



May 21, 2012

To: Kristina Johnson
Principal Planner
City of Quincy

Through: Keri Pyke, P.E., PTOE
Howard/Stein-Hudson
Project Manager

From: Nathaniel Curtis
Howard/Stein-Hudson
Public Involvement Specialist

RE: **City Council Hearing**
Meeting Notes of May 9, 2012

Executive Summary

On May 9, 2012, the City of Quincy team for the Adams Green project appeared before a hearing of the Quincy City Council's Downtown Committee. The Downtown Committee is a subgroup of the City Council chaired by Councilor Doug Gutro, who arranged for the hearing to take place. The purpose of the hearing was to provide the Downtown Committee with an opportunity to receive a status update on the project in light of the recently-filed 25% design plans, to ask questions, and to voice concerns. The meeting summarized herein consisted of a brief presentation to the councilors followed by an open question and answer session. Following the comment period for elected officials, members of the audience were also invited to speak.

The goal of the Adams Green Project is to develop the roadway infrastructure and streetscape to support the new Adams Green Park to achieve its full potential in providing downtown Quincy with a green, bicycle-, pedestrian-, and transit-friendly focal point. The consultant team is headed by Howard/Stein-Hudson and includes Halvorson Design Partnership, Toole Design Group, TrafInfo Communications, Epsilon Associates, and A Plus Construction Services Corporation.

Opening Remarks

- C: Councilor Doug Gutro (DG): Tonight, Madam Clerk, the Downtown Committee will review Adams Green. The Downtown Project is a long process with many tentacles. This is just one, but it's an important one. Dennis Harrington is here with his team to present the project to the committee and discuss subsequent meetings. Dennis, please explain the difference between the different design documents and the 25%, 50% and 75% design stages so people understand when its time to weigh in with their concerns. Mr. Harrington, go ahead.
- A: Dennis Harrington (DH): Mr. Gutro, thank you for attending and for having this meeting. There will be a MassDOT 25% public hearing held in June of this year. That will be the only hearing for the Commonwealth not the planning board or council, but the 25% design hearing is MassDOT's main mechanism for getting public input. That's been scheduled for June 13, 2012, at the Crane Public Library.

Q: DG: And why is that a State public hearing?

A: DH: The 13th of June will be a MassDOT 25% design hearing. The 25% design is represented by the half size plans you received. It's a MassDOT plan. The transportation component of this is funded through federal money from fiscal year 2004. The funds are locked in through an earmark, but to access those funds we have to comply with MassDOT regulations as the federal transportation dollars pass through them to us. The 25% hearing is required. There are 75% and 100% design plans, but neither of those levels has a hearing associated with it. By the 100% design phase, we will have construction drawings with lots of detail, but the big decisions are made at the 25% level. That's where we determine things regarding sidewalks, lanes, and widths of lanes, signalization plans, and so forth.

Howard/Stein-Hudson (HSH) is under contract with the City of Quincy for \$800,000 to design the traffic infrastructure and public works associated with Adams Green. The park is not theirs. Keri Pyke of HSH will explain the 25% plans to you tonight; those plans deal with underground utilities, sidewalk locations, travel lanes, and signals. In the meantime, the park design is moving forward funded by the Gateway Cities for \$500,000. Halvorson Design, which is a sub-consultant to HSH on this project, will design the park. Their role in the current project is to make sure there is coordination between the park and the roadway design so when the park does go in there will be no need to redo any of the public works. We have a coordinated effort by two excellent teams.

This park is a key feature for the future of a revitalized Quincy. We have a great chance to make a new public gathering space for the citizens of Quincy, which I have discovered will be bigger than Copley Square. It will be a great park, but it comes in layers. The first is the underground public works and the transportation, then designing the park, and then building the transportation for which we have \$5.2 million programmed on the TIP (Transportation Improvement Program), and then we'll build the park. Building the park has been roughly estimated at between \$15-20 million; it hasn't been designed yet so that's an educated guess. We have preliminary approval under I-Cubed from the Commonwealth for some components including the bridge and the new Town Brook Culvert. We expect there will be approval for the park funding. As we speak tonight that funding is not in place, and it will not be until the Mayor and Council develop the I-Cubed application documents to submit to the Commonwealth. We have display boards on hand tonight for after the Council completes the public hearing. Bob Uhlig from Halvorson and Keri Pyke with HSH will both stay after the hearing to answer public questions and concerns.

C: DG: Thank you, Mr. Harrington. I want to acknowledge Maryanne Peak from the Adams Historical Site, Dean Rizzo from the Chamber of Commerce, I know you've been to a lot of these meetings, and the Reverend Sheldon Bennett, the outgoing pastor of the First Congregation.

Q: Councilor Brian Palmucci (BP): Mr. Harrington, you said nothing can move forward until I-Cubed is approved; is that right?

A: DH: With all due respect this project is moving through design and construction of the all the public works to support the park, and then we will turn to design of the park. I-Cubed is for the construction of the park. We'll reach a point where those funds will become available. That's probably construction season 2014. It will take construction seasons 2013 and 2014 to do the public works. Then the third season is the park.

C: BP: Thank you. That answers my question.

Design Team Presentation

- C: Keri Pyke (KP): Thank you for having us tonight. I'm Keri Pyke, a principal and director of transportation planning at HSH. I am happy and excited to walk you through all this. Will you ask questions during the presentation and ask the public to hold until the end?
- A: DG: Normally we don't take public commentary. If at the end we have the unanimous consent of the committee we can take questions. We can take a few here and there if there are general things.
- C: KP: O.K. Thank you. Nathaniel Cabral-Curtis is our public involvement specialist. You can send any thoughts, questions, or comments to him.¹ Bob Uhlig is here, he's our landscape sub-consultant and for the park we'll be reversing roles and we'll be a sub-consultant to him so we have a nice symmetry. He's here and can answer your questions about the park.

So, to give you a quick overview, the first page of your packet has the location of the project. We're talking about the triangle in front of City Hall where the traffic goes around the Church of the Presidents. We go down the surrounding streets a little bit in all directions to make sure it all matches.

Now, please turn to the handouts we sent you earlier:

- The first sheet is sSheet 18 because this is an excerpt of a larger document. We're showing a cross-section of Hancock Street which is shaded grey. We'll have new trees all along Hancock Street. Those are represented by the little squares with the dot in the middle. We'll have new lighting throughout the project because we've heard that lighting at night in Quincy is a problem, and we want people to feel safe getting around.

We're proposing some improvements to the signal including tying it to the MBTA driveway to make it easier for buses and safer for pedestrians to cross the street. We have new crosswalks. Russell Park will be tied in here and in the first block we have shared-use for bicycles. As it widens out towards City Hall, we will have a mixed use pathway for them. We'll have new paving in that area on both the streets and sidewalks. From the MBTA going towards City Hall, there will be a new bicycle lane. We will also define the parking lane with neck-downs.

- The next sheet is Sheet 19 and as you can see we're closer to the Church and City Hall. This is the section where Hancock Street will close. The road will curve towards Coddington Street as it does today, but the closed section will become part of the park. We are planning interim improvements for the period after Hancock Street closes and before the park is built so there will be access to the Church and so the drainage will work. There will be all new sidewalks and trees.

Coming in here where the road curves, we know there is a pedestrian safety issue. It's number 8 on the Commonwealth's pedestrian crash listing and we understand that you've had incidents in the news so we want to make it safer and easier for people to cross the street and get to City Hall, the Library, and the Church. A big part of accomplishing that is this new crosswalk. Right now people cross willy-nilly because of having to cross multiple streets. The new crosswalk will be lit and raised. This will both show its importance to pedestrians as their safe point to cross the road, but it will also make it clear to drivers that slowing down for pedestrians isn't just a suggestion. To negotiate the raised crosswalk, drivers will need to slow to 15-20 mph, any faster and they'll tear out the undercarriage of their vehicle. The crosswalk will tie into the gateway for the park. We'll have bicycle lanes in both directions and we will also give cyclists the opportunity to continue straight through the park. Additional bicycle lane will head to the east towards the Library and the high school.

¹ At 617-482-7080 x236 or ncabral-curtis@hshassoc.com

- Please turn to Sheet 20. That's going off the top of Sheet 19 and it's the intersection of Washington Street/Coddington Street/Temple Street. There will be new signal equipment, crosswalks, and a new lane configuration here. If you're on Washington Street heading south, you'll have a left, a through, and right as well as a bicycle lane. Coming from Coddington Street, we won't allow left turns, and we've looked at how people can move around with this new traffic pattern because we're closing Hancock Street. The numbers of cars doing that are not very high. On Temple Street we have 2 lanes and also a new parking lane actually created on the Church and now City Hall side. If you're going to church on a Sunday, the parking is right there and pedestrians won't need to make multiple crossings. That's a big advantage. Again, we won't allow left turns from Washington Street because we're expecting improvements further to the south in the new Quincy Center development to accommodate those moves in a more easy fashion.

Q: DG: Where would the left turn be prohibited?

A: KP: From Washington Street onto Temple Street.

Q: DG: What do you do if you want to get onto Temple Street?

A: KP: You can turn onto Mayor Hannon Parkway and the new streets of the Quincy Center development to get to Temple Street. We also plan to reverse Maple Street to head away from Washington Street so you would have the option of going from Maple Street down to Chestnut Street and make the right onto Temple Street.

C: Councilor Margaret Laforest (ML): I just had a quick question. On the no left turns, I'm hearing coming from Coddington Street there's no left onto Washington Street and from Washington Street, no left turn onto Temple. Is that right?

A: KP: Yes.

C: ML: And you mentioned that you're coordinating with traffic analysis in other places in the City. We've been having significant problems with the Mayor Hannon Parkway. People disregard left turn prohibitions, and it's causing problems at McGrath Highway. People get to Hancock Street, see the no left turn sign, want to turn left and do it anyway. If you're heading towards Burgin Parkway, there's a no left turn sign which is being ignored and I would say, as you contemplate these left turn prohibitions that I don't see them as successful.

A: KP: You can turn onto Mayor Hannon Parkway and the new streets of the Quincy Center development to get to Temple Street. We also plan to reverse Maple Street to head away from Washington Street so you would have the option of going from Maple Street to Chestnut Street to Temple Street.

A: DH: There is no left onto Temple Street from Washington Street today.

C: ML: You probably wouldn't go that way anyhow.

A: KP: There aren't many cars trying to make the move we plan to prohibit today. We looked at the volumes we would expect to see at the new Quincy Center and did an origin/destination study, that's where we have people trace the passing license plates, we don't think many people will want that move. We believe it will work.

Q: ML: So accessing the Library and post office would be the only reasons to take that turn?

A: DH: We will have three left turns available. The issues you raised are due to signal timings and people getting used to some changes. Some of it is enforcement, some is education, and some is better signage. With HSH working on downtown, both during construction and after, you'll see a quantum

leap in informational signage to drivers. Enforcement will always be an issue. This will be a long construction project, and hopefully people will learn where they can go. This results in relatively few changes in routing. It will stop people from coming out of Granite Street and crossing downtown.

- C: KP: We did think very carefully about all of this. We want this plan to work. I know there will be a need for fine tuning. We've talked with Jack Gillon about Mayor Hannon Parkway, and we're coordinating our efforts. We're not going to say "this works on paper" and walk away.
- A: ML: I appreciate the presentation, the hearing at the Crane Library coming up, and I think this is a good project.
- Q: DG: The website is really terrific, and the design drawings up there, the 25% plans are helpful, but there's no narrative with them and many supporting documents don't see to be there either. Can we get those up there or provide copies to this committee?
- A: Kristina Johnson (KJ): A very thorough record of all meetings is available on the website. If you read those minutes and view the presentations, you should be able to follow the project's evolution.
- A: KP: I'll have to see how large the file is, but we might be able to put the 25% functional design report up on the site. It is much more technical than the other documents currently up there.
- C: DG: I'm concerned because decisions are being made right now, but the public only has six pages of schematics to interpret with no narrative to help them do it.
- A: DH: We have 80 sheets that we expect nobody to interpret. We can do an executive summary, a page or two to go with the plans.
- A: KJ: We can also put up a summary of the FDR and remove the technical appendices.
- C: KP: The appendices are so large we didn't even print them out for MassDOT.
- Sheet 21 is the continuation up Coddington Street. One feature we think is a very nice improvement is a reduction in the size of the Washington Street/Coddington Street intersection. The pork chop in the intersection will be removed, and the curb will come out significantly. The pedestrian crossing will be shortened and this will make crossing easier, especially for high school students heading to the school just to the east. We will also provide landscape and other gateway features to highlight the significance of downtown. On this corner, the narrowing isn't as significant as on the other on the other three, but we will reclaim some space which allows us to frame the parking with a neck-down and provide protection to the last car on the row.
 - The next sheet is the continuation up Coddington Street where the limit of work is Spear Street. In this area we'll improve the pavement, bring everything up to ADA specifications and narrow the crossing at Faxon Avenue.
- Q: DG: Now a neck-down, that's where you put the parking?
- A: KP: Some people also say bump-out. It's not my favorite term, bump-out, it always comes across as too informal, but it's the same thing and yes, it helps to both narrow pedestrian crossings and define the parking lane. Our next sheet is 22:
- Sheet 22 is to the south of City Hall heading towards Stop and Shop. On the left side is the continuation of Temple Street and you can see where Hancock Street will be closed. We'll provide a raised crosswalk with signal lights that makes a strong connection between the Adams Green Project, New Quincy Center, the Church and both new and old City Hall. The east curb will come out significantly, narrowing the crosswalk and allowing space for sidewalk cafes and

new tree plantings. We have yet to identify which tree species we want to use, but we have spaces saved for trees. In this area we have shared bicycle use because cyclists will have the option of cutting through the park.

There's a new, signalized intersection at Chestnut Street/Hancock Street/Granite Street. That will be right-out only. Maple Street will reverse its flow from today's direction. This corner will come out significantly to give us new sidewalk seating space. If you're coming from the north, you'll be able to look down through the new park.

There will be new sidewalk in front of the Stop and Shop building. In this section, there will be a truck restriction on Temple Street, Hancock Street, Granite Street and Ross Way. To do that we needed to make the case to MassDOT that there will be adequate alternate routes for large trucks. The City supports this as well. Anything larger than 2.5 tons is restricted. So, that means that a FedEx truck can come in, but nothing bigger.

Q: DG: So where is the restriction?

A: KP: It's on Temple Street, Hancock Street and Ross Way; more or less what's on Sheet 22. Part of the thinking was making this area more pedestrian friendly and big trucks just make that harder. There are other routes into downtown for big trucks, and you don't want those vehicles dominating your downtown even though they need to be able to access that area. They will still be able to use Maple Street and two other streets to connect to Mayor Hannon Parkway and the New Quincy Center.

Q: ML: The area you're covering is basically from the Church to Stop and Shop?

A: KP: Yes, it continues along Granite Street to Ross Way.

Q: ML: So for the restaurant on the corner, diagonal across from the Bank of America, their beer truck wouldn't be able to make deliveries?

A: KP: They could take deliveries from Maple Street and then the truck could make this left to get out. There is a route to make it work.

A: ML: Thank you.

C: DH: This really means that Dunkin Donuts won't be able to use a 55-foot truck to deliver a few cups in the middle of rush hour every morning. We recently had 10,000 gallons of petroleum spill on Coddington Street. Those trucks don't belong here. Stop and Shop has delivery bays and Ross Way is really a driveway. There will be a way in there and Ross Way will remain available until the new road is built. Nobody is losing their access. The main thing is to get the big trucks away from the Church of the Presidents. You've heard a lot tonight about bicycles and pedestrians. This is \$6 million of work paid for by others and those others have regulations about pedestrians and bicycles. We must adhere to those rules to get the money. Most of our pedestrian and bicycle accidents are near existing crosswalks and after sundown and this is just a dangerous intersection; the speed, the lighting, all of that will change for the better.

C: ML: And I agree conceptually, but Acapulco is on the corner and there a couple of pubs and the Budweiser delivery truck would be restricted. Dunkin Donuts always delivers on Sea Street when everyone is going to school; I know that's a problem. I just want to make sure nobody gets cut off.

A: DH: We just want to get the out-of-state gasoline trucks out of downtown. The Budweiser truck will still be able to get to the Presidential Pub.

- C: KP: Sheet 23 shows Hancock Street with the Granite Trust off in the left corner. We end the project on Granite Street just before the bridge over the MBTA. Making changes to that could be very expensive so we won't touch it. We have bicycle lanes both ways on Granite Street. We'll extend the curb to get trees in there. There will be a left-turn lane and a right-turn lane on Granite Street and a left-turn and through lane on Hancock Street. This will be part of the new signal with Temple Street and Chestnut Street and we'll coordinate our termination on Hancock Street with the New Quincy Center. We also have a cross section Bob will address.
- C: Bob Uhlig (BU): We did two cross sections showing you where Hancock Street is discontinued. Essentially you get double the sidewalk and we think that will provide great opportunities for at-grade commercial retail to occupy the sidewalk without impairing circulation. You have a zone of 14-15 feet on the side of the building and then 11-12 feet of sidewalk and then trees in raised planters. We're trying to put in planters where we can although in some areas because of the width of the sidewalk we have to go with tree pits.
- Q: Councilor Kevin Coughlin (KC): I work in East Cambridge and a few years back, on 3rd Street, they introduced raised crosswalks and intersections too. It's been very successful. Will this be similar to that in terms of breadth and depth?
- A: KP: The crosswalks will be 25-30 feet wide. Though I'm familiar with the area you're talking about, I'm not sure how wide those crosswalks are. At 25 feet, they'd be a little longer than a Hummer. That means cars will really go up onto the table and back down again. We need to design them right and then supervise the contractor to make sure they are installed right so they don't fall in on themselves like one in my town, Malden, but the intent is to provide a raised feature that drops a car's speed to 15-20 mph. MBTA buses have no problem with these; neither do delivery trucks provided they don't go too fast. Cambridge did extensive testing of these raised crosswalks with their fire trucks and that have no problems either. There's one in my town in front of the senior housing and the fire trucks and EMTs are there regularly.
- C: KC: I'm glad these will be the bigger raised crosswalks. We had a \$700,000 fire truck put out of Committee recently when it went over a speed bump and cracked its frame. This elevated platform lets a driver go up and down again safely without doing damage. In Cambridge they differentiate them from the surface of the roadway with a stone appearance.
- A: KP: We would do something like that as well. The sides would be asphalt with granite at the edges of the sidewalks. These are crosswalks so there has to be a clear path for ADA compliance, but we've been thinking about pavers as a way to make them both nice and functional.
- C: KC: The one at the Cambridge Court has stood the test of time; it hasn't collapsed.
- A: KP: The one in Malden was rushed because the contractor tried to get it in before winter. I think the rush job led to the eventual problem.
- Q: KC: The bicycle lanes are great, and I know Dennis has been bicycle and pedestrian friendly and so I'm glad to see this is incorporated. I assume you will have the bicycle lanes or sharrows done in the thermo-plastic?
- A: KP: Yes, the bicycle markings are on the website actually and you can see where we have sharrows and bicycle lanes.
- Q: KC: Will there be any signage? Over in Cambridge they added a shared bicycle lane by the Science Museum and it was just paint at first but since then they added a sign saying bicycles can use the whole lane. I think it's important to do that without ruining the aesthetic we're trying to create here.

- A: KP: Yes, there are regulations about where we need to put up those signs. We just need to be careful not to overdo them.
- Q: KC: Maybe at the entrances to the corridor, like at Dimmock Street?
- A: KP: I would say anywhere that we have a change in conditions, like at the ends of the corridor, and then maybe a few in the middle to remind motorists.
- C: KC: There's a growing interest in cycling in Quincy. We've got a committee getting started on it and I'm having my 1974 Motobecane restored. Thank you for your hard work on this.
- C: DG: I believe Kristina is the liaison for that committee.
- A: KJ: I am and I've got a lot of bicycle planning experience and know some people who would definitely be a help to us.
- C: DH: We've put down a lot of pavement in Quincy over the years to move cars or park them. This project is about people. Traffic will move, but the bicycle and pedestrian accommodations will get much better. This is a long time coming. Transportation and the environment is the same thing. Some people don't see that yet, but they will. We have the subway, commuter rail and are the bus hub of the South Shore. We've reached out to all edges of this project. We'll have much wider sidewalks on Maple Street, down in front of Quincy Prime Mutual and the entry to the mercantile district on Hancock Street. All of these things are being looked at including Presidents Place. I get substantial institutional buyers asking me when the park will happen because they see it as adding a lot of value. The Adams Building will have wider sidewalks and cafes, this will be a substantial park in downtown and the edges will be addressed: their sidewalks will be done, street furniture and trees installed. It's more than a park, it's a center piece.
- C: BU: This view is of Hancock Street. If you're at Presidents Place with the Monroe Building here, you have a parking lane and a bicycle lane in-board of that. Opposite the Monroe Building we're gaining as much space as we can and achieving an improved landscape between the planters so there can be an activated zone. To Dennis' point, when you think of Adams Green, it doesn't stop at the street; it encompasses the building edges so it's all a unified space.
- Q: DG: Do you have anything further to present?
- A: DH: We can now answer your questions. We'll be available for audience members too. I know we've had a good experience with people talking directly to the designers at meetings. We'll take your questions now.

Question and Answer Session – Council Members

- Q: DG: The utilities: will they go underground and do we know whether they will be buried on Ross Way and through downtown?
- A: DH: Regarding the utility corridor, we'll have a single corridor outboard of the cemetery. Any repairs will happen in that corridor, not the park. We met with Verizon this morning at 10 AM and they have two conduits in Hancock Street going down to Braintree. They think they can pull fiber through the newer conduit and put the older one out of service. We have some moisture issues in the crypts and HSH will be looking at those conditions. We won't impact the restored cemetery, the Church or Old Town Hall. Much of the moisture issues have to do with gutters and downspouts, but we'll address stormwater issues.

This plan is about traffic, but we'll deal with utilities. Ross Way will go out to bid shortly for underground duct banks. That's a driveway really, not a street, but there are lines through there which will go underground. At Mechanic Street, we signed a purchase order today for the removal of the overhead wires. So yes, we're building for the future.

Q: DG: When this and the build-out for Street Works properties is done, poles gone, wires gone, will all the utilities be underground? Is that the expectation for this vicinity?

A: DH: The only place left poles are left will be Maple Street.

Q: DG: And that will go from Dimmock Street to School Street?

A: DH: Dimmock Street to School Street; I don't know if there are poles there, we're not doing any aerial overhead out on Burgin Parkway. All of this area will be underground. We don't have any aerial utilities in downtown now except for Maple Street and Foster Street and those are not part of this project but they need to be addressed. The poles on Mechanic Street and Hannon Parkway to Revere Road will come down within six months.

C: DG: We have an expectation that when the traffic study is done by TEC, we'll get to see it.

A: DH: It's available and on file with the Commonwealth.

A: KP: Our functional design report is a subset of that larger report.

C: DG: When Street-Works was before us, the traffic report was not yet complete.

A: KP: We have it now and will post it.

C: DG: This committee and the Council in general would like to see and talk about both since we're relying heavily on both of them.

A: DH: TEC's study is done and available. In the document, there's contact information for someone who can get you a copy.

Q: DG: Can a copy go on file at the Thomas Crane Library?

A: KJ: It's already there, MEPA requires it.

A: DH: And in that document is a contact person for getting a copy.

Q: DG: You sound surprised that we'd want to see the document. It's a basic request. Would it surprise you that this is the first time the Chair of the committee has heard that the report is available?

A: DH: It was filed with the Commonwealth eight days ago and prior to that day, at the close of business, the distribution went out and the study was one of the last pieces of the DEIR to be filed. I got my copy last Wednesday and it's available. It's in my office, in the library, and if you read the document, there's a number to call to get a copy at no expense.

C: DG: I think the Council needs a copy.

A: KJ: Here, you can have mine.

Q: DG: Thank you. I appreciate it. It's the biggest development in the history of the City. It's reasonable for us to ask for a copy, don't you think?

A: DH: I think it was quite an accomplishment that it was complete by the 30th of April.

Q: DG: Keri mentioned signaling Dimmock Street. The first zoning board matter that came to ten years ago was for Presidents Place. I was very green at the time and the traffic study and data were at issue. At the time it was reported that Hancock Street/Dimmock Street was at Level of Service (LOS) F. I asked the engineer how much money he'd need to fix it and the fix that we got was woefully inadequate. Some money went to striping and some to signals, but anyway, what's the LOS there today and in your future design.

A: KP: I'd really need to check my report, but I do know we're not making anything worse. Some places don't improve, but nothing gets worse and that's in future conditions, twenty years from now with all of the Street-Works development in place.

C: DG: Here's my question: I want to know what's planned for that intersection. I don't like your answer. I don't want 50% design to come and discover the intersection is still a disaster and be told it's too late to change it.

A: DH: We will definitely improve the safety of the intersection. All the vehicle maneuvers will still be able. The LOS won't get any worse.

A: KP: Under existing conditions, Dimmock Street/Adams Street/Burgin Parkway is LOS F in the peak periods.

C: DH: We want to look at the redesign of that intersection. From a pedestrian and traffic standpoint, it is awful. It has to do with the buildings that are there and we may want to change the moves allowed there. We will need to take a hard look at physical improvements to that intersection and we may discover that to make it safer we need to change travel lanes and sidewalks.

Q: DG: Can you walk me through where the crosswalks will be?

A: KP: O.K. at Russell Park and the MBTA driveway, there will be two crosswalks instead of one as there is today.

C: DG: O.K. I wanted to talk about that one. I had a vague recollection of some discussion regarding the busses and that the volume in the future may not be what comes out of that side today.

A: DH: We keep hearing about that. This is a bus hub and I'd say the volume won't change. Burgin Parkway is a very difficult location. We're applying for federal funds to look at safety issues over there to see if a neck-down can go in there. We're applying for separate funding to deal with safety issues over there. Depending on what we find out, maybe we could shift some buses.

Q: DG: So the presumption is that bus operations will continue as today?

A: DH: Correct.

Q: DG: Right now at Russell Park everyone takes their life in their hands crossing the street. I used to forward requests to Jack Gillon for those yellow yield-to-pedestrian bollards and he didn't want to do that with the turn radius of the buses. If we go by these assumptions, what are you planning for that site?

- A: DH: We'll eliminate one or two parking spaces and provide a real right-turn lane available for the turn onto Hancock Street towards Boston and there will be a through lane ahead in the MBTA so traffic will be segregated. The new crosswalks will have a greater identity. The people coming out of Russell Park will still wait for a gap in traffic, but we want to make sure people can take a right turn and not tie up the intersection and have pedestrians competing with those cars.
- A: KP: We're still working through some difficulties with the MassDOT traffic engineers, but I know Frank Tramontozzi would like to see it signalized. There would be a single controller for Dimmock Street/Hancock Street/Adams Street and some of the movements would operate together.
- C: DG: Historically it wasn't done because of the close proximity of the two intersections, but if Frank thinks he can make it work, it would be huge.
- A: KP: We would have a pedestrian phase too. We're still working through it and there are some bigger issues Dennis alluded to, but we are working through this with the intent to signalize.
- C: KC: You answered one of my two questions. Integrated signals would be excellent there. There's a hash-mark area to your left on Hancock Street and I wonder if any thought has been given to make a small island there rather than just using paint. I think it's wide enough.
- A: KP: It probably is wide enough, but an island needs to be a certain minimum size. I also think the reason we have this hatched is because a bus needs the space to turn.
- C: KC: I definitely think there's enough room; it would add to pedestrian safety.
- A: DH: MassDOT doesn't like stopping islands. They want pedestrians to flow across the street.
- A: KP: And the pedestrian phase would be long enough for the average walker to make it all the way across in one movement though that doesn't account for the very elderly or someone in a wheel chair. The timing is done based on an average person.
- C: KC: Jack Gillon always talks about traffic calming and narrowing the scope of the roadway with impediments, vehicles, anything to make drivers think a little harder. That might be a calming measure.
- A: DH: For the record, we have alternate plans for this bus-way. It's true that MassDOT has regulations about space between signals. We'd like to see the bus-way signalized and it's the intent to do so. Frank Tramontozzi has submitted plans on behalf of the Mayor. It may work out. There's a signalized plan if we can get it through.
- C: KP: And we could raise the idea of the island.
- A: KC: I would strongly support that.
- Q: DG: Not knowing the future location of the National Park Service (NPS) visitor center, what accommodations have you made for tour trolleys?
- A: DH: There are two trolley spaces at Presidents Place. There will be access for public safety, military vehicles, weddings and funerals. We'll look at trolleys and school buses. Those are park issues. They are not highway issues and NPS is talking to Hancock Adams Associates and Street Works about 1400 and tour bus accommodations in that area. NPS attends all these meetings, but right now it's up in the air. Hopefully they'll work something out with the owners of 1400 but we'll leave the current stops for now.

Q: DG: And what is the next design milestone?

A: KP: 75% design. Depending on how the 25% hearing goes, I would guess the end of the summer.

Q: DG: Correct me if I'm wrong, but it seems like there's a value to knowing the fate of the visitors' center.

A: DH: With all due respect, this project will be built. I've been attending visitor center meetings for years.

Q: DG: Is there not a value in making that decision sooner?

A: DH: You're preaching to the choir; that decision should have been made long ago.

Q: DG: What are the obstacles to making a decision?

A: DH: NPS is meeting with Hancock Adams Associates, but NPS must resolve that.

Q: DG: Does the city have a view of this? At the last presentation it was near or on the green. Is that still true?

A: DH: There was a proposal by Street Works to put it on the Green. Right now there's nothing on the green, but I doubt they will go in there unless they have the money to do it. NPS didn't buy into that formally and we don't have an answer from the agency one way or another. Our project will be done in the next two years as transportation and public works. We'll accommodate NPS any way we can, but right now they have no proposed project in this area.

Q: DG: The new tree pits and bicycle lanes; is it accurate to say your department will ensure they are compatible with the rest of downtown?

A: DH: We are coordinating that. We've met with Street-Works, Quincy Mutual, and Bob Uhlig is helping us to ensure that everything has a coordinated look. It won't be all the same, but it will be coordinated with a streetscape materials list. Contractors will have to adhere to that list. We want a smooth transition with the park, 1400, and the Stop and Shop Plaza. That's not the most spectacular space in the world, but on a sunny day it has 75 people in it. We'll widen the sidewalks so there's plenty of room. We have the opportunity to close Temple Street for special events. It's going to be a much different area.

C: DG: You made it clear that the park design is separate from this effort.

A: DH: Yes, this is strictly public works.

C: DG: So one element we need to address is the 72 parking spaces that will be lost.

A: DH: It's nowhere near 72 spots.

C: DG: It's more than 50.

A: DH: No, it's less than that. There will be 20 new spaces on Temple Street.

Q: DG: So if I want to pay a tax bill at City Hall?

A: DH: You can park on Temple Street and walk along a nice, clean space safely without having to negotiate three crosswalks.

Q: DG: How many parking spaces will there be on Temple Street?

A: DH: There will be new parking along the Church that will be safe. People will be able to walk directly to City Hall.

Q: DG: So 22 new spaces on Temple Street that are not there today?

A: KP: There will be some on the transition between Temple Street and Hancock Street and some in front of the Presidential Pub.

Q: ML: So are there spots still in front of the college bookstore?

A: DH: There are several spots in front of the bookstore.

Q: ML: So on the pub side of the street we're adding 20 new spots?

A: KP: There are probably about 10 spots there.

A: DH: We looked at current parking activity and with observers working on the street. Right now there's a mix of 15 minute, 1 hour, and 2 hour spaces and that's confusing. Most people are parked here 4-6 hours on weekdays and 6 hours on Saturday. That's not paying a bill. We know because we read the license plates. We have to accommodate people who come to pay a bill reasonably, but there's an enforcement issue. Paying a bill is using short-term parking. We're not giving up a park the size of Copley Square to let someone park for 4-8 hours for free.

Q: ML: So long as we're talking about City Hall parking, there's been discussion of parking over the MBTA tracks with access to Burgin Parkway. Will that be integrated?

A: DH: The Mayor has VHB looking at the station right now. It's not part of this project, but it's being looked at by VHB and they are issuing preliminary reports and applying for grants. We have to deal with it; that garage needs millions in repairs.

C: ML: I've never parked in that garage; I'll go to North Quincy to avoid it.

A: DH: It was built in the 1970's because this was the end of the line. It isn't anymore. The garage is 40 years old and well past the end of its lifespan.

C: ML: And this new park will attract more people.

A: DH: This is why the Mayor took the initiative to study it.

C: ML: And I appreciate the willingness to look at everything. I think City Hall will eventually get less traffic as people do more online.

A: DH: There are about 3-4 days of high parking need at City Hall. We can deal with those. We've had questions since the outset about providing safe, effective parking.

Q: DG: Are there parking regulations that we should change before the park is built?

A: DH: Construction will change all the rules.

Q: DG: Yes, understood, but should any rules change now?

- A: DH: There's confusion about how long you can park and an enforcement issue. Right now people can just go out every two hours and move up or down a spot.
- Q: DG: One more question from me. First, thank you for the information and presentation. It's all very helpful and exciting. We want to say the Council supports this at every turn. On the bicycle piece, I understand its state regulations and I understand we're incorporating a bicycle lane. What plans has the Planning Director put in place or proposed to the Mayor for improving access once improvements are made downtown? It stops partially down Coddington Street. I assume some of the bicycle lanes will just end unless they are funded some other way. Where do bicycle lanes stop and do we have plans to extend them?
- A: DH: I submitted the bicycle and pedestrian plan from MAPC to this council to adopt and you adopted it unanimously. I sent that to DPW and they must do their work in accordance with that plan. It will take time, but if they follow that plan, this City will become bicycle friendly. It could take ten years. As far in the project area, we have to make it bicycle friendly to get the money. People can take the bicycles south along Hancock Street but then it's difficult to access the MBTA. Once you get to Russell Park, it becomes very difficult. There should be bicycle accommodations on most of our streets and our drivers should be more aware. I see sharrows and signs in other towns and as a driver it reminds me, every 25 yards, to expect a bicycle and share the road. We have bad markings; bad signage and we need to fix it.
- Q: DG: I appreciate all of that and so my one question is this: the project scope ends on Coddington Street at Seville Avenue. If you go down Route 3A to Seville Avenue where Coddington Hall and the new YMCA area, part of that will be striped to Seville Avenue. Will the rest of the street be restriped so the bicycle lane doesn't just stop?
- A: DH: I think the bicycle lane should go along Coddington Street right past the new High School, but that won't be part of this job. We can't go outside the designated area. It won't stop if someone funds the paint which seems simple enough to do, but it won't be done with this job.
- Q: DG: But its common sense isn't it?
- A: DH: It's common sense that the City should move ahead with bicycle lanes all over.
- Q: DG: Is it more than just paint? Coddington Street and Washington Street to McGrath Highway seem like no-brainers.
- A: KP: Coddington Street is a shared facility and that would just be paint. So would Washington Street.
- A: DH: But the project limit has to be somewhere.
- C: DG: I understand that; I was just asking if you thought the bicycle lanes should be continued.
- A: DH: Yes, they should.
- Q: ML: What determined your project area such that it ends where it does?
- A: DH: It ends where the intersections we're dealing with will be repaved. It's about intersections. Coddington Street, Maple Street, and Hancock Street: those are the places new work will go. A big limit is the \$ 6 million. It only goes so far and we had to end somewhere.
- Q: ML: And our traffic engineer is integrated into this project and could authorize funding from his own budget to extend the sharrows since it's just a matter of paint and signs?

A: KP: Yes, he could do that.

Q: ML: O.K. I get that the scope of work stops at Seville Avenue on Coddington Street. We talked about Russell Park; was that not on a board?

A: KP: It is on a board and we're going all the way to Dimmock Street on Hancock Street. We won't go far down Russell Park, but we're getting down Faxon Avenue which serves the Presidents Place garage.

A: DH: There was a determination made about how far the \$6 million would take us. We're on the edge of it now, in fact, we're a little heavy, but we're making sure the budget works at the 25% design stage while complying with bicycle, pedestrian and ADA regulations. It will be a much regulated project and the Planning Department has sponsored bicycle and pedestrian improvements throughout the city which is why we asked the Council to adopt the bicycle and pedestrian plan. Please make sure that it gets incorporated into jobs that are bid in the City.

C: KP: I should mention too that at Washington Street/Maple Street we will do a curb extension. The paving limit is here, but we want to formalize the parking so it will be on the same side as the post office and so it will be ADA compliant.

C: DG: For those in the audience, www.adamsgreen.info is a terrific website that Nate keeps up; did you get that Nate?

A: Nathaniel Cabral-Curtis (NCC): I did.

C: DG: So take a look at that for the schematics. The planning report is at the Thomas Crane Library. I would suggest that the committee would benefit from the testimony of the audience at this point.

Question and Answer Session – Audience Members

C: Robert Fine (RF): I live in Boston these days, but I used to live in Quincy and still own property here. I'm very encouraged by the attitude towards cyclists and pedestrians. It's been really helpful, the contact we've had with Howard/Stein-Hudson and Nate has been helpful. When Mayor Koch ran for election he said we'd have a bicycle and pedestrian committee, but after the election he said it would have to wait a while. My concern is access to the MBTA. I read the MBTA access was figured out. The Citizens Bank intersection is dysfunctional and should be resolved. When can't you go there where there's a closed sidewalk adjacent to the amphitheater and make the MBTA come out there and make it one way in/one way out? It's a connectivity issue that helps people make the rational decision not to have a car. I rent to young people and they choose to skip car ownership, but would you want your child cycling to the Library?

This administration has not made bicycle and pedestrian safety a priority. There should be a bicycle to school program. Kids should be able to ride to school. Going forward, I want a sustainable strategy for Quincy and I hope they won't get screwed like they with the expensive lighting consultant and much of this comes down to trust. Many of the other cyclists I hang out with say HSH is a good firm and these design elements should be adopted in Quincy. Hopefully, these progressive elements will be adopted as a model for all of Quincy.

I don't like short-term parking near bicycle lanes. If it's going to be in and out it won't make the lane safer. What makes cycling safer is letting you know where drivers will go so I might reconsider lanes next to parking. I'd also like to see cycle tracks; that's where Boston is going. Maybe in front of Bank of Boston, that's a radical turn, I've seen designs where they put a cut-through for bicycles. Some

sidewalks are plenty big though I don't know if it's MassDOT acceptable. You can maybe form a committee like Koch said he would.

- A: DG: I do want to let you know that this City Council voted for a resolution that such a committee be formed. The Mayor appoints the committees, but we asked for a transportation committee to deal with bicycles, pedestrians, automobiles and transit.
- A: KC: I appreciate those comments, the interest and the advocacy and I'd recommend to you as a former Quincy resident still interested in the City to come to the next meeting of our cycling group next May 17th at the Lutheran Church at Harvard Street/West Squantum Street at 7:00 p.m. in wonderful Ward 3. There's a growing interest in cycling in this City. The administration has committed to the downtown, but connectivity is critical. If I want to go from Montclair to this area here, we need to make it happen safely.
- C: RF: There's a 2004 feasibility map.
- A: KC: Kristina knows about it and will be at that meeting.
- C: DH: The department is committed to working with the council to form a bicycle committee. We had one a few years ago during the Phelan Administration. Kristina Johnson is our traffic planner. She is in charge of all contract administration for this project which is a big deal. That's 50% of her time right there. She'll address bike issues but we do have specifications at public works to be included in all future designs. You deal with paving in your wards; make sure it includes bicycle and pedestrian accommodations. Sea Street definitely should have bike markings on it. Bicycles riding on sidewalks are much more dangerous than when they operate as traffic on streets. As long as motorists know they are sharing it works. It's a matter of paint and design.
- C: Robert Ross (RR): I live at 65 Howe Street in Quincy. I fully support the Council's efforts to understand the traffic ramifications of closing Hancock Street. I support bicycles and pedestrian accommodations and making the area nicer, but the chief issue is traffic in this city. We'll build all these buildings which will bring people and traffic and traffic is a concern. Given that we have a traffic study it would be nice for our experts to review it and summarize it for us. It makes a big difference to quality of life in Quincy to determine how traffic will impact people in the center and on the peninsulas. Dennis Harrington has to cross from Merrymount to get to work and if it's going to be a roadblock we need to know about it.
- A: DH: When you look at these traffic numbers that are available, we took hard counts after Hannon Parkway opened and traffic in downtown Quincy has dropped 20%. Granite Street is no longer a roadblock. At 5:00 PM you can drive right down and the only thing stopping you is people parking which they have a right to do. At Temple Street and Hancock Street, the counts are down by a third. We've always had studies that say we won't impact traffic. Hannon Parkway relieves Temple Street and Hancock Street as designed.
- C: Kevin Glasby (KG): I live at 25 Cliff Street. I wanted to express my appreciation to Councilors Coughlin and Gutro for their progressive attitude regarding bicycles. Anyone involved in this project planning now or in the future, please look beyond the requirements and look at the so-called "radical ideas" which may on examination actually be common sense. Look beyond the basic federal requirements.
- C: Maryanne Peak (MP): I am the Superintendent of the Adams Park National Park Site. We've been responsible for the Adams Home since 1946. Once this was a sleepy site; if we got 300 visitors in a year that was busy. We had 3,000 people in the bicentennial year: 1976. When I became Superintendent, we got a chance to make it really accessible. We're up to 200,000 visitors a year now. We have 6,000 students in programs at the site and work with the other historical sites in town. We need parking, we need accessibility and we have outgrown 1250 Hancock Street. We think this process is very important. We've been a partner by letting go and letting the experts do their part. We've hired VHB to analyze our

current and future needs. Having a seat at the table has been important. We can't come and say what we want, but we've identified opportunities for us in the downtown area.

Branding is important and the Park Service is a national brand. Even though we have yet to identify a new visitors' center doesn't mean it isn't critical or we don't need one. Right now we're on the opposite side of the street and people do take their lives in their hands crossing to the Church or cemetery. We have trolleys and so we have to take the responsibility for that and working with the change positively to get the job done and not be an obstacle for the future. Being in the green, we have a lovely Church, Old Town Hall, the bank and the Monroe Building. We're running out of place and we're trying to find a niche to serve the greater public. I appreciate the Councilors' questions and all those who see the value of having the Park Service downtown and at the transportation hub of bicycle, bus, subway, train and parking. I deal with this every day. Parking, school children, and safety are all part of my jobs. We've been to all the meetings. Someday, I hope to announce our plan and place. David Black from VHB is here and I'm going to ask him to speak to you. We hired O-Tech from out of state and they do urban area plans and with them came David Black who has been great for us. He understands our mission and role and you'll see more of him.

- C: David Black (DB): I wanted to summarize our study over the past two or three years. We looked at 30 sites and narrowed it down to a list of 18 that we addressed in great detail in terms of visitor experience, transportation and safety. We came to the conclusion that we need to be at Adams Green to build the synergy we want. We haven't got the exact site yet, but we will get there.
- C: Bill Zamzow (BZ): I live at 10 Edgewood Circle in Quincy. My concerns are subtle, but profound. Starting with sheet 18, which is the stretch from Dimmock Street and Whitney Street to Seville Avenue. Anything you could do to work on the signalization at Dimmock Street/Hancock Street would be a huge improvement. At Russell Park, stretch the signalization to allow people to cross the street the way they naturally will. I understand Frank Tramontozzi is working on that.

On the next sheet, I'm concerned about the elevated crosswalk in front of Presidents Place. With the high school kids, you'd do better to move it 30 feet towards Boston to make it parallel to the sidewalk because people are just cruising through there to get to the MBTA and the students are going to jaywalk on the downhill side.

Temple Street/Coddington Street/Washington Street: I'm not completely sold on the left-turn restriction. I'm hoping the crosswalk on the Presidents Place side of Coddington Street will be improved and encourage students to cross there because right now you can make a left, but not go straight through, or a right and you feel like you're in a pachinko pinball machine. I'm concerned that there are lane reductions. I'd like to see the lane marking plans.

- A: KP: Those are available on the website.
- Q: BZ: I'm just worried about lane widths dropping. I want more detail in front of the Granite Place building and the same thing across from Burgin Parkway towards Stop and Shop because those are bad intersections, they're scary, with goofy traffic lights. Will you be reducing lanes?
- A: KP: No, we're just removing parking at the neck-downs.
- C: Pastor Sheldon Bennett (SB): I live at 43 Merrymount Road and I'm the pastor at the Church of the Presidents. I want to commend the Council and Planning Department for their diligent work on this. I want to follow up on Maryanne Peak's comments. I didn't hear anything about accommodating tour buses, school buses, elder hostels etc. All of those need a place to park a bus for 45 minutes and discharge passengers safely onto the sidewalk.

- A: KP: We are taking that into consideration and that's part of our curbside management plan. I think we want to look at having some parking adjacent to the church on Washington Street and Temple Street and designating that area as tour bus parking during certain hours. We know that's one of your needs.
- C: SB: And remember, a bus is wider than a car.
- A: KP: We didn't do any narrowing, even though it was suggested because of buses and trolleys. That's a detail we're not quite up to yet, but it hasn't fallen off the list.
- C: DH: We kept 11-foot lanes because of buses and the mirrors on them. We didn't reduce lane size. We kept full parking lanes and if there's an issue with lane reductions for a good reason, we can get down to 10.5-foot lanes. We've learned a lot here tonight from all the comments and I guess we do have 10 lousy intersections in downtown you'd like fixed. They have been addressed helter-skelter for 20-30 years. The crosswalks at City Hall and the library are bizarre. It's hard to tell what you're doing. This is \$6 million of federal money and so there may be things you wouldn't choose, but it's still a project we need to move forward. If Frank Tramontozzi can get concessions from MassDOT on the bus-way, which we'd all like, that would be great, but we have to pass 25% design and move forward.
- C: DG: Thank you, Dennis, Keri, Kristina, Nate, and Bob for coming tonight and giving your testimony. The 25% design hearing is June 13th.
- A: KP: We have sign in sheets in the back so if you didn't sign in, please do so if you want to get information and email blasts from Nate.
- C: DG: Thank you, everyone. Madam Clerk, this meeting stands adjourned at 9:42 p.m.
-

Next Steps

The next milestone in the public involvement process will be the MassDOT 25% design hearing for the project. This meeting will take place at 6:30PM on June 13, 2012, at the Crane Public Library in Quincy. The Crane Public Library is located at 40 Washington Street.

Appendix 1: Attendees

First Name	Last Name	Affiliation
Sarah	Alessandro	Resident
Sheldon	Bennet	Pastor United First Parish Church
Nathaniel	Cabral-Curtis	Howard/Stein-Hudson
Kevin	Coughlin	Quincy City Council
Brad	Croall	Quincy City Council
Robert	Fine	Resident
Kevin	Gillespie	Resident
Doug	Gutro	Quincy City Council
Dennis	Harrington	City of Quincy
Scott	Jackson	<i>The Quincy Sun</i>
Kristina	Johnson	City of Quincy
Margaret	LaForest	Quincy City Council
Brian	Palmucci	Quincy City Council
Keri	Pyke	Howard/Stein-Hudson
Robert	Ross	Resident
Alfred	Trotman	Resident

