the soil. *For relevant commentary see appendix 3c.*

DCP 7) Greater adoption of geothermal energy capture has huge potential as community wealth building enterprise creation. All of these and similar options for urban infrastructure need to be considered in conjunction with socioeconomic evaluation of long-term benefits of coastal environment restoration.

DCP 8) Sea skimmer transportation is an up-and-coming alternative to coastal inter-city transit connections. Regent Air has an office in Boston. It may be worth looking at Boston owned Long Island as an adjunct to Logan Airport with ferry links to the airport and other harbor ferry terminals. The Boston School Dept may be interested in creating a small school focused on maritime skills science & training. It may be possible to site it close to mass transit and UMass Boston for connection with its marine science and coastal restoration programs. Mass Maritime Academy (MMA) admissions office informs us there are no such programs in Massachusetts high schools. In our opinion such a school would greatly help gradually restore the local maritime economy and students could be fast-tracked to MMA. For reference on a well-established working model see Miami Marine Academy of Science and Technology (MAST Academy on Virginia Key and MAST - Sandy Hook (Highlands) NJ. Massachusetts has opportunities to help start cooperative, community wealth building enterprises in niches like dredging & spoils processing, marine transportation and kelp farming.

DCP 9) A maximum practical restored marine environment within Dorchester Bay and eventually, more of Boston Harbor and Quincy Bay will bring back some of the lost fishing industry, and service jobs. Restoring some of the maritime culture that is attractive to so many people could increase tourism and our general quality of life.

DCP 10a) Dorchester Bay City is walking distance to MBTA Red Line JFK/UMass Station. A new harbor ferry terminal located between the North side of Dorchester Bay City and Carson Beach would be a major improvement to intermodal transportation options. The pier behind the JFK Library was evaluated as a harbor ferry node but we're not aware of any action on it. Locating a ferry terminal between Dorchester Bay City and Carson Beach might be a workable alternative. Materials science shows potential for new heavy use materials for bridge and terminal operations made from composite recycled plastics, and carbon fibers in new polymer resin materials. Massachusetts universities are leaders in materials science. **Can economists evaluate building right-scale production facilities in Massachusetts?**

DCP 10b) A new electric bus route between the JFK-U Mass and Ashmont via Morrissey and Gallivan Boulevards and Dorchester Ave could give residents options for not driving to local markets and it would also serve as a redundant link for the system and local passengers from Ashmont to downtown Boston and Logan Airport, plus increased civil and commercial dockage is a civil defense asset via ferry if the Red Line went down. A bus stop can be designed for Malibu Beach so that families with kids have easier access than walking from the Red Line Savin Hill Stop with strollers and bags and kids in tow. It expands public access and use of the DCR asset.

DCP 11a) The City of Boston encourages community visioning (CV) as part of comprehensive planning, particularly in relation to massive impact developments such as are occurring along and tangential to the Morrissey Boulevard Commission alignment and the drainage basin. (For reference see items 3b&3c in Appendix) **U Mass Boston's Sustainability Solution Lab Group, Boston Harbor Now, The Stone Living lab, and all combined forces of The School for The Environment and Sociology & Government Departments,** appear to have the expertise and mission focus to assist the Columbia Savin Hill Civic Association and Boston Green Infrastructure. UMB's Urban Planning Department has agreed to conduct a two-semester course for students to run a CV program in our neighborhood starting this fall at CSHCA's request. This could lead to effective grass roots collaborations that could include internships for BPS students and/or children from The Dorchester Boys and Girls Club. A well-executed CV could be a good undergrad or graduate project that helps create important benefits for the neighborhood and for Boston.

DCP 11b) The area of the Savin Hill Cove drainage basin and shoreline appears to be of a manageable test model scale for best practice planning and implementation of Massachusetts and Boston Environmental and Social Justice goals as established in current laws and agency guidelines. Considering the major impact of new developments at Dorchester Bay City, Morrissey Boulevard and the Dorchester Avenue area, climate resilience and sustainable solutions are urgently needed for smart green growth. The State Senate created the Morrissey Boulevard Commission to help create an intermodal roadway climate resiliency plan with comprehensive planning (CP) as necessary for efficacy and sustainability. With CP missing from the MBC draft final *report (ref. recording from meeting #6 on Sept. 9, 2024 starting at the 2:02:10 mark)*, CSHCA sees the opportunity to incorporate the above details and more listed below - into an extensive CP program that would need to include some economic analysis for new concepts.

The Morrissey Boulevard Climate Resiliency area extends West to Dorchester Ave & Freeport Street and farther West from Dot Ave, based on commission reports from 2023 (Tenean Beach to Neponset Circle zone). Developing a comprehensive plan for the area affected by the need for climate resiliency along Morrissey Boulevard should, in our opinion, encompass a thorough sociological, economic and hydrological analysis of the drainage basin leading into Savin Hill Cove.

In our view it's worth restoring our intertidal, tidal and littoral marine environments. In our view we have great immediate need to solve big coastal resiliency and environmental restoration problems. We see the need to connect these ideas with local interested entities. Maybe in the process we can help jumpstart community wealth building enterprises involved in manufacturing, distribution and systems maintenance as encouraged by The Democracy Collaborative and help make this a better place to live, a place not crushed by short-view government and business's need for expediency. *For reference on an alternative, see the city of Oslo, Norway linking city agency funding to performance on meeting enviro /social justice objectives.*

DCP 12a) The Good Part: From our perspective all the above information shows a good opportunity to accomplish several things: These challenges call for collective self-reliance. Cooperatively solving these problems in-state might help bring to light opportunities for some manufacturing of products and equipment used in heavy civil engineering and construction and environmental remediation / restoration to be reshored to Massachusetts Local Environmental Business Council of New England members, including ESG advisors may find interest in this idea and may be able to help corral the right economic analysis expertise. We can use the products entirely coastwise and throughout the state. On the models provided by The Democracy Collaborative, community wealth building - worker owned cooperatives can find stable niches in green infrastructure maintenance, facilitating more home-grown national park installations and small rain catchments, community gathering places, wild food gardens, geothermal installations on micro scale suitable for neighborhoods, and more. It's possible Massachusetts and Boston can apply in-house economic analysis expertise to all the above in this section. It's not just manufacturing; it's potentially expanded regional distribution systems that could assist a new economic niche / paradigm for Massachusetts.

DCP 12b) Expanding out from Dorchester Bay and Boston Harbor, into Massachusetts Bay and the rest of the coast we can stimulate new ventures and local distribution networks that facilitate doing more than just coastal improvements. Kelp farming can feed closer to the city – increasingly in demand, small farms with fertilizer. Kelp has multiple industrial and personal care product uses. We need more kelp, eelgrass and oysters in environmentally restored waterways to maintain ecological balance and restore part of the maritime economy.

DCP 12c) We may be able to expand state and contiguous state coastal transportation with Boston as the hub. If so, we need more local feeder lines and maintenance vessels on the water. This has gradually expanded in the New York metro area. The International Organization of Masters, Mates, and Pilots, crews a lot of those vessels from command to deck hands with good union paying jobs. They adapted and expanded their scope of interest as deep sea shipping on US flagged ships decreased over the decades. IOMM&P is a good source for maritime affairs info. They are based in Linthicum Heights, MD. <> Boston Fire & Rescue recently received a new dive boat that was trucked out from Washington State. We have eminently skilled people building a prototype autonomous

boat that is water jet-driven like the new dive rescue boat and about the same size for the US Navy in Charlestown. We have the expertise in-state to build whatever we need, again.

Appendix to CSHCA response to MBC final draft report

1a)



Ap 1a) Cross hatched area North of Beades Bridge is the potential area of combination – in situ material with added Processed Dredge Material (PDM) encased in protective geotextile liner (per typical hazardous containment fill methods), followed by new trucked or barged in material as needed to reach SLR 2070 design grade. PDM might also be able to be used as base layer for DBB perimeter berm, extending around to a Fox Point & Vietnam Vets Park berm.

Ap1b) The new, raised elevation MB bridge over the Pattens Cove inlet could be fit with a tide gate. It's not shown on the final draft. Note the the storm drain outfall at the West end of Pattens Cove could affect the residential streets to the SW or behind South Line to the NW. The Perimeter of PC could also need a raised berm.

Ap1c.1) A report from Dorchester Yacht Club on DBB bottom sampling they commissioned in 2023 noted that none of the I-93 roadway drains that lead into DBB have drain inlet filters on them. DYC's Commodore, Greg Bedrosian has a pdf of the bottom & shore sampling report they commissioned in 2021. He can be reached at admin@dorchesteryachtclub.com. The bottom sediment testing shows high levels of petrochemical and bacterial contamination.

Ap1d) DBB and PC storm drain outfalls could be fit with debris catching nets with break-away features when full. They have them along the Potomac and Anacostia Rivers / DCWASA. It's likely a part of the green infrastructure add-ons to the DCWASA Blue Plains – Clean Rivers Project.

Ap2a) 30-year-old environmentally positive dredging methods and beneficial use of processed contaminated dredge spoils appears to not be permitted in Massachusetts as

of April 2023. Pneumatic flow-tube dredging of highly contaminated harbor bottom alluvium such as exists in Dorchester Bay Basin, Pattens Cove and Savin Hill Cove Between Bianculli Boulevard and beneficial processing with pumice instead of Portland cement or fly ash has been used in NY, NJ, and Connecticut for waterway environmental restoration and beneficial use as embankment and fill since the early 1990s. It's used in Japan as fill and embankment for use in new and expanded airports.

Ap2b) A brief description of pneumatic flow tube

PDM: https://www.battelle.org/docs/default-source/conferences/sediments-conference/proceedings/2019-sediments-conference-proceedings/b5.-dredged-material-dewatering-and-disposal/262.pdf?sfvrsn=3b768fe3_0

Ap2c) A study on PDM https://cait.rutgers.edu/wp-content/uploads/2018/05/193-ru2763_1.pdf

Ap2d) A commercial, expert in PDM (we have no affiliation with them): <https://tprgllc.com/>

Ap2e) A news report on a near-tragedy at Malibu Beach deep alluvium zone:
[Another woman gets stuck in Boston mud, this time in Dorchester](#)

This is an unmitigated, potentially lethal public safety hazard at Malibu Beach (NE area of Dorchester Bay Basin, transition to Savin Hill Beach).

Also, please note: During summer low tide at Savin Hill Beach, adjacent to McConnell Park, parents who don't read the posted warning signs about contamination allow their children to play in shallow water, stirring up contaminated sediment. As the kids splash and run around, they can be seen ingesting the polluted water. We can do better than let this continue.

2f) Attached here is the essential information from Professor Dr. Eugene Gallagher of UMB Marine Biology department describing and providing reference to further information on the level of contamination in the Savin Hill Cove area. It is valuable info and key for understanding the local benthos level of toxicity. It is copied and pasted from one of the email responses provided by Professor Galagher to questions about local benthic conditions: Email below is from Marine Biology Professor Eugene Gallagher to John Rich of CSHCA in answer to the question, "What is on the bottom of Malibu and Savin Hill Beach and in Pattens Cove?"

"From: Eugene Gallagher [REDACTED]

To: John Rich

Cc: kenkeay

Sent: Monday, December 12, 2022 at 03:02:53 PM EST

Subject: RE: Savin Hill Resident Wanting to Learn

I wrote a paper on Boston Harbor benthos with Ken Keay in 1998 (attached). My students and I have done a lot of work on the Savin Hill Cove mudflat. I've attached a couple of their papers: Trueblood et al. (1994) and Gould and Gallagher (1990). I was just out sampling Savin Hill Cove in November. The MWRA has been sampling Savin Hill Cove since fall 1991 (their station T4). Savin Hill Cove is one of the most heavily polluted areas of the outer Boston Harbor. The subtidal sediments largely consist of black mayonnaise, the benthic ecologist's nickname for polluted hydrogen-sulfide rich sediments. The MWRA has annual reports on the benthos of Boston Harbor and MA Bay. Savin Hill Cove is site T4 in these reports. The benthos refers to the sedimentary environment and includes the soft-bottom benthos, my research area, and the rocky intertidal and subtidal benthos.

The MWRA reports can be found here:

<https://www.mwra.com/harbor/enquad/trlist.html>

If you search for Boston Harbor reports, you should find reports from the early 1990s to the last couple of years. Site T4, the Savin Hill Cove subtidal, was bad in the 1990s and remains in bad shape today. The main problem is that it is a sediment focusing area with sedimentation rates of 3-4 cm per year, whereas the rest of the harbor is 3-4 mm per year. The organic rich material settles in the sediments and the bacteria grow on it using up the bottom water oxygen by mid-summer. The sediments turn anoxic (no oxygen) and a new group of bacteria continue to grow on the organic matter using sulfate for respiration instead of oxygen. These anaerobic bacteria produce hydrogen sulfide from the sulfate which not only produces the rotten egg smell characteristic of black mayonnaise, but hydrogen sulfide scavenges heavy metals and organic matter from the water column. So, the sediments become toxic as well as anoxic: not a pleasant mix.

There are signs that things are changing though. During the first week in November, samples from the Savin Hill Cove intertidal zone and found animals (ampeliscid amphipods) that are common in cleaner areas of Boston Harbor but hadn't been seen in Savin Hill Cove during 39 years of sampling. That is a good sign.

The MWRA has drastically reduced the pollutant inputs to the harbor, especially since September 2000 when the long sewage effluent outfall began discharging the Boston areas secondarily treated sewage 9 miles offshore. That has led to a dramatic improvement in Boston Harbor. It's about time that Savin Hill Cove improves too. I hope this was of some help. I've copied Ken Keay, a UMass Boston grad who studied Savin Hill Cove and for 30+ years was in charge of the MWRA's benthic sampling of Boston Harbor and Massachusetts Bay."

Ap3a) In our opinion, full green infrastructure buildout in the drainage basin leading to Savin Hill Cove is needed to protect the investment of dredging and environmentally restoring the bottom with oysters and eelgrass and possibly adding kelp if the marine biology scientists deem it's right for restored DBB, PC, and SHC. There's logic to seriously

consider full green infrastructure buildout in the SHC drainage basin and max practical shoreline and waterway bottom environmental restoration. It fits in with city and state Environmental / Social Justice strategies embedded in law. The two would be separate from the DOT MBC scope and funding but its necessity could be linked to authorization for funding the dredging portion of MB Climate Resiliency work so that the contaminated dredge spoils can be beneficially used as stabilized and contained base for necessary berms / embankment. DBB might have to be a separate but related project with MB. Similar legal arrangements were made as part of the Boston Central Artery Tunnel Project, environmental and quality of life compensation arrangements. City and Mass laws and agencies endorse these concepts for environmental social justice. This type of plan may be eligible for grant funding from state, federal and some charitable, public benefit foundations. **Mass Fish and Game Dept has a program to facilitate funding for environmental remediation & restoration needed because of Mass Highway / DOT road and bridge jobs.**

Ap3c.1) An important thing that was discussed in September 27, 2024, Climate Adaptation Forum seminar titled, “Community Engagement for Climate Resilience – What it is and how to do it well”, was building collaborative networks between state and city agencies and community organizations that are qualified to receive funding and act as participants in project development in their neighborhoods. An example is the city of Chelsea collaboration with Green Roots on various civic benefit projects. Their successful relationship inspires this outreach to you, the members of the local academia / government environment & sustainability nexus.

Columbia Savin Hill Civic Association volunteers paying attention to developments in the area are tracking following items: The Dorchester Bay City and Center Court Developments, along with the Mass DOT K Circle study, the Morrissey Boulevard Commission, The Columbia Road and Koscioko Circle study, changes in Glovers Corner status with the city. With this volume of commercial, residential, civil infrastructure and climate resilience planning information, we need to collaborate with others who have expertise in these areas and are actively engaged in it. **Savin Hill Cove as the drainage basin terminus requires an expansive and holistic response to achieve city and state goals for environment & social justice and climate resilience sustainability. It is a microcosm of what Massachusetts faces in all old urban coastal communities. Doing this helps create good working models for the state.**

Ap3c.2) The complexity of marine environmental mitigation, remediation and restoration work in relatively small areas, in urban environments indicates need for right scale operations, creatively capitalized to qualify for bonding. It probably needs an incubator type approach to start, combining state and private capital to work out details. If a contractor partner fails, the public owns the assets. The details of this kind of work are complex and expensive but long-term benefits for the public and the environment are big. Massachusetts has much expertise in this area.

Ap4a) Increasing permeation and reducing stormwater runoff leads to other civil

engineering considerations: What is the soil water holding capacity that will not cause harm to buried utilities and building foundations? How long can we divert pesticides, weed killer and fertilizer nitrogen and phosphate into soil and ground water before it blows back on us, the way suburban neighborhood septic systems eventually seeped into waterways prior to The Clean Water Act? The above questions are most likely currently being studied in academia.

But first things first: We must reduce stormwater runoff into waterways. New landscaping paradigms are a massive long-term sociological focused project. More education and smart messaging is needed to motivate people to reject petrochemical pushed products and feel good about and receive validation for being good stewards of our little piece of land in cities and suburbs. We need to reach influencers to get on board but for Dorchester, we can probably build grass roots understanding and motivation through civic association projects and through schools. This relates to efforts by Grow Native Massachusetts and Tallamy's Hub – Homegrown National Park. It ties into community visioning projects.

Ap5) The following is background and additional detail for items listed above and main body of the response to the MBC Final Draft Report:

Ap5a) In July 2024 John Rich (JMR) submitted an alternative proposal for MBC Zone 2 to Mass DOT Intermodal Planning and shared it with CSHCA. That version recommended restoring as much tidal flow that existed into what is now DBB prior to the land filling that created Malibu Beach and the North abutment of the Beades Bridge. (Dorchester Athenaeum shows project completion "about 1920".)



1894 Green line is roughly drawn, approximate current alignment of Morrissey Boulevard. Note the openness of the current Dorchester Bay Basin area to Dorchester Bay, allowing suspended sediment in stormwater runoff to be carried out and dissipated farther out in

History of the area:

Note that the 1894 West shoreline went all the way back to Dewer Street, West of Red Line Savin Hill Station. Commercial Point has had a long history of commercial & industrial use since the start of the industrial revolution. (Great photo documentation at Dorchester Atheneum / coal ship terminal and coal gasification plant) The shoreline had been an industrial dump for decades and there are still no roadway drain inlet filters on storm drains leading to the basin. In 2022 Dorchester Yacht Club commissioned a study of DBB bottom sediments. It showed a broad array of toxic contaminants. Historically, the neighbors of this area have borne the “cancer alley” effect of what was normal business and government expediency, with externalization of costs to neighbors. Some of the descendants of the last couple of affected generations still live in Clam Point. In the scope of planned climate resiliency for the Malibu Beach section of Morrissey Boulevard there is justification for considering environmental remediation, restoration and reparation, not just for people but also for earth. For reference see Division of Ecological Restoration - MA Department of Fish and Game.

Ap5a (continued) JMR’s July, 2024 proposal focused on achieving maximum pre-1920 tidal flow into DBB by making the MB section between North side of what will be the Beades Bridge replacement, North to a line extended from the present North shore or Savin Hill Beach / Fox Point interface as a viaduct. It involved hydraulically pumping out / dredging the fill that is Malibu beach and use it as berm fill above encased processed dredged material in the base of a new DBB perimeter berm. At the time JMR thought the hydrology consultant for the MBC Resiliency plan said breakwater structures could be placed offshore. (For reference see MBC meeting #2, Jan 2024. Consultant – Nasser Ibrahim – Sustainability Specialist for Woods Hole Group.) If that were the case it seemed a higher than viaduct berm around the perimeter might be adequate to protect I-93. JMR prefaced the proposal with knowing it needed hydrological analysis. Maximum restoration of tidal flow could open new opportunities for DBB environmentally and for public use.

Ap5b) After the September 27, 2024 Climate Adaptation Forum in Boston JMR ran into the Woods Hole Group hydrologist who did the study for MBC, a Mr. Ibrahim. JMR had shared his viaduct / max tidal flow restoration proposal with him. Based on their conversation about zone 2 JMR learned he was mistaken about breakwaters. Mr. Ibrahim said

“A point of clarification on your summary of our discussion: I am not proposing breakwaters around Dorchester Bay City. I do like the concept of smaller oyster breakwaters, which is I think what we discussed (or at least was what I was talking about). I know the State (EEA/CZM) is interested in those types of nature-based projects, but I may have explained that I have heard permitting them is difficult due to concerns about people harvesting/eating potentially contaminated shellfish. But new big rock breakwaters are really not permitted anymore in Massachusetts. I typically advise clients not to pursue them due to regulatory hurdles. And as you rightly noted, the few cases where we have modeled them for my projects show that 1) they do nothing to stop tidal (sea level rise) and storm surge flooding, and 2) waves can often regenerate over relatively short distances.”

He said a raised and hardened berm at Malibu Beach would essentially be the breakwater. If breakwater structures were placed offshore where the existing sand bars are exposed at low tide, and the portion of MB between the Beades Bridge and Fox Point was a viaduct, there would be enough distance between offshore breakwater structures and DBB perimeter berm for waves to regenerate. 100-year storm waves would go over a viaduct and crash into a perimeter berm, damage the expressway and flood Glovers Corner. That's the professional hydrological analysis JMR needed to hear. JMR modified his proposal to what is presented here.

Ap6a) What is the best we can do with DBB / Savin Hill Beach and Malibu Beach with the reality of projected 2070 sea level rise and projected 100 year storms that statistically happen much more frequently now, and now with great uncertainty about future state - financial obligations? We are obligated to protect what's good for people and the environment with the intentions of equity and sustainability.

Ap6b) Savin Hill Beach and McConnell Park are valuable natural and social assets. The DBB bottom is an unmitigated, heavily polluted hazard to public health and safety and suppresses marine life and that of seabirds. We need to mitigate pollution inflow, remediate the hazard, environmentally restore the intertidal and tidal zone and protect the investment with max possible green infrastructure.

Ap6c) A continuous berm around DBB adequately higher than Morrissey Boulevard will look like a major barrier to the water from the baseball fields in McConnell Park but a berm between McConnell Park and the beach can be built as a permaculture feature with pathways and benches and a minimally wide access road on top that could be accessible for emergency vehicles via Bayside Street. Bayside street would need strategically removable bollards at the South end of the street and near the curbs at the North end to keep people from blocking the emergency vehicle turning radius, something that's posted now but sometimes ignored.

Ap6c.1) Permaculture: design and installation of low maintenance and self-sustaining native plantings, walkways, and permanent features for rest, gathering, recreation, and learning. For reference see the following: [<>](https://www.mass.gov/doc/open-space-and-recreation-planners-workbook-with-appendices-updated-in-2025/download) and [<>](https://ssir.org/articles/entry/power-of-parks-democracy)

6d) A continuous DBB berm could take enough of the SE cove to allow regular Dorchester Yacht Club (DYC) access from Morrissey Boulevard with electronic restricted access.

Ap6f) We don't know what DYC's intentions are regarding their location and SLR 2070 + 100-year storm projections. A long-distance look at the galvanized steel carrying beams for their buildings looks like they are prepared to jack them up when needed. For reference see: <https://onwaterf.com/> A Wayland, MA floating foundations and jack-up technologies Co.

Ap6g) The NW curve of DBB between McConnell Park and DYC looks big enough to

accommodate a community learn to sailing facility. It would be nice if a ducklings learn to sail program existed there; kids sailing on one side of the permaculture berm and playing baseball on the other. Kids running down the dock that goes over the shore grass and jumping into clean water at the end, and swimming over to a new, clean beach where the existing one ends, near the playground. It would be nice if the basin bottom wasn't so thoroughly contaminated that they couldn't get stuck in the mud or get sick from ingesting stirred up filth running and playing in shallow water at low tide. Even if it was a small area, it is something that youngsters would fondly remember all their lives. That's a bit of environmental and social justice that seems worth investing in.

Ap6h) Whatever can be done with the remainder of a DBB perimeter berm and stable slope beach to the shore is something that smart professional coastline designers can work out in a max ecological and public use blend. For reference see U Mass Boston Stone Living Lab. Maybe only Savin Hill Beach and Malibu Beach get swimming and wading access as is now, but with safe and clean conditions that are mostly self-sustaining. Maybe most of the West side south of DYC leading in an arch SE to the bridge can achieve stable slope condition outside of mandatory levee / dike support for the expressway but is wide and gradual enough to support restoration of shore reeds and grass, leading to the tidal zone. DBB water acreage would be smaller than existing by necessity but the whole zone can be dredged and restored to maximum ecological sustainability while keeping public access and better conditions for marine life and seabirds. The water acreage would be smaller but far healthier and sustainable with max practical green infrastructure buildout in the drainage basin.

Ap6i) We need a sound attenuation barrier next to I-93 to mitigate noise. Suburban towns along other major roads have SABs. Why are there still none here? Mass DOT website shows a study was done for installing them here but if the results are on the website they are not easy to find. JMR asked for help on the DOT website, but nobody responded. Is the hardened levee so close to the road that the typical installation method(s) won't work? What are the results of that study? If you sit on a bench on the boardwalk in the NE area where Malibu Beach starts to transition to Savin Hill Beach on a day with SW winds the traffic volume at that point is still deafening. It's an environmental and social justice issue that goes unremedied.

Appendix Conclusion: The scenario described above is intended as a potential outline for a best-practical alternative for the MBC final draft treatment for Dorchester Bay Basin, Pattens Cove, and Savin Hill Cove, along with the drainage basin flowing to the shoreline if 1) the DBB perimeter berm is higher than the raised MB embankment / dike so we retain visual connection to the bay, and 2) the dredging and beneficial use of contaminated sediment is part of the MBC engineering plan or a related engineering plan that addresses the environmental and social justice mitigation, remediation and restoration plan.

MassDOT Response:

Thank you for submitting detailed comments on your organization's review of the draft Morrissey Boulevard Corridor Study report, which was developed in support of the Morrissey Boulevard Commission.

The report of the Morrissey Boulevard Corridor study outlines potential transportation improvements to Morrissey Boulevard that could increase connectivity along the Morrissey Boulevard Corridor and provide additional benefits, including, but not limited to, placemaking, the environment, and flood protection. The report builds on existing, established work, such as Climate Ready Boston recommendations and MBTA Bus Network Redesign, which were carried out with extensive public engagement.

MassDOT continues to coordinate with local partners on the Kosciuszko Circle/Columbia Road I-93 Interchange Project Number 613555, which is being advanced through project development.

The alternatives development and alternatives analysis chapters of the report include details on plans to improve waterfront access via transportation and placemaking improvements to Morrissey Boulevard through enhanced east-west connections and pedestrian and bicycle infrastructure. These proposed improvements outline opportunities to create new and enhance existing connections for traffic.

The report outlines a variety of flood mitigation measures that could be advanced as projects, including nature-based solutions, flood gates, and additional measures to protect Morrissey Boulevard from current and future flooding. As an example, native plantings could be included to improve environmental and ecosystem conditions, which would be discussed under any project development.

The report outlines short- and long-term recommendations for the Morrissey Boulevard corridor. MassDOT and DCR will coordinate with the City of Boston to initiate a project or phased projects to reconstruct the Morrissey Boulevard corridor and respective agencies, including but not limited to the aforementioned, will continue to convene following this Commission process to advance a coordinated approach to corridor investments and projects.

In response to the Columbia-Savin Hill Civic Association's submission of comments on the Morrissey Boulevard Corridor Study report:

Thank you for your engagement throughout the public involvement process for the Morrissey Boulevard Commission and the Morrissey Boulevard Corridor study. We appreciate your detailed and thorough comments on the draft study report. We have received and reviewed them.

The Morrissey Boulevard Corridor Study draft final report was produced by study partners in support of the legislative Morrissey Boulevard Commission to inform final Commission recommendations. The study evaluated corridor mobility, resiliency and ecology,

placemaking, and constructability for potential alternatives in the area of Morrissey Boulevard.

The report of the Morrissey Boulevard Corridor study outlines potential transportation improvements to Morrissey Boulevard that could increase connectivity along the Morrissey Boulevard Corridor and provide additional benefits, including, but not limited to, placemaking, the environment, and flood protection. The report builds on existing, established work, such as Climate Ready Boston recommendations and MBTA Bus Network Redesign, which were carried out with extensive public engagement.

We have received detailed communications and comments from members of your organization during this process. We assure you that improvements will continue to be evaluated to the extent feasible as part of any potential project development.

The Morrissey Boulevard Corridor Study report outlines short- and long-term recommendations for the Morrissey Boulevard corridor. MassDOT and DCR will coordinate with the City of Boston to initiate a project or phased projects to reconstruct the Morrissey Boulevard corridor and respective agencies, including but not limited to the aforementioned, will continue to convene following this Commission process to advance a coordinated approach to corridor investments and projects.

Comment 44

Name: Maria Lyons
Date: 5/3/2025
Comment:

Dear Morrissey Boulevard Commission Members,

Thank you for taking on the monumental tasks of renovating Morrissey Boulevard. I am a resident of Port Norfolk and serve as the Environmental Chairperson for the Port Norfolk Civic Association. I am also a Board Member of the Neponset River Greenway Council. I have attended most of the Morrissey Boulevard Commission public meetings. Although I support the Commission's attempt to solve the flooding issues on Morrissey Boulevard, I have many concerns about the proposal. I have updated my comments that were previously sent.

1. Port Norfolk Neighborhood

Plan segregates the Port Norfolk neighborhood from the rest of Neponset. Access points to and from Port Norfolk are being eliminated or compromised. There are only two

access points for Port Norfolk, Neponset Circle (a dangerous endeavor), and through the Tenean Beach area; the plan affects both of these.

The proposals made by MassDOT concerning Morrissey Boulevard will cause a decrease in the quality of life and the safety of the residents in the Port Norfolk neighborhood.

Proposed removal of the south to north rotary at Dunkin Doughnuts will mean we will have to go to either the dangerous turn around before Neponset Circle and then North to Conley Street, or around Neponset Circle or down Freeport Street both of which are crowded and add time. There is a clear view of oncoming traffic at the south to north rotary. It is not a problem. Perhaps any perceived problems are more from cars exiting the Dunkin Doughnuts parking area. Will the businesses there be eliminated?

Is the entrance off and onto Morrissey at the Bowling Alley into and out of Port Norfolk also being eliminated? This will also affect the trucks entering the area for the many businesses, including the large electrical contractor, Sullivan and MacLaughlin. Large trucks cannot fit under the T bridge on Conley St. and are not allowed on the bridge over Redfield Street.

Proposed change at Neponset Circle is to allow cars from the Quincy Bridge to go straight across to go up Neponset Ave or South onto Gallivan Boulevard by changing to a bi-directional flow across the circle. It may be helpful to motorists to be able to go straight across from the bridge to Neponset Av or Gallivan Boulevard from Quincy, but this could cause serious backup on Neponset Ave and Morrissey Boulevard south by reducing the traffic flow to 2 lanes going towards to bridge, Rt 93 and Morrissey North. The area under the bridge, with 4 lanes, fills up with cars even in the middle of the day. Perhaps just signage off the Quincy Bridge designating left lane for south turn around only would be a better alternative. It would help with traffic and cost very little.

I should also like to mention that the yellow striped lines around Neponset Circle are causing more harm than good. Many times, while attempting to enter the turn around to go south, I have been stopped due to the back up and left sticking out into traffic, a dangerous situation. Please remove these yellow lines. No one crosses the street there, the lines are useless.

This proposal will also have a significant negative effect on first responders response time to reach the Port Norfolk neighborhood. All Fire Trucks, Police and EMTs need to come across Morrissey Blvd to reach our Neighborhood. Eliminating turn arounds and causing the extra travel distances and response time to enter Port Norfolk will cause serious safety concerns. This occurred years ago when the Redfield Street bridge was closed for repairs. A neighbor suffered a heart attack and there was a delay in the EMTS response time. The man did not survive.

At previous meetings, the residents of Port Norfolk asked for access to and from, South and North from Conley Street at Morrissey Blvd. Reopening Conley Street across the Boulevard would increase our ability to get in and out of the area and will help to return the Boulevard to the neighborhood greenway that is envisioned, and would help to slow down

the traffic as well, something that is desperately needed in this neighborhood area. The side entrance in front of the Stop and Shop could be utilized for this proposal. Please consider and approve this request and not ignore the Port Norfolk neighborhood. The setup for opening up this crossover is already there.

2. Storm Water Runoff

Serious Stormwater management needs to be incorporated into the Morrissey Boulevard plan. Everyone knows there is already a high amount of flooding along the Morrissey Boulevard corridor from both the sea and stormwater runoff. The Boston Water and Sewer Commission Inundation Maps shows an even higher amount of Stormwater flooding predicted in the near future, especially in the Neponset area. The Port Norfolk neighborhood brought this up at all the recent development projects in the Neponset/ Port Norfolk area. The BPDA and the City of Boston should have required projects in flood plains to have a higher amount of water retention or not permitted them at all. Five projects were approved in flood zones over the last few years. Now that planners are finally recognizing that stormwater runoff will be a serious issue, the BWSC has a plan to divert water from Morrissey Boulevard to Port Norfolk, an area already plagued by flooding. Hopefully, the plan to use Joseph Finnegan Park at Port Norfolk for a retention pond for the dirty runoff water from Morrissey Boulevard has been eliminated. This would destroy this well loved park, that the neighborhood had to advocate for (over 30 years) to see it completed. The park and the surrounding Neponset River is part of the Neponset River Area of Critical Environmental Concern. Destruction of this park would be unfair to the community and a serious Environmental Justice issue.

I am glad to see a few bioswales and rain gardens in the plan. There could be many more with all the State land along the Boulevard. The Morrissey Commission should consult with Kate England, Director of Green Infrastructure, City of Boston. She has a wealth of knowledge on the new technologies for water retention that could be installed alongside and under Morrissey Boulevard instead of destroying parks and beaches.

3. Traffic

I am not a transportation expert, but as a resident of Port Norfolk I need to travel on Morrissey Boulevard to get in and out of my neighborhood. I have traveled to work on Morrissey Boulevard daily during rush hours to and from Port Norfolk to K Circle, so I am an experienced user of Morrissey.

I am skeptical of the idea that reducing the car travel lanes to two will not hamper travel times. It should be noted that there will be a large increase of residents along the boulevard in the near future due to projects such as Dot Bay City and next to the former Boston Globe. Will two lanes support the increase in traffic from these residents?

It should also be noted that Morrissey Boulevard is the main transportation corridor for emergency vehicles to and from Savin Hill, Neponset, Port Norfolk, Cedar Grove, South Quincy, and beyond. With three lanes, when an ambulance is trying to respond to an emergency, there is room for cars to pull over. With two lanes and a divider for safe bike riders, cars will not be able to pull over for the ambulance. Emergency response time will be greatly increased. This is a huge safety issue.

In the winter, how will snow plows push snow off the road if there are two lanes with a divider for bike lanes?

City Councilor Fitzgerald brought up the right turn lanes North to enter U Mass and South to turn right at Freeport. Without these lanes, traffic will backup on Morrissey waiting for the light to turn right.

The idea of removing the off ramp from RT 93 onto Morrissey northbound before the Beads Bridge will cause a significant increase in backup at Victory Road and Freeport Street and K Circle, both seriously congested already. The ramp serves residents of Savin Hill and commuters traveling to U Mass, BC High, many businesses and in the future Dot Bay City.

4. Transportation Modes

There is no need for the car vs bike vs bus mentality. There is plenty of room on Morrissey and extra room beside it to accommodate all three transportation modes. Instead of just drawing a line on the right lane and calling it a bike lane, creative use of the sides of the road could make a safe path for bikes and walkers.

If the third lane was retained, without a divider, it could be utilized as a dedicated bus and emergency vehicles lane. A bus in a dedicated lane on Morrissey would serve residents of Neponset, Port Norfolk, Cedar Grove and up Gallivan Boulevard to Mattapan. These areas are poorly served by MBTA lines. The response time for emergency vehicles will be greatly reduced.

In the North and Central sections of Morrissey, there is room on both sides and the middle to create off-road bike lanes. Why not put the bike and walk paths on wide berms on the sides of the road? This would be safer and would provide the riders and pedestrians with a great view. Also why put bi-directional bike paths on both sides of the road? Having North and South one-direction bike paths for most of the Boulevard would save space. Provide safe crossovers at points along the road.

In the Southern section of Morrissey, a bike path isn't even necessary. About a block over to the East is the Neponset River Greenway, a safe, no cars, shared pathway for bikes and pedestrians. With the opening of the Northern Extension this year, the Greenway will run from The Beads Bridge on Morrissey to the end of Truman Highway in Readville. The northern end of the Greenway Trail connects up with pathways to Castle Island and in the future, it will connect, on the southern end, all the way to the Blue Hills Trailside Museum. The Greenway should be incorporated into the Morrissey plan with better access,

connections and signage to lead riders and pedestrians over to it. There are easy, close-by, entrances from Morrissey to the Greenway at Neponset Circle, Conley Street and Victory Road(2025). This would be a much safer pathway and an enjoyable ride. If the Commission insists on putting bike paths on the Southern end of Morrissey then there is room to put them on the sides of the road, especially if one-directional, and no need of taking away a lane. The crossing in front of the Rt 93 on ramp is particularly concerning regarding safety. Again, just a block in, off Redfield Street is the Neponset Greenway Trail. There is easy access to the Greenway trail at Pope John Paul II Park and next to the Quincy Bridge. Riders could completely avoid Neponset Circle, as they do now, by just staying on the Greenway Trail.

With the construction of Dot Bay City, there will be a large influx of pedestrians to and from Dot Bay City and JFK Station. There needs to be a way to get people across here safely. An overhead walkway or moving sidewalk should be considered such as the ones in Logan Airport connecting the terminals to the parking garage. Another idea is a monorail that could continue to UMass. Dot Bay City developers should pay for this, as other near T developments have done, as their plan relies on residents and workers using JFK Station.

There needs to be a concerted effort to reduce the traffic coming off the Quincy Bridge onto Morrissey. Obviously, better T service will help. We need a T stop in Neponset to greatly reduce traffic. Busses along Morrissey will also help reduce traffic. The T Ferry service from Marina Bay to Boston will resume for the summer. This ferry service needs to be widely publicized in Quincy. Perhaps eliminating the parking fee at the State lot at Marina Bay will attract more ferry riders. The Ferry service should also be advertised in Milton, Dorchester, Mattapan and Hyde Park as the Quincy River path connects to the Neponset River Greenway. Bikers could ride their bikes down the Neponset Greenway Trail to the ferry. Bikes are allowed on the ferry. More people need to know this. If ridership increases, perhaps the ferry could run year round.

Another project to reduce traffic on Morrissey Boulevard is to add an off ramp from Rt 93 somewhere onto Freeport Street. There is no exit between the Columbia Road exit and the Neponset Exit, a distance of about 3 miles. People have to get off Rt 93 and travel on Morrissey to get to much of Neponset, Clam Point and greater Dorchester. An exit directly onto Freeport St would eliminate many cars on Morrissey and ease up the congestion at the Freeport St. intersection. It would not add cars to Freeport St as they are already traveling on it, just coming from the Freeport St. intersection.

5. Environment

I am glad to see that the Morrissey Commission recognizes the seriousness of Climate Change and the rising waters by increasing the height of the road and protective barriers.

The planting of more trees along Morrissey Boulevard will be a great addition to the quality of life of the residents of the neighborhoods by creating shade to help lower heat and block

the view of the road. More trees and plantings will help the Boulevard become more of a greenway as Charles Elliot envisioned encircling Boston long ago.

I have concerns about the proposed park/beach area alongside Morrissey between the Beads Bridge and the Savin Hill Yacht Club. This shoreline is open to the bay and a direct hit by waves during storms especially Nor'Easters. Anything other than rock will mostly get washed away. If you visit the area you will see it is mostly stone. The U Mass Stone Living Lab is studying Cobble Berms for high impact areas, perhaps they should be consulted. I am also concerned about a pocket park in the middle of Neponset Circle. It is difficult to safely get to the middle of Neponset Circle and there would be a high noise level and air pollution level. There already is a small park beside Neponset Circle at the entrance to Port Norfolk. No one sits there. These are lovely ideas but not practical and would be a waste of taxpayer money. The idea of a park under RT 93 was proposed in the South End but was not approved due to safety and air quality concerns. Same conditions would exist at Neponset Circle.

There is a serious concern about the air quality around Morrissey. Various configurations of the Boulevard could cause traffic to be more congested thereby increasing the air pollution in the surrounding neighborhoods? Has there been any air quality monitoring along Morrissey? This concern has to be part of the Morrissey Commissions scope of study.

There is much talk of improving the access and quality of the Dorchester waterfront so that it can be enjoyed by all. It should be noted that the waters off Tenean Beach, and most likely more of Dorchester Bay, are closed to swimming all year due to sewage pollution. The Boston Water and Sewer Commission knows of Storm Water Runoff Pipes that are carrying sewage into the water due to broken pipes farther inland. When will these be fixed? The State is spending millions of dollars fixing Morrissey, continuing the Greenway Trail (that connects all the communities from the Blue Hills to Dorchester to the waterfront),

and improving Dorchester waterfront areas for public enjoyment. Much of this is a waste if you cannot go in the water! This is a serious Environmental Justice issue. The time has come to solve this problem.

Morrissey Boulevard lies completely in Dorchester. Changes that will serve Dorchester residents should be your priority. Please give serious consideration to these comments and issues.

Thank you for allowing me to comment,

Maria Lyons

Port Norfolk Civic Association - Environmental Chairperson

Neponset River Greenway Council- Board Member

Neponset River Watershed Association- Board Member

MassDOT Response:

Thank you for taking the time to submit your comments on the Draft Morrissey Boulevard Corridor Study Report and sharing your lived experiences. The Morrissey Boulevard Corridor study aimed to develop alternatives to improve connectivity and the environment in the study area, as well as address current and future flooding.

Creating a full intersection at Morrissey Boulevard and Conley Street was a theme mentioned throughout the study process. The recommendations included in the draft report include continuing to evaluate this location as part of any future potential project development. As any design progresses, responsible parties would consider the potential of providing a full intersection at this location.

The Morrissey Boulevard Corridor study evaluated the potential impacts of 13,240 projected residential units, as well as additional development projects in the City of Boston planning process. The recommended corridor layout reflects these projections and traffic operations are anticipated to accommodate additional travel demand in the study area. As part of any project development, design and engineering would continue to monitor anticipated demand.

Project development for the Morrissey Boulevard Corridor would likely require environmental review, which would assess the environmental impacts of a project under applicable regulations and statutes. Respective agencies will continue to convene following this process and coordinate on community needs – including transportation and stormwater flooding – and potential project development. Flooding is a current and future concern on Morrissey Boulevard and a potential project or projects would consider means to incorporate stormwater management strategies presented in the draft report alternatives.

Comment 45

Name: Andrew Donovan

Date: 5/4/2025

Comment:

To Members of the Commission and related engineering personnel,

First of all, I'd like to thank you all for the extraordinary efforts that you have all made in bringing these various proposals to our neighborhoods.

This is my second letter in regards to the proposed elevations to the roadway and waterfront at this section of the Boulevard but with added perspective.

The main consideration that has been overlooked and hence not adequately considered or addressed as yet at this section of road is the denigrating effect that such a sizable construction would have on the beautiful park space we have now. While the drawings delineate in great detail the road and new "placemaking" area between the Boulevard and Ocean, what is not shown is the effect on the aesthetics and enjoyment on the three spectacular adjoining parks; McConnell Park, Savin Hill Beach, and Malibu Beach, all surrounding the Dorchester Bay Basin.

What doesn't get shown on the Morrissey plans is the fact that on the west side of our three parks is an elevated highway, one of the most congested in New England, if not the whole country. What makes our parks so uniquely pleasant is that when we turn our backs to the highway, we see the ocean and Harbor Islands, giving us a pleasant reference point to engage around the Dorchester Bay Basin.

Once that rare view of the ocean is no longer there, our glorious parks have effectively been turned into a sunken pit between two raised up multi-lane highways. It is the ocean and island views that make this space, a rare and precious gem, the heart of our neighborhood, such a pleasant and wonderful Experience.

The offer of a new "placemaking" area, a skinny strip of land between the ocean and the new higher Boulevard design as the only way to see the ocean pales in comparison to the wondrous parks that we now enjoy.

A significantly raised roadway will destroy what we now appreciate and hold dear. I will fight like hell for every foot of elevation that can be mitigated from this design. Don't wall off our ocean.

I am more than happy to walk anyone through the area to show what we have now. By definition, the Morrissey plans only show Morrissey; it is the totality of Morrissey coupled with the elevated Route 93 that make the raised berm a terrible neighborhood wrecking idea.

Thank you so much for your consideration.

Andy Donovan

[REDACTED]

Savin Hill

Dorchester MA 02125

[REDACTED]

MassDOT Response:

Thank you for submitting your comments on the Draft Morrissey Boulevard Corridor Study Report. We appreciate your engagement throughout the study process. Thank you for taking the time to share your lived experience.

The flood mitigation alternatives presented in the Morrissey Boulevard study draft report include shoreline stabilization and restoration options to reintroduce native plants and improve parkland.

As respective agencies continue to coordinate on potential changes to the Morrissey Boulevard Corridor, community engagement will be carried out and any flood mitigation measures to protect the area will aim to minimize potential negative impacts.

Comment 46

Name: Columbia Savin Hill Civic Association (CSHCA), via. John Rich

Date: 5/5/2025

Comment:

Email text:

Hello folks at MBC,

I'm writing as an individual on this last day of public comments because I got an email from the Columbia Savin Hill Civic Association President, Bill Walczak yesterday asking for the correct email address to send comments. At the time I didn't have the planning@dot.state.ma.us address. I realized this morning the address I gave him was that for the public affairs office; a mistake. I was able to recover the correct email address right now in my email trash folder. I'm writing now to make sure your office gets this today, the final day of the public comment period. I just sent Bill your email address but I know he's still working full time. I wrote the report being sent by CSHCA. It is the culmination of my following MBC work and attending public meetings for the last 28 months. Please note: Since comprehensive planning (CP) has not yet been conducted by MBC or COB for this proposed project, I developed a draft outline of what I see as necessary in a CP for the Savin Hill Cove drainage basin that fully integrates environmental restoration, climate resiliency, and social and economic justice into the Morrissey Boulevard Climate Resilience (MB) project alignment, as is required by the MBC mandate. My draft CP is integral to the comment I wrote for the MBC final draft report. This approach calls for Holistic Integration: Going beyond the current 25% design work by incorporating in-depth community visioning and suggesting needed engineering, and ecological restoration; more attention to the biosphere as part of socioeconomic analysis. Environmental Remediation & Restoration: Addressing heavily contaminated sediments through proven dredging and beneficial use methods, creating greener infrastructure (e.g., continuous berms around Dorchester Bay Basin that preserve visual and environmental benefits) and re-establishing healthy marine and intertidal ecosystems. Community &

Economic Opportunity: Ensuring that planning reflects community needs— supporting public transport alternatives, safeguarding neighborhood connectivity, and opening pathways for local manufacturing and community-wealth building enterprises aligned with state mandates and emergency legislative goals (Chapter 238). Why This Approach Is Superior: Comprehensive Scope: Unlike alternatives that focus solely on infrastructure improvements (e.g., raised berms for flood resiliency), this plan integrates a full spectrum of issues that are required by the MBC mandate but are missing from the 25% design final draft report. I highlight ecological and social justice measures—ensuring alignment with the legislated mandate. Multidisciplinary Collaboration: The state & city need to engage experts in marine biology, urban planning, economics, and community advocacy (including ongoing projects with UMass Boston and other local institutions), a well developed collective vision is adaptable, scientifically backed, and rooted in community experience. Long-Term Sustainable Outcomes: A holistic plan not only prepares the region for projected sea-level rise and storm surge events but also ensures that restored natural assets and improved public amenities create enduring local benefits—from cleaner air and water to enhanced public transport and economic opportunities. My 20 page report is written from the perspective of 27 years as an inspector, chief inspector, and special projects manager for consultant construction management firms on inner-city heavy civil / tunneling mega-projects, all adjacent to or below tidal waters. All projects and each design section had comprehensive planning for the surrounding area worked into contracts and scheduling. I know first hand how the lofty concepts and goals of environmental and social justice sustainability expressed in Mass and City of Boston laws and agency guidelines quickly bang up against complex and hard realities at street level. Dealing with adjacent biosphere, neighborhood, and subsurface conditions as we dig into the reality of how to adhere to our ideals. It is complex and expensive. Our laws currently reflect the hard-learned lessons of how our personal and collective wellbeing is bound with the health and balance of our biosphere. We can not ignore what needs to be done to produce real sustainable solutions. We have to be rational, practical and patient as we develop new paradigms for getting this done correctly. Details are in my attached comment - report.

Sincerely,

John M. Rich [REDACTED] Dorchester, MA 02125-[REDACTED]

Attached document:

CSHCA Response to Massachusetts Morrissey Boulevard Climate Resilience Commission - Final Draft Report May 4 -2025

Columbia Savin Hill Civic Association (CSHCA) members are active participants in The Morrissey Boulevard Commission (MBC) process. Our combined experience as residents

and from working in Boston for decades informs the following recommendations on what we collectively can do to incorporate Massachusetts' and City of Boston objectives for environmental, economic and social justice, as highlighted in the introduction to Mass 194th General Court document -Chapter 238 of emergency legislation, created November 20, 2024, into a comprehensive plan, as required in the MBC mandate. We offer this combined effort out of concern for an incomplete MBC final draft report; specifically lack of the required comprehensive planning. Our intention is to assist and participate in formulating a comprehensive plan for this area that can bring about the maximum practically possible benefit for the environment and our people as we respond to pressing needs for smart, long-term climate resiliency preparedness and socially just and sustainable green economic growth. The following information is in context of the massive commercial, residential, and civil infrastructure construction scheduled to occur in our area over the next decade. We see the need and opportunity to create a new paradigm - working model within the Savin Hill Cove drainage basin.

We see challenges and opportunities in our drainage basin as good conditions for a state and city sponsored, thorough scale model study encompassing all the common objectives of the government agencies and academic / research institutes involved with urban climate resiliency and sustainability in the context of environmental and social justice. We see a need to tackle the full complexity of this topic collectively with all engineering, marine biology, economics and sociology & related humanities, private industry, and citizen's experience and perspectives to meet the challenge of climate change and limited resources - (*ref. 3c in appendix*). We recognize the impact of ongoing national political turmoil. It intensifies the imperative to focus on collective self-reliance. We collectively (Massachusetts, Boston, and by extension, citizens) need and are charged with developing a comprehensive plan and then work the plan. We need first to develop political will to act on our ideals stated in law and creatively organize funding sources to be able to act responsibly, with long-term vision towards environmental and social justice. We collectively are among the people most capable to accomplish it. CSHCA encourages Massachusetts and Boston to stick to our ideals. We collectively have the talent and expertise to not miss creating the most benefit out of this crisis.

DETAILS: First, we see a lot of good coming out of the MBC, particularly the traffic design. We're fortunate to have and appreciate the professionals who have worked so hard on the project. The 25% design work of the Morrissey Boulevard Commission drawings indicate the area between Bianculli Boulevard (entrance to U Mass Boston from MB) South to Freeport Street is the most vulnerable to 2070 projected sea level rise (SLR) and 100 years storm surge and wave height. It's part of the middle area (zone 2) of the overall alignment from Preble Circle in South Boston to Neponset Circle in Dorchester. Project drawings call for raising the elevation of Morrissey Boulevard 7+ feet for a new raised resilient berm. We have publicly noted that such a change would block the visual connection for people at grade level around Dorchester Bay Basin (DBB), trap more air and noise pollution and disincentivize dredging out the heavily contaminated sediment in DBB and environmentally restoring the bottom.

Item 1) Mass Climate Resilience Design Standards and Guidance Version 1.4, December 2024, referenced on Pg. 105 illustrates what can and has gone wrong by not including comprehensive planning in this design project. Section B of the Standard: Site Suitability contains Best Practices, item “SS-3. Protect, conserve, and restore critical natural resources on-site and off-site”. If comprehensive planning had been included in the scope of work as required, it would have expanded further into the realm of environmental restoration which would help stimulate homegrown development in the green infrastructure and coastal environmental restoration industries. The two together would help incentivize expanding economic development in coastal transportation, power generation and revitalization and diversification in the marine fisheries industry.

Avoidance of comprehensive planning delays compliance with the letter and intent of Chapter 238 of emergency legislation enacted on November 20, 2024: “AN ACT RELATIVE TO STRENGTHENING MASSACHUSETTS’ ECONOMIC LEADERSHIP

Whereas, the deferred operation of this act would tend to defeat its purpose, which is to forthwith finance improvements to the commonwealth’s economic infrastructure, drive industry innovation, and promote economic opportunity and job creation, therefore it is hereby declared to be an emergency law, necessary for the immediate preservation of the public convenience.”

At the least, we’re obligated to perform good faith comprehensive planning (CP) after best effort community visioning (CV) has been accomplished. At this point, CV is still tentatively planned to commence in the fall semester of the University Massachusetts – Boston with the Urban Planning department and participation of residents in the drainage basin leading to the shoreline that is the subject of the middle section of the MBC alignment / scope of work. The UMB Urban Studies CV project will run through the spring semester of 2026. This was initiated by the request of CSHCA.

The Columbia Savin Hill Civic Association votes no confidence in the draft MBC Final Report, as written. Best effort to comply with the letter and intent of the law (chapter 238) and eventual best practical application is what we are required to do. The legislature gave us the mandate to achieve leadership. We need to keep working on this plan and address the environmental and social justice aspects that are involved. It will contribute to a more fulsome plan.

Detailed observations, comments and questions are listed below per specific page numbers.

Item 2) Pg. 81, section **3.2.1 Key Findings of Transportation Evaluation:** 2nd bullet notes “The new bus network outlined in the MBTA Bus Network Redesign (BNRD) is expected to improve transit access through increased connectivity and higher transit frequency. While no routes are anticipated to run on Morrissey Boulevard, high frequency routes would serve portions of the corridor with connections to Red Line rapid transit, such as at JFK/UMass Station.” <> Considering project goals of 1) reducing motor vehicle roadway use, and 2) increasing public access to DCR assets, an electric bus connector, possibly

identified as Port Dorchester between Red Line JFK and Ashmont stations via Morrissey Boulevard and Gallivan Boulevard to Dorchester Avenue would give local residents an alternative to driving to local stores, etc. + a bus stop on the West side of MB, at the South end of Malibu Beach, near the planned pedestrian overpass near the new bike trail bridge (North of the I 93 overpass) would provide additional public access to the beach. (Good for families walking with children: Savin Hill Red Line is a long walk to Savin Hill beach with stroller, kids in tow and beach things) For ref. see fig.4-18 on pg. 128. <> **Question 2a: Is an electric bus line contemplated for the suggested route (PD) in the future? (PD – Port Dorchester plugged in as place holder)** Comprehensive Planning could account for this. Space & access would be incorporated in next planning phase for a stop. But bullet 2 ref. above notes no bus service through this zone is planned; a public access and equity issue.

Item 3a) pgs. 106 & 107 Flood Modeling, Section 3.6.3 leads to pg. 111, Fig. 3-4 & Elevation 115' at Bianculli Blvd; an important point relative to Fox Point, with residents on both sides of Morrissey Boulevard along this lowest / most vulnerable part of the MB central area. See item 3c. 1 is a typo. It's Elevation 15, not 115.

Item 3b) pg. 109 through 111 - Ref. Figures 3-10 through 3-13 and Fig. 4-3 on pg. 114: Note 3.1) The anticipated flood zone, Fig 3-13 on pg. 111 doesn't show a tide gate for MB at the inlet to Pattens Cove. It was on previous iterations of the plan. **Questions / 3b: Is omission of a PC tide gate an oversight? There's a combined roadway drain outfall at the West Shore of Pattens Cove. How far upstream in that drainage network does the Design Flood Elevation (DFE) go?**

Item 3c) A MB elevation rise of 7'+ in this area from the North side of the Beades Bridge replacement to Fox Point is a major impact to all adjacent facilities. Pedestrians can walk from roadway elevation to the Vietnam memorial but (*question 3c.1*) **What is the vehicle access plan for adjoining properties?** For reference in this area see pg. 111 "*Figure 3-11: Design Flood Elevation Components the DFE varies along the Morrissey Boulevard corridor, primarily based on the differences in wave conditions which are dependent on conditions in open water and land barriers. Therefore, different points in the central section would need to be raised to different levels, such as 15 feet near Bianculli Boulevard, which constitutes an increase from existing elevation. Future flood levels– and by extension the DFE–are expected to rise above the level of motor vehicles and pedestrians at the current level of Morrissey Boulevard, indicating significant flood resiliency improvements are necessary.*" **This has a major impact on residents on East and West side of MB is this area.** Note 3.2) Fig. 3-13 on pg. 111 shows Savin Hill Yacht Club under water. Other data shows the inlet to Dorchester Bay Basin, North to the East end of Fox Point receiving highest 100-year storm wave heights. The MB alignment plan for this area shows no consideration for private residences on the West side, or SHYC and the adjacent Veterans Park to the North on the East side. (*question 3c.2*) How does grade change affect the intersection with Old Colony Terrace? **There are no details illustrating mitigation measures for raised MB elevations. Abutters need to know long term impacts and planned mitigation measures.**

Item 4a) Pg. 125: *“Central Zone Climate Resilience Options Incorporating coastal resilience infrastructure and identifying opportunities for increasing placemaking through green infrastructure were central to the development of the alternatives in this zone. Each of these resilience options could be incorporated into any of the roadway alternatives.”*

Given the range of options and limitations on the extent of berms West of MB, the following aspects appear to be most beneficial but there’s a need to return to the question of the extent of CR berms inside Dorchester Bay Basin (DBB).

Item 4b) Pg 125 – Regarding fixed vs deployable field barrier / tide gate: Our position is whichever option provides the most tidal flow between Savin Hill Cove and DBB in normal tide and weather is better for marine environment conditions, with the contingency that it provides the maximum protection against worst case storm tidal surge and wave action. It can’t allow water infiltration between the bottom of the gate and the DBB inlet bottom at such a rate that the neighborhood inside Malibu Beach, + I-93 and MBTA rail right of ways will flood during the storm event. For reference, see the low point of the expressway adjacent to the NW area of McConnel Park.

Item 4c1) Pg 126 & 127 - regarding Fixed Barrier Options, our position is that it should be coordinated with the UMass Boston School for the Environment, Stone Living Lab. The Co-director of SSL, Kathrine Dafforn is a world-renowned expert on coastal resilience & restoration of coastal habitats. The Buried Floodwall: “Structural floodwall buried underneath landscaped berm” appears to provide the most benefit across the spectrum of functionality and maximum public use. It appears to be the wetlands option.

4c2) An important detail on the East side shown on pg. 127 is the boat ramp with one vehicle and shore grass planted North of the ramp: It’s an unrealistic representation: When it was in use as a free public boat ramp there could be 15 vehicles with trailers parked there. In the image there are no parking spaces. There’s no space for vehicles with trailers in the Malibu Beach parking lot on a typical good day. DCR restricted public vehicle access to the East beach at least two years ago due to persistent substance abuse and recklessness by jetskiers. DCR blocked access after a fatality. If Boston Fire & Rescue needs access for the emergency launch of a light boat the entrance can be via their key.

Item 4d) Pgs. 127 & 128 - Pedestrian / bicycle crosswalk at grade or PB bridge? Fig. 4-17 shows an at-grade crossing. It’s hard to deduce the station due to no reference to the I-93 overpass to the South and the Beades Bridge replacement. A guestimate is it’s intended to be between the two and near the new North side landing for the bicycle viaduct between Victory Road / National Grid site and the bridge. Fig. 4-18 on pg. 128 shows a pedestrian/bicycle bridge in what can be deduced as the same relative location as the at grade option. Please clarify. It appears a bridge is more practical considering vehicle traffic.

Item 4e) Tree height and density along MB in the Central area: OK as envisioned South of

Beades Bridge location but North of that blocks the view of the bay for people standing on the beach or walkways around DBB.

Item 4F1) Failure to consult residents prior to contracting design work and failure to produce the comprehensive planning that is required per the original mandate from the Massachusetts Senate has resulted in a plan that looks good if you are driving, biking or walking on the proposed raised causeway elevation but creates a bowl effect for those who are standing at existing grade at Savin Hill Beach and McConnell Park. It blocks our visual connection to Dorchester Bay and distant landscape and creates increased air and noise pollution from the expressway and MB. This was brought to the attention of the Commission board during meeting #2 on Jan 30, 2024. It was noted that the design first by an outside consultant ignored the perspective of the neighborhood and focused solely on those on the elevated surfaces. It's another state road job cut off from the neighborhood and cutting the neighborhood off from positive aspects of its location. Most daily basis visitors to DBB walk from the neighborhood or drive to the parking lot at McConnell Park. From the beach walkway in the Northwest and North side of Savin Hill Beach there would be no view of the bay. The area would be louder, with higher concentrations of noise and air pollution.

4F2) The Environmental and social justice aspects embedded in, and co-motivating creation of Chapter 238 of emergency legislation enacted on November 20, 2024: "AN ACT RELATIVE TO STRENGTHENING MASSACHUSETTS' ECONOMIC LEADERSHIP" were not new concepts but were a reiteration of existing State laws and agency guidelines. They also previously existed for the City of Boston, a member of the MBC board. During MBC meeting # 2 a resident brought up the design flaw of disconnection with the neighborhood and suggested mitigating cutoff by creating new, slightly higher berms all the way around Dorchester Bay Basin and noted how linking that with mitigation of the contaminated sediment in DBB, Pattens Cove and Savin Hill Cove could help solve the cutoff problem and lead to environmental remediation and restoration; an objective linked to state infrastructure projects. The in-meeting discussion starts at the 1:08:58 mark in the meeting recording. This same issue and linkage of environmental and social justice was brought up in the following meetings: 3 on May 2: 1:42:50 mark, #4 on May 31, 24, #5 on 8-6-24 at 1:50:32 mark, 6 on Sept 25, 24 at 1:10:35 mark, and meeting #7 on Nov 21, 24 at the 1:21:40 mark.

4F3) Much good has come out of the efforts of the MBC, particularly the traffic design. The MBC scope goes all the way West to Dorchester Avenue. We understand how and why comprehensive planning has been omitted but the resulting disconnects on the environmental and social justice aspects linked with the drainage basin leading to the central area of the alignment are not acceptable. We remain committed partners in the process, but we do not see the scope of work outlined in the original mandate complete at this time. We have an outline of a comprehensive plan for the drainage basin leading to Savin Hill Cove that we think benefits residents, Massachusetts and the City of Boston.

Draft Comprehensive Plan (DCP) for Savin Hill Cove drainage basin:

DCP 1a) The spring 2025 final draft report shows the raised berm for MB with design detail options and limited length bracing berms at the Northeast and Southeast areas of Dorchester Bay Basin (DBB). CSHCA has requested and holds to the idea that there should be full length continuous berm around DBB to mitigate loss of the visual connection with the Bay and background landscape. It's an important public use benefit. The raised MB berm with buried floodwall alternative depicted on report page 127 may be the best practical solution if we could have the following contingencies included for the Savin Hill Cove area (shoreline between National Grid property and Bianculli Boulevard). The elevation of a continuous DBB berm must be higher than MB so that people can still enjoy the benefits of the long view out to Dorchester Bay and beyond, and the fresh air flow. For reference, see appendix image #1, a marked up google earth view of the area, and notes on related details.

DCP 1b) A wide enough berm around DBB could provide enough space to install sound attenuation barriers along the expressway, planting for evergreen trees and a DBB perimeter walkway. The perimeter path could have fishing platforms built out in the Southwest & SE portions. Glovers Corner is slated for new residential development. A pedestrian & bicycle bridge could and should connect Glovers Corner to the beach at DBB and McConnell Park.

DCP 2) All of Savin Hill Cove including DBB and Pattens Cove should have the decades long, deep accumulation of contaminated sediment removed. It's a hazard to public health and safety and limits marine life potential. Pneumatic flow tube method of dredging could be used to beneficially process / stabilize the spoils with pumice and/or cement to create useable embankment material. This process has been used successfully in NJ, NY, & CT since the early 1990s and is used in Japan for airport expansion work. *For reference see details in appendix 2a through 2d.* As is typical of similar tidal zone environmental restoration, the cleaned bottom should be reseeded with oysters, eelgrass and possibly kelp, a synergistic combination that filters and oxygenates seawater, maintaining a virtuous and balanced environment cycle. *For reference on pertinent UMB Marine Biology Department studies see section 2f in the appendix.*

DCP 3) Savin Hill Cove exists between the dynamic systems of the drainage basin and Dorchester Bay / Boston Outer Harbor. Unless the contamination inflowing from the drainage basin is mitigated and remediated there is little incentive to incur the expense of intertidal and tidal / littoral zone environmental restoration. Massive green infrastructure buildout and other up-slope sediment and contaminant retaining measures are needed to protect the investment in a restored marine environment. It takes a big, collaborative effort to pull something like this together. *For details see appendix 3.* Long-term, we need to reduce & eventually eliminate contamination from reaching the shoreline.

DCP 4) Extensive adoption of Tallamy's Hub - Homegrown National Park environments with community gardens can generate jobs, sequester carbon, cool neighborhoods and help transform built environments aligned with current Jane Jacobs adapted concepts for urban planning.

DCP 5) If more electrical power and communication cable could be put underground in flexible duct bank material it would create room for tree planting and more shade creation. Underground duct bank is more expensive than pole suspended cable, but new materials science and methods should help with that.

DCP 6) Current typical permeable pavement is not as durable as standard asphaltic or Portland cement-based pavement for city streets. Materials science trends indicate there's potential to switch to the old Roman concept of paving with durable, porous pavers separated with highly permeable fill between pavers. It would allow significant storm water permeation into the soil. *For relevant commentary see appendix 3c.*

DCP 7) Greater adoption of geothermal energy capture has huge potential as community wealth building enterprise creation. All of these and similar options for urban infrastructure need to be considered in conjunction with socioeconomic evaluation of long-term benefits of coastal environment restoration.

DCP 8) Sea skimmer transportation is an up-and-coming alternative to coastal inter-city transit connections. Regent Air has an office in Boston. It may be worth looking at Boston owned Long Island as an adjunct to Logan Airport with ferry links to the airport and other harbor ferry terminals. The Boston School Dept may be interested in creating a small school focused on maritime skills science & training. It may be possible to site it close to mass transit and UMass Boston for connection with its marine science and coastal restoration programs. Mass Maritime Academy (MMA) admissions office informs us there are no such programs in Massachusetts high schools. In our opinion such a school would greatly help gradually restore the local maritime economy and students could be fast-tracked to MMA. For reference on a well-established working model see Miami Marine Academy of Science and Technology (MAST Academy on Virginia Key and MAST - Sandy Hook (Highlands) NJ. Massachusetts has opportunities to help start cooperative, community wealth building enterprises in niches like dredging & spoils processing, marine transportation and kelp farming.

DCP 9) A maximum practical restored marine environment within Dorchester Bay and eventually, more of Boston Harbor and Quincy Bay will bring back some of the lost fishing industry, and service jobs. Restoring some of the maritime culture that is attractive to so many people could increase tourism and our general quality of life.

DCP 10a) Dorchester Bay City is walking distance to MBTA Red Line JFK/UMass Station. A new harbor ferry terminal located between the North side of Dorchester Bay City and Carson Beach would be a major improvement to intermodal transportation options. The pier behind the JFK Library was evaluated as a harbor ferry node but we're not aware of any action on it. Locating a ferry terminal between Dorchester Bay City and Carson Beach might be a workable alternative. Materials science shows potential for new heavy use materials for bridge and terminal operations made from composite recycled plastics, and carbon fibers in new polymer resin materials. Massachusetts universities are leaders in materials science. **Can economists evaluate building right-scale production facilities in Massachusetts?**

DCP 10b) A new electric bus route between the JFK-U Mass and Ashmont via Morrissey and Gallivan Boulevards and Dorchester Ave could give residents options for not driving to local markets and it would also serve as a redundant link for the system and local passengers from Ashmont to downtown Boston and Logan Airport, plus increased civil and commercial dockage is a civil defense asset via ferry if the Red Line went down. A bus stop can be designed for Malibu Beach so that families with kids have easier access than walking from the Red Line Savin Hill Stop with strollers and bags and kids in tow. It expands public access and use of the DCR asset.

DCP 11a) The City of Boston encourages community visioning (CV) as part of comprehensive planning, particularly in relation to massive impact developments such as are occurring along and tangential to the Morrissey Boulevard Commission alignment and the drainage basin. (For reference see items 3b&3c in Appendix) **U Mass Boston's Sustainability Solution Lab Group, Boston Harbor Now, The Stone Living lab, and all combined forces of The School for The Environment and Sociology & Government Departments,** appear to have the expertise and mission focus to assist the Columbia Savin Hill Civic Association and Boston Green Infrastructure. UMB's Urban Planning Department has agreed to conduct a two-semester course for students to run a CV program in our neighborhood starting this fall at CSHCA's request. This could lead to effective grass roots collaborations that could include internships for BPS students and/or children from The Dorchester Boys and Girls Club. A well-executed CV could be a good undergrad or graduate project that helps create important benefits for the neighborhood and for Boston.

DCP 11b) The area of the Savin Hill Cove drainage basin and shoreline appears to be of a manageable test model scale for best practice planning and implementation of Massachusetts and Boston Environmental and Social Justice goals as established in current laws and agency guidelines. Considering the major impact of new developments at Dorchester Bay City, Morrissey Boulevard and the Dorchester Avenue area, climate resilience and sustainable solutions are urgently needed for smart green growth. The State Senate created the Morrissey Boulevard Commission to help create an intermodal roadway climate resiliency plan with comprehensive planning (CP) as necessary for efficacy and sustainability. With CP missing from the MBC draft final *report (ref. recording from meeting #6 on Sept. 9, 2024 starting at the 2:02:10 mark)*, CSHCA sees the opportunity to incorporate the above details and more listed below - into an extensive CP program that would need to include some economic analysis for new concepts.

The Morrissey Boulevard Climate Resiliency area extends West to Dorchester Ave & Freeport Street and farther West from Dot Ave, based on commission reports from 2023 (Tenean Beach to Neponset Circle zone). Developing a comprehensive plan for the area affected by the need for climate resiliency along Morrissey Boulevard should, in our opinion, encompass a thorough sociological, economic and hydrological analysis of the drainage basin leading into Savin Hill Cove.

In our view it's worth restoring our intertidal, tidal and littoral marine environments. In our view we have great immediate need to solve big coastal resiliency and environmental restoration problems. We see the need to connect these ideas with local interested entities. Maybe in the process we can help jumpstart community wealth building enterprises involved in manufacturing, distribution and systems maintenance as encouraged by The Democracy Collaborative and help make this a better place to live, a place not crushed by short-view government and business's need for expediency. *For reference on an alternative, see the city of Oslo, Norway linking city agency funding to performance on meeting enviro /social justice objectives.*

DCP 12a) The Good Part: From our perspective all the above information shows a good opportunity to accomplish several things: These challenges call for collective self-reliance. Cooperatively solving these problems in-state might help bring to light opportunities for some manufacturing of products and equipment used in heavy civil engineering and construction and environmental remediation / restoration to be reshored to Massachusetts Local Environmental Business Council of New England members, including ESG advisors may find interest in this idea and may be able to help corral the right economic analysis expertise. We can use the products entirely coastwise and throughout the state. On the models provided by The Democracy Collaborative, community wealth building - worker owned cooperatives can find stable niches in green infrastructure maintenance, facilitating more home-grown national park installations and small rain catchments, community gathering places, wild food gardens, geothermal installations on micro scale suitable for neighborhoods, and more. It's possible Massachusetts and Boston can apply in-house economic analysis expertise to all the above in this section. It's not just manufacturing; it's potentially expanded regional distribution systems that could assist a new economic niche / paradigm for Massachusetts.

DCP 12b) Expanding out from Dorchester Bay and Boston Harbor, into Massachusetts Bay and the rest of the coast we can stimulate new ventures and local distribution networks that facilitate doing more than just coastal improvements. Kelp farming can feed closer to the city – increasingly in demand, small farms with fertilizer. Kelp has multiple industrial and personal care product uses. We need more kelp, eelgrass and oysters in environmentally restored waterways to maintain ecological balance and restore part of the maritime economy.

DCP 12c) We may be able to expand state and contiguous state coastal transportation with Boston as the hub. If so, we need more local feeder lines and maintenance vessels on the water. This has gradually expanded in the New York metro area. The International Organization of Masters, Mates, and Pilots, crews a lot of those vessels from command to deck hands with good union paying jobs. They adapted and expanded their scope of interest as deep sea shipping on US flagged ships decreased over the decades. IOMM&P is a good source for maritime affairs info. They are based in Linthicum Heights, MD. <> Boston Fire & Rescue recently received a new dive boat that was trucked out from Washington State. We have eminently skilled people building a prototype autonomous

boat that is water jet-driven like the new dive rescue boat and about the same size for the US Navy in Charlestown. We have the expertise in-state to build whatever we need, again.

Appendix to CSHCA response to MBC final draft report

1a)



Ap 1a) Cross hatched area North of Beades Bridge is the potential area of combination – in situ material with added Processed Dredge Material (PDM) encased in protective geotextile liner (per typical hazardous containment fill methods), followed by new trucked or barged in material as needed to reach SLR 2070 design grade. PDM might also be able to be used as base layer for DBB perimeter berm, extending around to a Fox Point & Vietnam Vets Park berm.

Ap1b) The new, raised elevation MB bridge over the Pattens Cove inlet could be fit with a tide gate. It's not shown on the final draft. Note the the storm drain outfall at the West end of Pattens Cove could affect the residential streets to the SW or behind South Line to the NW. The Perimeter of PC could also need a raised berm.

Ap1c.1) A report from Dorchester Yacht Club on DBB bottom sampling they commissioned in 2023 noted that none of the I-93 roadway drains that lead into DBB have drain inlet filters on them. DYC's Commodore, Greg Bedrosian has a pdf of the bottom & shore sampling report they commissioned in 2021. He can be reached at admin@dorchesteryachtclub.com. The bottom sediment testing shows high levels of petrochemical and bacterial contamination.

Ap1d) DBB and PC storm drain outfalls could be fit with debris catching nets with break-away features when full. They have them along the Potomac and Anacostia Rivers / DCWASA. It's likely a part of the green infrastructure add-ons to the DCWASA Blue Plains – Clean Rivers Project.

Ap2a) 30-year-old environmentally positive dredging methods and beneficial use of processed contaminated dredge spoils appears to not be permitted in Massachusetts as

of April 2023. Pneumatic flow-tube dredging of highly contaminated harbor bottom alluvium such as exists in Dorchester Bay Basin, Pattens Cove and Savin Hill Cove Between Bianculli Boulevard and beneficial processing with pumice instead of Portland cement or fly ash has been used in NY, NJ, and Connecticut for waterway environmental restoration and beneficial use as embankment and fill since the early 1990s. It's used in Japan as fill and embankment for use in new and expanded airports.

Ap2b) A brief description of pneumatic flow tube

PDM: https://www.battelle.org/docs/default-source/conferences/sediments-conference/proceedings/2019-sediments-conference-proceedings/b5.-dredged-material-dewatering-and-disposal/262.pdf?sfvrsn=3b768fe3_0

Ap2c) A study on PDM https://cait.rutgers.edu/wp-content/uploads/2018/05/193-ru2763_1.pdf

Ap2d) A commercial, expert in PDM (we have no affiliation with them): <https://tprgllc.com/>

Ap2e) A news report on a near-tragedy at Malibu Beach deep alluvium zone:
Another woman gets stuck in Boston mud, this time in Dorchester

This is an unmitigated, potentially lethal public safety hazard at Malibu Beach (NE area of Dorchester Bay Basin, transition to Savin Hill Beach).

Also, please note: During summer low tide at Savin Hill Beach, adjacent to McConnell Park, parents who don't read the posted warning signs about contamination allow their children to play in shallow water, stirring up contaminated sediment. As the kids splash and run around, they can be seen ingesting the polluted water. We can do better than let this continue.

2f) Attached here is the essential information from Professor Dr. Eugene Gallagher of UMB Marine Biology department describing and providing reference to further information on the level of contamination in the Savin Hill Cove area. It is valuable info and key for understanding the local benthos level of toxicity. It is copied and pasted from one of the email responses provided by Professor Galagher to questions about local benthic conditions: Email below is from Marine Biology Professor Eugene Gallagher to John Rich of CSHCA in answer to the question, "What is on the bottom of Malibu and Savin Hill Beach and in Pattens Cove?"

"From: Eugene Gallagher

To: John Rich

Cc: kenkeay

Sent: Monday, December 12, 2022 at 03:02:53 PM EST

Subject: RE: Savin Hill Resident Wanting to Learn

I wrote a paper on Boston Harbor benthos with Ken Keay in 1998 (attached). My students and I have done a lot of work on the Savin Hill Cove mudflat. I've attached a couple of their papers: Trueblood et al. (1994) and Gould and Gallagher (1990). I was just out sampling Savin Hill Cove in November. The MWRA has been sampling Savin Hill Cove since fall 1991 (their station T4). Savin Hill Cove is one of the most heavily polluted areas of the outer Boston Harbor. The subtidal sediments largely consist of black mayonnaise, the benthic ecologist's nickname for polluted hydrogen-sulfide rich sediments. The MWRA has annual reports on the benthos of Boston Harbor and MA Bay. Savin Hill Cove is site T4 in these reports. The benthos refers to the sedimentary environment and includes the soft-bottom benthos, my research area, and the rocky intertidal and subtidal benthos.

The MWRA reports can be found here:

<https://www.mwra.com/harbor/enquad/trlist.html>

If you search for Boston Harbor reports, you should find reports from the early 1990s to the last couple of years. Site T4, the Savin Hill Cove subtidal, was bad in the 1990s and remains in bad shape today. The main problem is that it is a sediment focusing area with sedimentation rates of 3-4 cm per year, whereas the rest of the harbor is 3-4 mm per year. The organic rich material settles in the sediments and the bacteria grow on it using up the bottom water oxygen by mid-summer. The sediments turn anoxic (no oxygen) and a new group of bacteria continue to grow on the organic matter using sulfate for respiration instead of oxygen. These anaerobic bacteria produce hydrogen sulfide from the sulfate which not only produces the rotten egg smell characteristic of black mayonnaise, but hydrogen sulfide scavenges heavy metals and organic matter from the water column. So, the sediments become toxic as well as anoxic: not a pleasant mix.

There are signs that things are changing though. During the first week in November, samples from the Savin Hill Cove intertidal zone and found animals (ampeliscid amphipods) that are common in cleaner areas of Boston Harbor but hadn't been seen in Savin Hill Cove during 39 years of sampling. That is a good sign.

The MWRA has drastically reduced the pollutant inputs to the harbor, especially since September 2000 when the long sewage effluent outfall began discharging the Boston areas secondarily treated sewage 9 miles offshore. That has led to a dramatic improvement in Boston Harbor. It's about time that Savin Hill Cove improves too. I hope this was of some help. I've copied Ken Keay, a UMass Boston grad who studied Savin Hill Cove and for 30+ years was in charge of the MWRA's benthic sampling of Boston Harbor and Massachusetts Bay."

Ap3a) In our opinion, full green infrastructure buildout in the drainage basin leading to Savin Hill Cove is needed to protect the investment of dredging and environmentally restoring the bottom with oysters and eelgrass and possibly adding kelp if the marine biology scientists deem it's right for restored DBB, PC, and SHC. There's logic to seriously

consider full green infrastructure buildout in the SHC drainage basin and max practical shoreline and waterway bottom environmental restoration. It fits in with city and state Environmental / Social Justice strategies embedded in law. The two would be separate from the DOT MBC scope and funding but its necessity could be linked to authorization for funding the dredging portion of MB Climate Resiliency work so that the contaminated dredge spoils can be beneficially used as stabilized and contained base for necessary berms / embankment. DBB might have to be a separate but related project with MB. Similar legal arrangements were made as part of the Boston Central Artery Tunnel Project, environmental and quality of life compensation arrangements. City and Mass laws and agencies endorse these concepts for environmental social justice. This type of plan may be eligible for grant funding from state, federal and some charitable, public benefit foundations. **Mass Fish and Game Dept has a program to facilitate funding for environmental remediation & restoration needed because of Mass Highway / DOT road and bridge jobs.**

Ap3c.1) An important thing that was discussed in September 27, 2024, Climate Adaptation Forum seminar titled, “Community Engagement for Climate Resilience – What it is and how to do it well”, was building collaborative networks between state and city agencies and community organizations that are qualified to receive funding and act as participants in project development in their neighborhoods. An example is the city of Chelsea collaboration with Green Roots on various civic benefit projects. Their successful relationship inspires this outreach to you, the members of the local academia / government environment & sustainability nexus.

Columbia Savin Hill Civic Association volunteers paying attention to developments in the area are tracking following items: The Dorchester Bay City and Center Court Developments, along with the Mass DOT K Circle study, the Morrissey Boulevard Commission, The Columbia Road and Koscioko Circle study, changes in Glovers Corner status with the city. With this volume of commercial, residential, civil infrastructure and climate resilience planning information, we need to collaborate with others who have expertise in these areas and are actively engaged in it. **Savin Hill Cove as the drainage basin terminus requires an expansive and holistic response to achieve city and state goals for environment & social justice and climate resilience sustainability. It is a microcosm of what Massachusetts faces in all old urban coastal communities. Doing this helps create good working models for the state.**

Ap3c.2) The complexity of marine environmental mitigation, remediation and restoration work in relatively small areas, in urban environments indicates need for right scale operations, creatively capitalized to qualify for bonding. It probably needs an incubator type approach to start, combining state and private capital to work out details. If a contractor partner fails, the public owns the assets. The details of this kind of work are complex and expensive but long-term benefits for the public and the environment are big. Massachusetts has much expertise in this area.

Ap4a) Increasing permeation and reducing stormwater runoff leads to other civil

engineering considerations: What is the soil water holding capacity that will not cause harm to buried utilities and building foundations? How long can we divert pesticides, weed killer and fertilizer nitrogen and phosphate into soil and ground water before it blows back on us, the way suburban neighborhood septic systems eventually seeped into waterways prior to The Clean Water Act? The above questions are most likely currently being studied in academia.

But first things first: We must reduce stormwater runoff into waterways. New landscaping paradigms are a massive long-term sociological focused project. More education and smart messaging is needed to motivate people to reject petrochemical pushed products and feel good about and receive validation for being good stewards of our little piece of land in cities and suburbs. We need to reach influencers to get on board but for Dorchester, we can probably build grass roots understanding and motivation through civic association projects and through schools. This relates to efforts by Grow Native Massachusetts and Tallamy's Hub – Homegrown National Park. It ties into community visioning projects.

Ap5) The following is background and additional detail for items listed above and main body of the response to the MBC Final Draft Report:

Ap5a) In July 2024 John Rich (JMR) submitted an alternative proposal for MBC Zone 2 to Mass DOT Intermodal Planning and shared it with CSHCA. That version recommended restoring as much tidal flow that existed into what is now DBB prior to the land filling that created Malibu Beach and the North abutment of the Beades Bridge. (Dorchester Athenaeum shows project completion "about 1920".)



1894 Green line is roughly drawn, approximate current alignment of Morrissey Boulevard. Note the openness of the current Dorchester Bay Basin area to Dorchester Bay, allowing suspended sediment in stormwater runoff to be carried out and dissipated farther out in

History of the area:

Note that the 1894 West shoreline went all the way back to Dewer Street, West of Red Line Savin Hill Station. Commercial Point has had a long history of commercial & industrial use since the start of the industrial revolution. (Great photo documentation at Dorchester Atheneum / coal ship terminal and coal gasification plant) The shoreline had been an industrial dump for decades and there are still no roadway drain inlet filters on storm drains leading to the basin. In 2022 Dorchester Yacht Club commissioned a study of DBB bottom sediments. It showed a broad array of toxic contaminants. Historically, the neighbors of this area have borne the “cancer alley” effect of what was normal business and government expediency, with externalization of costs to neighbors. Some of the descendants of the last couple of affected generations still live in Clam Point. In the scope of planned climate resiliency for the Malibu Beach section of Morrissey Boulevard there is justification for considering environmental remediation, restoration and reparation, not just for people but also for earth. For reference see Division of Ecological Restoration - MA Department of Fish and Game.

Ap5a (continued) JMR’s July, 2024 proposal focused on achieving maximum pre-1920 tidal flow into DBB by making the MB section between North side of what will be the Beades Bridge replacement, North to a line extended from the present North shore or Savin Hill Beach / Fox Point interface as a viaduct. It involved hydraulically pumping out / dredging the fill that is Malibu beach and use it as berm fill above encased processed dredged material in the base of a new DBB perimeter berm. At the time JMR thought the hydrology consultant for the MBC Resiliency plan said breakwater structures could be placed offshore. (For reference see MBC meeting #2, Jan 2024. Consultant – Nasser Ibrahim – Sustainability Specialist for Woods Hole Group.) If that were the case it seemed a higher than viaduct berm around the perimeter might be adequate to protect I-93. JMR prefaced the proposal with knowing it needed hydrological analysis. Maximum restoration of tidal flow could open new opportunities for DBB environmentally and for public use.

Ap5b) After the September 27, 2024 Climate Adaptation Forum in Boston JMR ran into the Woods Hole Group hydrologist who did the study for MBC, a Mr. Ibrahim. JMR had shared his viaduct / max tidal flow restoration proposal with him. Based on their conversation about zone 2 JMR learned he was mistaken about breakwaters. Mr. Ibrahim said

“A point of clarification on your summary of our discussion: I am not proposing breakwaters around Dorchester Bay City. I do like the concept of smaller oyster breakwaters, which is I think what we discussed (or at least was what I was talking about). I know the State (EEA/CZM) is interested in those types of nature-based projects, but I may have explained that I have heard permitting them is difficult due to concerns about people harvesting/eating potentially contaminated shellfish. But new big rock breakwaters are really not permitted anymore in Massachusetts. I typically advise clients not to pursue them due to regulatory hurdles. And as you rightly noted, the few cases where we have modeled them for my projects show that 1) they do nothing to stop tidal (sea level rise) and storm surge flooding, and 2) waves can often regenerate over relatively short distances.”

He said a raised and hardened berm at Malibu Beach would essentially be the breakwater. If breakwater structures were placed offshore where the existing sand bars are exposed at low tide, and the portion of MB between the Beades Bridge and Fox Point was a viaduct, there would be enough distance between offshore breakwater structures and DBB perimeter berm for waves to regenerate. 100-year storm waves would go over a viaduct and crash into a perimeter berm, damage the expressway and flood Glovers Corner. That's the professional hydrological analysis JMR needed to hear. JMR modified his proposal to what is presented here.

Ap6a) What is the best we can do with DBB / Savin Hill Beach and Malibu Beach with the reality of projected 2070 sea level rise and projected 100 year storms that statistically happen much more frequently now, and now with great uncertainty about future state - financial obligations? We are obligated to protect what's good for people and the environment with the intentions of equity and sustainability.

Ap6b) Savin Hill Beach and McConnell Park are valuable natural and social assets. The DBB bottom is an unmitigated, heavily polluted hazard to public health and safety and suppresses marine life and that of seabirds. We need to mitigate pollution inflow, remediate the hazard, environmentally restore the intertidal and tidal zone and protect the investment with max possible green infrastructure.

Ap6c) A continuous berm around DBB adequately higher than Morrissey Boulevard will look like a major barrier to the water from the baseball fields in McConnell Park but a berm between McConnell Park and the beach can be built as a permaculture feature with pathways and benches and a minimally wide access road on top that could be accessible for emergency vehicles via Bayside Street. Bayside street would need strategically removable bollards at the South end of the street and near the curbs at the North end to keep people from blocking the emergency vehicle turning radius, something that's posted now but sometimes ignored.

Ap6c.1) Permaculture: design and installation of low maintenance and self-sustaining native plantings, walkways, and permanent features for rest, gathering, recreation, and learning. For reference see the following: <https://www.mass.gov/doc/open-space-and-recreation-planners-workbook-with-appendices-updated-in-2025/download> <> and <> <https://ssir.org/articles/entry/power-of-parks-democracy>

6d) A continuous DBB berm could take enough of the SE cove to allow regular Dorchester Yacht Club (DYC) access from Morrissey Boulevard with electronic restricted access.

Ap6f) We don't know what DYC's intentions are regarding their location and SLR 2070 + 100-year storm projections. A long-distance look at the galvanized steel carrying beams for their buildings looks like they are prepared to jack them up when needed. For reference see: <https://onwaterf.com/> A Wayland, MA floating foundations and jack-up technologies Co.

Ap6g) The NW curve of DBB between McConnell Park and DYC looks big enough to

accommodate a community learn to sailing facility. It would be nice if a ducklings learn to sail program existed there; kids sailing on one side of the permaculture berm and playing baseball on the other. Kids running down the dock that goes over the shore grass and jumping into clean water at the end, and swimming over to a new, clean beach where the existing one ends, near the playground. It would be nice if the basin bottom wasn't so thoroughly contaminated that they couldn't get stuck in the mud or get sick from ingesting stirred up filth running and playing in shallow water at low tide. Even if it was a small area, it is something that youngsters would fondly remember all their lives. That's a bit of environmental and social justice that seems worth investing in.

Ap6h) Whatever can be done with the remainder of a DBB perimeter berm and stable slope beach to the shore is something that smart professional coastline designers can work out in a max ecological and public use blend. For reference see U Mass Boston Stone Living Lab. Maybe only Savin Hill Beach and Malibu Beach get swimming and wading access as is now, but with safe and clean conditions that are mostly self-sustaining. Maybe most of the West side south of DYC leading in an arch SE to the bridge can achieve stable slope condition outside of mandatory levee / dike support for the expressway but is wide and gradual enough to support restoration of shore reeds and grass, leading to the tidal zone. DBB water acreage would be smaller than existing by necessity but the whole zone can be dredged and restored to maximum ecological sustainability while keeping public access and better conditions for marine life and seabirds. The water acreage would be smaller but far healthier and sustainable with max practical green infrastructure buildout in the drainage basin.

Ap6i) We need a sound attenuation barrier next to I-93 to mitigate noise. Suburban towns along other major roads have SABs. Why are there still none here? Mass DOT website shows a study was done for installing them here but if the results are on the website they are not easy to find. JMR asked for help on the DOT website, but nobody responded. Is the hardened levee so close to the road that the typical installation method(s) won't work? What are the results of that study? If you sit on a bench on the boardwalk in the NE area where Malibu Beach starts to transition to Savin Hill Beach on a day with SW winds the traffic volume at that point is still deafening. It's an environmental and social justice issue that goes unremedied.

Appendix Conclusion: The scenario described above is intended as a potential outline for a best-practical alternative for the MBC final draft treatment for Dorchester Bay Basin, Pattens Cove, and Savin Hill Cove, along with the drainage basin flowing to the shoreline if 1) the DBB perimeter berm is higher than the raised MB embankment / dike so we retain visual connection to the bay, and 2) the dredging and beneficial use of contaminated sediment is part of the MBC engineering plan or a related engineering plan that addresses the environmental and social justice mitigation, remediation and restoration plan.

MassDOT Response:

Thank you for submitting the Columbia-Savin Hill Civic Association's comments on the Morrissey Boulevard Corridor study draft report and your notes in the email submission text. We appreciate your engagement throughout this process, and your thorough attention to environmental conditions in the study area.

The study report outlines work done by the Morrissey Boulevard Study team in support of the legislative Morrissey Boulevard Commission. As part of next steps following this study, respective agencies will continue to formally convene following this Commission process to advance a coordinated approach to corridor investments and projects.

In response to the Columbia-Savin Hill Civic Association's submission of comments on the Morrissey Boulevard Corridor Study report, please review the above response to Comment 43.

Comment 47

Name: Don Walsh

Date: 5/5/2025

Comment:

DOT Secretary Tibbits-Nutt

I am a life long resident (78 years) of the Savin Hill neighborhood of Dorchester. I am an active member of my community.

In 2019 I did a simple thing and added up the number of new residential units being seriously proposed in this area. 10,000 units!

I did not oppose these developments but joined with neighbors and our local civic association (the Columbia Savin Hill Civic Association) to demand that there be a Comprehensive Plan and subsequent upgraded infrastructure to make it work.

We went to our elected officials (Nick Collins, Dan Hunt, Dave Biehle and Frank Baker) for help. They succeeded in getting the 2022 state legislation, Chapter 176, to create the Morrissey Commission to, among other things, create a Comprehensive Plan for Morrissey Blvd.

You have chaired this commission and have released your draft Final Plan.

Your proposed Plan grossly avoids doing the primary task it was issued: create a Comprehensive Plan for the proposed 10k housing units (and the additional 7m sq ft of commercial space).

I ask you to not close the door on your assignment but go back and do what the legislation requires. Develop the Comprehensive Plan (and necessary financing) to

make the 10k/7m work.

The DOT was placed in charge of the full issue. The legislation directly placed the DOT in charge of the full Morrissey corridor (including Kosciusko Circle). Your draft "plan" is not a Comprehensive Plan.

I hope you reconsider position and go back to develop the Morrissey Comprehensive Plan.

Thank you.

Don Walsh

[REDACTED]

Dorchester 02125

MassDOT Response:

Thank you for submitting your comments on the Draft Morrissey Boulevard Corridor Study Report. We appreciate your engagement throughout this process.

The Morrissey Boulevard Corridor Study, carried out by MassDOT in coordination with Massachusetts Department of Conservation and Recreation (DCR), and the City of Boston, evaluated the potential transportation impacts of 13,240 projected residential units and additional developments in the study area. This was carried out in support of the legislative Morrissey Boulevard Commission.

As part of recommended next steps, respective agencies will continue to formally convene following this Commission process to advance a coordinated approach to corridor investments and projects.

Comment 48

Name: a k

Date: 5/5/2025

Comment:

Hi

As presented at the meetings, heading southbound on Morrissey Blvd I am against the use of 2 dedicated lanes to turn onto westbound Freeport St.

At that Morrissey Blvd/Freeport intersection the existing u-turn, southbound to northbound should be maintained in the redesign and the elimination of one of the lanes mentioned above should accomplish this.

MassDOT Response:

Thank you for submitting your comments on the Draft Morrissey Boulevard Corridor Study Report. We will consider your comments about connectivity as we continue to evaluate potential redesigns.

Comment 49

Name: John J. Lyons

Date: 5/5/2025

Comment:

John J. Lyons



Dorchester, MA 02122

Please consider these comments submitted in response to the final draft report dated March 2025. I appreciate the effort made by the members of the Commission, and the professional consultants who worked on this initiative. I also applaud the contribution of the numerous community members who voluntarily contributed their time to attend public meetings, to review the proposals and comment respectfully based on their personal knowledge and experience.

My comments are a combination of details about specific points along the corridor, and general thoughts about the entire project.

This is too large a project to completely plan in detail in a single effort, from Koskiusko Circle to Neponset Circle, and too large to construct end to end without phasing. Cost and disruption should be controlled through segmentation of the project. Finalize detail planning for the future time when appropriations have been made for planning and construction.

Morrissey has evolved into regional transportation artery over nearly 100 years. A road diet may be attractive in theory but it is unrealistic and damaging, to not only alternative route neighborhoods in Dorchester but possibly the region, including Quincy, Milton, Lower Mills and Mattapan. There have been no definitive studies of traffic flow, only references to GPS data. There are no cited examples in the region where road restrictions on the proposed scale have actually worked, without having negative effects on alternative routes. When this specific question was asked at more than one meeting, the answer was that traffic would reroute onto the Expressway. At the present time, on most weekdays, the Neponset onramp backs up into the Circle, and often onto the bridge.

If the decision is (or has been) made to impose lane reductions, the additional space should be reserved for other transportation uses. A dedicated bus lane, possibly signalized and reversible, could run from Neponset Circle or beyond to JFK Station. The same lane could be used by emergency vehicles which frequently travel on Morrissey.

There are reasonable differences of opinion on the design globally and in treatment of specific points.

There appears to be unilateral agreement that flooding in the section from Beades Bridge to Bianculli Boulevard is the most critical issue. Solving that problem should be the first priority, closely followed or simultaneously with the replacement of the bridge,

It has been stated that this project is an opportunity to reclaim Morrissey as the modern day version of the Old Colony Parkway.

The creation of bidirectional pathways on both sides of the roadway would be an unnecessary use of the land and an unnecessary expense. A single pathway on the harbor side would be sufficient, connecting with the multimillion dollar Neponset Trail. Building a destination park at the boat launch site is unnecessary expense. Stabilize and possibly enhance the shoreline and improve resiliency. Leave space for future development of recreation, or simply leave natural open space. Land protection, boat launch and beach restoration should be enough to allocate in a transportation project budget. The same can be said about the planned placemaking under Rte 93 in Neponset Circle. In that case, there are multiple city and DCR recreation areas within a 10 minute walk, and the noise and air quality in that location make it completely unsuitable for a recreation site. If State funds are available for recreation sites within the budget for this transportation project, then allocate funding for construction of a comfort station and showers at Tenean Beach. Tenean sits at the approximate midpoint of the DCR Neponset River Trail, and it is the first beach accessible by upstream users of the trail.

Traffic flow through Neponset Circle has been modified over many years. The present design is rated poorly by engineers, but it is the best available compromise. There has been a proposal to allow inbound traffic off the Neponset river Bridge to pass straight through The Maloney Circle memorial and under Route 93. Possibly install bollards and signage along approaches to eliminate jockeying for position and require drivers to commit to the three inbound alternatives (XWay onramp/Port Norfolk, Morrissey inbound. Passage under 93 using the one way two lane road as originally designed.) Reducing capacity under the Expressway from Neponset Avenue and Morrissey southbound, will cause congestion in Neponset, and impede passage of emergency vehicles including Boston Fire and EMT's from Neponset Avenue at Tolman.

The Port Norfolk neighborhood has been historically isolated, ironically by multiple transportation projects, including the railroad, now the MBTA Red Line and Commuter Rail, the Old Colony Parkway, now Morrissey Boulevard, and the elevated Southeast Expressway. There are two main points of entry, including the Redfield Street Bridge, and Conley Street, which passes under the Expressway at Tenean Beach. The traffic in Neponset Circle is frequently gridlocked. Many residents of the neighborhood make no attempt to exit via Walnut Street at the gas station. The alternative is to travel via Conley Street and exit onto Morrissey, or turn onto Tenean to Morrissey or Freeport.

The proposed changes to traffic flow at Tenean and Freeport, and the elimination of the southbound turnaround at Dunkin Donuts will likely impede traffic to and from Port Norfolk. The proposed turnaround elimination would also require Popes Hill residents to travel southbound to the Garvey park to turn northbound, utilizing a turnaround which can only be described as death-defying, due to visibility limited by insufficient angle. In the early days of the Old Colony Parkway, Conley Street had an open connection to Freeport at the present Stop and Shop site (shown in available photographs). That connection should be restored and signalized. Unfortunately, the Conley Street railroad underpass is too low for both emergency vehicles and the many commercial vehicles traveling to the Tenean Street industrial area, and the businesses located on the Port Norfolk peninsula. The intersection at Freeport, Tenean and Morrissey must be kept open to truck traffic. A more detailed design study must be undertaken, possibly including widening the intersection through limited land takings of adjacent parking along Freeport (Boston Bowl, Candy House, Ramada multipurpose housing). At the same time, the U-turn by southbound vehicles on Freeport should be eliminated, and those vehicles could travel to Conley.

The Freeport Morrissey intersection is an inhumane situation. For residents and businesses in the Glovers Corner area it is one of the main entry points, from Morrissey, as well as the northbound Expressway offramp. There have been multiple alternative schemes for controlling the traffic, all of which divert into another area, either Clam Point or the Freeport auto district. Although the focus in this plan seems to be road reduction and magic timing of traffic signals, please consider a single overpass lane carrying traffic from Freeport northbound over Morrissey.

Thank you for conducting this process and consideration of public comments.

Very Truly Yours,

John J. Lyons

MassDOT Response:

Good morning, John,

Thank you for sending your comments. I am emailing to confirm we received them.

Have a good day.

Kind regards,

Patrick

Comment 50

Name: John J. Lyons

Date: 5/12/25

Comment:

Thank you for acknowledging receipt. We all look forward to continuing the process and appreciate the effort thus far. A project of this magnitude has to start somewhere. The additional challenge here is factoring in the evolving development at multiple points along the corridor. When the Big Dig was being designed, there were major stretches cutting through dense development, but also some areas which were relatively wide open. Relocating the right of way for Morrissey isn't an option.

Good Luck.

MassDOT Response:

Thank you for submitting your comments on the Draft Morrissey Boulevard Corridor Study Report. We appreciate your engagement throughout the study process.

The study team recognizes Morrissey Boulevard's role as an important regional connection, as well as the Dorchester neighborhoods it serves. The Morrissey Boulevard Corridor study aimed to develop alternatives to improve connectivity and the environment in the study area, as well as address current and future flooding. The alternatives outlined in the draft report propose roadway treatments to improve operations, safety, and comfort for all roadway users and consider Morrissey Boulevard's role as a regional connection.

As part of the study, the team carried out travel demand modeling and traffic simulations based on existing vehicle traffic counts and future projected developments and travel data under the statewide Central Transportation Planning Staff travel demand model, which is considered a standard best-practice tool for traffic studies.

Recommended next steps in the study report include consideration of potential short-term, quick-build safety improvements throughout the corridor. As part of any project development, additional connectivity opportunities, such as at Conley Street and Freeport Street would be evaluated.



City of Boston
Mayor Michelle Wu
Streets Cabinet

City of Boston Comment Letter on the Draft Morrissey Boulevard Corridor Study May 8, 2025

Dear Secretary Tibbits-Nutt,

The City of Boston appreciates the opportunity to review and comment on the Draft Morrissey Boulevard Corridor Study. We recognize the substantial work conducted in this report and the engagement efforts to date. As a partner in this planning process, the City shares many of the goals articulated—particularly those centered on resiliency, multimodal access, and public realm transformation that support the Dorchester community..

We respectfully offer the following comments and recommendations to strengthen the final report and guide future phases of project development. Our input is grounded in the City's long-standing commitment to Vision Zero, Go Boston 2030, Climate Ready Boston, and our broader planning and mobility goals.

1. Elevate the Role of Pedestrian, Bicycle, and Transit Improvements

Morrissey is a local road for Dorchester residents and, in many places, divides the community and separates most of the neighborhood from the harbor. While the report acknowledges the historical underinvestment in pedestrian and bicycle infrastructure along Morrissey Boulevard, we urge a firmer prioritization of these modes in both language and technical analysis. We support the recommendation to reduce the number of vehicle lanes and reconfigure the corridor to better align with multimodal needs. As noted in the Draft Report, “Morrissey Boulevard...lacks a complete and connected network that would allow all bicyclists and pedestrians of all comfort levels and abilities to use it for commuting or recreational purposes” (p. 43). This must change.

We particularly endorse:

- Designs that help Dorchester residents **comfortably and safely cross Morrissey Boulevard** to reach the shoreline, a comment which was consistently made by multiple community members throughout this public process. Over the years, Dorchester residents have consistently been blocked from accessing the shoreline through the building of major infrastructure - railroad tracks, gas tanks, and major roadways. This leads to the community not having easy access to parks, beaches and open space despite being physically very close. We continue to believe that the rebuilding of Morrissey Boulevard presents the opportunity to right some of this wrong and reconnect Dorchester residents to the coast.
- The inclusion of **protected, continuous pedestrian and bicycle facilities** throughout the corridor, including the central segment south of Kosciuszko Circle.



- The **closing of sidewalk gaps**, especially in the southern segment where pedestrian accessibility is currently limited.
- Improvements to **crossing safety and frequency**, especially at complex intersections like Bianculli Boulevard, “First Street” and Freeport Street.
- The incorporation and commitment to **universal design principles**, ensuring accessibility for people with disabilities.

We caution against allowing traffic modeling and Level of Service (LOS) metrics to constrain the vision or ambition of the project. These metrics should be treated as one lens among many—not the sole determinant of design for marginal benefit. Prioritizing safety, climate resilience, mode shift, and livability are critical project goals, even when they can lead to longer vehicle delays.

2. Strengthen the Resiliency Components and Move Toward Integrated Implementation

The Draft Study includes robust technical analysis of sea level rise, storm surge, and flood pathways, including the Massachusetts Coast Flood Risk Model (MC-FRM). We commend this inclusion and affirm the need for **ambitious flood protection strategies** along Morrissey Boulevard.

Specifically, the City supports:

- Use of a **2070 planning horizon** and **100-year storm scenario**, consistent with Climate Ready Dorchester and RMAT recommendations (p. 102–108).
- A Design Flood Elevation (DFE) that includes **wave action, freeboard, and sea level rise projections**—with locally tailored solutions like buried floodwalls, vegetated berms, and deployable flood barriers (p. 125–127).
- A recognition that the **segment from Bianculli Boulevard to Freeport Street remains the critical unprotected area**, requiring coordinated investment.

However, the report would benefit from a clearer commitment to implementation. A key recommendation should be to:

- **Advance the flood protection elements into a cohesive, funded capital project**, building off Climate Ready Boston efforts and identifying potential paths or partners to



move this project from concept to construction.

- Ensure that the flood risk reduction investments integrate **public realm improvements**, restoring access to the water and not block the public from it.
- Analyze the impact of the resilience solutions on the health of the harbor in general and Dorchester Bay Basin, in particular.

3. Improve Integration with the Beades Bridge, Columbia Road & Kosciuszko Circle Redesign

We continue to find it perplexing that the Beades Bridge and Columbia Road & Kosciuszko Circle Project are treated separately from the Morrissey Boulevard Corridor Study. Kosciuszko Circle is not only a key node of the corridor, but a major barrier to multimodal connectivity. Separating these efforts risks misalignment of both vision and implementation.

We strongly recommend:

- The final report **explicitly call for integration of these three studies** in subsequent design and funding phases.
- Clarify how redesign recommendations for Kosciuszko Circle in this report interact with the I-93 ramp network and the planned Columbia Road improvements.
- Align design assumptions and resiliency strategies—particularly since Kosciuszko Circle is identified as a high crash and high pedestrian exposure location (p. 32–34) and adjacent to an entry point for regional flood pathways (p. 72).

Without this integration, both projects risk losing track of our most vulnerable roadway users.

4. Support Specific Intersection and Corridor-Level Recommendations

We offer the following comments on key intersections and segments:

- **Preble Circle:** Regarding MassDOT's proposal for Preble Circle (p. 116–118), we believe that there needs to be additional community outreach and conversation. We support considering options that offer improved pedestrian crossings and reduce the potential for high-speed conflicts.
- **First Street:** We support the all access **Signalized Control** option as the only viable option. This is consistent with all of our past planning in Columbia Point and the long term network envisioned by the Columbia Point Master Plan. The City has worked hard with all private development projects in the past and currently, to ensure the realization



of this network vision, and “First Street” is a critical network element for the planned growth of the area.

- **Bianculli Boulevard:** We prefer the **Median U-Turn** option over a Continuous Green-T (p. 124–125), given its improved pedestrian crossing legibility and fewer vehicle conflict points. However, this must be paired with strong design treatments to manage U-turn movements and ensure signal compliance.
- **Freeport Street:** Of the options considered, the **Quadrant Roadway** alternative (p. 129–130) shows promise in simplifying turning movements while supporting a more compact footprint for pedestrian crossings. The existing design at Freeport is confusing and unsafe; this intersection should be treated as a priority for short-term interim improvements.
- **Neponset Circle:** We support the Modified DCR Design that introduces two-way operation on the southern leg and tightens curb radii (p. 131–132). This is consistent with prior DCR planning and enhances safety and multimodal access. However, this circle remains deeply problematic, and a full reconstruction should be evaluated.

Across all segments, we urge continued efforts to **reduce curb radii, add raised crosswalks where feasible, and provide dedicated pedestrian and bicycle signals** with leading intervals.

5. Minimize Use of LOS/Delay-Based Metrics in Evaluation Criteria

While we understand the need to evaluate traffic operations, we remain concerned that much of the alternatives analysis continues to rely heavily on metrics such as LOS and Vehicle Hours of Delay (VHD) (e.g., p. 142–143).

In addition to these metrics, we encourage the final report to:

- Use a **person throughput lens**, focusing on people rather than vehicles.
- Emphasize **safety, mode shift, resiliency, and environmental benefits** in the scoring and recommendation matrices.
- Highlight the long-term benefits of mode shift on reducing VHD and congestion overall, rather than assuming static travel behavior.

6. Align with Ongoing City of Boston Planning and Development Efforts



To maximize the value of this corridor investment, the Morrissey Boulevard Corridor Study must be closely coordinated with ongoing City of Boston planning and development efforts. Morrissey Boulevard does not exist in isolation—it is deeply interconnected with adjacent neighborhoods, institutional campuses, and a growing regional multimodal network. Several City-led planning efforts are already underway or completed that directly overlap with this corridor and must be considered during the next phase of design and implementation.

We recommend that the final report explicitly integrate and build upon the following ongoing or completed City plans:

- **Columbia Point Master Plan** - A comprehensive plan developed in partnership with the community and adopted by the Boston Planning & Development Agency, this plan lays out a vision for Columbia Point as a complete neighborhood with a connected open space network, accessible streets, and a robust multimodal network. The inclusion of First Street as an all access fully signalized intersection is critical to this planned network. Morrissey Boulevard is a central spine of that vision and must be reconstructed in a way that supports it. [Link to the study here.](#)
- **JFK/UMass Station Area Transportation Action Plan** - Led by the Boston Transportation Department and in coordination with the MBTA, this plan seeks to improve multimodal access to and around JFK/UMass Station, one of the busiest multimodal nodes in the city. Morrissey Boulevard redesign should include specific consideration of how to support improved station access, including for walking, biking, and future shuttle operations. [Link to the study here.](#)
- **Columbia Road Transportation Action Plan** - This action plan, also led by the Boston Transportation Department, is actively reimagining Columbia Road as a complete street—prioritizing safe, accessible, and green mobility options. Given the intersection and modal overlap with Morrissey Boulevard at Kosciuszko Circle and Day Boulevard, coordination is essential. [Link to the study here.](#)
- **Mount Vernon Street Redesign** - A joint effort with DCR and City of Boston departments, this redesign rethinks a major connector between Morrissey Boulevard and the Columbia Point peninsula. Reconfiguring Morrissey must be done in a way that ensures compatible connections with the future Mount Vernon Street right-of-way, which is currently being evaluated for multimodal upgrades. [Link to the study here.](#)

In addition to these city-led planning efforts, we strongly urge deeper coordination with major private development projects, particularly the Dorchester Bay City master plan. This long-term, multi-phase redevelopment will bring significant new housing, employment, and activity to Columbia Point. The transportation design decisions made today for Morrissey Boulevard must reflect the scale of future demand, including new bus and shuttle services, expanded pedestrian



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Mayor Michelle Wu
Streets Cabinet

trips, and a high number of bicyclists. While Dorchester Bay City includes its own proposed access improvements, these cannot succeed in a vacuum—they must connect to a safe, functional corridor.

As such, the final Morrissey Boulevard Corridor Study should:

- Reference these plans directly and show how recommended changes along Morrissey Boulevard impact their networks and priorities;
- Include visual overlays showing how proposed corridor improvements align with or enable implementation of these plans;
- Commit to inter-agency coordination, including joint design reviews and public engagement with City-led planning processes.

By better aligning with the City's active and adopted plans, the Morrissey Boulevard Corridor can become more than a transportation project—it can serve as a platform for equitable growth, climate adaptation, and neighborhood connection.

Conclusion

We thank the study team for their work and collaboration on this important corridor. Morrissey Boulevard is a legacy road in need of a 21st-century transformation. The City of Boston is committed to seeing a resilient, safe, and multimodal corridor built—and we look forward to continued partnership to make that vision a reality.

Sincerely,

Jascha Franklin-Hodge
Chief of Streets
Office of the Streets
City of Boston