
To: Michael O'Dowd
Project Manager

Date: December 28, 2015

From: Elizabeth Flanagan
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HSH Project No.: 2013061.17

Subject: MassDOT Highway Division
North Washington Street Bridge Replacement Project
25% Design Public Hearing
Meeting Notes of December 16, 2015

Overview

On December 16, 2015 members of the North Washington Street Bridge Replacement Project team from the City of Boston Department of Public Works, MassDOT Highway Division, Alfred Benesch & Company, and Rosales + Partners held the 25% Design Public Hearing at the West End Museum at 150 Staniford Street, Boston. 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 25% 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, Para Jayasinghe of the City of Boston DPW presented an outline of the purpose, history, and design guidelines of the project by, followed by a discussion of the architectural elements of the proposed bridge by Miguel Rosales of Rosales + Partners. Ed Baumann of Alfred Benesch & Company presented permitting considerations, construction sequence and traffic impacts, and right of way impacts.

Overall, the proposed project design was well received and meeting attendees were particularly supportive of the improved pedestrian/cyclist facilities and the visual design of the project. The main concerns raised were logistical in nature. First, there were concerns over the length of construction time and a sentiment that the process should be expedited as much as possible. Questions about traffic management during both construction and at the end of the project were raised. In particular, the challenges of moving people following large events at TD Garden and with expected increases in traffic due to incoming development in the area were considered. These questions were raised against the backdrop of a proposed bridge which would provide two travel lanes in each direction in a fashion similar to the existing structure's current

condition. The public was of two minds with how traffic should be handled. Some felt that two lanes in each direction on the bridge would not accommodate enough volume given expected growth in the area. On the other hand, there was significant support for replacing a vehicle lane in each direction with a dedicated bus lane that could provide more reliable transit service, particularly between Everett and North Stations. There was discussion of improving connections for pedestrians and cyclists at the intersections at either end of the project area. The final highlight was strong concern about the need to work with the Constitution Marina to mitigate damages to their operation during construction. It is worth noting that Constitution Marina is not purely recreational as some tenants choose to reside there on their boats as a semi-permanent address.

Detailed Meeting Minutes¹

Introductory Remarks

- C: Michael O'Dowd (MOD): Good evening, I'm Michael O'Dowd with the Massachusetts Department of Transportation Highway Division. I was asked to lead this meeting on behalf of the agency and our chief engineer, Patricia Leavenworth. I would like to thank you for coming and introduce a few members of our team: Para Jayasinghe, is the city engineer for the Boston Department of Public Works, Ed Baumann from Alfred Benesch & Company, and Miguel Rosales from Rosales+Partners who is the bridge architect. Joe Sakelos from ATM will be conducting a full transcript recording of tonight's session so I would ask that you state your name for the record. I hope that all of you have signed in when you came in- that helps us create our database for the project for correspondence and information about the project. I would like to acknowledge that we have Representative Ryan in the room this evening and from Representative Livingstone's staff, we have Kate Duffy. Representative Ryan, would you like to say a few words before we get started?
- C: Representative Dan Ryan (DR): I don't want to take too much time away, but I do want to thank everyone for being here and thank DOT and the City of Boston for coming together to give this bridge some much needed love. There's been a lot of work done in the past years and this is the last link to the Kennedy Greenway and it's going to be beautiful.
- C: MOD: Thank you. There are a couple of housekeeping issues that need to be resolved before we get started. Tonight's public notice of design public hearing was advertised in the Boston Globe and the Boston Herald on December 2nd and December 9th ². I was able to utilize a lot of contact information from previous projects so hopefully we were able to get in touch with you and like I pointed out, please leave your contact information tonight.

We are all here to discuss replacing the North Washington Street Bridge. We've all spent a lot of time crossing this bridge and it's a piece of history. It's sad to see it go but at the same time, it's beyond what

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

² The notice of Design Public Hearing was also advertised in the North End Regional Review on December 8th and in the Charlestown Patriot-Bridge on December 3rd and December 10th.

the City can continue to maintain. We are here to present the reason why it needs to be replaced, a number of alternatives that we looked at and considered in conjunction with the City, and a bridge design that's worthy of replacing the bridge at this particular location.

There are some concerns relative to property acquisition and rights of way that need to be mentioned and we would like to have our District 6 DOT representative discuss the implications and rights to the property owners. In addition, we have received several comments and concerns from some of the abutters and stakeholders and we will be addressing those. Any questions, comments, or concerns that you have, including those of the Constitution Marina, we will be happy to address after the presentation.

- C: Sheila Yancy (SY): Good evening ladies and gentlemen, my name is Sheila Yancy and I represent the Right of Way Bureau at MassDOT. The Right of Way Bureau is responsible for acquiring all of the necessary rights and private and public land for the design, construction, and implementation of this project. Effected property owners will be contacted by personnel from the Right of Way Bureau or consultants working for MassDOT. The procedures used must comply with state and federal regulations governing the acquisition process. The current design plan indicates that fee takings, permanent easements may be required. Other areas may require temporary construction easements. Effected properties owners' rights are protected under Massachusetts general laws, primarily Chapter 79. If a project is receiving federal funds, the property owners' rights are further defined under Title 3 of the Rail Property Acts of 1970 as amended. I'll be happy to answer any general questions during the open forum and after the public hearing. Thank you.
- C: MOD: A major question that comes up for projects of this magnitude is, "What is the cost and who is paying for it?" In this case, it's a City owned bridge. We are working in conjunction with Para and City of Boston to identify the funding sources. Federal Highway Administration and MassDOT have agreed to split the cost of that. It is contingent on being able to permit and meet all the regulatory compliance issues that DOT and Federal Highway impose upon ourselves as well as upon municipalities. We are looking at a cost of approximately \$125 million for the replacement of this particular bridge. MassDOT and Federal Highway have currently allocated approximately \$113 million for the project. That is intended to be advertised in March of 2017 but before that point we need to make sure that we've met all of our obligations in terms of regulatory compliance.

Without further delay, I want to re-introduce Para who is going to give you some of the input information that he's conducted and then we'll continue on with the presentation.

- C: Para Jayasinghe (PJ): Thank you, Mike. Can everyone hear me? My name is Para Jayasinghe. It's my pleasure to have you here on behalf of Mayor Marty Walsh. How many of you have not seen any part of this presentation in the past- this is the first time you're seeing this? A show of hands? My apologies for not having reached you earlier- we have shown this multiple times but again thank you for being here tonight.

Again, my name is Para Jayasinghe, I'm the city engineer and Mike O'Dowd here is MassDOT's project manager. Our team is the City, MassDOT, Federal Highway all participating and our consultants are

Benesch, our architecture firm Rosales+Partners, and helping to make our outreach more efficient, Howard Stein Hudson.

You all know where this bridge is. The limits of this project go from Causeway Street to City Square. In previous meetings, there was concern about what is happening here and here but primarily, this is a bridge that needs replacement.

A bit of history- this bridge was born in 1898. A significant milestone was in 1961 when the swing span was closed. The next major milestone was in 2003 when the middle barrel of the bridge was closed to all vehicular traffic. Since then it has been an ongoing challenge to keep the bridge functional and carry its vehicle load. The City continues to spend around \$3-\$5 million a year maintaining this level of functionality and with each passing year, it gets more challenging. It is in need of intervention.

With that background, I want to remind those who may have forgotten what the bridge looks like. Here is what it looks like as a pedestrian. Keep in mind that the Freedom Trail goes over. This is what it looks like from a boat. This is an interesting picture because here the bridge is framed by the shadows of the Zakim. Please remember that we need to be mindful of that.

Here are the project goals- I won't read them all. We don't want this to just be another bridge. It should be a city street but over water. How can we capture that? It needs to be a multimodal bridge and needs to serve not just cars and trucks but pedestrians and cyclists and complement the Zakim Bridge.

These are some of the fundamental philosophies that we have been leaning on. The bridge needs to complement the Zakim in both form and function. Zakim is a very iconic bridge. We are trying to program an iconic-lite bridge. Functionality: the Zakim is an interstate; this needs to be a city street over water.

With that in mind, we challenged the consultants to come up with a variety of schemes that met those aims. They took some liberties as to what can be done. These are the four types of bridges we looked at. The top two are very appealing in how they look but there are many challenges- not only constructability but there is the possibility for this type of bridge to be compromised by people who are so motivated. We had to consider that. They are not that cheap also- quite expensive.

Looking at these four bridges in the context of the Zakim, we went through the selection criteria: constructability, initial construction cost, life cycle maintain, structural considerations, how it looks, context, and permitting. After that, we had a series of meetings over the last 12 months or more. This is the list of entities we've met with and gave our presentation and received feedback that was helpful.

The Zakim supports look like an upside down 'Y' and that's a feature we're borrowing. Here's the bridge as it looks today and here's the bridge as we envision it. The middle of the bridge is widened so there is more room for people to take a moment and enjoy. The trellis is an architectural detail and gives it personality. This is an aerial view. This is in the context of the Zakim. These little Y piers are an inverted Y of the Zakim. We are borrowing features so it is complimentary.

Functionality: On the Zakim you don't find pedestrians or cyclists. Here on this bridge we want it to be livable, walkable, green, sustainable, and multimodal. These are important features we want to imbed in the bridge design. The bridge won't serve just cars, buses and trucks but it will have dedicated spaces for cyclists, wider spaces for pedestrians. You can actually take a moment and relax. The freedom trail goes over the bridge. If you've gone on the trail lately, you probably haven't wanted to stop on the bridge and that's a lost opportunity. We don't envision it as a destination, but if you want to take a moment you can. That being said, I'll pass it over to Miguel to give you more detailed information about the parts of the bridge.

Discussion of Bridge Aesthetics

C: Miguel Rosales (MR): The Bridge is in a very important location within the city- the views from the bridge are very important. We have two neighborhoods on either side, Charlestown and the North End. One idea is to unite them by making the space more available for pedestrians, bicyclists, and also automobiles. This will be the first bridge in Boston that has cycle tracks with separated lanes. You'll have much wider sidewalks which is a big advantage. Right now they are about eight feet. We also want to introduce landscaping on the bridge. This is a first in Boston and something we haven't seen much in the US.

The design is much cleaner than the existing bridge. For example, we will have only five piers with larger spans. Each pier has four columns. The idea is to make it very transparent so if you're on a boat, it will be very clean. Right now, it's very cluttered; you have very big running piers, you can't see through, you can't see the harbor. The other difference is that we want to always highlight the center of the bridge. The highest point, where people would like to be, will be an important location where people can stop and use the space.

This is the existing bridge. Right now you have 80 feet dedicated to cars and trucks and only eight feet on either side for pedestrians. Once you get to the center of the span, you have a little more space because you have the trusses from the swing bridge, but in this case the middle of the truss lanes are closed because of maintenance and there are a little bit wider sidewalks there. In the future, the division of modes will be more equitable. We will have about 54 feet in the middle for cars and trucks and then 12 feet on either side for sidewalk. There will be seven feet in-between for bicycles. This is important because the width allows bicycles to pass each other. This is going to be pioneering in Boston. It is the first time we're going to have this and it will probably be the best bridge for bicycles and pedestrians in the city.

Once we go to the center of the span, the sidewalk expands from 12 feet to about 21 feet. The reason for that is to have a place for sitting and stopping. We see the place in the middle as a public space and not just a way to get from one side to the other. We think the community will embrace this as a public space. We would like to have activities; people congregating; people fishing. We want to activate that area. That's why we created this trellis, to provide shade. It also relates to the Greenway. If you continue on the Greenway, it's the same feel. That idea is growing in Boston.

One challenge of this bridge is construction. You need to have phases so that traffic isn't closed between the two neighborhoods. We'll divide the bridge in half to do construction on one half, switch sides and

then we can reopen the whole bridge once construction is finished. That is why there are four piers which are structurally supporting. That means either side can be stable because there are four supports. The profile of the bridge is going to be much shallower. Right now the girders are nine to ten feet and in the future they'll be six feet. It will be more elegant and more efficient structure.

As Para was mentioning, it was a challenge to complement the already iconic Zakim. I tried to use some of the geometries by inverting the shape of the towers but the function is different. Both bridges have Y styles, which connect to the load. It creates a very distinct profile and one that relates to the profile of the Zakim Bridge.

We want to see if we can enclose the utilities with some kind of cover. Right now they are underneath: steam, electrical, power. We want to close them in and so people can go inside to do maintenance and they won't be as visible. The same thing was done with the Zakim. There is a walkway and a cover that makes the profile of the bridge more elegant.

This is the main span. Right now, you have a big drum here for the swing bridge so the navigation span is compromised because it is divided in two. In the future, it will be much more open with a clear path for boats. Over the navigation span, we've created this element that will have shade and create a sense of place. People have many different interpretations of it. We can do many different things with it like illuminate it at night. It is flexible and we want to hear from the community what you want to do with it. It's one of the best views in the city- you can see all the monuments in Charlestown, the *USS Constitution*, and the Old North Church.

Lighting will be very important. There will be lighting both directions for pedestrians, bicycles, and cars. The railings will also be illuminated. It will be open 24 hours; you'll be able to look at this all the time. We try and play with geometry so everything is consistent. That's why you see triangulations in the shape.

The freedom trail right now is faded and painted. We'll make a better treatment- this is one of the most important tourist attractions. We want to have a good system for people and it's an opportunity to explain things about the City. We've proposed six areas where we'll explain symbols and monuments that you can see from the bridge and you can read about it. It will create an outdoor museum of the City. Right now these are the six we have suggested: the Custom House Tower, the Boston Garden, the Zakim Bridge, the Old North Church, the *USS Constitution*, and the Bunker Hill Monument. You can see all of these from the center of the bridge. The community can tell us if there are other things you want to see. It's a long bridge so there's a lot of space. It will make the bridge special and help tie Boston and the bridge together.

We're working on the railing system. It has to be a crash barrier system- similar to the Longfellow Bridge- so it will have an open barrier and an open feel. We propose plantings as part of the median. You can see here the visual relation between the two bridges. From many locations you will see the two bridges together so it's important that they are compatible and harmonious.

More and more the Harbor Walk is being used. For a long time it wasn't used much because it didn't have connections but every year it has more connections. We want to replace the walkway that goes

under the bridge. The walkway right now is too low and it floods during high tide. That's only going to get worse. It also creates a moat around the construction that will make construction very difficult.

This is another view; from this location you can't see the tower but you can see the cables which follow a similar angle to the piers. When you see them together, they have a relationship. This is a view going to the new Converse. The building is in construction. You can see here the seven foot wide cycle track, the 12 foot wide sidewalk, the planting barrier between the cars and pedestrians, and all the lighting will be located in this median so all of this other area is open. This protects it from pedestrians and also gives more space.

This is the view in the other direction if you're going to Charlestown. The sidewalk is also the same width, about 12 feet, and again a directional cycle track of seven feet. It is completely symmetrical so no neighborhood gets something better- both get excellence. This is coming into Charlestown. As a driver, you'll feel like something special is happening because you have this structure here and you can tell you're crossing the navigation channel. Sometimes on the highway, you won't even know you're crossing a bridge. From Charlestown right now it's a sea of asphalt; there is no median and no trees so this is something we want to change. If you come from City Square, you'll feel like you're entering a parkway, not a highway. That's a big improvement there.

This is some of the areas with overlooks we're designing with bench systems and plantings and be part of the structure. For instance, you can see the Bunker Hill Monument here. This is from the other side toward Zakim Bridge. This is the new walkway that is going to be underneath that will be much more functional. It will be higher and won't have flooding. It's always important to design the underside of the bridge because if you're in a boat or on the walkway and you look up- sometimes that's forgotten. Under the Zakim is a nice space. It was done very carefully.

The lighting should complement each other. The main feature of Zakim is lighting on the Y shape which changes. We would like to do something similar. If that color changes, they will have to change at same time. That will require coordination between DOT and the City but I think it will be nice to have them on the same system and have complementary lighting.

As Para was saying, it's not just a crossing- we want to improve connectivity at both ends. Right now you have this lane here at City Square which makes a very long crossing and takes up a lot of space. That's going to be eliminated to create a modern plaza and shorter crossing. Cyclists come all the way to the intersection protected. There is wasted space here so that will become a planted median so it's not desolate pavement.

Here's the other side at Keany Square. This area is very tight so we don't have space to put a median in but the traffic will function similarly and again the bike lanes will go all the way to the end, into the intersection. Here's the new walkway that will follow a more gentle profile. On a bicycle you can navigate better rather than going at a sharp angle.

This is at the water; we want to add another stair so you don't have to make a big loop around as you do now. It will be much more functional to get from the sidewalk to the park. Right now the park is a little bit empty, maybe because it needs more connections.

Here is the replacement of the walkway which will connect to Connect Historic Boston and the Converse development. Here is the proposal of the walkway. It will have fewer piers than currently and follows the same idea of the inverse Y, designed in conjunction.

This is what we have now- a bridge that some people call Bridgezilla. It's uncomfortable to cross; I have spent a lot of time there and you get a headache in half an hour because of all the traffic. From that, you're going to go to this which is a much different experience. It will have better views, will be more open and transparent; you can see the harbor.

This is what people do every day when they cross. Particularly people don't like the open grid that is there currently- if you have high heels they go through the slots. Horses can't go over either because they are afraid to look down. We see this bridge as the future of Boston, setting the standard for other bridges in terms of pedestrians, cyclists, constructability, how it's built over the water. It's a pioneer project; we hope that you will endorse the project. And now we come to the hard part: the permitting and building it. Ed from Benesch will explain that.

Discussion of Construction Staging

C: Ed Baumann (EB): I'll talk quickly about the permitting and then how we're going to phase the construction and right of way impacts. Here's a list of permits we're in the process of obtaining for the bridge replacement: US coast guard, Army Corps of Engineers, Mass Coastal Zone Management, National Marine Fisheries, FHWA permits, environmental permits and historic section 106 for the FHWA.

We've already talked about the location of the bridge. North End is to the right here. I'll talk about stakeholders as well. The bridge extends from here to here over the water and this will be replaced. Here's the swing span with the center bay that's closed. This is actually an extension of the bridge that was replaced in 1992 as part of the Central Artery Project; it's actually an enclosed warehouse. We're proposing to do repairs and improvements to these spans.

I'll talk about some of the stakeholders. This is 160 North Washington Street, which is the new headquarters for Converse. They have an entrance to the building that comes right onto the bridge on the west sidewalk. There is the newly constructed Lovejoy Wharf; that has an entrance to an elevator from the west sidewalk. The upper pavilion lands on the sidewalk as well and there are stairways that go down to the lower wharf. TD Garden and North Station are also stakeholders in this project.

On this side we have the Prince Street Park with DCR that has the tennis courts which are right adjacent to retaining walls on this project. As we move north over the harbor, we have this walkway that connects Lovejoy Wharf to the Prince Street Park, which, as Miguel mentioned, goes under the bridge. Moving further north, we have the Charles River dam and lock system that has fender systems that extend to the bridge and beyond the bridge that channel boats into the locks. These are discharge pumps from the Charles River Basin north of the locks. This is a training wall to direct the flow from the pumps. Another walkway connects Tudor Wharf east of the bridge to Paul Revere Park, which is west of the bridge. This is the Marriott Residence Inn. There are floating docks at the Constitution Marina and some people stay there all year round. There are lots of stakeholders in the project.

This section here shows the swing span that use to turn. The center bay closed in 2003. The east bay carries two lanes north bound and the west bay carries two lanes south bound. There are sidewalks but currently no provisions for cyclists. These are the approach spans on each side of swing spans. The center is closed; the width of the closure varies to meet the median.

Besides traffic, pedestrians, and bicycles that use the bridge, there are many utilities that have to be accommodated during construction. These are 115 kilovolt high pressure fluid filled transmission lines that can't be moved at all and must be held in place during construction. The new supports from the new bridge have to match their location. There is a 36 inch gas main that is a little easier to move and an eight inch water pipe that you see now on the east sidewalk. There are conduits tied to the east railing connecting to the conduits for the traffic signals and then there are three fiber optic conduits. Eversource has electrical ducts at two locations and the MBTA has some power conduits on the bridge as well. Those are just some of the constraints and stakeholders in this project.

In order to minimize the traffic impacts during construction, our first goal is to get the utilities out of the way. The only place we can support utilities in place is over the transmission lines since they can't be moved. So first our first goal is to move all utilities to the west sidewalk. We'll then close the west sidewalk, build a temporary utility and pedestrian bridge and move the utilities all to that west side. Before we impact traffic, we will work from below and build additional supports under the west bay for the next phase. We will also erect a temporary vehicular bridge off to the side or on a barge that can be lifted into place. Here you can see the temporary bridges over the west sidewalk.

Using accelerated techniques, we'll pick a critical time to close the east bay and remove that portion of the bridge, the east span and swing bay, and drop the temporary bridge in place. During this phase, we have room for two lanes. Either one lane northbound and one lane southbound or two lanes southbound and detouring the northbound traffic. This is a possible detour for the northbound traffic; it's about a mile and a half long.

Q: Name Not Given (NNG): Could you go back and show the detour a little longer?

Q: PJ: And the timeline?

A: ED: We're planning for 2 or 3 weeks. It's a short-term closure we can do with accelerated techniques. Because the center bay is closed and the truss is built in three parts, we'd like to build the bridge in halves for the majority of the duration of construction.

C: ED: Here you see the temporary bridge that gets dropped in place over the main span. We can accommodate two lanes into the city southbound and one lane north bound and also we can have both sidewalks reopened. We can demolish the existing bridge for the whole length of bridge, construct our new west half of new bridge and also do repairs to the warehouse and Water Street Bridge.

Here you see the newly constructed west half of the bridge, the temporary utility and pedestrian bridges are still open, and we would shift traffic to new the bridge while still accommodation two lanes southbound, one lane northbound. We would demolish the temporary vehicular bridge, demolish the east half of the bridge and construct the east half of our proposed bridge, as well as do the approach.

Here you see the east half of the proposed bridge is constructed. There are still connections to do. We can move utilities to where they're supposed to be. The next step is to close the west sidewalk, remove the temporary bridge that was for pedestrians and utilities in order to build the west sidewalk over the harbor and do some of that median work as well. Finishing the stage is to extend the west sidewalk and bike lane to the intersection.

For the final condition of the bridge we have two lanes northbound, two lanes southbound, separated bike lanes on each side, and sidewalks on each side.

The right of way impacts are proposed temporary easements as well as construction access permits for parks. Lovejoy Place is a private way; there is a temporary easement. The retaining wall here holds the sidewalk about eight feet above Lovejoy Place; the contractor will need access to go down to the water and masonry wall and replace the sidewalk and pedestrian railing. The Converse building and Lovejoy Wharf will have temporary easements to maintain access and construct our bridge that is right against their building and the wharf. The Prince Street Park would have a construction access permit to allow the contractor to go along the retaining wall; they would need to re-mortar the masonry joints and replace the sidewalk and railing.

This area is shown for the walkway that goes under the bridge and improvements to that. The grey shows the permanent easement or city layout where the bridge is wider over the harbor. The tan area is the Boston Inner Harbor temporary easement to build new fender system and have contractor access via barge along each side of the bridge. This is Paul Revere Park. Here is another enclosure wall for the warehouse spans with contractor access again. Here are the floating docks for the Constitution Marina. We'd like to have contractor access to the east half of bridge. Continuing along Paul Revere Park, at 1 Chelsea Street there is another retaining wall. There will be another temporary easement to add a retaining wall and construct the back of the sidewalk.

The current fender system and navigation channel; this is the existing pier. It's about 75 feet in diameter which is how the locks were built to line up with the existing bridge. There's a 40 foot lock which is the main commercial lock. These are two smaller locks are about 22 feet wide. There are two separate channels underneath the bridge and the vertical clearance 22.4 feet to the median high water. We've been working with DCR to layout the proposed fender system. This one has to extend beyond the bridge because it's a fender system but also a training wall to guide the flow of the discharge pumps.

The new navigation channel will be 141 feet wide at the east side and we're proposing that be split into two channels to guide the vessels into either the 40 foot locker or the two 22 foot lockers. We can maintain the vertical clearance for the center 80 feet of the channel but the transmission lines prevent increasing clearance. I think that is it for hard stuff. I'll give it back to Mike.

C: MOD: Thank you very much, Ed. We appreciate that. The architects get to start with the sugar and then the engineers get to follow up with all the salt. We fully expect construction will take about three years. That is with the implementation of as many acceleration methods as possible. We are here tonight to receive your comments and criticisms; it's an opportunity tonight for us to hear the public

and try and address your comments. These drawings are just preliminary- a lot of work still needs to be ironed out as we go through the design and the permitting process.

Are there any elected representatives or officials here that would like to speak? This is your opportunity. Then we'll open it to the public. I will bring the mic to you and I would ask that you state your name, affiliation and if you're an abutter, and then ask your questions because Joe is up here making the transcript. Hopefully you've received a copy of the brochure. If you didn't, I will bring it to you. With that, there is a mail-in comment letter. It will go to the Chief Engineer, Patricia Leavenworth, and will be forwarded to me. If you want to speak please raise your hand.

Question & Answer

Q: Jane Forrestal (JF): I live in this building. I'm the vice president of the Downtown North Association, and I work in this neighborhood. My first concern is that the Converse is in the West End and the people who live in the Strada Building next door; just a clarification. Secondly, I know this is a City bridge. I want to know how your construction schedule fits into the construction on Causeway Street. How will that all work together and how much disruption are we to expect?

A: PJ: Thankfully, the Connect Historic Boston project is also a Public Works project and Causeway is a part of that. We are extremely eager to finish that project before this one starts because otherwise it becomes very awkward for us to manage projects of this nature and we don't want to you to be subjected to that. Even though this Public Works project will be handled by DOT, by summer of 2017 the Causeway project should be finished. The Commissioner and everyone have no desire to extend or prolong anything beyond what's needed. Patience is not one of my virtues; we want to get in and get out as soon as possible. How much time do we have?

A: MOD: We have as much time as the public would like to take to respond to their comments.

A: PJ: There is nothing to gain by extending the time frame for which the bridge is going to be under construction. Most of the slides we have shown have two lanes going in and one lane going out. Construction will be about three years, which is a long time. So how can you motivate a contractor to get in and out quickly? They ask us to close the whole bridge. That's also not great. What they need to do is a dialogue with us. If we close the bridge for a certain amount of time, how much does that allow the contractor to push ahead with the schedule? That's an open dialogue where at strategic points of time it may be advantageous to close or keep the bridge open. Maybe a long weekend in the summer to allow the contractor to gain some serious ground on the work is possible.

C: JF: I hope you're here at the end of a game, when you see what happens at the end of a game.

C: PJ: Yes, it's quite a crowd when the games end. It's the beauty of our city. But hopefully we can get in and out as quickly as possible. This bridge is in need of attention. What we're fearful of is getting notification that the bridge will not maintain its functionality.

C: Diana Nolan (DN): I'm the Campus Manager for MGH Health Professions. This is my first time because I don't live in Boston but I work for MGH Health Professions which is a graduate college for master and doctoral programs.

The bridge is great and aesthetically beautiful and very functional; my issue is transportation for my students. Our five year project is to expand substantially in the yard but this will hinder our ability to recruit students. It's already hard to get in and out of the Yard. Typically, on a good day it would take about ten minutes to get from the Yard to North Station. Since construction started at Sullivan Square and around there, it's been taking an hour to get to the station. We have a lot of clients that we serve, we provide over \$1 million in free health care services and we have a lot of clients that use The Ride. We have students who have to drive and then go to clinical sites. This is wreaking havoc. I've been trying to find alternatives for transportation for the employees and students which is how I accidentally came across this and emailed Mr. O'Dowd. I'm here representing the institute, but also one of the directors of the Friends of the Charlestown Navy Yard- our concerns are similar.

Are you taking into consideration the added traffic from the Casino? It doesn't seem like four lanes total traffic addresses current needs because at the end where Chelsea and Rutherford are, you have four lanes that go down to two or three. You're going down to two lanes each way when actually we'll need more than that. With the growth in the Yard, including a hotel, condos, and Spaulding Rehabilitation, that doesn't seem to be addressing future needs.

Back when we moved to the Yard, Lovejoy Wharf did have a water shuttle but because of a lack of need at the time, it was discontinued. Could a survey be done to see who would use a water shuttle? We have a tremendous amount of people coming from North Station to the Yard and that bridge is the only way. We could consider water service along the different docks. If you're putting together a project of this magnitude, there should be some money budgeted for alternative transportation. In your letter here it said a temporary inconvenience. This is not a temporary inconvenience. This has the potential to affect our bottom line and people's jobs and the care of the people we provide services for. Sorry to take up so much time.

C: PJ: Thank you so much. I acknowledge your thoughts. I don't want us to lose sight of the fact that this bridge is just a few steps away from being closed. If that happens, no one gets to go over the bridge. That means we have to replace it efficiently and quickly. It won't be fun for everyone. You will never find me saying things like that. The project has an allotment of money to do this bridge as we have seen but does not have the resources to do a water shuttle study.

You have brought forward broader issues that are extremely valid but I want to stress that to integrate those needs into this project may not be the right way to go forward. This project needs to happen; I'm concerned with every passing week that we're not under construction. I'm happy to share all the gory details about the condition of the bridge right now. It's a timeline issue.

C: DN: I understand.

Q: Louise Thomas (LT): My name is Louise Thomas and I live here in the West End. I am a member of the West End Civic Association. And I'm on the Leverett Circle Pedestrian Committee. I have a couple

things. First, to answer your question, I believe that Lovejoy Wharf is thinking seriously about a water shuttle. But Michael and Miguel, as you both know, the Leverett Circle pedestrian bridge is part of the Big Dig mitigation. Is that going to be done before or after this project? If it's going to be done after this project, I might as well forget about it.

A: MOD: What I can tell you Louise is that the DOT is at a very similar stage of the design process for the Leverett pedestrian bridge as we are at North Washington Street- about 25%. We are in a position to conduct a design public hearing, probably in January or February, as long as we can get the notifications out. There a number of projects on parallel tracks for advertising with the same duration and time frame as the North Washington Street Bridge. DOT and City of Boston are evaluating the implications of having all these projects ongoing at the same time. You're all aware of the Longfellow. We're also talking about the Leverett pedestrian bridge, a parking garage on Soldier's Field Road, North Washington Street and also the Sumner Tunnel.

I won't commit to an order. There is a potential for these projects to run concurrently. That is a possibility. We have a \$112 million that has been programmed into the TIP for 2017. We need to continue to advance this so that we don't miss out on the opportunity to advance this. As far as the pedestrian bridge goes, which MassDOT has spoken about with you, your colleagues and your friends, we are continuing to advance the design of the project.

C: LT: That's been going on for many years now.

C: PJ: That is a very important point- the future impact of traffic. The best way for me to address that type of concern, because it has been raised, is to tell you that today the bridge surface has two lanes coming in and two lanes out. The city has made a modal choice to allocate a certain amount of space to cyclists. That vision or objective is germane to the city to shift modality. That's what we're hoping for. If it turns out that no one is cycling, we could add an additional lane. Here's what we have done- the bottom of the bridge is structured so that the top part of the bridge can be reprogrammed without much pain.

C: Peter Davidoff (PD): My name is Peter Davidoff and my business partner here is Tom Cox. We own the Constitution Marina. We would like to thank you for holding these meetings and allowing us to speak. As one of the closest neighbors to the bridge replacement, we'd like you to know we're in favor of the replacement. We like the design and think it's a good project. The new bridge will continue the redevelopment of Charlestown which has been happening over the last 20 years. The Marina moved here in the early 1970s and Tom and I bought it about 20 years ago. We continued through all the urban renewal. Then we were a 30 boat marina and now we're a 300 boat marina.

We increase general access to the public to the waterfront. We have a premier facility that promoted not only the waterfront but the development of projects around us. Our business is more than a marina. We have more than 150 people living at the marina year round. They are permanent residents. We want to continue to work here and keep our marina as a premier site. In 2006, Michigan State University conducted a study on the impact of marinas on the general surrounding community. In 2006 dollars, the Constitution Marina produces over \$6 million in local assets to the local community. That's

in everything from taxis, supermarkets, restaurants, and everything else. For every \$1 spent at Constitution Marina, \$4 or \$5 are spent in the local community.

Our major concern is with construction. We like the bridge but we're worried that this could also put us out of a business that we've built this up over the past 45 years. Not only the dockage issues, having people leave because of noise and inconvenience, but also the bays under the bridge that we use for critical infrastructure to keep the marina safe. I would like to give Tom the mic and he'll summarize some of our salient points.

C: Tom Cox (TC): Thanks Peter, my name is Tom Cox and I'm the other Constitution Marina owner. There are six takeaways we'd like MassDOT to consider regarding Constitution Marina and the construction of the North Washington Street Bridge. Constitution Marina is more than just a successful business but is also a residential community and should be treated as such. Constitution Marina and its residents will suffer irreparable damage if the noise levels and the dirt of construction are not contained. The use of the bays under the bridge is an integral and vital part of the marina operations. Losing access to the bays would be fatal to our facility. Most importantly, there is an opportunity to retain access and mitigate damages to shift usage of the five bays under bridge to facilitate the repairs to the bays during construction.

City engineers and bridge experts have stated that the work will be done in one shift and will not include evenings or weekends. This constraints needs to be included in the contracts for construction. There needs to be specific language protecting the Marina and it's residents from damages and there need to be consequences. There needs to be well defined avenues of communication between all stakeholders, the abutters, contractors, city engineers, Boston Public Works and MassDOT. Work would not include evening or weekend- needs to be included in contract. Thank you for allowing us this time.

C: PJ: Thank you for being here. We will continue to engage in a constructive dialogue as we move through this project.

C: Julie Wormser (JW): I'm Julie Wormer and I'm the executive director with the Boston Harbor Association. Peter and Tom talked about the issue I'm concerned with. I think it's a beautiful bridge. I'm sad we lost Northern Ave Bridge so I'm glad you're on top of this one. My concern is totally about the Marina. I've been in contact with Peter and Tom and it sounds like there are some doable solutions to work with them so I would love to see your commitment to making this work. My organization and I personally really value waterfront business. Because it's a recreational marina, people really will leave if it's too loud. I would like to see that protected.

C: PJ: Please one question from each side.

Q: Bruce Berman (BB): Thank you for doing so much to open lines of communication within the community and for your outreach so far. My name is Bruce Berman and I'm the director of strategy, communications and programs at Save the Harbor Save the Bay. I am one of the longest customers living of Constitution Marina. I have to say that over the past 25 years, I've brought more than 2,500 people out to enjoy the harbor from the Marina. I think everyone understands how important boats are.

I want to echo Julie's comments. The Marina is an extremely important water source. You have indicated that there are a number of ways that you can help mitigate the impacts on their business. That's important.

That being said, I would like to call out some other opportunities. You have a list of all permits you need. I understand that this is Massachusetts and you work for Boston and you're going to do a first rate job and comply. Is there a way as you move forward to let the public and advocates know what part of the process you're in so we can make helpful comments to the decision making entities? Whether its shad, smelt, striped bass, or herring, those are resources that belong to everyone in the Commonwealth. You understand that you have a responsibility to phase and manage construction to mitigate those impacts.

What a great idea to have static 20th century signs, but maybe we could be more interactive in how you represent the panorama and the beauty. We had a mini-charrette and some planning done by some folks who work at Save the Harbor, our interns, who said maybe we could have a fish cam showing people how dramatic it is down there. There are schools of striped bass. It's an extraordinary place and a remarkable opportunity. DCR can tell you why you might have to move the overlooks so they don't interfere with navigation. This isn't the only opportunity for public comment, is it? This is the 25% hearing?

A: MOD: No it is not. We will come to you several times before moving to construction, around April of 2017.

A: PJ: In most of our renderings, the Marina is one of the beautiful aspects. The trick is how we optimize a variety of elements and get this project done so that it makes sense and is not at the expense at one party. We need your cooperation, input and ingenuity. Sometimes ideas germinate something spectacular. I beg you to participate.

This is in a very interesting location with many opportunities but I don't want to overstate what can be done. Imagine how challenging it's going to be to throw a tree on a bridge? People think I've lost my senses. So we need the private sector's partnership, their resources, their know-how, their expertise, their personality. As much as you advocate for nicer features, we need you to be equally passionate about helping us to find those partnerships. Otherwise this can be something that could be mediocre and not what Boston needs.

C: BB: I appreciate that. What I really want to hear is you make that commitment.

C: PJ: I don't want to be irresponsible. It's not my style. But what I'm saying is we want partnerships.

C: John Allen (JA): I'm John Allen, I'm a member of the Waltham Bicycle Committee and on the board of directors for the Charles River Wheelman Bicycle Club and longtime bicycle advocate, but I am speaking for myself tonight. This is a very nice looking bridge. This is a place where separated bike lanes could work. But this is not being designed as a city street, it's an expressway. There are no destinations on either side. That makes this kind of bikeway less problematic than it could be elsewhere. However, there are some issues.

I see it is seven feet wide behind a curb- how do you handle snow removal? What's going to happen with drainage and ice? These are not a question of the fundamental design but some details. There are issues with connections at both ends. You have a different kind of connection at either end. At the south end, where you have the bike lane which goes out straight ahead to the right turn lane, that is going to facilitate bicyclists making left turns or go straight through without conflicting. However, I heard the word "protected" used, going up all the way to the intersection. But then bicyclists have to cross four lanes of traffic to get anywhere except to turn right. I'd like to see a traffic study that takes cyclists into account and delays due to not having good connections under the bridge at both ends so these separate bike lanes lead somewhere so less experienced riders don't have to go out into intersections. You have the Harbor Walk and the street that goes under bridge. These could provide connections where you could avoid going through intersections.

A: PJ: Thank you.

Q: Harry Ostrander (HO): My name is Harry Ostrander. I'm a resident of Charlestown and have kids going to school in North End so I spend a lot of time crossing that bridge. The bridge looks beautiful; it's a big improvement. My main concern is the timeline of the project. It's obviously very complicated but we should try and make it as short as possible. Another is the width of the bridge. I don't think four lanes are going to do it with all the development going on at Assembly Row, the casino in Everett and more units going in at Cambridge and Charlestown. Finally, what coordination is being done with this project and what's going to be done in Sullivan Square?

C: PJ: Thank you for your comments.

Q: Alison Frazee (AF): I'm Alison Frazee and I'm the director of advocacy for the Boston Preservation Alliance. Before I can comment on the loss of this historic bridge, I just want to confirm whether we have lost the historic Northern Avenue Bridge? It was my understanding that we were working towards restoration of that bridge rather than an approach like this.

A: PJ: This is a conversation about the North Washington Street Bridge. Can you state your question?

Q: AF: I know, that but this is the loss of a historic bridge like the Northern Avenue Bridge and before I submit comments on this bridge, I'd like to know what is happening with that bridge. Someone commented that it is being lost. Is that true?

A: NNG: It's closed.

Q: AF: Correct. So we're still pursuing the restoration of that bridge rather than replacement?

A: NNG: I don't think so...it's in terrible shape.

A: PJ: I am happy to discuss anything and all regarding the North Washington Street Bridge but I don't want to comment on that.

C: AF: Ok, thank you.

C: Linda Hiran (LH): Hi, my name is Linda Hiran. I was a long time resident of Charlestown and I still work in Charlestown. I have that commute from North Station if I so choose. This week, there are six events at TD Garden. If there's an event, the traffic backs up so far and for so long that you can expect it will take you one hour to one hour and 45 minutes to traverse one mile. It's not the dead of winter- if you're able- you can walk in 15-20 min. Once you start construction, I would ask you pay attention to do as much as possible during off season time. In addition to having less people in the city, there are fewer events at TD Garden, so coordinate the schedule with times when things are less busy.

More importantly, as a pedestrian who has traversed that bridge my entire adult life, it's my favorite bridge. If you put a lot of trees and whatnot and expand it to 20 feet, I would be very reluctant to cross that bridge during off-peak hours, not knowing what's hiding behind a tree. Right now I can see the entire span and know whether there's no one on the bridge or two guys fishing off the bridge. At night, there's no way to keep that clear.

I would echo concern about clearing with furniture and trees- snow clearance becomes an issue. The grate right now doesn't work for horses and whatnot but if you have a solid surface it becomes a major issue with clearing the bridge 12 months a year.

C: Andy Monat (AM): Hi, my name is Andy Monat, I'm with Transit Matters. I'd like to speak for the around 20,000 people a day who go by bus, which no one has mentioned. A lot of them live in Chelsea and take the 111 Bus. On the way over, I was stuck in traffic on this bridge. I think it's great that the City recognizes that we should have a more equitable distribution of space including cycle tracks. But we should have dedicated bus lanes, both ways.

Bus riders are nearly half the volume of bridge users at the moment and even though they're taking up less space, they get stuck in traffic like everyone else. This could also help MGH's issues where it's difficult for people to get from downtown. With a dedicated bus lane, their shuttles could run there. The number of people you can fit through a car lane is only about 1,000 an hour and we're running buses I think every two or three minutes between the 111, 93 and other buses. You can fit many more in a single lane in a single dedicated bus lane. That's going to make a big difference. People talking about more car traffic; the way you get more car traffic is to build more car lanes. Houston has a 26 lane highway and the traffic is exactly as bad as it was before. What we need instead is easy alternatives, cycling, walking and bus with dedicated lanes and transit priority. Thank you³.

C: Mark Tedrow (MT): I'm Mark Tedrow and I'm a resident of Roslindale. I'm with Livable Streets Alliance. I really like the protected bike lanes. I think John and the lady here have raised some very valid concerns about bike lanes on the bridge. My main concern is southbound on the bridge when you get to Keany Square. Everybody, from toddlers to the elderly, can ride on cycle tracks over the bridge, but once they get to the end, there are few people who would be comfortable crossing Keany Square. I realize it's out of the scope but it should be considered.

C: MOD: There was a very important question brought up by the Boston Preservation Alliance about the historic integrity and importance of the structure to the City of Boston. I wanted to give Ed, who is the

³ At this point, there was scattered applause.

structural engineer on the project, a chance to talk about what efforts were taken to retain and restore this bridge.

- C: ED: This project started 13 years ago as a rehabilitation effort. We went through a study and inspection.
- C: PJ: Does everyone know what we mean by rehabilitation? It means you're just fixing parts of the bridge instead of the whole bridge.
- C: EB: So we did a rehabilitation study to make sure we were spending public money the right way. We did a thorough inspection of the bridge. MassDOT does inspections every two years and on this bridge every six months because of the amount of deterioration. Para gets letters telling him to fix the bridge or close it and we end up spending \$4-\$5 million a year. We went through the process and then sent it to state review; we could have restored historic features like the girders, or main truss features. It was determined that it was too far gone to save the bridge. Rehabilitation projects get so much more expensive as you go. Through our inspection it was determined that the granite piers were scoured and undermined. They're on timber piling. You can see right through them in some places. We did a type study which is what you've seen. It was decided to replace the bridge, because it was too far gone. I get to go out to the bridge personally for inspections, and it's amazing the rate of deterioration. The rate of decay is really exponential.
- C: PJ: I'll bring the mic back up front, you've been very patient.
- C: Ivy St. John (IS): My name is Ivy St. John and I'm here representing the Charlestown Waterfront Coalition. I want to speak to the importance of Constitution Marina to our community and the importance of the storage space they use. I'm hopeful you can work out a way to accommodate your needs and the Marina's needs. We feel very strongly about this marina. It has been well run and welcoming to the community. We're very privileged to have two terrific marinas making this waterfront exciting.
- I do remember this bridge. When I first move to Charlestown in 1973, we would screech around Causeway Street and I could smell Stop and Shop's bread baking. I'll miss it.
- C: MOD: DOT will be responsible for fielding all of the complaints and criticism; it will not be painless. We'll beg for your indulgence and patience. We'll do our best to minimize any impacts to the local business, especially Constitution Marina, but there will be some pain shared by everyone, whether cyclists, pedestrians, boaters, or motorists.
- C: Andrew Farnitano (AF): I'm Andrew Farnitano. I'm a Boston resident and member of Livable Streets Alliance. I think you've done a great job on design especially the way you're keeping in mind the Zakim Bridge and creating a truly multimodal bridge. I'd like to encourage thinking about connections on either side of the bridge and between neighborhoods. Keep it safe so kids and elderly people can walk and cycle safely. I'd like to urge you to put bus dedicated lanes to reduce congestion. Get businesses that have a lot of workers commuting from North Station to use shuttle buses to speed the MBTA buses

so more people are using those instead of getting in their own car. That would be the best way to reduce congestion.

- C: John Ramos (JR): Thank you, my name is John Ramos. I'm a former resident of Charlestown. I want to reiterate what everyone is saying about dedicated bus lanes. They're imperative. Not only for end result of the project but especially during construction when lanes are limited. We have to prioritize how we Move people in and out of the city and buses are high occupancy vehicles and are much more efficient. I want to compliment the bridge design; aesthetically it's very nice. I appreciate separated bicycle lanes throughout the length of the bridge. It does fall apart a bit on Boston side- you enter a mixing zone right before Causeway Street. That absolutely has to change but all in all this looks like a fantastic project and I'm excited for the future.
- C: Doug Johnson (DJ): My name is Doug. I work for the Boston Cyclists Union. Thank you for the design of this bridge, I think it's beautiful and I appreciate the protected bike lanes. My main concern is where the bridge intersects with Causeway Street. I see you have a mixing zone there with the bike lanes to the left of the right turn lane. I think there's going to be a lot of conflict between bikes and cars there and I don't really see any reason why you couldn't extend the protected bike lane all the way to the intersection and have a protected intersection. The City of Boston is going to do that on Commonwealth Avenue over in Allston and I think it would be appropriate for this design.
- C: Jeremy Mendleson (JM): Jeremy Mendleson with Transit Matters. Some people have already said things I want to address. I'm happy and encouraged that this project is starting from a much better place than a lot of previous projects we've seen. I'm happy to hear much more attention to non-motorized modes of travel.

Buses have been talked about now. I want to share a couple perspectives. I think traditional thinking is that buses are a vehicle where one bus is the same as one car. But a bus carries 50 people which is more than the number of cars that could stretch along the length of the bridge. I encourage you to think of moving people and not vehicles. I used to work for a delivery company and I would sit in traffic on Chelsea Street and yes it would take an hour. Bus lanes provide alternatives for MBTA riders. Most riders, as Andy mentioned, are on 93 and 111 serving Chelsea, which is an environmental justice community. They have one of the longest trips to downtown in the region even though they're only 2 or 3 miles away partly because of traffic. In order to make shuttles and buses useful, you need to make connections. Speed and reliability is so important. Nothing is worse than missing your train by a minute.

MassDOT has mode shift and greenhouse gas reduction goals and a Complete Streets vision as well. The recent report from MassPIRG shows that even a 1% decrease in car traffic can have great benefits for the region. CTPS has identified this corridor as a priority bus corridor in the City. What I'd like to see is bus lanes in both directions; we know it can be done. Outbound is basically a speedway anyway. We're happy to work with you on this. We also need signal prioritization on both ends. During construction, whatever you can possibly do, enforcement and otherwise, to accommodate buses. Look at increasing commuter rail to Chelsea. Thanks for doing this, feel free to reach out, and I'm happy to follow up.

C: PJ: Thank you for your comments.

C: Jeff Dietrich (JD): Jeff Dietrich. I work at Livable Streets and I am also a resident of Charlestown. I would like to reiterate everything that's been said here at the back of the room. It's an incredible idea. I think it's a beautiful and visionary bridge. I want to say as a resident I have not been able to safely cross that bridge on a bike ever in my time living in the City so I'm grateful that this is going to happen. I also take the bus regularly and I would love to be able to go across this bridge without sitting in traffic for 20 minutes or to come to this meeting from Cambridge on a private shuttle and whiz through it instead of sitting there. Thank you, it's a beautiful bridge, I look forward to working with all of you.

C: Ari Ofsevit (AO): I think that this is great. It's great to start with having good pedestrian and cycling facilities. There are 40,000 bus users on the bridge accounting for less than 2% of the vehicles. There's room. With 12 foot lanes, it's just going to encourage people to go faster. With 10 foot lanes, we could accommodate a bus lane, saving a million hours of time for bus riders throughout the year. We're looking at improvements for MBTA operations so MBTA will be able to save time. So instead of sitting in traffic, buses can make more runs, collect more fares and reduce their operation costs. If we don't build transit priority on this bridge it will be a failure. The Orange Line used to be on top and now the Orange Line is at capacity but there's a lot of development happening in Charlestown.

C: MOD: Thanks, Ari.

C: Nathaniel Cabral-Curtis (NCC): See you tomorrow, Ari.

Q: Paul Kafasis (PF): My name is Paul Kafasis. I live in the North End and just have a couple quick questions. You talked about changing the walkway under bridge- will that be closed for some portion of time? Given that it's just been reopened.

A: PJ: When we reconstruct it, it will have to be closed.

Q: PK: Is there a timeline on that?

A: PJ: Don't know when but we want to lift it so you can use it without getting your feet wet.

C: JF: One point that people haven't picked up on yet- everyone's talking about new construction and what's happening at Assembly Square and everything. We have over 1,000 housing units being built right around here and in the West End so we've got a lot more residents coming into the area. According to statistics, only half will have cars. We'll see if that's true, but we will have at least 1,000 new units and if you figure at least two people per unit, there's lot of people moving in within the next ten years.

C: PJ: It's a little past 8:30 and if there are no more questions, we'll wrap up. You can write down anything else and send it us to. Let me thank you for being here tonight. Please go home safety.

Appendix 1: Meeting Attendees

First Name	Last Name	Affiliation
John	Allen	Waltham Bicycle Committee
Edward	Baumann	Alfred Benesch & Co.
Bruce	Berman	Save the Harbor
Amy	Branre	Resident
Victor	Brogna	NEWRA
Nathaniel	Cabral-Curtis	HSH
Matt	Card	Alfred Benesch & Co.
Kuck	Chiang	MassDOT
Brian	Comeau	Tudor Wharf Residence Inn
Matt	Conti	NorthEndWaterfront.com
Tom	Cox	Constitution Marina
Peter	Davidoff	Constitution Marina
Jeff	Dietrich	Livable Streets
Caitlin	Duffy	Office of Representative Livingstone
Andrew	Famitano	Resident
Jane	Forrestall	WEP
Alison	Fraze	Boston Preservation Alliance
Jim	Gillooly	BTD
William	Gode	DCR- Flood Control
Arcady	Goldmints-Orlov	Bus Commuter
Karl	Haglund	DCR- Flood Control
Scott	Hammy	MassDOT
Yolande	Haydon	Strada 234
Para	Jayasinghe	BPW
Kurt	Jergensen	MassDOT
Doug	Johnson	Boston Cyclists Union
Paul	Kafasis	Resident
Jim	Kersten	MassDOT
Bill	Lamb	CDS
Daniel	McCormack	Alfred Benesch & Co.
Anne	McGinnan	
Jeremy	Mendelson	TransitMatters
Andy	Monat	TransitMatters

Diane	Nolan	MGH Institute of Health Professionals
Ari	Ofsevit	Livable Streets
Mike	Ohrenberger	Alfred Benesch & Co.
Harry	Ostrander	
John	Ramos	Southie Bikes
Lugardy	Raymond	COB Environmental Dept.
Peeyuch	Rohela	Alfred Benesch & Co.
Representative Dan	Ryan	MA House of Representatives
Stefanie	Seskin	BTD
Craig	Sheehan	MassDOT
Jeffrey	Shrimpton	MassDOT
Ivey	St. John	CWS/RA/SS
Pete	Stidman	HSH
Pete	Sutton	MassDOT
Jane	Talle	Resident
Mark	Tedrow	Livable Streets
Louise	Thomas	WECA
Michael	Trepanier	MassDOT
Kathy	Tullberg	
Sven	Tullberg	
Zachary	Veaner	MassDOT
John	Vitagliano	Seagull Consulting
Scott	White	USCG
Julie	Wormser	The Boston Harbor Association
Sheila	Yancy	MassDOT

Appendix 2: Comments Received⁴

Charlestown Waterfront Coalition
P.O. Box 290533
Charlestown, Massachusetts 02129

Thomas Tinlin
Highway Administrator
Patricia Leavenworth, P.E.
Chief Engineer
Massachusetts Department of Transportation
Highway Division
10 Park Plaza
Boston MA 02116

Attn: Bridge Project Management, Project File #604173

Dear Mr. Tinlin & Ms. Leavenworth,

December 16th 2015

The Charlestown Waterfront Coalition's mission is to protect, preserve and enhance the community's access to and enjoyment of the Charlestown Waterfront, including the Mystic River, the harbor and the Charles River Lower Basin Parks. We have advocated for community driven development which strengthens and safeguards extensive public access to and use of our waterfront.

The Constitution Marina has been a very important part of our waterfront for 45 years, bringing life, vitality and the public to the Charlestown shoreline. The management has always been forthcoming and generous in allowing the community use of its amenities. Some of our grandchildren have enjoyed splashing in the pool, and others have enjoyed small parties on the marina veranda.

But of far more importance, the Constitution Marina offers sometimes exciting, often beautiful sights for residents and visitors along a significant section of our harborwalk. Innumerable sail and powerboats provide a kaleidoscope of interesting sights and vistas, all the more enjoyable because of their variety.

The Charlestown Waterfront Coalition strongly supports their request for continued storage space under the new Charlestown Bridge. It is that existing storage space which allows the Marina to operate in what is a very cramped area. The Marriott, the harborwalk, and the existing pier which runs parallel to the Charlestown Bridge, create handsome barriers, but inhibit the behind the scenes operational activities. Thus the storage bays provide critical maneuverability and accessibility, allowing the running of a very organized but congested operation.

And finally, we ask DOT to impose on all contractors very thoughtfully developed conditions and requirements to protect and foster a satisfactory environment for the residential communities living at the Marriott and the Constitution Marina. Critical to this end is noise, dust, and pollution control.

⁴ For purposes of accessibility, comments have been transcribed from their original handwritten format.

We urge the Department of Transportation, Highway Division to look favorably on the Constitution Marina's request for the new bridge design in which storage bays are included. The Marina is a major and much admired part of Charlestown and its shoreline, and we definitely want it to stay in Charlestown.

Sincerely,


CWC Steering Committee

(Comment Sheet)

How will the anticipated delay in the Longfellow Bridge project (end of 2018) impact this project?

How will local residents be alerted to the "intermittent or planned closures" and how much notice will be given?

Are there going to be additional attempts to minimize fishing and the consistent mess from this activity?

How will local residents be alerted to night work?

Please recognize that residents of 234 Strada are stakeholders – the Building Manager, Matt Gallant, is happy to disseminate information, as is the building's Communication and Community Committee, of which I am a co-chair.

Name:

[REDACTED]

Organization: Strada234

Address:

[REDACTED]

Constitution Marina
28 Constitution Road, Boston MA 02129 | 617-241-9640 | Fax: 617-242-3013

Patricia Leavenworth, P.E., Chief Engineer
MassDOT
10 Park Plaza,
Boston MA 02116

ATTN: Bridge Project Management, Project File No. 604173 – North Washington Street Bridge, Boston, MA

Re: Oral Statement from Constitution Marina - [REDACTED]

- My name is [REDACTED] & my business partner [REDACTED], we own Constitution Marina in Charlestown
- We would like to thank you for holding this meeting and allowing us to speak.
- As the closest neighbor to the bridge replacement work, we would like you to know that we are in favor of this bridge replacement. The new bridge continues the redevelopment that has taken place in Charlestown over the past 20+ years.
- This marina was started by my father [REDACTED] & [REDACTED] in the 1960's and moved to Charlestown in the early 1970's due to urban renew of Boston's waterfront.
- We were a small 30-boat marina in those days. Today 45-years later, we are a 300-boat marina servicing the general public access to the waterfront. We have been a premier marine facility which has helped promote development of Charlestown's waterfront over the last 45-years.
- Our business is more than a marina; we also have a residential component. Our customers also include in excess of 150-people who live on their boats year round.
- [REDACTED] and I purchased the marina from my father almost 20-years ago and have improved the publics access to the waterfront as well as being an economic engine for Charlestown and all of Boston
- In 2006, Michigan State University completed a study that determines the economic impact of marinas to their surrounding communities. This study in 2006 showed that Constitution Marina customers spend in excess of \$6 million in the surrounding communities, and for every dollar spent at the marina, \$4 - \$5 were spent in the community for every dollar spent at the marina.
- Our major concerns are the impact during the construction phase of the bridge which can easily destroy what we have built over the past 445-years. This not only includes dockage customers but also the loss of the bridge bays under the N. Washington St. Bridge which provides the critical infrastructure that allows us to operate safely.
- Now [REDACTED] will talk about our specific issues. Thank you.

Constitution Marina

28 Constitution Road, Boston MA 02129 | 617-241-9640 | Fax: 617-242-3013

Patricia Leavenworth, P.E., Chief Engineer

MassDOT

10 Park Plaza,

Boston MA 02116

ATTN: Bridge Project Management, Project File No. 604173 – North Washington Street Bridge, Boston, MA

Re: Oral Statement from Constitution Marina

██████████
Six takeaways we would like MassDOT to consider concerning Constitution Marina and the construction of the North Washington St Bridge:

1. Constitution Marina is more than just a successful business – it is also a residential community and should be treated as such.
2. Constitution Marina and its residents will suffer irreparable damage if the noise levels and dirt of construction are not contained.
3. The use of the bays under the bridge are an integral and vital part of the marina operations... losing access to the bays would prove fatal to our facility..... but, most important, there is an opportunity here to retain access for the marina, and build the bridge efficiently, and mitigate damages to the marina by shifting usage of the 5 bays under the bridge to facilitate the modest repairs contemplated for the bays during construction.
4. The City engineers and bridge experts have stated that the work will be done in one shift and not include evenings or weekends. This constraint needs to be included in the contracts for construction.
5. There needs to be specific language protecting the marina and its tenants from damages and there need to be consequences for same.
6. Finally, there needs to be a well-defined avenue of communications between all stakeholders: abutters, contractors, the City engineers, Boston Dept of Public Works, and MassDOT.

Thank you

(comment form)

The meeting notice on MassDOT website (and forwarded by WalkBoston) said the meeting started at 7:00pm. I arrived "early" at 6:50pm and the meeting was underway. Started at 6!

Does anyone read and check what's posted? Does anyone care? How does this happen?

Name:



Organization: resident

Charlestown Preservation Society Design Review Committee
PO Box 290201
Charlestown MA 02129

December 30, 2015

Patricia A. Leavenworth, P.W., Chief Engineer
MassDOT – Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Bridge Project management Section

Re: Design Public Hearing
North Washington Street Bridge Replacement Project, File No. 604173

Dear Ms. Leavenworth:

The Charlestown Preservation Society Design Review Committee (DRC), at its monthly meeting on 21 December, voiced support for the plans presented at the 16 December 2015 MassDOT Public Hearing for the North Washington Street Bridge Replacement.

We had seen earlier plans for the bridge that were presented to us at our monthly meeting in Charlestown on 23 February 2015. The updated presentation on 16 December contained new information about the structural and architectural design of the bridge, the layout of vehicular and bicycle lanes with adjacent pedestrian walkways, the under bridge pathways along the harbor's edge, interpretive signage, lighting, and the scheduling of construction. We will comment on the design at the midpoint of the bridge.

We understand that the existing bridge with its swing span is severely deteriorated both above and below the waterline and that immediate replacement is necessary to provide reliable access to Charlestown from downtown Boston. We will lose a significant bridge structure that was multi-modal in its day but we are pleased to learn that the existing steel and granite approach spans will be retained, thus retaining portions of the original 1898 structure that has served Charlestown for well over a century. We look forward to seeing designs showing how the existing approach structures will join with the new bridge.

The DRC strongly supports the idea of creating special places for pedestrians at the midpoint of the proposed bridge. However, we would like to see some further study of the proposed designs for these places as described here:

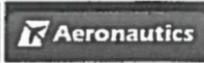
- Some of us believe that the strong arc-like profile of the lattice conveys an inaccurate impression of the bridge's actual structural system to which it bears no significant relationship. At street level an observer may be tempted to think the arches support the roadway. We would like to see the lattice design look less structural and more like a garden feature – albeit a large one. Perhaps additional references to the lattice design (along with the light pole design references) at each end, or along the length of the bridge, might reinforce the decorative aspect of the design, integrate it better into the overall design of the bridge, and reduce the likelihood of viewing it as a weak structural element.
- At sidewalk level the smoothly shaped seating elements shown in the renderings at the bump outs do not seem to relate to anything else in the design. They may also be skateboard friendly

and thus a hazard to pedestrians. Perhaps granite seating and planter elements in their place could reference the 1898 cultural context at each end of the bridge thus integrating the three sections of the bridge.

Thank you for your consideration of these matters. We appreciate your solicitation of public input at the hearing and ask for additional opportunities to comment in the future.

Sincerely,


Charlestown Preservation Society
Design Review Committee



Advertisements

Projects

Notice of a Public Hearing

A Design Public Hearing will be held by MassDOT to discuss the North Washington Street Bridge Replacement Project (aka The Charlestown Bridge) over the Inner Boston Harbor, in the City of Boston, MA.

WHERE: The West End Museum
150 Staniford Street
Boston, MA 02114

WHEN: wednesday December 16, 2015
at 7:00 P.M.

PROJECT#: 604173

PURPOSE: The purpose of this meeting is to provide the public with the opportunity to become fully acquainted with the replacement of the North Washington Street Bridge. The meeting will also provide information regarding the next phase of project development including public involvement efforts. All views and comments made at the meeting will be reviewed and considered to the maximum extent possible.

PROPOSAL: The proposed bridge superstructure consists of a continuous trapezoidal steel box girder design with cantilevered sidewalks and architectural steel trellis at midspan. The proposed bridge substructure consists of five new reinforced concrete piers with four concrete V's on each of the piers. With a decrease in the number of piers the navigation channel will be modified from 1-40' and 1-56' channels to one channel approximately 141 feet wide, unobstructed. The proposed North Washington Street roadway section on the bridge will provide 4 lanes (2 in each direction) of vehicular traffic with 4' outside shoulders. In addition, dedicated (one directional) Cycle Tracks are proposed on each side of the bridge as well as extra wide sidewalks with viewing areas at the middle of the bridge, which spans over the main channel of the Charles River (Boston Inner Harbor, segment ID MA70-02). The proposed bridge will provide a separation between vehicles and pedestrians through use of a barrier and architectural steel trellis.

Written views received by MassDOT subsequent to the date of this notice and up to five (5) days prior to the date of the meeting shall be displayed for public inspection and copying at the time and date listed above. Plans will be on display one-half hour before the meeting begins, with an engineer in attendance to answer questions regarding this project. A project handout will be made available on the MassDOT website listed below.

Written statements and other exhibits in place of, or in addition to, oral statements made at the Public Meeting regarding the proposed undertaking are to be submitted to Patricia Leavenworth, P.E., Chief Engineer, MassDOT, 10 Park Plaza, Boston, MA 02116, ATTN: Bridge Project Management, Project File No. 604173. Such submissions will also be accepted at the meeting. Mailed statements and exhibits intended for inclusion in the public meeting transcript must be postmarked within ten (10) business days of this Public Meeting. Project inquiries may be emailed to dot.feedback.highway@state.ma.us

This location is accessible to people with disabilities. MassDOT provides reasonable accommodations and/or language assistance free of charge upon request (including but not limited to interpreters in American Sign Language and languages other than English, open or closed captioning for videos, assistive listening devices and alternate material formats, such as audio tapes, Braille and large print), as available. For accommodation or language

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION
NOTICE OF A DESIGN PUBLIC HEARING
PROJECT FILE NO. 604173

A Design Public Hearing will be held by MassDOT to discuss the North Washington Street Bridge Replacement Project (aka The Charlestown Bridge) over the Inner Boston Harbor, in the City of Boston, MA.

WHERE: The West End Museum
150 Staniford Street
Boston, Massachusetts, 02114

WHEN: Wednesday, December 16, 2015 @ 6:30PM

PURPOSE: The purpose of this meeting is to provide the public with the opportunity to become fully acquainted with the replacement of the North Washington Street Bridge. The meeting will also provide information regarding the next phase of project development including public involvement efforts. All views and comments made at the meeting will be reviewed and considered to the maximum extent possible.

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In case of inclement weather, hearing cancellation announcements will be posted on the internet at www.massdot.state.ma.us/highway

THOMAS J. TINLIN
HIGHWAY ADMINISTRATOR

PATRICIA LEAVENWORTH, P.E.
CHIEF ENGINEER

Hi there,

I attended the meeting on the North Washington St. Bridge held on December 16th, and I wanted to send my feedback via email.

First, I want to say that I very much appreciate the new designs, and I'm extremely eager to get this new bridge. If we could have exactly this tomorrow, I'd take it! I live near the edge of the North End, and drive, bike, run, and walk over this bridge probably 20-30 times a week. The current bridge is in very bad shape, and it's not pleasant for any of the aforementioned methods of getting across it.

As well, I love the design, and the design elements, from the reference to the Zakim to the lighting and more. The focus on biking and walking is very, very refreshing. As I mentioned, I drive across this bridge, but I also cross it by bike and on my feet. Having it be pleasant for all of those things is very desirable, and I'm glad the design accommodates this. As well, the Freedom Trail is an immensely important part of Boston, and the span which crosses the bridge is awful. Having that built into the design, with inlaid bricks, is perfect.

That said, there are a few things worth noting:

* From what I can see in the design, the ends of the bridge will not be tremendously accessible, except from the road itself. Having four ramps (for use by bikers and pedestrians) placed at both ends, and on both sides, of the bridge, would be phenomenal. I don't know how viable that is, but making it easier to get on and off the bridge, from either side of it, and on both ends of it, is something I think the current design lacks. On the Charlestown end, it's quite a detour to get to Water St. currently. I believe stairs are planned there, but that still means bikes will have difficulty getting around. On the Causeway end, the walkway under the bridge is rather out of the way (particularly on the east side of the bridge, where it's tucked behind the park), and again has stairs leading to Lovejoy Wharf.

Thanks to the North Bank Bridge, there's a lot of access to the Charles River waterfront. When the South Bank Bridge is built, there will be even more. But right now, the Washington St. Bridge design makes it more difficult than it should be to get down to the water level.

* Improving the walkway which runs under the bridge on the Causeway end is certainly desirable. However, this walkway just re-opened, and having it closed again for an extended period is rather inconvenient. Anything that can be done to minimize the downtime of this connection would most definitely be appreciated.

* Likewise, the tennis courts in the Prince Street park get quite a lot of use (I play there 2-3 times a week, and they're always busy in the summer). Avoiding and minimizing interruptions there will definitely be appreciated.

* Finally, I appreciate the requirement that the bridge stay open. As a resident, that seems essential, and I'm glad we won't ever lose access there, except for very brief periods. I'm sure it's well understood, but minimizing those full closings is very key. The proposed detour will be...well, hellish. I can't fathom how bad the traffic will get from that, if the Garden is in use.

Thank you for listening,



Boston, MA 02113