December 3rd, 2014

To: Michael Trepanier
McGrath Boulevard Project Development
Project Manager

From: Nick Gross
Howard/Stein–Hudson
Public Involvement Specialist

RE: MassDOT Highway Division
McGrath Boulevard Project Development
1st Working Group Session
Meeting Notes of November 19, 2014

Overview

On November 19, 2014 the McGrath Boulevard Project Development working group held its first meeting. The working group is composed of local residents, business owners, transportation and green space advocates as well as representatives of local, state, and federal governments. The purpose of the working group is, through the application of its members’ in–depth local knowledge, to assist and advise MassDOT in developing an implementable design that will ultimately transform the McGrath Highway into an at–grade urban boulevard. MassDOT sees the project not only as an opportunity to improve safety by removing the structurally deficient McCarthy Viaduct, but also to improve safety and connections for all modes of transportation in the project area, particular at the intersection of Washington Street and McGrath Highway.

The purpose of the meeting summarized herein was to introduce the working group members to each other and to ensure that all of them would begin their work with the same basic knowledge of the initial Grounding McGrath Study that took place between 2011 and 2013. Also shared was information about the project area and how operations for all modes of travel will be evaluated by the project team’s engineering staff members.

The meeting also provided both MassDOT and working group members with an opportunity to share their priorities for the project. MassDOT priorities are listed in detail in the section of these minutes addressing the presentation given at the start of the session as are those of working group members, however, some widely–shared priorities emerged including the following:

- Complete removal of the McCarthy Viaduct;
• Improved connectivity throughout the McGrath Highway corridor, both from north-to-south and east-to-west, particularly between Union Square and Brickbottom. The corridor should have a generally harmonious feel to it with neighborhoods knit back together;
• Improved safety for all modes of transportation;
• Efficient transit service through the corridor both in terms of existing bus service and the Green Line Extension (GLX);
• Ensure coordination with abutting projects;
• Use creative landscaping to create new and diverse green space opportunities;
• Buffer the community from the impacts of traffic emissions; and
• Protect the existing neighborhoods both in terms of current residents and small businesses.

The tone of this meeting was broadly positive with many working group member voicing their confidence in the approach taken by MassDOT. While it was acknowledged by members of the project team, working group members continued to voice their strong desire for a 4-lane configuration for the proposed McGrath Boulevard. It was explained by the project team that working group members should be considerate to a variety of lane configurations; at some intersections there may be 6-lanes while at portions of the boulevard there may be a 4-lane configuration.

**Detailed Meeting Minutes¹**

*Review of Project Background*

C: Michael Trepanier (MT): Good evening everyone and thanks for coming out. I would like to welcome you all to the first working group meeting for the McGrath Boulevard Project Development. My name is Michael Trepanier and I am the Project Manager for MassDOT. I want to start with a quick overview of the agenda. We’ll start with an introduction of the project team followed by a brief background of how we got here today and how we expect this to play out. We’ll then move into some administration of the working group and finish with a discussion of project goals that have been carried through from the planning study. If you are not familiar with the study it is referred to as Grounding McGrath. We’ll hear from our lead engineers at McMahon Associates on how we will be analyzing the transportation infrastructure. At the end we hope to have a good portion of time to have a group discussion.

At this point I would like to introduce our project team. MassDOT is the project proponent, McMahon Associates will serve as our traffic engineer and Howard/Stein–Hudson will be assisting with project coordination and public involvement. In terms of our project partners, we have the City of Somerville, the Massachusetts Bay Transportation Authority (MBTA) and the Green Line Extension (GLX) Project. Representing the MBTA in general is Greg Strangeways, Director of

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¹ Herein “C” stands for comment, “Q” for question and “A” for answer. For a list of attendees, please see Appendix 1. For copies of meeting flipcharts, please see Appendix 2.
Service Planning, more specifically to Somerville, Mary Ainsley: Project Manager for the GLX Project.

I would now like to briefly discuss the general project area. This aerial shows McGrath Highway with a green blob around it. The green area represents the space we believe to be most impacted by the project and future project construction. The limits of the project area run approximately from Broadway to 3rd Street in Cambridge. While the project area and the focus of the project development will take place within the green area, the immediate focus of our work for this phase will take place on the McGrath Highway corridor. You'll see a slide later this evening from McMahon Associates describing the traffic analysis which includes a much broader project study area. We'll be looking at roughly 35 intersections spanning from Medford, Everett, Charlestown, and down into Cambridge.

The reason we're all here tonight is because we recognize that the McCarthy Viaduct is structurally deficient and functions as a barrier in this community. We want to provide transportation infrastructure that improves the safety for all modes, calms traffic, creates a livable community, and increases east-west connectivity over the McGrath corridor. Within this project we can improve and create new pedestrian and bicycle connections while also taking full advantage of the new GLX project.

I'd like to ask for a show of hands as to how many of you are familiar with the Grounding McGrath Study. It looks like there are a few of you who are not familiar. MassDOT undertook a planning study known as Grounding McGrath back 2011 acknowledging that the McCarthy Viaduct was structurally deficient and we heard from the community a strong desire to de-elevate the structure rather than replace it. There are two bridges over the existing commuter rail line and it is clear to MassDOT, both in our highway and rail divisions, that it is not feasible to create a new at-grade crossing because of the obstruction to traffic of both types.

We are starting with the recommended boulevard alternative that came out of the study process. We are going to continue to refine the alternative and we've heard from the community the desire to make the roadway portion of the corridor as skinny as possible. We are fully and without bias looking at the transportation impacts to the community but also the abutting neighborhoods. I want to emphasize that this is not an either-or situation. You may have heard it framed that the configuration will be either 4 or 6-lanes, but this is not quite true. It may be 4, 5, 6, or even 7 depending on where you are along the corridor. I want you all to understand that the number of lanes has not yet been determined and it may not be a fixed number from end to end.

Another thing we heard at the July public information meeting was that there is a lot going on out here in terms of development and projects. There's the NorthPoint Development Project, the

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2 This document can be found here: [http://www.massdot.state.ma.us/highway/HighlightedProjects/McCarthyOverpassMcGrathHighway/DocumentsandMeetingMaterials.aspx](http://www.massdot.state.ma.us/highway/HighlightedProjects/McCarthyOverpassMcGrathHighway/DocumentsandMeetingMaterials.aspx)
Union Square Project and most notably the GLX Project. We have met with the City of Somerville and we have also met with the City of Cambridge to discuss these projects to ensure that everything is working holistically. At this point I would like to turn it over to Nathaniel Cabral–Curtis to discuss the role of the working group and your priorities for the project.

Overview of the Public Involvement Process and Member Priorities

C: Nathaniel Cabral–Curtis (NCC): Thank you Michael. I am Nathaniel Curtis and I am the Manager of the Public Involvement department at Howard/Stein–Hudson. I am here tonight with my assistant Nick Gross who will be documenting everything from tonight’s session. If you are curious to see how detailed the minutes are I encourage you to visit the Allston I–90 Interchange Project website. I also want to remind you before you speak tonight, please state you name so we can become more familiar with all of you.

Tonight I want to talk about why you’re all here and the purpose of the working group. The working group has been convened by MassDOT with the purpose to help inform and advise the agency with local knowledge. We want to develop a preferred alternative to take into the environmental process as a conceptual design. The Grounding McGrath Study was the spirit of the project and now we are looking at the form. You should all have a received a copy of the working group ground rules. They are not designed to be an imposition or a heavy burden; they are mainly here to prevent people from interrupting each other so we can finish on time. I hope when you read through the ground rules you recognized that MassDOT has its own set of ground rules as well. In summary, the ground rules are here to ensure a decorous and productive process for everyone around the table.

In terms of MassDOT priorities, we want to make it obvious that improved safety for all priorities is the number one focus. We want to improve access and mobility, promote connectivity, improve balance and functionality, and provide accountability. There are a lot of sub–bullets here that I won’t read but I do want to discuss the meaning of context sensitive design. MassDOT prides itself on increasingly developing designs which is responsive to the environment they are located. One of the things we are looking at with this project is the chance to add some green space to this urban corridor. Context sensitive design is also an umbrella term for many of the things I imagine you care most about including transit enhancements, cycling connections, walkability, and overall increased comfort. The bottom line is that we would like to achieve a reasonable consensus on a conceptual design. It is unlikely we will agree on everything 100% but given the passion we have from this community we will probably be able to get as close to a reasonable agreement as possible.

You’ve heard a lot of talking from me and at this point I’d like to go around the table so that you can introduce yourselves. As we go around the table please state your name and tell us what you would like to see from this project. After hearing your project goals we will then develop a set of shared–values that overlap between the working group and the MassDOT team. Don’t feel
compelled to answer all three of these questions I have on the slide, they are just there to get you going. They include: if we came back here 10 years after construction, what would a successful project look like? What’s one thing you’d keep about the McGrath corridor? What’s one thing you’d remove?

C: Rob Buchanan (RB): I’m Rob Buchanan representing Union Square Neighbors. 10 years after construction I would like to see a place that looked like the McCarthy Overpass never existed. One thing I would like to see improved are the crosswalks for pedestrians.

C: Kevin Byrne (KB): Hello, I’m Kevin Byrne representing MassRides. We deal with carpooling, pedestrian and cycling. MassRides would like to see improvements for bicycles and pedestrians.

C: Joel Bennett (JB): Hi I’m Joel Bennett with Friends of the Community Path. To put it simply, after construction I would like to have a place that I don’t try to avoid or wouldn’t think twice about riding through. I also want to note that I like the bridge that goes over the commuter line.

C: Margaret Round (MR): I’m Margaret Round representing the Massachusetts Department of Public Health. In 18 months a successful project will be one that considers overall health. I have three major points; near roadway exposures, importance of mobility and environmental justice.

C: Greg Strangeways (GS): Hi I’m Greg Strangeways, Manager of Service Planning at the MBTA. Bus service will remain a very important theme even with the GLX Project. We want to see the best bus service as possible.

C: Scott Peterson (SP): Hello I’m Scott Peterson with Central Transportation Planning Staff (CTPS). I would like to see a project that is functional and safe for local traffic and also one that supports better regional flow. After 10 years I would like to see a project that focuses on the neighborhood.

C: Bill Deignan (BD): Hi I’m Bill Deignan with the City of Cambridge Community Development. I would like to see the O’Brien Highway redesign project and this project match up in a safe way. I want to see pedestrian and bicycle improvements as well.

C: Mark Chase (MC): I’m Mark Chase with Livable Streets and also Somerville resident. In 10 years, it would be great if there was better community development and land-use. We want to keep the vibrant neighborhood of Brickbottom and the funky artist feeling. It’s important to ensure that it is also a great place for people to walk.

C: Manny Rodriguez (MR): I’m Manny Rodriguez with the East Cambridge Savings Bank. For the residents who live in East Cambridge I want to see the least impacts possible during construction.
C: Chris Mancini (CM): I’m Chris Mancini representing Groundwork Somerville. Most of my ideas have been echoed by others already. I want to make sure this process invites people in, creates new green space. If there is a way to get more non-white faces around the table that would be great.

A: NCC: We used MassDOT’s Title 6 tool to include a diverse number of folks from different groups.

A: MT: We did have some individuals we invited who declined the invitation and instead chose to participate through the public meeting process. We made a good faith effort and made a special effort for contacting groups that may be underrepresented in these types of forums. This is something that I’ve been very focused on and I’m very interested in engaging in environmental justice communities.

Before we move on I want to introduce George Bachelor and Robbin Bergfors. George is in charge of our Landscape Architecture Design Unit and Robbin is one of his Senior Landscape Architects. They’re here tonight and they’re listening to your comments. You’ll hear from McMahon on traffic but our landscape division is here listening and taking notes. The greenway potential here is very much a big priority for us.

C: Bill Conroy (BC): I’m Bill Conroy, Senior Transportation Planner at the Boston Transportation Department (BTD). Tonight I’m here representing Commissioner Gillooly. I think from the City of Boston’s perspective, we want to see that all modes of transportation are considered for residents and abutters. I’m looking at this as something similar to what we did for the central artery but we want to see something where the vitality comes back to the neighborhood.

C: Will Sutton (WS): Hi I’m Will Sutton and tonight I am here on behalf of Representative Toomey. We would like to see this project as inclusive as a public process as possible. It’s important that abutters are included and the environmental justice populations are included. We also want to see the design consider all modes of transportation.

C: David LeBlanc (DL): Hi I’m David LeBlanc representing Somerville Community Corporation. I would echo a number of things that have been said tonight including reconnecting the neighborhoods that were divided by the highway. In 10 years from now I would love to think that I could stroll down the street and feel safe. I think trying to diversify the group would be helpful as well.

A: NCC: Michael and I have talked about this and if you have specific groups that you would like us to go out and brief we would be happy to make staff available to do just that.

A: MT: I speak for the agency but we want this to be a slightly different process than usual. This is a different type of project than what MassDOT typically does. Reducing highway capacity is
something that the highway agency doesn’t typically do. We don’t want to leave anyone out of this process.

C: Kelsey Perkins (KP): Hi I’m Kelsey Perkins and I’m representing the Office of Congresswoman Clark. I am mostly here to listen and to learn.

C: Wade Blackman (WB): I’m Wade Blackman, also representing the Office of Congresswoman Clark. I would like to echo a lot of what has been said and make sure we have a connected, inclusive and multi-modal project.

C: Sarah Spicer (SS): Hi, I’m Sarah Spicer with the City of Somerville. I like the idea of pushing this project to the best that it can be. We also have a few planning initiative that we hope will be incorporated into this project. In 10 years from now we would like to see those processes coming together to create a new, healthy corridor.

C: Joe Lynch (JL): Hi I’m Joe Lynch and I am representing the Magoun Square Neighborhood Association. I am also the producer and director of Somerville Access TV. One thing I would like to focus on is safety for pedestrians, cyclist and cars; it needs to be safe for all users. It is important to keep in mind small businesses and reconnect the Union Square and Innerbelt neighborhoods. I would also like to get rid of the pigeons and the people who use Route 28 as a cut through corridor from Medford. Thank you.

C: Mary Ainsley (MA): I’m Mary Ainsley, director of the GLX project. In 10 years I hope this project can be knitted together with what is being done on the GLX project. The community path should be seamless. This project should also be a transparent one; if we're all transparent we’ll have a good outcome.

C: Alyson Shultz (AS): I’m Alyson Shultz, I am representing the Brickbottom Artist Association, I am also a resident, and an abutter. In 10 years after construction I want to feel that this process was a positive one. Given how close we are to the GLX project it would be a shame if the project only benefited the community and the neighborhood became less of a livable place. Somerville children are walking and riding their bicycles and I want to make sure the streets are safe for them. There is nothing I would like to keep about this area. I would like to see the sidewalks plowed which would allow an increase in accessibility.

C: Alex Epstein (AP): Hello, I’m Alex Esptein, chair of the Somerville Bicycle Committee. Projects like this take 10 years so 10 years after the completion of this project I would like to see a place that still looks as fresh as it did once it was completed. I think we should put pedestrians and cyclists at the top of the pyramid. Crossing a boulevard with a 6 lane cross-section should be nicknamed the boulevard of death. Considering bicycle and pedestrian accommodations will make this a successful project.
C: David Loutzenheiser (DL): Hi I’m David Loutzenheiser and I am representing the Metropolitan Area Planning Council (MAPC). 10 years after construction I would like to see trees lining the center of the boulevard. I would not like to see 6 or 7 lane cross-sections in our thought process. As a cyclist or a pedestrian, I would like to be able to cross the road in a comfortable way.

C: Wig Zamore (WZ): I’m Wig Zamore and I’m here representing the Union Square Civic Advisory Committee. I have a few small things. The first is the integration of Union Square and Brickbottom at the terminus and remove the entire blockage. The second is regarding the community path. If we are going to be serious about this, then we should be considering the crossing at the Boston University (BU) Bridge, through Kendall Square and under Route 28 into Sullivan Square. The BU Bridge is about to go to a 2nd track and we need to make sure the GLX project doesn’t preclude 2 tracks. I think the cross connector is needed and the main thing here is to preserve the Right-of-Way (ROW) now. The bigger thing here is that we have to design River to River. I’m glad the landscape folks are here tonight. Some of you may know I do some fairly sophisticated environmental modeling for the Harvard and BU public health programs. Air and noise exposure effects urban health 3 times more than car accidents. It’s a much bigger problem than people expect and it’s unaddressed.

C: Jim Gascoigne (JG): Hi, I’m Jim Gascoigne and I am representing the Charles River Transportation Management Association (TMA). I want to build on what Bill Deignan and Wig Zamore said. Think about Commonwealth Avenue and other long corridors in Boston that serve as through-fairs through neighborhoods. It would be great if you could come out of Boston on O’Brien Highway and into this area as one, integrated motion. I want to piggy back on Greg Strangeways comment and add that the pre-urban ring will have to run bus shuttles. This is an opportunity to look at bus use. I would like to challenge the bicycle and pedestrian people to look and talk about transit. Everyone is talking about bicycles and pedestrians but I don’t hear the same about transit.

C: NCC: That wraps up our working group introductions and priorities. I would like to thank everyone and I'll pass it off to Gary who is going to provide you with some baseline information.

C: MT: Before we transition to Gary McNaughton and Maureen Chlebek I want to walk you through some of the mile stones we’ve reached up to this point. As you can see there are 4 major pieces of this process, the first being the Grounding McGrath Planning Study. Once we get to a preferred alternative we can take that through the Massachusetts Environmental Policy Act (MEPA) process with the filing of an Environmental Notification Form (ENF). As you’ve seen with the Grounding McGrath Planning Study there will be public involvement throughout the entire process. We’ll have large public information meetings which will allow for people outside of the working group to interact with the project team. After the conclusion of environmental review, we will begin coordinating with the design team which will lead us into construction. I wanted to provide a brief overview for those of you who are less familiar with this process. I’ll now pass it off to our lead engineer, Gary McNaughton.
Baseline Traffic Discussion

C: Gary McNaughton (GM): Thank you Michael. I’m Gary McNaughton with McMahon Associates. Michael talked about the big picture of the project and I’d like to show you a general schedule we’ve put together for the current phase of the project. We are just beginning to move through the initial analysis and we are beginning to create the built traffic assignment. We’ve been busy working over the summer with CTPS and I feel confident saying that at the next working group meeting we will be talking about the technical approach in a more detailed discussion.

For those of you who were involved with the Grounding McGrath study this will be more familiar for you than those not. We had 11 intersections along the corridor that we analyzed while talking about a 6 lane boulevard alternative. We showed cars diverting elsewhere but that is what we are here to further evaluate in this process. We also want to evaluate and assess the 4 lane boulevard alternative. We’ve been doing updated counts, working with data provided by the City of Somerville and also with the Union Square Project. Our updated counts show a heavy southbound flow in the AM peak hour with only about 25% returning northbound during the PM peak hour. We’ll be discussing traffic much further and you’ll hear from Maureen in a bit who will be covering both pedestrian and bicycle transportation. We’ve done bicycle counts and we don’t see the volumes we want to see, hopefully we can change that with better infrastructure.

Touching on Greg Strangeways’ point, we will be and have been working a lot with the MBTA and even more local transit sources. There are a number of bus routes throughout the project area and we will be integrating the buses and bus service planning into our alternatives. We'll continue to work with the GLX Project with the discussion of rapid transit as well. As we continue to work with CTPS we'll be referring to 2035 as the time of our future projections. There are multiple planned projects around this area and we'll spend a lot of time talking about the mode shifts resulting from some of these transit projects. We've assembled a list of planned developments, we've held meetings to make sure we are being inclusive and we will be working with a number of projects throughout this entire process. Coordinating with the Rutherford Avenue Project and the Wynn Casino in Everett are 2 of the larger ones. This is an example of some of the initial numbers and transit trips. In terms of mode share; green is transit, blue is auto and red is cycling and walking. If you look at what those grow to in the future, we want to minimize the blue and encourage the green and red modes. We are going to start from where we left off with the Grounding McGrath Study and look at the 4 lane cross-section alternative. I'll now hand it off to Maureen Chlebek to further discuss the different transit modes through the project area.

C: Maureen Chlebek (MCh): Good evening everyone, I’m Maureen Chlebek with McMahon Associates. Tonight I would like to give you more or less a preview of how we will begin to develop the proposed alternatives. We will begin with each mode and study over 30 intersections showing the overall intersection Level of Service (LOS). We are aware that studying specific intersections is not the entire issue here; we will also be looking at approach roads, north-to-south, and east-to-west connections that we recognize are failing here. Based on hearing your priorities tonight, it's
probably more important to you to hear how we will be evaluating pedestrian and bicycle amenities. We heard from the initial public meeting that you do not want to see the Highway Capacity Software (HCS) analysis. We’ve used the HCS analysis on multimodal projects in the past and we’ve found that we get a relatively flat rate and most intersections receive a LOS–C. For this reason we will be staying away from the HCS analysis.

We also looked at a number of different options for both the bicycle and pedestrian analysis. We plan to use a similar number scoring system to evaluate pedestrian performance amenities. Simply put, you will get plusses for all the good amenities and minuses for anything bad. The first step for us is to go out and gain a better understanding of what exist now. We did an analysis of existing conditions which includes an inventory of all the amenities. Based on the existing data we grade each amenity on a scale of 1–6 relating to a LOS rating. A LOS–A is a place where you would actually want to go to walk and have as a destination. A LOS–C is something you would walk through it, but at the lower end of the C bracket you might start to question whether it’s O.K., and of course a LOS–F is something that is dangerous or hazardous. We’ll be looking at pinch points, whether a sidewalk is continuous or if it drops you off in the middle of the street, conditions of the sidewalks, crosswalks and how narrow the sidewalks are. We’ll also cover conflicts as a pedestrian which can range from reaching a driveway, to how long you’re waiting at a crosswalk, to how long the crossing is. By providing better accommodations that reduce conflicts the system output a better grade. We’ll be doing similar analysis for bicycle amenities which will cover whether the bicycle lane is buffered, road speeds and conflicts points.

When we first looked at the study corridor we found that the primary LOS rating was a level D. We also looked at LOS for bicycles and we’ve decided to use a bicycle Level of Traffic Stress (LTS) rating instead. I will cover this in further detail in a bit but first I want to discuss some of the bicycle amenities.

We have some off-road paths and we are aware of the planned community path. When you consider the entire population about a one-third of people won’t get on a bicycle because it is too dangerous. Close to two-thirds of the population are interested in riding but feel concerned. We want change the way people feel about riding through this area and increase the comfortable level for all cyclists. The Levels of Traffic Stress (LTS) is based on a scale of 4. The first is LTS–1 which is suitable for a relaxing bicycle ride with little cyclist attention required. Children may need to be supervised at intersections. A LTS–2 is suitable to most adults, but more demanding than what a child may be expected to handle. A LTS–3 represents more traffic stress than LTS–2, but is acceptable for most cyclists currently riding in the US. Finally, a LTS–4 is a level of stress beyond LTS–3 and uncomfortable for most riders. This covers the overview of how we will be analyzing bicycle and pedestrian amenities.

Discussion
C: MT: Thank you Maureen and Gary. I asked Gary and Maureen to move through their presentation quickly to allow time for a question and answer period. This room feels a little too big so please speak up and I can assure you that the next meeting will be less formal.

Q: BD: In terms of safety evaluations, I was wondering, have you have done a Road Safety Audit (RSA)?

A: GM: That’s a great question; we are currently scoped for 3 RSA’s. At this point we are looking to do that sometime next year. They are very helpful especially when you do them early on as an early action item.

C: MC: You spoke about the traditional traffic model tool. When you use the model to figure out where traffic might go with reduced capacity I want to remind you of the Longfellow Bridge which eliminated traffic. There is a lot of resilience in cities and it sounds like we are trying to take all of the cars off of McGrath and disperse them. When the DNC came to Boston there were a lot of theories about traffic dispersal and cities ability to adapt.

A: MT: That is a great comment and it is something we all have in the back of our minds. We’ve heard this in previous experiences including the Casey Arborway Project.

Q: AS: Are you actually keeping track of McGrath now that it’s down to 2 lanes? It seems to me that this would be a great time to study the effects of reducing a lane.

A: MT: Yes, I was actually speaking with Hayes Morrison earlier about that. We haven’t started yet but we will be taking new counts to get a snapshot of the impacts of construction.

C: Name not Given (NNG): I’m curious if you have heard of the City of Boston’s contest for city parks into the streetscape. There was an idea to turn utility boxes on their side and use them as seats.

A: MT: We are nowhere near that level of design. MassDOT typically defers that level of detail to the 25%–75% design stage. It is a nice comment to hear and it will be documented. Public art is very much part of the landscape.

C: George Batchelor (GB): Just to echo what you said, I think it’s terrific that you’re already thinking about public art. We look to the community to bring those types of ideas forward. I think it’s a great idea to turn a utility box on its side to create a bench.

Q: JL: The Capital City has multiple evacuation routes, is McGrath Highway designated at one of them and should we keep that in our mind as we continue developing a design?

A: GM: I am not positive but I don’t believe it is. That is something we will follow up on and I’m sure we will hear from the Federal Highway Authority (FHWA) if it is.
C: MT: That’s a great point, we want to meet the needs of this community but as a state agency we also have to balance the needs of the entire region.

Q: RB: There has recently been repaving and restriping, can you give us an update on the interim improvements?

A: GM: The paving is just about complete and their doing some of the joint repair work now. Most of the work they are doing is structural maintenance and they’ll be shutting down the operation for the winter once they finish the pavement markings.

A: MT: The hope is that the major bridge repair work will be complete by early to late spring of 2015.

Q: WZ: I have two things; the first is based on the initial discussion of pedestrian amenities and the scale of pedestrian attractiveness. I often hear that 90% of people on the community path are pedestrians. There is a little bit of tension between pedestrians and cyclists. When you think about where people want to walk you mostly think of Union Square and Davis Square. I think this is the focus of where the pedestrian experience happens and there should be attractive sidewalks here so that people will be encouraged to walk. My second comment may help to simplify the exposure issue. I think GreenDOT is important in this process and I’m happy to hear that there are landscape architects here. The real question is how can you reduce roadway exposure by 50% while ignoring vehicular technology just through design? If you focus on cyclist, pedestrians and adjacent homes that is a pretty simple way to think about roadway exposure. We have a lot of tactics underdevelopment but we can have discussions on how to better improve that.

C: MT: I think that’s a great comment Wig and something that’s been in the forefront of my mind. We meet with Margaret every few weeks internally as part of the State’s Healthy Transportation Compact and we’ve talked about taking the key points from those assessments and bringing those into our project development process. If you’re familiar with the Casey Arborway Project, a lot of our design principles that were implemented there included separated modes. In Forest Hills, we were able to achieve fully separated modes by removing on-street bicycle lanes which already are not the most desirable thing. In our conceptual plan, you can see the green blob and that shows 6 lanes of pavement. One of the benefits that we’ve acknowledged is that less pavement means more green space. The mentality that the team has is replicating some of the successes we had in Forest Hills.

C: DL: The analysis you showed identified the mode shift of driving around 45% but it sounds like your analysis will focus on traffic. Traffic is really the space that a car takes up. The average car has 3–4 empty spaces and the space cars are taking up is close to 90% of the road. Please consider this when you assume your growth rate. In terms of pedestrians, it is not convenient to
cross more than 2 lanes and the same goes for cyclist. When you think about mode shift, think about how it occurs and how to make sure we are not using the space for vehicles.

C: MT: I think it is a great point and it’s important for us to be innovative and new. We are not prioritizing the car first. For everyone who isn’t aware the 6 lane alternative is a road diet from what we have today. A 4 lane cross-section is even more than a diet.

C: GM: The percentages we talked about are just for the neighborhoods in the project area. If you look at the number of people traveling through the project area it's not proportional.

Q: AS: In terms of the health of the Squire Bridge it seems to be structurally deficient. Are you considering including the improvements to the Squire Bridge as part of this project?

A: MT: In July we didn’t really have a clear idea of the project area and since then we’ve had coordination meetings with the City of Somerville, GLX project and Cambridge. At this point I think it’s inevitable that the focus will be end-to-end along the corridor with the demolition of the McCarthy Overpass. Outside the viaduct preliminary design I’ve directed the team to assess Broadway to 3rd Street. Bill Deignan made a great point that this all needs to be knitted together in order to create a full transformation of this community.

Q: AS: Have you considered the impacts from the casino in Everett?

A: MT: I thought that question might come up. At this point we don’t really know what the impacts of the casino will be. I can say that we will be working with CTPS to model build alternatives that will include both a 4 lane and a 6 lane roadway cross-section. I don’t want to speak on behalf of the City of Boston but they are undergoing independent negotiations with the casino proponents. To answer your question simply, we don’t know the impacts of the casino.

Q: RB: Does the lower terminus of this project meet up with the upper terminus of the Lechmere Project?

A: MT: Yes it does.

C: RB: There is a space that abuts Forest Park which is a highly trafficked amenity. I would hate to see that not included within the scope of this project.

C: MT: One of the things I want to try to explain is that if we included everything from River-to-River the scope would be too big. We have to prioritize what is most important and that is taking down the viaduct. The small items will not be left behind but we need to approach this with our top priorities first.
C: NNG: This may be beyond the scope of this committee but the Boston Globe had an article about the Olympics potentially taking place in the Innerbelt area. What we're left with once this project is one thing, but how it fits is another.

C: MT: We are aware that this could be part of the composition and we also have partners from all the abutting cities.

C: NNG: O.K., I just didn’t hear it mentioned.

C: MT: If I wasn’t clear before let me be explicit, we understand the importance of coordination. We cannot work in a box.

C: NNG: Thank you everyone who has volunteered to sit on the working group. I can hear the Squires Bridge from my house. It basically functions as a drag strip for people to race. I think the Squires Bridge is a huge part of this project and an at-grade crossing for the MBTA would be a way to bring the East Cambridge, Innerbelt and Brickbottom connection back. I also think this would divert traffic from the choke points and ensure that the neighborhood streets are protected from the increase of traffic.

C: MT: One of the big things we've been saying from the start with a 6-lane boulevard is that there will be regional and local traffic diversions. We heard from someone at the public information meeting in July that they would be happy to see more traffic on their street if the McCarthy Overpass came down. That said, nobody in MBTA commuter rail operations or the MassDOT Highway Division is going to countenance a new, at-grade crossing of the commuter rail line, especially when it is so close to North Station. It’s neither safe, nor in keeping with our desire as an agency to make commuter rail trips faster and more dependable.

Q: NNG: Are cycle tracks off the table?

A: MT: Absolutely not. We plan to include cycle tracks and pedestrian improvements throughout the entire scope of the project. With that we are going to adjourn. The next meeting will likely be held in late January. We'll let CTPS go back and analyze the area and at the very latest we will meet in February. I think it’s safe to say you can expect this format every 2–3 months from now on. At the next meeting you can expect us to meet in a more breakout fashion. The idea is to get more feedback. Please use Nick and Nate as the project coordinators. We want to have a transparent process so please send us your thoughts. Thank you all for coming out.
Next Steps

It is anticipated that the next working group session will take place sometime in late January, 2015 or early February, 2014. The location of the working group meeting is still yet to be determined.
## Appendix 1: Meeting Attendees

<table>
<thead>
<tr>
<th>First Name</th>
<th>Last Name</th>
<th>Affiliation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mary</td>
<td>Ainsley</td>
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<td>Will</td>
<td>Allen</td>
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<td>George</td>
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<td>Kevin</td>
<td>Byrne</td>
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<tr>
<td>Nathaniel</td>
<td>Cabral-Curtis</td>
<td>Howard/Stein-Hudson</td>
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<td>Nick</td>
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<td>Manny</td>
<td>Rodriguez</td>
<td>Filling in for Eva Soares</td>
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<td>Margaret</td>
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<td>Heather</td>
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<tr>
<td>Wig</td>
<td>Zamore</td>
<td>Working Group Member</td>
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</tbody>
</table>
Appendix 2: Meeting Flipcharts

Chart 1
C: Rob Buchanan – Success equals no overpass, neighbors connected and safer for pedestrians.
C: Kevin Byrne – Improved pedestrian and bicycle.
C: Joel Bennet – Place I would go and wouldn’t think twice about. Like Lowell commuter line bridge.
C: Margaret Round – In 18 months success will consider health impacts; roadway exposure for bicycles and environmental justice equity.
C: Greg Strangeways – Bus service still important. Facilitate good buses.
C: Scott Peterson – Project success will be based on function and safety for local and regional traffic. Protect the neighborhood.
C: Bill Deignan – Match into abutting projects for bicycles and pedestrians

Chart 2
C: Mark Chase – Amazing development and a vibrant neighborhood without losing artist.
C: Manny Rodriguez – Ensure that Cambridge is not negatively impacted by project.
C: Chris Mancini – Inviting area by creative use of green space. Diversity is important too.
C: Bill Conroy – All modes considered as well as abutters. Similar to Central Artery; vitality in neighborhood connectivity.
C: Will Sutton – Inclusive public process; abutters included. Want to include Spanish and Portuguese. All modes should be considered.
C: Daniel LeBlanc – Reconnect divided neighborhood

Chart 3

3 To increase accessibility to this document for the visually impaired, transcriptions of the meeting flipcharts have been presented rather than photographs of the charts produced at the meeting. Images of these charts have been made and may be had upon request.
C: Kelsey Perkins – Makes sense; inclusive connectivity

C: Wade Blackman – Connected, multi-modal, Complete Streets

C: Sarah Spicer – Best as it can be; a nice place. Coordinated with Somerville planning process.

C: Joe Lynch – Safety for all modes; must be safe. Preserve existing local businesses. No more pigeons and no more I–93 cut through.

C: Mary Ainsley – Knitted together with Green Line Extension; improvements seamless. Transparent process.

C: Alyson Schultz – Positive project for the neighborhood and does not make neighborhood suffer. Somerville school kids safe without school buses.

**Chart 4**

C: Alex Epstien – Success should be fresh and on leading edge. Pedestrians and cyclist at the top of the pyramid. Massachusetts Avenue in Central Square. Invite crossings, not death alley.

C: David Loutzenheiser – Lots of new trees and shade for calming. Not 6 or 7 lanes. Diversity of trees.

C: Wig Zamore – Lots of good comments. Visually benefit Union Square and Brickbottom. Will need to fund 2-track Grand Junction Line to Sullivan Square. Preserve right-of-way for transit Urban Ring segment. Have community design River-to-River (Charles to Mystic). Humane transportation and glad the MassDOT landscape folks are here. Air and noise exposure very hard on people; 3 times worse than accidents. Landscape needs to be conscious of that.

C: Jim Gascoigne – Knit neighborhood together; think of Commonwealth Avenue in Boston; seamless. Boston to Cambridge to Union Square should be seamless. Lots of things to look at with bus change. Challenge the bicycle and pedestrian people to start talking about buses and transit.

**Chart 5**

Q: Will you do a Road Safety Audit out here?

A: We are scoped for 3. Likely next year, working group members can come.
Q: Instead of modeling where traffic goes, suggest looking for vanishing traffic. Lots of resilience in urban network.

A: We have that in the back of our minds. Heard this on Casey Arborway and we will see that during construction; good point.

Q: Have you been looking at McGrath traffic during construction?

A: Yes, we will talk about that shortly.

Q: City of Boston has public art. Any thoughts on that?

A: Fan of public art but more of a 25% to 75% design phase question.

Chart 7

A: We look to the community on this. Please give us your release.

Q: Boston has evacuation routes, is McGrath Highway one of them?

A: Not sure, will follow up. Road must be passable route for emergencies at all times.

A: Want to meet Somerville needs. As DOT, must involve all state.

Q: McGrath has been repaved and restriped, can you give us an update on the interim improvements?

A: Paving and joint repair is done. Striping is about 80% done. Most interim changes for next year. Major repairs done in late spring 2015.

Q: 90% of people on community paths are pedestrians. There is tension between bicycles and pedestrians. Think about a good pedestrian experience. Charles River and the Mystic River.

Chart 8

C: Would like to pull in GreenDOT folks. Don’t depend on “perfect technical vehicles.” Reduce exposure by 50% via design. Focus on adjacent homes, parks, pedestrians and bicycles.

A: Forefront of my mind. Work with Margaret Round. HIA moving into project development. Continuing air depression model. See Casey Arborway as example. Less pavement means more green. Mentality is trying to replicate Casey.
C: 45% of people driving (up to 52%) traffic equals space car takes up. Look at the space the vehicle takes up. 80% of space for 45% of people. Flip this to pedestrians first, then bicycles and then cars.

A: Good point, space to be innovative and new. The car is no longer king. 6-lane alternative reduce capacity; already a road diet.

**Chart 9**

A: Percentages for neighborhood abutters. Not the through traffic, looking at different types of trip.

Q: What is health of Squires Bridge?

A: We were asked to define in July our project limits. McGrath Highway has to become McGrath Boulevard from end-to-end. May happen in stages beyond McCarthy Viaduct. We are currently going from Broadway Street to 3rd Street to get full seamless project.

Q: What will impact of Wynn Everett be?

A: Working on that with CTPS. 4 or 6 lane coupled with variations on Rutherford Avenue. The City of Boston is negotiating with Wynn. Using Wynn MEPA filing to work this one through.

**Chart 10**

Q: Does lower terminus meet Lechmere project (yes). On northern end piece abutting Foss Park, highly trafficked amenity.

A: Need to take on a trend approach. Heard from community that viaduct is number 1. We will look for future recommendations as well.

Q: Lots going on around the project. Inner Belt could be the grounds for the Olympics. Please think about broader area.

A: Cambridge, Somerville and Boston are all on the table for these projects.

C: Thank you; lots of good stuff here. Squires Bridge needs to be traffic calmed. There is a big need to look at at-grade crossing from commuter rail. Interface with O’Brien Highway works.

A: 6-lane alternative will have diversion regionally and locally.

**Chart 11**
A: Squires is staying. Commuter rail crossing cannot have at-grade solution but sidewalks and cycle tracks not off the table.
Appendix 3: Received Emails – Please See the Following Page
Good Morning Tim,

Thank you very much for the prompt reply. I think everything you’ve outlined here sounds O.K. If your group formally designates someone you would like to have seated on the taskforce, it would be a help to me and Michael Trepanier (copied) to have a note from that individual formally stating that they’ve been designated. Thank you once again for being in touch and your interest in the project.

Regards & Good Wishes,
-Nate

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From: Tim Talun  
Sent: Monday, July 28, 2014 12:03 PM
To: Nathaniel Cabral-Curtis  
Cc: Trepanier, Michael (DOT)
Subject: Re: In Response to Your Inquiry Regarding the McGrath Working Group

Thank you for your reply Nathaniel. I’m not sure if it will be me (I own a home on Boston Street a few hundred feet from the overpass) or someone else representing Union Square Neighbors. We will be discussing and recommending a representative at our next monthly meeting. It will likely be someone who also lives on Prospect Hill.

Please let me know if we can provide any further information.

Best,

Tim Talun

---

On Mon, Jul 28, 2014 at 9:54 AM, Nathaniel Cabral-Curtis <ncabral-curtis@hshassoc.com> wrote:

Good Morning Tim,

I hope this note finds you well and having a good start to your week. Thank you for your inquiry regarding the McGrath Design working group. MassDOT is currently working to reconstitute this group out of a combination of original participants and potentially some new members. As we think about new members, representation for abutting neighborhoods is a logical direction for us to go. That said, we expect our first working group session in October and we have some work to complete before we make final pronouncements as to the group’s exact composition.

For now, I will thank you for contacting us and as we launch our discussions of group composition will note that Union Square Neighbors has made a formal request to be on the taskforce. If your group were to be added, would you be willing to commit to the meetings or would you recommend someone else?

Regards & Good Wishes,
-Nate

---

Nathaniel Cabral-Curtis  
Transportation Planner, Public Involvement Specialist, Associate  
Howard/Stein-Hudson Associates, Inc.  
11 Beacon Street, Suite 1010  
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Please Note Our New Address
Good Afternoon Rob,

I hope this note finds you well and having a good day. Thank you so much for reaching out to us. I’m in receipt of your email and will get back to you with a more detailed reply shortly.

Regards & Good Wishes,
-Nate

From: Rob Buchanan
Sent: Sunday, August 31, 2014 8:57 AM
To: Nathaniel Cabral-Curtis; michael.trepanier@state.ma.us
Cc: USN USN; Tim Talun
Subject: RE: In Response to Your Inquiry Regarding the McGrath Working Group

Hello Nate and Michael,

As part of Union Square Neighbors’ request to be represented on the McGrath Working Group, they have designated me to be their representative. If USN is invited to participate on the reconstituted work group, I would be happy to commit to attending the meetings and relaying information back to USN.

By way of background, I live on Walnut Street in Somerville, and am a frequent user of McGrath and the streets it crosses. My personal usage of the roadway includes auto, bike, walking, and bus, so I’m very familiar with both its challenges and opportunities. I am also an active member of USN and help organize neighborhood meetings and outreach efforts. As part of participation on the Working Group, I would be happy to help facilitate ongoing dialog with many neighbors in the area who are interested in this project.

Please let me know if you need any more information from me. In the meantime, we look forward to hearing from you. Hope you are enjoying this Labor Day weekend.

Best,

Rob Buchanan
27 Walnut Street, #2
Somerville, MA 02143
Member, Union Square Neighbors
www.unionsquareneighbors.com
Thanks Nick,
Would you be able to provide me with some more information on this project and what are the goals for this working group.

Thanks

Eva Soares  
Vice President/Security Officer  
344 Cambridge St.  
Cambridge MA  
Tel # 617-551-2440  
Fax # 617-551-2581  
esoares@ecsb.com

Good morning Gilda,

I hope you’re doing well and thank you for your reply. We will hold a seat for Eva on the expectation that we will get an official confirmation early next week (the sooner the better). We appreciate your enthusiasm for the project and look forward to working with you in the near future.

As noted, we anticipate the first working group meeting to take place on November 19th. The location of the meeting is yet to be determined although; we will let you know as soon as we confirm a venue.

Enjoy the day,
-Nick

From: Gilda Nogueira [mailto:gnogueira@ecsb.com]  
Sent: Wednesday, October 15, 2014 9:27 AM  
To: Nick Gross  
Cc: Eva Soares; Nathaniel Cabral-Curtis  
Subject: Re: McGrath Boulevard Next Steps - Reminder

Nick,

Thank you for the invitation. I will share this invitation with the appropriate individual in our organization. That individual is Eva Soares, Vice President of Retail Operations.

Again thank you for considering us in this important project.

Gilda

Gilda M. Nogueira  
President & Chief Executive Officer  
East Cambridge Savings Bank  
292 Cambridge Street
Good Afternoon Gilda,

I hope you’re well. On the 3rd of October, you should have received an email from Nathaniel Curtis inviting you to join the working group being assembled by MassDOT for the next phase of work on the McGrath Boulevard project. In that note, we requested that you indicate your willingness to participate in the working group by Wednesday, October 15th. That's tomorrow. As we have not yet heard from you, we wanted to take this opportunity to remind you of the invitation and ask that you let us know whether you intend to join as soon as possible. If you did not receive your original note, please contact Nathaniel Curtis (617) 482-7080 who will be happy to discuss it with you.

We are anticipating that the initial working group session will take place on November 19th and we ask that you please hold this date on your calendar. A thorough effort has been conducted to best coordinate with other projects to avoid scheduling overlap.

The McGrath Boulevard Development Project team looks forward to hearing your response and working with you in the near future.

Regards and good wishes,

-Nick

Nicholas Gross
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PLEASE NOTE OUR NEW ADDRESS.
Hi Michael and Nick,

Thanks for sending over the invitation. And Nick I got your voicemail. We’d like to have David Loutzenheiser represent MAPC on the Working Group. Please send him all the relevant info. And please CC me on emails so I can stay up to speed.

Thanks,

Eric Bourassa
Director of Transportation Division
Metropolitan Area Planning Council
60 Temple Place
Boston, MA 02111
617-933-0740
617-482-7185 (fax)
ebourassa@mapc.org
www.mapc.org

Please note: my telephone number has recently changed to 617-933-0740

From: Trepanier, Michael (DOT) [mailto:michael.trepanier@state.ma.us]
Sent: Friday, October 24, 2014 3:32 PM
To: Bourassa, Eric
Cc: 'Nick Gross'
Subject: FW: Marc Draisen - Invitational Letter

Here you go Eric! Thanks for the follow-up note on this.

You will see below, we thought we would have our first meeting on 10/27 or 11/3. Due to conflicts with other public meetings, we postponed to November 19. Additional details will be forthcoming on that meeting.

Thank you again! We are really looking forward to working with you and your team on this project. In sincerity, I think MAPC’s perspective on this will be incredibly valuable as we move it forward.

Have a great weekend,

Michael T

From: Nick Gross [mailto:ngross@hshassoc.com]
Sent: Friday, October 24, 2014 2:26 PM
To: Trepanier, Michael (DOT)
Cc: Nathaniel Cabral-Curtis
Subject: Marc Draisen - Invitational Letter

Hi Nick,

This looks great. I know most of those people and it looks like a comprehensive list of stakeholders. One thing that a few of us have been noodling over at Livable Streets is the connection between the planned streetscape at Lechmere station and what we’ll be doing with the McCarthy zone. It seems critical to make sure someone on
our group is involved with that process as well. I am not sure if you know the answer to that, but something to think about.

Best,

Mark

On Wed, Nov 5, 2014 at 1:06 PM, Nick Gross <ngross@hshassoc.com> wrote:

Good Afternoon Mark,

I hope you’re doing well. Please see the attached JPEG for a listing of the working group members and their represented group. We look forward to seeing you on November 19th.

Enjoy your day,

-Nick

From: Nick Gross
Sent: Wednesday, November 05, 2014 9:46 AM
To: 'Mark Chase'
Subject: RE: Welcome to the McGrath Boulevard Project Development Working Group

Good Morning Mark,

Happy hump day. I am in receipt of your note and I will check with the project manager to address your request. I can confirm that a list of working group members and their represented groups will be provided at the initial working group meeting.

I will follow up with Michael and get back to you.

Thanks,

Nick

From: Mark Chase [mailto:mark@livablestreets.info]
Sent: Wednesday, November 05, 2014 9:40 AM
To: Nick Gross
Subject: Re: Welcome to the McGrath Boulevard Project Development Working Group

Hi Nick,

Thanks for the invitation. I plan to attend. I am a new comer to the group. Could you share a list of the other working group members? I am just curious who else is on the committee.

Best,

Mark
Dear Friends,

Congratulations and welcome to the McGrath Boulevard Project Development Working Group! Your willingness to participate is greatly appreciated and we are looking forward to working with you as we move forward with this exciting project.

The first Working Group session will be held on November 19, 2014 from 6:00PM – 8:00PM at the Bunker Hill Holiday Inn, 30 Washington Street, Somerville, MA 02143. Please save the date. Following our use of the Holiday Inn on the 19th, we will be transitioning to a new location in the Union Square area. More details on that will follow on the 19th.

Please note that the Bunker Hill Holiday Inn is accessible to individuals with disabilities and conveniently reached by public transportation by the following bus routes 86, 87, 91, and CT2. The Bunker Hill Holiday Inn is also a short 7 minute walk from Sullivan Station on the Orange Line. The attached aerial graphic shows the location of the Bunker Hill Holiday Inn in relation to the project area for easy reference.

As we get closer to the November 19th, you will receive a meeting agenda to help you prepare for the initial Working Group meeting. If you have any further questions or concerns please do not hesitate to contact me at anytime.

Enjoy your evening,

-Nick

Nicholas Gross

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PLEASE NOTE OUR NEW ADDRESS.
Good Afternoon Rob,

Thank you again for your email; I hope this note finds you well and having a good day. We appreciate your and Union Square Neighbors’ interest in the McGrath Design Process. Your friend Tim Talun got in touch with us right after our July public information meeting so we know how important this is to you and your community.

Over the month of August, MassDOT and its consultant team have been pulling together our working group to tackle the next phase of the McGrath project. With Labor Day behind us, we’re going to send out invitation letters within the next few days as folks can now safely be considered to be back from their summer holidays and paying attention. Since Union Square Neighbors will in fact be getting one of these letters, I’m pleased to be able to give you the news a little bit early. Originally, our plan had been to get in touch with Tim, but since you are going to be the designee, we’ll send it to you instead.

At present, our plan is to hold our first working group meeting at some point in October or November. We’ll provide you with plenty of advance notice so for now you can relax and await your invitation. If you have any specific thoughts you’d like to share with the project team between now and our first meeting, your input would be welcome.

Regards & Good Wishes,

-Nate

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Please Note Our New Address

Hi Nate,

Many thanks for the advance word on the invitation to participate. We look forward to contributing and are excited to see the McGrath Design Process move forward. When the project is complete, it will be truly transformative for our community.

Thank you,

Rob Buchanan
Member, Union Square Neighbors
http://www.unionsquareneighbors.com/

Good Morning Rob,
I hope this note finds you well and having a good day. It’s a good day when a note from a project team can generate such happiness and excitement in a community member. We’re glad you’re happy to be on the group and excited to be doing this project with you and your neighbors. As noted previously, if you have any thoughts or concerns in advance of the first session of the working group, please do pass them along.

Regards & Good Wishes,
-Nate

Hi Nick,

Thanks again for organizing this working group. I was wondering if, perhaps when the agenda is distributed for the upcoming meeting, that a list of the working group’s members could also be included? I was just curious to see who all is participating.

Thank you,

Rob

From: Nick Gross <ngross@hshassoc.com>
To: Nick Gross <ngross@hshassoc.com>
Cc: “Michael Trepanier (michael.trepanier@state.ma.us)” <michael.trepanier@state.ma.us>; Nathaniel Cabral-Curtis <ncabral-curtis@hshassoc.com>
Sent: Tuesday, November 4, 2014 4:20 PM
Subject: Welcome to the McGrath Boulevard Project Development Working Group

Dear Friends,

Congratulations and welcome to the McGrath Boulevard Project Development Working Group! Your willingness to participate is greatly appreciated and we are looking forward to working with you as we move forward with this exciting project.

The first Working Group session will be held on November 19, 2014 from 6:00PM – 8:00PM at the Bunker Hill Holiday Inn, 30 Washington Street, Somerville, MA 02143. Please save the date. Following our use of the Holiday Inn on the 19th, we will be transitioning to a new location in the Union Square area. More details on that will follow on the 19th.

Please note that the Bunker Hill Holiday Inn is accessible to individuals with disabilities and conveniently reached by public transportation by the following bus routes 86, 87, 91, and CT2. The Bunker Hill Holiday Inn is also a short 7 minute walk from Sullivan Station on the Orange Line. The attached aerial graphic shows the location of the Bunker Hill Holiday Inn in relation to the project area for easy reference.

As we get closer to the November 19th, you will receive a meeting agenda to help you prepare for the initial Working Group meeting. If you have any further questions or concerns please do not hesitate to contact me at anytime.

Enjoy your evening,
-Nick

Nicholas Gross
Public Involvement Specialist/Planner
Howard/Stein-Hudson Associates, Inc.
11 Beacon Street, Suite 1010
Boston, MA 02108
direct: 617.348.3352 main: 617.482.7080
Good Morning Rob,

I hope you’re doing well on this Veterans Day. Please see attachment for a listing of working group members and their represented groups. An agenda will follow under a separate cover sometime next week prior to the meeting on November 19th.

We are excited to get underway and I look forward to meeting you in the near future.

Enjoy the day,

- Nick

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From: Rob Buchanan
Sent: Tuesday, November 11, 2014 9:03 AM
To: Nick Gross
Cc: Michael Trepanier (michael.trepanier@state.ma.us); Nathaniel Cabral-Curtis
Subject: Re: Welcome to the McGrath Boulevard Project Development Working Group

Hi Nick,

Thanks again for organizing this working group. I was wondering if, perhaps when the agenda is distributed for the upcoming meeting, that a list of the working group's members could also be included? I was just curious to see who all is participating.

Thank you,

Rob

Thanks Nick. Yes, I'm working today. My company doesn't give the day off. It was a quieter commute on the T today.

My other question was whether you plan to issue some sort of press release or announcement about the working group? At some point, I want to announce to the wider members of our organization that I will be participating. I just wanted to inquire if there was a broader announcement coming from your end, in which case, I could just forward it.

Thanks much,

Rob

Rob,

It certainly was much quieter on the Red Line this morning; I was able to get a seat!
In terms of a formal press release, that is something we will discuss further with MassDOT towards the end of the week (they get Veterans Day 😊). In the meantime, please feel free to announce your participation in the working group to anyone and everyone.

Thanks,

Nick
Hi Nick,

SCES is looking forward to participating in this work group. We won't be able to attend on the 19th, so please keep us on the email list so we can come to future meetings.

Mary Ann

Mary Ann Dalton
Assistant Executive Director
Somerville-Cambridge Elder Services
61 Medford Street
Somerville, MA 02143

phone 617-628-2601 ext. 3201
fax 617-628-1085

>>> Nick Gross <ngross@hshassoc.com> 11/4/2014 4:20 PM >>>

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- Transportation Planning
- Civil Engineering
- Traffic Engineering
- Public Involvement/Strategic Planning
Hi Nick,
Just wanted to let you know Manuel Rodriguez one of our Business Development Officers will be attending this meeting representing East Cambridge Savings Bank.

Eva Soares
Vice President/Security Officer
344 Cambridge St.
Cambridge MA
Tel # 617-551-2440
Fax # 617-551-2581
esoares@ecsb.com

Good Morning Eva,

I hope you are doing well on this wet morning. I wanted to make sure that the Working Group announcement and ground rules for the McGrath Boulevard Project have successfully made their way into your hands. I know there were some issues with either your firewall or the size of the file so please confirm that you have received this note.

Congratulations and welcome to the McGrath Boulevard Project Development Working Group! Your willingness to participate is greatly appreciated and we are looking forward to working with you as we move forward with this exciting project.

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Enjoy the day,
-Nick

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direct: 617.348.3352   main: 617.482.7080
That sounds great. Thanks, and see you in January.

On Wed, Nov 19, 2014 at 9:02 AM, Nick Gross <ngross@hshassoc.com> wrote:
Good Morning Michelle,

I hope you’re doing well. I'm sorry to hear that you will be unable to attend tonight’s meeting. On the bright side, we will be producing a set of detailed meeting minutes that will be posted onto the project website. In addition we will also be posting the PowerPoint presentation.

Our goal is to have someone who is unable to attend (you), read the meeting minutes while scrolling through the PowerPoint and feel like they were actually at the meeting. Typically the minutes and presentation take about a week or so to get posted; the minutes because they are long and the presentation because it has to be ADA accessible as a MassDOT standard for the web.

The next meeting will be held sometime in late January. We will have a better understanding of the location of that meeting based on tonight’s attendance. I will certainly be in touch to provide you and the working group members an update on these loose ends.

Enjoy the rest of your day,

Nick

From: Michelle Apigian
Sent: Tuesday, November 18, 2014 7:07 PM
To: Nick Gross
Subject: Re: McGrath Boulevard Working Group - November 19, 2014

Hi Nick, I apologize but I've had a conflict come up and will have to miss this first meeting. Will there be minutes distributed or some other way to get brought up to speed. I will certainly hope to make the next one. Any idea yet when that will be?

Best, Michelle

Sent from my iPhone

On Nov 18, 2014, at 2:58 PM, Nick Gross <ngross@hshassoc.com> wrote:

Good Afternoon All,

I hope everyone is well and enjoying this chilly Tuesday. As you will recall from the initial Working Group ground rules email and announcement, we will be gathering tomorrow, Wednesday November 19th at the Holiday Inn Bunker Hill located at 30 Washington Street, Somerville at 6:00PM. New and for your review is the meeting agenda (attached).

In addition, the project website is now live and can be accessed here: http://www.massdot.state.ma.us/highway/HighlightedProjects/McCarthyOverpassMcGrathHighway.aspx

I look forward to seeing everyone tomorrow evening. As always, if you have any questions please do not hesitate to ask.
Enjoy your evening,

Nick

Nicholas Gross

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• Transportation Planning
• Civil Engineering
• Traffic Engineering
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PLEASE NOTE OUR NEW ADDRESS.
Good Morning Warren,

I hope you’re doing well. I apologize for the misunderstanding and I will remove your contact information from the Working Group database. If you are interested in keeping up with the project as a general member of the public, I can keep your contact information in the projects stakeholder database to receive email up-dates and project announcements.

Enjoy your day,

Nick

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Sent: Tuesday, November 18, 2014 5:47 PM
To: Nick Gross
Cc: Michael Trepanier (michael.trepanier@state.ma.us); Nathaniel Cabral-Curtis; gmcnaughton@mcmahonassociates.com
Subject: Re: McGrath Boulevard Working Group - November 19, 2014

Hi Nick,

I’m sorry but I didn’t actually agree to be on this committee and am not able to serve. I appreciate you reaching out to me and to The Welcome Project.

-Warren

On Tue, Nov 18, 2014 at 2:58 PM, Nick Gross <ngross@hshassoc.com> wrote:

Good Afternoon All,

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I look forward to seeing everyone tomorrow evening. As always, if you have any questions please do not hesitate to ask.

Enjoy your evening,

Nick

Thank you Nick. Yes, please keep me on the list for general information for the public. I am interested in following the process, I am just not able to participate. Thank you for reaching out!

-Warren
Hi Nathaniel,

I just learned today that a meeting of the working group was held on Wednesday night. I am supposed to be part of the working group but never received notice of the meeting. Was a notice sent out about the meeting?
Ellin Reisner

--
Ellin Reisner, Ph.D.

Hi Nathaniel,

Thanks for the update. It is possible that the notice went into spam. I hope this problem can be fixed. I will give some thought to the questions and respond.

Thanks,

Ellin

On Fri, Nov 21, 2014 at 11:19 AM, Nathaniel Cabral-Curtis <ncabral-curtis@hshassoc.com> wrote:

Good Morning Ellin,

I hope this note finds you well and having a good day. Yes, we definitely sent out a notification and an agenda and what’s more, you are on our list. I am terribly, terribly sorry that you did not receive your notification. This is the correct email address and everything. It is possible that when we switched over to sending a bulk delivery to folks that you did not get your notification and that it is hung up as spam somewhere.

Over the next few days, we will be posting last Wednesday’s PowerPoint presentation to the DOT project website. We will also be developing detailed meeting minutes which you can read. The three major questions we asked of our participants on Wednesday night were as follows:

1. If we came back to McGrath Boulevard 10 years after construction was complete, what would success look like?

2. If you could keep one thing about the Route 28 area as it is today, what would it be?

3. Besides taking down the bridge, what is the #1 thing you would get rid of on Route 28.

If you provide me with answers to those questions, I will incorporate them into the body of the meeting minutes. Once again, my apologies for any problem. If need be, we will ship your meeting alerts directly.

Regards & Good Wishes,

-Nate
Hi Nathaniel,

I just learned today that a meeting of the working group was held on Wednesday night. I am supposed to be part of the working group but never received notice of the meeting. Was a notice sent out about the meeting?

Ellin Reisner

Great. Thanks for doing this.
Ellin

On Fri, Nov 21, 2014 at 11:36 AM, Nathaniel Cabral-Curtis <ncabral-curtis@hshassoc.com> wrote:

Ellin,

I am sure we can fix it. I have several working group folks, other projects, who have a very sensitive filter. A bulk distribution and an attachment are too fishy to pass muster. For them, I send individual alerts, invites, etc. I will instruct my assistant to take that approach with you.

Regards & Good Wishes,

-Nate
Hi Nick and Team,

Nice job of running the meeting on Wednesday night! I was wondering if you are going to post the presentation you did on the McGrath Project website? Or can I otherwise get a copy of it to share with my Livable Streets Colleagues?

Have a great weekend,

Mark

Good Morning Mark,

I hope this note finds you well and having a good day. Thank you for your kind words regarding the meeting on Wednesday night. Once the presentation has been made accessible for those navigating the internet with assistive technologies, it will be posted to the MassDOT project website for this job. Given the holiday, I anticipate that will be during the first week of December. Thank you for your participation on Wednesday evening. We all look forward to working with you and the rest of the working group to advance this effort.

Regards & Good Wishes,

-Nate