



---

To: Michael O'Dowd  
Project Manager

Date: September 26, 2016

From: Nathaniel Cabral-Curtis  
Howard Stein Hudson

HSH Project No.: 2013061.17

Subject: MassDOT Highway Division  
North Washington Street Bridge Replacement Project  
75% Design Public Hearing  
Meeting Notes of September 14, 2016

---

## Overview

On September 14, 2016, members of the North Washington Street Bridge Replacement Project team from the City of Boston Department of Public Works and Department of Transportation, MassDOT Highway Division, Alfred Benesch & Company, and Rosales + Partners held the 75% Design Public Hearing at the MGH Institute of Health Professions, 36 1st Avenue, Charlestown Navy Yard. The North Washington Street Bridge Replacement Project is being undertaken to replace the structurally deficient North Washington Street Bridge with a new structure that will provide improved vehicle, pedestrian, cycling, and boat navigation facilities while serving as a visual complement to the iconic Zakim Bridge. The project will also maintain flood control measures associated with the Charles River Locks which are just west of the bridge site.

The purpose of the Design Public Hearing was to give the public the opportunity to become fully acquainted with the project's proposed 75% design, and provide feedback for consideration by the project team. The meeting started with a presentation and was then opened up for public comments and questions. The presentation began with a welcoming statement and introductions by Michael O'Dowd of MassDOT. Next, Ben Sun, Boston City Engineer, presented an outline of the purpose, history, and design guidelines of the project and an overview of the changes made from 25% design to 75% design, based on the comments received after the 25% public hearing. Ed Baumann of Alfred Benesch & Company then discussed the changes in further detail, as well as presenting permitting considerations, construction sequence and traffic impacts, and right of way impacts. This was followed by a discussion of the architectural elements of the proposed bridge by Miguel Rosales of Rosales + Partners.

As in past meetings, the proposed project design was well received and meeting attendees were particularly supportive of the inclusion of a dedicated bus lane, refinements of pedestrian/cyclist facilities, and the visual design of the project. Some comments were made regarding minor improvements to the design of the roadway, specifically at the intersections on either end of the bridge. However, the main concerns raised were logistic in nature and related to the construction of the bridge. These related primarily to traffic impacts, construction staging in consideration of other concurrent projects in the neighborhood, and potential alternative transportation options.

First, concerns were raised about existing traffic congestion along the routes proposed as suggested alternatives for regional traffic; as well, concerns were raised regarding a perceived lack of specific solutions aimed towards allowing local traffic in and out of Charlestown. Questions about traffic management during construction were raised, and specific requests were made for the city to begin implementing mitigation strategies before construction begins in order to test and refine them for this project, as well as to alleviate some existing congestion along the bridge, especially at City Square on the Charlestown side.

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

Regarding the design of the bridge, there were discussions of improving and continuing protected connections for cyclists at the intersections at either end of the project area, in light of the change from 25% to 75% design that continues the bicycle lane to the right of traffic lanes at the intersections. Continued support for the dedicated bus lane included discussions of the number of people who cross the bridge by bus daily, the role the lane could play to ameliorate concerns about emergency vehicle access, and requests for the lane to continue, outside the scope of this project, towards Haymarket on the Keany Square side, and along the Rutherford corridor on the Charlestown side. The community raised concerns regarding enforcement and driver infringement, and requested automated ticketing cameras, police presence, colored pavement similar to bus lanes on Washington Street, and physical separation such as bollards, to demarcate the space for the bus along the length of the bridge.

Of final note: residents of the Constitution Marina, as well as the business's owners, continued to raise concerns about the need to work with the Marina to mitigate damages to their operation and to resident's boats during construction.

# Agenda

- I. Opening Remarks: Michael O'Dowd, MassDOT
- II. Presentation: Ben Sun, Boston DPW
- III. Presentation: Ed Baumann, Alfred Banesch & Company
- IV. Presentation: Miguel Rosales, Rosales + Partners
- V. Questions and Comments

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

**C: Michael O'Dowd (MOD):** Thank you ladies and gentlemen, welcome to tonight's meeting to discuss the Charlestown Bridge and the North Washington Street Bridge Replacement project over the Inner Harbor. Many of you attended previous meetings and discussions on this with MassDOT and the City of Boston. I'm here with Ben Sun, City Engineer, along with Ed Baumann from Alfred Banesch & Company, the design-engineering company that's responsible for developing the design.

The idea tonight is to bring you up to speed on where we stand at 75% design. The last time you would have seen us, we would have been showing you 25% preliminary design drawings. At this point, we are now moving to the first phase of final design. This meeting is to see how well we've done at responding to your comments, your views, your criticisms, from previous meetings and the previous design phases, and how we can improve upon it as we move forward further into the next phase of design.

This design document that you see here tonight and which will be presented to you shortly is currently under review by a number of different groups, including all relevant MassDOT sections, which I am representing tonight, and the City of Boston as well. So, it's going through a lot of internal review, and will also be investigated for construction time duration. One of the things that we want to ensure is that the traffic management does everything we possibly can to avoid and minimize travel congestions and impacts to the traveling public, as well as to residents and businesses that are adjacent to the bridge.

---

<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 received comments, please see Appendix 2.

We have met with representatives of the Constitution Marina, Peter and Tom are here in the house tonight, and they have been very clear on some of the concerns that they have regarding maintaining the businesses and the residents that they currently have at the marina. We are working closely with them to ensure that not only are boats protected during the construction phase, but also that some of the inconveniences, nuisances, and noise, are minimized, and that air quality and water quality are maintained, as much as possible. There are no guarantees in this business, there will always be some issues during construction, but we are here to address them as quickly as we possibly can, identify them now, and work towards rectifying or eliminating them as much as we possibly can, going into construction.

I will hand this off to Ben, so we can get started. And we ask that everyone please hold their questions until such time as Ed has completed his presentation, then at that time we'll be happy to address them as best we can. Thank you.

**C: Ben Sun (BS):** Ladies and gentlemen, my name is Benjamin Sun; I'm the Chief Structural Engineer with the Boston Public Works Department. City Engineer Para Jayasinghe is unable to attend tonight's information session, so on behalf of the Public Works Department and on behalf of the City, I would like to thank you very, very much, for giving us this opportunity to update you on this project.

So, before I start, may I ask, how many of you have never attended or participated in a prior information meeting or public hearing of this project?<sup>2</sup> Wow, more than I would have expected. First of all, I would like to apologize to all of you who have never participated before, because tonight's presentation is more of an update to tell you what has happened between the last submission and the current submission. So we may not give the first-timer enough background information. But please rest assured, if you have any follow-up questions, feel free to come up, and we can talk about them afterwards.

Let's start with the project presentation. This project, the North Washington Bridge Replacement, basically has project limits between the Keany Square intersection of the North End, here, and the City Square intersection on the Charlestown side. Now, for those of you who have never attended the presentation before, let me go over the goals of the project.

This bridge has served the public for over 100 years. It is very, very tired. We are in a situation where we have to manage it quickly in order to ensure public safety. So our first task is to replace this structurally deficient bridge, and design the next bridge for the next 75 years, the

---

<sup>2</sup> Many members of the audience raised their hands in response to Ben's question.

next 100 years. We also want to take this opportunity to provide a Complete Street over the water. This is the best opportunity to do that. We have heard a lot of input from previous Public Information Meetings, including at least twice in this neighborhood, that traffic management during construction is a very important issue. So we are trying to accomplish all these goals, at the same time.

Here is a list of our efforts in the past two years to reach out to the community and explain what we are planning to do, and what we can do in order to accommodate your desires in terms of the design. Between 25% design – the last time we came, in April – and now, the 75% submission that took place on August 18th, here are the major changes we have made.

After we heard all of the input from the public, our first-and-foremost goal was to incorporate a dedicated bus lane in the southbound direction. We used to only have two lanes in each direction, however we managed to widen the curb-to-curb roadway width slightly, and fit a dedicated bus lane into it. This was done under the idea that in the future, having an exclusive bus lane will potentially reduce congestion. The reduction may not happen immediately, because this project is limited to a small section of the corridor, but there are other projects that the City is planning, which will enable us to extend that dedicated bus lane even further. So that is a major change.

Secondly, we have improved the bicycle connections at both intersections. On the Keany Square end, we have added bicycle signals, and on the City Square end we have separated bike lane extended further.

The third major element that we have in our view is traffic management. We know that there is only so much we can do: we can maintain the same type of lane arrangements, but it may prolong the construction duration significantly. So, we are weighing the inconvenience and the duration of traffic disruption, and have figured that a ‘two-lanes-in-and-one-lane-out’ configuration during construction is acceptable, except for one short stage within that. In addition to that, local-only solutions may not be sufficient to ensure smooth traffic operation during construction. So we are now looking at variable-message signs as far out as Route 128, to hopefully divert any unnecessary traffic that comes into this area, and improve the traffic condition.

The fourth element is the fender system. We’ve made changes between the two submissions in response to concerns about potential negative impact when the Charles River Dam discharges. Now, we have realigned the training wall fender system to ensure that that is not going to negatively affect the Constitution Marina. I had a strong impression the last time I was here that this is a very intelligent, informed audience; you are very familiar with the permitting

requirements. So, we have listed them here, to demonstrate how the permitting process is progressing as necessary to dovetail into our construction schedule.

Obviously, this project is extremely important for us, because with the current condition of the bridge, we have tried to do everything to ensure the traveling public's safety. But we are very concerned, and really wanted to make sure that the re-construction project is designed, and constructed, as we planned. We are very sensitive to that aspect.

This project, by the way, is going through with MassDOT's assistance, with a streamlined process that simplifies a lot of our permitting efforts. I want to show a couple of slides with all the potential hazards and difficulties, and it also shows you a perspective of how nice it is going to be once the bridge is built, so that you can have some relief.

**C: No Name Given (NNG):** I may not live long enough!<sup>3</sup>

**C: BS:** Well, we will speed up whatever we can to ensure that we get it to completion in time.

After that overview, there are specific technical elements, and I would like to turn over to Ed, our consultant, to go through these elements in detail.

**C: Ed Baumann (EB):** Thanks, Ben. I'm Ed Baumann; I'm the Project Manager with the consulting firm Alfred Benesch & Company, tasked with the design-replacement of this bridge. I'll go into a bit more detail on the changes from 25% to 75% that Ben has given you. Afterwards, we've got the architect who did the vision for the bridge, who will come up and explain more about that, since a lot of you didn't get to hear that at the public hearing.

A lot of the comments we received at the public meeting and other meetings we've had were from the transit groups, talking about buses, even MGH Institute was talking about their shuttles crossing the bridge, stuck in congestion. What came out of that process was the dedicated bus lane on the bridge, with the intersections to support it. We worked with MassDOT and the City of Boston, Public Works and BTB, and the advocacy groups to see what we can provide in this project, and how we can set a foundation to build on in the future.

Where we are now, at 75% percent, is this:<sup>4</sup>

---

<sup>3</sup> There was laughter in the room in response to this comment and its response.

<sup>4</sup> At this point the presentation was interrupted for adjusting the lighting in the room to improve visibility of the presentation.

Up on top we have an aerial view of the bridge, Charlestown, the West End, and Boston Harbor – the reason I show this is, this is where we can fit the bus lane. This orange stripe shows the limits of the bus lane, at 75% design. We wanted to stay away at this intersection from the City Square tunnel coming out of the Tobin Bridge, to give those two lanes time to decide where they want to go in the southbound direction. We extended the bus lane about 500ft north of the City Square intersection. Now one of the reasons for that is: right now, the bottleneck is on the bridge south of City Square, backing up through the intersection. So, one benefit of this design is that it gets people coming from the north where they want to be, ahead of time, before they hit City Square.

We had room to fit the bus lane through City Square and continue it onto the bridge, and then we get into trouble when we get to Keany Square in the North End. Within this project we couldn't extend the bus lane through the intersection; we ended up stopping the bus lane on the bridge, 500ft north of the Keany Square intersection. We talked about the potential benefits of stopping it further, but with Keany Square right now, there are two lanes – a left turn lane and a right turn lane – and we need to maintain those to maintain the traffic. So we talked with BTM, they thought maybe it could be addressed by adding an advance signal in the future, so that the buses could have a queue-jump, and decide which lane to go into. There were other issues at Keany Square, where there are ADA requirements and the sidewalk is built out, so we can't widen the road on the south end.

This is what we feel we can fit into this project at this time. And by the time this is built, the city planners and advocates can figure out how to make the connections, build on that foundation.

These are just blow-ups of the plan area: here's the intersection coming off of the City Square tunnel, 2 lanes turning south – this is before the bus lane starts. And then at this point is when we can get people to channel and decide which way they're going – are they going to 93 or Storrow Drive or are they going straight over North Washington Street – and then the buses can have their lane.

**Q:** [NNG]: Is the bus lane going to be demarcated by pylons or something?

**A:** **EB:** There's no separation now – the color on these plans is not going to be on the ground, it's just to make it easy to see here. There will be signs and on the road there will 'bus lane only' designations.

**Q:** [NNG]: Is it the middle lane?

**A: EB:** It's...

**C: [NNG]:** Questions were supposed to be at the end!

**A: EB:** Right now, it is the far right lane, once you get onto the bridge. At this point, there's a right-turn lane that goes to 93 South, that's why there's a lane on this side of the bus lane. But once we get past south of City Square, the bus lane is on the right and there are two through-lanes open to traffic on the left of that.

This is also where we pick up our separated bike lane, just above the green.

**Q: [NNG]:** but you're not supposed to drive in the bus lane?

**C: [NNG]:** Questions were supposed to be at the end!

**A: EB:** The city is looking for mode-shift. We have bicycles and we have buses, and we're looking to encourage ridership...

**Q: [NNG]:** Excuse me, there are only two lanes going onto the bridge at Chelsea Street. We have three now.

**A: EB:** No, the three go down to two at the truss span, right now. They're bottlenecked there, at the span.

**C: MOD:** I'm going to interrupt you, Ed, for one second. I'm going to ask once again, I know many of you have many questions. Ed has got a fairly lengthy presentation, and I would really appreciate it if he can get through that. I will be here as long as it takes to answer each and every one of your questions, and Ed will be as well. So please, allow him to go through his presentation. If you can keep track of your notes and questions, please present them to us afterwards, and we will be more than happy to address them. Thank you.

**C: [NNG]:** Do you have a pointer? Could you please point out on the screen where you're talking about? And name the streets, so we can orient ourselves to where you are.

**C: EB:** Of course.

This is Chelsea Street, from Charlestown, the City Square intersection. This is a one-way ramp going to 93 Southbound and the Leverett Connector. We have the bus lane extending through



this intersection, and going onto the bridge. So we have on the top of this slide, going southbound, and on the bottom we work our way to northbound.

So this is currently looking at the City Square intersection, this truck here is turning onto the ramps to 93 Southbound. So if you can picture, this lane is still open for the right turn; this lane will be the designated bus; and these two will be open to through-traffic.

Then it gets easier crossing the bridge. We have the red showing the bus lane, two lanes open to traffic, and here's our separated bike lane and sidewalk. As we cross the main crossing and approach Keany Square, about 500ft from the end, we have to terminate the bus lane in order to allow free traffic to cut across and get into the right lane if they want to turn right – with the bus as well – or get into the left lane to turn left. I'll stay on this slide for a while: this is Keany Square, the North End is here, and the West End is over here. The bus lane has ended, heading southbound; this is the same configuration as the existing intersection, with one left-turn lane, two through-lanes, and one right-turn lane.

One of the other changes from 25% to 75% was the bike connections. On the bridge, we have the bikes separated with a barrier, so they're protected on the bridge. That becomes tough to do at the intersections due to width restrictions, so now we have the cyclists on these green markings. Originally we had this bike marking come across the right-turn lane, because when the bikes are to the right of the right turn, they're in a blind spot and are not always seen. That was an issue for a lot of people, it's not ideal, but it's what the standards call for. Now we've changed it to be the other option, where the bike stays to the right of all the traffic. The only way this works is we have a bike signal, which we're adding, so that bikes have to stop when this right lane is going. One other thing we added is a blank-out box, so that this right-turn cannot turn right while this bike is going straight. So that's a major change at this intersection from 25% to 75% design. We also extended the bike path across the intersection and provided bike boxes for turning.

Heading north from the North End over towards the bridge, we have the bike lane to the right, and two through-lanes going north, with barriers. Once you're on the bridge, we have the bike lane separated with a barrier, with the two through-lanes going north.

As you approach City Square, the bike lane is still separated. We begin this right-turn lane going to Chelsea Street, and there are two through-lanes going north. This is back to City Square, this is Chelsea Street going to Charlestown, Rutherford Avenue going north is here. So again, we have two through-lanes going through the intersection. On this end, too, the bike will stay to the right of the right-turn lane. At 25% we just terminated this bike lane; at 75%, based on

comments we have received, we have extended the bike lane so that they can turn right onto Chelsea Street and be protected by this median and island.

Right now, this right-turn lane has an island and a signal here; one of the safety concerns was that people fly around that corner. That is another benefit of this island design, that at right-turn lanes, they have to slow down in order to make that hard turn.

Here, at the top, is an aerial view of existing conditions, and the bottom is the current proposed condition. This is at City Square, Chelsea Street at the bottom, Rutherford Ave extending to the right. Here is that lane we just talked about, the right-turn lane, separated with an island. There were concerns that people coming too fast around this corner couldn't see pedestrians in the road. Also now, we will have a bike lane to the right of that right-turn lane. So that's why we have this separated island, with the right-turn lane moved up away from the sidewalk.

Here, a view of Chelsea Street, with the same right-turn, through-lanes, and left-turn lane.

This is back to Keany Square in the North End and the West End, just showing what we talked about with maintaining the existing configuration; this is actually under construction now, with the Connect Historic Boston project. Coming south into the city you have a left turn, right turn, and two through-lanes, and we introduced a bike lane to the right on both sides.

So this is the cross-section of the existing bridge. Curb-to-curb we have 80 feet. On the approaches, there are 8' sidewalks on each side, and no accommodations for the cyclists. When we get to the swing span, the main truss that used to spin, this is where it gets tight. This center bay used to be cars-only, but has been closed since I think 2003 due to deterioration of the steel in this area. Right now we have two lanes in each direction: this is a 22' wide bay at the truss, and we have two 11' lanes with no accommodations for bikes.

This is the proposed cross-section of the bridge, from the approach spans. We have a 57.5' wide roadway, where we're fitting two northbound lanes, two southbound lanes, and an exclusive bus lane. Then we have barriers and plantings that separate the cyclists and pedestrians from the vehicular traffic. We have a 7' separated bike lane on each side, northbound and southbound. We widened the sidewalk to 10.5' on each side.

As you saw in the picture, the bridge widens over the main crossing, to provide a lookout area. The roadway and bikeway remain the same but the sidewalk widens up to 19'. We're planning on putting planters, benches, and overlooks for people to enjoy the harbor.

Those were the first two major changes: the bus lane, and bike connections. The other main concern was traffic during construction, and how we will manage, economically and with traffic.

The City and MassDOT have set up project websites for this project; they're up now, and the Public Hearing presentations are up there. I'll share those website addresses at the end. The presentation and minutes from the last time we were here in Charlestown in April are up on that website as well. You can sign-in tonight, put your email down, to get updates and be invited to the next public meeting. This public outreach will continue through construction; MassDOT is getting very good at outreach during construction, including traffic notifications and weekly updates. MassDOT will have a resident engineer on site and a Public Outreach Specialist on the project for inquiries and outreach.

This is our scheme of restrictions, where we were limited by roadway widths and traffic that they can handle during construction. Our first step is to get the word out, with variable message signs all the way out to Rt. 128 alerting, 'the North Washington Street Bridge is under construction, this is not a place to be right now, if you don't have to be here'. Honestly, this is a cut-through: I used to drive over this bridge twice a day for commuting. The signs will say 'right now, this might not be your best route, so seek alternate routes', to cut down on that.

These are locally advanced signs as you approach from 93, the Sumner Tunnel, and Route 1, "seek alternate route" – again, the message is 'if you don't have to come here, don't come'. Here are proposed alternate routes: as you're coming into the Sumner Tunnel going onto North Washington Street, if you are alerted that there will be an issue there you can go right to 93 over the Zakim Bridge and up to Sullivan Square. Alternate route from Route 1 Southbound over the Tobin: instead of going locally, you can take the Leverett Connector—<sup>5</sup> we can take questions on that later. We'll take suggestions.

As well, we had mentioned that there are heavy trucks on this route, this Hazardous Cargo route, taking this both ways at night. Southbound they currently have a way around – they can take the Leverett Connector – but northbound, they don't have a way around, so we will propose this as the Hazardous Cargo route.

This is State Street to Congress Street to get them up to Causeway Street, by the TD Garden. This would be at nights only: Hazardous Cargo is only allowed through the city after 8pm.

---

<sup>5</sup> At this point, interjections began in the room in response to the Leverett Connector suggestion.

This is our construction sequencing – this hasn't changed, and has been seen at past public hearings, but I will go through it since there are so many people here who haven't been to a public meeting on this project before. This is the existing bridge as it crosses the Boston Harbor; this orange here is the truss span, which is limited to two lanes into the city and two lanes out of the city. This is the cross-section of the approach span, the girders, and the cross-section with the truss. Two lanes going northbound and two lanes going southbound, and there are a lot of utilities running on this bridge as well.

First thing we're going to do is move all the utilities out of the way, before any major impact to traffic. The way we plan to do that is demolishing the west sidewalk, and building a utility and pedestrian bridge. Then we can move all the existing utilities – electric, transmission lines for gas and electric, and water – move all of them to that utility bridge. There are still no major impacts to traffic at this point.

**Q: [NNG]:** So you're going to build a new bridge, a separate bridge?

**A: EB:** Yes, we're building a temporary utility bridge that can also carry pedestrians across.

**C: EB:** So the first step is to put that in place, and then since the truss doesn't align with the girders, it gets difficult. And since the center bay is closed, there is a time, for about 3 weeks, where we either need to live with 1 lane in each direction, or complete closure – if we can reduce this phase to one week by completely closing. This is not a decision we have to make tonight, this is something where we'll continue to work with the contractor, determine how long it will take to do this, and what the public can live with, what emergency vehicles can live with, and if there's a time where this would work with everyone's schedule.

But at least, one lane each way has to be done for three weeks, so that we can remove the east two bays of the truss, and put in a temporary vehicular bridge. So, this shows one of those ACROW panel bridges, for temporary use. The approach span will keep three lanes open: two lanes going southbound into the city, and one lane going north out of the city. This allows us to demolish the west half of the bridge and replace it. We anticipate this to be around 15 months.

As you can see, the bridge extends pretty close to both Keany Square and City Square. These are actually the warehouse spans. We don't have much space, and again, we have to replace all of this. This slide shows the proposed condition, so now we've built the west half of the bridge, and the temporary pedestrian bridge is still in place and holding the utilities. That allows us to demolish the east half of the bridge and the east sidewalk. This space also has two lanes going southbound into the city and one lane going out. Then, we can put the utilities where they will

end up, and then build the east sidewalk. There's some median work there as well. Then we can remove this temporary utility bridge. Another minor stage here, where we do some approach work. Then we can build the west sidewalk and the bus lane.

I will now invite Miguel Rosales up. He's the architect with the vision for this structure, and he will explain how we got to where we are. The bridge hasn't changed since 25% -- but I'm sure he'll do a better job than me to explain how we got there.

**Q: [NNG]:** Quick question, sorry if I missed this, I was a bit late: is Stage 1 still proposed to start August 17th?

**A: EB:** No. We'll get into this later. Go ahead Miguel.

**C: Miguel Rosales (MR):** This bridge is in a very important location, as the last bridge over the Harbor. From it, there are very important views – of the Harbor as well as historic monuments like the Bunker Hill Monument and the USS Constitution. It's also part of the Freedom Trail, so it's actually a tourist destination itself, and people have to cross it to see the rest of the trail. So there was a lot of work done to make this structure pedestrian-friendly, and more attractive than what we have right now.

It's going to be a steel structure, fully enclosed – meaning, it's not going to have any open girders, and no issue with droppings. We'll also be able to fully walk inside it for maintenance. One of the main features of this bridge is the piers, which are our reference to the Zakim Bridge – they are like a reverse of the tower, using the same geometries. This includes the cables and the angles, which are very similar in their configuration – we did this because you mostly see the two bridges together, so it was important to pair them.

The city was interested in improving the multi-use model system of the bridge. For that, one of the main features is this planted median placed along the entire bridge. So the cars are in the middle, and on the side (with the better views, and closer to the water), you have the bike lane and the sidewalks. This will be the first time that this is done in the City of Boston; you've never had a cycle track before on a bridge. This is being done all over the US, because people on a bike don't feel safe, with a lot of fast cars next to you – so this is a major improvement.

At the center of the bridge, where you get the best view, we wanted to make a structure that would be memorable, with an overlook and a trellis, where there will be landscaping. And here, at the highest point of the bridge, you'll be able to see most of the monuments, along with interpretive panels to explain them – for example, talking about the history of the USS

Constitution. All of these landmarks that you can see from the bridge will have some kind of explanation, which it doesn't have right now. Now, you only see the structure, and you don't know much about what that means. And here, these are some more of the important landmarks that you see. The idea is that the bridge should be like an outdoor museum. So in the center area, there will be lots of opportunities to create exhibitions and other sorts of community participation, which will be encouraged by the seating, the landscaping, etc.

Here's a view of the structure from the air: one of the major improvements is that right now we have ten massive granite piers, which go along the entire bridge, and you can't see the water. If you are here, for example, it's completely blocked. So we are reducing by half the number of piers, and they are much more open. So many people near the open space here, like Converse, will be able to see the water. That's a major improvement.

The other improvement is that this walkway here right now is too low, and it floods. And that is going to continue to be a problem into the future because of global warming. So we have raised this walkway, and there's going to be a completely new walkway, which is going to be better for bicycles. Right now you have a weird angle, coming in. So this will be another improvement.

Another view from the side: you can see both structures, you can see the water and the marina; it's a completely different view from what you have right now.

Here: views from the Harbor Walk, with the two structures together. This is the first time that we're seriously going to attempt landscaping an entire bridge. This is something that's been done in other cities, and we are going to work very hard to keep them alive and have a maintenance program, because that's very important: once you put the plants in, you know, you don't want them to die, so that will be part of the maintenance program that will need to be done.

That landscaping will create a very different experience: right now, you are walking next to cars, with all the noise. The area that is now an open grate will also be very different to walk on: much better. Here's another view from the side, you can see the two structures together. The bridge is a constant depth, about 6', which is about 3' or 4' less than right now. It is a very heavy structure from 100 years ago: the new one will be much thinner, and more streamlined.

This is a view towards the Converse building, and the improved area for the bicycles. These are also unusual: usually, bike lanes are much narrower – here, at 7', people who are not willing to wait will be able to pass other bikes. So that's an innovation, which has never been done; usually bike lanes are more like 4.5', 5'. Then you have the wide sidewalk, with a curb here, which is also

unusual. It's very clear where the bikes go and where the pedestrians go. These are the grasses, the landscaping, and the trellis area.

Looking towards the USS Constitution marina, the Freedom Trail is included; there will be some textures and other elements on the sidewalk. We want the railing to be more transparent, so you have a view of the water; right now you have a very heavy railing. Right now, this railing must also act as the crash barrier, so it has to be very heavy. But we're moving the crash barrier to this side of the planter, so these two railings will be very light and pedestrian scale. There will also be lighting for both the roadway and the sidewalk; right now you only have lighting for the roadway, and none for the sidewalk.

Here's a view out of the center of the structure. There is a series of cable systems here because the City wanted to have the ability to hang art, or posters, or other information in a place that is more public and more usable. Here you see the bus lane on this side, with the two lanes going towards downtown and the two lanes going towards Charlestown. Again, the landscaped area, which hopefully, if the plants grow well, it will screen the cars so that when you are walking, you're not looking at the cars all the time.

When you get towards City Square, right now it's like a sea of asphalt. There is no landscaping, and it is extremely wide, so when you cross to go to the park, it is very uncomfortable. So, we are installing a planted median with trees and a lot of plantings, so you can stop in the middle before you go to the other lane. Also, on this side, because we have more space now, the sidewalk will be enlarged and we'll be able to put landscaping. So the experience crossing there will be very different from what you have right now.

With the seating areas, we are going to do granite benches with trees, so you will be able to sit. It's wide enough that people can keep walking while others rest – it's almost 20' wide. And here's a view from the other side looking into the city, you can see the Garden. We hope that this will be a very special location to stop, because the bridge is quite long, so if you want to stop and look out and enjoy halfway across, you can do that.

This is the walkway that goes underneath, it will be completely new. We are replacing the current walkway with new lighting and new railings, better than what we have now.

A view from the underside, as someone mentioned to you, these white lines are the steel boxes, but all of this area will be enclosed with semitransparent screen, which will hide all of the utilities. You have a lot of pipes and a lot of utilities; we don't want people to get close to the gas line, for example, so we wanted to be able to protect those. The maintenance crew will be able to

walk inside this area, so instead of doing everything from a barge, we'll be able to go up and walk the entire length for maintenance, which will help to expedite that.

Another view from the side: the intention is that the color of the tower of the Zakim Bridge will be coordinated with these towers, as well. So when this goes red, the other will also go red. We think they should be together, so through the lighting you can further unite both the bridges.

That's the end of my presentation. Thank you very much.<sup>6</sup>

**C: EB:** We will take your comments next. I wanted to highlight this first: this is MassDOT's website, with the project information. Or if you Google "MassDOT highlighted project North Washington Street" you'll get there. This is the City of Boston's website for the project: [KeepBostonMoving.org](http://KeepBostonMoving.org) and North Washington Street Bridge.

Here is MassDOT's public outreach for any project, you can get project emails and notifications for any project from the Longfellow on down. I get five emails a day from MassDOT. You can sign up there. There's one more email address on here: Nate Cabral-Curtis from Howard Stein Hudson, he's our designated public outreach contact. I'll now hand it over, if we want to walk around and take questions. When you stand to ask a question, please state your name, and spell your last name for the stenographer, and then tell us whether you're a resident of if you represent an organization.

**C: MOD:** Real quickly, I'd like to give Representative Ryan a chance to speak and address the crowd before any questions.

**C: Rep. Dan Ryan (DR):** Thank you, I don't want to take time from questions. Thank you all for coming out.

**C: MOD:** One more time for those of you who have to leave early, please sign in and leave your emails so that we can reach out about future meetings. It's important for us. Sometimes we can't always reach everyone, but we do the best we can, and post notices on our websites and local newspapers. For example, this meeting was advertised online and in the Charlestown Patriot-Bridge. So please, leave your name and info so we can stay in touch with you.

---

<sup>6</sup> There was applause for the presentation.



## Questions & Comments

---

**Q: Alison Hawkins (AH):** I live in the Nautica building. I had a question for any of the presenters in the room: do you know how long it takes to get from Warren Street to Causeway Street around 4:15pm right now?

**C: MOD:** Tonight would not have been a good time to be doing that.<sup>7</sup>

**Q: AH:** It's most nights, sorry. Anybody know?<sup>8</sup> It's at least 45 minutes. And for anyone on the Leverett Connector going into Boston the same way – meaning, if you go past the Charlestown stop on the Leverett Connector getting into Boston with people trying to skip – it's about the same time, to go a mile. So we're talking about we have three lanes right now, going into construction, I just want people to think about that.

**Q: [NNG]:** The Leverett Connector, how long was that one?

**Q: AH:** So the other day, I was stuck for about 45 minutes picking my daughter up, just right around the Leverett Connector at Whittier Place. I decided not to get off in Charlestown and continue on the Leverett Connector, and it was 45 minutes to get to her place. 1.8 miles, I was watching my Google. With that said, I'm just concerned a little bit about what you guys said... let me go back through my notes... you said that you're going to have people go over the Leverett Connector instead of going through Charlestown. Has anybody done an impact assessment on what that's going to do to traffic patterns?

**A: MOD:** It's a suggested route; it's not a directed route. It's one alternative that we are going to be identifying. We are in the process right now of seeing what the implications are for time-of-day relevant to that, for situations like you just mentioned going from Warren, getting on the Connector, and getting back into the city. So we're studying what the consequences are; I don't have exact answers for you right now, but our Traffic division is looking at that right now. But I can clarify that this is a suggested alternative route, that's what we're trying to do. We want to try and identify as many alternative routes that get you back to whatever your original destination would have been, whether it's City Square coming out of town or if it's the North End going into town. We're not going to specify one direct route, unless in the instance of the 1-week shutdown scenario in which a full detour would be in place. But that would go through a full

---

<sup>7</sup> There was laughter in the room.

<sup>8</sup> In response, there were various shouted guesses from room, ranging from 20min to more than an hour.

public process and public review to identify what is the best detour route. For now, we want to try and create as many acceptable ways as possible to move people through the project area during construction. It's not going to be easy, we recognize.

**Q: AH:** Right now it's an issue, and we're not even in construction. Are there going to be police officers at any of the intersections? Because there are no police officers down here mandating traffic, and so if you're going to be taking a right, or wherever you're coming from, there's no police officer, so people are blocking the box all the time. Yeah there's a fine, but no one's collecting it.

**A: MOD:** Sure. We would fully expect there to be a contingent of police officers working both City Square and also down at Causeway/Commercial Street as well.

**C: AH:** We need that now.

**A: MOD:** I can help you during construction.

**Q: Richard Burt (RB):** I live on Pier 7 in Charlestown. Right now, this section, especially the Chelsea Street / Rutherford intersection is in ill-condition in the morning and at night – for most of the day. This bridge actually takes away some of the stacking lanes that we use now, so you're actually making it more difficult during the construction period for us to get out of Charlestown into Boston. So the concern I think that I've had and that other people have expressed is what is the mitigation plan to alleviate some of these issues? For example, right now we have 800 school bus trips every single day that run out of Charlestown on Chelsea Street. A school bus is the length of two cars. At eight o'clock in the morning, trying to get across to Causeway Street, it'd take an hour and a half. So there's a lot of economic impact going out, and also going in. So what is the mitigation plan? Number 2: has the construction period, have you considered doing this in a modular fashion, floating the sections in, like on 93 north of Boston, when we changed out 14 bridges over the summer, and traffic continued – why can't we do that here?

**A: MOD:** First one, relative to mitigation: we are doing everything we can right now; sometimes the best way to mitigate is to get as much information out to the public as possible, like we're doing right now. That helps us identify the locations where people are going and figure out: is this a regional bridge, or is it a local bridge? We know, for example, that it is going to be important for us to reach out and intercept traffic coming from north of Boston, say coming from Stoneham on 93, and divert that away, using maybe Monsignor O'Brien or using Longfellow Bridge. And yes, I did say Longfellow Bridge, because we're fully hopeful, based on the updated accelerated schedule, that that will both have inbound and outbound lanes available when this gets into the

heat of construction. Same thing on the south side, anybody that's utilizing Commercial Street and going across the bridge from the south, we want to try to intercept as much as much as we possibly can. What we've seen on a lot of these regional bridges across the state is that up to a third, if not more, of the traffic is regional traffic. Those people do really have other alternatives besides using this bridge. If we can intercept them earlier, by utilizing a lot of the ITS equipment that MassDOT now uses and shares with many local communities, and providing messages that this bridge is under construction, they will find alternate routes. That helps to alleviate, it's not a cure-all, but it does help.

This project is something that we have to do. We can't continue, as Ben pointed out earlier; this bridge cannot really take much more abuse, or neglect – a combination of both is what got us to where we are today.

Now to your second question regarding the accelerated bridges: one of the things that Ed pointed out during the presentation is that we are looking at that right now. What we do is go through and look at conventional construction methods first, and determine what the schedule would be with those methods. Then we'll start looking at accelerated methods. You're absolutely right that waterways sometimes help. Many contractors are equipped for that and many are not. It really comes down to risk, and how well they're able to schedule work in the waterway with the equipment that they have, and around the tides that we have. This project has something in the range of 10' tide fluctuations; being able to navigate the waterway when carrying beams of the lengths required – 150', 6.5' deep – it's not a very easy thing to do when you have barges and equipment, and you're also trying to maintain the navigational openings through the canal, with marinas on either side. Basically, there's a lot for a contractor to try to anticipate, and risk that they have to gauge. We can't tell the contractor how to do it, but certainly those are opportunities that are out there for them to try to use in their bids.

**Q: Dave Goggins (DG):** I live in the North End. My first question is to you: has MassDOT or the City initiated any traffic mitigation in recent history to help reduce the congestion that has been getting progressively worse over this bridge, for the last decade or more?

**C: MOD:** Best person to answer that is Jim Gillooly, who is the Deputy Commissioner of the Boston Transportation Department.

**A: Jim Gillooly (JG):** In terms of anything substantial, we haven't come up with any magic bullets. We've been working around the fringes: I believe there are supposed to be some don't-block-the-box installations happening in the short term. I don't have the dates for that off-hand; I'll have to check in with our engineering group. We do have a series of other measures to try to

get the signals in Charlestown all connected to our Traffic Center, some of them are currently, and some of them are not. Pretty much, once you leave City Square, we're not dealing with signals that are interconnected. Part of that is coming up as part of the casino mitigation work. By the way, they are planning within the next month and a half to have a public meeting to brief everyone on that universe of work, roughly \$11 million.

Also for the first time, this will allow us to take the Rutherford Avenue corridor and have all of it connected to our Traffic Management Center. We are focusing very heavily on looking at the current mitigation plan that's been presented with this 75% drawing. As Mike said, we don't want to lose more ground if we can avoid it, and we're of course open to suggestions.

**Q:** **DG:** If I could just interrupt, my concern is that we're all waiting until construction starts to come up with some mitigation plan. What I want to know is why hasn't anything transpired in the last few years and why aren't there plans in place now, before construction starts, to help alleviate the congestion that we're experiencing now? It's only going to get worse. And if you have plans, that's great; my suggestion would be accelerate them, and get them in place tomorrow, so that we can see some mitigation before we have to endure the construction.<sup>9</sup>

**A:** **JG:** I hear you. Again, we're open to suggestions—

**C:** **DG:** Speed it up. Speed it up, that'd be my first suggestion.

**A:** **JG:** Let me just mention that we're also pursuing the Rutherford Avenue / Sullivan Square project. The next meeting is October 26th, it'll be up at the Knights of Columbus Hall in Charlestown, and we'll be looking for all of your input on that. We're also hoping next June to have a new concept design since it's now clear that the casino is coming, we started re-looking at the plans that had been out for a number of years, which had been on pause as we were trying to sort out whether we were getting the casino. We had our first meeting back at the end of June, and we'll be having another one this October, another in February, and another next June, by which time we hope to have approved what we should do with all of the huge amount of economic development happening around Charlestown. We recognize streets that are important to that, so have been doing monitoring of Chelsea St, Rutherford, and the bridge from our Traffic Management Center, and doing some data collection to confirm what many of you see day-to-day. The difficulty is, as happens in a lot of the booming areas in the city, if the highways are congested and people can't get up the ramps, it causes local congestion. Some of our ability to make that traffic go away when it can't get on highways is limited. Regarding the congestion

---

<sup>9</sup> Several audience members applauded this point.

that is created on the bridge when you have three lanes trying to convert down to two: I'd suggest that having two through lanes will be better, in the sense that if you're coming off of Chelsea, there will be an opening for you, since the traffic will flow and clear quicker than it would if it's also trying to merge as it's going across the bridge – that creates congestion.

**C: DG:** I don't mean to be rude, and I don't want to monopolize anyone else's time—

**C: JG:** That's fine. And if you have any specific suggestions, I would love to hear them.

**Q: DG:** I just have one other question. I haven't gotten any reassurance by looking at this latest draft of the plan that we're going to be able to use this bridge as an opportunity to really implement traffic mitigation going forward. It's still only 5 lanes of traffic. My question for the designers and DOT is how much serious consideration was given to sacrificing some of the aesthetics on the sidewalk and building six lanes of traffic so that we can get some real easing of the congestion?<sup>10</sup>

**A: BS:** The current configuration of the bridge is the result of a serious public input process, and there are competing interests for the real estate, so to speak, on the bridge. As you know, we didn't have bike lanes in the past, but that is a growing trend, and as I said, we're designing the bridge for the next 75 years. We can't ignore those growing trends. I do understand the impulse to say 'more lanes are better', but from a traffic standpoint, we can smooth out the traffic in certain other ways: say, computerizing intersections so that they can move much more efficiently. Now, if we build a bridge containing eight lanes, it's not necessarily going to make it better. It provides storage for the queues, but once you get to Keany Square, you're limited to the current street configuration. You cannot get as much of an improvement as you'd think you could by changing from four or five lanes to six lanes or even eight lanes. As a part of this, after we've heard from the public, after study after study, and with support from MassDOT, the designated bus lane is one of the many ways that we can increase the use of the bus, such that we can reduce the traffic volume. That is one of the ways we're trying to work around, as a whole, to address the traffic issues.

**Q: Ed Cardinalli (EC):** I am a Navy Yard resident and a member of the Navy Yard Community Association. The bridge looks beautiful, but we are very concerned about traffic. There was a question asking for suggestions, so let me offer a suggestion: we do have to try to get more cars off the road and provide an alternate means of getting around the city that's really the only way to mitigate the traffic problems, by reducing the number of vehicles that have to cross the bridge

---

<sup>10</sup> There was a smattering of applause and booing from audience members at this point.

to get to the city. The only other way to get there is by water. Has anybody thought about improving the water transportation system in our city? One thing that could be done immediately is to take the existing water shuttle from Long Wharf to Pier 4, and extend that onto the new Lovejoy Wharf. That could get the Navy Yard passengers over to the city, and remove some of those vehicles. And then, if you could combine that with a little mini bus-route around Charlestown, avoiding Rutherford Avenue and most of Chelsea Street, you could pick up most of the other passengers in Charlestown, get them to the water, and get them around the city like that. This would eliminate vehicles, and is really a very cost-effective way of mitigating traffic, and a long-range solution. That would be a start, and once that is done – and it should be done right away – the next step would be to really increase water ferry service around the city, with various other stops, so that other residents could use the water and not have to use their cars. <sup>11</sup>

**A: MOD:** Thank you, that's a great comment, we'll look into it.

**Q: Ivey St. John (ISJ):** What troubles me about the presentation was you were talking about regional traffic. Frankly, regional traffic is not the whole issue, getting in and out of Charlestown. The water transportation is an alternative route to move us around, and I would really like to see you come back next time and talk about what the state and city plans for water transportation. We need to go to Lovejoy Wharf; we need to go to South Boston, and South Station. These are all places where there has to be a subsidy, because it is not going to run privately; it needs a public subsidy. When Para said 'there's no money for alternative boat rides': that was the wrong answer. You need to listen to those of us that live here and are trying to get in and out of the city. I'm delighted that you're trying to deal with regional traffic, but you also need to help us. <sup>12</sup>

**A: BS:** Thank you for your input regarding water transportation. I don't want to speak for Para, but I think the idea, when he responded to you, was that this is a bridge project, and that we have to focus on the two intersections. The City, the BRA, does have a plan to do some of these water transportation improvements. Another other aspect here is – for example, my son, who is starting his second semester at MGH right now. He takes the MBTA ferry from South Station to the Navy Yard every day, back and forth.

**C: [NNG, multiple]:** that ferry doesn't exist.

---

<sup>11</sup> Some attendees applauded at points throughout this comment.

<sup>12</sup> Some attendees applauded this point.

**A: BS:** I understand, I understand, I'm not saying that there is a complete ferry system. He lives in Dorchester; he takes the subway to South Station, walks to the Aquarium, and takes the ferry over to the Navy Yard. So again, I'm not saying there's a complete system, and with your input, we will go back, reflect, and consider it. Now, maybe it won't be part of this project, but your point is well taken, and we will bring it back. I am aware that there is a desire for better water transportation here – the detail, I don't quite know yet, but this it would be part of an overall solution. We're presenting what we can do as part of this project, but your suggestion we will bring back to the other departments in the city as part of the overall solution to help alleviate these issues.

**C: ISJ:** The problem I'm having with what you're saying is that I've requested Brian Golden and Rich McGinnis show up show up here tonight. Ted Schwartzberg is probably here, I didn't get the chance to see him—

**C: Ted Schwartzberg (TS):** Hi Ivey!

**C: ISJ:** Hi! All right, Ted, listen up, and take in what you're hearing tonight. After the last meeting, in July, you emailed me and said that there wasn't a lot of traffic coming out of Gate 6 – well, that was at 8:30pm. It's a different matter at 4:30pm. We need the three city agencies working together to come up with a plan. Right now, there's no coordination; Jim Gillooly was kind enough to come, and I ask you all to please be there, and listen to how serious the concerns are from this community about alternative transportation. There needs to be a public subsidy, whether it comes from the city or MassDOT, but you need to understand that not only do we have growth inside here, but that there is peripheral growth, including Wynn. You need to listen to this, and get people working together – please.<sup>13</sup>

**C: NNG:** Forget cars! Forget cars!

**C: Mark Tedrow (MT):** I live in Roslindale. I'm a volunteer at LivableStreets Alliance, and I have been involved with projects on Causeway Street since at least 2012, trying to get Keany Square improved. I'm speaking on behalf of myself today: I love the fact that we have a dedicated bus lane on the North Washington Street Bridge, and I would love to see it continue through Keany Square. I hope you will seriously consider combining a through- and right-turn lane to make it work. In that same direction, with the bicycle lane ending there, I really hope that the city and state will take a look at making that a protected intersection. With cars turning right beside the bicycle lane, there is a very real concern that somebody cycling will be killed by somebody driving

---

<sup>13</sup> Some attendees applauded.

a bus or a tractor-trailer. I would also really like to see better improvements from Commercial Street heading onto the bridge, and also across Keany Square from Commercial to Causeway. I love the design and thank you very much.

**Q: Jack Fetner (JF):** I'm a resident of the Constitution Marina, and [gesturing towards Michael O'Dowd] you didn't announce who you were.

**C: MOD:** Oh, well, I'm sorry I didn't; my name is Michael O'Dowd from MassDOT.

**Q: JF:** I have a question that has to mainly with the fact that the powers-that-be need to have other community meetings. I thought we were going to focus on the bridge tonight, and instead I'm hearing all about traffic concerns—which, I am also concerned about. I think the big deal with the bridge is to figure out the schedule. We haven't heard any dates, we haven't heard about anything, except the problem with traffic (and believe me, it's getting worse: I'm a longtime resident of Constitution Marina, but we also have stuff on the North Shore, and when we come in and out, we try our best to not be in traffic, but it's getting worse).

**A: MOD:** Thank you, sir. As far as schedule goes, we are currently at 75% design. The next step is 100%, and then we go to final design. In the interim, while we are developing final design, all of the permit applications need to be filed with regulatory agencies—whether that be the Army Corps of Engineers, the US Coast Guard, the Department of Environmental Protection, the Department of Conversation and Recreation; there's a fair amount of compromising and discussion that needs to be undertaken with permitting agencies while they are reviewing those applications. We are anticipating advertising this project for construction in late spring or early summer of next year. Funding is currently programmed and has been made available – currently, \$115 million is programmed for the cost of this project. As it stands right now, we are in excess of that, so one of the problems that we're going to have over the course of the next six months is identifying other avenues for generating revenue and financing for the project. We are certain that the city will be able to identify means to come up with that shortfall.

With that said, advertising in the summer, contingent upon having all of the permits in place, the earliest that we would be prepared to issue a Notice to Proceed to a contractor would probably be late fall of 2017. So, we could potentially start there, but I would anticipate, due to the contracting timeframe associated with the project, that it will likely be necessary to meet with contractors and address any of the concerns that they might have before undertaking this project. All in all, it might be March of 2018 before you see any major construction activity happening around the bridge. There is a possibility that it could go on sooner, like I said, in the fall of 2017, but I would anticipate probably early in 2018 to get started. From that point, we



would jump into the construction phasing and sequencing that Ed had presented earlier: the temporary utility bridge would be built, then we'd take out the main span and put in the temporary panel, and then start from the west and work our way back towards the east. All said in done, I'm anticipating it to be approximately 3.5 years of construction.

**Q: Linda Bunce (LB):** I'm a full-time resident of the Constitution Marina, and have been for seven years. It was not my intention to live on my boat full time, but we enjoy it so much that we're there full time. The concerns that myself, and most people that have their boat at Constitution Marina, including live-aboards, share are much more than traffic. Traffic is brutal – I had a meeting on Newbury Street last night, I drove there like a fool, and I was very late for my meeting, so. I agree with everybody, I do believe the bridge is beautiful, but as people who have our homes and our investments at the Constitution Marina: I do know that Tom and Peter have been very vocal, and we appreciate that. One is, when the construction happens, which I know is a little ways out, the noise factor: we've been told that it is possible that the construction could be 24/7, is that correct?

**A: MOD:** If that were to happen, it would only be during that timeframe if we're trying to accelerate specific elements, specifically taking out the existing main span and putting in the temporary ACROW Bridge. We wouldn't anticipate, and do not foresee, any phases of construction right now other than that potential option, where 24/7 might be necessary. I have mentioned before, and will repeat it here: I would fully expect, and we would in fact encourage contractors, in an effort to try to accelerate work as quickly as possible, to work double shifts. Those double-shifts could occur on a five-day or a six-day cycle.

**Q: LB:** And when you say double-shifts, what time would they end during the evening?

**A: MOD:** Usually those will start at 6:30 or 7:00am, and go right until around late evening, to complete a 12 to 16 hour shift. So typically, that could be up to around 10 o'clock at night. Most of the complaints we receive during construction occur in the night-time hours, including the most critical ones, where we're all trying to get a little shut-eye, between 11pm and 5am. So, we try to work our accelerate schedules outside of that window, so everybody can get some restful sleep.

**C: LB:** Okay, because we do have a lot of doctors and physicians who live at the Marina, so we have to be conscientious of professionals. The other thing is, they've already started to drill near the bridge – I guess there's a utility that they're working on. The amount of dirt and dust on our boats is extreme, just with that. So as you start to take down the bridge, there are other things you need to think about: as you're taking out the pilings that go into the water, I don't know if

that brings out more rats, like when they did Lovejoy that's a major concern. Second, when you're working on a bridge, there are metal fragments. How are you going to protect against metal fragments and dirt that ruin our investment in our boats, in our homes, just like other people at Nautica and others?

**A: MOD:** I'll answer as best I can. A lot of the mitigation elements that we are going to do are going to be consistent with other areas throughout the state. One that comes to mind right now is the Whittier Bridge Replacement, which I was heavily involved in. There were marinas adjacent to that location, as well as condominium complexes, where people had to endure all the various phases. And in that particular instance there were many phases that went 24 hours-a-day. Getting back to your concern about noise and air quality, we are going to be implementing many protective measures to try to avoid producing noise: there are certain times of the day where we would restrict some of the heavier noise-producing elements, like pile-driving, for instance. We will try to minimize that as much as we can, and when it's absolutely necessary, we try to do it during typical work-hour days.

To air quality: we're always trying to find means by which we can keep dust down, as well as any particulate matter that occurs as a result of construction – it might be water, it might be calcium, like constant mists on construction. Once again, the noise is going to be critical, I understand, during many of the phases. It's also critical, believe it or not, to protecting the fish in the Charles River. We're working with the Army Corps of Engineers and DEP to ensure that any of the work that's undertaken there doesn't impact those fish as well. It's going to be ongoing, with us trying constantly to improve upon how we're conducting our construction operations. We've gotten a lot better over the last several years, taking a lot of examples that were established down here during the Central Artery days, for noise-, air-, and water-quality. Tom and Peter both expressed their concerns with the facility, the boats, and the residents, and we are going to work closely with them and mitigate as much as we possibly can.

**C: LG:** That's going to be a huge issue for us. And I just want to say that the suggestion the gentleman in the tan jacket had was probably the best I've heard yet.

**C: Peter Davidoff (PD):** We are the owners of the Constitution Marina, Tom and I. Just for people who aren't totally aware of us, we have a live-aboard population that ranges between 150 and 300 people year round, so it's quite a little community that we have. We have the City and DOT who have been working with us, and we're very happy to be working with you guys to make it all work on our end. And of course we are also concerned with traffic because that affects how people get to and from our business as well.

**C: Mark Goldberg (MG):** Mt. Vernon Street, Charlestown. Am I correct to assume that when the eastern sidewalk is closed, all the tourism and other pedestrians will be crossing the street at street-level, coming across the bridge, and crossing again at City Square? So walk lights will be continuously at play, and traffic made much worse.

**A: MOD:** Yes, we are going to be directing all pedestrian traffic there – as far as the rest of what you said, we’re trying to avoid that as much as we possibly can. There are ways to deal with it – and getting back to a question from earlier, yes there will be police details during work hours, to help to safely cross pedestrians and cyclists on to the temporary bridge.

**C: MG:** Can I suggest that you consider alternative routes for pedestrians and perhaps in this new temporary west-side sidewalk, put in an ADA ramp down to Paul Revere Park, or even an elevator to Paul Revere Park, and then have people pass underneath to reduce the amount of traffic congestion just by pulling the pedestrians off the street onto that established route. And also, encourage people to use, and perhaps upgrade, the walkway over the dam, with communication so that people know when the Locks are going to be open so they can make a wise decision.

**C: MOD:** Thank you.

**Q: Laine Vigneau (LG):** Constellation Wharf. Right now, you talked about the regional traffic, but everyone here is concerned about the local traffic because for us living in the Navy Yard and other parts of Charlestown, we have limited alternatives to get in and out. The Leverett Connector gets blocked up, the Gilmore Bridge gets blocked up, so we really don’t have good alternatives. The concern is, is there any way to, with those 800 buses and school buses,<sup>14</sup> during the construction period, could parts of those be parked somewhere else than the Navy Yard, or could the carriers shift some of their hours to alleviate that? I think that people’s concerns are that, with the situation being so bad in Charlestown, businesses are going to fail, people are not going to want to visit, it’s going to impact our real estate value, and just have a real ripple effect. I think that the gentleman made a suggestion, also, that if construction isn’t going to start until 2017, 2018, some of these things that you’ve suggested as mitigation for traffic, why don’t you start putting those in place soon to see if we can tweak them, improve upon them, and see if they do work as alternatives.

---

<sup>14</sup> According to Boston Public Schools Transportation Department, there are currently 120 buses living in the Charlestown neighborhood. 100 of those are routed, with 20 spare buses. This is down from 280 buses in the past.

**A: MOD:** We'll be discussing those in collaboration with Jim Gillooly's group.

**Q: Elaine Scandy (ES):** Resident of the Starboard, and lifelong resident of Charlestown. My concern is getting out of Charlestown. Have you guys talked with Boston EMS and Fire? Because I'm also one of the many thousands of commuters that utilize the Mass General shuttle, and I'm not quite comforted by that bus lane, if I can't get off at Chelsea Street. Actually, my son sent me a video of the traffic extending down Chelsea, almost to Marine Terminal, this evening. That's been a growing concern. I mean, we have an ambulance situated in Charlestown, but it's not going to do us any good if we can't get out.

**A: MOD:** That's one of the next steps that we have, internally, as I mentioned earlier; the design plans are under review by a lot of internal groups within the City of Boston and MassDOT. Our next step will be, once all these divisions have had an opportunity to look at them, to bring everybody together, including the emergency responders, so that we have an understanding with Boston Fire, Police, and EMS. And, we will be speaking with the operators of the bus and shuttles routes as well, so that we have a better understanding. To the extent that we can, we can modify our Traffic Management Plan (TMP) so that it will address these, be cooperative, and hopefully help local residents. There's a lot of coordination that is still taking place, but this is our first shot at the TMP that we currently have under review, and I don't doubt that there will be changes and improvements made as a result of the feedback we're getting here tonight.

**Q: ES:** When can we expect a definitive plan?

**A: MOD:** The definitive plan will be when final design is done. And that is...

**C: EB:** February, March

**C: JG:** A long time from now.

**C: MOD:** Over that duration, until then, we are going to be meeting internally within the city, DOT, and in all likelihood we'll be getting additional feedback from the public; all of which is going to help guide us and develop a plan that's going to offset some of the congestion that we're anticipating.

**Q: ES:** Will we also have, perhaps at the next meeting, some more information on ferry service?

**A: MOD:** As a matter of fact, that was brought to our attention at the 25% meeting and also at the last meeting we had here in April. What we're doing right now is we're evaluating what we think, based upon the traffic analysis – the TMP, the volumes of traffic that are coming in and

out of the city during peak hours – and what we would anticipate to be the delays and congestion at signalized light cycles, to determine how long it would take to get from Point A to Point B, and reverse. From that, we can then understand how much better the situation would be if we are able to implement ferry services. We want to evaluate the timeframes, and see if there's a benefit associated with operating the ferry service. Getting into particulars: we'd need to figure out the cost of operations, the starting point (it seems like Lovejoy Wharf would be the one, but we've heard others)... all of those are things we need to be able to figure out. We also need to determine who would be the operator: I know the service existed at one point in time before the MBTA discontinued it, and I'm not sure exactly what the reason was. Maybe it was because the demand wasn't there, or the cost was too high, or maybe a combination of both. But in any case, that's something we have to go back and look into.

**Q: [NNG]:** And you're aware also of the construction that will be starting in the Navy Yard, Building 105, building a hotel?

**A: MOD:** No, I am not, so you're bringing that to my attention tonight, thank you.

**Q: Bill Rogerson (BR):** I'm a resident of the Navy Yard, for 18 years or so. I have several things I'd like to mention. The first one is the bus lane, I know some people think the bus lane is a great idea, I don't. The way it's going to be configured, when you get to the end of the bus lane on the Boston side, the buses are going to want to go in two or perhaps three directions, creating a weave pattern. Weave patterns are what creates accidents; not good. Also, they will have to cross at some point the bike lane, and since they won't be physically separated by pylons or whatever because the cars have to get across the bike lane to turn right, it's just asking for a huge problem. I'm not sure how you fix the bike lane problem, but you can fix the bus lane problem by deleting it, and letting the traffic, as it now does, organize itself not in 500', which is a very short merge span and Massachusetts residents are very bad at these.<sup>15</sup> I think that's a prescription for disaster. The right lane, for most, moves faster than the other lanes, because they turn, whether or not they should, right on red. Moving on from the bus lane to school buses: it's crazy to have all those school-bus trips coming in and out of Charlestown when you've got restricted traffic flow. The city needs to make plans to put that somewhere else, otherwise you're going to have a whole lot of very, very late students – they won't get to class on time, because the buses won't be able to get out of Charlestown. To get to the rest of the city we have essentially three ways to get across: that's not enough. One question I do have, and it didn't come up: if you look at the plans,

---

<sup>15</sup> There was scattered laughter in the room at this point.

for example, where is the end of your construction zone? On the plan that you have online, the red box from the construction zone goes halfway across the intersection, so that Commercial Street would end up being blocked going westbound.

**A: EB:** Well that can't be the case, obviously.

**Q: BR:** Why not?

**A: EB:** Blocking the intersection?

**Q: BR:** Yeah, the construction zone goes down and goes all the way. It may be phased in, but there is a period of time where this part of this intersection is blocked, and the westbound lane on Chelsea Street on the other end is blocked. People won't be able to get out.

**A: EB:** There wouldn't be a block—

**C: BR:** I'm just stating what it appears to be on your plan. I think that whoever's doing this, needs to be very sure that whoever the contractor is understands that he can't block those streets, because then you'll create gridlock all over the city. And if he looks at the same plan I did, or you don't throw it into these specifications, then you're going to have a problem.

**A: EB:** The plans are visible over there. The bridge extends to beyond this building, here, and then there are utilities and the approach work. Sometimes, I think, one of these left lanes turns because it has to merge into one lane, and there are cones in that area channelizing traffic, but not blocking the intersection.

**C: BR:** That's not what I was looking at. I'm just saying, you need to be very sure that even though the bridge may start somewhere between the buildings over there, that the contractor understands that he can't use this as a staging area. Your plan would indicate that it does: two red boxes on the plan.

**C: MOD:** Like we said, note that these are preliminary designs, we're in the first phase of final design here, and so we will be removing the preliminary drawings from the website and replacing them with the more up-to-date drawings.

**Q: BR:** People mentioned the increase in traffic. There are a thousand new units scheduled to go into the projects here, those are condominium units – in addition to refurbishing what's there already – they're putting in, according to the newspaper, a thousand new units of housing.

**C: NNG:** 3,300 total.

**C: BR:** And that's in Charlestown, over here on the other side of Bunker Hill. We've got the Everett casino going in, we've got housing scheduled to go in in Assembly Square in Somerville, and their access to the city is perhaps through Charlestown. You have to figure out how you're going to deal with this. That's one of the reasons I think your bus lane sounds nice but I think it's counterproductive. And you've got other areas feeding into that, and if they get blocked up, with no set-up space to fill it, it will just gridlock next to this whole area. Lord help the person who gets a heart attack there. Someone mentioned having problems with funding – it would not be difficult to put up an open-road toll for this bridge<sup>16</sup> and make sure that the residents in the North End and Charlestown and Causeway Street don't pay a toll. The same way they do with the Mystic Tobin Bridge, where you get a reduced rate for Charlestown and Eastie and Chelsea, that's one way of dealing with that. That would take care of part of your regional problem because people who want to avoid the toll go somewhere else.

**C: MOD:** Thank you, sir, for your comments.

**C: Jack Boyle (JB):** Resident in the Navy Yard, Flagship Wharf, for 20 years. I was educated by the Navy, I have a water orientation. All of you gentlemen are involved in automobiles and vehicles, and climate change. Ed Cardinelli, and Ms. St. John have spoken earlier, pleading, and I would double that plea, for the various political and economic bodies in the City of Boston and the state of Massachusetts to talk with one another. Five years ago, or, no, now it's eight or nine years ago, Lovejoy Terminal operated with ferries that went to the seaport, which was identified as something else at the time, and then back to Charlestown it got to Flagship, it got to our back door! We bought at Flagship because the ferry ran from our back door to go to the office or to go to dinner. Hell of a deal. No car! Just ride the ferry.

We raised our family out west, in Wayland. Now the Wayland community commutes to Boston from Lincoln, into North Station. They come into North Station, and they can walk over to Lovejoy, and then you can ride the boat to our corporate area, the General Electric headquarters, in the Seaport. I don't see what the problem is, but the problem is that the left hand doesn't know what the right hand is doing, and God knows, we would never talk to the other. Please, please, please, what is so difficult? Just set the Loveway / Seaport shuttle! Cardinelli has got a whole big sketch with super detail. How about East Boston? Well, they don't matter. It's absurd! We're talking about mitigation? We can get your son to MGH in lightyears, I mean, we've got

---

<sup>16</sup> There was laughter in the room in response to this suggestion.

three years – Ms. Hawkins was concerned about 45 minutes? For those three years, it will be an hour and fifteen minutes if we're lucky!

**Q: Christine Culley (CC):** I live in Flagship Wharf and am also involved with the Navy Yard Community Association. This was perhaps a bit shorter than I expected, but I noticed benefits and burdens to a bus lane. I think the problem with a dedicated bus lane is essentially compliance – believing that Boston drivers will stay out of the bus lane. The entire Silver Line that runs down Washington Street was actually looking forward to drivers not parking in the bus lane. So there's compliance, and there's enforcement. There's not a way possible for the Boston Police or BTD to issue tickets to every driver who usurps the dedicated bus lane, so that will happen, despite the wonderful plans we have for it. So, I don't know if Jim Gillooly would perhaps know, if there's a possibility to have traffic cams installed in the bus lane that would automatically issue tickets, for a substantial amount of money, to people who use the bus lane.

**A: JG:** That's something that we would need legislation passed, to be able to do. We've tried to get red-light camera legislation, and we haven't been able to do that after years and years of going up to the State House, just to get motorists that fly through a red light. But, we will have camera monitoring, so from our Traffic Center we will be able to see, and work with the police from there. We haven't finished looking at the 75% design drawings, and people raised the issue of how to distinguish it from the cars. I think we need to have more conversations about how to make it crystal clear. I think, personally, that a colored strip of pavement will be better than just 'Bus Lane'. That goes back to Mike's point that we haven't finished reviewing internally in our various departments, so hearing everything tonight is very helpful, so I can bring that back to our internal reviews – I've already had my mind reshaped a little bit so far, which will affect how I comment internally.

**Q: NNG:** That's good, we appreciate you being here, and we saw you taking notes, and that is a very good thing – we appreciate everyone else who put this meeting together, thank you. The other thing having to do with traffic, which obviously has to do with the bridge, is something that somebody had asked the last meeting: that the traffic signal from Gilmore Bridge and Rutherford Avenue, in order to get out of Charlestown, are currently controlled by Cambridge. At the last meeting, she had asked whether the city of Cambridge would coordinate with the City of Boston during construction, because obviously if you're going through Cambridge, they're looking after their residents. So, that would take some more politicking from everyone.

**A: MOD:** We are currently coordinating with the City of Cambridge's Traffic Engineer on a regular basis and on a number of issues, and that's something we'll bring to his attention.



- C: NNG:** Representative Ryan could perhaps approach his colleagues, perhaps he could approach your colleagues in the State House with regard to the traffic signal problems that we assuredly will have?
- A: DR:** Yes. There's been a lot of coordination, and I know exactly where you're talking about. It's not just in Cambridge and Boston; it's Cambridge and Boston and DCR. Believe me: that is one of the most frustrating things in government, to get all the right people talking.
- C: NNG:** And just lastly, a point of clarification for you because you said that you were under the impression that the BRA had some plans or money for more water transportation. Our information from them and from Brian Golden is that the BRA and the city have completely abandoned funding any other water transportation. While we have Ed here, perhaps he could clarify.
- A: TS:** Hi, my name is Ted Schwartzberg. I wouldn't say unequivocally, as you say, that there's no funding for water transportation. This is outside my area of expertise, I'm the Charlestown Neighborhood Planner, so most of what I focus on is land use, but I do work closely with the waterfront folks. Right now, they're running a separate process; we had a meeting earlier this summer where we had my colleague at the BRA, and Rich McGuinness, doing studies on the Navy Yard. An RFP is out for engineering services, and the other is a Request for Qualifications for activations of spaces in the Navy Yard. So, the process is being run currently. In terms of left-lands and right-hands, we are all talking to each other, but it is too early right now to tell who will be doing construction service. It's fair to say that there are no definitive plans right now for ferry service between any two points, but it's something that is being studied, and all the hands are talking to each other. I think the priority for the work that the BRA has been doing so far – and again, it's not me working on these projects, it's me talking to colleagues that are – is getting the ferry dock back closer to the dry dock on this side.
- C: [NNG]:** That took eight years.
- C: [NNG] (previous speaker):** Okay, so perhaps you'd be willing to talk with your colleagues, and have either you or one of them call Mr. Sun.
- C: TS:** Yes, I've been taking notes into my phone throughout the meeting, in between texting my wife to see how the baby's doing, and will follow up on those things tomorrow when I get into the office.

**C: Becca Wolfson (BW):** I'm the Executive Director of the Boston Cyclists Union. I'm also a Somerville resident who worked for three years in the North End and would often take the bridge, which was quite terrifying. So, the fact that you're planning for 75 years ahead in fixing this bridge is really exciting. Also exciting is that this will be the first bridge in the City of Boston with protected bike facilities; on behalf of our more than 1,000 members and the rest of the bike community, I hope it's the first of many. A couple of specifics about the bicycle facilities: since the bicycle lane into Boston is now going to be to the right of the turning lane, I'm curious if you can extend that protection back along the whole length, since there's no need for cars to move into that lane. I'd also really like to urge you to look at that first block of Causeway Street; when bikes turn right onto it, there will be a lack of any bike facilities for about half-a-block until bikes will connect onto that center protected bike facility. I don't know if you can include it in the scope of this project, but I hope the city can look at it.<sup>17</sup>

And just to reflect on what's been said about traffic congestion mitigation: I was thrilled to be on a bicycle on my way to this meeting, because traffic was gridlocked, and I went by. But there's really not anything else the city can do, besides maybe some block-the-box enforcement, but really we need to get people out of cars. One thing I heard recently is that we're getting new Orange Line cars coming, which will improve capacity by 20% or more. So, if folks can rely on the Orange Line, it will be an alternative. The Green Line Extension will also be a benefit. Finally, the bus priority lane is also a really great piece of this project, and I would encourage the city, when you're doing the Rutherford corridor, to make that bus lane continuous.

**C: Ari Ofsevit (AO):** Speaking tonight on behalf of LivableStreets Alliance and TransitMatters. We're really excited that the city has been able to incorporate a bus lane into this project. As you may know, the number of people on buses going across this bridge is nearly half of the total people who cross every day: more than 20,000 per day, including the 111 bus, which is the most frequent bus route the T runs, at every 3 minutes, from Chelsea. There are a lot of those that currently sit in ten, fifteen minutes of traffic in the morning, and sit at Haymarket in the afternoon while those buses are stuck in traffic. So, even this short piece of bus lane will help dramatically, to increase the number of people on the bus. Also, people who might right now choose to take a taxi or drive, if they know that the bus will not sit in that traffic, might choose instead to take the bus, and that reduces the number of vehicles.

One thing that we have to look at, at the end of the bus lane, is the ability for the buses to use that right turn lane. If we can have transit signal priority, which is certainly something the city can implement, when the bus gets to the end of that lane, it would have the ability to move

---

<sup>17</sup> BW and EB clarify on the projection locations being discussed.

straight across the intersection. That would keep the buses from getting gridlocked. As far as enforcement, that's something that both the City of Boston and Transit Police will have to work on, and the Transit Police probably have the resources. Some well-placed tickets for use of the lane would probably discourage use of that lane by drivers.

Many places across the US have bus lanes, I was in Chicago over the summer and they have many bus lanes there, and when there's enough enforcement and it's well-marked, people don't use it. The other piece about the bus lane is that there's been a lot of concern tonight about emergency vehicles getting from Charlestown to pretty much any hospital: the bus lane would actually act as an emergency vehicle lane, so it would be an open way for emergency vehicles to get from Charlestown into the city.

One other thing that I would say is that the process with the Longfellow Bridge has been fantastic; there are a lot of competing interests, but generally, the community has been really good, and the city has been working with all the moving pieces there. People thought at first that traffic was going to be an absolute nightmare, that it was going to gridlock the whole city, and it has perhaps gotten slightly worse in places, but not too much worse. It's not like you can't get out. When it first started, there was a lot of police presence up and down the river at all the bridges for the first two weeks who didn't seem to have to do that much. So, people will find different ways around; those three weeks when both sides are shut down will be difficult, but beyond that, people will figure things out, and we can make this work for everyone.

**C: Bob Cummins (BC):** Question for the architect: what's the idea, and how did you come about, the center of the bridge? What are those architectural details, beyond the public realm and public accessibility?

**A: MR:** We wanted to have an area for people to stop, and be able to go out, and not just stop in the middle of the sidewalk. So the width is increased to about 20'. We felt like it was important to have some kind of coverage, like in the Columbus Park in the North End you have the trellis, so it's similar to that. It's all so that you can have a protected place to sit and not be full of traffic. The city wanted to have a memorable structure, since right now it is a truss, and that will be taken away. They wanted something that could be seen from a distance, and we felt like the shade and the structure could work like that.

**Q: BC:** Any specific design elements that you've used to capture the steel truss system?

**A: MR:** Well, yes, some people had said that this design looks like a fish skeleton, I mean it's open to interpretation, but the geometric system with its triangles relate to the towers on this bridge,

and the tower on the Zakim, as well as the cable system – we're trying to follow the same language.

**Q: Anne Kelleher (AK):** Thank you for the wonderful presentation. I did go to the last Sullivan Square Rutherford meeting, and wanted to go back in regards to the traffic. You've suggested we go to a meeting in late October about Rutherford Avenue, but we really need to have a meeting soon: sooner than anything. Because there's too much traffic there, I see the traffic daily. You can sit in your control rooms and do all the traffic signals you want to do, but there's the people's behavior. They all go through the red light, so no one can get out of Chelsea Street on Rutherford Avenue. I mean, it's not rocket science – you have to put a policeman there or do something about it. Not wait until 2017; we need a meeting now on traffic. I guarantee you'll have a 1,000 people at that meeting. We need to come to some solution. Now! Not next year, not at that next meeting because that next meeting is Austin and Rutherford Avenue. We need a dedicated traffic meeting for Charlestown as soon as possible.

**C: MOD:** Thank you.

**C: Judy Brennan (JB):** I live on Washington Street, I do not live in the Navy Yard, and I'm probably in some late state of dementia now. But I'd just to say, there's been some great comments here tonight. First of all, the bridge is beautiful, I love everything about it. There's no question about it, the gentleman earlier from Row 2 suggested that mitigation needs to happen now, the mitigation should have happened 10 or 20 years ago. The reality is, the problem we're experiencing now, the incredible increase and dramatic effect that this is going to reach with this construction, all reverts back to what we were forced to deal with past construction. Rutherford Avenue was turned into a traffic staging area. Anyone who lives here, if they don't understand that by now, then they need to crawl back under a rock, because that's what it was designed for, and I challenge any one of you to suggest that it wasn't. Well, that's long gone, we've done that and Rutherford Avenue needs to go back to a boulevard. Or none of these issues that have been raised tonight are going to be resolved.

What can we do now? We can right now do a couple of things: first thing, cone it off, do whatever you want to do, but make it smaller. That will help during construction, and it will certainly prove that the only way that people are going to make it out of the Navy Yard is if people coming in from the North Shore and from the 93 area can decide to go some other way. And they're not going to go another way unless we reduce the number of lanes, because the reality is that you've got two lanes on the other side, at Keany Square. That's the answer; it's as simple as that. The other thing about connecting the bus lane is that coming off the Tobin Bridge was supposed to be

one lane. Now that's two lanes, I talked to Steven Collins and he'll admit that it's two lanes and was supposed to be one lane. It was always one lane, it was sold to us as one lane, and now it's two lanes. Eliminate that additional lane, and you solve a little bit of the traffic problem. Let them stage on the Tobin Bridge, they're staging there anyhow. They don't need to stage on Rutherford. Reduce that back to one lane, the way it was originally.

Now, to dovetail that into the bus lane: bus lanes are a great idea. But I think we should do with this bus lane is say, 'okay, we'll keep it only, but if there's a contract, a promise made that won't be broken, that that bus lane will be monitored, and policed,' because if it's not, it's going to turn into a third lane. And then all we've done is create another staging area, and nobody's going to get out of Charlestown, and they're certainly never getting out of the Navy Yard – they're going to have to swim! Forget the ferry.

That's all I want to say, and again, the bridge is beautiful.

**C: NNG:** I came from Paris Landing. I'm not sure if I have anything more than a headache. I'm probably more informed by this woman who just spoke. The information I was looking for was about traffic, and I heard a lot of suggestions about things within the Navy Yard. Some of us aren't going to be able to work without our cars, and get in and out of the area. Some of us aren't lucky enough to not have a car. My reason for coming was to find out about the traffic congestion and how it was going to be fixed. Again, the bridge is beautiful, maybe some of the beautification can be eliminated to help with traffic; I'm not sure. I'm not sure if we need the plants, they're beautiful; I've seen beautiful bridges throughout our country that don't have plants, and don't have seating, and don't have things like that, which look lovely and I certainly understand the talent of the architect that produced this. But I'm not sure that that's going to help the transportation situation that I came to hear about.

I don't know what I have to suggest, I know I'm very concerned that this is going to take place while Steve Wynn's construction is taking place, and we are going to have more of a nightmare than you are even aware of. I have more faith in Steve Wynn than I do in the people here. And that's not insulting, that's just that Steve Wynn usually does a decent job with what he does. We are in the middle of two big projects that may wind up being the exact same time, and that frightens me a lot.

I really feel like I have to put my condo on the market, because I'm not seeing anything to make me feel comfortable about what's going to happen for the next six years. I'm very confused, and dismayed, and even though I know a lot of people all have their own private issues, and I do think it's beautiful, and I do think it's nice to have pretty things, I thought this meeting was

about traffic. And I feel that a lot of other things were touched upon, and I certainly hope that the powers-that-be listen to some very fine suggestions from people that know a lot more about it than I do, but I'm not sure you listened to the main problem that I came here for.

**C: AH:** I mean, when I started that conversation up on 'how long does it take to get across the bridge', and none of you guys could answer. Nor could anybody answer where the ferry went to in Boston. I'm asking the officials that are here, and that made me concerned as a resident, is that no one could answer how long it took to get off the bridge, so no one understands the traffic issues. We're not one of them. But no one's standing up right now to answer that question, and there were many missteps on where the ferry actually went. So that is very concerning for residents because you don't really understand the situation we're in.

**Q: [NNG]:** What do you mean, "They didn't know where the ferry went"? Are you talking about the Lovejoy?

**C: AH:** One was saying South Station, one was saying—

**C: Nathaniel Cabral-Curtis (NCC):** Listen, I'm that guy, I've been charged with being that guy. There's a lady at the end of the forth row, and it's almost nine o'clock. So I'm going to give it to her, and then, once we get to the end of the forth row, I may dismiss class, and then the rest of us who are paid to be here will stay here with anybody who wants. But these seats were all filled to begin with, and they're now 80% empty, so I want to make sure we get through.

**Q: Katherine Cappelupo (KC):** I'm a resident of the Navy Yard. I just have a very quick comment: can we have some reassurance... I'm a little concerned that we've come this far on a project with this scope and no-one knew about some of the major projects that are about to happen in the Navy Yard – the Ropewalk, Building 105, Sullivan Square is about to have condos, the Wynn... there are projects of some substantial scope that people didn't even know about. I couldn't believe it! Can we have some reassurance that there's communication between the BRA and everyone else? You're saying there's communication, but obviously, someone dropped the ball. Can we have some reassurance that people will pick up the phone, whatever it takes, and find out what are the projects that are about to happen? Because that is very concerning to me, and I'm very disturbed that you didn't know about them.

**A: MOD:** I can promise you that I will be following up, and I will make sure that Mr. Sun will be, too. I do want to know all the projects that are going to be ongoing during construction; when my construction scene is active, I want to be able to pass all that information onto my contractors. So I will find out what other projects are scheduled to be ongoing. I will also say, before any of those

projects get started, they have to go through a process by which they have to identify and designate what their routes are going to be. I would hope that at some point, there was an understanding that this project, which is going to be a significant size, was taken into consideration in that process. So I'm hoping that the contractors for those sites aren't anticipating utilizing North Washington St, either moving their personnel, their equipment, whatever the case may be. But I will check on that. My apologies for not knowing more about what projects are going on around the city.

**C: JG:** Let me also just mention, as part of the extended team: the city has collected exactly that information. We did it as part of the design of Rutherford/Sullivan Square, and we'll be sharing everything we have within this project. We have people at BTM working on that project; on the Wynn mitigation; on Rutherford/Sullivan; on this bridge project... we share across the same people.

**Q: KC:** Within the Navy Yard as well?

**A: JG:** Yes. Absolutely. That is one of the reasons why we've taken the Rutherford/Sullivan Square project out of the mothballs and said we need to re-look at it. As I mentioned earlier, the Wynn Casino happened, but we recognized that there's a whole litany, between the properties up on Hood, the public housing over on Bunker Hill, and numerous other projects. We got most of that information from the BRA, and we're going to continue to work with them. Despite this perception, any one individual won't have all the answers, I certainly wouldn't be able to answer certain questions if you asked about pilings or the way that the bridge was designed, collectively, the whole team doesn't come to each of these meetings. But please, have a little more hope that we are talking to each other, even though not necessarily all of us are in this room. One of the points about the bridge being two lanes each way, made by the woman who has since left who said that we need Rutherford to be as big as it is: we don't, we're going to downsize the cross-section of Rutherford Avenue and it is going to be made to match up. As people tonight have said, you get across the bridge and there's a limited amount of space. There's a sponge in Keany Square that has to absorb everything you put over the bridge. We can't put more over the bridge than can be absorbed: they have to match up. We've got to be smart, we've got to do things like bus lanes, because we've got to convince people that their ride into town on a bus, or biking, or walking, is your better bet, rather than driving your car into town. That's why we have to make sure the environment is pleasant.

**C: [multiple, NNG]:** And ferries!

- C: JG:** And ferries. To sum up, there is a lot of communication, though unfortunately it's hard for government officials to all show up with everyone on their team, to answer every single question. But we take very seriously all the comments made tonight, and we will be feeding them into multiple efforts within City Hall.
- C: [NNG]:** I do have a question, before we go. So many people were talking about the ferry, we have worked very hard to put together a water transportation system, and working with Sal LaMattina. It seems to me, from what you said, Michael, that you guys are not interested in doing anything with Pier 4 to Lovejoy.
- C: MOD:** That's not the case; I have to look into it further.
- C: [NNG, contd.]:** Okay, so can we work with somebody? We don't know which one of you to call and work with, but we have done all of our research for it. It may not be what you want right now, but it may solve some of the problems that we have with Lovejoy and Pier 4. And if you do go with the shut-down plan, water service is going to have to be what we do. Thank you all very much by the way, for coming. And also, how are you going to water the plants?
- A: ED:** There will be an irrigation system.
- C: NCC:** You can go home, at this time. Thank you.
- C: MOD:** Thank you all for coming up, have a good night.

## Next Steps

---

The next public meeting will be held at 6:30 PM on October 19, 2016 at the Nazzaro Community Center, 30 N Bennet St, Boston, in the North End.



## Appendix 1: Meeting Attendees

---

First Name	Last Name	Affiliation
Dean	Abruzzio	
Barbara	Babin	
FJ	Bittner	
Dolores	Boyle	
Dolares	Boyle	
JJ	Boyle	
Kathleen	Braden	
Chris	Breen	City of Boston
Judy	Brennan	
Barbara	Brennan	
Hannah	Brockhaus	Howard Stein Hudson
Linda	Bunce	Constitution Marina
R	Burt	
Nate	Cabral-Curtis	Howard Stein Hudson
Kathia	Capellupo	Basillica/Navy Yard
Ed	Cardinali	NYCA
Thomas	Chiozzi	
Christine	Colley	
Tom	Cox	Constitution Marina
Marion	Dany	FCNY, Charlestown Marina
Peter	Davidoff	Constitution Marina
Elaine	Evigneau	
Erica	Feldblum	
Gary	Foreman	Constitution Museum
Susan	Gavin	
Jim	Gilooley	BTD
Dave	Googins	

First Name	Last Name	Affiliation
Patty	Gordon	
Sherry	Grancy	
Anna	Greenfield	Skanska
Mark	Harrington	
Rob	Harris	
Allison	Hawkins	Nautica
Patrick	Hereau	Spaulding
Jill	Horwood	Boston Harbor Now
Rick	Johnson	
Stephanie	Katsomperakis	
Ann	Kelleher	
Tucker	Kelton	
Donna	Kenny	
Nancy	Krepelia	
Lynne	Lewis	
Shelley	Mogil	
Kathleen	Muku	
Liz	O'Brien	
Mike	O'Dowd	MassDOT
Ari	Ofsevit	LivableStreets, TransitMatters
Marc	Oldeu	
Janis	Pacheco	
Greg	Reardon	Constitution Marina
Marie	Richards	
Dan	Ryan	MA House of Representatives
Pam	Ryley	
Julie	Salamone	
Elaine	Scadding	
Ted	Schwarzberg	BRA
Liz	Siegelman	

First Name	Last Name	Affiliation
Steve	Sigel	Constitution Marina
Raymond	Siggelman	
Jane	Smiley	
David	Storto	
Sean	Sullivan	
Mark	Tedrow	LivableStreets Alliance
Michele	Urbancic	
Mimi	Uretzky	
Jillian	Welenc	Charlestown Marina
K	Wittenburg	
Becca	Wolfson	
Joshua	Young	
Loretta	[not given]	
RSSL	[not given]	

## Appendix 2: Received Comments

---

**From:** Becca Wolfson  
**Sent:** Monday, September 19, 2016 4:46 PM  
**To:** Baumann, Edward T.  
**Cc:** James Gillooly  
**Subject:** North Washington Street Bridge - follow up

Hi Ed,

We briefly met at the North Washington Street Bridge meeting last week.

To summarize my takeaways, I was very happy with the presentation you gave, and the thought that is being given to vulnerable road users, as well as leading with a design for the first bridge with cycle tracks in the City of Boston. Thanks to you and the entire team for an excellent bridge design, truly thinking of road users over the next 75 years. I hope that we continue to see more of our bridges redesigned with safe bicycle facilities.

The few things I pointed out during the meeting that I would like to be investigated further are:

-In-bound bike lanes: since the inbound bike lane is now to the right of the right-turn lane approaching the intersection with Causeway, there is no reason why that bike facility should not have protection. Even if protection is provided by flexposts, as long as there is room for a small buffer to house them, safety will be exponentially enhanced by adding a physical barrier between vehicles and bikes as they approach the intersection of Causeway/ North Washington Street, heading into Boston.

-Additionally, after that approach, if someone on a bicycle takes a right turn onto Causeway from the bridge, there is about a half of a block where there are no bike facilities. This will present a highly dangerous situation for bikes, and I urge the City of Boston to provide bike facilities. The Connect Historic Boston cycle track ends mid-block at Beverly Street. The mid-block facility is in the middle of the road and I anticipate will provide a connectivity challenge, but there must be a safe way for bikes to turn off the bridge and have protection.

-Last, in the meeting, no attention was give to the treatment of bikes turning right onto the bridge from Commercial Street on the Boston side. I understand there were some queuing issues with the design before and anticipated conflict between bikes and peds. Can you provide a copy of the design or tell me a little more about what that intersection looks like?

Thank you,  
Becca

--

Becca Wolfson  
Executive Director

[Boston Cyclists Union](#)

PO Box 301394

Jamaica Plain, MA, 02130

315-345-6532

September 27, 2016

Chief Engineer: Patricia A. Leavenworth, PE

Project File No. 604173

MassDOT – Highway Division

10 Park Plaza

Boston, MA 02116

Submitted via PDF to [dot.feedback.highway@state.ma.us](mailto:dot.feedback.highway@state.ma.us)

Subject: North Washington Street Bridge Replacement

Dear Ms. Leavenworth,

LivableStreets Alliance is pleased to submit these comments on the North Washington Street Bridge Replacement Project as presented at the MGH Institute of Health

Professionals on September 14, 2016.

- By providing an exclusive bus lane and separated bike lanes, this project has the potential to change how people view the Charles River Bridges from barriers to connectors. This project will connect to both the Connect Historic Boston project currently under construction and the future complete streets improvements to Rutherford Avenue. While many aspects of this project are remarkable, we do believe that there is room for improvement. The reconstruction of Keany Square, in particular, was not included in the Connect Historic Boston project and City Officials stated that it would be included as part of the larger North Washington Street Bridge project in the future.
- Provide transit signal priority at Keany Square so that buses can make a queue jump in the right lane. The right lane should be right turn only except for buses. Buses would have transponders to trigger a transit-only signal which would allow them to proceed straight while a traffic signal allows a right turn.
- We recommend that the dedicated bus-only lane be paved in a distinct colored asphalt to better differentiate it from the normal travel lanes and to reduce the need for painted makings that could easily wear away and may not be frequently refreshed.
- We recommend that robust traffic enforcement be in effect on the bridge to help keep the bus lane free from other vehicles.
- Ensure that the new bridge will not in any manner prevent frequent future ferry service from Lovejoy Wharf to the Charlestown Navy Yard and beyond. Ferry service can help reduce vehicle traffic from the rapidly developing areas of North Station, the Charlestown Navy Yard, Boston's Seaport District and beyond. We hope that the City of Boston, MassDOT, Massport, and the Massachusetts Convention Center Authority consider the benefits of robust water transportation.
- Minimize travel lane and median width, possibly removing the median, on the south side of the bridge and abutment to provide a grade-separated bike lane heading southbound towards Keany Square. Provide a protected intersection for people on bikes at the bridge side of the North Washington and Causeway Street intersection to help prevent right-hook crashes.
- The lack of crossings on bridges encourage vehicle drivers to speed, narrowing lanes and removing medians will help to reduce traffic speeds leading to a safer bridge for all.
- The Freedom Trail has four million visitors a year and passes through Keany Square. Consider narrowing the right turn slip lane from Commercial Street on to the bridge and creating a raised crossing at this location – a catchbasin already exists on the uphill side of this crossing so providing proper drainage should not be major problem. Also consider raising the entire crosswalk across

- Commercial Street to make a safer, less stressful crossing for people on foot. A separated bike lane should extend through the right-turn slip lane to connect with the lane on the bridge.
- Consider reducing the median width on Causeway Street at the North Washington Street intersection to allow for bike lanes in both directions on Causeway Street – at 60+ feet wide, there appears to be enough room to fit bike lanes in without reducing vehicle travel lanes. Mixing zones are dangerous and discourage people from riding bikes.
- The Connect Historic Boston project will be providing separated bike lanes on much of Causeway and Commercial Streets, but bypasses Keany Square. We recommend that bike lanes are provided to connect Commercial Street to Causeway Street through Keany Square. Many people using the Connect Historic Boston separated bike lanes will be commuting to and from North Station and will not want to take a longer and slower route to get to and from the train station. Also many people are risk adverse and would be very apprehensive about using the walkway below the bridge especially at night.
- Please ensure that the construction of the new walkway below the bridge is scheduled in a manner to reduce down time for the Harborwalk. This is an important connection and this link was just recently restored with the completion of the Lovejoy Wharf project.
- Consider chamfering the exposed curb edge on the bridge portion of the separated bike lane to help prevent pedal strike much like the curbing along the newly installed separated lane on Staniford Street.
- Ensure that robust signage is in place, including a temporary red stripe, during construction to ensure that visitors to the Freedom Trail have a less stressful experience.

Thank you for presenting the updated plans and we look forward to seeing this project constructed. If you have any questions or comments about our suggestions, please don't hesitate to contact me at [mctedrow@verizon.net](mailto:mctedrow@verizon.net) or on my mobile at 857.719.7143/

On behalf of the LivableStreets Alliance Advocacy Committee,  
 Mark Tedrow  
 Member, LivableStreets Alliance Advocacy Committee