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RE: **Eighth Working Advisory Group (WAG) Meeting
Meeting Notes of August 17, 2011**

Overview & Executive Summary

On August 17, 2011, the Working Advisory Group (WAG) met to continue its role in the Casey Overpass Replacement Project Planning Study. This meeting is the third of four conducted by the WAG in preparation for the fourth public meeting, scheduled for September 13th, 2011 at the Boston English High School. The alternating schedule of WAG and public meetings serves to both brief the community and gather its questions and comments to inform the work of the WAG. The purpose of the WAG is to work through the many details associated with this project in a compressed timeframe that will allow the current Casey Overpass to be replaced with either an at-grade solution or a new viaduct by the closing of the Accelerated Bridge Program (ABP) by 2016.

The meeting described herein addressed several case studies of successful viaduct removal projects as well as examples of aesthetically pleasing bridges. Also discussed were comparable locations in the City of Boston which carry similar traffic volumes to the Casey Overpass on an at-grade street network. Some initial renderings of the Casey Overpass Corridor with bridge and at-grade solutions were also presented to the committee. The WAG began a discussion to agree on a set of key themes of the discussion surrounding the project thus far, but ran out of time to complete this conversation effectively. As such, an additional WAG meeting has been scheduled for August 31st, 2011. The group concluded its efforts for the meeting summarized herein with a discussion of how the space around the replacement for the Casey Overpass could be programmed for community functions.

- **Summary of the Previous Homework Assignment:**
 - In general, most of the completed homework assignments showed the transportation components aligned down the center of the Casey Overpass Corridor as they are today. A few assignments showed all of the transportation assets shifted to one side of the corridor to convert the rest of it into a linear park.
- **Benchmark Projects:**
 - Thanks to contributions from several WAG members, the project team was able to look at several successful viaduct removal projects from across the country. The two discussed at the meeting summarized herein include the removal of the Embarcadero Freeway in San Francisco and the Park East Freeway in Milwaukee.
- **Comparable Sites in Boston:**
 - The WAG had previously requested a list of locations in Boston where similar traffic volumes to the Casey Overpass Corridor are handled by an at-grade roadway network. Examples were presented to address traffic volumes, median configurations, and pedestrian crossing distances.
 - WAG members generally reacted favorably to the examples presented, but requested that more information be developed regarding intersections on the comparable roads that experience similar complex turning movements to those on either end of New Washington Street.
 - Data regarding bicycles on the comparable roadways was also requested.
- **Pedestrian and Bicycle Connections:**

- The WAG had previously requested that the pedestrian and bicycle connections for the corridor and particularly the area around New Washington Street be outlined in detail.
- These concepts were also generally well-received however; group members expressed some continued concern over how east-west left-turns would be made by cyclists. In particular, it was suggested that the integration areas used to help cyclists make their left-turns could be improved by integrating concepts recently advanced in the latest Urban Design Bike Guide.
- While not specifically addressing bicycles, it was suggested during this section of the conversation that local residents might be accommodated by allowing east-west left-turns during off-peak hours.
- Concern was expressed about pedestrian phasing that would require pedestrians to cross one lane of traffic and then wait in a median refuge before crossing the rest of the way to the opposite curb.
- **Discussion of Key Themes:**
 - The WAG agreed that, *assuming a bridge solution*, a single bridge is preferable to a split bridge as it maximizes at-grade green space and minimizes shadows. Discussion of the rest of the key themes was delayed to the next WAG meeting.
- **Programming for the Corridor:**
 - The WAG discussed public amenities to enliven the Casey Overpass Corridor focusing particularly on the area around New Washington Street and Shea Circle. Discussed amenities included community gardens, increased greenery; play spaces for children, tennis and basketball courts and a dog park. Seating areas protected by built-up landscaping were discussed for both the New Washington Street area and Shea Circle.

Detailed Meeting Minutes

Discussion of Comparable Projects and Sites¹

C: John Romano (JR): Welcome everyone. We have a big presentation with lots to share with you. A few housekeeping details: we have confirmed September 13 as the next community meeting at the Boston English High School; that's a Tuesday. In spite of some rumors you may have heard, this is not the last WAG meeting. I'm developing a real attachment to Jamaica Plain and I'm happy to keep coming back. We have two more WAG meetings currently scheduled for September 28th and October 12th, here at the State Lab so please save those dates. There will be another public meeting sometime after October 12th. That community session will either be the last or the second-to-last, but remember, that's just the end of the first little piece of our schedule. We'll then move into the 25% design phase, but we still need to keep moving to make sure we can get into construction on time. By the WAG meeting on the 28th, we'll be able to let you know when the next public meeting, after the one on the 13th, will be.

Several of you have asked us about getting a set of the draft concepts to share with your various groups. Tonight, we'll be giving each one of you a set eleven by seventeen inch copies of those draft concepts. We have also provided Julianne Doherty from the Mayor's Office with six sets of the two by three versions of these concepts. Those are the really big ones. She'll be keeping a set and the rest will be placed in the two Boston Public Library branches for Jamaica Plain. These items will also be available through the website so we encourage you and the members of the groups you represent to both come to the September 13th meeting and to check out the materials and send us your thoughts before then.

Q: Jeff Ferris (JF): At the September 13th meeting, will you have detailed renderings and traffic analysis?

A: JR: We will have some renderings, but probably not the traffic analysis.

C: JF: Members of the public have expressed a lot of concern about the traffic analysis.

A: JR: Remember, Jeff, we don't show anything to the public until you've seen it.

¹ Much of the presentation given at the meeting summarized herein consisted of pictures. Users may find it helpful to have a copy of the presentation ready-to-hand while reading these minutes. A copy of the presentation can be downloaded at: <http://www.massdot.state.ma.us/caseyoverpass/Meetings.html> under the August 17th meeting.

- C: JF: Well, if we don't have traffic analysis to share at the next public meeting, I really question the wisdom of meeting on the 13th. It doesn't make sense to meet and not have anything to show. People will be irritated if we meet just for the sake of meeting.
- A: Michael Halle (MH): The public won't have seen any of the alternatives; that's a lot of information to digest all by itself.
- A: JR: At the public meeting back in June, all we had was just little vignettes of the different areas; we didn't have the corridor-wide alternatives. This is WAG meeting 4C and meeting 4A was the first time we put the pieces together with you. The public at large hasn't seen those and they need to. The public meetings are following the WAG process. We need to bring them along just as you have been brought along. We feel this process is good and important. I don't think just jumping right to a traffic analysis is good. The public hasn't heard from us since June.

We have 110 slides to get through tonight. Most of them are pictures. Andrea will be taking you through the slides. By Monday of next week we should have these up on the website along with PDF versions of the meeting open house boards. Most of the presentations contained information from those boards, but not labeled as such.

- C: Andrea D'Amato (AD): As all of you know we've had three meetings as a group to get ready for the fourth public meeting. We'd originally intended to have no meetings at all in August, but we've wound up having three. It's been very intense and we thank you for sticking with us. We're shaping what we plan to present to the community in September and we want you comfortable speaking about it. At the last meeting several of you requested that we find some comparable corridors to present to you and we've been working on that. Thank you to several WAG members who sent us photos and even video clips; that really helped our research. We won't go through all of those tonight, but we're including the links in the presentation. We have that tonight, we have some early renderings, we have clarifying design directions on the draft corridor-wide concepts, and we have a break-out assignment and a 5th homework assignment so we have lots to get through tonight. I want to give Don a moment to go over the results of the last homework assignment with you.
- C: JR: Let me just take a moment to acknowledge Julianne Doherty from the Mayor's Office, Joe Cosgrove from the MBTA, Vineet Gupta of BTM, Nikka Elugardo from Senator Chang-Diaz's Office and Kate Chang from Congressman Capuano's Office.
- C: Don Kindsvatter (DK): I'm just going to provide a brief summary of the assignment that will touch on common themes and a few interesting tidbits. We got back thirteen completed assignments. Ten of those addressed all three cross-sections. Four people worked with a bridge, nine people chose at-grade, and people customized and added their own elements. The common themes included alignment in the center of the corridor and a planted center median that varied from as narrow as ten feet to being wide enough to accommodate three rows of trees. Everyone chose on-street bicycle lanes over sharrows. There were also some common themes regarding a bridge. People tended to center it in the corridor in the middle of green space with the surface roadways on the edges. Pedestrian and bicycle circulation was generally in the median. I do want to note that a few people shifted all the traffic to one side of the corridor and focused on turning the rest of it into a linear park. Thank you for all your hard work and effort.

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- C: AD: Now, I want to turn to something you asked us to do: we have some information on de-elevation of highways and viaducts. Here's Essek Petrie to discuss that.
- C: Essek Petrie (EP): As Andrea stated I want to thank Don Eunson, Sarah Freeman and Elizabeth Wylie who helped us out on this by sending in some samples. Some of them were very similar and some were not, so tonight I'll just cover two cities: Milwaukee, Wisconsin and San Francisco, California. However, we will put everything they gave us up on the website. As many of you know, cities these days are taking a broader approach when it comes to urban viaducts. In years past when one was ready for replacement, it was replaced, in-kind, without much discussion. Now, we are seeing more planning processes similar to the one we're engaged in with you. For the two examples we have tonight, we'll be talking about locations where the traffic analysis showed an at-grade solution could handle the volumes and presented opportunities to knit communities back together.

Our first example is the Park East Freeway in Milwaukee. This was an urban freeway in Milwaukee that was determined to be under-used, primarily a commuter route, and badly deteriorated. Based on a 2002 study that showed

significant opportunities to enhance the bicycle and pedestrian connections and improve the community, this viaduct came down and was replaced with an at-grade roadway system. Removing the viaduct opened up a swath of land for redevelopment and helped to reconnect the neighborhood with downtown Milwaukee. The under-bridge area here was particularly dark and uninviting. Removing the viaduct made the area much more inviting for cyclists and pedestrians and created new acreage that is now being turned into green space, residences, hotels and retail establishments.

The second example we'll present is the Embarcadero Freeway. It was one segment of a planned expressway that was to have connected the Golden Gate and Bay Bridges. The Embarcadero was a double-deck freeway carrying 70,000 cars per day. It was demolished after a 12-year planning process having been damaged beyond repair in the 1989 earth quake. It has been replaced with an at-grade boulevard that serves 26,000 cars per day. No new parcels were created as a result of removing this bridge, but property values in the area have climbed since the removal. One thing the new at-grade roadway has done is to reconnect the historic ferry building to the rest of San Francisco. The new boulevard features transit in the middle with bicycle lanes and pedestrian amenities down either side. There are 3-4 rows of trees along the sides of the new boulevard. There's a plaza that was created in front of the ferry building. We could put something similar in front of the MBTA station. The plaza in San Francisco is very active and includes public art.

- C: MH: They also allow off-peak parking along the sides of the boulevard. That gives them three lanes in each direction during the peak hours. The bicycle lane is striped to run outside the parking.
- C: Peter Stidman (PS): When I was in San Francisco they were doing their summer street program and they closed off the boulevard. There was something like 125,000 cyclists using it.
- C: Wendy Williams (WW): They also have all sorts of street vendors along the boulevard.
- Q: Nikka Elugardo (NE): In your research, did you see if any of these removed viaducts were nearby residential areas?
- A: EP: In San Francisco it was in the downtown area. In Milwaukee, the area was more residential, but not as significantly as in Jamaica Plain.
- C: MH: I think another important point is that the Milwaukee example includes cross streets like we have here in Jamaica Plain which the San Francisco example does not.
- A: JF: San Francisco wouldn't have cross streets to begin with since that example is right next to the ocean.
- A: EP: In Milwaukee, they did do some enhancements of the at-grade street network to handle the traffic. I don't want to go into too much more detail now because I want to give Maureen time to get into some local examples, but we'll post all of this on the project website.

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- C: Maureen Chlebek (MC): Over the past few meetings, you've been telling us that you'd like to see some local comparable examples in terms of medians, pedestrian crossings and traffic volumes accommodated at-grade. Let me just briefly take you back to our draft corridor-wide concepts. The bridge versions have medians that are around 15 feet wide. For the at-grade concepts, the wide median is as wide as 50 feet in some places, and the narrow median varies between 12 and 16 feet. So, let's start with medians:
- Blue Hill Avenue near Franklin Park has a 14-foot median planted with grass and trees.
 - Huntington Avenue near the Museum of Fine Arts has a 40-foot median which includes some grass, trees, a pedestrian refuge and the E Line of the Green Line.
 - The VFW Parkway which goes south from Jamaica Plain towards West Roxbury and Dedham has a 40-foot median planted with grass and trees.
 - On the Arborway near the main entrance to the Arnold Arboretum there's a 10-foot concrete median which has a very different feel than the planted medians.
 - Sections of Hyde Park Avenue south of Jamaica Plain have an 18-foot median wide enough to accommodate grass and trees.
 - Commonwealth Avenue near Boston University has a 40-foot median with grass and trees, but it also accommodates the B Line of the Green Line.
 - The Rose Kennedy Greenway is about 100 feet wide; though this would not be possible in the Casey Overpass corridor.

Q: Sarah Freeman (SF): How many lanes are on either side of the Rose Kennedy Greenway?

A: Vineet Gupta (VG): It's generally two travel lanes and a parking lane.

C: MC: Now let's take a look at some crossing distances. Remember, with all of our draft concepts, we have at least a 12-foot median to provide a pedestrian refuge.

- Massachusetts Avenue at Tremont Street is 75 feet across. The median is flush and so you'd be expected to make it across in a single walk.
- Brighton Avenue is 70 feet across without any median at all which we would not propose here. Columbus Avenue in Egleston Square is exactly what we would never do here: 120 feet to cross without any pedestrian protection at all.
- Huntington Avenue at Ruggles Street more closely matches what we would propose here: a pedestrian on this section of Huntington Avenue crosses two thirty-foot roadways separated by a 40-foot median providing pedestrian refuge space. Beacon Street in Coolidge Corner is similar, but there the median is 60 feet wide.

C: MC: Lastly, I want to take you through some streets which accommodate similar volumes at-grade. One thing to remember, we wouldn't necessarily design the roadway here to look like these roads.

- The Jamaica Way north of Murray Circle.
- Blue Hill Avenue near the Franklin Park Zoo.
- Melnea Cass Boulevard near Northeastern University.
- Boylston Street in the Fenway.
- Gallivan Boulevard near Freeport Street in Dorchester.
- Cambridge Street near MGH.

Q: MH: A lot of those roadways basically have straight-through volumes. I think Melnea Cass Boulevard is a good example because it has a number of high-volume cross streets. One thing that complicates our situation with the Casey Overpass is that there are major turning movements involved, which also complicates the pedestrian environment. Do you have any streets like that?

A: MC: That's a good point. We can look for those.

A: VG: I think Harrison Avenue at Melnea Cass Boulevard is a good example.

A: Fred Vetterlein (FV): There's Rutherford Avenue near Chelsea Street.

C: VG: I don't know if that's a good example since it's twice as wide as it needs to be.

A: AD: There are definitely cross streets on all of the examples we shared with you just now. We can certainly go and get different pictures for use at the public meeting.

Q: Wendy Landman (WL): Can you throw in intersections with comparable pedestrian and bicycle volumes?

A: AD: Send those locations to us and we'll drop them in.

Q: JF: In terms of volumes, this would be at grade level with no bridge?

A: Gary McNaughton (GM): Yes it would, but remember that's volumes only, not the treatments. Those aren't new streets.

C: PS: A lot of the streets you've just shown are some of the worst for cyclists. The median can be in competition with bicycle facilities. Pedestrian refuges are important, but the size of the median can hurt cyclists.

A: MC: We were trying to show a range. Certainly, we wouldn't advocate for any of the bad examples.

C: Dennis Baker (DB): Now we'll take a look at some bridges both types and aesthetics. Before we go into that I want to go through a few basic bridge terms:

- Span – the horizontal distance between supports.
- Deck – the riding surface on which vehicles travel across a bridge.
- Superstructure – the part of the bridge doing the spanning. It connects to the bridge's substructure.
- Pier – vertical elements that hold up the superstructure.

Q: VG: What's the difference between a pier and an abutment?

A: DB: The abutments are at the ends of the bridge where it touches down. The piers are between the abutments.

Q: JF: On terminology, would we consider the approaches to be part of the bridge? That's a critical part of what we're looking at here. The approaches will have a major impact on the corridor and how its laid out. When we think of the bridge, can we think approach-to-approach?

A: DB: The approaches are not technically part of the bridge, but for planning purposes I think that's fair. However, in engineering terms, I would say that the bridge is the structure that has air underneath it. Now I want to take you through some bridge types:

- A girder bridge has a large beam or girder spanning the distance from pier to pier. The girders can be all kinds of materials including steel and concrete. Girder bridges can span from 20 to 800 feet, but are generally used for short spans. This makes them the workhorses of the bridge population. There are of course multi-span girder bridges that are quite long, but generally girder spans are comfortable between 50 and 150 feet. They are inexpensive, often the cheapest bridge type, and therefore common for crossing city streets. Some of the older girder bridges are mighty ugly and I'm no fan of them. When a lot of those 1950's and 60's bridges were put up, construction cost was the only consideration and people didn't even think about long-term maintenance.
- The extradosed girder bridge is a cross between a girder bridge and a cable-stayed bridge. They were pioneered in Europe and Japan and are catching on in the United States.
- Arch bridges are fairly obvious. When you have a bridge supported by an arch, that's an arch bridge.
- A good example of a truss bridge is the Tobin Bridge over the Mystic River. Trusses can take many different shapes, but whenever you see a bridge with triangular shapes in it, there's a good chance it's a truss.
- Suspension bridges, like arch bridges are quickly recognizable. The Brooklyn Bridge is well-known as is the Golden Gate Bridge. They can cross very long spans.

Q: MH: What's the span length we're talking about here with the Casey Overpass?

A: DB: The maximum span on the Casey Overpass now is about 100 feet with the average span more like 80 feet. Modern designs and better materials let us span longer distances using fewer piers. There are cost and aesthetic advantages that go along with this. The normal process we would go through here, and your next step if you go with a bridge solution, would be a bridge type study where you look at various bridge types and think about the advantages and disadvantages associated with both. That helps you determine what type to go with and the number and length of spans. If you pick a bridge, you will probably end up with some type of girder bridge.

Now, I want to go into a few things about aesthetics. There are a lot of things you can do with girder shape and proportion, pier type and shape, façade and substructure treatments, railing designs, colors and lighting. Here are some examples:

- Route 1A over the Bremen Street Park in East Boston. This is a modern, concrete girder bridge and is a clean, sleek looking structure. The spans are longer than the Casey Overpass, about 150 feet.
- One of the I-93 entrance ramps by North Station. This is a combination steel and concrete girder bridge with the uniform appearance of the Central Artery bridges. This is a single lane with wide shoulders and is probably a bit narrower than our bridge.

Q: KW: Can you talk about heights too?

A: DB: I can try though I don't have all the information at my fingertips. With the shorter, lower bridge you have told us you would like to see, we want to minimize height and length. The current Casey Overpass is around 1,600 feet long and the one we've been showing you would be much shorter, about 950 feet long. It has to be 16.5 feet over the streets, but the height would vary all along the bridge because of the terrain.

C: Nina Brown (NB): You showed a picture of Route 1A over the Bremen Street Park. We were able to grow grass and shrubs under it because of the height between the ground and the superstructure. Much lower and it would have been difficult.

A: DB: And certainly that's a trade-off we have discussed. I know folks here have expressed a preference for a lower, shorter bridge, but a low bridge can create a less pleasing under-bridge environment.

C: JF: When I had questions early on in this process regarding height and length it was out and context and as such we couldn't address the type of thing Nina's talking about. That's the direction this thing has gone and I think it can be revisited because we've been given new elements to consider. This project has been steered in an at-grade direction because we haven't been given the right elements to consider.

A: DB: I don't think this is a done deal at all. Remember, we had to discuss at-grade first because that street network is going to influence the touch-down points and the placement of piers. I think going through these concepts will help you think about those issues. We definitely have heard loud and clear that this group wants a shorter, narrower bridge.

Now, here are some more examples:

- Here's a traditional I-girder bridge from Saint Louis. In a lot of ways this is sort of where you are with the Casey Overpass today: it's not clean-looking and it's got plenty of spaces for pigeons to nest. Typically box girders can span a little further than an I-girder of the same depth, but the I-girder is cheaper.
- I also wanted to draw your attention to the Storrow Drive Connector Bridge over the Charles River. This is much bigger than the Casey Overpass, but it's a haunched girder bridge. The haunch is this little arch by the pier which is a really nice shape. The haunch helps to provide some additional strength at the piers.
- Here's the Hathaway Bridge in Florida. Structurally, it isn't of much interest, but the lighting is very nice.
- Here's an example from Sweden. There's some cladding on the piers, it appears to be stainless steel, and its split as well.

Q: MH: Are those one lane bridges?

A: DB: This one is actually pretty comparable to the split bridge we've been discussing.

Q: MH: And what's under there?

A: DB: It's a little urban park.

I have two more examples to share with you:

- Here's another example from Florida which shows a graceful connection between the piers and the superstructure. This bridge also features ornamental copings and bump-outs where people can sit and enjoy the view.
- My last photo is from Nagoya, Japan. It's not the bridge that I want to talk about, but what's under the bridge. I think if the space under a bridge is nasty and scary then people will feel that the bridge is an intrusion. If that area can be made welcoming, the bridge isn't nearly so much of an unpleasant presence.

Q: Tad Read (TR): How high is the Nagoya Bridge?

A: DB: It's a little higher than we'd suggest for here; it's about the height of the current Casey Overpass.

C: AD: At the last meeting, our direction from you was to show you bicycle and pedestrian connections. We will try to move through these quickly because this is the set-up for your breakout groups.

C: DK: We want to focus on your attention on two areas in the corridor: New Washington Street and Shea Circle.

- **New Washington Street:**²

² In the graphics presented by Don, gold lines represent 8-foot sidewalks, blue lines represent 10-foot bicycle paths, red lines represent on-street bicycle lanes, and moss green represents bicycle and pedestrian integration areas.

- In this area, the goal is to improve the connections between the Southwest Corridor, Franklin Park, the Arboretum, Forest Hills Cemetery and the MBTA station.
- The Southwest Corridor Park generally includes a 10-foot bicycle lane and a 8-foot pedestrian path, separated by a minimum 4-foot median.
- Ideally, this arrangement would be extended into the New Washington Street section of the corridor with the bicycle and pedestrian pathways further differentiated through the use of concrete for pedestrian space and asphalt for bicycle paths.
- On-street bicycle lanes are expected to be present through the rebuilt Casey Overpass corridor and should be considered a fixed element.
- The idea that New Washington Street is a space where bicycles and pedestrians come first will be emphasized by wider crosswalks, 20 feet wide as opposed to the standard 10.
- Bicyclists and pedestrians will cross the streets together using special merge areas with enlarged handicapped ramps. These special merge areas would tell cyclists and pedestrians that this is a place for them to slow down and merge to cross a street.
- A large V-shaped crosswalk would pull cyclists and pedestrians together at the intersection of New Washington Street and South Street.
- This area would be similar assuming a bridge.
- **Shea Circle – Presented as Shea Square, the traditional four-way intersection option:**
 - This area would also make use of wider crosswalks to alert vehicles to the primacy of bicycles and pedestrians.
 - Over-sized handicapped ramps would help to make the area more user-friendly for cyclists and pedestrians.
 - The off-street bicycle path would come east towards Franklin Park where it would transition to bicycle lanes at Cemetery Road.
- **Shea Circle – Presented as the egg-about:**
 - Bicycle and pedestrian pathways would run around the outsides of the egg-about.
 - The crossings would be protected by signals.
 - A path would also cross the center island of the egg-about and connect with existing pathways at Franklin Park.

Q: PS: In between those options, is there a difference between bridge and at-grade with regard to green space?

A: DK: The alignment is much further south in the at-grade version and Andrea will address that for your group work, but with the bridge option we try to get around the MBTA structures. In the at-grade options we assume it has to be moved.

Q: JF: Can you show us the vent stacks?

A: AD: In the at-grade solution, we redistribute the ventilation grates into the median and onto the north side of the corridor. The head house moves to the north side of the corridor at well.

Q: Allen Ihrer (AI): How wide would these medians be?

A: DK: Part of the width of median is being driven by the need to provide space for the Route 39 bus to turn around on New Washington Street. If you choose a bridge solution, the median will need to provide space for the piers.

C: MH: This may be an accidental omission, but on Washington Street, you're not showing the existing bicycle lanes coming in. I think a critical issue is how cyclists would make left turns assuming they are prohibited.

A: DK: I believe that there are sharrows in the section between Ukraine Way and New Washington Street. We'd like to extend the bicycle lanes through that area. We've heard you on the bicycle lefts and we have made a provision for that through the integration areas.

Q: WW: Would bicycles traveling in traffic cross with traffic and bicycle path users cross with pedestrians? Are you thinking of bicycle signals at the intersections?

A: DK: We're not quite up to the point of proposing bicycle signals yet, we may come to that.

Q: NB: In front of 500 Arborway, are you showing the pathway system associated with the Arborway Yard project?

A: DK: Not in this version.

Q: NB: I have 100% design drawings associated with that project; you would just throw out four years of work?

A: DK: I think we'd keep all the green space, but we now have width in the corridor to play with that we didn't have before. We can take a look at it.

Q: AI: On the north side of the right-of-way where you have the vent, if you look at some of the reconfigurations, there's an opportunity for improved transit connections. I've been trying to get us to focus on improved east-west transit connections as a way to take away some need for individual cars. It seems like there's a ripe opportunity for it on the north side of New Washington Street if we're willing to expand the paved right-of-way a bit. People could use the space for pick-up and drop-off.

A: DK: We have the space and could do that?

Q: Bernie Doherty (BD): What are the widths of the roadways at the crosswalks?

A: DK: Those are 11-foot lanes, so that's about 38 feet including the bicycle lane, the median, and then 38 feet again. Down around Shea Circle, it's a bit narrower.

Q: JF: Is that a width you would expect people to be able to cross in a single signal phase?

A: GM: We haven't designed the phasing yet, but I think it winds up as being two phases because you have the 12-foot pedestrian refuge in the middle. My guess now is that it's two crossings.

Q: PS: So it's press the button, wait for the green, and then press the button again?

A: GM: Yes, that's how we currently think people would get across. Those are details. As we get further into this we need to look at whether we can give you exclusive pedestrian phases. We'd like to work it the pedestrian phases in as concurrent so that north-south pedestrians are crossing with north-south vehicles. Those are some ways we can make operations more efficient overall for all modes. Those are details we're not up to yet and something we'll be working on further into the design. We're not proposing to strand pedestrians on the center island for three minutes, but it may not be one continuous walk across both lanes.

Q: AI: In the bridge option, how wide is the roadway from curb to curb?

A: GM: It's 30 feet of travel lane, a 20 foot median, and then another 30 feet of travel lane. That median has to accommodate piers for the bridge and there's also the need to give the 39 space to turn around.

C: WL: I guess I want to urge you not to think of pedestrians as fitting into the movement of vehicles, but instead to think about what it would take to make this convenient for pedestrians. It's about providing access to transit and doing what's right. If you have signal timing that makes people wait in a median you know that they just won't do it. If they're waiting in traffic it's not a good situation. As you think about signal lengths, you need to think of pedestrians and bicycles. The bicyclists may be riding in the crosswalks at times and so you need to think about how that would work as well.

A: GM: You're right and we're committed to making this work for cyclists and pedestrians. I would say that the older way of doing things, exclusive pedestrian phases, that isn't always the best thing for pedestrians either.

A: WL: I'd agree with you that concurrent phasing is good.

C: MH: It gets beyond that. The crossing distances, because they follow the road naturally where Hyde Park Avenue turns into Washington Street, get quite long. If you squared it off, you could shorten it by six feet. These are the things that I hope you'll be able to fit in as you tweak this solution.

A: GM: Agreed. We need to take into account the pedestrian desire lines or people will just cut the corners.

- C: SF: At the Hyde Park Avenue/Washington Street intersection, I see that you have a northbound slip lane. I thought there was an effort to avoid slip lanes.
- A: GM: I've had specific conversations with pedestrians and bicyclists about how they don't like slip lanes. I'm specifically keeping that one in there to keep that conversation going. The slip lanes that really cause problems for bicycles and pedestrians are unsignalized with a yield sign or even worse no sign at all. We envision any slip lanes we install as being signalized. It gives us much greater flexibility in terms of integrating the modes.
- C: PS: Generally for cyclists the issue is the speed at which vehicles can get through the slip lane. If it were designed to make people slow down, I think I might not mind so much.
- C: VG: Also, we generally don't support new slip lanes at BTB.
- C: WW: People also don't use much caution when they make their right turns on red after a stop, or not after a stop as the case may be, so please think about that too.
- Q: MH: Can we get back to the left turns for bicycles?
- A: DK: The plan right now is that cars would not be making east-west left turns at the either of the intersections at the ends of the New Washington corridor, they would be accommodated with the bowties. A bicycle, heading west, and wanting to go south on Hyde Park Avenue would come through to the large handicapped ramp on the northwest corner of the intersection and then make a turn and head south as a southbound through movement.
- Q: JF: So how would somebody make all the lefts going from Doyle's to Roslindale or vice-versa?
- A: PS: You could use the crosswalks or Ukraine Way; it's not a huge problem?
- Q: BD: And how about me? Let's assume I'm driving from Doyle's to Asticou Road, do I have to use the bowtie?
- A: GM: You would, or you could go down to Ukraine Way.
- Q: AI: Could you accommodate the local community by allowing off-peak east-west left turns? We also have buses coming out of the Arborway facility heading to Forest Hills Station and I'd want to make sure they can get there. Those turning radii will be very important to get right.
- A: VG: That's an excellent idea.
- C: EP: Don't forget that there's also an off-street bicycle path to help you make left turns.
- C: David Watson (DW): I'm just trying to think about how to get the cyclist aligned with traffic in the right direction. Taking them into a special merge area may not accomplish that. You might want to try a queuing area in advance of the crosswalk so that the cyclists can just stop their bicycle there and turn as though they were in a bicycle box. There are some interesting items along these lines in the new Urban Design Bike Guide.
- C: JF: Your bicycle accommodation going south on Washington Street is on MBTA property. I think you also have a spot where there isn't room for the proposed accommodation.
- A: BD: I think the trees along the side there are on MBTA property.
- Q: JF: Yes, but doesn't the sidewalk drop off there?
- A: DK: There is a retaining wall and I've considered that to be my fixed point. Everything I'm showing here is east of the wall.
- Q: JF: So you'll move the travel lanes and granite blocks from the old railroad bridge?
- A: DK: Yes, we would.

C: JF: Fine with me; I just wanted to understand it. This is connecting to the Blackwell Path?

A: MH: We need to make sure the Arboretum wants that.

A: AD: There have been some initial meetings with the Arboretum about bicycles and we're setting another one up at present.

C: AD: I want to very briefly take you through the renderings we have thus far. I know you want to see them so here they are quickly and then they will vanish again until we've improved them. I'm not 100% happy with them and they are raw, but I know you wanted a look. Here's a view towards the courthouse and here's a view towards the Arboretum. The trees are in bloom right now so it's hard to see much. Here's the view with a bridge and here's the view with an at-grade option. Here's New Washington Street with the bridge, and now without. We're still struggling with the placement of the MBTA vents.

C: MH: But what you do have here is approximate comparable widths assuming the median is the same.

A: AD: We do have that, but we're still making a lot of assumptions to make it work. We did want to show you where the 39 bus would turn around.

C: MH: Even though these were raw, they were a big help. I really appreciate you sharing these with us.

Discussion of Key Themes

C: JR: We've been kicking around the comments we've received at meetings, letters from outside the WAG, and so forth. This isn't a vote and we won't be taking one here, but we did want to discuss the key themes of these comments with you. These aren't etched in stone and we're happy to hear from you after the meeting. We don't want to spend a lot of time on these, but it's important because these comments are pulling us in a certain direction. If we say something you think is glaringly incorrect, please tell us; it's critical that we know.

So, our first point is that generally speaking, people would like to see a single bridge to minimize shadow, minimize constraints on the Arborway Yard driveways and provide more space at grade.³ O.K. now let's move on to the second one. How do we feel about this?

A: JF: If you're discussing on-street bicycle facilities, say bicycle lane. You also need to cross out the "S" in Arborway Yards, its Arborway Yard. There's been a lot of discussion about this. I promote a sidewalk on any bridge. A lot of people aren't interested in that I know, but this isn't a vote, we're expressing opinions and there's mine.

Q: Emily Wheelwright (EW): When you say shoulder, do you mean the breakdown lane?

A: GM: Yes, when we say that we mean breakdown lane. It's not like something you'd see on a highway, it wouldn't encourage people to drive in it, but it could be striped and marked to make it differentiated for cyclists.

C: DW: Assuming there's a bridge, the exact nature of the bicycle facility on it should depend on how good the at-grade facilities are. That will determine how many people use it.

A: JR: That's what we're trying to get to: if you get all the bells and whistles for bicycles at-grade, then is it all right to simply accommodate them in the shoulder of a bridge?

C: AD: And also, what I've heard from you is "show us it can work at grade" for pedestrians and then maybe a sidewalk isn't needed on the bridge.

³ This was agreed to by a general nodding of heads.

- C: Bob Mason (BM): I think we've all said we should try to keep any bridge as narrow as possible. Things like sidewalks will make it wider.
- C: BD: I thought what we'd talked about was with the single bridge, because people are concerned with bicycles and that's something we need to be considerate of along with pedestrians and vehicles, that if the premise is we want to move vehicles across the area and accommodate bicycles and pedestrians in the safest way possible, say from Arnold Arboretum to Forest Hills Cemetery that we keep them on the bridge as a safe connector. Remember, we want to tighten the Emerald Necklace connection.
- C: JR: So Bob made a good point: as you think of this, you could have a 14-foot multi-use pathway on both sides of the bridge, but that adds 28 feet of width to the bridge. You can't have a narrow bridge and have everything you want on it. Whatever you add beyond the roadway and shoulder is a trade-off that pushes you towards a wider bridge. So let me bring you back to the question: if we provide the pedestrian and bicycle bells and whistles at grade, do you need them all duplicated on a bridge?
- A: MH: That's clear the way you have said it. You need to clarify the actual written statement a bit.
- C: AD: The direction we got was that the single bridge should have a bicycle lane on it. That can be accommodated in the shoulder. The question to you is do we need to add something more to accommodate pedestrians knowing it will probably only be heavily used a few times a year when it contributes more width to a bridge you want to be narrow and to have minimal shadows. Any bridge we build will always have a bicycle accommodating shoulder.
- C: JF: I've been speaking up on this: regardless of what's on the bridge, you need 100% accommodation for bicycles and pedestrians on the ground because that's where they are. The item on the bridge is the Emerald Necklace connection. The ground has to work. Some things we haven't addressed are sidewalks on one side of the bridge, how wide it needs to be, a split bridge that comes together as it passes over Forest Hills. I could picture an option with a nice path on the north side, along the lines of Nina's plan with a complementing sidewalk on the south side. There are a number of potential bridge opportunities that haven't been discussed.
- A: JR: We just did that one Jeff; I think the preference is for a single bridge.
- C: AI: As for pedestrians, the WAG questionnaire indicated that there are very few of them, maybe zero on the bridge today, so that says something.
- C: WL: Without all the background I'd say that pedestrians would rarely be on the bridge. How would they get there in the first place?
- A: AD: There would be a crosswalk similar to today's set-up.
- C: WL: And then the second question, similar to allowing off-peak left turns is that I know the bridge is popular for fireworks, maybe you could close the bridge on the 4th of July.
- C: BM: I tried out the bridge for the 4th of July this summer and it wasn't great. The view was much worse than Peter's Hill and a bunch of people got into a fist-fight. There were 70 people up there, maximum.
- A: JR: We did touch on that at the end of the last meeting and all I can promise is that we'll look into bridge closures.
- C: MH: With the correction in wording and the change about saying that the breakdown lane would be designed as a bicycle accommodating shoulder, maybe with a painted, 1-foot buffer, and add the urgency about making the at-grade connections outstanding then I think you would be in good shape. The only item I'd suggest is making the bridge a traffic free space every weekend.
- A: JR: Like I said, we will look into it, but I wouldn't put all my eggs in that basket. I have no authority to say yes or no on that.
- C: MH: At the very least I'd request that the bridge be built in a way that was compatible with that idea and that means good pedestrian crossings.

- C: EW: The bridge would be lower so the fireworks viewing will be less appealing. I don't think we need pedestrians on the bridge if we can make the at-grade connections outstanding. That way we can have a smaller, shorter bridge.
- C: DB: There is an element of handicapped access and safety of getting across from the Arboretum to Franklin Park. I would say that most people don't know there's a sidewalk up there and it was never put forward as an option. We should try to make the bridge more user-friendly so that people will view it as an option.
- C: JR: It's now 8:15 and we still haven't done the small group exercise. I think we need to do that to allow the design team to keep working, but I think we should take this up at an additional WAG meeting in about two weeks' time. ⁴
-

Small Group Reporting

Group 1 – Presented by Allan Ihrer

- C: AI: We started by looking at our at-grade options, I'm a bit of a bridge guy myself, but we found some significant opportunities to do things in the at-grade space.
- In the New Washington Corridor:
 - HNTB advanced the nice idea of a fountain or some public art.
 - Fred really liked the idea of opening up the area so that there would be a nice view of the Forest Hills Station.
 - We came up with the idea of having the more passive uses in the space in front of the train station and then more active uses up by the entrance to the Southwest Corridor Park.
 - Fred came up with the idea of having a peaceful, enclosed space surrounded by a built-up berm.
 - We tossed out the idea of having a playground or skate park on the north side of New Washington Street as well.
 - There should be wayfinding, possibly through the use of a kiosk.
 - Assuming a bridge, the New Washington Street area would be more compromised because of limits on the right-of-way. There was a notion of having some public art or lighting under the bridge.
 - In the Shea Circle area, we didn't like much except keeping the trees, we prefer Shea Square, the traditional intersection.
 - We would like to take the spirit of Nina's Arborway Yard design and then expand on it since we have some right-of-way. Pedestrian and bicycle pathways should provide connections into Franklin Park.
 - There was also interest in having a dog park and tot-lot on the corner of the Square closest to Arborway Gardens.
 - The areas on the side of the circle opposite from Arborway Gardens and the senior housing should be kept as green buffers.

Group 2 – Presented by Emily Wheelwright

- C: EW:
- We started by talking about Shea Square:
 - We discussed having some sort of a green buffer between the roadway and the senior housing.
 - The corner by Arborway Gardens could be open space, but programming could be up to the community. It might make a nice spot for block parties.
 - We discussed a possibly grander entrance to Franklin Park with a wayfinding kiosk with maps available to take with you.
 - With the egg-about concept we were evenly split as to whether it would be a nice place to sit, but agreed that some built-up landscaping might help to make the area safer and more appealing.
 - In the New Washington Street Corridor:
 - We thought about the south side would be a nice plaza.
 - We would like to see a water feature that recognizes the presence of the Stony Brook.

⁴ The group agreed to meet on August 31st from 6:00-8:30 p.m. This meeting will be held at the Agassiz Community Center.

- Also food trucks, public art, a BMX/skate park under the bridge, assuming there is one, and a “pocket” outdoor skating rink for the winter.

Group 3 – Presented by Bob Mason

C: BM:

- We looked at the Shea area and talked about the at-grade option because we feel a lot of what can be done with the at-grade option could also be done with a bridge.
- With regard to the New Washington Street corridor:
 - We’d like to extend the Southwest Corridor Park and enhance the area where it ties into New Washington Street with park benches and maybe fountains.
 - There should be a gateway visual connection to the Arboretum; pathways should be lined with native vegetation. Landscaping is adequate; we don’t expect large trees in this area because of the tunnel box.
 - Kiosks should be present to assist in wayfinding.
 - Extending the farmer’s market out of the station and into the area just north of it would improve that area and make it more welcoming.
 - We thought there could be an amphitheater or some type of park where people could meet and have functions on the north side of New Washington Street. That area could also have tennis and basketball courts on the corner closest to the Arborway Yard and possibly a dog park.
- With regard to Shea Square:
 - We would like to see some community gardens, benches and a playground for the Arborway Gardens.
 - A fountain would be a nice touch somewhere in this area.
 - We prefer Shea Square to any of the circle concepts, but if it has to be a circle, we’d prefer the egg-about. Grading up the sides of the egg to make the traffic less a presence.

C: AD: Thank you all for your great ideas. We do have the draft MOE’s, but it’s very late and I don’t think we can force you through them. We’ll do that in two weeks. You have them, look them over and tell us your thoughts, but we feel very good about them, we’re definitely close.

Next Steps

The next WAG meeting is scheduled for August 31st, 2011 from 6:00-8:30 p.m. at the Agassiz Community Center. This will be followed by the fourth public meeting on September 13th from 6:00-8:00 p.m. This meeting will begin with a half-hour open house and will take place at the Boston English High School. Two additional WAG meetings, September 28th and October 12th are also scheduled at this time. These meetings will take place at the State Laboratory on South Street.

Appendix 1: Attendees

First Name	Last Name	Affiliation
Dennis	Baker	HNTB
Nina	Brown	WAG
Mary	Burks	WAG
Kate	Chang	Office of Congressman Michael Capuano
Maureen	Chlebek	McMahon Associates
Joe	Cosgrove	MBTA
Barbara	Crichlow	WAG
Andrea	D'Amato	HNTB
Lisa	Dix	WAG
Bob	Dizon	WAG
Julianne	Doherty	Office of Mayor Thomas Menino
Bernie	Doherty	WAG
Nikka	Elugardo	Office of Senator Sonia Chang-Diaz
Wendy	Landman	WAG (Attending for Don Eunson)
Jeff	Ferris	WAG
Sarah	Freeman	WAG
Vineet	Gupta	BTD
Michael	Halle	WAG
Allan	Ihrer	WAG
Don	Kindsvatter	HNTB
Paul	King	MassDOT
Bob	Mason	WAG
Steve	McLaughlin	MassDOT
Gary	McNaughton	McMahon Associates
Kevin	Moloney	WAG
Suzanne	Monk	WAG
Essek	Petrie	HNTB
Tad	Read	BRA
John	Romano	MassDOT
Kathleen	Roy	HNTB
Peter	Stidman	Community Resident
Fred	Vetterlein	WAG
David	Watson	WAG
Emily	Wheelwright	WAG
Wendy	Williams	WAG
Kevin	Wolfson	WAG

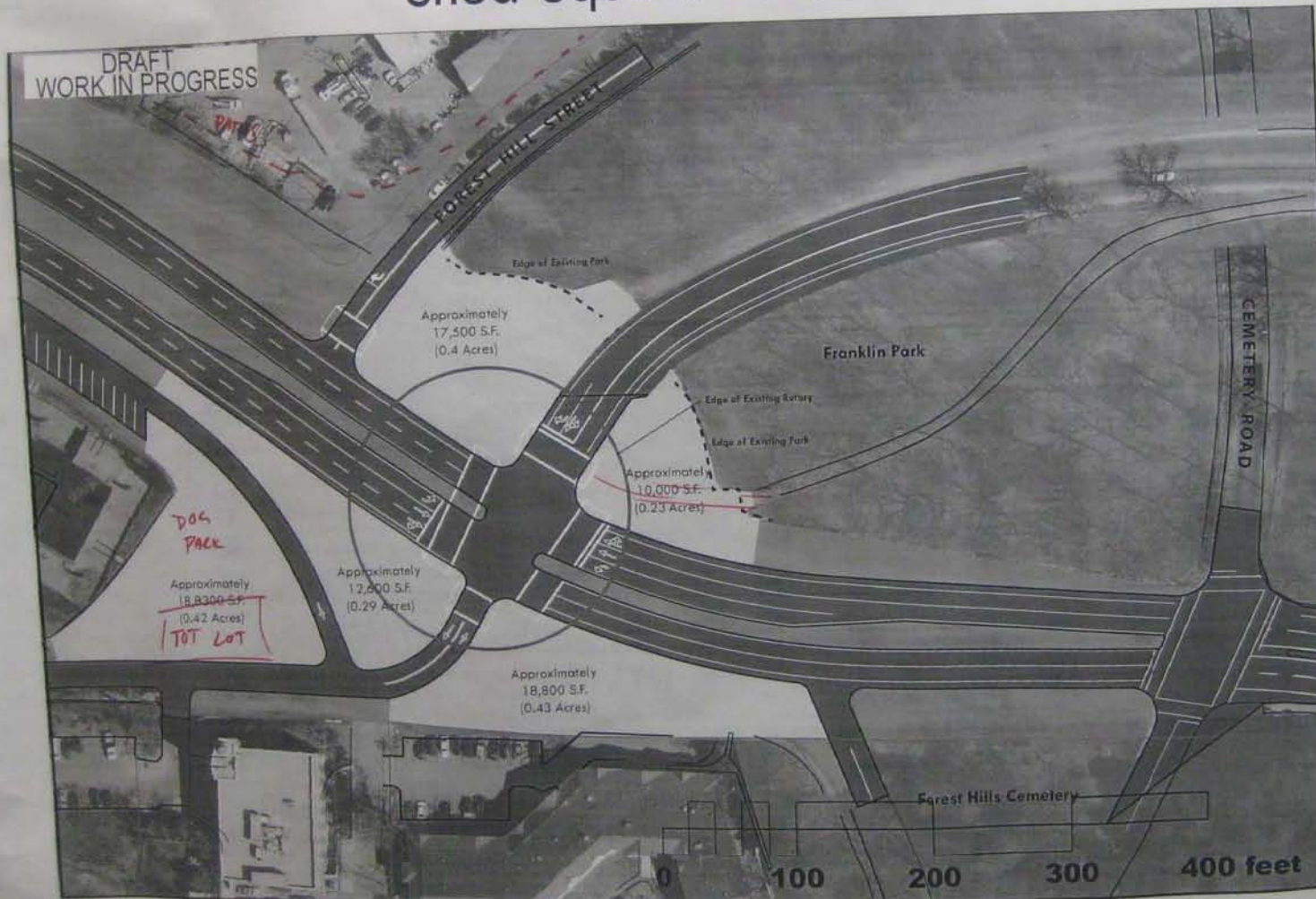
First Name	Last Name	Title	Organization	Address	City	Telephone	Email Address	Present?
Honorable Kathleen	Coffey		West Roxbury District Court	445 Arborway	Jamaica Plain, MA 02130	(617) 971-1300	kathleen.coffey@jud.state.ma.us	
Genie	Beal		Greenspace/BNAN (Boston Natural Areas Network)	44 Allendale Street, APT#144	Jamaica Plain, MA 02130	617.971.1635	bealm@mindspring.com	
Nina	Brown		Arnold Arboretum				nbrown@brownrowe.com	✓
Mary	Burks	MCHA	Dorchester/Mattapan Neighborhood Association	51 Devonport Mattapan 02126		(617) 294-3138	burks167@gmail.com	✓
Josephine	Burr		Lower South Street Neighborhood Association				josephine.burr@gmail.com	
Barbara	Crichlow		West Seldon Street & Vicinity Neighborhood Association				bcrichlow28@aol.com	✓
Lisa	Dix		Woodhaven/Colbert/Regis Neighborhood Association			(617) 690-3010	romoniadix@aol.com	✓
Bob	Dizon		Boston Cyclists Union/JP Bikes				bob.dizon@gmail.com	✓
Bernard	Doherty		CPCAY - Community Planning Committee for the Arborway Yards	36 Asticou Road	Jamaica Plain, MA 02130	(h) 617-524-2573 (w) 617-449-1554	dohertyjrbc@aol.com bernard.doherty@parsons.com	
Tom	Dougherty		Area E Police Advisory Board	3 Peak Hill Road	W. Roxbury, MA 02132	617-835-5091	td.dougherty@yahoo.com	
Mike	Epp		JP/South Street Main Streets	7 Greenough Ave	Jamaica Plain, MA 02130	(617) 498-4682	eppm@comcast.net	
Don Wendy	Eunson Landman		Walk Boston				deunson@gmail.com	
Jeffrey	Ferris		Southwest Corridor PMAC				jeffrey@ferriswheelsbikeshop.com	✓
Charles	Fiore		South Street Business Community	55 South Street	Jamaica Plain, MA 02130	(617) 524-9200		
Sarah	Freeman		Arborway Coalition	22 Arborway	Jamaica Plain, MA 02130	617-524-0602 (H) 617-384-8759 (W)	freemansherwood@hotmail.com	✓
Eric	Gordon		Forest Hills Neighbors				ericbot@mac.com	
Michael	Halle		Chair - Boston Police JP Traffic and Parking Committee	83 Wyman Street, No.1	Jamaica Plain, MA 02130	(617) 524-5865	m@halle.us	✓
David	Hannon		Asticou Martinwood South Street Neighborhood Association	27 Asticou Rd.	Jamaica Plain, MA 02130	(617) 524-1401	dmhannon@@mindspring.com	
Mary	Hickie		Emerald Necklace Conservancy	125 The Fenway	Boston, MA 02115	(617) 522-2700	hickiem@gmail.com	
Carlos	Icaza	President	JP Business & Professional Association	38 Greenough Ave.	Jamaica Plain, MA 02130	(617) 524-7997		
Allan	Ihrer		Stony Brook Association also CPCAY	116 Williams St., #2	Jamaica Plain, MA 02130	617-595-5145 (cell) 617-983-5524 (H)	allan@bbmc.com aihrrer@comcast.net	
Kathy	Kottaridis		West Roxbury Courthouse Neighborhood Association	41 Morton Street	Jamaica Plain, MA 02130	617.799.5256	kottaridis@aol.com	
Bob	Mason		Friends of Healy Field Neighborhood Association	14 Bexley Road	Roslindale, MA 02131	617-327-5698	masonsmith@rcn.com	✓

First Name	Last Name	Title	Organization	Address	City	Telephone	Email Address	Present?
Honorable Kathleen	Coffey		West Roxbury District Court	445 Arborway	Jamaica Plain, MA 02130	(617) 971-1300	kathleen.coffey@jud.state.ma.us	
Genie	Beal		Greenspace/BNAN (Boston Natural Areas Network)	44 Allendale Street, APT#144	Jamaica Plain, MA 02130	617.971.1635	bealm@mindspring.com	
Nina	Brown		Arnold Arboretum				nbrown@brownrowe.com	
Mary	Burks		Dorchester/Mattapan Neighborhood Association				burks167@gmail.com	
Josephine	Burr		Lower South Street Neighborhood Association				josephine.burr@gmail.com	
Barbara	Crichlow		West Seldon Street & Vicinity Neighborhood Association				bcrichlow28@aol.com	
Lisa	Dix		Woodhaven/Colbert/Regls Neighborhood Association				romoniadix@aol.com	
Bob	Dizon		Boston Cyclists Union/JP Bikes				bob.dizon@gmail.com	
Bernard	Doherty		CPCAY - Community Planning Committee for the Arborway Yards	36 Asticou Road	Jamaica Plain, MA 02130	(h) 617-524-2573 (w) 617-449-1554	dohertyjrbc@aol.com bernard.doherty@parsons.com	✓
Tom	Dougherty		Area E Police Advisory Board	3 Peak Hill Road	W. Roxbury, MA 02132	617-835-5091	td.dougherty@yahoo.com	
Mike	Epp		JP/South Street Main Streets	7 Greenough Ave	Jamaica Plain, MA 02130	(617) 498-4682	eppm@comcast.net	
Don	Eunson		Walk Boston				deunson@gmail.com	
Jeffrey	Ferris		Southwest Corridor PMAC				jeffrey@ferriswheelsbikeshop.com	
Charles	Fiore		South Street Business Community	55 South Street	Jamaica Plain, MA 02130	(617) 524-9200		
Sarah	Freeman		Arborway Coalition	22 Arborway	Jamaica Plain, MA 02130	617-524-0602 (H) 617-384-8759 (W)	freemansherwood@hotmail.com	
Eric	Gordon		Forest Hills Neighbors				ericbot@mac.com	
Michael	Halle		Chair - Boston Police JP Traffic and Parking Committee	83 Wyman Street, No.1	Jamaica Plain, MA 02130	(617) 524-5865	m@halle.us	
David	Hannon		Asticou Martinwood South Street Neighborhood Association	27 Asticou Rd.	Jamaica Plain, MA 02130	(617) 524-1401	dmhannon@@mindspring.com	
Mary	Hickie		Emerald Necklace Conservancy	125 The Fenway	Boston, MA 02115	(617) 522-2700	hickiem@gmail.com	
Carlos	Icaza	President	JP Business & Professional Association	38 Greenough Ave.	Jamaica Plain, MA 02130	(617) 524-7997		
Allan	Ihrer		Stony Brook Association also CPCAY	116 Williams St., #2	Jamaica Plain, MA 02130	617-595-5145 (cell) 617-983-5524 (H)	allan@bbmc.com aihrrer@comcast.net	
Kathy	Kottaridis		West Roxbury Courthouse Neighborhood Association	41 Morton Street	Jamaica Plain, MA 02130	617.799.5256	kottaridis@aol.com	
Bob	Mason		Friends of Healy Field Neighborhood Association	14 Bexley Road	Roslindale, MA 02131	617-327-5698	masonsmith@rcn.com	

Appendix 2: Small Group Flip Charts

Please see the following pages.

Shea Square - Franklin Park Entrance



Describe the activities you would like to see in each of the areas

1. BUFFER
2. BIKE PATHS
- 3.
- 4.
- 5.
- 6.
- 7.
- 8.

Designate, by number, the areas where these activities would be best located

Describe the qualities you would like to see at this entrance to Franklin Park

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.

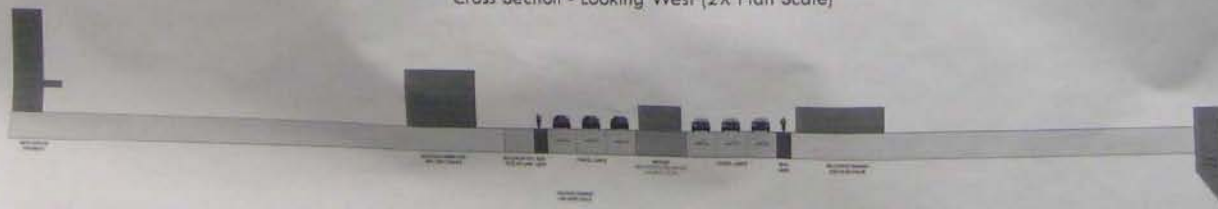
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New Washington Street Area - At-Grade



Cross Section - Looking West (2X Plan Scale)



Casey Overpass Project

Describe the activities you would like to see in each of the areas

1. FOUNTAIN
2. VIEW TO FARMSTA ENTRANCE
3. PUBLIC ART (WAYFINDING)
4. FARMER'S MARKET
5. NATURAL BERTH (SEATING)
6. DROP-OFF
7. SKATE PARK
8. PROGRAMS
- 9.
- 10.

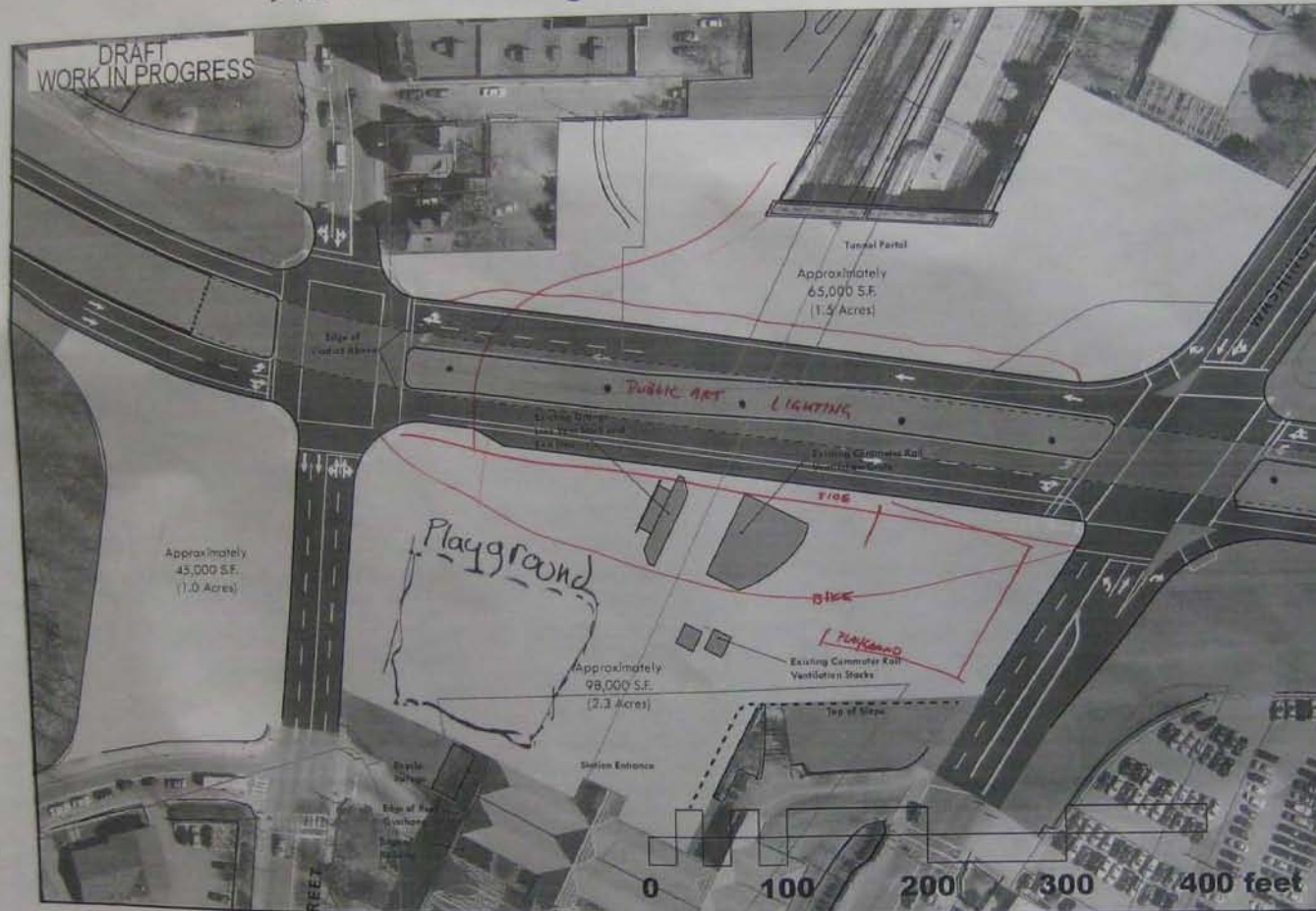
Designate, by number, the areas where these activities would be best located

Describe the qualities you would like to find in each of these areas

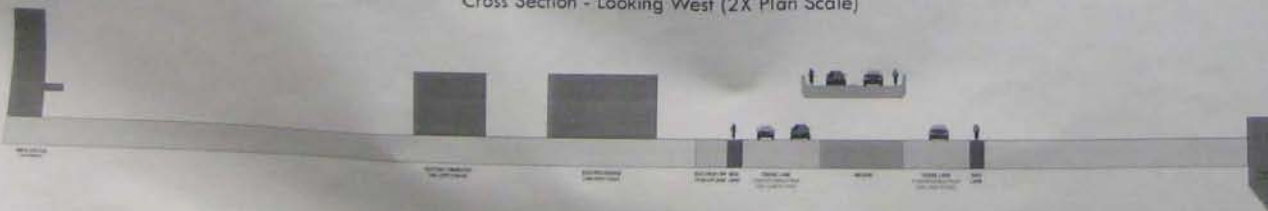
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New Washington Street Area - Bridge



Cross Section - Looking West (2X Plan Scale)



Casey Overpass Project

Describe the activities you would like to see in each of the areas

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.
- 8.
- 9.
- 10.

Designate, by number, the areas where these activities would be best located

Describe the qualities you would like to find in each of these areas

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.

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New Washington Street Area - At-Grade



Cross Section - Looking West (2X Plan Scale)



Casey Overpass Project

Describe the activities you would like to see in each of the areas

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.
- 8.
- 9.
- 10.

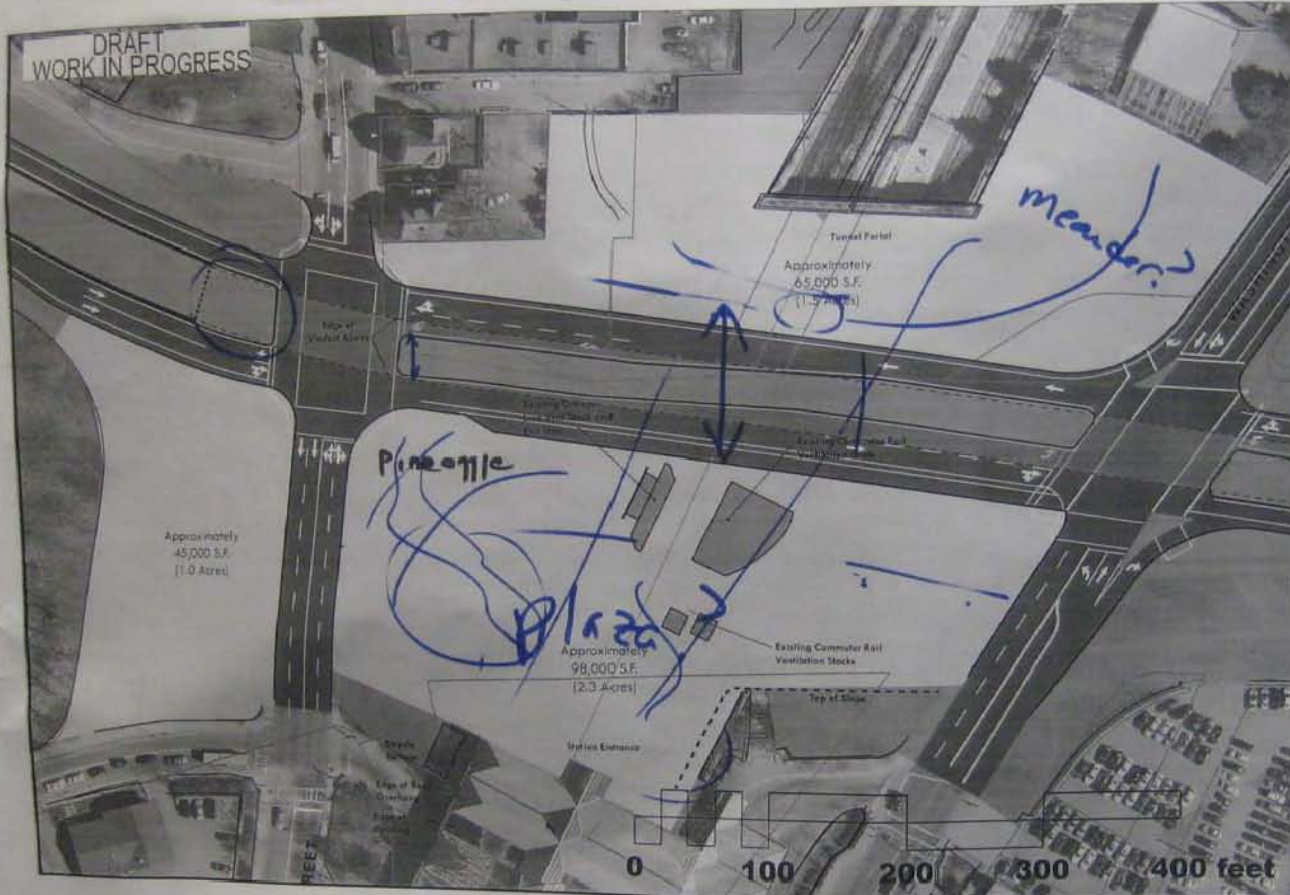
Designate, by number, the areas where these activities would be best located

Describe the qualities you would like to find in each of these areas

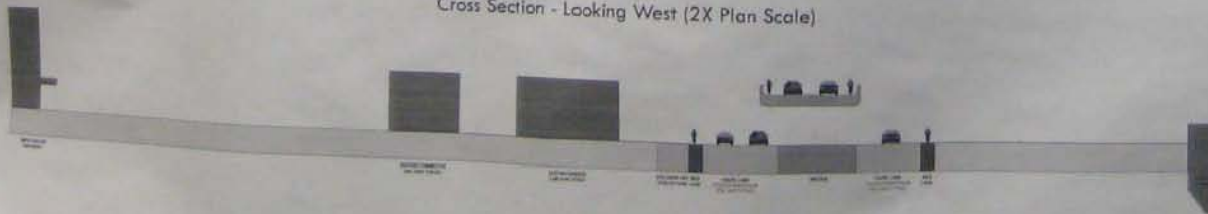
- 1.
- 2.
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- 6.

THE DESIGNER'S GENERAL WARNING: THE DESIGN SHOWN HERE IS PRELIMINARY AND CONCEPTUAL, DESPITE THE HARD-LINE FINISHED STYLE OF THE SOFTWARE PROGRAMS USED.

New Washington Street Area - Bridge



Cross Section - Looking West (2X Plan Scale)



Casey Overpass Project

Describe the activities you would like to see in each of the areas

1. *BMX skate park under bridge*
- 2.
3. *Benches facing pretty views*
- 4.
- 5.
- 6.
- 7.
- 8.
- 9.
- 10.

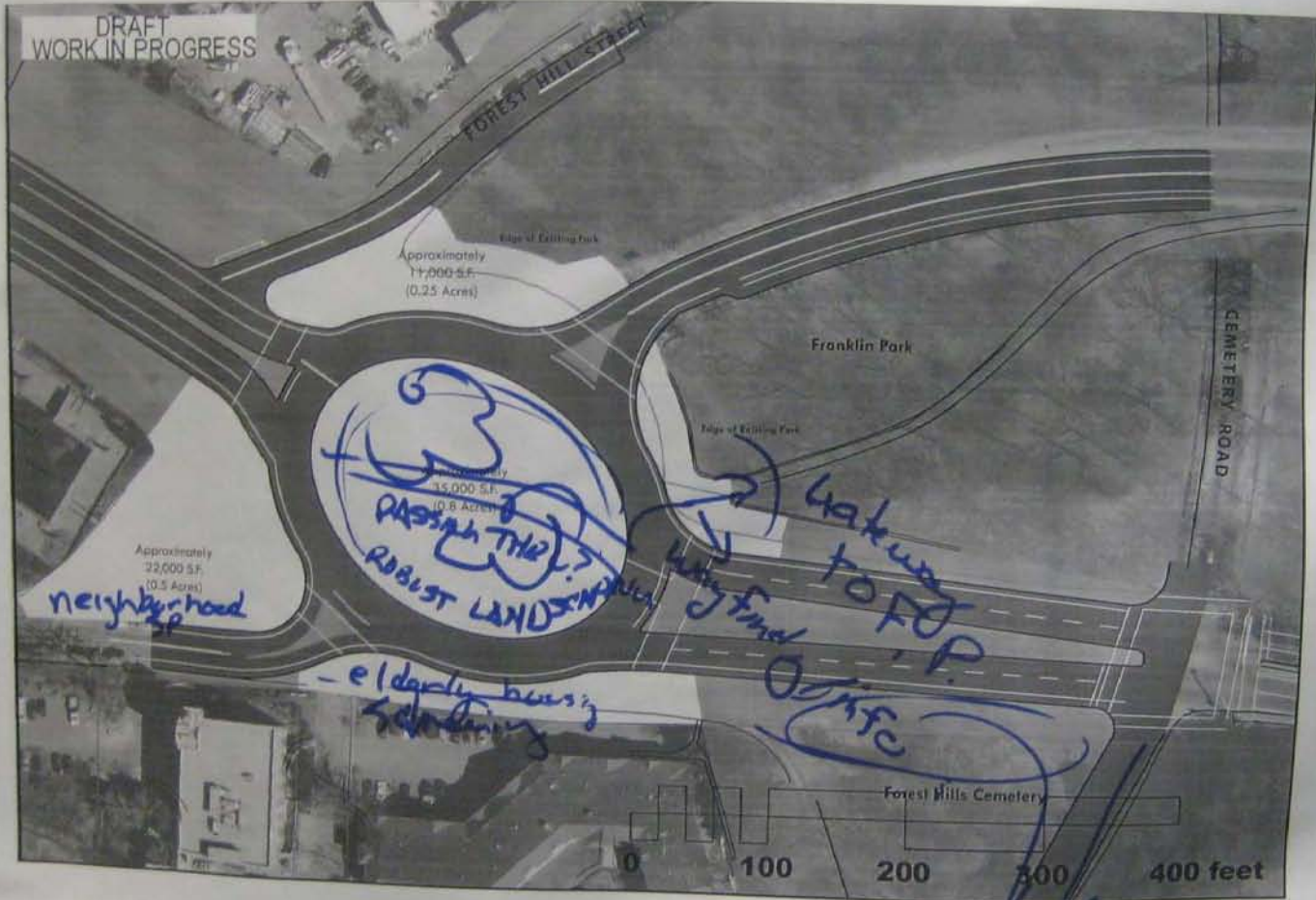
Designate, by number, the areas where these activities would be best located

Describe the qualities you would like to find in each of these areas

1. *Pineapple/Sculpture*
2. *Water Feature*
3. *Food trucks*
- 4.
- 5.
- 6.

THE DESIGNER'S GENERAL WARNING: THE DESIGN SHOWN HERE IS PRELIMINARY AND CONCEPTUAL, DESPITE THE HARD-LINE FINISHED STYLE OF THE SOFTWARE PROGRAMS USED.

Shea Circle - Franklin Park Entrance



Describe the activities you would like to see in each of the areas

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.
- 8.

Designate, by number, the areas where these activities would be best located

Describe the qualities you would like to see at this entrance to Franklin Park

1. Safety - traffic
2. - persons
- 3.
- 4.
- 5.
- 6.

Casey Overpass Project

bringing in community
Landscaped passive use

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Shea Square - Franklin Park Entrance



Casey Overpass Project

Describe the activities you would like to see in each of the areas

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.
- 8.

Designate, by number, the areas where these activities would be best located

Describe the qualities you would like to see at this entrance to Franklin Park

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.

THE DESIGNER'S GENERAL WARNING: THE DESIGN SHOWN HERE IS PRELIMINARY AND CONCEPTUAL, DESPITE THE HARD-LINE FINISHED STYLE OF THE SOFTWARE PROGRAMS USED.

Jeff P, Suzanne, Sarah, Mike Emily

GROUP 2

Shea

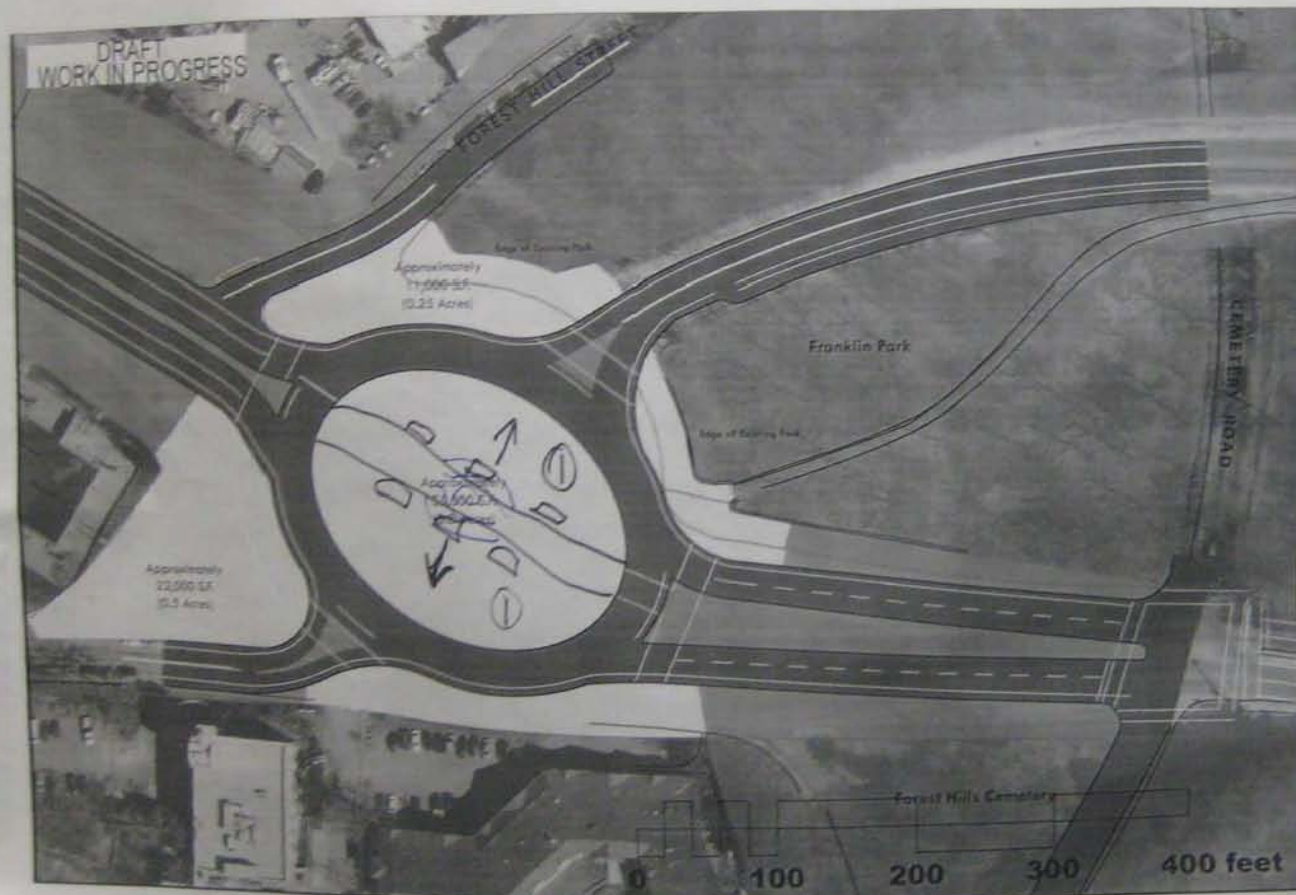
Rotary - passive open space
better landscaping
allow opp. for seating areas

Outdoor
Seating
ink

By Housing - Neighborhood space
ex Black penters

mult. purpose

Shea Circle - Franklin Park Entrance



Describe the activities you would like to see in each of the areas

1. Benches, Graded Land w/ Fountains, TRIGES, FOUNDATION -
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.
- 8.

Designate, by number, the areas where these activities would be best located

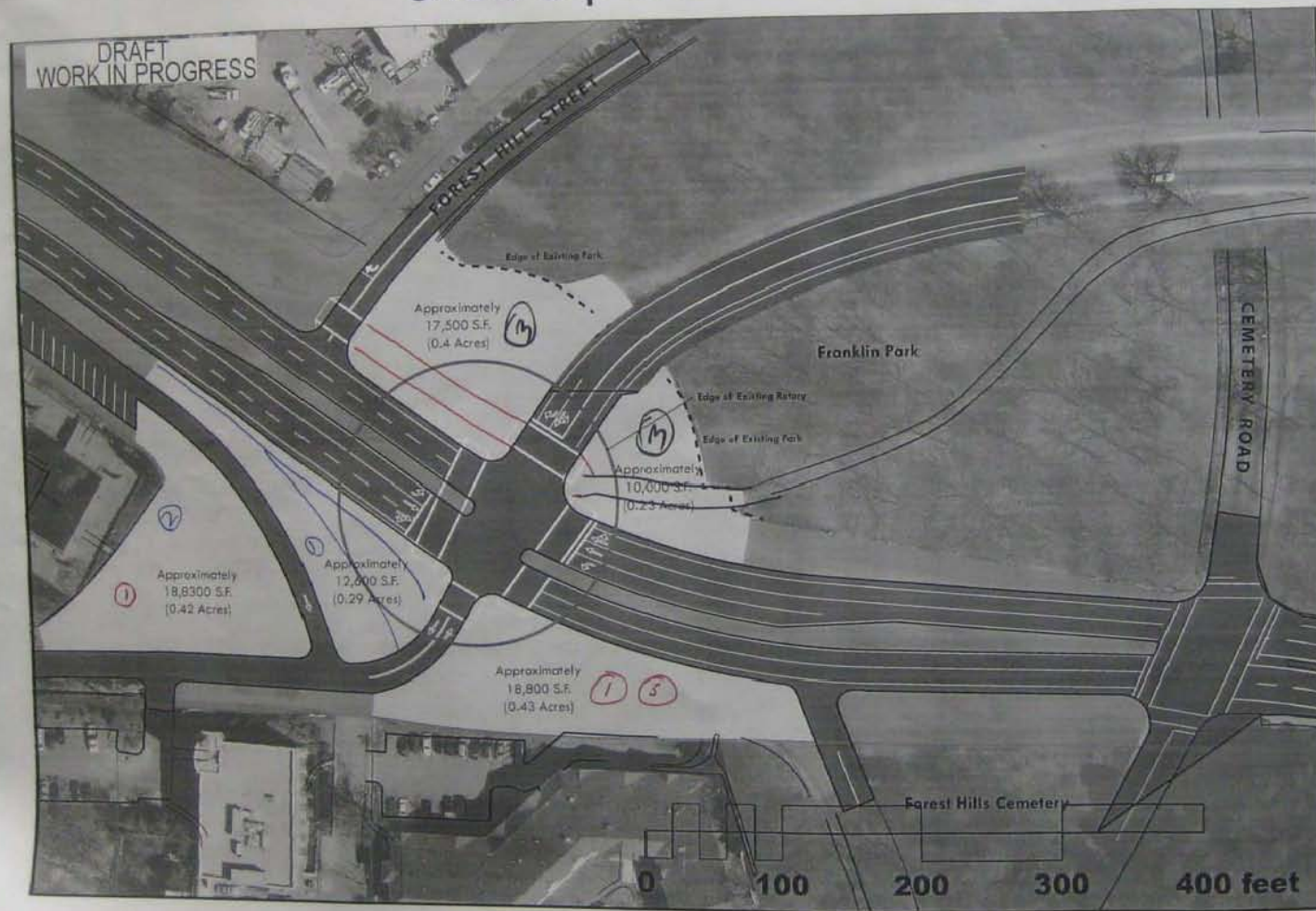
Describe the qualities you would like to see at this entrance to Franklin Park

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.

Casey Overpass Project

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Shea Square - Franklin Park Entrance



Casey Overpass Project

Describe the activities you would like to see in each of the areas

1. COMMUNITY GARDENS/PARK/BEACHES
2. Playgrounds
3. EXTENSION OF F.P.
4. S.W. CORRIDOR CONNECTION TO F.P.
5. FOUNTAIN -
- 6.
- 7.
- 8.

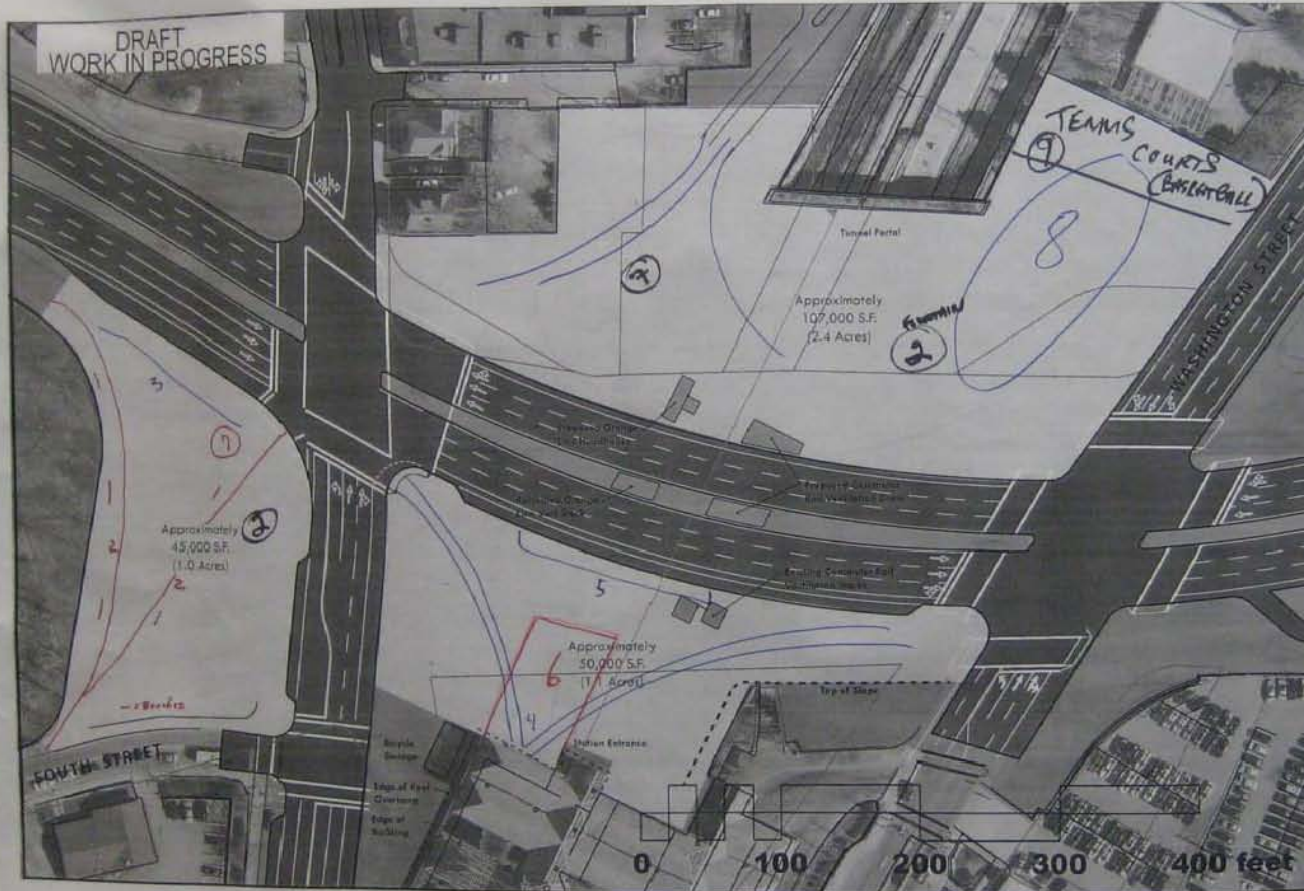
Designate, by number, the areas where these activities would be best located

Describe the qualities you would like to see at this entrance to Franklin Park

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.

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New Washington Street Area - At-Grade



Cross Section - Looking West (2X Plan Scale)



Casey Overpass Project

Describe the activities you would like to see in each of the areas

1. Extension of SW Corridor
2. ENHANCE PARK - BEACHES? - FOUNTAINS
3. GATEWAY PARK / VISUAL CONNECTION TO PARK.
4. PATHS w/ NATURAL VEGETATION.
5. BUS SHELTER (39- IF IT STAYS)
6. EXTENSION OF MARKET @ STATION.
7. KIOSK OR MAP FOR DIRECTIONS TO ATTRACTIONS.
8. AMPHITHEATER (GENERAL PARK GATHERING SPACE)
9. TENNIS/BASKETBALL COURTS
10. DOG PARK - ???

Designate, by number, the areas where these activities would be best located

Describe the qualities you would like to find in each of these areas

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.

THIS APPLIES TO ALL PLANS

THE DESIGNER'S GENERAL WARNING: THE DESIGN SHOWN HERE IS PRELIMINARY AND CONCEPTUAL, DESPITE THE HARD-LINE FINISHED STYLE OF THE SOFTWARE PROGRAMS USED.

Appendix 3: Received Emails

Please see the following pages.

Hi All,

I've been on vacation. I'm back, and hereby do send along my thoughts on the July 27th WAG meeting. I trust traffic modeling is coming and we'll have a meeting or two to incorporate into our decision making.

Thanks,

Allan

Allan Ihrer
116 Williams St., #2
Jamaica Plain, MA 02130


July 27 WAG Meeting, response:

I advocate for either the Single Bridge or the Narrow Median at Grade option.

(Traffic modeling is needed to assist in the decision of which will best serve us.)

Reasons:

Both:

- minimize the width of the paved right of way and thus maximize the greenspace.
- increase the green-space adjacent to inhabited buildings.
- allow slow traffic to keep to outside lanes. (Important at on street parking at Arboretum)
- make multi-use paths accessible to users of buildings along the right of way.
- cut shadows, driplines, columns to a minimum

Use Of Bridge:

- pedestrians and Bikes do not need accommodations on the bridge as long as they have adequate ones at grade.
- eliminating ped/bikes allows minimizing the bridge width, reducing shadows
- the bridge can be closed on the 4th of July for fireworks viewers, if needed.
- this eliminates a potentially dangerous ped/bike x-ing at the Arboretum end.

Critical Access Points:

- accommodate turns at all intersections at non-peak hours.
- on New Washington St. drop-offs and a future potential express east west bus route should be accommodated with a pull-off lane in the westward direction
- out of service buses from the east need a north turn onto Washington St.
- out of service buses from the the west need a north turn onto Washington St.
- in services buses from the east need a south turn onto Hyde Park Ave.
- move the U-turn to the west to also accommodate Morton Street traffic. Have Morton Street users exit at the Orchard Hill location. Use the entrance to the east for the Courthouse and Arborview roadway.
- a crossing at the South West corridor would be nice as the current one gets a lots of use

Community spaces:

- a good sized space at the end of the South West Corridor, potentially with room for a farmers'/craft market (see pull-off on New Washington Street noted above.)

Nathaniel Cabral-Curtis


From: Romano, John (DOT) <john.romano@state.ma.us>
Sent: Friday, August 12, 2011 9:08 AM
To: Andrea D'Amato; King, Paul C (DOT); McLaughlin, Steve (DOT); Nathaniel Cabral-Curtis
Subject: FW: casey overpass

A vote for no bridge. Please add this to the project comments.
john

John Romano
Municipal Affairs Liaison
Massachusetts Department of Transportation
Direct: 617.973.7028 | Mobile 617.438.4301

For news and updates check out our website www.mass.gov/massdot blog at www.mass.gov/blog/transportation or follow us on twitter at www.twitter.com/massdot

-----Original Message-----

From: Mary Smoyer [mailto:
Sent: Thursday, August 11, 2011 9:34 AM
To: Romano, John (DOT)
Subject: casey overpass

Dear John Romano

Thank you for all your work re the casey overpass. I think it would be wonderful if we could NOT have a bridge. With franklin park and the arboretum so near by - the whole landscape would be opened up. I hope we can come up with a good plan for just a road. no bridge.

mary smoyer 22 holbrook st jamaica plain

Nathaniel Cabral-Curtis

From: King, Paul C (DOT) <paul.c.king@state.ma.us>
Sent: Wednesday, August 10, 2011 9:14 AM
To: 'McNaughton, Gary' (Gary.McNaughton@mcmtrans.com)
Cc: Chlebek, Maureen (Maureen.Chlebek@mcmtrans.com); McLaughlin, Steve (DOT); Andrea D'Amato; Nathaniel Cabral-Curtis
Subject: FW: Traffic Analysis Requests

Hi Gary,

Please provide response to Kevin's questions below.

Thanks.

Paul C. King, P.E.
Project Manager
Accelerated Bridge Program
MassDOT, Highway Division
10 Park Plaza, Room 6500
Boston, MA 02116
Office: 617-973-8137
Mobile: 617-939-6915
paul.c.king@state.ma.us

From: Kevin Wolfson [mailto:kevin.wolfson@state.ma.us]
Sent: Tuesday, August 09, 2011 1:42 PM
To: Andrea D'Amato; King, Paul C. (DOT)
Subject: Traffic Analysis Requests

Hi Andrea and Paul,

I have two related requests for future traffic analysis. I understand that you are all super busy, but I think this information could be very informative.

- At what LOS do the rest of the intersections on 203 east and west of Forest Hills operate? That question relates to my comment at the last meeting about cars moving quickly over the Casey Overpass only to wait at lights on the rest of the road. If other intersections along 203 regularly cause the delays I've observed, avoiding delay getting over Forest Hills doesn't seem to matter. That brings me to the next question.

- How does the design choice for this project affect LOS at other intersections along 203, especially intersections to the west? I was thinking about the old study done on the Holland Tunnel in New York. In that study they capped the number of cars that could enter the tunnel every couple of minutes (I forget the exact numbers). Stopping cars at the entrance to the tunnel actually allowed all cars to get through the tunnel more quickly by preventing shock-wave affects in the tunnel. I wonder if the at-grade solution could have a similar affect; cars might take longer to get past Forest Hills, but adding stop lights might improve traffic flow at surrounding intersections. I'm very curious to know if that's the case. Will that be included in the scope of traffic analysis?

Thanks very much!

Nathaniel Cabral-Curtis

From: McNaughton, Gary <Gary.McNaughton@mcmtrans.com>
Sent: Wednesday, August 10, 2011 11:51 AM
To: King, Paul C (DOT)
Cc: Chlebek, Maureen; McLaughlin, Steve (DOT); Andrea D'Amato; Nathaniel Cabral-Curtis
Subject: RE: Traffic Analysis Requests

How does this sound?

Kevin,

These are excellent thoughts. What you are getting at is essentially right-sizing the Casey Overpass design to match the surrounding roadway infrastructure. The nearby intersections along 203 are not part of our immediate study area, but we will look at what data is available for those intersections. If necessary, we can conduct field observations to assess the operations of the intersections along 203 to better assess how they would affect the Casey Overpass project and vice versa.

You're overall theory is sound – it typically won't make sense to build a short stretch of superhighway that is constrained by signalized intersections (or rotaries) on either end. In fact, this is the exact situation for the existing Casey Overpass as it was originally a relatively short stretch of a 6-lane highway with limited capacity roadways feeding into it. Hence, the bridge alternative only being two lanes. As we refine the alternatives we will consider the surrounding roadways and the interaction with the Casey Overpass area.

The Holland Tunnel report that you cited is some of the same principles at work, but some key differences. The "shockwaves" they are trying to prevent occur much more so on higher speed roadways where vehicles required to slow suddenly often over compensate, resulting in additional back-ups. When a limited access roadway is near capacity, even a slight decrease in the speed of traffic can result in a "shockwave" effect that eventually results in traffic being at a standstill, decreasing overall capacity. With the Holland Tunnel, they were proposing to manage the traffic volumes entering the tunnel to reduce the shockwave within the tunnel. The Holland Tunnel is a very controlled environment allowing for the management of the traffic flow. This concept has also been applied as ramp metering on freeways elsewhere in the U.S. with the theory being that you manage the volume entering the limited access highway through traffic signal control to maintain flow at the optimal level.

With the Casey Overpass area, it is much more difficult to control the flow entering as you have both the east-west corridor and the north-south intersecting roadways, but your overall idea is correct. The design of the Casey Overpass area should fit within the overall design for the 203 corridor as well as the north-south corridors (Hyde Park Avenue, Washington/South Street). Additional capacity within this corridor may do little to improve overall travel times if vehicles are faced with excessive delays elsewhere. Both the at-grade and bridge solutions decrease the capacity for east-west regional traffic from that provided in the original 6-lane Casey Overpass design and as we refine the alternatives we will more closely assess how the provided capacity fits within the overall roadway network.

Gary McNaughton, P.E., PTOE
McMahon Associates
p: 508.823.2245 x 3007
www.mcmtrans.com