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Subject: Massachusetts Department of Transportation (MassDOT)
North Washington Street Bridge Replacement Project
Charlestown Construction Briefing
Meeting Notes of April 12, 2018

Overview

On April 12, 2018, members of the North Washington Street Bridge Replacement Project team from MassDOT Highway Division, along with the City of Boston Department of Public Works (PWD) and Transportation Department (BTD), held a Construction Briefing at the Knights of Columbus, 545 Medford Street, Charlestown.

The North Washington Street Bridge Replacement Project is being undertaken to replace the structurally deficient North Washington Street Bridge with a new structure that will provide improved vehicle, pedestrian, cycling, and boat navigation facilities while serving as a visual complement to the iconic Zakim Bridge. The project will also maintain flood control measures associated with the Charles River Locks which are just west of the bridge site.

The purpose of the construction briefing was to give the public the opportunity to become fully acquainted with the project's construction phasing and provide feedback for consideration by the project team. The meeting started with a presentation and was then opened up for public comments and questions. The presentation began with a welcoming statement and introductions by Michael O'Dowd of MassDOT. Mr. O'Dowd also gave a brief overview of the project's current status and upcoming timeline. Next, Nathaniel Cabral-Curtis of Howard Stein Hudson presented an outline of the purpose, history, and design of the project, and an overview of the proposed construction phasing, traffic impacts and traffic management plan.

Following the presentation, the meeting was opened to discussion. The majority of the questions raised related to the project’s nighttime noise impacts, overall traffic impacts, police detail locations, and construction phasing in consideration of other concurrent projects in the neighborhood.

Members of the community requested that the Boston Police Department actively cite drivers who block intersections, stating that this is a major cause of gridlock and traffic congestion in Charlestown.

Water transportation was suggested by an organized group of community members as a viable solution that would fulfill the community’s demand for non-car transportation options in and out of Charlestown, during and after construction. Specifically, requests focused on restarting MBTA ferry service on Lovejoy Wharf, connecting to existing service at the Navy Yard and throughout the city.

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Detailed Meeting Minutes¹

Agenda Item 1 [Welcome & Opening Remarks]

C: Mike O’Dowd: Good evening and welcome. Please sign in if you haven’t, so that we can send you construction updates later in the project. This will be a short presentation, as I want to be mindful of time and the increase in traffic we’ll have later from the Bruins game, and the Red Sox playing against the Yankees at Fenway.

I’m Mike O’Dowd, the Project Manager. Tonight is a status update on where we are with the contract itself. The contract was advertised for bidding in February, and we received five bids. The successful winner was JF White. In March, we presented the bids and the results to the MassDOT Board of Directors for the contract to be authorized, which it was. Since then, we’ve been in the process of putting the contract language together. Attorneys from MassDOT and the

¹ Herein “C” stands for comment, “Q” for question and “A” for answer. For a list of attendees, please see Appendix 1. For copies of meeting flipcharts, please see Appendix 2.

contractor are working together to ensure all of the language in the contract is as it should be. They don't let the engineers do that part. We expect that to be done in the next week or so. JF White will then review it, send it back to us, and then we can execute the contract.

Long story short, around the middle of May we expect to issue a Notice to Proceed to JF White. Then they'll be off to the races, working on submittals and shop drawings and everything required so we can understand their approach to construction.

As a result of where we are in the process, a lot of the information in this presentation is repetitive to earlier presentations. My apologies for that. We can go through it quickly and get to questions. We have Frequently Asked Questions at the end of the presentation.

Tonight, we are joined by JF White representative Bill Shea. We also have representatives of the City of Boston, Para Jayasinghe and Ben Sun. If you have any questions for the City, they're here. We also have Jim Gillooly. I also want to acknowledge Senator DiDomenico and Representative Ryan. It's thanks to their efforts, in part, that we're here tonight to make sure you all have this information, so that you can plan ahead. There will be construction for the next five years and we will have to ask your indulgence of the congestion and delays that will impact you during the project. Now Nate Cabral-Curtis will go through the presentation.

Presentation

C: Nathaniel Cabral-Curtis: Thank you Mike. Thanks everyone for coming. This slide shows the project team. Mike O'Dowd is the Project Manager, as he mentioned. Para Jayasinghe and Benjamin Sun represent the City of Boston. The bridge was designed by Rosales+ and engineered by Benesch. Finally, the Federal Highway Administration (FHWA) has oversight over the project, as they are significantly assisting with funding.

This slide shows the project site. You can see the locks of the Charles River Dam, the Zakim Bridge, Keany Square, the West End and the bridge itself.

I'll go through the history of the bridge. Many of you may remember the elevated train that went over the bridge. This bridge has had a long lifespan, including the removal of an outbound travel lane in October 2017. To paraphrase Para, this is a noble and historic bridge that is telling us every day that it's time for it to be retired.

The Project Goals are to replace the structurally deficient bridge with a multi-modal Complete Street that is sensitive to the context around it and is visually complementary to the Zakim

Bridge. We also want to improve the navigational channel, and ensure people can get where they're going regardless of what mode of transportation they are using.

This rendering of the bridge shows the Freedom Trail, separated bike lanes, general travel lanes, and the outlooks in the center of the bridge. This slide also shows the timeline to date. There has been a lot of public outreach including 19 meetings through the design phase. Bidding on the project opened in February and construction is anticipated to take place between Spring 2018 and the end of 2022.

The next slide shows the Construction Team. MassDOT is continuing their coordination role during construction, and Howard Stein Hudson will continue to manage Public Involvement. JF White is the successful bidder, and the Boston Public Works Department is of course a critical partner. There are also many coordinating agencies. We've held meeting with Emergency Medical Services (EMS) and we know there are concerns about emergency vehicles. Additional EMS units will be stationed in Charlestown during construction. There is continuing coordination with Boston Public Schools and METCO in regard to bus traffic over the bridge. We will also be in close coordination with the Garden, and we are in the opening phases of coordinating with shuttle operators.

As Mike alluded to, the contract should be finalized soon. Once that's done, a field office will be set up somewhere near the bridge. The contractor will initiate their submittals, MassDOT will review them, amend and accept those submittals, and then early work should begin in the late spring. There are a lot of utilities associated with this bridge that will need to be moved early on. Mike says it's a "utility bridge that happens to carry traffic."

Now we'll talk about construction. This slide shows what the bridge will look like when we're done. Before construction starts, the contractor will submit their Traffic Management Plan, which are subject to review by MassDOT. Through that process there will be continuing coordination among all agencies and EMS.

The next few slides cover the construction stages. This slide shows the existing bridge. The current lane reductions due to ongoing deterioration and weight problems aren't reflected on this cross-section. It's important to note that the bridge is safe to travel on, but it does need to be replaced.

Stage 1A will last for about the first six months of the project. What is shown is two lanes in each direction, but again, it's really one lane outbound now and it may have to stay that way. It's likely not possible, feasible, or desirable to push more resources in to open the bridge back up to

two lanes northbound. This could be subject to change, but currently during Stage 1A the sidewalk on the locks side of the bridge will close, so there will only be a sidewalk on the Charlestown-bound side. During construction there will always be one sidewalk open and two when possible.

Stage 1B will last for about 12 months. In this phase, on the locks side, there will be a temporary utility bridge with a temporary sidewalk. Once we are at Stage 1B, the northbound side of the bridge will largely be closed. Most of the lanes will be available at the approaches, but over the navigation span it will only be one lane in each direction. We'll maintain the turning capacity at the squares, but there will be a pinch point in the middle.

Stage 2 will be about 18 months. The work zone will flip to the southbound side of the bridge, and that side will be entirely under construction. There will be two travel lanes inbound and one outbound. There will also be two sidewalks open, with one of them being the temporary sidewalk on the utility bridge. Also, while the completed bridge has bike accommodations as was shown in the rendering, during much of construction bicycles will have to share the travel lanes with traffic or use the sidewalk. This is common elsewhere, and while it is not ideal, it's what we have space for.

Stage 3 will be another 18 months. The construction zone will be flipped to the northbound side of the bridge. Travel will be restricted to the southbound side of the bridge, and there will be two lanes inbound and one lane outbound.

Once we get to Stage 4A, things start to take shape. You can see that the work zone will shrink. There will be no sidewalk on the southbound side of the bridge, but the new sidewalk on the northbound side will be open. It will be wider than the current sidewalk, especially at the navigational span. The separated bike lane will also be complete and open on the northbound side.

During Stage 4B the bridge will be nearly complete. There will be two lanes in each direction as was the case in stage 4A. There will still be utility work to wrap up. The bus lane is not in yet, but it will be in the final condition. It's a dedicated inbound bus lane. That brings us to the end of 2022 when all amenities are in place and the bridge is complete.

Our Traffic Management Goals are to provide as much information as early as we can so that drivers can make smart decisions. The plan is to place Variable Message Sign (VMS) boards like this one way out from the project site, with the goal of ensuring that people who don't need to use this bridge can divert. A fair amount of traffic on the bridge is there by choice, unlike most of you

in the neighborhood. There will also be police details at the squares, and we've heard asks for more details on Chelsea Street, so we'll work to figure out where it would make sense to place other details.

This map shows the locations of VMS boards, which we are deploying all the way to Route 128, warning people to pick a different route if they can. Then there are additional signs as you move inward. Closer in to the bridge, there are many more signs – permanent and variable – to warn people of the construction.

These next two slides show suggested alternate routes. We know they already have traffic, too, but we're trying to manage everything. The northbound route uses I-93 across the Zakim Bridge and up towards Sullivan Square. The southbound route uses I-93 connecting through Leverett Connector, past the West End and tying back into Keany Square.

Now I'll turn it over to Amy Getchell from the Office of Traffic and Safety.

C: Amy Getchell: Thank you Nate. Good evening. I wanted to take a few minutes to talk about ongoing traffic coordination. This is a joint effort between the MassDOT Highway Division and the MBTA. In the fall, the Governor identified that lots of work was going on in Greater Boston. He asked us and the Secretary of Transportation to identify and minimize impacts to the traveling public. That means people driving, walking, biking, taking the bus or Commuter Rail, or even Segways—however you travel. We started with over 1,000 projects within the 95/128 belt, in the 2018 construction season. We identified that the area in yellow is a very high-density area of projects, by total number of projects, not contract value. We realized we needed to bring that number down and pick out projects that have flexible schedules, for example maintenance related projects, that may not impact the travel public on a day-to-day basis. After that, we had 246 projects in three regions. There is the Mystic River, the Fenway/Weston Interchange, and Quincy Bay. In the Mystic River hotspot, there are 11 projects going on with an impact to the public. This map shows the locations and owners of those projects. There are two MBTA projects, two private projects, and seven MassDOT projects. When we put those projects onto one schedule, this is what we get: a week-by-week schedule for 2018. The projects are listed on the left. Everything in purple is a 24-hour impact to the traveling public. Barrier work on the Tobin Bridge, for instance, will reduce the number of travel lanes. The Alford Street Bridge will be under construction in the late fall, reducing the number of travel lanes. The fourth project on the list is the North Washington Street Bridge. The blue lines on the schedule represent off-peak hour impacts. Most of the public won't see those impacts while commuting to work. Finally, here's the story map. I know the white text is hard to read. I apologize. This shows the area of

travel lane and traffic impacts. We wanted to identify where there will be lane reductions, so we don't encourage people to detour to another construction project. We laid everything out to see where everyone is headed. The goal is that if we recommend an alternate route, we want you to know where there's work going on. Circle Number 2 is Sullivan Station, where 100 parking spaces will be lost; if you're planning to use public transit, we want you to know that that parking impact exists. We're trying to be more transparent between our divisions within MassDOT and the MBTA and show you we're working together to try to reduce impacts. It will be a bit of a headache the next few years, but we are doing what we can to minimize the impacts.

C: Nathaniel Cabral-Curtis: Now I'll talk about outreach. We're close to the end of the presentation. One new thing is that the MassDOT website has been updated to reflect upcoming construction conditions. This will eventually come to have a regular look-ahead, probably every three weeks. You can see what those look like for the Casey Arborway and 128 Add-A-Lane projects by going on those project websites. There will also be notifications for major operations, including large disturbances to regular traffic patterns, and/or night work. There will be another round of Public Information Meetings before commencement of major work, once JF White has the Notice to Proceed. Outreach will be continuing as needed thereafter and at major shifts in the project. MassDOT will use social media to broaden outreach. We will also be reaching out to North Shore E-ZPass holders to provide them with information. MassDOT will answer inquiries in a timely manner and there will be specific outreach to groups depending on what mode of transportation you use.

If you live right up against the bridge, in the North End or Charlestown, this part is of particular relevance to you. There are contract specifications for dust, noise, and rodent control. The contractor will propose a process for controlled demolition. Typically, that could include shearing steel and wetting concrete. There is a mandated maximum noise level for day, evening, and nighttime work. It will be the loudest during the day, then softer in the evening, and the tightest noise controls are in place at night. This is achieved through machinery and means. For rodent control, these standards have been in place for 10-15 years. I've experienced these standards in the Arborway Project. They do work and are enforced. They're not entirely painless but they work well.

Now I'll go through the Frequently Asked Questions. The first is, "Will any part of the bridge remain open while construction is taking place? If so, will both vehicles and pedestrians be accommodated?" Yes, it will remain open. Vehicles, pedestrians, and other users will all be accommodated. There will be impacts, for example cyclists will have to share a travel lane with

vehicles, but the final conditions of the bridge will be an improvement over the existing conditions.

The second question is “Where will any excess traffic be channeled?” As was previously shown in this presentation, we will try to divert anyone we can to other routes. Amy’s work will inform a lot of that, and the contractor may suggest alternate detour plans for approval.

The next question is “During what hours will construction take place?” The typical working day standard is 7 AM to 10 PM. We expect there to be some double shifts or 24-hour operations at points if they can show that it would greatly speed up their efforts. These can be like tearing a Band-Aid off; it’s best to do it quickly. If they opt for 24-hour operations or to start earlier than 7 AM, they will be subject to nighttime noise specifications.

“Are there any plans for noise mitigation?” Yes, there are. MassDOT’s standards include maximum noise levels that the contractor can go up to. MassDOT has a Resident Engineer on the job site to monitor and enforce those standards.

“How will cyclists be accommodated?” Cyclists will be accommodated by a sharrow with traffic. During some stages they may be able to share the sidewalk with pedestrians like on the Longfellow Bridge.

“How will pedestrians be accommodated?” Pedestrians will have access to at least one sidewalk at all times, and sometimes there will be two sidewalks when safety permits.

“What about ferry service?” We know there is a lot of interest in ferry service. There are some challenges. We expect a lot of work to be done from the water. We don’t want ferries in locations that would be dangerous, or getting in the way of construction and adding time to the job.

That’s it for the presentation. This slide has contact information and project websites. Jim Kersten is in the audience this evening, he will be a contact for the project. These website links are both pretty long. My suggestion is just Google the project. The project website will be the first link that comes up. On the website you can sign up for emails, and if you signed in this evening, we will add you if you’re not already on the email list.

Discussion

Q: Nathaniel Cabral-Curtis: Are there any elected officials here tonight who would like to speak first?

C: Mike O'Dowd: Thank you to the representatives from the Offices of Councilor Wu & Councilor Edwards, and Chris Breen from the Office of Neighborhood Services.

A: Gabriela Coletta (Office of City Councilor Lydia Edwards): Thank you. The community can go first.

Q: Arthur Colpack: Can I continue to walk under the bridge and through the locks during construction?

A: Nathaniel Cabral-Curtis: On the Charlestown side, yes. The Harborwalk on the Boston side will be reconstructed as part of this project, so it will be closed during that work.

C: Arthur Colpack: Because of Waze, people cut through Charlestown and run through stop signs and red lights with impunity because there's no police. I've lived in Charlestown for 39 years—I'm mad as hell and I'm not going to take it anymore.

C: Nathaniel Cabral-Curtis: There will be police details as we noted in the presentation. We'll also be doing outreach to people on the North Shore. Some of those algorithms people get might not reflect reality during construction. We're trying to divert as many people as possible.

Q: No Name Given: My first question is about dovetailing off the Rutherford Avenue and Sullivan Square projects, and their timing. How much overlap will there be between the projects?

A: Mike O'Dowd: We had a meeting last week. Jim Gillooly joined me to hear a presentation at the Schrafft's Center on the improvements that will be underway at Sullivan Square. That work is supposed to start within the next two weeks and will be under construction until October or November of this year. There will be some overlap during the summer. We will minimize those impacts by maintaining two travel lanes inbound and one travel lane outbound this summer. Regarding the Rutherford Avenue project, Jim will have to speak to that.

A: Jim Gillooly: The Rutherford Avenue project is a substantial project, that is funded by the MPO for \$152 million. It includes a major reconstruction of Sullivan Square. The short-term work that is being done by Wynn that Mike was referring to will keep the traffic circle but make sidewalk improvements to get to and from Sullivan Square Station. That includes changes to the traffic signals. For the larger project, the City is pushing towards the 25% design submittal this June. We plan to advertise the project in 2020. Much like what you heard tonight, there is a process where the contractor has to be awarded the job. It could potentially be 2021 before the contract is

awarded. There may be some overlap in 2022, but that would be the most overlap these project could have.

Q: No Name Given: So this project will be mostly done by then?

A: Jim Gillooly: Yes.

C: No Name Given: My second question has to do with water transportation. I still don't buy the argument about worrying about ferries under the bridge. I'm the President of the Friends of the Charlestown Navy Yard, so I wind up going to a lot of meetings. I was just at the Lower Mystic meeting regarding the flooding down by the Schrafft's Center. People from Partners instituted a shuttle, which is a great idea to cut down on traffic, but the shuttles are going to the Seaport and they get bogged down at the bridge. We have a real problem transporting people. Water transportation is the way to get around that. It doesn't have to go into Lovejoy. It could go to the Charlestown Navy Yard or over by Spaulding. I wish people would stop eliminating water transportation as an option.

Q: No Name Given: I've worked in the transit industry for a number of years. Whenever I talked transit mitigation with bridge and highway engineers, their eyes would glaze over. So I'm not going to ask you a specific question, but I spoke to Jeff Gonneville from the MBTA last week, and he said that people in his shop were working on transit mitigation measures. Will those people become part of the story at some point?

A: Mike O'Dowd: I met with Jeff myself yesterday, and spoke with representatives from Astrid Glynn's office as well. Until we have the contractor's plan for construction, we can't really dictate mitigation—whether that would be more frequent buses, altering bus routes, or something else. They have a lot of ideas in mind, and we are working closely with other agencies as Amy pointed out. It's an ongoing conversation.

C: Amy Getchell: I do know that the MBTA is working to put together a plan, which came out of the Tobin Bridge project and impacts to Route 111, but will focus on all of these projects. It's going to be a collective plan that they'll be pushing out to the public for the active construction work that is going on.

Q: No Name Given: I'm a resident of the Nautica and from where I live I have a line of sight to the bridge. I have a young child, and there are many other families in that building that have young children. My primary concern is noise. I know there are sound mitigation techniques that you will be using, but we've been kept up many times with the emergency repairs and

jackhammering at night. So first, what are the noise restrictions? 10 PM is late for children. What does the contract say specifically about the noise limitations and how is it enforced?

A: Nathaniel Cabral-Curtis: Having been through the Casey Arborway Project and emergency repairs on the Arborway, I'll say there is a big difference between emergency repairs on a tired structure, which have to happen whenever they have to happen, and phased construction, which can be planned. During phased construction, the noise levels at night are the lowest level. My son is two years old, so I know 10 PM is late. I'll let Mike talk about specific noise levels, but I'll answer your question about enforcement. There will be a Resident Engineer on site who works for MassDOT and enforces the contract's noise specifications.

C: Mike O'Dowd: This is a constant concern for every project. We have improved how we go about protecting neighbors. We're often forced to work at night because we can't do it during the day, because of travel disruptions. We have strict noise requirements. Once JF White is onboard, they'll put together a baseline noise plan. They will install noise receptors in the project area and a few hundred feet outside the area to monitor noise 24 hours a day. That gives their acoustical engineer the various background noises, and high-frequency noises. Then they have to assess the impact of construction. Within the contract, there is a maximum noise level above the baseline. If they go above that, they have to muffle, shroud, or shelter, or do whatever else is necessary to reduce the noise. There may be times when we have to shut them down if they exceed the noise level, but they'll have an opportunity to take steps to mitigate the noise.

Q: No Name Given: This is a five-year project. Do you contemplate them pile-driving at night?

A: Mike O'Dowd: No. We try to select methods as best as possible to avoid the loudest operations, like pile-driving. Contractors don't like working in the middle of the night, but sometimes they have to, because they don't have access to the roadways during peak hours. We'll minimize that impact to the extent we can. Right now, the design uses drilled shafts, which tend to not be as noisy as pile drivers. There are times, for temporary support and excavation or earth support, when they may have to drive piles, but they'll do that during the day wherever they need to do it, to the extent that they can.

Q: No Name Given: What's the longest period continuous nighttime operations expected?

A: Mike O'Dowd: We can't dictate that; that falls within their means and methods.

Q: No Name Given: So there are no restriction saying they can't work straight through the night for two years?

A: Mike O'Dowd: The conditions that we established of the 6 AM to 10 PM hours as a baseline was to get the project done as quickly as we possibly can. If we limited them more, for example to between 9 AM and 3 PM, to avoid traffic and nighttime noise, this project would take 10 years. We want to be mindful of the inconvenience both for people using the bridge and people in the neighborhood, including people who live in the marina. We will be good neighbors as best we can during construction.

Q: No Name Given: Within the next six months or so, every bridge to and from Charlestown will be under construction. Last Sunday work on the Gilmore Bridge started. You'll be starting the North Washington Street Bridge soon. There will be construction on the Alford Street Bridge. The Tobin Bridge Project has already started. Plus there's work going on in Assembly Square. What has been done for the people in Charlestown? Amy, you mentioned the people on the North Shore—I really don't care. You mentioned the North End. What about us? We're going to be totally cut off. And there will be drilling in the middle of the night? We should not have to put up with that. Has anyone talked about mitigation in Charlestown?

We lived through the Central Artery project. We had rats coming from our toilets. We knew how to kill rats because of what happened. MassDOT gave us a bridge and made it look like the Bunker Hill monument, and that was the Bunker Hill Bridge, until the very last minute. Now it's the Zakim Bunker Hill Bridge. I don't mean to be upset. I'm very concerned about the people who live in Charlestown. The City should come out here with the Police Department, Fire Department, and EMS. I read that we will get another ambulance, but what will happen if there is a 6-alarm fire? If a person has a heart attack, how are they going to get to MGH during rush hour? What about the people who live in the Navy Yard? This isn't fair. I wish that you would just address Charlestown and the impact it is going to have here. Thank you.

A: Mike O'Dowd: We've had several discussions with the community in Charlestown. We've been in this hall before, we've been in the Navy Yard. We know it's going to be an inconvenience. We've tried to avoid that to the extent we can by creating restrictions on the contractor. We're trying to maintain access, so people can move in and out of Charlestown. It's not only Charlestown that we need to be concerned with. We need to be concerned with the North End, with Chelsea, with people using the buses including Routes 92, 93, 111, 426, and 428...the list goes on and on. There are thousands of people traveling back and forth across the bridge every day. We're trying to get this done as soon as we can. That's our mitigation. The way we reduce impacts as best as we can is getting through construction as quickly as we can. One of the ways we try to get the contractor to buy into that is by being willing to pay them up to \$7 million in incentives for completing the project faster than what the schedule shows right now. I

understand and we're cognizant of your concerns, but we still need to get the project done. We don't want to have to close the bridge. Para has worked hard to keep the bridge open over the past few years. It has to be retired. We know there will be pain to endure, and we're doing everything we can to minimize that.

C: Jim Gillooly: Public Works spent a significant time and effort working with MassDOT on the design of the bridge. They then had us, BTD, join in with Police, Fire, and EMS so that all of our departments were aware of the project, and could suggest ways to improve it. A lot of focus was put on making sure that other parts of the system aren't compromised. One good example of that is – as much as we like bike lanes – when people came out and asked us to remove a travel lane on the Longfellow Bridge, we said “the people of Charlestown deserve better than that.” We are working with people who represent Charlestown.

There will be traffic cameras installed on the bridge, too, so that we can monitor traffic during construction. Also, in anticipation of this bridge work, when Wynn started designing mitigation, we told them they had to put in conduit and cable that connects all the way up Rutherford Avenue to Sullivan Square, in order to equip traffic signals with cameras and connect to the Traffic Management Center. That's our silver bullet to get the best coordination we can. It's not a magic bullet, but it will help. We are also constantly interacting with public safety officials. One of the benefits of working on multiple projects with MassDOT is that we know each other so well that when the City asks them to make an adjustment, they take it very seriously. A lesson I learned from the Central Artery Project is that you have to be ready to make course corrections during the years of construction. Things will come to us, collectively, that we don't even know about today.

Rest assured that the City is looking out for the interests of everyone in Charlestown, to the point where we are pushing back against great ideas elsewhere. People shifted to Leverett Circle during Longfellow construction. We want to make sure that's a viable alternative route for people in Charlestown if they have issues crossing the North Washington Street Bridge. I was talking with Ken earlier about some of his suggestions. One of the great things about our cameras is we can watch real-time and make adjustments. We did that a lot during work on the Craigie Bridge. MassDOT listens very closely and is extremely cooperative. We have a lot of things going in our favor as we collectively try to figure this all out, and we will look for feedback from everyone as the work continues.

Q: Ann Kelleher: Thank you. I've been very frustrated about gridlock in Charlestown over the last few years. I've written to City Hall, and I've written to Mr. Gillooly about it. A year ago, I was

coming out of the Navy Yard, and of course it was gridlocked at 4 PM, and right next to me was an ambulance trying to get through the traffic. We both sat there, unable to move. This is what happens in Charlestown. I've asked people in City Hall to come to Charlestown and listen to the residents for suggestions and creative ideas so that we can fix the traffic. The City put in three Don't Block the Box signs, but there's no enforcement. Chelsea Street and Rutherford Avenue are completely gridlocked in the morning. If there was more enforcement of intersection blocking, perhaps there wouldn't be so much gridlock. Regarding the traffic signaling at City Hall, that to me is almost nonsense. What happens is the people who are coming from the North Shore have been in traffic for one or two hours already, so they get to these intersections and they go through yellow and red lights, and then anyone getting onto Chelsea Street is stuck. You can synchronize all of the lights, but the problem is people's attitudes. That won't change if they don't get ticketed for blocking the box. In New York City, you can get a ticket from whoever does enforcement, while you're sitting there blocking the box. This should be happening here. It doesn't have to be the police, it can be BTD. If they started that two years ago we wouldn't have suffered like we have over the past two years.

A: Nathaniel Cabral-Curtis: As I mentioned, this project does include details at the intersections at either end of the bridge. We are also looking at the intersections on Chelsea Street towards the Navy Yard. If there are specific intersections where there are issues, that is something we could feed to the contractor so they can look into where to place additional details. Jim would you like to add anything to that?

Q: Jim Gillooly: I'm sorry Nate, I didn't hear what you were saying. I was speaking to Chris from the Office of Neighborhood Services.

A: Nathaniel Cabral-Curtis: In response to the question, I said that if anyone has specific intersections where there are issues, including box blocking, we can feed that to the contractor during the project. We already have police details at the intersections at either end of the bridge, and we've heard from folks at the Navy Yard about the need for police details on Chelsea Street.

C: Jim Gillooly: As this bridge is being constructed and the lanes are reduced going onto the bridge, some friction will develop, and that is a big source of turbulence that leads to people blocking the box. We will work with the team to make sure that as you're coming down Rutherford, we get a corral around the two lanes of traffic that can get onto the bridge so that there isn't a swarm coming at the red light. We'll have to set up some temporary lane reduction on Rutherford as you approach the bridge, to try to make people wait back at the stop line instead of crossing the intersection three or four abreast. I agree: we're fully against cut-through

traffic. There's an amazing fascination with apps that don't regard common decency. Some people think that because they have the Waze app they can do whatever they want.

Q: No Name Given: I've been involved with this project for a while. Your presentation was pretty similar to what was done in the North End. My grievance is the final product. This bridge should be three lanes in each direction. Why not widen the bridge to add the bike lanes? I get being multi-purpose, but it's not 1980. Every parcel in this City is getting developed. It's just going to be worse in 2022. I'm not sure why you didn't consider that. Why not utilize some of the green space or DCR property? I'm sure you have a great engineering firm to figure that out. But, as everyone here has mentioned, since Chelsea Street is backed up all the time, and even worse in the snow, I don't know why it wasn't considered.

A: Nathaniel Cabral-Curtis: I believe that it was considered, and I will defer to other members of the project team, but firstly, there is a desire to think about people, not just automobiles. So we created space for the bus. Secondly, there are limitations at Keany Square. You could make the bridge eight lanes wide but once you get to Keany Square, there would be no place to go. The buildings are right up against the structure, so we only have so much space to work with.

C: Mike O'Dowd: That was the reason we added the third lane coming inbound. After all of the discussions we've had with you all, we realized that we needed to move more people, and the buses are carrying a lot more people than cars. We want to encourage people to utilize the bus and get people across as quickly as possible. That applies to more than just this bridge. The City of Boston and MassDOT are working to identify Bus Rapid Transit opportunities and dedicated bus lanes all across the city. Going outbound, we really are able to process cars coming from Keany Square to City Square a lot quicker.

C: No Name Given (Same): I'm talking about ambulances. You need wiggle room even if you're not using it at all times. Those tennis courts all the way to the hotel have room to make that happen. There's no room on the other side, but there should have been an opportunity to explore that widening. Like I said, we're just going to continue to develop. I'm wondering if this bridge is going to service us or if we will we be back to square one in fifteen years.

Q: Don Haska: I agree with what Cookie was saying. I brought with me some community comments about the Charles River crossing. I have boxes of these at home. MassHighway reneged on almost half of those comments. There were going to be pedestrian crossings over the Bunker Hill Bridge. Cookie is right that the bridge was originally designed specifically to show people the Battle of Bunker Hill. The battle included five frigates, six major guns at Copp's Hill, and of course the whole concept of the bridge was to show people they're going along the naval

part of the battlefield. I gave that testimony in front of Gov. Cellucci during the discussion about the bridge. Right after that he decided he wanted the bridge to be named after Leonard Zakim. I like Leonard Zakim, but that proposal was made back in 1995 or 1998 and we already had thousands of signatures before then.

My only point is that—I have no problem with the bridge. I go across it every morning. I understand the construction needs. Where are the contractors going to park? Will they have a Terminal Street shuttle? If so, where will construction workers be shuttled from? Last Wednesday I was on an MBTA bus coming back into Charlestown from downtown. The MBTA driver says to the whole bus “we’re not stopping at the Washington Street Bridge, they decided to remove that stop, even though the sign is still up, because people have rear-ended us so many times.” So I thought, where are people going to get off the bus? The Freedom Trail is the lifeblood of Charlestown. Not many people here understand or appreciate that. Those of us who work with the Bunker Hill Museum know. We direct people across the battlefield. They come over on the 93 bus. We don’t have a Freedom Trail bus. We’ve got descriptions about all sorts of things but nothing about Bunker Hill or the Freedom Trail. My whole point is to raise the question, how will tourists go back and forth? Will there be signs for the Freedom Trail? I know that you’re probably working with the National Park Service, but when it comes to emergency services, we have a monthly meeting with BPD. We’ve talked about problems with all of the intersections. When will City of Boston go to Google and our reps and say that what they’re doing is dangerous?

Now there are a couple other items here. MassHighway should be sending, at least every three months, a representative to the monthly public safety meetings. We always have it the last Wednesday of the month. The Police are there to listen about these issues and we have Charlestown residents there. Attending would be a good thing to do. One other issue I wanted to bring up is the impacts from this project. Mass Historical and Boston Landmarks have literally buried Charlestown history into trash. I can’t get over it. I could write two books about it. The fact is the Charles River Bridge was considered by most historians the first major bridge in the US. It’s a remarkable piece of history. It lasted 100 something years. Then the overhead came in, another remarkable design to carry the subway, and Charlestown got pounded until the subway dropped into Sullivan Square. Charlestown got all the rumble.

I look at this bridge and say “this is great”, but are you working with people at the Freedom Trail to bring tourists to Charlestown? Maybe there should be a ferry, or even just a rowboat like Paul Revere? The point is, it is important to look at history because when this is all finished, people will come from all over. The economy here is so important to what Charlestown does for Boston—

it's a magnet of individuals across the US. We need to discuss more how this project will affect what's going on.

A: Nathaniel Cabral-Curtis: The contractor has not designated where parking will be yet, but they won't park their personal vehicles in the Right of Way. They'll probably be driving to a central location.

The Freedom Trail is coordinated with the National Park Service. I was trained as a historian. I grew up going to all of those sites, the Constitution, Bunker Hill Monument, etc. I will be staying on this job and will keep mentioning that stuff. You had a good suggestion about the neighborhood council piece. I will file that away.

Q: No Name Given: First, how in the world was a series of decisions made resulting in all four bridges being worked on at the same time? Was there not some conceivable way to avoid that? Second, I'm disappointed with the response about box blocking and police ticketing for it. You said "yes they can write tickets" I want you to say "yes they will write tickets". Can you communicate with BPD and request that they do that?

A: Jim Gillooly: Yes, I'll be doing that.

A: Nathaniel Cabral-Curtis: One thing that does come up is that sometimes at rush hour it is hard to give a ticket in the right-hand lane. To your point about all of these bridges being worked on at once, we have a lot of infrastructure that was built a very long time ago. The North Washington Street Bridge has been surviving, but the times have just come the way they have. That's why Amy is doing the work she is doing, to make sure the projects don't overlap too much. Unfortunately, many of these projects have to happen. The Chelsea Viaduct is in equally bad shape and the Tobin needs help. They all need help at this time, which is unfortunate but true.

Q: No Name Given: To the representatives of City Councilors, when you go back to your bosses, what will your biggest takeaway be from this meeting? Specifically, what are the top three? Not just "we heard the community" but what specifically did you hear? You two are very important because we elected your bosses to represent us.

A: Gabriela Coletta (Office of City Councilor Lydia Edwards): I appreciate the question, thank you for asking it. Traffic is the number one thing, and that is something that we hear all of the time. To Dane's point about construction happening all at once, that's a huge concern. Those would be my main takeaways.

Q: No Name Given: I have a question about financial incentives and disincentives. Is there a penalty for delays? For example, was there an incentive for the Longfellow? Is it realistic for this bridge to be done in three years instead of five? What are the details of the financial incentive to finish the bridge earlier than five years?

A: Mike O'Dowd: The incentives encourage the contractor to use more labor and more equipment to get the job done faster. The incentive we are proposing is \$7 million.

Q: No Name Given: What does that reduce the timeline down to? Does that bring it down to four years?

A: Mike O'Dowd: It would reduce the timeline by at least six months, or 180 working days. If the project goes beyond schedule, the contractor would face a \$40,000 per day penalty.

C: No Name Given: I have a son who takes the bus over the bridge and back. The fact that you had to close one lane of the bridge is scary, so I want the bridge replaced as quickly as possible.

C: Nathaniel Cabral-Curtis: Thank you. Does anyone else have any questions? No? Good night everyone and thank you for coming.

Next Steps

A second Construction Briefing will be held on April 19th at the Nazzaro Community Center in the North End. Construction will begin in the spring of 2018 and last for approximately five years.

Appendix 1: Meeting Attendees

First Name	Last Name	Affiliation
Marcia	Aldeu	
Nick	Bannister	
John	Butler	
Steve	Capasso	MassDOT District 6
John	Carvey	
Scott	Chimenti	
Mike	Chouri	Residence Inn Tudor Wharf

First Name	Last Name	Affiliation
Gabriela	Coletta	
Lauren	Collier	
Greg	Coughlin	Blackmoor Bar & Kitchen
Tom	Cox	
Arthur	Culpack	
David	Dalton	
Seth	David	Charlestown Patriot-Bridge
Peter	Davidoff	Constitution Marina
Stephanie	Deeley	
Tom	Deeley	
Jeff	Dietrich	Howard Stein Hudson
Elizabeth	Downey	Resident
Lhea	Fitz	
Ken	Flynn	
Kari	Forsmo	
Maureen	Gannon	BHMA
Jim	Gillooly	City of Boston - Transportation Dept.
Kathy	Giordano	BNN-TV Charlestown & Beyond
Don	Haska	BHMA
Ahmad	Ilyas	MassDOT District 6
Rani	Jacobson	Councilor Wu's Office
Para	Jayasinghe	City of Boston - Public Works Dept.
Ed	Katz	
Ann	Kelleher	
Irene	Kershow	
Pete	Kershow	
Corey	Lambert	RI Tudor Wharf
Tony	Lechuga	Livable Streets
Sheila	M	
Mary	MacInnes	Friends of the Charlestown Navy Yard
Mary	O'Brien	
Mike	O'Dowd	MassDOT
Molly	O'Halloran	Resident
Maria	Richards	Friends of the Charlestown Navy Yard
Justin	Rosen	Resident

First Name	Last Name	Affiliation
Bill	Shea	JF White
Lois	Siegelman	Friends of the Charlestown Navy Yard
Lois	Siegelman	
Michelle	Smee	Charlestown resident
Benjamin	Sun	City of Boston - Public Works Dept.
Rosemary	Taylor	
Jan	Tkacz	
Elaine	Wadman	
Becky	Wittenburg	