



DESIGN PUBLIC HEARING

August 8, 2012

AT

**TD GARDEN
(WEST END ROOM)**

BOSTON, MASSACHUSETTS

7:00 PM

FOR THE PROPOSED

RECONSTRUCTION OF CAUSEWAY STREET

Project No. 606320

IN THE CITY OF BOSTON, MASSACHUSETTS

**COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION**

**FRANK DEPAOLA, P.E.
HIGHWAY ADMINISTRATOR**

**THOMAS F. BRODERICK, P.E.
CHIEF ENGINEER**

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION
NOTICE OF A PUBLIC HEARING
Project File No. 606320

A Design Public Hearing will be held by MassDOT to discuss the proposed Reconstruction of Causeway Street in the City of Boston, MA.

WHERE: TD GARDEN
West End Room (Enter through the West Premium entry on the Federal Building side of TD Garden)
100 Legends Way
Boston, MA 02114

WHEN: Wednesday, August 8, 2012 @ 7:00 PM

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed transportation improvements for Causeway Street in Boston, MA. All views and comments made at the hearing will be reviewed and considered to the maximum extent possible.

PROPOSAL: The proposed Causeway Street Reconstruction Project will improve safety for pedestrians and bicyclists. Partial full depth reconstruction and mill and overlay are proposed to resurface the existing roadway. Traffic signals upgrades will be made along the corridor in conjunction with modified lane usage to improve traffic flow and reduce congestion on Causeway Street. The project shall also address street lighting, landscaping, and sidewalk improvements.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. The City is responsible for acquiring all needed rights in private or public lands. MassDOT's policy concerning land acquisitions will be discussed at this hearing.

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

Written statements and other exhibits in place of, or in addition to, oral statements made at the Public Hearing regarding the proposed undertaking are to be submitted to Thomas F. Broderick, P.E., Chief Engineer, MassDOT, 10 Park Plaza, Boston, MA 02116, ATTN: Highway Division Project File No. 606320. Such submissions will also be accepted at the hearing. Mailed statements and exhibits intended for inclusion in the public hearing transcript must be postmarked within ten (10) business days of this Public Hearing. Project inquiries may be emailed to dot.feedback.highway@state.ma.us.

This location is accessible to people with disabilities. MassDOT provides reasonable accommodations and/or language assistance free of charge upon request (including but not limited to interpreters in American Sign Language and languages other than English, open or closed captioning for videos, assistive listening devices and alternate material formats, such as audio tapes, Braille and large print), as available. For accommodation or language assistance, please contact MassDOT's Director of Civil Rights by phone at (617) 973-7171, TTD/TTY at (617) 973-7715, fax (617) 973-7311 or by email to MASSDOT.CivilRights@dot.state.ma.us. Requests should be made as soon as possible prior to the meeting, and for more difficult to arrange services including sign-language, CART or language translation or interpretation, requests should be made at least ten (10) business days before the meeting.

In case of inclement weather, hearing cancellation announcements will be posted on the internet at <http://www.massdot.state.ma.us/Highway/>

FRANCIS A. DEPAOLA, P.E.
HIGHWAY ADMINISTRATOR

THOMAS F. BRODERICK, P.E.
CHIEF ENGINEER

Boston, Massachusetts



Deval L. Patrick, Governor
Timothy P. Murray, Lt. Governor
Richard A. Davey, Secretary & CEO
Frank DePaola, Administrator



Dear Concerned Citizen:

The Massachusetts Department of Transportation (MassDOT) is committed to building and maintaining a transportation infrastructure that is both safe and efficient for all who use our roadways, bridges, bicycle facilities and pedestrian paths, while maintaining the integrity of the environment.

As part of the design process for this project, we are conducting this public hearing to explain the proposed improvements, listen to your comments and answer any questions you may have. At the conclusion of the hearing, MassDOT will review all of your comments and, where feasible, incorporate them into the design of the project.

We recognize that road and bridge construction can create inconveniences for the public. MassDOT places a great deal of emphasis on minimizing the temporary disruptive effects of construction.

MassDOT encourages input from local communities and values your opinions. Please be assured that we will undertake no project without addressing the concerns of the community.

Sincerely,

Frank DePaola
Administrator, Highway Division

WHAT IS A DESIGN PUBLIC HEARING?

WHY A DESIGN HEARING?

To provide an assured method whereby the Commonwealth of Massachusetts can furnish to the public information concerning the State's highway construction proposals, and to afford every interested resident of the area an opportunity to be heard on any proposed project. At the same time, the meetings afford the Commonwealth an additional opportunity to receive information from local sources which would be of value to the State in making its final decisions to what design should be advanced for development.

WHY NOT A VOTE ON HIGHWAY PLANS?

The hearings are not intended to be a popular referendum for the purpose of determining the nature of a proposed improvement by a majority of those present. They do not relieve the duly constituted officials of a State highway department of the necessity for making decisions in State highway matters for which they are charged with full responsibility.

WHAT DOES A DESIGN HEARING ACCOMPLISH?

It is designed to ensure the opportunity for, or the availability of, a forum to provide factual information which is pertinent to the determination of the final alternative considered by the state to best serve the public interest, and on which improvement projects are proposed to be undertaken.

It is important that the people of the area express their views in regard to the proposal being presented, so that views can be properly recorded in the minutes of the meeting. These minutes will be carefully studied and taken into consideration in the determination of the final design.

TO SAFEGUARD THE PROPERTY OWNER

If your property, or a portion of it, must be acquired by the City of Boston for highway purposes in the interest of all Boston residents, your rights are fully protected under the law. Briefly, here are some of the answers to questions you might ask.

1. WHO CONTACTS ME?

Representatives of the City of Boston; they will explain the impacts and your rights as protected under Massachusetts General Laws Chapter 79.

2. WHAT IS A FAIR PRICE FOR MY PROPERTY?

Every offer is made to ensure that an equitable value is awarded to you for the property, or to appraise the “damage” to the property as a result of the acquisition. City of Boston appraisers, independent appraisers, and a Real Estate Appraisal Review Board may all contribute in arriving at an award of damages. The City also pays a proportionate part of the real estate tax for the current year for fee takings, and interest from the date the property is acquired to the payment date, on all impacts.

3. MUST I ACCEPT THE CITY’S OFFER?

No. If, after the figure established as market value has been offered to the owner, the owner feels he or she is not being offered a fair price, he or she has the right, within three years, to appeal to the courts. Pending a court decision, he or she can be paid on a “pro-tanto” basis (or “for the time being”) that in no way prejudices the court appeal.

4. WHAT WILL HAPPEN TO MY HOUSE?

The owner will have the opportunity to buy back his or her house, provided he or she has a location to which it can be moved, and the proper permits for its removal. If the owner does not wish to repurchase, the house will be advertised for bids. The highest bidder, who must also have a location and permits for removal, will be awarded the house. Otherwise, the structure will be slated for demolition.

5. WHAT HAPPENS IF I MUST RELOCATE?

In addition to the market value of the property, the City pays certain relocation benefits for both owners and tenants of acquired residences and businesses who meet eligibility requirements. Assistance in relocation is also provided. City materials are available for details on these benefits.



Figure 1: **Site Locus Plan**
 Project Number 606320
 Boston, Massachusetts
 Areas highlighted in blue are within the project limits of work

Project Location

The limits of the Causeway Street Reconstruction Project are generally Causeway Street between Keany Square (North Washington Street) and Lowell Square (Merrimac Street), including all of Lomasney Way, and between 50 to 100 feet along each cross or intersecting roadway. The limits for pavement marking and signage sometimes extend beyond these limits, in particular where bicycle accommodations will be connected to the surrounding roadway network. Impacted streets include the following:

- Lowell Square (Causeway Street/Lomasney Way/Staniford Street/Merrimac Street);
- Causeway Street/Lancaster Street;
- Causeway Street/Portland Street;
- Causeway Street/Friend Street;
- Causeway Street/Canal Street;
- Causeway Street/Haverhill Street/Accolon Way;
- Causeway Street/Beverly Street;
- Causeway Street/Beverly Street Extension;
- Causeway Street/Medford Street;
- Keany Square (Causeway Street/North Washington Street/Endicott Street); and
- Causeway Street/Commercial Street/Prince Street.

Purpose

The Causeway Street Reconstruction Project is a vital component of the City of Boston's Crossroads Initiative, whose overall intent is to link 12 downtown streets to the Rose Kennedy Greenway—reconnecting neighborhoods and destinations once cut off by the former elevated Central Artery (I-93). The Central Artery bisected Causeway Street in the area of Beverly Street, where on- and off-ramps to I-93 were also located. In addition, the MBTA's elevated Green Line ran down the middle of Causeway Street from Canal Street and continued north along Lomasney Way.

As stated in the Crossroads Initiative plan, a key goal of the Causeway Street Reconstruction Project is to transform Causeway Street into a “great pedestrian-oriented boulevard,” make it the “anchor” for the Bulfinch Triangle/North Station business and entertainment district, reconnect the West End and North End neighborhoods, and transform the Bulfinch Triangle/North Station area into a more vibrant, pedestrian-friendly place.

Existing Conditions

The Causeway Street corridor can be defined as 3 distinct segments: Lowell Square, Keany Square, and the “Core Section” with its transitions. Both Lowell Square and Keany Square process significant volumes of regional vehicular traffic, while the core section—generally the area in front of TD Garden Arena and North Station between Haverhill Street and Portland Street—processes significantly more pedestrian volumes than vehicular traffic.

Scope of Work

The Causeway Street Reconstruction Project will consist of reconstructing approximately 2,000 linear feet of roadway and sidewalks from Lowell Square to Keany Square. Improvements along the corridor involve realignment and reorganization of travel lanes on Causeway Street, along with pedestrian safety enhancements and bicycle accommodation. Causeway Street improvements include associated streetscape, landscape, and street lighting improvements.

The primary users of the core section are pedestrians—more specifically, pedestrians crossing Causeway Street. With this in mind, pedestrian improvements include widening sidewalks and providing bump-outs at crosswalks to reduce crossing distances and for better driver visibility of pedestrians. Narrowing the overall roadway width will not only shorten the crossing lengths, but also help reduce the speeds along the corridor. Median refuges will also be provided to eliminate the need for major traffic control and require pedestrians to only look for traffic in 1 direction at a time. These enhancements will create more distinct pedestrian crossings minimizing the desire for jaywalking. Raised intersections are also proposed as a traffic calming measure at Causeway Street/Friend Street and Causeway Street/Canal Street. Raised intersections are typically used to slow vehicular speeds and improve the visibility of pedestrians.

Additional proposed improvements include the following:

- New street lighting throughout the limits of work;
- New pavement throughout the limits of work;
- New traffic signalization at all currently-signalized locations within the project limits;
- Bicycle accommodations; and
- New street trees and sidewalks throughout the limits of work.

The design of the Causeway Street Reconstruction Project is currently being funded through the Boston Public Works Department and managed by the Boston Redevelopment Authority. While all Causeway Street Reconstruction Project roadways are under City of Boston jurisdiction, Causeway Street, North Washington Street, Lomasney Way, and Staniford Street are all Federal-Aid Eligible. With this in mind, the City intends to seek funding through various Federal-Aid sources. All federal transportation funding in the Commonwealth of Massachusetts flows through the state's transportation agency, MassDOT. As such, both the City of Boston and MassDOT are proponents of this project and partners in its design and construction.

Schedule

The Causeway Street Reconstruction project is expected to reach the 100% design level by the winter of 2012. Construction will potentially take place during the 2015 and 2016 construction seasons, depending upon T.I.P. priorities and funding allocation.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

IN THE CITY OF BOSTON, MA

CAUSEWAY STREET RECONSTRUCTION PROJECT
Project No. 606320

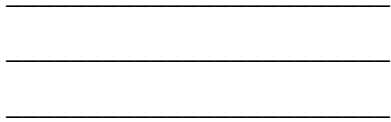
This sheet is provided for your comments. Your input is solicited and appreciated.
Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT, Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Causeway Street Reconstruction Project

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

Name _____ Title _____
Organization _____
Address _____

Please Fold and Tape



Please Place
Appropriate
Postage Here

Thomas F. Broderick, P.E.
Chief Engineer
MassDOT, Highway Division
10 Park Plaza
Boston, MA 02116-3973

RE: Public Hearing
Causeway Street Reconstruction Project
Boston, MA
Project File No. 606320

