

---

To: Michael O'Dowd  
Project Manager

Date: April 12, 2016

From: Elizabeth Flanagan  
Howard Stein Hudson

HSH Project No.: 2013061.17

Subject: MassDOT Highway Division  
North Washington Bridge Replacement Project  
Public Briefing  
Meeting Notes of April 6, 2016

---

## Overview

On April 6, 2016, members of the North Washington Street Bridge Replacement Project team from the City of Boston Department of Public Works, MassDOT Highway Division, and Alfred Benesch & Company held a public briefing at the Charlestown Neighborhood Council Meeting at 7pm at the Navy Yard. The purpose of the meeting was to brief Charlestown residents on current design and construction plans for the replacement of the North Washington Street Bridge. The meeting attendees were receptive to proposed plans, although there were several requests that the presentation shown, which largely reflected the December 2015 25% design, be updated to include current investigations into a southbound exclusive bus lane on the bridge. The project team will make updated drawings available online, via the MassDOT project website. One major point of discussion was prioritizing transportation for Charlestown residents, particularly during construction. There was interest in reviving a water shuttle formerly provided as mitigation to the Central Artery construction, as well as extending the designated bus lane past the bridge project area. Residents would like to see a proposed construction schedule in the fall when it is available. Furthermore, residents would like to see representatives from other agencies, particularly emergency services, the MBTA, and the Cambridge Transportation Department, at future meetings to answer coordination questions.

Community feedback received after the meeting suggests that the primary concerns are coordination with emergency and transportation services. Additionally, there are concerns with maintenance of planting beds on the bridge as well as the impacts of construction noise and debris on the marina located on the bridge's Charlestown side. Lastly, during the course of the meeting, attendees expressed a general willingness to look at more extreme options, such as brief full closures of the bridge, if it would substantially hasten the project's completion.

# Detailed Meeting Minutes<sup>1</sup>

---

- C: Norris Strawbridge (NS): In appreciation for those of you who got here on time, we're going to try and get started on time. Thank you for coming. One technical point – the microphone is important because this meeting needs to be recorded, so questions and answers need to go through the microphone when that time comes. We'll try to make sure to pass the mic around appropriately. Tonight's meeting is a collaborative effort with the Charlestown Navy Yard, here's my friend Richard McCarthy.
- C: Richard McCarthy (RM): I'm from the Charlestown Neighborhood Council. The format is going to be a presentation (which a number of people have worked hard on), so you can see lots of things on the screen. They also have a number of maps and sketches that have been laid out on the table, so you're welcome to take a look at them later, and people will be around after to answer any individual questions. After the presentation, we'll handle questions, and we'll pass the mic around. We're going to begin with Ben Sun, who is the chief structural engineer for the Public Works Department. He will introduce others as they speak during the evening.
- C: Para Jayasinghe (PJ): Good evening, I'm also from the City. How many of you have seen this presentation in prior presentations to your neighborhood? Great, and I recognize some of you as well. My name is Para Jayasinghe; I'm the city engineer. Today we have many others from the City here. Ben Sung is the city structural engineer and Ed Baumann from the consultant group Benesch. We're going to give a brief overview of the bridge, and also have a little animated video that brings it together. Hopefully we can keep this presentation exciting to you. Without further ado, Ed Sung will start us off.
- C: Ben Sun (BS): Thank you very much, Para. Good evening ladies and gentlemen. I recently joined the City of Boston Public Works Department as the Chief Structural Engineer. This project started way before I arrived, so I don't want to take too much of the spotlight away from our brilliant design team. I would like to introduce Ed Baumann, the project manager of our design team, Benesch. I'll let him introduce the entire chronology and what we're proposing to replace this wonderful structure and important link for Charlestown.
- C: Ed Baumann (EB): If you're familiar with the project, it's the replacement of the North Washington Street Bridge over the Boston Inner Harbor, right at the estuary of the Charles River. Michael O'Dowd is in the room, here's the state project manager. Our architect is Rosales Partner, who dreamed up this project, made it much better and got us to where we are.

Here is the location of the bridge. It's in view of the Zakim Bridge, and it's the entrance to the Charles River. Project limits are City Square in Charlestown to Keany Square in the North End. Quick history of the bridge: it was constructed in 1898, 1956 major reconstruction, 1961 the swing span was closed

---

<sup>1</sup> 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.

permanently, that allowed the elevated rail to be removed in 1977, 1992 Central Artery came in and built the tunnel going to the Tobin Bridge, and replaced the Warehouse bridge. In 2003 the Center Bays were closed due to deterioration, and since then the city has been spending money every year to keep it open and safe to traffic.

This is the existing bridge. The architect explains that this big number is blocking the views, the piers are massive, and it's not inviting. The goals of this project are to replace this structurally deficient bridge. We want it to be multimodal, we want to make improvements to bicycle and pedestrian amenities, maintain navigation down below, and provide a context sensitive solution. It should complement the Zakim Bridge, not compete with it. The Zakim Bridge is an interstate, but the North Washington Street Bridge is for people. It's a smaller scale; bicyclers and pedestrians cross it. We are trying to treat this as a city street over water. We looked at lots of fun alternatives, as you can see: massive arches, hammer head piers, a typical bridge. But it came down to constructability, maintenance and life cycle costs for the city and state, and aesthetics. There's a list of public outreach, and I'll talk about how the public outreach process is working great for this project.

This is looking at the Zakim Bridge, existing. This is the proposed scheme that we have with wide sidewalks over the main channel, and the trellis to mark the center of the bridge. Currently, there's a truss also marking the center. We want to keep those elements. The architect came up with V piers, which are more open. There are 4 open columns, rather than the solid masses so it's more inviting. The bridge structure is shallower, and it opens up the DCR locks. Again, the city street idea; the purpose of the bridge is to be livable. The architect came up with separating bicycles and pedestrians with this barrier, and widening the sidewalks, almost to a park with a view, and multimodal.

This is the elevation of the proposed bridge. It will be structural steel, trapezoidal box, concrete V piers. The main opening is longer now, so two roughly 50 or 60 foot openings. Here's the roadway, and two eight foot sidewalks. On the truss it's a bit more complicated, with three 22 foot roadways, center 22 feet, currently closed, and the sidewalks are a little wider.

This section is actually a little out of date. As part of the public process, we've shown a 54 foot roadway, which will actually widen to 56.5 feet. This currently shows two lanes northbound, two lanes southbound. We are currently working to get a bus or HOV lane in the south bound direction, to help provide better service. To do that, we will still have seven foot bicycle lanes, separated from traffic; the sidewalks will be 10.3 feet instead of 12. At the widened section the roadways will be 56.5 and the rest will be 18.

This shows how open the pier is down below. The architect paid attention to the lighting. Instead of massive streetlamps, we'll have low lighting for the pedestrians and bicycles, high for the traffic. We'll have plaques on the bridge to read about the history of Zakim bridge, the monument, Boston Garden, USS Constitution, Old North Church (whatever you can see) to make it a destination rather than a structure you drive across.

These are architectural renderings. The open grate decks over the truss spans are noisy with the cars below. The pedestrians will be separated from the cars, and provide safe passing. The freedom trail on the east sidewalk provides an opportunity for improvement. There will be another lane heading in southbound. This is heading to city square: the median will line up better and we will have plantings. These are the proposed benches on that widened area over the main channel. And here are some views from the bridge. This is the Lovejoy wharf and the walkway underneath the south end of the bridge. As part of this project, we're hoping to make improvements to that while increasing contractor accessibility.

We are paying lots of attention to lighting. Again these are out of date. This shows City Square with Chelsea Street. At Rutherford right now it seems like a four lane highway, and then it gets down to two lanes at the structure which creates a bottleneck and then messes up City Square. We propose the proposed bus lane starting north of City Square so the cars have to merge into their two lanes before the intersection (north). At Keany Square, currently we have the bicycles separated by a five foot lane designated to get through Keany Square. It's basically the same as now going into the city. We've been trying to get the buses through Keany Square but it's becoming an issue getting it through the intersection. We're proposing ending the bus lane 300 feet before the intersection.

This is improvements to the Lovejoy walkway. The architect put together some before and after renderings.

As of last week, the environmental permitting review documents have been submitted for review. We are currently about 25 percent through design. We just have to change permitting if anything major happens.

Next are Right of Way impacts on the Charlestown side, this is the marina. We have right of way to get contractor access - this is the Paul Revere Park, DCR right of entry permit so the contractor can get in along this wall to put in new railings. At City Square, this is the back of the sidewalk, local areas so the sidewalk can be replaced.

Next is how we're going to live during construction. This is the existing bridge crossing, two lanes in each direction with the center bay closed.

The first stage of construction before we do any major impacts to traffic, will be demolishing the west sidewalk and that allows us to construct a temporary utility bridge and sidewalk. Eversource has a transmission line on this bridge that must be held in place so our first step is to get the structure in place that can support the transmission lines in place while we work on replacing the bridge. The next stage we call 1B. This is the fun one. Since the truss is built in three sections and we want to be able to replace the bridge in halves, there's one phase where we have to demolish the east and center bays of the truss, which is shown here. During this phase we only have room for two lanes. This shows one lane into the City and one lane outbound.

The current thought is we might end up with lanes into the city and detouring the north bound traffic. We're already adjusting the proposed detour- we have had comments from the Design Public Hearing- this is the public process in action. The latest scheme is to send people down into the tunnel, over the Zakim. The main traffic will go to the Zakim and out at Sullivan Square. The locals who know where they are going can go wherever they want. From the traffic counts, inbound is the worst in the am (about 2000 cars). In the pm, it's about the same northbound. That is our current scheme to get the majority of people out of the city and onto the interstate.

During that stage, we'll do everything we can to prep. All the contractor will have to do is demolish those two bays and the truss and place in the temporary truss. From this point on we can have three lanes open during construction (two lanes going in and one out). During that stage (2), the utility bridge can serve as a sidewalk, while we have to close the East sidewalk (the Freedom Trail).

Once we have the traffic on the East half of the bridge we can demolish the west half for the full length. This is about 18 months. After the demo they can build the West half of our new bridge except for the sidewalk. We shift traffic (two lanes into the city and one lane out) and we can demolish the East half of bridge, construct the East half and then there are minor phases to complete the West sidewalk. That's it. We're looking at about three years total for construction.

As a result of the Design Public Hearing that was held in December there was a lot of feedback for a dedicated bus lane. We have added that in - the plans over here on this table show our concept for a dedicated bus lane southbound. This is what I talked about with widening the roadway to 57.5 feet.

This is the design schedule. We're hoping construction starts next year, 2017 and lasts three years to 2020.

Another question: could a water shuttle be implemented between Pier 4 and Converse headquarters? There used to be an MBTA shuttle provided by a vendor. They went with a new vendor, it was higher.

C: Name Not Given (NNG): There was a subsidy for the service, was tied to mitigation for the Central Artery Project, and there wasn't enough ridership to maintain it long term.

C: RM: Is there any construction restriction that would prevent the shuttle from being used? Is there a design restriction to having one?

A: EB: No. We are maintaining the clearance, we looked at raising the bridge but because of the transmission lines, we can't raise it. That's the only restriction though within the scope of the project. The question was could a shuttle be implemented between Pier 4 and Converse headquarters. We are not preventing that; it wouldn't be part of this project.

Q: NNG: Why not?

C: NNG: It's a mode of transportation and you're interfering with transportation.

A: EB: This is a city owned bridge, and they're getting funding from MassDOT and FHWA. When you add things like this, the Feds say it's a non-participating item, so it would all come from the city. The goal of the project is to replace the deficient bridge as soon as possible because the city is spending 2 million a year to keep it open. This is a heavy cargo bridge; there are lots of MBTA buses and shuttle buses. We're in a spot where we're trying to get this bridge ready for traffic.

C: Bruce Harman: The practical answer is the water shuttle is not being precluded, you guys aren't going to pay for it, but there's a possibility that the Boston Redevelopment Authority, the City, private sector folks could come together. There is nothing physical that would interfere with that.

A: EB: Thank you very much; that is correct, yes.

C: EB: Could buses and trucks be detoured during construction? That would be a city and state discussion. As I mentioned, the hazardous cargo now has to go along Route 128, at night they can use this bridge. There could be discussions about that. As I mentioned before, if we set up a detour to get the northbound traffic to the interstate. That was our original thought for the Gilmore Bridge is that trucks can go over it. We're currently trying to maintain truck access but we are open to suggestions. This is a public process.

How will the casino, TD Garden, and rush hour traffic impact movements in and out of Charlestown?

At the end of the construction area, we're going to start the bus lane 600 feet north of City Square.

Q: NNG: For buses, why can't it start at Sullivan Square?

A: EB: This is our first dedicated bus lane in the City Of Boston outside of the Silver Line on Washington Street. Once we get them across this, the network can be extended, same thing with the separated bicycle lane. We're trying to build it so future projects can take it to the next step. At City Square, we make the merge happen earlier.

Q: NNG: That extended width begins at Bunker Hill Community College. That's where the constrictions should be, because that's where it is. After Community college it widens, that's where it starts. You end up with four lanes, adding two lanes from Chelsea Street. You're constricted from Haymarket all the way to Sullivan Square.

A: EB: That was the best argument I heard for the Rutherford Ave project is that it makes for more predictable, regular flow. I know there are lots of problems making that happen.

C: NNG: This bus lane would contribute to that concept. People would begin to make choices differently. Once you're sitting in traffic, you end up on Main Street, somewhere else, as opposed to making the decision at Sullivan Square.

Q: NNG: Are the Partners shuttle buses going from Chelsea left to Rutherford going to be able to use the bus lane, are they going to be going Southbound?

A: EB: Yes. That was your comment at the Design Public Hearing?

Q: NNG: When you get to North Station where do the cars go?

A: EB: We looked at one scheme of keeping the bus lane, letting them use the turn lane because there's an MBTA stop right after, but the way the signal is faced, that would destroy the right turn movement. This is why we're thinking of ending the bus lane before Keany Square. That allows bicycles to be protected over the bridge and we don't want a lot of weaving. If we end the bus lane before Keany, they can decide if they're going right or straight.

Q: NNG: A bicycle/ pedestrian lane going from southbound Charlestown to Boston forces people to cross Rutherford to get to Chelsea. Why isn't it all one bicycle and pedestrian lane on the side that goes north (on the east side)?

A: EB: Rutherford Ave was planning on that mixed use path.

C: NNG: The only place you can go is Revere Park.

A: EB: You have to turn into the park. There is a ramp to the elevated walkway.

Q: NNG: Most people are not on that side of the bridge. Why not have it on the east side?

A: EB: I agree; that's best for the family cyclists who want a protected path.

C: NNG: There are people coming from North Point Park, they want to be on the West Side, and commuters.

Q: NNG: Why can't they go under?

A: EB: Maybe we can make a path for them to use the sidewalk to get to that walkway.

C: NNG: It seems like a lot of space for pedestrians and bicycles. Maybe you don't want pedestrians there. So if they go under the locks.

A: NCC: We have someone taking minutes here, so if we could limit to one conversation at a time please that would be very helpful.

C: PJ: This project has had years developing what you've been seeing. We've had three years extensive outreach to Walk Boston, Livable Streets, various bicycle advocates who worked tirelessly to figure out what you're seeing. It might not be profitable for us to disregard their work. I am confident to say that what we're seeing here is a balance of modes, transportation and access.

C: Lois Siegelman (LS): The people that live there are the ones that are impacted by the flow of traffic (the cars and the buses). There hasn't been a lot of dialogue with these people. People don't listen to the people who live here and are trapped here, and will become more trapped here.

C: NS: I recognize that this is an important and somewhat frustrating meeting; I'm going to pass the mic around. I'm disappointed that you're here with outdated drawings.

A: EB: I'm sorry, it's a moving target.

C: NS: I think it's unfair to all these people. It's not hard to convert those plans to a PowerPoint.

C: LS: We're having this meeting for the people who live in this area and work in this area to provide feedback, in terms of how we feel trapped here and will be more trapped here. The timing is happening the same time as the casino on the one hand, and that Sullivan Square has not been done after all these years, and now with Rutherford. The people who live here need to be listened to just as much as bicycles. And could you give a better description on the direction- I'm directionally challenged.

A: EB: I'm sorry if that was the impression; we are here to take your comments.

C: NNG: I believe I'm seeing that the turn lane onto Chelsea Street, so those of us wanting to get into Charlestown now don't have that turn lane.

A: EB: The turn lane is separate from the median. That is still a designated right turn lane. The thought there is that we had conceptual plans from Rutherford, and they had widened the sidewalks to make the travel time for pedestrians reduced. That was the goal for eliminating the right turn lane. With the cyclists, it gave us another issue.

C: NNG: I understand but you are eliminating that turn? It's essentially a free turn. If it's a travel lane, I'll have to sit behind someone going straight. Regardless of the red light now you can make that turn at any time and the way its drawn it looks like it's more likely I'll have to wait to get into Charlestown. I understand the conversations bicycles and pedestrians but we're the ones having to get home at the end of the day.

Another question which I realize is out of your scope, but you brought up: Gilmore Bridge signalization timing is off on the far side to make it more beneficial for Charlestown. It takes forever on the Charlestown side. That needs to be looked at if there will be any detour – the Cambridge side.

Q: Barbara Van Duzer Babin (BV): Since Cambridge controls those lights, it's always benefiting them. Can the DOT do anything about that?

A: MOD: The reason it is phased the way it is now is because of the Longfellow Bridge construction and the detours associated with that. We're trying to move that outbound traffic that would typically move along the Longfellow. This is scheduled for advertising spring/summer next year. Longfellow won't be



completed but we can maybe phase in some of the construction at North Washington with the impacts we'll have. That will be more coordination that we'll have to have.

A: EB: I'll look into that signal.

Q: Kent Flint (KF): While you have it gridlocked have you checked in with EMS and fire trucks getting in and out of Charlestown? I don't know the rate per day, per week, but I'm sure they have the facts and figures. How will you get them in and out? If you figure that out let us know. Part of the grid lock is because the commuter trains, when tens of thousands people get on and off. The transit police, they should patrol all three crosswalks to control the flow of commuters at North Station – particularly at Causeway Street. The pedestrians just flow out of the station and the traffic backs up to Somerville. That's a transit police department problem. Some days they're there, and sometimes they're not. Thank you.

Q: NNG: To get back to what we were discussing with regards to the signalization. Is this signalization part of a comprehensive network that takes into consideration all of the signalization. Are they integrated or independent?

A: EB: They are interconnected.

Q: NNG: It's the city but then you go to Cambridge which is a different entity, so can we take that away from them and integrate it to our system? We can't have these independent fiefdoms controlling the traffic.

A: EB: That would have to come from the Metropolitan Planning Organization, where the cities and towns meet together.

Q: NNG: It hasn't reached that point?

A: EB: Not that I know of.

Q: NNG: Can it be?

A: EB: As a part of this project?

C: NS: He does bridges and you're asking a much bigger question.

C: NNG: I'm concerned about the free right turn coming into Charlestown. I've been at meetings where there is a lot of concern about the safety pedestrians because of the blind turn. I support Mark's notion that there should be a free right, I also support the notion that it could have a build out to make it less of a blind turn. I think that would work to everyone's benefit.

C: NNG: As long as there is a right turn only lane.

A: EB: Yes it is. It's still dedicated as a turning only lane.

C: NNG: There is nothing we can talk about numbers of lanes crossing the bridge or whatever multi-modally. The reality is that the number of lanes on the bridge is determined by the number of lanes flowing into the entrance of that bridge. If you're putting 6 or 7 lanes coming from Rutherford and Chelsea, there is no calculus that will make that work. The problem cannot be solved by changing the design of the bridge. The problem starts somewhere else.

Thirty-five years ago, I was told that when they said they were going to expand Rutherford to 5 lanes and I wanted to know how they were going to get that across the bridge. No one answered it then and no one has answered it now.

Q: NNG: There is a slide of the permitting process; I'd like to see it. Since you filed them, could you have some person available so we can get copies of those files? One other question; I know the second or third phase lasts. But how long does the terrifying phase 1b last?

A: EB: We're trying to have as much done beforehand as we can. We anticipate 4-6 weeks.

Q: NNG: Your sense is two months or less. What time of year would that be?

Q: EB: What time would you like?

C: NNG: I think that's an important discussion. One more question from the Fact Sheet. On both sides of the bridge and in town there are going to be impacts on local businesses. The last bullet was what's your strategy for helping to address those impacts and could comment on it?

A: EB: Ok, this is the permitting slide. These have been filed as of last week. The last one to go through is US Coast Guard permit and we are hoping to get that by November. The advertisements in the paper about water quality certificates being filed, the Coast Guard will do a notification, Mariners notification, and we'll be continuing the public outreach.

Q: NNG: Is Mike who we should be talking to for details on the public comment filing with the permits?

A: MOD: It's a coordinated effort between myself representing MassDOT and Para, with the City of Boston.

C: Richard McCarthy (RM): What about a fact sheet? With contact information, various players and their roles. If you get that to us we can disseminate it.

A: NCC: We did bring that. It's by the sign-in sheet.

A: MOD: We are working hand in hand with the city of Boston, we do help facilitate this. We are participating in the design effort as well with the city of Boston. Our IT department today has

established a MassDOT website for this project<sup>2</sup>. It's not on the PowerPoint. It's easy to get to relatively speaking. If you go to the MassDOT website, highway division and then, highlighted projects, under that, there is a site for North Washington SB replacement. There is a fact that was handed out earlier this evening. Contact info is up there. We will be also posting this power point and any other public information, including the design public hearing that was held in December. We will try and keep all of you up to date on the proceedings, permitting, design, construction and future public hearings.

Q: RM: That was a good answer. As you go through the revisions, could you post those to the website? You can say "under consideration or not final" but it gives people a chance to react. And will there be a way to respond. Will there be a click feature or something like that?

A: MOD: Liz is taking minutes as we speak. Liz's contact information is on the website. Feel free to touch base with her. She will touch base with myself and Para to get the information you need quickly.

Q: RM: So, if you see something that you want to react to, send an email to Liz and she'll get a response for you. I'm just trying to understand the overall picture. You said November of this year final permits, and you expect construction to start in 2017, and it will take three years, until about 2020? The period where we are talking about only two lanes being usable, if you use that parameter, I realize time frames can slip- if we operate on this timeline, what period of time within that would there only be two lanes of traffic available?

A: EB: When the Contractor gets Notice to Proceed (NTP). The first step is to relocate utilities. There are still 4 lanes. At that same time they can build the underneath.

Q: RM: lets' assume contractor starts in March 2017 (just to pick a date). Takes a few months so that takes them to the summer? While he's doing that, the traffic is going as is. What happens next?

A: EB: After he has relocated utilities and built temporary supports and that will be about a month. So the best case is August.

Q: RM: Have you considered a more flexible approach where there may be some detours during peak hour two lanes in one direction and the rest of the time have traffic in both directions? And not weekends?

A: EB: That's a good point; they're still working on that. AM peak southbound for instance. One of our traffic engineers is working on that right now.

C: RM: We get through those few weeks, that two lane period.

A: EB: 4-6 weeks is what we said.

Q: RM: Then we're back to 4 lanes?

---

<sup>2</sup> The MassDOT website can be accessed at:  
<http://www.massdot.state.ma.us/highway/HighlightedProjects/NorthWashingtonStreetBridgeReplacement.aspx>

A: EB: After that it's three lanes for the duration of the project.

Q: RM: Can you alternate, or shifting the direction of the two lanes?

A: EB: We have looked at that. The counts now show that the AM peak going south needs 2 lanes. The PM peak hours are pretty equal north and south bound. So we're damned if we do, damned if we don't. It seems like having 2 lanes going south is almost always the best.

C: PJ: You bring up an excellent point that the challenge is the execution day after day, and what may be lost in changing the traffic patterns from inbound to outbound. One needs to do it very safely. I appreciate the thought but the execution are challenging. Our commitment is to get in and out as fast and safely as possible. I won't say this will be a fun ride but we are trying to minimize impact as much as possible so we can get out as soon as possible.

Q: RM: You indicated you can do one half and then the other half. Have you decided which half you'll do first?

A: EB: The west half we'll do first for the full length. The 18 month phase will have the existing east half building the west half.

Q: RM: The west will have the bicycle and bus dedicated lane?

A: EB: Yes, at final condition.

Q: RM: So there's an extra lane to play with, to make another lane available

A: PJ: The bus lane won't be available until after construction.

A: EB: We're stealing part of the bicycle path to make the bus lane.

Q: Friends of City Square Park: We've talked a lot about traffic tonight, but there are thousands of people, tourists who come over this bridge. Will you direct them and help them get from the north end over to Charlestown and back? That's a concern I have.

A: EB: Good point. At one point the Freedom Trail will be relocated to the West side and that will be signed appropriately.

Q: NNG: This is related to the last question. Are the locks going to stay open during construction, I think I read that they would be closed for debris or something?

A: PJ: The locks have to be functioning. The simple answer is yes.

A: EB: A word of caution. The DCR says we can't count on the locks for our project because they may be closed for repairs at short notice but that's DCR that would require a closure, not this project.

C: NNG: I want to return to the bus lane. The bus lane will begin north of the intersection of Chelsea Street. At the North End it will merge back into the flow of traffic. So you're trying a new bottleneck. I understand the issues around cars wanting to turn right to North station. But if you think about removing the parking on the west side of North Washington Street, you now have a clear bus lane all the way down with two full lanes and no interference going into the city. Everything is a tradeoff. The tradeoff you've chosen doesn't make sense to me. I would like it to be reconsidered, in particular, to create a bus lane continuing down North Washington Street.

A: PJ: Before we discussed the bus lane there was room for four lanes. Now we're proposing a fifth lane. Getting the bus lane through the Keany Square is for the Boston Transportation Department and other civic leaders to weigh and decide. It is something we can do if the powers to be, embrace it. We want to build the flexibility on the bridge for the future, if things change.

We want to build flexibility on the bridge so we can figure out how to take advantage of that fifth lane. This is to build flexibility to keep the bridge driving surface as wide as possible. This becomes an exercise in lane markings and managing regulatory – on street parking or not. Hopefully you will be supportive. It's not a done deal. When we do this type of lane, there are permissions we need to secure. It will be a battle but we want to maximize transportation options.

Q: NNG: To expand on the question that was asked about the locks. What about the passage from Converse to north park. Will that remain open, and if so, can there be better signage for folks on the Freedom Trail? And bicycle? Right now people don't even know it's there. People don't know it's available. Maybe that could be expanded on; it could be an alternative to congestion.

A: PJ: Very thoughtful. We've received guidance from those people.

A: EB: That's the elevated walkway that connects Prince Street Park to the parkway. That bridge will have to be temporarily closed for contractor access to demolish and build the new bridge. We'd like to build something better at the end of the project.

C: PJ: Three years is a long time. What we are trying to do is find methods for the contractor to get in and out as soon as possible. We want to maximize the lanes on bridge at any given time. Most times, we'll have three lanes. There is a short span, 6 weeks, when we'll be down to two lanes. We are still talking to others to see how this is almost unthinkable, if the whole bridge could be closed for a day, how much shorter can the whole construction process bridge? If a full closure of a week gets us 6 months, then it might be worth it. We are engaged in those types of conversations. We will not take unilateral action. I hope you will be supportive of us exploring those options from start to end. Do we have your support to look into that, to finish as soon as possible?<sup>3</sup>

C: PJ: Thank you, I suspected that would be the case. Get in get out. That's what I thought.

---

<sup>3</sup> At this point, there was agreement heard throughout the room.

Q: NNG: On the Longfellow how close to the target timeline is it? Just so we can get an idea.

A: MOD: The fact of the matter is I just met with the contractor. They are anticipating substantial completion by the end of 2018 which of course is a few years behind schedule. We were anticipating end of 2016. We're two years behind. We still need to coordinate with City of Boston and this neighborhood, because besides the casino, we're doing work on the Tobin Bridge, here on the North Washington Bridge, Leverett Circle, Storrow Drive. There is a fair amount of work going on in the city. It's our responsibility to coordinate these efforts.

Q: NNG: I understand you have traffic issues and a bridge that is falling apart. I have a different perspective, because I live about 150 feet away on a boat with about 100 other people at constitution marina. We're worried about noise, dirt, rubble, and silt. People don't realize it's a very dirty bridge, even before you start construction. We also want to ask about how you will deal with neighborhood businesses, particularly the hotel nearby. If the back side is full of equipment, no one will want to stay there. For the people that live at constitution marina, this is our home, it's our backyard. We understand it needs to be replaced but we're concerned about our quality of life.

A: PJ: We are doing as much as we can within our means and methods of business to build a bridge so that it can be protected efficiently without being unnecessarily disruptive to you folks. Most of our nice pictures of the bridge from the slideshow, the highlight is the marina. We don't want to see that beauty compromised.

C: NNG: The gentleman who asked about the fire department. All day and night, they're going back and forth.

Q: NNG: And they haven't addressed those questions at the last few meetings I've been at. Transportation department needs to be here.

C: NNG: I'd like to put a pitch in for 1 lane in each direction during the six weeks that the bridge will be down to two lanes. People who can find another way will. Those of us who are stuck, it's unreasonable for us to deal with Gilmore Bridge or Sullivan square, it doesn't make any sense. The other thing that will require broader thinking is one of the problems with using public transportation (the orange line) is that in my experience, up until the expansion of the Orange Line I could walk over to Bunker Hill Community College and get on a train immediately. I can't do that anymore because the trains are full before they get there. I sit there and train after train going by – nobody can fit. Now you're going to ask us to use that. If the bridge is reduced like you're saying, a bus lane isn't going to help. What will be done to get us some access to the orange line? Maybe it makes sense to run a train, maybe every other train, start at Sullivan Square, instead of the end of the orange line so we can get on.

C: Tom Cox (TC): I am one of the owners of the marina. I want to follow up on the resident comment. The inconvenience of redoing the bridge is ok, but we cannot live with going out of business. That is more than an inconvenience. We've put our life blood into this. Our residents (over 150) have the option to go

elsewhere because there will be noise all night long for three years. We've been told that there will be some restrictions, but we don't know what they are. We would like to work with you so the noise and debris don't chase our residents away.

A: PJ: We have had this conversation multiple times. We've given you assurances that the project can be done expeditiously with minimum disruption. Part of that situation can be to not have jackhammering past 10pm or something. Proper consideration needs to be taken so that the primary function of project can be achieved. We are trying to balance this, because with too many restrictions the project could take longer than three years. Please be assured we are approaching this project as if any of us had the privilege to be living there. I have no desire to see you anywhere else.

A: MOD: I want to touch on; I don't want you to think that what you're saying. I got a call yesterday to go meet with your elected officials. Councilor LaMattina, Senator DiDomenico, Representative Ryan, they are all very aware of your concerns. Your message is heard. We will be coordinating these efforts. It will not be a breeze, and we are asking for your patience. MassDOT will have oversight of construction because we are overseeing funding. Your concerns are our concerns. We don't want to see business lost. That's not beneficial for us or the city. We will be working with all of you.

Q: NS: Is DOT the lead agency?

A: MOD: City of Boston owns the bridge, DOT is facilitating funding. The lead permitting agency is the Federal Highway Administration.

Q: NS: But who's in charge in the end?

A: MOD: MassDOT and the City of Boston work well together. It's a collaborative effort. When the job goes into construction it will be supervised by a MassDOT Resident Engineer.

Q: Diane Nolan (DN): Michael, would you be the one to help us get the Lovejoy shuttle back on line? Or who do we talk to?

A: MOD: It's a great idea, and I've been talking to some of your neighbors about that. We have notes, and I'll look into that further to see first, who would provide the service. I'm ignorant to who could serve that.

C: DN: I want someone to understand that when it was shut down like 15 years ago, ridership was low. But now the navy yard has developed, now we have almost 2,000 students, and the casino and the hotel, and it seems like ridership would be up.

A: MOD: There may be times during construction, when the shuttle service would be warranted.

- Q: DN: My other question is would you be willing to put a time schedule together? Usually on construction projects we have a spreadsheet or program so we know where we're going. I think a lot of this time frame stuff would be easier if it was in writing. Visual is good.
- A: MOD: We would be in a better position to show you that at the end of this year. Keep in mind that what Ed presented tonight, is very similar to what was presented at the Design Public Hearing. Many of our changes that have resulted are from that meeting. Up until that time we were moving forward with feedback from the concept phase and the early development phase. At the Design Public Hearing there was a lot of feedback from advocates - cyclists, pedestrians, transit users, that we need an additional lane to move people faster. That's what we are reacting to. That's one reason we didn't have a chance to adjust the presentation. We're meeting with the city to try and add in the BRT lane. We're trying to add in elements which are in response to your feedback from December. In the fall we'll have a better idea of the final design and thus phasing.
- A: PJ: If you are disappointed with what you're seeing here, hopefully you gain comfort in seeing us responding to your comments. We could have come back to you when we are ready, but we came when you wanted to see us.
- Q: Annette Tecce (AT): I've been involved with City Square. This community went through 15 years of overpasses being put underground. We went through a lot of issues and we survived. We had the state, federal, city and the MBTA all working together at monthly meetings. A lot of these issues are really valuable, but what do we have at the end, what will be left with? I see that we're expanding; I understand utility costs are greater than expected. How will that affect the design? All we go through for these three years is all fine, but what are we left with, visually – are we left with beautiful piece that is also good for transportation? All of those things need to be in consideration. When we have our meetings, we should have all of the elements, so that all of our questions can be answered. Public transit is vital. There are so many avenues that can help defray the impact. We need to have those people here so we can talk to them so we can figure out whom to talk to and coordinate with.
- Q: Bill Lamb (BL): I came in later. I haven't heard any talk about the lattice designs which seem to have changed, since I last saw them. How does that work with the five lane scheme?
- A: PJ: It will be the same.
- A: EB: They move about 2.5 feet on each side.
- Q: BL: Where is the fifth lane?
- A: PJ: The bicycle lanes will be the same width. The sidewalks (which are 7-8 feet now) will go from 12 to 10.5 half feet. We are repurposing a foot and a half from the two sidewalks plus the lanes will be slightly thinner.
- Q: BL: So the five lanes are in the middle?



A: PJ: Yes

C: BL: thank you

C: NS: It is admirable that you are trying to explain this verbally, but I would encourage people to look at the drawings, I wish they were up on the wall.

Q: NNG: Are the drawings available online?

A: PJ: We will make sure that the drawings (updated with five lanes) are available both on the City and the State MassDOT website.

C: PJ: These lanes will get a little skinnier, and this will push back 3 feet so we can fit 5 lanes.

C: NNG: I wanted to elaborate on your comment about working more hours to get it done quicker. In LA when I was there, they shut down the entire highway to build a bridge, and called it "Carmageddon." And they did lots of preparation, with EMS and everything. When we have one lane on each side, might be a good time to have a Carmageddon type event.

A: PJ: The timing of that is critical. We need to find a time when people are on vacation or something. Hopefully we have your blessing to explore that.

C: NNG: I think there are two things people want. People want responsiveness. Not everyone might be happy about the bus lane, but it shows a lot of responsiveness coming from the team and we appreciate that. The second thing is, whether it's water transportation, the schedule, marina or transportation, people want certainty and transparency. People want to be confident they can be back in three years. To the extent you can get to that certainty, anything we can do to help that, the faster we get to that the better.

C: NNG: I am so impressed. I think it's beautiful. I can only image the hours that went into this. I live in the Navy Yard, and don't have a car. I think this will be a great exercise towards getting to a lower number of cars going in and out of the city. The new construction doesn't have parking or limited parking. I think that's the way of the future. We need more public transportation. This goes back to cooperation. I'm retired so I don't have to get to work every morning. The T needs to get in on this. The city is changing, and we can fight or we can work with it. I'm not saying everyone should get rid of their cars but it think it will be a good exercise. Thank you so much.

C: LS: I'm President of friends of Charles Navy Yard. I want to offer, I just checked with the Institute and CNC and we'd be happy to host any meetings here and any agencies that can join. We'd be happy to set that up.

Q: NNG: I have a question about designated bus lane? How do you monitor that? Is this a pipe dream?

A: MOD: Enforcement is always the most difficult part.

A: EB: It will be signed and striped.

A: MOD: I wouldn't call it a pipe dream. We're working with the city to identify dedicated bus lanes, Enforcement is very difficult, but there is a lot of demand. We have to start somewhere. We've had conversations first trying to get it to the point where we can talk about it tonight.

C: NS: Thank you all for coming. Appreciate your time. I would underscore our openness to work with you and understand what you're doing. We appreciate transparency, and are looking forward to another meeting.

## Appendix 1: Meeting Attendees

First Name	Last Name	Affiliation
Meg	Angalis	
Drew	Beja	Homeowner
Kathleen	Brafen	UMass
Amy	Branger	
Judy	Brennan	CNC
Chris	Briggs	NPS
Joan	Burer	
Jane	Butler	FCNY
Kathia	Capellupo	FCNY
Margaret	Coughlin	
Anne	Crowley	
Maron	Dancy	FCNY Board
Deborah	DelBuorio	
Jeff	Dietrich	
Kent	Flint	
Marianne	Forsberg	FCNY
Connie	Geo	Homeowner
Robert	Gaffey	
Judy	Hourihan	
Peter	Hourihan	
Walter	Hope	Marina Resident
Para	Jayasinghe	Boston PWD
Richard	Johnston	
Gerald	Keusch	
Jim	Kerstin	MassDOT
Pat	Keegan	Homeowner
Melanie	Kelly	
Robert	Kohn	
Dan	Kovacinic	Friends of City Square Park
Bill	Lamb	Preservation Society
Karen	Lee	

Pat	MacAlpine	
Bruce	MacAlpine	
Steve	Mauer	
Shelley	Mogil	FCNY
Michael	O'Dowd	MassDOT
Desmond	Piero	Homeowner
Jules	Pieri	Homeowner
Ruth	Rafael	Boston National Historic Park
Mark	Richards	FCNY
Mark	Rosenshen	
David	Storto	Spaulding
Lois	Siegelman	FCNY
Mark	Spaulding	
Ken	Stone	Friends of City Square Park
Norris	Strawbridge	FCNY
Steve	Sullivan	
Pat	Sullivan	
Benjamin	Sun	Boston PWD
Erin	Talevi	Boston PWD
Annette	Tecce	Friends of City Square Park
Barbara	Van Der Babin	
Marianne	Winship	Chelsea