



To:	Steve Shamoian MassDOT – Resident Engineer	Date:	December 18, 2019
From:	Taylor Miller Howard Stein Hudson	HSH Project No.:	2019196
Subject:	Massachusetts Department of Transportation Kelley Square Improvement Project Public Information Meeting Meeting Notes of November 20, 2019		

Overview

On November 20, 2019, members of the Kelley Square Improvement Project team and associated MassDOT staff held a public information meeting to lay out to the public the project's upcoming construction period. This meeting was noticed in various local newspapers in Worcester; advertised in City Hall, at the Worcester Public Library, and at the bus terminal at Worcester Union Station; and distributed to local businesses and residences.

Tom Emerick, the District Operations Engineer for MassDOT, welcomed attendees and led everyone through a silent moment of remembrance for the fallen Lieutenant Menard. Head of Howard Stein Hudson's public involvement group Nathaniel Cabral-Curtis began the presentation that provided an overview of the project. Following him, Greg Oswitt, a project manager with the contractor JH Lynch, went over construction staging and the project's anticipated impacts. Cabral-Curtis wrapped up the presentation by telling attendees what they can expect for public involvement throughout the construction period.

The following discussion focused on the scheduled street reversals, accommodating small business needs, and future bicycle facilities. In spring 2020, the direction of two one-way streets, Millbury and Harding, connected to Kelley Square will be reversed in order to facilitate the conversion of Kelley Square into a modified roundabout. Another public information meeting will be provided as the project approaches that milestone. Local business owners asked whether messages cycling through variable message boards (VMS) could be changed so as not to detour people from coming to the area. Lastly, an attendee asked about future bike facilities and was told that Harding Street to the north

and south of Kelley Square would have dedicated bicycle lanes, a shared use path would run throughout the project, and that the Square would ultimately become more accessible to cyclists and pedestrians.

Agenda

I.	Welcome & Opening Remarks	2
II.	Presentation	2
III.	Discussion	7

Detailed Meeting Minutes¹

Welcome & Opening Remarks

C: Tom Emerick: Thank you all for coming tonight. My name is Tom Emerick, and I am the District Operations Engineer for MassDOT. We've been involved with all the public meetings up to this point. Before we start tonight, we will take a moment in remembrance of Lieutenant Menard who passed away earlier this week.

Thank you. To start this meeting, I would like to introduce Steve Shamoian. Steve is the Resident Engineer for the Kelley Square project, and he'll be out in the field every single day. Beside him is Arthur Resca, Steve's boss. These two guys will be taking over the project from now until its completion, which is anticipated for November 2020. To my left I have Nate Curtis. He's with Howard Stein Hudson, and he will be giving the presentation tonight on public outreach, where we'll go from here, the project schedule, and project impacts. With that, I'll give it to Nate.

Presentation

C: Nathaniel Cabral-Curtis: Thank you very much Tom. As Tom mentioned, my name is Nate Curtis and I am the head of Howard Stein Hudson's public involvement practice. Joining me tonight is Taylor Miller from Howard Stein Hudson's Worcester office located in the Guaranty Building. We'll first introduce the project team, then go over the project limits, project goals, existing conditions, major components, and traffic impacts. We'll then have some fellows from

¹ Herein "C" stands for comment, "Q" for question and "A" for answer. For a list of attendees, please see Appendix 1.

Lynch² present on how they're going to stage and sequence the work. We'll then wrap up the presentation with how we'll keep you all informed and how you can contact us during the construction process.

MassDOT District 3 is the project proponent. VHB is the lead design consultant. For those of you who are familiar with this project, they were the ones who came and did all the earlier meetings, and we're trying to adhere to their good standards. Lynch is the general contractor. Central Mass Signal (CMS) is doing traffic signals and lighting. Howard Stein Hudson is responsible for public outreach. There are two other firms on the project whose logos you'll see on trucks but not on the internet which is why you don't see them on the slide, and those include FC Construction doing curbs, sidewalks, and stonework, and MON for landscaping.

Everything on this project limits map with the gray wash over it is outside the project limits, and everything that's clear is within the limits. The project includes Madison Street, a small amount of Green Street, north Harding Street, across the I-290 bridge, a small piece of the ramp, a small piece of Vernon Street and Jefferson Street, and down Harding and Millbury Streets to the intersection at Arwick Avenue.

The goals of the project are drawn from what you've seen in other presentations for this project. DOT's chief goal is to improve safety and mobility for all users. The Canal District is a vibrant neighborhood and getting more vibrant by the day, so we want to enhance neighborhood connectivity. The Square and adjoining streets should be easy to walk and bike. We know that this is a space full of small businesses.

I have something of a track record with Lynch; I worked with Greg and some of the gentlemen from his team a few years ago to reconstruct a large portion of Massachusetts Avenue in East Arlington. If you've ever been there you would know that the business mix is very similar to here. We got through that construction with all the businesses intact and still going today. We understand that small businesses here are very important, and we'll do everything we can to keep you in a good position.

You all are familiar with what it looks like today. I obviously can't show you a picture of all of the project area except for from the air, so this is the main portion of it. The project's key components are the hybrid roundabout which the team has come to call the "peanut," directional changes of Millbury Street and Harding Street, upgrades to traffic signals, and improved bicycle and pedestrian conditions. This is the peanut in Kelley Square and the adjoining streets. On Madison

² JH Lynch is the construction contractor for the Kelley Square Improvement Project

Street there will be additional parking, landscaping, roadway improvements, a shared-use path, and some street lighting improvements. Green Street will also receive landscaping improvements, a shared-use path, and streetlights. It's not much of Green Street, just a small stretch at the entrance/ exit of the peanut. Harding Street north will receive landscaping, on-street bicycle facilities, streetlights, and on-street parking. To incorporate Millbury Street and Harding Street, a new, smaller roundabout is being introduced at Arwick Avenue.

As Tom said, the expectation is for the project to be substantially complete by November 2020. The expectation is for most of the work to occur between 7 am and 3:30 pm. There are going to be instances of nighttime and weekend work, and some of that will be coming up quite soon to keep us out of conflict with some existing Polar Park operations and to ensure that the project will be out of your hair for the Thanksgiving period. The project involves some permanent parking removal which is already done. There will also be times where parking comes and goes. By the way, do sign in and share your email address because we will be issuing weekly look-ahead's that will cover what the project has accomplished, and folks can expect for the upcoming week. That will be blasted out by email and it will also go up on the project website. Those will be an excellent way for you to keep up with this project. Pedestrian facilities will always be provided on at least one side of the street. There will be two north-south crossings maintained in the vicinity of Water, Millbury, Harding, and Green Streets. Lynch has an excellent track record for maintaining access to buildings. There is a bicycle facility now that will need to be removed as a result of work, but they will be restored as quickly as possible.

At this point, I'll bring up Greg to present the 60-day look-ahead of what you can expect for early work. He'll then walk through the general stages of the job for how they expect to put this all together.

C: Greg Oswitt: Thank you Nate. I am a project manager and estimator for JH Lynch and Sons. The project superintendent is Peter Boin. He will be in the bright red truck every day; if you want to flag him down go ahead. Dan Lopes works in the office and helps with the engineering submittal process that we go through. The other guy next to him is Zach Keenan, UMass recent graduate who's helping us out with field work and office work.

This is a \$14 million job. A little background about Lynch: we own and run several asphalt plants. The plant we'll be basing this project out of is in Millbury, right down route 146 at the intersection of the Mass Pike. We're a local company and a third-generation family business. We're aware of small businesses, we're a smaller business ourselves. We understand the impacts that roadwork has: if you can't operate or bring people in and out, you'll suffer financially. We

keep that in our minds, but the work needs to be done. I will now walk through the phasing of the work. I want to give credit to VHB who designed it long before Lynch came aboard. We will follow their phasing plan which was thought out in great detail.

We've already started the project, but there's a few things we'll be doing in the next couple of weeks that we thought we'd share at this meeting. Madison Street needs to come up in grade about two feet. We're going to go ahead and do that now instead of waiting and potentially screwing up Polar Park construction next year. Starting December 2nd, we're going to push traffic to one side of the road, excavate the pavement and add fill to raise the level of the road approximately one to two feet, and we'll pave it over to serve as a working surface for the remainder of construction. Utilities will still need to go in. After a week or two, we'll push traffic to the other side of the road and do the same work on the unpaved side. Work in the intersections will be done at night and on weekends. We'll be working next Sunday, Monday, and Tuesday nights to raise the intersection at Gold Street before Thanksgiving. We'll continue with project-wide drainage utility work which shouldn't affect traffic. We've been at that for about a month. Various areas throughout the site will receive catch basins and manholes so that the stormwater will drain and run off and not cause any issues this winter.

After we put the temporary pavement down for the winter, the gas company will come in and do their work. We will come back afterwards and do the permanent work in the spring. In May and July, you'll start seeing a ballpark. There will be a little interference with us and their contractor over the sidewalk, so be prepared for that. I should note that there is a lot of utility work not being done by Lynch. We are working in and around Eversource, Verizon, National Grid, and Crown Castle Cable, but we are coordinating our work and I don't see any issues with any of them.

The goal is to get the reversal done on Harding Street and Millbury Street by early next year, around April/ May. Before that we have to do curb and sidewalk work. When we start the reversal that will be a big event; we'll have message boards out and countdown clocks, and another public meeting will be held. We have a whole hourly procedure in place to ensure that people don't find themselves driving the wrong way down the road.

This image shows where the southern roundabout will go which will enable cars to flow through the area after the reversal of traffic. A little bit of traffic signal work will happen on Endicott Street where we're basically turning the signal around to face the other direction. I know this has been a lot of information and there's a lot going on, but we will have further meetings. Before the road reversal happens, we will notify the public electronically and flyer the neighborhoods.

Once we get the reversal done, we'll then shape the peanut with temporary drums to get everyone used to that traffic flow. That will push cars around during the day and allow us to work inside of it to complete landscape elements, lighting, and other decorative work. We'll continue doing work on the southern roundabout near Arwick Avenue, so if you plan to continue south towards route 146, detour signage will take you to Ashmont Avenue, down to Quinsigamond Avenue, and continue through Bosnihan Square.

In stage 3, the peanut will be coming along, and we'll be working on the Harding Street North sidewalks. People have heard that we're building a new bridge and new ramps over I-290, but that's not the case. That existing infrastructure will remain relatively the same; we're just doing some minor widening and curb adjustment and signalization. There will be no major bridge work.

In stage 4 from August to September, we will finish the splitter islands. At the very end from September to October, we'll be bringing the roads down an inch or two, repaving, and doing all the finish work including signage and striping to really bring it all together. The signals will be up and running at this time. And by November, the project will be substantially completed. I want to stress again that we're here, we're a local company, and there are a lot of ways to get in touch with us. We want to maintain your business operations like we want to maintain our business operations. I will now turn the presentation back over to Nate.

C: Nathaniel Cabral-Curtis: This is the last slide, and it shows you what you can expect for construction period public involvement. Having gone through the minutes and presentations generated during the design process, we acknowledge that we have a high standard to maintain and we're trying to maintain it.

Prior to today's meeting, there were newsprint advertisements in the *Telegram & Gazette*, *Vocero Hispano*, and *The White Eagle*. We dropped flyers at project area businesses and residences. We made materials available at the Worcester Public Library, City Hall, and the bus terminal at Union Station. There were also some "signal boosters," who participated heavily in the design process and who shared the flyers around their own networks. Effectively, any time we're doing something for the project that has a large impact such as reversing the direction of the streets or instituting the roundabout for the first time we will hold a public information meeting, go out and flyer, send an email blast, and update the project website. I hope everyone took a fact sheet when you came in; we're going to have that translated into Spanish, Polish, and Twi and make sure that that goes out to the community.

The first email blast will cover the work that was accomplished last week and the work that can be expected for the coming week. Howard Stein Hudson and Lynch are currently working on that and it will be issued this coming Friday. We're also tying into the Worcester Canal District website so that they can have our information as well. As part of this job, we will also be generating a quarterly newsletter for all you folks to read. Using tonight as a kick-off for work, the first quarterly newsletter will come in 2020 and will most likely be timed to start the drumbeat on advertising the road reversals. We expect that the next public information meeting will be in spring 2020 as run-up to the road reversals.

I will say that there is a while between now and then, so if you're here tonight representing a community group and you want a briefing targeted to your needs, please get in touch with us through the project website. There is a project email which we will be checking on a daily basis. Let us know, and we will be more than happy to come down and talk to your group. If you have questions in advance, I will work with Greg and Steve to get answers to those.

Discussion

C: Nathaniel Cabral-Curtis: That concludes the presentation. I will leave the contact slide up so folks can take pictures of it. Before we go into the discussion session, I will ask if there are any elected officials in the room who would like to speak. I see one City Councilor.

A: Councilor Sarai Rivera: Yes.

C: Nathaniel Cabral-Curtis: Would you like to speak first?

A: Councilor Sarai Rivera: No.

C: Nathaniel Cabral-Curtis: Ok, thank you for coming ma'am. If you have questions or comments you can raise your hands. I'll start on one side of the room and move across.

Q: Nicole DiCello: Hi, I'm a business owner and you mentioned that the majority of the work will take place during the day. Is that written in stone? Can anything be done to do more work at night? Since construction started, I've noticed a significant drought in my sales. Weekdays are practically dead, and unless we have something planned on the weekends, people haven't been coming. So, how much work can be done in the evening? And are you responsible for the signs that say, "Avoid Kelley Square," that are up in various parts of the City?

Q: Nathaniel Cabral-Curtis: Do you gentlemen have variable message (VMS) boards outside of the project area?

A: Tom Emerick: We do.

Q: Nathaniel Cabral-Curtis: And are they directing folks to avoid the square?

A: Tom Emerick: They say, “seek alternate route during construction.”

C: Nicole DiCello: Which I think is fine to say, but I wonder if it can be added, “local businesses are still open,” or something to that effect. I’m glad to see that this will only be a year, but at the same time I’m thinking, “Oh my god, this is going to be a year!” So, I’m just wondering what can be done to mitigate the loss in business.

Q: Nathaniel Cabral-Curtis: On MassDOT’s project on Plantation Street, there are a lot of small businesses there as well. Similar to that project, in every Kelley Square email blast we send out we’ll say something like, “All businesses in Kelley Square remain open and accessible throughout construction,” so that message will get hammered home, weekly. We’re scoped to create graphics and text, so if you think that there’s something helpful that we can make and hand out to people we’re more than happy to do that for you. Gentlemen, is there anything that we can do to change the VMS signs?

A: Tom Emerick: We acknowledge your concern, and we’ll take a look at it and evaluate it. We’ll see if there’s some kind of signage we can add. We usually do that on projects in very organized areas like this. That way we will only be directing commuter traffic away.³

C: No Name Given: I come down Franklin Street towards Kelley Square every day and there is a sign on the Franklin Street approach to Grafton that says, “Due to construction, seek alternate route.” So that’s not very supportive to the businesses.

C: Tom Emerick: We understand. The last thing that we want to do with this project is hurt the local businesses. We want to do as much as we can to help you. This week, Steve will look into the VMS boards.

Q: Nicole DiCello: What about the possibility of more night work?

³ Since the time of writing, signage has been installed highlighting local businesses, the message addressing them has been added to the project emails, and additional materials to note which businesses are on which streets within the project area is being prepared for the project website.

A: Tom Emerick: That's something we'll have to evaluate. It involves a balancing act with the other entities that are out here working. Lynch is doing the work for MassDOT, and the City has contractors out there working on Polar Park. If our work adversely impacts a business, we can do certain things at night, but it'll be on a case-by-case basis. This is a residential area too and people are trying to sleep at night. Trust us when we say that our role is to work with all of the businesses here to make sure that you aren't impacted to the extent possible. If there is a concern, Steve's out there on the job every day and you can have a conversation with him; Steve's also available by telephone and email.

C: Greg Oswitt: I want to add one other thing. We're looking to do the overall milling and paving at night since that seems to be the most disruptive operation. That will occur for a week or two in September or October when we're putting the final finishing touches on things. If there's a catch basin outside your door or a sidewalk panel in front of your only entrance, come talk to us and give us a date that you'll be closed, and we'll see if we can do the work on an off day. If you have two entrances, we'll ask that you take one out of service, and we'll maintain the other. If you can let us know ahead of time, we will try and accommodate you.

C: Nathaniel Cabral-Curtis: Part of what we've done for Howard Stein Hudson's Public Involvement Plan which is in Lynch's possession, and the District 3 office has it as well, is create a calendar of big events happening in the neighborhood so that we can plan around those effectively. I image you have author's talks and kid's events at your store, so if you have a calendar that you want to share with us so that we are aware of it we're more than happy to take that information from you.

Q: Loraine Laurie: I'm Loraine Laurie, chairperson of the Green Island Resident's Group. Could you please explain in laymen's terms why they're doing the reversal of the traffic flow of Millbury Street and Harding Street? That bothers a lot of the long-term residents. They're not looking forward to that.

A: Nathaniel Cabral-Curtis: If you leave those streets the way they are now, it would create too much conflict within the roundabout to make it work. To get the traffic flow around the roundabout to work, those two streets need to have their directions reversed.

C: Loraine Laurie: One resident was concerned about whether firetrucks could get through.

C: Tom Emerick: If Millbury Street stayed its current direction, it would be cut off from Kelley Square. You wouldn't be able to go up Water Street or Madison Street. Millbury Street would have been taken out of Kelley Square, so the reversal of Millbury Street will allow us to keep

Millbury Street. Also, the businesses who we spoke to on Millbury Street thought it was a good idea. They thought that if Millbury Street was fed from Kelley Square that it would improve their traffic and improve their business. It was a decision that we looked at early on that made sense for the design of the intersection. During the design phase, Concept 3 was the one that disconnected Millbury Street from Kelley Square. Concept 4 was the one that everybody chose, which had the road reversals, so it was well supported at the public meetings. We flyer'd the whole neighborhood and we did outreach with Loraine's group to make sure that the road reversal was shared with and explained to everybody.

Q: Loraine Laurie: They took out the lights at the intersections of Millbury Street and Endicott Street and Harding Street and Endicott Street. What are they going to do to make those intersections safer?

A: Tom Emerick: The traffic signal at the intersection of Millbury Street and Endicott Street is going to stay. It'll be spun around when we do the reversal. The intersection at Harding Street is going to be stop-controlled three-way.

Q: Loraine Laurie: There's a lot of piping going on. Is any of it going to alleviate the flooding in the neighborhood? People are concerned about the Green Island Neighborhood Center which finally opened up again after almost three years of being closed due to flooding and insurance issues. Will all this piping help the flooding situation?

A: Tom Emerick: What we're doing in Kelley Square is not part of any improvements for a major drainage system. Most of the drainage east of Green Street and the Madison Street intersection all ties into the Canal District. We're only making two connections in there, but we're not adding any impervious area that would increase run off into that drainage system. On the west side of that, the City is putting in brand-new drainage on Madison Street that the Kelley Square project will tie into.

Q: Loraine Laurie: Is there going to be any curbside parking in front of the Table Talk Pie Store?

A: Tom Emerick: Our project doesn't go that far, but I know that Harry Kokkinis⁴ has spoken with the City and the City plans to repave Green Street, so there's a chance that they could alter some of the existing parking.

Q: No Name Given: Will there be any work done on the sidewalks on Green Street?

⁴ General Manager of Table Talk Pies

A: Tom Emerick: Allen⁵'s project will finish the sidewalks where we leave off.

Q: Loraine Laurie: I work at Ascension Heights Senior Housing at 22 Vernon Street. It's very hard to get out of the parking lot. Will the Kelley Square Project due anything to remediate that?

A: Tom Emerick: The eastbound off-ramp will be improved to have two lanes. We're realigning Water Street as it ties into the ramp. We're also going to improve the signal timing on the east side and coordinate it with a new signal that's coming in on the west side. That should move the traffic through more efficiently and create wider gaps.

C: Nathaniel Cabral-Curtis: Ma'am I understand that your group had a briefing during the design phase, so if you'd like to have another around the construction phase do come see me before you leave this evening.

Q: No Name Given: I've lived here my entire life, and I hear things being called names that they've never been called before, specifically the roundabout. People in Massachusetts call it a rotary. So, is there a difference between the two?

A: Nathaniel Cabral-Curtis: I'm glad you asked; I can answer that one. Where I grew up in Boston, I used to go through a rotary called Shea Circle, and when I started to drive there was no way on or off of my street without plunging into the maelstrom that was Shea Circle. A traffic circle is a junction where streets come together and is designed for high-flow and high-speeds. In Shea Circle's glory days, if traffic was good enough, you could drive through in your Volvo 240 in third gear, going 30 miles per hour, and be quite comfortable. They're generally considered not great for bicyclists or pedestrians.

What's been designed for Kelley Square is a modified roundabout. A roundabout provides that junction with the addition of traffic calming features. The splitter and center islands of our modified roundabout cause deflection so that cars have to slow down. Having grown up in Boston, I sympathize with you entirely. Things get names that they've never had and a lot of them it seems are invented by realtors to inflate prices. This is not one of those cases. A roundabout and a rotary are really two different things.

Q: No Name Given: In the diagram, are there lanes within the roundabout?

A: Nathaniel Cabral-Curtis: Yes. This is a multilane roundabout and there will be pavement markings to help you make the movements that you want to make. Typically, those are paired

⁵ Allen Fletcher owns a new development on the corner of Green Street and Harding Street

with signage along the side of the road. So, the roundabout will include striping and signage to help drivers set themselves up best for their turn.

Q: No Name Given: So, if I'm coming down Vernon Street and I enter the roundabout trying to get to Water Street, will I have to switch lanes inside the roundabout?

A: Nathaniel Cabral-Curtis: There are sections that have two lanes, but for the movement you're describing, that section only has one lane and there will be signs telling you what to do.

C: No Name Given: I can see there being some conflict if a driver accidentally misses their exit.

C: Nathaniel Cabral-Curtis: When I first met my wife, I told her that my goal was to be a transportation planner, and she said, "Oh, you can fix Kelley Square!" In Kelley Square today, there's not much in the way of pavement markings or signage. This project will make traveling through the Square much clearer. That scenario could happen, but I think overall these changes will improve Kelley Square.

Q: Harry Kokkinis: I don't understand how you're going to raise Madison Street without distressing traffic?

C: Nathaniel-Cabral Curtis: I'm going to bring Greg back up to explain that, but I will say that I've seen streets get raised and lowered pretty quickly and folks keep moving.

A: Greg Oswitt: We'll be raising that piece of road to the grade of the ballpark's home plate. When we do that, we will push traffic to the north side and maintain one lane in either direction. That will hopefully start December 2nd. We're going to bring in excavators to dig out the pavement, we'll add a foot or two of gravel, and then we'll pave it.

There is a future street that's not shown on the map: Green Island Boulevard. If you go out there now, you'll see contractors dumping and pushing dirt around. That's at an elevation right now that'll get cut down later. Right now, it's adding weight to the material underneath to settle it so that when they do build the road it won't settle. What you see there is not the finished grade, it's just temporary to add weight to it. The road will come up a foot or two. It's not a huge amount. The road will rise gently for about 500 or 600 feet. Building developers will take this into account when they start to design and construct store fronts and such.

With the traffic moved to the north side of Madison Street, we'll work on the south side and then switch. Then in spring, we'll return to the south side to do the finishing work such as the

sidewalks and the lights. The gas company and National Grid will be going through there during the winter.

C: Harry Kokkinis: I still don't understand how you'll work in the intersections at Washington Street and Gold Street without nighttime and weekend closures.

C: Greg Oswitt: We'll take an area and push the cars to one side. We'll take the pavement out, we'll fill it back up, and we'll pave it. Then, we'll put the cars on it and work on the other side. This might be over the course of two or three weekends, all the while maintaining service to all the businesses. The City's out there right now and they've closed Washington Street. We're a DOT contractor, so we can't do that. If you look out there now, you'll see we've removed signs, dug trenches for new drainpipes. We do have a full set of plans here tonight if anyone would like to look at them after the meeting.

Q: No Name Given: Is the Harding Street reversal permanent or temporary?

A: Nathaniel Cabral-Curtis: It's a permanent reversal, and there's two reasons for it: during the planning process, the option that allowed traffic to feed down from the Square was preferred by the businesses as it would elevate the amount of traffic, and the other thing is it helps the flow of traffic around the roundabout. So, the decision to reverse the roads was made for the benefit of the businesses and to make the modified roundabout more efficient.

Q: No Name Given: Will Harding Street north stay the same?

A: Nathaniel Cabral-Curtis: The one-way direction of Harding Street north will stay the same.

C: No Name Given: There was some talk from the City that they were going to make it a two-way.

C: Tom Emerick: There was a Harding Street project in design before the Kelley Square project and the ballpark. We looked at making Harding Street north two-ways, but it wouldn't work with the design that we had. So, Harding Street will remain the same as it approaches Kelley Square, but further up after Harrison Street it will be two-ways. Also, a two-way Harding Street would have reduced on-street parking, so keeping it one-way saved a lot of parking.

Q: No Name Given: When do you think they'll be making that section of Harding Street a two-way?

- A: Tom Emerick:** As soon as they finish pavement markings. It's a City design project and MassDOT oversaw the construction work. There was a small glitch that delayed paving, so completion was pushed back two or three weeks.
- Q: No Name Given:** Earlier in these meetings there was talk about dedicated, separated bike lanes down Harding Street. Are those still in the design?
- A: Tom Emerick:** There are two bike lanes on Harding Street. There's a separated bike facility on Harding Street north that allows bicyclists to come up out of Kelley Square and back onto Harding Street south where there is another bike lane. That wasn't in the original Harding Street project; we added that as part of the Kelley Square project.
- C: No Name Given:** I'm wondering whether Lynch factored weather into their construction timeline.
- C: Nathaniel Cabral-Curtis:** I'll say that these guys managed to get East Arlington done through the blizzard of 2015, so they are equipped to figure out work to do while the weather's terrible.
- C: Greg Oswitt:** Obviously it's going to rain and snow. We can do utility work through the winter as long as there isn't four feet of frost in the ground. In the past few winters we've worked on roads and encountered frost and frozen material. The intent is to get all the underground work done this winter. Pavement markings, landscaping, and curbing are all temperature sensitive and we plan to do that in the spring. The opening date for the ballpark is April 2021, so we have to be done with our work by next November. We can't be out there in March trying to pave. If we find ourselves next year losing ground, then we'll add more crews and additional night shifts. Right now, we're staying away from nights because there are a lot of other utility contractors out there during the night.
- C: Loraine Laurie:** Another City Councilor has arrived.
- Q: Nathaniel Cabral-Curtis:** Councilor, would you like to say anything?
- A: Councilor Kate Toomey:** I didn't hear anything. But I'm most concerned about the impact on the community, the neighbors, and the businesses. I want to make sure that they're taken care of.
- C: Nathaniel Cabral-Curtis:** I can flip through the presentation or you can stay after and ask me questions. My name is Nate Curtis and I'm the head of Howard Stein Hudson's public involvement group. We and Lynch have been brought in to maintain the same high standards

that were set during the design phase of the project. Prior to today's meeting we published advertisements in the *T&G*, *Vocero Hispano*, and *The White Eagle*. We flyer'd heavily around the neighborhood. We reached out to groups who are heavily involved in the community, such as the YWCA of Central Massachusetts, to ask them to share the meeting advertisement. We posted it in the WRTA terminal at Union Station. This Friday we'll be distributing our first weekly construction look-ahead email that will be published regularly on the project website and sent to those signed up to our email list. It will cover what the contractor completed in the previous week and what the public can expect for the coming week.

It's also important to note that the project includes the reversal of Harding Street and Millbury Street. The project team is looking at that as the next big public engagement milestone for which we're planning another public information meeting. We expect the reversals to happen late-April, early-May next year. If you have a community group or a large building full of tenants, we're more than happy to take questions from those groups and come out and do a targeted briefing just for them.

The last comment I'll make is that I've worked with JH Lynch in East Arlington, and that project was very similar in the way that it was densely populated by small businesses and residences. Lynch is a local company and they have a very good track record of keeping small businesses up and running. We didn't lose a single business in East Arlington, and we'll try to do the same here.

Are there any more questions? If not, I'll share with you our project email. We're working on getting the construction hotline up and running, so when that number is available, we'll include that on the website, in the emails, and on flyers.

Q: No Name Given: Will these slides be available online?

A: Nathaniel Cabral-Curtis: We will be updating the project webpage to reflect the construction period. Once the updates are approved by MassDOT, this presentation will be checked for accessibility and then uploaded to the website.

Q: No Name Given: Do you have any copies here tonight that you can hand out?

A: Nathaniel Cabral-Curtis: Let me check my print-out of the presentation, and then you can have this one.

Q: No Name Given: So, whatever's on the website now has been amended?

A: Nathaniel Cabral-Curtis: No. Howard Stein Hudson and JH Lynch has submitted to MassDOT a webscript which is a word document containing what will basically be the new webpage. As soon as that's approved, MassDOT web administration will update the webpage to reflect the construction period. If you're looking at it right now, you're effectively still looking at the design period site.

C: No Name Given: If you want people to buy into this, I think you might want to think about producing some kind of animated visual showing people what the traffic flow will be.

C: Nathaniel Cabral-Curtis: I believe that is already on the main webpage. Sometimes the sites don't load all that well on mobile, but if you load it on a desktop that visual will be there.

Next Steps

JH Lynch will proceed with above-ground work until the winter when work will become mostly utility installation and occur below-ground. In the late-April, early-May, the team will begin work to reverse Harding Street and Millbury Street. Another an extensive public outreach initiative, including another public information meeting, will be held before then. Once the reversal is done, the modified roundabout will take shape with temporary traffic drums.

Appendix 1: Meeting Attendees

First Name	Last Name	Affiliation
Peter	Boin	JH Lynch
Robert	Branca	Worcester Resident
George	Brown	Total Traffic Network
Christine	Bruso	Grafton Resident
Nathaniel	Cabral-Curtis	Howard Stein Hudson
Amy	Chase	Crompton Collective
Donny	Dailey	MassDOT
Owen	Davis	Worcester Resident
David	Delollis	JH Lynch
Nicole	DiCello	Bedlam Book Café
Thomas	Emerick	MassDOT
Andy	Feldman	Worcester Resident
Steven	Foskett	Worcester Telegram & Gazette
Ellie	Gilmore	Worcester Resident
Joshua	Gudway	Worcester Resident
Wayne	Haddad	Haddad Auto Detail
Patricia	Hobbs	Worcester Resident
Zachary	Keenan	JH Lynch
Harry	Kokkinis	Table Talk Pies
Bob	Largess	Canal District Alliance
Loraine	Laurie	Green Island Neighborhood Group
David	Lopes	JH Lynch
Taylor	Miller	Howard Stein Hudson
George	Mitre	Kelley Square Pizza
Randy	O	Worcester Resident
Greg	Ormsby	City of Worcester
Greg	Oswitt	JH Lynch
Kurt	Patel	Worcester Resident

First Name	Last Name	Affiliation
Stephen	Shamoian	MassDOT
Marcia	Shannon	Worcester Resident
Marilyn	Tesell	Worcester Resident
Kate	Toomey	City Councilor At-Large
Elyse	Waksman	Worcester Resident
Jean Luc	Wittner	Worcester Resident