



April/May 2017 Public Meetings: Summary

Monday, April 24, 2017

Boston University
Jacob Sleeper Auditorium
871 Commonwealth Ave,
Boston, MA

Thursday, April 27, 2017

Boston University
Jacob Sleeper Auditorium
871 Commonwealth Ave,
Boston, MA

Wednesday, May 3, 2017

Framingham Town Hall
Blumer Room
150 Concord Street,
Framingham, MA

Massachusetts Department of Transportation Staff¹

Kathy Barr
Anthony Christakis
Jim Kersten
Chuck Labbee
John McInerney
Ryan McNeill

MBTA Staff

Karen Burns
Ryan Coholan
Margaret Fong
Corey Lynch
Sean Mills
Curtis Nikitas
Tamiaka Thibodeaux

Project Team

Steve DelGrosso and Brent Mawdsley, Walsh Construction; Roch Larochelle, HDR; Gary McNaughton, McMahon; Kate Barrett, Regan Checchio, Emily Christin, Gregory Flanigan, and Nancy Farrell, Regina Villa Associates (RVA)

Attendance

(see pages 10-11)

¹ MassDOT, MBTA and project team staff members rotated meeting coverage.

Meeting Purpose

The purpose of the April/May 2017 meetings was to present the upcoming major construction activities and detour routes for the Commonwealth Avenue Bridge Replacement Project. Project team staff described the traffic impacts for the 2017 construction shutdown (July 26 – August 14), and responded to questions. The same presentation was shown at each meeting, and is posted on the project website: www.mass.gov/massdot/CommAveBridge.

Presentation Summary from April 24 (same presentation on April 27 & May 3)

Jim Kersten, MassDOT Legislative Liaison, opened the meeting, acknowledged the elected officials' staff and city officials present at the meeting, and introduced the project team. He noted that this project involves many agencies working together and meeting biweekly to coordinate construction and outreach. He listed some of the agencies that attend the meetings, which include City of Boston, Town of Brookline, Town of Cambridge, and emergency responders. Mr. Kersten reviewed the agenda and noted there will be two additional public meetings (April 27 and May 3) to kick off the outreach process for the 2017 shutdown.

Mr. Kersten said MassDOT hired Walsh Construction to be the lead contractor and provided the team with a 25% design. Walsh and the design team have brought the design up to 100%. Mr. Kersten explained that the design team is led by HDR, and it includes McMahon for traffic engineering and Regina Villa Associates for public involvement.

Mr. Kersten provided background on the project, stating that MassDOT met with stakeholders several years ago to discuss two options. The first option would have involved conventional construction techniques, constant lane reductions on I-90, and disruptions to the MBTA Green Line for multiple years. The second option presented two intensive construction windows in the summers of 2017 and 2018. The stakeholders and MassDOT agreed that the second option would be preferable. Mr. Kersten explained the reason for selecting July 26 – August 14 as the 2017 shutdown window. He noted a lot of people go away in the summer, traffic volumes are historically lower, and the colleges and universities are not in full session. He said MassDOT coordinated with the Red Sox as well as cultural institutions in selecting the date. Mr. Kersten asked Brent Mawdsley, Assistant Project Manager for Walsh Construction, to present details about construction.

Mr. Mawdsley reviewed the need to replace the Commonwealth Avenue bridge, which was built in 1965 and is structurally deficient. He showed pictures of the bridge's corroded steel beams and concrete deck. Mr. Mawdsley displayed a map of the project area, and noted that the bridge is made up of three separate decks: Commonwealth Avenue westbound, the MBTA Green B Line, and Commonwealth Avenue eastbound.

Mr. Mawdsley described the sequence of work that will occur during the 2017 shutdown. Beginning on the evening of July 26, the MBTA Green B Line will be powered down so crews can remove the existing catenary system (power) and tracks. Beginning on July 27, Commonwealth Avenue will be closed between Packard's Corner and Kenmore Square with local access only. Beginning on July 28, I-90 will be reduced to two lanes in each direction. Mr. Mawdsley noted that halfway through the I-90 lane reductions, traffic will be shifted from the westbound to the eastbound side. He said I-90 will reopen to three lanes in both directions on August 7, and four lanes in both directions on August 28.

Mr. Mawdsley narrated an animation of the construction sequence, which can be viewed here: www.youtube.com/watch?v=b8rFw-ELck4. The animation shows the existing deck and steel girders being removed over I-90 eastbound, and a crane lowering pairs of new steel girders into place. The steel girders are being prefabricated in the old CSX railyard and delivered to the project site. Once the steel girders are in place, precast concrete deck panels are laid on top to complete the deck. The process is repeated again over I-90 westbound (which is why the traffic shift on I-90 is required). Mr. Mawdsley noted that the commuter rail will be operating normally on weekdays during construction with a flagging system in place. Once the last pieces of steel and concrete are installed, the crew will work for seven more days to pour concrete and provide waterproofing, install new catenary poles and other utility work, and paint. On August 14 at 5:00 AM, the MBTA Green B Line, Commonwealth Avenue, and I-90 will be fully reopened.

Mr. Mawdsley showed the finished condition of the project, which includes enhanced bicycle and pedestrian accommodations, better timing of traffic and pedestrian signals, a floating bus island on Commonwealth Avenue westbound, and added turn lanes to the BU Bridge.

Mr. Mawdsley reviewed the 2017 shutdown schedule, which is also posted on the project website (linked above):

Facility	Traffic Impact	Notes
MBTA Green "B" Line (Blandford St to Babcock St)	Closed from Blandford St to Babcock St for 18½ days	Shuttle bus service between Blandford St and Babcock St
MBTA Bus Routes (CT2 and 47)	Detoured from normal routes for 17 ½ days	Detour maps will be provided
Commonwealth Avenue (Packard's Corner to Kenmore)	Closed to private vehicular traffic for 17½ days	Bridge open to buses, emergency vehicles, peds/bikes
Boston University Bridge	Closed to private vehicular traffic for 17½ days	Bridge open to buses, emergency vehicles, peds/bikes
I-90 (Mass Turnpike)	Traffic shift for 9½ days	2 lanes in each direction during peak period
MBTA Commuter Rail (Framingham/Worcester Line)	Closed from Boston Landing to South Station for 2 weekends	Shuttle bus service from Boston Landing to Reservoir Station (Yawkey Way during Sox games)
Amtrak (Lake Shore Limited Line)	Closed for 2 weekends	Shuttle bus service from Albany, NY to Boston

Mr. Mawdsley described the noise mitigation techniques that will be used during construction, which include a noise curtain on Mountfort Street. The project team has taken baseline noise measurements in the area, and there will be a project hotline for noise complaints, (617) 350-4004, throughout construction.

Mr. Mawdsley noted the public can assist the expedited construction process by reducing the number of vehicles in the area, using alternate routes, and utilizing alternate modes of transportation like walking or biking in the project area. Mr. Mawdsley asked Curt Nikitas, MBTA, to discuss MBTA improvements and operations during construction.

Mr. Nikitas thanked attendees for coming, and said the MBTA's job throughout the project is to support MassDOT's efforts while providing the best possible customer service options. He said the project will update the MBTA's Green B Line infrastructure to the latest standards, and will improve long-term reliability of the Green Line. Mr. Nikitas described the impacts to the Green B Line, which will be replaced with shuttle buses between Babcock Street and Blandford Street Stations during the shutdown.

He noted that during the AM and PM peak hours there will be 25-30 shuttle buses per hour, and the Route 57 bus will operate its normal route. Mr. Nikitas showed the detour route for the Routes CT2 and 47 buses, which will be running additional buses during the shutdown.

Mr. Nikitas summarized the impacts to the Commuter Rail Framingham/Worcester Line, which will be impacted for two weekends during the shutdown. Trains will operate normally on weekdays with a flagging system, and there will be shuttles between the new Boston Landing Station and Reservoir Station on weekends. There will also be a shuttle from Boston Landing Station to Yawkey Way during Red Sox games. He added that the commuter rail parking lots are already near capacity, so he encouraged everyone to try to use alternate modes.

Mr. Nikitas explained that the MBTA will be adding extra service to the Green Line's C and D branches during the shutdown (extra service on the D branch during the Commuter Rail's weekend suspensions and Red Sox games). He said the MBTA is utilizing as many resources as possible during the shutdown to maintain service levels. Mr. Nikitas listed the customer communication methods the MBTA will use to alert the public in advance of and during the shutdown. He asked Gary McNaughton, McMahan, to discuss traffic management.

Mr. McNaughton noted that McMahan is responsible for the traffic engineering for the project. He showed a map of I-90 and the project area, pointing out the two locations where traffic on I-90 will be shifted during the I-90 lane reductions. For 9.5 days, I-90 will be reduced to two lanes in each direction between the Allston Interchange and Beacon Street Overpass. He displayed a picture of the "Zipper lane" trucks that are used on I-93 to move the barrier for the HOV lane, and noted that the Commonwealth Avenue Bridge Replacement Project will use similar vehicles on I-90. He also showed a cross-section of what I-90 will look like with two lanes in each direction and a zipper barrier in between.

Mr. McNaughton explained that the project includes a "Dry Run" of the I-90 crossover, which will take place the weekend of June 3. The point of the Dry Run is to ensure that everything will run smoothly during the shutdown in late July/early August. He noted that the Dry Run will have no impacts to the MBTA Green Line, Commuter Rail, or Commonwealth Avenue. He said that to prepare for the major construction activities for the shutdown, I-90 will be reduced from four to three lanes in each direction on July 7, and will remain in this configuration after the shutdown until August 28.

Mr. McNaughton showed a cross section of Commonwealth Avenue during the shutdown, which will be restricted between Packard's Corner and Kenmore Square to specific traffic. MassDOT will maintain access in both directions for MBTA buses, emergency vehicles, pedestrians, and bicyclists. He displayed a detailed illustration of the restrictions on Commonwealth Avenue (the illustration was also on a display board for attendees to view in the back of the room). He described the following restrictions, which can be seen in the "Work Zone/Commonwealth Avenue Restrictions Illustration" on the Meetings and Documents page of the project website:

- **Eastbound Restrictions:** through vehicle traffic heading east will be detoured from Commonwealth Avenue beginning at Harvard Avenue, with local traffic only being allowed east of Packard's Corner. All vehicles, except abutters and those accessing businesses beyond St. Paul Street, will be directed to turn right at St. Paul Street. Eastbound buses will cross over to the westbound lanes of Commonwealth Avenue at St. Paul Street and will run in a temporary "contraflow" setup to St. Mary's Street, where they will cross back to the eastbound lanes.

Eastbound bicycles and pedestrians will be directed to cross Commonwealth Avenue near Amory Street, and bikes will use a temporary eastbound bike lane while pedestrians will use the existing sidewalk along Commonwealth Avenue westbound.

- **Westbound Restrictions:** through vehicle traffic heading west will be detoured beginning at Kenmore Square. Local vehicle traffic only will be allowed to continue westbound to Cummington Street, where vehicles will use a u-turn to return eastbound. Abutter-only vehicle access will be allowed to St. Mary's Street, with vehicle access beyond St. Mary's Street only being provided to the parking facilities located on Commonwealth Avenue eastbound. Pedestrian and bicycle access will remain as it exists now.
- **Work Zone and BU Bridge Restrictions:** only buses, pedestrians, and bicycles will be allowed on the BU Bridge. No vehicle traffic will be allowed on Carlton Street north of Mountfort Street. Pedestrian traffic only will be allowed on Carlton Street connecting to Commonwealth Avenue. Vehicle traffic will be allowed on Essex Street northbound to connect to Mountfort Street southbound. No access of any type will be allowed within approximately 100 feet of Commonwealth Avenue along Mountfort Street. Emergency vehicle access will be maintained along Commonwealth Avenue and on the BU Bridge within the bus lanes.

Mr. McNaughton said that real-time traffic information will be available and active throughout the shutdown, which will allow travelers to choose the best route. He listed the ways the public can access the real-time data, including 511, Twitter, and the GoTime mobile app.

Mr. McNaughton presented safety tips for drivers near the work zone, and noted it will be a congested area so minimizing distractions while driving will be essential. Mr. McNaughton concluded his presentation by assuring attendees that there will be plenty of signage and police details to ensure safety as well.

Mr. Kersten presented the public outreach and communication efforts of MassDOT and the project team. He noted there will be additional public meetings being held prior to construction, and the project team will meet with local businesses in a Working Group. He asked any attendees who operate businesses in the area and are interested in joining the Working Group to sign up at the registration table. He noted that MassDOT will accommodate the businesses as much as possible throughout construction to allow easy access for deliveries and customers.

Mr. Kersten encouraged attendees to visit the project website to view the detour maps and sign up for email alerts.

Mr. Kersten summarized the expansive public outreach that is occurring prior to construction as well as the outreach that will occur during construction. He noted that the project team has met with numerous stakeholders, including the Red Sox, mailed a letter to direct abutters and distributed flyers to residences and businesses along Commonwealth Avenue in the project area. He noted that the project is incorporating "lessons learned" from previous major construction projects such as the All Electronic Tolling System and the Callahan Tunnel. He said all emails that are sent to the project email address (commavebridge@dot.state.ma.us) go directly to him, and he will respond to all questions as soon as possible. Mr. Kersten opened the meeting to questions.

Question & Answer Session (April 24)

Andy Moulton asked what a floating bus island is and which bus routes it will serve. Mr. McNaughton explained that a floating bus island separates transit stops from bicycle lanes so the bus will no longer cut off bicyclists. He said the bike lane will swing around behind the bus stop. The bus island will serve the Route 57 bus.

Evan Lieberman asked the project team to describe the noise curtain further. Steve DelGrosso, Walsh Construction, pointed to the map on slide 13 of the presentation showing the location of the noise curtain, which will be a 12-foot high curtain along Mountfort Street between Essex Street and Carlton Street. He noted it was designed by sound engineers to absorb the loudest construction noises, and will limit the levels behind the curtain to 65-70 decibels (the equivalent of Mr. DelGrosso raising his voice). Mr. DelGrosso noted the most intensive duration of noise will occur for 24 hours beginning on the first Saturday morning when demolition takes place over the commuter rail line, and then later in the week for 24 hours when demolition takes place over I-90. Mr. Lieberman asked the project team to include reminders of when the most intense demolition noise will occur in project emails. Mr. Kersten said he will do that.

John Sherman asked about the police presence that will be in Brookline to deal with the traffic on Beacon Street between Coolidge Corner and Kenmore Square during the shutdown detours, and what the improvements to the traffic flow will be on Commonwealth Avenue at the end of the project. Mr. Kersten said the project team is regularly meeting with a public safety subcommittee to discuss issues such as traffic details during the shutdown, and there is a very large deployment plan of police officers that will be in place 24/7. He noted the subcommittee includes Brookline police officers. Mr. Sherman said the Brookline police officers should be invited to the next public meetings. He also commented that there are currently no lights on University Road. Mr. McNaughton summarized the improvements to traffic in the final condition, which include bike lanes separated by pylons with separate signals for bikes and vehicles to reduce turning conflicts, two right-turn lanes onto the BU Bridge, and a signal at University Road. He added that traffic signals and walk signals will be better coordinated as well, and the project team is working with the Boston Transportation Department (BTD).

Chet Berman asked about plans to deal with project delays, and if possible, how congestion on the adjacent Route 66 bus during the shutdown will be mitigated. Mr. DelGrosso said the contract allots a specific timeframe to the construction, with incentives and disincentives to finish on time. He noted there are a series of contingency plans that he is happy to discuss after the meeting. Mr. Kersten noted that the MBTA is adding buses to the CT2 and 47 routes to cut down on headways. Mr. Nikitas said the MBTA's resources are limited, and it is hiring extra vehicles just for the shutdown. Karen Burns, MBTA, said the operations staff will see how traffic plays out but as of now there are no plans to add vehicles to the Route 66 bus. There will be extra trains on the C and D lines.

Galen Mook said he works at Landry's Bicycles on Commonwealth Avenue, and even though he understands the timing of the shutdown is best for BU and traffic volumes, it is not good for his business and he is worried about customers getting access to his store. He appreciates MassDOT's choice to complete the construction in the two intensive windows as opposed to several years. He noted that St. Paul Street is a truck route from I-90 to Kenmore Square and asked about the truck detours, and also how deliveries can be made to his store during the shutdown. Mr. McNaughton said trucks will still be able to make deliveries to Landry's, and described the detour route for trucks (which can be seen on the

Traffic Management page of the project website). Mr. McNaughton confirmed the police details will come in handy if congestion is building up in the detour route areas, and they will be constantly looking out for potential “hot spots” of traffic that need assistance.

Mr. Mook asked about modifying St. Mary’s Street to be two-way for buses during the shutdown. Mr. McNaughton said the project team considered that, but it was not feasible given the turning radii of the buses. Mr. Mook asked about the Mountfort Street “punch-through” option. Mr. Kersten said the “punch-through” is not part of the project contract and cannot be added. He said MassDOT sees the benefits of the “punch-through” and it is being considered as a future project.

Steve Kaiser said he supports MassDOT’s decision to use two intensive construction windows, and he is interested in the accommodations being made for pedestrians and transit riders during the shutdown. He suggested the project make a list of priorities of what absolutely needs to be completed by the end of August, such as traffic lights, etc., in case there is a delay in other improvements. He is concerned about traffic on the Cambridge side of the BU Bridge in the final design of the BU Bridge Project now that a lane has been removed, as he says traffic is already terrible at the rotary. He said the project team should develop a traffic model to see what the design does to traffic in Cambridge. He added that there may be options for making pavement marking changes next year. Mr. McNaughton summarized the list of improvements for pedestrians, vehicles, and bicyclists with the new design for the Commonwealth Avenue Bridge Replacement Project, and noted much of it was developed in the public design process a few years earlier.

Pam Beale said she lives on the Cambridge side of the BU Bridge and traffic has been a nightmare since the last reconfiguration of the BU Bridge. She asked if the project will add more signs to Memorial Drive to better direct traffic. Mr. McNaughton said there will be temporary signs during the shutdown, but any permanent changes on the Cambridge side of the bridge are not in this project’s scope. Mr. Kersten said Ms. Beale can reach out to him with any questions and requests for improvements by MassDOT in Cambridge.

Jane Lewis asked Mr. McNaughton to describe what streets and what types of vehicles are included in “local access.” Mr. McNaughton said anyone stating a purpose for being on Commonwealth Avenue will be allowed past the “local access only” sign, but anyone trying to get past St. Paul Street will be entering the bus crossover zone and work zone and must show proof of being a direct abutter. Mr. McNaughton confirmed access down Pleasant Street and Crowninshield Road will be as usual.

Scott Englander asked how it is possible for the MBTA to add extra vehicles to the Green Line’s C and D branches during the shutdown. Tamiaka Thibodeaux, MBTA, said there will be extra trains since the B line will not be fully activated, and the extra trains from the B line will be added to the C line. The D line will be running at peak hour frequency. Mr. Englander asked if the design of this project precludes the Mountfort Street “punch-through” in the future. Mr. Kersten said it does not preclude it at all, and the “punch-through” is on MassDOT’s radar.

Dan Flynn said he works on Amory Street, and asked if the street behind the BU buildings on Commonwealth Avenue eastbound will be open when access to Amory Street is limited. Mr. McNaughton said yes, it will be accessible during the shutdown.

An attendee said he owns property near St. Mary's Street, and his tenants use Babcock Street to park in the back of the building. He added that he preferred St. Mary's Street when it used to be "two-way." Mr. McNaughton confirmed employees and anyone with a direct need to go up to St. Mary's Street from Kenmore can make a left onto St. Mary's Street.

James Camarinos said he works at the BU Physical Therapy Center off Buick Street. He said many of his patients need to be driven to the building, and asked about their access. Mr. McNaughton said the exact mechanism for verifying the need to be in the restricted area is still being worked out, but as long as they say their intentions are to go to the physical therapy office it should not be a problem. Mr. McNaughton noted the vehicle detour route for cars heading west from Kenmore, and confirmed that Mr. Camarinos is signed up for the business Working Group.

An attendee asked what the area will look like before and after the shutdowns. Mr. McNaughton said utility work will occur before the shutdowns and prep for the second shutdown, with a new eastbound roadway configuration. He noted there will be no major impacts in the off-period.

Mr. McNaughton confirmed there will be physical closures restricting any vehicles from traveling up Mountfort Street, as that will be heading to the middle of the work zone. He noted that some people may try to find their own detour routes, but the police will monitor this and look out for problem locations.

An attendee asked where the construction vehicles will be parking. Mr. Mawdsley said the CSX railyard, and confirmed they will not take up any street parking.

Mr. Kersten thanked everyone for attending, and noted the project team will stay for any further questions.

Question & Answer Session (April 27)

Jim Franco asked how Brookline residents are supposed to get across the BU Bridge and how traffic on Beacon Street will be impacted during the shutdown. Mr. McNaughton said the project team is aware that there will be traffic diverting to areas that are not currently traveled, and they are trying to encourage traffic to divert on a wider scale away from the main project area. He said there will be extensive police details to enforce traffic, and the project team will look out for opportunities to move the police details to specific locations if needed. He confirmed that if the operator of a vehicle is local, he or she will be able to utilize St. Paul Street. Mr. McNaughton described the BU Bridge detour for vehicles (which can be seen on the Traffic Management page of the project website), but added that pedestrians and bicyclists can still cross the BU Bridge.

An attendee asked if the project team looked into providing more Hubway spots during the shutdown. Mr. McNaughton said the project team, MassDOT and BTD are currently considering ways to accommodate this – especially at the ends of the Green Line diversion.

An attendee asked how confident the construction team is that the construction will start and finish on time. Mr. DelGrosso said the dates of July 26 – August 14 are etched in stone, barring any major weather event such as a hurricane. Mr. Kersten added that the contract includes incentives to finish early/on time and penalties if the work is not completed on schedule.

An attendee asked about truck deliveries to the businesses during the shutdown. Mr. Kersten said the project team is going to meet with the businesses along Commonwealth Avenue who are interested in joining the Working Group. He added that MassDOT will work with them one-on-one to meet their needs, as each business has different requirements.

An attendee who works at the BMW dealership asked about how customers can access her dealership from Kenmore. Mr. McNaughton described the detour route for vehicles from Kenmore, which utilizes Beacon Street. He noted that bicyclists, pedestrians, and people on buses can access the dealership via Commonwealth Avenue as they would normally. Mr. Kersten added that the Working Group can provide any information that will be helpful to share with customers.

An attendee who lives on Essex Street asked about the noise during the construction. Mr. DelGrosso said the noise curtain will be installed on Mountfort Street between the 808 Commonwealth Avenue building and Carlton Street, and will be 12-feet tall. He said any noise that will get past the noise curtain will be lower than 70 decibels. He confirmed the loudest construction times will be during the demolition on the first Saturday morning for 24 hours, and then the second round of demolition for 24 hours beginning the following Wednesday morning. Mr. DelGrosso confirmed the construction work will be 24/7 during the shutdown.

Steve Kaiser said MassDOT has done a great job in previous projects with its outreach campaigns to deter traffic on the Mass Pike. He said MBTA transit riders may have a better transit experience during the shutdown because there will be no cars to compete with, especially if there are no red lights either. He said MassDOT should be careful with the lane merges on I-90 at the points of lane reduction, especially when it is reduced to two lanes in both direction. He suggested the team look at Route 28 for its lane configuration and merging. Mr. Kaiser said there may be a rubbernecking problem for this project, as the large cranes and activity may attract attention. He suggested allowing a reserved time during the shutdown to invite the public to the work zone and see what is being done, and to add a solid wall between the work zone and the Mass Pike. He suggested three alternatives to the design of the lanes on the BU Bridge. Mr. Kersten thanked him for his comments, and confirmed safety is always MassDOT's priority.

Mr. McNaughton reviewed the vehicle restrictions on Carlton Street, which is closed at Lenox Street/Mountfort Street for pedestrians and bikes only. He noted vehicles can travel up Essex Street a small way but will be forced to turn around at the work zone.

An attendee noted there will be a lot of traffic slowing down buses from Kenmore. Mr. McNaughton said MassDOT and the MBTA are doing all they can to expedite the bus routes, and they will have exclusive access to a lot of roadways.

Mr. Kersten thanked everyone for attending, and noted there were display boards at the back of the room for attendees to look at.

[Question & Answer Session \(May 3\)](#)

An attendee asked if there will be a fare reduction for commuter rail passengers since they will have to transfer to the Green Line or other shuttles. Ryan Coholan, MBTA, said the transfers to the Green Line will be free. There will not be a fare reduction because commuters are still being transported to South Station/Downtown, but it will be more than a one-seat ride.

Keith Bloniasz, Fox Bus Lines, Inc., said Silver Fox Coach operates the Framingham to Boston Logan Express shuttle and meets weekly with Massport. He wants to ensure that the Comm Ave project is being closely coordinated with other projects in the area, so that the buses do not run into other detour/traffic zones when trying to shuttle through this. The buses run almost 24 hours a day, and he is worried about the I-90 lane reductions, especially when the highway is down to one lane. Mr. Bloniasz commented that the lane markings during the last I-90 median project were very faded and hard to see from car level, which caused numerous 'near misses' between buses and cars near BU's Nickerson Field. He said he is on the Board of Directors of the Massachusetts Bus Association, which will be holding a meeting on May 11 in Millbury. Mr. Bloniasz requested that a project representative attend to brief the Association on the project and its impacts. Mr. Kersten responded that all neighboring projects have been put on hold during the Comm Ave shutdown period to avoid additional impacts. Mr. McNaughton said that when I-90 is reduced for the 9 ½ days, the single lane open would only happen during off-peak hours and would alternate between east and westbound traffic according to the less traveled direction. Mr. Kersten noted that the contractor will monitor and refresh the temporary lane markings during this window.

Wade Geller, a Natick resident, asked if any work will be done on the bridge's supports. He noted that there will be a significant shift in traffic to Route 9 to avoid the I-90 and city traffic congestion. He asked if there will be any reinforcements or monitoring to make sure the I-90 lane reductions do not cause more problems elsewhere. Mr. McInerney said the Comm Ave Bridge's substructure was rebuilt and the I-90 median redone from 2014-2016 as a separate project to allow for this project and shutdown. Mr. Kersten said the project will monitor regional traffic and encourage commuters to use the set detour routes and to change their mode of travel from cars to the commuter rail, if possible.

William Hanson, a Framingham resident, asked if the new commuter rail station at Boston Landing will have any amenities, such as bathrooms. He was concerned about the wait time between the shuttles and waiting for the next commuter rail train. He also asked about potentially installing a Hubway station at Boston Landing to offer another mode of transport if commuters do not want to wait for the shuttle or Green Line. Mr. Kersten said the project team is currently coordinating with Hubway to see if there is space for a Hubway station nearby to encourage cycling. Mr. Coholan said the Boston Landing station goes into service May 22 and will have the standard commuter rail station amenities, such as benches and lighting. The station will not have public restrooms. Mr. Coholan said the longest wait time for the transfer would be about 10 minutes. Mr. Hanson asked about installing temporary public restrooms near the station for people waiting. Mr. Coholan said they could talk to New Balance about potentially installing temporary restrooms in the area, if there is available space.

Attendance (April 24)

Pam Beale	Guus Driesseu
Chet Berman	Stephen Fair
Ari Betof	Pamela Ferrante
James Camarinos	Dan Flynn
Michael Ciarlante	Louisa Gag
Dan Crespi, MA State Police	Jim Gillooly, Boston Transportation Dept.
Susan DeLong	David Marc Goldstein

Amanda Gordon
Andrew Hawkridge
Greg Hum
Steve Kaiser
Elizabeth Leary
Jaye Ellen Lewis
Evan Lieberman
Oscar Lopez, Office of Rep. Honan
Archie Mazmanian
Chrystal McDonald
Alex Michaelidis
Ellen Millman
Galen Mook

Andrew Moulton
Katie O'Connor
Tom Olafsson
Lucy Roosevelt
Stu Rubinow
Jeff Russell, MA State Police
Ken Ryan
John Sherman
Barbara & John Sherman
Alexander Smith
Ben Sun, Boston Public Works
Patrizio Urcinol

Attendance (April 27)

Leonard Aaker
Billy Bad
Stephen Blyth
Jill Cardella
Elizabeth Creta
Jim Curley
Ronnie Dane
Stu Eber
Jim Franco
Katie George
Rui Huang

Steve Kaiser
Christine Marini, Boston Police
Liam Meyer
Steve Miller
Paul Nelson
Judy Paprine
Kate Silbaugh
Max Tandler
Ludi Wang
Barbara Wilhelm
Peter Wilso

Attendance (May 3)

Keith Bloniasz, Fox Bus Lines, Inc.
William Hanson, Framingham Bicycle and Pedestrian Advisory Committee
Rep. Brian Murray, MA House of Representatives – 10th Worcester District
Fred Geller
Julie Watt Faqir, Office of Rep. Chris Walsh
Rob Donnell, Framingham State University
Wade Geller