



To: Donny Dailey
MassDOT

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From: Erin Reed
Howard Stein Hudson

HSH Project No.: 201361.17

Subject: MassDOT
North Washington Street Bridge Replacement
Public Information Meeting
Meeting Notes of November 27, 2018

Overview

On Tuesday, November 27, 2018, MassDOT Highway Division, along with representatives from the project general contractor, J.F. White, and consultant team associated with the North Washington Street Bridge Replacement Project, held a public meeting to provide members of the public with updates on the project and an opportunity to ask questions and comment on the project.

Nate Cabral-Curtis of Howard Stein Hudson started the meeting by providing an overview of the project and changes to the original construction staging plans which include the construction of temporary bridge on the western side (Charles River side) of the bridge to expedite demolition and construction. Nate Cabral-Curtis also discussed traffic management plans, construction impact mitigation efforts, and public outreach. The presentation emphasized the dual purpose the North Washington Bridge plays in supplying utilities to Charlestown and the explained the need for the status quo in bridge height. The presentation ended with a summary of upcoming project milestones and next steps.

Following the presentation, Rob Nies of JF White showed a video detailing traffic plans in each of the four construction stages for the bridge, Keany Square, and City Square.

The meeting ended with a question and answer period focused on traffic congestion in the North End, pedestrian, bicycle, and vehicle detour routes, and potential opportunities to alleviate traffic via

signal optimization throughout the project area. Questions were also raised about the contract’s stipulations for nightwork and noise mitigation as well as the overall contract length and cost.

Agenda

I. Welcome and Opening Remarks.....	2
II. Presentation	3
III. Discussion	11

Detailed Meeting Minutes¹

Welcome & Opening Remarks

C: Nathaniel Cabral-Curtis, *Howard Stein Hudson*: Good evening folks. Thank you all for coming tonight. I am Nathaniel Curtis with Howard Stein Hudson and I am conducting public involvement for the North Washington Street Bridge replacement. I just want to recognize some of our City of Boston partners who are in the room: Jim Gillooly, Boston Transportation Department; Maria Lanza, Boston Neighborhood Services and Chris Coakley from the Department of Public Works. They are our good partners. I would also like to thank everyone from MassDOT District 6: Jim O’Leary, Steve Capasso, and Mauricia Yeb. A few words from Donny Dailey.

C: Donny Dailey, *MassDOT*: I just want to recognize Michael Bonetti from Councilor Edwards’ Office and Patrick Lyons from Representative Michlewitz’s office. I’m sure someone will be here from the Senator’s office as well.

C: Nathaniel Cabral Curtis: Thank you, Donny. It has been a couple of months since we were last before you at the very end of the design phase. I’m going to walk you through our agenda. We’ll go through an overview of the project, construction and staging as there have been some changes to that, construction impacts, traffic management, public outreach, next steps and then plenty of time for questions. We also have two videos for you to watch to help you understand some of the changes that have been made.

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.

Presentation

C: Nathaniel Cabral-Curtis: The Notice to Proceed was issued in August 2018. The original construction duration was five years in the design phase contract, while the new duration is down to six months to bring it to 4.5 years. The project costs are roughly \$176.7 million.

Most of you are familiar with the site but we will go over it one more time. This is the North End-West end project limits. Here is Keany Square which I will refer to later on in the presentation. This is the Charlestown End with Paul Revere Park and what we call City Square. You'll hear us talk about the lock side or the Charles River side and Boston Harbor side rather than East or West.

Multiple attempts have been made to rehabilitate the current bridge over the course of 100 years. It has been determined to be imprudent and impractical to keep the bridge in service. Its current condition costs the City of Boston \$3-5 million a year to maintain. It has been determined that the bridge must be replaced to ensure safety, accessibility, and long-term serviceability.

The new 21st Century bridge has been talked about as a complete street over the water. There are two vehicles lanes in each direction. For those that have followed the design process, starting around City Square there is a dedicated in-bound bus lane coming across the bridge to help the buses speed up. We know that this bridge carries a lot of people on buses, so it's about moving people not necessarily just cars. There are separated cycle tracks on the bridge. There are expanded sidewalks which I can show you the cross section. There's a scenic overlook with plantings. There is a widened navigational channel for boats as the current conditions are don't leave much room with the old center pier in the middle creating a split channel. The trellis design is meant to harmonize with the Zakim Bridge behind it which is an icon of the Boston skyline.

This gives you the cross section of the new bridge. Working from the lock side to the harbor side, you begin on the lock side with a 19' sidewalk; a 7' cycle track protected from the traffic by the trellis structure and its base; the bus lane is 10'6", four vehicle lanes ranging from 10'6" to 11'; the replicated trellis structure; another 7' cycle track and another 19' pedestrian area and overlook.

The administrator for the contract is MassDOT District 6 Highway Division, representatives of which are here this evening. The general contractor is J.F. White Contracting Co. of Framingham. There are several coordinating agencies including the City of Boston and Emergency Services, Massachusetts Bay Transportation Authority (MBTA), Massachusetts Water Resources Authority (MWRA), Department of Conservation and Recreation (DCR), National Park Service, and the various stakeholders at the bridge.

This here is my one and only reference to the original staging. The original construction staging had six stages, 1A through 4B. I know we stood in front of this room and stated that stage 1B would require reducing the bridge to a single lane in each direction and that would have had a significant impact on traffic flow during August of 2019. The project team lead by JF White, has explored innovations that have eliminated the necessity for that one and one stage. This is the last reference to that one and one stage as it is now out. What allows that to happen is a temporary bridge that allows the project to eliminate the necessity of the one and one stage. The temporary bridge spans from City Square, bends off towards the locks, carrying two inbound vehicle lanes, a sidewalk over the bridge and carrying a single outbound lane back towards Charlestown and into City Square. You can imagine this image is a snapshot in time of when the temporary bridge is in place and JF White has yet to slice into the old structure to make way for the new structure. You can see the two lanes coming in and the one lane going to Charlestown.

The benefits of the temporary bridge include that it eliminates Stage 1B (one lane in each direction). It maintains access for vehicles, pedestrians, bikes, and buses with two inbound lanes, one outbound lane, and one sidewalk. It cuts construction down by approximately 6 months. It expedites bridge demolition and the installation of 40 drilled shafts which will serve as the foundations for the new bridge. It does not require a trestle adjacent to Charlestown Marina. One of the things that I have found is that anytime you have to shift pedestrians and traffic it causes confusion and thereby congestion. This gets you down from five traffic shifts in the old version to three shifts with this version. It reduces nighttime lane closures and reduces the need to use the structurally deficient bridge for traffic. We'll discuss this later on, but it provides a new public playground in Paul Revere Park away from the active construction site.

This is what the temporary bridge will be like. As you can see the Freedom Trail is striped on the sidewalk as the Freedom Trail will remain open throughout construction. The accommodations for the modes are equal to the original contract. The temporary bridge includes an eight-foot sidewalk, with simplified routes and less confusion. That sidewalk is generally eight feet wide coming from Charlestown and across the bridge. It pinches down to 6' 6" at the southern tie-in at the Converse building. You will see in the video how tight this is up against the Converse building.

This is a short video showing you what life is going to be like crossing the temporary bridge. Full disclosure, there is probably more traffic on the bridge than what you will see here but we wanted you to see the pavement markings and the lane uses. Beginning at City Square, crossing the bridge, two lanes in, one lane out, bending away towards the lock side as it goes through a curve by the Converse building, crossing the straight away. Now you will see we are getting ready to make that

turn by Converse where the sidewalk narrows. Once that's done, we straighten back out again and come into Keany Square where we can make turns or continue towards Haymarket.

The current Paul Revere Park playground is right up against the bridge. It is an older playground, but it is well used. We wanted to make sure that asset would be available to the Charlestown community. The temporary bridge is going to swing right through here, so the playground cannot stay. Through coordination with DCR, which is active and on-going, a new site has been selected and the goal will be to have the new playground in place before the old one has to go out of service.

Let's talk about staging durations. I talked about how it saves you six months. The original construction staging was 60 months. The new setup is Stage 1: 15 months, Stage 2: 23 months-that is where the temporary bridge is in place, Stage 3: 10 months and Stage 4: six months totaling 54 months. You will see time savings in demolition of the old structure and installation of the drilled shafts, both have an impact on the community so it's good that those things are being shortened up.

Construction is currently in Stage 1. For those of you that live in the area and are familiar with the bridge you know that the sidewalk on the lock side is closed from Keany Square to City Square. That will more or less be the condition through construction. The sidewalk closure will expand a bit over the next few months. The sidewalk closure allows us to establish a work zone allow for the relocation of utilities. In many ways, the North Washington Street Bridge is a utility bridge that carries a roadway on top. Additionally, the sidewalk closure allows for the removal of the western sidewalk, the removal of the fender system the guides boats under the bridge and allows for the construction of the temporary bridge to be completed in fall of 2019.

Stage 2: is when the temporary bridge is in. This runs from December 2019 to December 2021. Traffic and pedestrians are diverted to the temporary structure providing connectivity across the water. The old bridge with the exception of the southwest corner, where we are having the lanes patch in, becomes work zone. The old bridge gets taken out while drilled shafts start going in during Stage 2.

In stage 3 two travel lanes inbound and one travel lane outbound are open on the harbor side of the new bridge structure which allows for the removal of the temporary bridge. The southwest corner becomes part of the work zone as the temporary bridge is no longer tied into that section. Stage 3 runs from November 2021-August 2022.

Stage 4: The remainder of the temporary bridge is taken down and the work zone is primarily on the lock side finishing up the bus lane, cycle track, and sidewalks. Traffic will have two lanes out and two lanes in and the sidewalk and cycle track on the harbor side.

In the original design phase contract, traffic would have been limited one lane in either direction for a month during stage 1B. Under the new construction phase contract, the total number of vehicle lanes never drops below 3 during all phases of construction. Lastly, here is the final configuration with two outbound lanes, two inbound lanes, an inbound bus lane, 19' sidewalks and 7' cycle track on either side.

In terms of construction impacts, project hours will be 7 a.m. to 10 p.m. It is expected that the contractor will work overnight between 10 p.m. and 7 a.m. All stages require some overnight work, especially Stage 1 for utility relocation and upgrades and Stage 3 for steel erection. There has been some early overnight utility preparatory work this fall. The periods of 24-hour work are there to speed up the things that have an impact like steel installation and traffic shifts.

Maximum noise levels are specified in the contract. Baseline noise readings have been obtained by the contractor to understand what life is like there currently. Noise limits vary across day, evening and night hours. Obviously, you can make more noise during the day and the least noise at night. It is the Contractor's responsibility to comply to the contract specifications and the City of Boston noise ordinance.

Proactive noise protections are readied prior to work. As I mentioned, noise monitoring has been done to give the contractor a baseline to work against. Noise can be shielded using noise blankets and temporary screens. JF White vehicles are being equipped with white noise back-up alarms. There are also strategic means and methods. This job is set up so that a lot of work happens from the water so machines that are tied down to barges don't have back-up alarms. The contractors will aim to schedule operations in such that noisy operations are done during the day rather than in the evening when people are trying to sleep.

We know folks are worried about dust. The contractor's health and safety plan include on-site dust control. Water is used to eliminate dust and emissions. It sounds primitive, but it does work. Dust monitoring will be conducted during dust producing activities which is chiefly during the demolition of the deck.

In terms of additional protections during construction, we are behaving as if asbestos and lead are present as it is an old structure that has been painted many times. We believe that there is asbestos in the outer casing of the lines which used to run across the bridge to the control room. The contractor will follow municipal, state, and federal guidelines for the use, transportation, and disposal of hazardous materials. Any lead and asbestos will come off site, it will not stay here. We know this is an important water way, there are fish runs in the Charles River. The contractor is not going to be just dropping things into the water. Certain activities will be limited to allow for fish

runs to take place safely. We know from the Big Dig, that North End folks are always worried about rodents. There will be an active baiting and trapping program throughout the construction. It does work. You'll see the boxes, you won't see the rats.

Traffic management goals are to provide early and accurate information, so drivers can make smart decisions. We know there are regional users of this structure who do not necessarily have to be here. One of our goals is to convince them to be elsewhere if that is possible. We are going to attempt to fill traffic details at Keany Square, City Square and along Chelsea Street. Typically, we find that if City Square can be kept reasonably clear you don't need to pay so much attention to Chelsea Street. Traffic will be monitored by MassDOT, JF White and Boston Transportation Department throughout construction to make changes when and if necessary.

Regional signage has already been set in place warning folks that this project is underway. Signs are located on I-90 near the Prudential Center; on I-93 down past Castle Island in the Dorchester Bay. Coming in from the North Shore, which is where you would expect more people to use this bridge, signs are located near Revere Beach, the Tobin Bridge and the Callahan Tunnel. The idea is to inform people early and say if you don't have to be there, take an alternate route. This theme continues all the way in. The blue circle is the crossing, and all of these are local signs headed on I-93. We are trying to saturate people to let them know what is going on.

More locally, we know the traffic control plan for Keany Square was an issue for folks in this room in May. The way the project is staged, this is the left turn off of the bridge and onto Commercial Street towards the rink, the pool and the US Coast Guard base. The goal of the project is to make that left turn available throughout construction. Being up front about it, this is something that will continue to be monitored. As you can see here, this turning lane is pretty short. In this drawing that is about four cars long. There are periods during construction where you may have a left turn sharing a lane with through traffic. We may come to a point, monitoring traffic, that the left does not work. The principal is to stage the construction so that we can provide it at all times.

Q: No Name Given: How long is that lane now?

Q: Nathaniel Cabral Curtis: How long is the lane right now on the existing structure, Rob?

A: Rob Nies, JF White: It's probably about 15 cars.

A: Nathaniel Cabral Curtis: 15. I'm hearing seven or eight from the room. In this regard, it's about half of what is there now. While it may not be great, it is still there.

Let's talk about the other end of the bridge. This is the single lane out headed to Charlestown. As I mentioned earlier, this is designed to be a complete street over the water. We want bicyclists and pedestrians to use the bridge. Currently a high-speed slip lane allows drivers to peel off the bridge. That is more of a highway condition. Pedestrians and cyclists have a hard time crossing this, however, because we know this is a single lane, we are going to keep this slip lane in operation during construction to try to pull traffic and keep it moving. When everything is all said and done, you will still be able to make a right onto Chelsea Street, but you will come to the stop bar and make a more conventional right-hand turn. Cars can still turn right just at a slower speed which is better for cyclists and pedestrians.

These are the alternate routes that we will sign for the project. These are not detour routes, and we know there is already traffic on them, but they are there and available. The blue circle is the North Washington Bridge. Northbound drivers can choose to use the Zakim Bridge on I-93, get off at Sullivan Square and head down Rutherford if their destination is the Navy Yard. Southbound drivers can do something similar using the Leverett Connector, Nashua Street, Lomasney Way to Causeway Street to make it to Keany Square.

The next slide is normally presented by Amy Getchell from MassDOT, her job entails looking at this, she is sick this evening, so I am going to fill in for her. This is a heat map of MassDOT projects in the Boston area. The Mystic River, Fenway/Weston Interchange, Chelsea Viaduct and Quincy Bay projects are of interest to this project. This graphic is a joint effort between MassDOT Highway Division and the MBTA to look at the universe of projects currently underway to identify conflicts and impacts to the public during construction, particularly on MBTA bus routes. We know the Route 111 bus coming from Chelsea is a concern. We think the temporary bridge provides some amelioration of that condition but that is another way that we are working on this. The Charles River Basin Model, a MassDOT maintained traffic model, looks at all of the projects in the Charles River Basin and allows you to see how changes in one part of the basin effect other areas of the basin. This model has recently been expanded and is monitored at MassDOT headquarters at 10 Park Plaza and MassDOT District 6 offices to make sure that we are not diverting people from one route under construction to another route under construction. This will continue to be monitored. Questions about this will be relayed back to Amy for a response through the usual channels.

In terms of public outreach, construction look aheads for upcoming work began flowing in September. The most recent three week look ahead went up on the project website right before Thanksgiving. There will be notifications for major operations for example, when we go to the temporary bridge, you will see an independent standalone release on that in addition to being in three-week look ahead and in your email, public information meetings and flyers. The two-week look

ahead is on the MassDOT project website and if you give us your email it will be emailed to you as well.

We have three public information meetings planned for this week. Tonight, we are here with you, tomorrow night we are the Shriners Hospital in the West End and Thursday night we are at the Knights of Columbus in Charlestown. I bring this to your attention so that if you have friends in those communities, you can encourage them to attend. This is just giving you a sense of where we posted things and where you can find more information. There were flyers for this public meeting dropped off at the local public library. The fact sheet you received this evening was also distributed as well. If you follow MassDOT on social media, it was tweeted out and the project website is carrying this information as well. We are trying to reach people where they are whether they follow on Twitter, read one of the local newspapers, hopefully this information will get to them.

Tune into social media as MassDOT Social Media does a great job in broadening the outreach which will be helpful when traffic switches over to the temporary bridge when you are going to want drivers coming from further away.

Here are our target milestones for the next two years. The next time you see us at a public information meeting, some of these earlier dates will drop off and new ones will be added. Currently we are finalizing and implementing the temporary bridge design. In February of next year, you will begin to see pilings going in the water. In April of 2019 the new playground will open as the old one closes to allow us to tie in the temporary bridge on the north. June of 2019 the south tie-in construction begins. August 2019, Eversource begins moving cables over to the temporary bridge. In December, traffic will switch to the temporary bridge and the demolition of the old structure will begin. By January of 2020, you will really start to see the old bridge vanish and be taken apart.

This is our contact information. There is a dedicated email address that goes to Donny Dailey, who spoke earlier, and me. You can Google us; sign up to get project look aheads delivered right to your inbox. Before we go to questions, I want to bring Rob up to show you the big video. For everyone who is desperately taking pictures with your phone, we will make this presentation Title VI compliant and put it up on the project website, so you can download it and the videos.

C: Rob Nies: This video is going to go through each stage of the project. Each stage will start with a snapshot of City Square, show the traffic pattern, go over the bridge and into Keany Square. These are the existing conditions that we have right now. We have two lanes northbound and southbound on the bridge and going down into Keany Square with the left-turn and right-turn lanes. At City Square we have three southbound lanes, and a left turn lane while northbound you have three lanes with the slip lane headed towards Chelsea Street. Down at Keany Square we have the two through

lanes with the left and right turn lanes. Coming north you have two through lanes. The red line will always show where the Freedom Trail is.

When we hit Stage 1, which we are in right now, we are going to maintain the two lanes northbound and two lanes southbound and you can see the temporary bridge being built on the right side. At City Square you have three lanes southbound and the left turn lane and the three lanes headed northbound. Down at Keany Square it is two lanes with a dedicated left and dedicated right lane. We have the two lanes northbound and everything on Causeway Street is remaining the same.

For Stage 2, which is a big stage when we flip the traffic onto the temporary bridge, this is a drive over the temporary bridge. As we turn onto the temporary bridge where the playground is currently located within Paul Revere Park. When we hit the Converse Building, we will turn back around onto the existing bridge into Keany Square where we have the two through lanes and the left and right. This is where we are going to have to close the left-hand turn lane to Chelsea Street and move it into the middle. That allows traffic to flow over the bridge, you can see it is reducing the two lanes headed southbound. This is an image of Keany Square at that time where the two lanes northbound merge into one to go northbound on the bridge.

Stage 3 is where we are going to shift the traffic back on to the proposed bridge. You can see we are working on the left side of the bridge with two lanes southbound and one lane northbound. Coming up to Keany Square it is still going to be two southbound and a left and right lane. This is a shot of City Square during this stage. Then we have a shot of Keany Square during this stage where traffic is merging into one lane to head north over the bridge.

In Stage 4, we are going to have two lanes southbound, two lanes northbound and you can see us working on the west side of the bridge. We are going to head into Keany Square with two through lanes and a left and right-hand lane. This is a snap shot of City Square with two lanes southbound, two lanes northbound and a right to Chelsea Street. A snapshot of Keany Square with two lanes northbound and two southbound lanes with turning lanes. This is the final driving over the bridge: two lanes southbound, two lanes northbound with a dedicated bus lane headed southbound. Headed into Keany Square with two through lanes and a right- and left-hand turn lane. This is a snap shot of City Square. We added a dedicated bus a lane, which is where you see the big change with two lanes Southbound, a left turn lane and heading northbound it's two lanes northbound and a right turn to Chelsea Street. This is what Keany Square will look like in the end. You can see the green lanes are the bicycle lanes. This is the final image of the bridge.

C: Nathaniel Cabral-Curtis: Thank you sir. For anybody that did not get the contact information I will put it back up for you.

Discussion

C: Nathaniel Cabral-Curtis: Questions?

Q: No Name Given: I'm curious about the contract, was the temporary bridge bid as an alternate, if not, was it the subject of a change order and if it's a change order, what was the cost?

A: Nathaniel Cabral-Curtis: I think that is definitely one for Rob. Go for it.

A: Rob Nies: There is a value engineering change proposal that we have presented to MassDOT. We are in the process of discussing that with them. So, there is a way within the contract where we can come up with innovative ideas-

Q: No Name Given: At no cost?

A: Rob Nies. There is a savings that will be presented to MassDOT.

Q: No Name Given: When will we be told?

A: Rob: I don't know. Does MassDOT release that information?

A: Steve Capasso: *MassDOT District 6*: Let's say this, it will be at no additional cost to the contractor, the temporary bridge proposal. At a minimum, it will be a no cost change.

Q: No Name Given: Okay the other question I had about the contract, is there a bonus for early completion and a penalty for late completion?

A: Rob Nies: Yes, there is.

A: Nathaniel Cabral-Curtis: Both.

Q: No Name Given: Can you tell us what they are?

A: Rob Nies: Seven million for being early.

Q: No Name Given: Per what?

A: Rob Nies: For being six months early.

A: Nathaniel Cabral-Curtis: The six-month savings that you saw.

A: Steve Capasso: The maximum incentive is 7.2 million. That's the most that they can achieve if they come in six months early.

Q: No Name Given: The period that the bonus applies to is weeks? Months?

A: Rob Nies: Six months.

C: No Name Given: So, then it's not really 56 months or it is?

C: Rob Nies: 54 months.

Q: No Name Given: 54 months. So is that when it is going to be completed or is that when the bonus applies if they finish early?

A: Rob Nies: The current contract is 60 months so if we do it in 54 months, we get the bonus.

Q: No Name Given: Final question, out of curiosity, regarding navigation will the temporary bridge affect heights of ships going through?

A: Rob Nies: No. We are maintaining the same elevation of the existing bridge.

Q: No Name Given: Will the new bridge be the same as the existing bridge or perhaps higher?

A: Rob Nies: Same height.

A: Nathaniel Cabral-Curtis: It's wider.

Q: No Name Given: I am wondering if I will have to drop my mast to get through.

A: Ed Baumann, *Benesh*: We are actually stuck with the same height. The new bridge is the same as the existing bridge because of the utilities that constrict that. The utilities on the bridge keep us from raising it.

Q: No Name Given: The utilities can't be raised?

A: Ed Baumann: No, not these. The transmission line needs to be held at elevation.

A: Nathaniel Cabral-Curtis: It's the transmission line that feeds all of Charlestown. It's fairly serious.

A: Rob Nies: They can't be moved, they have to be held at elevation. So, if you have to drop your mast today, you will have to drop your mast.

Q: No Name Given: There's an underpass on the Keany Square side, that wasn't mentioned at all in this. Previously it was going to close for some portion of this.

A: Nathaniel Cabral-Curtis: It still does. The closure of that comes fairly soon. Remember how I said right now you have the sidewalk on the west or lock side of the bridge closed? You can kind of still walk out there. As we get further into December, Rob will correct me if I get this wrong, but the stairwell going down to Lovejoy is going to close as the work zone is going to come too close to it and at that time you are going to lose the Harbor Walk connection under the bridge. The rest of the nice area back there will remain open. You can still walk down you just won't be able to pass underneath as it won't be safe anymore.

C: Rob Nies: The Harbor Walk will be removed and completely rebuilt.

Q: No Name Given: Right and is that through the entire project?

A: Rob Nies: Yes.

Q: No Name Given: Have you looked at increasing the green light duration at both ends? On our end to shorten the queue to make a left and on the other end during the time that it is only going to be one lane, there is a risk of it all backing up into Keany Square. So, are you planning to lengthen the green cycle on that?

A: Nathaniel Cabral-Curtis: Rob, are we planning on changing the signals right away? Typically, that is the type of thing that you would monitor. You wouldn't necessarily do a pre-emptive strike on changing the green time.

C: No Name Given: I think you would have modeled it.

A: Rob Nies: We have it modeled for each stage and we will continue to monitor it.

C: No Name Given: Already there is quite a back-up turning onto Chelsea Street. My other question has to do with bicycles. It seems like unless there are dedicated bicycle crosswalks, bicyclists may end up using pedestrian crosswalks, which is already a dangerous situation. I have already almost been hit many times in the crosswalk by a bicyclist that thinks the crosswalk is a bicycle lane. Is there any accommodation for keeping bicycles separate from pedestrians on crosswalks?

A: Nathaniel Cabral Curtis: So, on the structure as you saw they are separated, and I believe as we saw in Rob's video, the new conditions, these are your bicycle crossings out there. This green is the bicycle crossing, and this is the independent pedestrian crossing right there.

C: No Name Given: Excellent. Thank you.

Q: Paul Ballantine, *North End resident*: I guess I would like to talk about the nighttime work. I want to thank you for coming back out tonight. I also wanted to thank Amy Getchell for responding to several of my emails already, which is easing my stress level. What I would like to know is who, or can I have the contact information for your project manager who is on site at night? We have already had several instances where we are dealing with midnight jackhammering and other noises that are not that nice swoosh-swoosh sound and are extremely loud. I live about five streets in on Prince Street, so the noise is really a big deal. My understanding from Amy is that the Boston Police Department has overstepped and will not allow construction during event nights. The Garden has a lot of events which means they don't break up until around 11 p.m. and that means that is when they are going to start work which is a huge concern for those of us that live right next to this bridge project. I would love to know who I can contact directly and who I can pass along to my neighbors, so I am not the only crazy guy out there at 12:30 a.m. saying what the hell is going on?

A: Nathaniel Cabral Curtis: Jim do you want to talk about coordination efforts as I know there have been meetings about that before we go into who gets what phone number?

A: Jim Gillooly, *Boston Transportation Department*: As a first principle, the police are correct in interpreting what is in the contract, which says that there can be a delay of work on nights where there are events at the Garden. That is by design as we have thousands of people that are trying to get in and out of the city for an event. I think what has happened largely as a result of that, much of the work has been shifted to day time off peak, not all of it, as a way to try to do stuff that is noisy. We are going to continue to try to encourage the contractor to do more of that approach if they find it is too difficult to work around the Garden restrictions.

I want to take a moment to go back to this gentleman's question to reassure people that the City of Boston Transportation Department, like you, wants the contractor and the consultants supporting the contractor to continue to look for ways to make sure we are getting the maximum benefit out of the signals. We're also calling to question how much more can you do to the length of the left turn lane. We think those two things are important to study. The good news is we are a year away from the major change that we want to be ready for. For this stage, which is 15 months, you are largely getting the roadway that you've had on the bridge, in fact you recently got back another lane when they were able to do some of that maintenance work necessary to keeping the bridge open. I would go

back to this gentleman's reasons as to why the temporary bridge is good and underscore the one that says you have less time where you are trying to use the existing structure. We think that is a major benefit unto itself and we want to make sure that what else happens around you using that side bridge optimizes the flow of traffic. While we are constantly discouraging people from outside the town from going through there if they can find a better way.

A: Ahmad Ilyes, *MassDOT*: Sir, as to who to call, that would be me: Ahmad Ilyes, MassDOT Project Manager.

Q: Paul Ballantine: Can I get your phone number?

A: Ahmad Ilyes: After the meeting.

C: Paul Ballantine: Thank you very much.

Q: No Name Given: The other concern that I already have, a problem that already exists, on the far left-hand side, traffic coming from Commercial Street up to Keany Square, that straight through lane, people have been taking a right-hand turn onto the bridge there. Is there anyway that you can prevent that from happening?

A: Nathaniel Cabral-Curtis: I don't think, design-wise, you can. This is the final condition. This island is here, so if you are here and you've decided not to use this lane, which doesn't make any sense, you are making a very uncomfortable turn.

C: No Name Given: The reason that they are not using that turn lane is because they don't want to be in the long queue.

C: No Name Given: It gets backed up.

A: Nathaniel Cabral-Curtis: Right. Outside of making the turn uncomfortable to take because you need to provide this movement across, you can't make the island too aggressive or it blocks the through traffic. The only thing that I would say is this is one of the two squares that we would be looking to have a police presence for most of the time. A cop sitting there will perhaps dissuade some of the bad behavior and help to adjust people's perspective during construction.

C: Steve Capasso: During construction, but that is the final condition.

Q: No Name Given: For most of the time, there will be two lanes going towards Charlestown-

A: Nathaniel Cabral-Curtis: It's two lanes in and one lane out.

Q: No Name Given: On the temporary bridge?

A: Nathaniel Cabral-Curtis: On the temporary bridge, correct.

C: No Name Given: Then you are going to get the merging of people-

C: Nathaniel Cabral-Curtis: The only thing I will say I will say in favor of this and I know people say a single lane on the bridge is not great. I know you have lived with it over the summer, I have sat through it going to the Green Line Extension, another place that Howard Stein Hudson is working. I did the public involvement for the MassDOT's Fore River temporary bridge which had a one and one. At some point the temporary bridge has to reconnect, and you have to get everything to fit. The one thing I will say in these conditions, you can get quite a bit of utility out of one lane provided that you have the same number of lanes at the intersection. I think the slip lane here, which will be monitored, and Jim will tell me I am wrong if I am, but provided you have the capacity to get out of the intersection, people can sort themselves out of that lane. It won't be perfect, but at least some of that capacity for turns and through movements is still there.

Q: No Name Given: Is it possible to make it two lanes going out and switch it to one lane at specific times? Like coming into Boston, two lanes obviously but going out at night switch it to two lanes?

A: Nathaniel Cabral-Curtis: I will take an initial stab at that and I will look to Rob. As you can see from the video, in these turns traffic is delineated by flex posts which are actually screwed down to the bridge so that is a safety thing to help people stay separated. I don't know how hard it would be but screwing and unscrewing those flex posts-

Q: No Name Given: What about cones?

A: Nathaniel Cabral-Curtis: The problem with cones, and I've seen this on a different project, is if you use cones, you actually have to have more space around them and we are already tight for space as it is.

A: Steve Capasso: I think you'd have a problem with the MBTA on that one as the 111 bus which brings in so many passengers inbound, down to one lane during the evening commute could be troublesome.

A: Ed Baumann: We did look at the traffic counts and the peak hourly volume in the afternoon is the same north and south. There aren't many people coming that's why it is designed that way.

A: Rob Nies: It may be flipped to two lanes northbound and one lane southbound after Garden events.

Q: No Name Given: Another question as a lot of people are going to try to avoid this, they will go down Hanover Street to get to I-93. We have a problem with valets, that's another meeting, and valets failing at keeping Hanover Street clear, so people are going to take that detour, including me, to get out of the North End. Right now, it's like impossible to get out of the North End. It's horrendous-Hanover Street forget it-you have to go around Haymarket to get on I-93. That has nothing to do with you, that's the City department of traffic and parking to take care of valet and the congestion on Hanover Street. Like I said there are a lot of people that use that detour.

A: Nathaniel Cabral-Curtis: The City is here and listening. I'm sure Maria and Jim are taking notes. The other thing I will say is, you now have on your phone, different parts of the map will light up, so people can know before they go. So, if Hanover Street is already congested, and lit up red, people may go, do I really do it? Do I go somewhere else? I know, Hanover Street is always congested. Maybe you get a few people out of there. It's congested; it's a nice place to be.

Q: No Name Given: It's congested because the valet takes advantage of it. All their work is being done in the middle of the street. One more thing, is that the name of the bridge? Is that what it is going to be? The North Washington Street Bridge?

A: Nathaniel Cabral-Curtis: That what it is called and to my knowledge that is what it will stay. If other people have ideas, I'm open to them.

C: Steve Capasso: We'll defer that one to the City.

C: Nathaniel Cabral-Curtis: There you go.

C: No Name Given: We call it the Charlestown Bridge, Charlestown calls it the North End Bridge It's at the end of the Charles River so how about the Charles End Bridge?

C: Nathaniel Cabral-Curtis: Mashup!

Q: No Name Given: I don't want to sound pessimistic, at other meetings you had mentioned there was not going to be a left-hand turn, now with some sanity you have a left-hand turn, but you did mention that sometimes during the construction you may have to close that.

A: Nathaniel Cabral-Curtis: Could.

Q: No Name Given: Can you show us what the alternate route would be if you can't make the left?

A: Nathaniel Cabral-Curtis: I don't really have a great map that shows you. One of the reasons that we went to this and why we are trying to keep the turn is because your next good option back is a long way around. You wind up having to go down toward Haymarket, down towards the site of the old open-air market where you can actually take that left on Hanover Street. It is not lovely, which is why we are trying to provide the left turn there and the only reason I was careful about what we said, is the left turn that you have here, there may be times when it doesn't work great and it will be a constant monitoring issue between the contractor and the City and MassDOT. If it should be taken away, that is the kind of thing we would tell you about. I have talked about it as a left turn in principle. The goal is to provide it to you during all stages of construction.

C: Jim Gillooly: If I could add to that, the City is firmly in the camp of keeping the left. We would have to really be convinced that there are extenuating circumstances that it is prudent, even if for a couple of weeks, to not have the left, we would want to have a really compelling case made to us before we could say that makes a whole lot of sense.

C: No Name Given: Jim, the main reason I brought it up is public safety. If for whatever reason they drop the left, you have to make sure the alternate routes-they have to make sure the police don't let delivery trucks back up traffic. People will go to use the alternate route and all of a sudden, a delivery truck is backing up traffic, impeding ambulances and fire trucks. We are always concerned in the North End as it's congested as is. I don't care if it's for one day, if the left turn is not allowed, you have to make sure the police clear the detour and put a lot of signs, so people don't go the wrong way. People get so frustrated, it gets dangerous to see car going the wrong way down one-way streets. There's no way around.

C: Jim Gillooly: I agree.

C: No Name Given: I have additional concerns about egress on Commercial Street as you are going to go straight onto Causeway. As it was mentioned earlier, where the light is, as it was rightly said, it already backs up now for people that are taking the right turn. So, some people are tempted to go into the middle lane and then try to go to Charlestown anyway. My concern is this, it already is congested and backs up to the bocce courts. What, if anything, does the City intend to do about the funeral home double parking there? They park on Commercial Street from the funeral home to all the way past the ice-skating rink to the beginning of the Coast Guard when there is a wake or a funeral. You already have one lane half the time anyhow, and all of this would just make it worse.

C: Nathaniel Cabral-Curtis: Having worked with Jim on other construction projects throughout the City, he is very deft at parking stuff.

C: No Name Given: There's an empty pay parking lot right next to it.

C: Nathaniel Cabral-Curtis: I think that may be a case of specialized outreach to the funeral home from both ends so thank you for bringing that to our attention.

C: Jim Gillooly: I will work with other people in the department to see if we can come up with a solution for that as that would just cripple everything.

Q: Nathaniel Cabral-Curtis: What's the name of the funeral home just so we have it for the record?

A: No Name Given: Waterman-Langone.

Q: Paul Ballantine: I'm looking at Causeway Street coming towards Keany Square from the Garden, right now there are two left-hand turn lanes, merging into a single lane over the bridge. Right now, that queues up, everyone coming through in a double lane blocks the entry, so you can't go through, and the other challenge is the third lane that is closest to the DCR building, there is a right-hand turn. It is also timed at the exact time that pedestrians are crossing from the North End. As soon as the pedestrian start, cars stop like they are supposed to so that lane does not move. Is there any thought about reworking the lanes so that there would be a right-hand lane which is the one with pedestrians, a thru lane in the middle and the other lane, which is closest to the bridge, a left hand turn so that you can at least get some movement through there? Looking at the broader reach of some of those traffic turns at that intersection from the other side of the bridge.

A: Nathaniel Cabral-Curtis: I am not personally aware of any such plans. Rob did you see anything like that?

A: Rob Nies: Not yet.

A: Nathaniel Cabral-Curtis: It might be something to go to if we have to go there.

C: No Name Given: That middle lane used to be straight and it worked fine.

C: Nathaniel Cabral-Curtis: Yeah, we talked about that earlier; I recall you attended a briefing at Strada.

C: Paul Ballantine At least a combination as it's a problem right now.

C: Jim Gillooly: Again, BTD thinks all of those ideas need to be explored and we have talked about some of them ourselves. That's why I say it's good that we have a year before they implement the major change so that we can sort some of these things out while we still have the fuller capacity on the existing bridge.

Q: No Name Given: That brings up, when are you coming back?

A: Nathaniel Cabral-Curtis: At present, my thought—and there are other people with whom I would discuss this with, Donny Dailey, members of the District 6 group—obviously we don't just want to come out to tell you “here's what we are doing.” My thought is the next round of meetings would be in the fall of next year associated with going to the temporary bridge. If there is a need for a briefing of a community group that has been missed, all of you have been involved through the design phase, we were at Strada, we were at the Amy Lowell House in the West End. We went to various locations and community groups in Charlestown. It doesn't mean we will disappear but my current thought for the next round of these big events where you'll see us is part of the prep to go to the temporary bridge. If we need more, we'll do more.

A: Steve Capasso: As we go through the steps and work with the engineer of record, and JF White's traffic engineer to try to optimize these intersections, if there is information related to that it can go out through the website similar to our updates and advisories.

Q: No Name Given: For projects like this that have regional impact, do you guys work with Google and Waze to shut off, like I know you can't legally shut it off as an option?

A: Nathaniel Cabral Curtis: You are quite correct; as long as it is a public way, you cannot shut it off. However, some of the work that we did on the Arborway down in Forest Hills, that instituted two median U-turns to process left turns as rights at the major intersections. When everyone was picking up the children from school this past spring as there are a lot of college students in Jamaica Plain, we saw all of these out of state cars taking what had become an illegal left. My office did reach out to those outfits. We do have those contacts. Believe it or not, TomTom is still providing the back-end to the iPhone, and all of these things. So yes, when the time comes, we will be reaching out to those folks and letting them know what the conditions are there. Again, they may still choose to direct people down there based on their algorithm but at least the people behind the algorithm can say “there's only one lane coming in from Charlestown” so we'll let them know

Q. No Name Given: When you switch over to temporary bridge, will the project have a tow truck for if someone breaks down?

A: Rob Nies: Yes.

Q. No Name Given: Will there be marking on the temporary bridge for Freedom Trail? I assume so.

A: Nathaniel Cabral-Curtis: Yes. It will be stamped on there. I can show you what that looks like.

Q: No Name Given: Any thought on making the inner harbor ferry more frequent?

A: Nathaniel Cabral-Curtis: I believe right now starting in January there will be a service from Lovejoy Wharf to the Seaport under the auspices of MCCA. It's a pilot program.

Q: No Name Given: What about to Long Wharf? Will it stop at Long Wharf before going to Fan Pier?

A: Nathaniel Cabral-Curtis: I couldn't speak for MCCA.

C: No Name Given: It would be great if it did as that is far for the North End.

Q: No Name Given: I have a couple of questions just to clarify things. Phase 1 is 15 months, that started this month or November?

A: Nathaniel Cabral-Curtis: It has been going, we've been in phase 1 for about two months now. The NTP was issued in August.

Q: No Name Given: I'm not an immediate abutter to the construction so my paramount consideration isn't noise necessarily, but traffic control. I'm curious with the implementation of the temporary bridge are you going to be directed bicyclists around the bridge or will they share the pedestrian path over the bridge?

A: Nathaniel Cabral-Curtis: It is something that we will have to monitor, but my guess would be: as you all have noted, there is traffic on the bridge that doesn't move all that fast at certain times, certainly commuting times. And the temporary bridge itself, both the lanes and the sidewalks, will be better accommodations for bicycles in terms of traction and comfort than what is out there today. I would expect that during construction, the confident cyclist will opt to cross on the bridge with traffic. Probably, a "I've decided to take my BlueBike to the Navy Yard while I am here for vacation,"

rider will probably dismount and follow the Freedom Trail. That would be what I would expect to see based on other projects in the City. It isn't great in terms of a bicycle accommodation, but it's better than the open grid deck out there currently.

Q: No Name Given: I don't drive a lot. I drive occasionally. My experience coming from City Square over the bridge inbound has been that the traffic is okay. I try to avoid rush hour but sometimes I have to drive in the mornings; traffic isn't too bad when there are two lanes open going over the bridge. The times when I have sat in a long delay coming over that bridge is when it has temporarily been shut down to one lane for whatever reason, including the emergency repair.

Q: Nathaniel Cabral-Curtis: You are talking inbound right?

A: No Name Given: Yes, inbound.

A: Nathaniel Cabral-Curtis: The temporary bridge has two lanes inbound so that is the goal.

Q: No Name Given: Can you give us any assurances that it will always be two lanes inbound 24/7 during the whole construction phase?

A: Nathaniel Cabral-Curtis: 24/7 is probably not correct and Rob help me out here. I would imagine that the goal is to provide those two lanes during the peak hours. Right now, there have been inbound lane takings off-peak.

Q: Steve Capasso: What conditions are we talking about? On the temporary bridge?

A: Nathaniel Cabral-Curtis: The temporary bridge.

A: Rob Nies: The temporary bridge will have two lanes inbound.

Q: No Name Given: 24/7?

A: Rob Nies: There will be some times, down by the Converse Building, that we may have to close a lane, but that will be off peak hours.

A: Ed Baumann: There will also be Garden events that may change it to two lanes outbound.

Q: No Name Given: That leads me to my follow up question. I don't know what is going on in Sullivan Square, but it is a mess. There is some sort of construction going on in Sullivan Square, maybe the City representatives know about that. It is constantly gridlocked regardless of the time of

day. It is particularly bad during rush hour. I'm wondering if whatever construction is going on in Sullivan Square is going to be completed before phase 2 begins.

A: Jim Gillooly: Yes. The work you are referring to is the mitigation work that Encore Casino is doing in advance of opening the casino in June. There were a number of items that were required of them. One of the most notable for this project and the way it can help this project, is that will be done in the spring. It will provide, for the first time; a connection for the City of Boston Traffic Management Center to all of the traffic signals up to Sullivan Square and heading over to the Alford Street Bridge. The Alford Street Bridge work will be done. The Sullivan Square casino work will be done. Those two projects give the City the ability manage traffic, as we will have conduit running all the way up through Sullivan Square all the way across the bridge into Everett. We will be able to connect a bunch of the signals under the contract we are talking about here tonight. There are a number of traffic cameras that are going to be added to give us a better view: for instance, where Edwin Land Boulevard and Gilmore Bridge come together, we will be able to see over there. We will be able to see a lot of different pockets of activity. The equation for us is not just what happens in the two intersections at the end of the bridge, it's what are people doing in the general area of the bridge. For instance, Leverett Circle needs to handle a lot of traffic, hopefully because people are going over the Gilmore and using that as a way to connect into Boston instead of using this bridge. We want to keep an eye on all of that. We asked the MassDOT folks and they agreed to put into the contract a number of other traffic cameras that were used while the Longfellow Bridge was under construction, as well as six or seven new cameras under this project, for gaps that we saw in the coverage plan. We will be able to see all of this from our traffic center. One of the cardinal rules I have talked to Bob about is that they have to make sure that they don't touch the cable that runs all of those signals on the other side in Charlestown. It goes right over his bridge. I tell him every time I get a chance, put fluorescent paint on it, make sure nobody touches it, make sure it never fails to connect us to the cameras and signals out there.

Q: No Name Given: When is the completion of the Sullivan Square work?

A: Jim Gillooly: Prior to the casino opening in June 2019.

C: No Name Given: Phase 2 of this project does not start until December 2019.

C: Nathaniel Cabral-Curtis: Correct.

Q: No Name Given: I guess a related question regarding utilities, not just electric utilities going over the bridge but there is a gas main and water, why can't those be buried? Why do they have to do over the bridge? It seems like an antiquated way of maintaining utilities. If you are tearing down the

bridge, it seems to be like that would be a golden opportunity to make that enhancement and get them off the bridge and put them underground. Why can't that be done?

A: Rob Nies: We toyed with that.

C: No Name Given: I was in the early sessions of these public meetings, where I know several of my neighbors asked why can't we have a temporary bridge and avoid all of these lane closures? I believe the explanation at the being was, it wasn't feasible from a construction view point or likely a financial consideration. I suppose that early stages of the public hearings the people involved in the project have demonstrated that they can build a temporary bridge at no additional cost to the project so that is why it is being green-lighted now where before it was being dismissed. I would think that the same kind of thought and study would take place with something as important as gas, water and electric lines and finding alternative ways to keep those viable.

A: Nathaniel Cabral-Curtis: I would defer to the design team and the District 6 folks. I know that they are big scary utilities and that is about it.

A: Jim O'Leary, *MassDOT District 6*: The answer would be maintaining access to the utility line. Should something go high-right with the gas line, putting them under water would complicate access. It's a 115-kV Eversource line that is up there now that the contractors have to protect. In fact, we are putting a 24-inch temporary gas line on the bridge to take that down and put a 36-gas line on there. I understand your question but the dynamics are complicated, especially with what is going on in the North Shore.

Q: No Name Given: How about the Harborwalk, when are you closing that down?

A: Nathaniel Cabral-Curtis: The Harborwalk comes out probably middle of December. Remember how I explained earlier that the sidewalk closure would expand outward? Right now, we have left the staircases open and the Harborwalk is open. Probably about the middle of December, the Harborwalk will close as it will no longer be safe to walk under there due to the construction activity. The staircase coming up from Lovejoy Wharf will also close as that will be too tight to the rest of the structure.

C: No Name Given: I was over there walking my dog today and it looks like you have some chain link fencing ready to go up and close the underpass off at some point. I would suggest at some point you use extra security in terms of installing that fencing because typically chain-link fencing around construction sites I have noticed, are pretty easy to get around and any ambitious teenager or

homeless person could get around them. I would suggest that if you don't take any extra precautions you are going to be creating a gated community for people.

C: Nathaniel Cabral-Curtis: At some point the Harborwalk that is under there will be taken out so if they climb the fence, they will go for a swim, but I think Rob hears you.

Q: No Name Given: The other thing, during the demolition phase, has a study been done in terms of hazardous materials that need to be contained during demolition? I am assuming there is no asbestos on the bridge, are there other considerations, other than hosing it down with water, are there other precautions that have to be made during the demolition phase?

A: Rob Nies: There is asbestos on the bridge. It is a bag and cut type situation.

Q: No Name Given: So, all of the asbestos is going to be removed before the final demolition? The last part has to do with traffic control again, I know one of the keys to your plan is reducing regional traffic by having alternate routes. Sullivan Square will be instrumental in providing an alternate route for northbound and southbound traffic. Has anyone thought about how you are going to incentivize people to take the alternate routes than just continue? Traffic right now on Rt 99 and over the Charlestown Bridge is gridlocked for good portions of the evening and morning rush hour. It doesn't seem to deter people. Is there a way during the construction project to reduce or eliminate the toll on the Tobin Bridge in certain directions to motivate people to take alternate routes rather than just suggest that they take alternate routes?

A: Nathaniel Cabral-Curtis: From this project team, I'm here to help and can suggest it as hard as I can. I think any tolling would happen far beyond our pay grade. That is a sensitive topic.

C: No Name Given: I throw that out as an example of incentivizing regional traffic away from the area. There must be other ways other than just putting up flashing signs saying, 'bad idea'.

A: Nathaniel Cabral-Curtis: There are other things other than flashing signs. One of the ideas Donny Dailey and I have talked about it making sure that local North Shore governments are aware of this, by doing outreach to a more local delegation so it is coming from people's elected leaders and not just 'oh those guys at MassDOT.' That's the tool that is in my toolbox.

C: Steve Capasso: believe the MBTA is already looking at some programs in the North Shore to encourage use of the commuter rail from Chelsea into North Station.

C: Nathaniel Cabral-Curtis: We'll follow up on that.

Q: No Name Given: One last thing, the congestion in Keany Square-I noticed one of the videos you showed of traffic moving along nicely on the temporary bridge.

C: Nathaniel Cabral-Curtis: It is shown that way to make sure you can see the pavement markings.

C: No Name Given: It's beautiful and hopefully we can replicate that traffic. I noticed that the only traffic that you had turning right off the bridge was bus traffic, I'm assuming you are going to allow car traffic to make that right hand turn as well. How are you going to negotiate that merge into Keany Square and avoid back-up? Has any thought been given to having an alternate route where only buses are allowed to make a right and all through traffic has to turn on the other side of Keany Square somewhere?

A: Rob Nies: Most buses go straight through. I don't think any bus takes a right there. The 111 bus goes straight, and the 93 and 92 go straight as the stop is right past Keany Square.

A: Jim Gillooly: Relative to the buses, if you look at this picture of the next block heading down North Washington Street, in the spring the City is going to move parking to give buses more room from Keany Square before the temporary bridge comes in to play.

Q: No Name Given: Taking a quick look at temporary bridge condition, for those cyclists that opt not to fight with traffic in the traffic lanes, and opt to use the pedestrian area, can you please put several signs up saying, 'this is a sidewalk please walk your bicycle?'

A: Rob Nies: Yes, we were talking about that. There are signs that say dismount your bicycle. I don't know how many, but it is more than one sign.

Q: No Name Given: So, bicycles won't be allowed to ride over the sidewalk on the temporary bridge, they will only be allowed to ride in traffic?

A: Nathaniel Cabral-Curtis: That is the goal.

C: Steve Capasso: We did that with the Longfellow Bridge; it was successful some days, other days not so successful as there is no way to enforce it. What was successful was on our website we did have advisories and multiple publications that did instruct bicyclists that if they were going to use the sidewalk to dismount their bicycle. It's not enforceable.

Q: No Name Given: Why not? You are going to have traffic details at either end. If they see someone pedaling on the sidewalk, why can't they wave them over and give them a ticket?

A: Nathaniel Cabral-Curtis: When people want a traffic detail, they want a traffic detail which is using the cop to pull traffic through the intersection to avoid blocking the box. There's only so much they can do at a time which is what Steve was trying to get to.

Q: Paul Ballantine: Are you working with DCR to try to keep the locks open to provide pedestrians with an alternate route as that would be really helpful as it's a great connection.?

A: Nathaniel Cabral-Curtis: We are in regular contact with DCR.

A: Rob Nies: Obviously when it rains, they have to open the locks to let the water out. They control the locks to let the water out they can't keep them closed.

C: Paul Ballantine: I don't expect it to be all the time, it would be great if you could flag that when they are closed. It is great alternative for when construction is going on.

Q: No Name Given: What about a temporary walking bridge so it is always open?

A: Nathaniel Cabral-Curtis: The temporary bridge has a sidewalk. I think you heard earlier that the temporary bridge was cost neutral so if you keep adding to it then it ceases to be cost neutral.

Q: No Name Given: I'm stuck on that four-lane thing, if you eliminated the sidewalk, and built a foot bridge, which is a lot easier, you could make the bridge four lanes.

A: Nathaniel Cabral-Curtis: I think the other thing is that there are issues with where you tie it back in. One of the things about pedestrians, is they prefer the most direct route possible. So, we are already diverting pedestrians a bit. The temporary bridge has to consider the Converse building and other bridges, the locks.

C: Nathaniel Cabral-Curtis: Thank you all for coming.

Next Steps

Two additional public meetings will be held to provide updates and answers questions about the project. Meetings will take place on November 28, 2018 at Shriners Hospital for Children and November 29, 2018 in Charlestown, MA where the project team will present the same presentation and videos.

Beginning the morning of Monday, December 17th, 2018, the Lovejoy Wharf stairs leading to North Washington Street near the Converse building and the adjacent section of the Harborwalk passing under the North Washington Street Bridge will be closed to all pedestrians in order to begin installation of temporary supports for the 115-kilovolt electrical line which crosses the bridge.

Project target milestones include:

- December 2018: MassDOT/City of Boston finalize and implement temporary bridge design
- February 2019: Pile installation begins in water
- April 2019: New playground opens and old playground closes; north tie-in construction begins
- June 2019: South tie-in deck construction begins
- August 2019: Eversource cable cut-over to temp bridge begins
- December 2019: Traffic switch to temporary bridge; start deck demolition
- January 2020: Eversource cable cutover complete; major demolition of the existing bridge begins

Appendix 1: Meeting Attendees

First Name	Last Name	Affiliation
Paul	Ballantine	Resident
Michael	Benetti	Resident
Lauren	Bennett	Resident
Madeline	Bickert	Resident
Victor	Brogna	Resident
Tina	Busa	Resident
James	Cahill	JF White
Steve	Capasso	MassDOT District 6
Adam	Castiglioni	Resident
Chris	Coakley	City of Boston
Jenn	Crampton	Resident
MaryAnn	D'Anato	Resident
Donny	Dailey	MassDOT
Cheryl	Delgreco	Resident
Margaret	Farmer	

First Name	Last Name	Affiliation
Jim	Gillooly	Boston Transportation Department
Dave	Goggens	Resident
Ahmad	Ilyes	MassDOT
Paul	Kafasis	Resident
Maria	Lanza	City of Boston
Patrick	Lyons	House of Representatives
Holly	McParton	Boston Public Schools
Aliza	Moschella	Boston Public Schools
Rob	Nies	JF White
Maryann	O'Brien	Resident
Brendan	O'Brien	Resident
Michael	O'Dowd	MassDOT
Jim	O'Leary	MassDOT District 6
Jack	Pecora	JF White
Mark	Petrigro	Resident
Erin	Reed	Howard Stein Hudson
Mike	Rubino	Boston Public Schools
Maggie	Stecuik	Resident
Tom	Stokes	Howard Stein Hudson
Nate	Swan	Resident
Steve	Vzuezia	Resident
Lauren	Woodwere	Resident
Mauricia	Yeb	MassDOT District 6