

**MEETING MINUTES**  
**PAGE 1 OF 3**



**DATE:** 1/22/15

**CLIENT:** City of Boston  
**PROJECT:** Reconstruction of Quincy Street from Columbia Road to Blue Hill Ave

**E.O.:** 4017227  
**FILE NO.:** .20

**MEETING LOCATION:** Atkins Apartment Building  
225 Blue Hill Ave, Boston

**STARTING TIME:** 6:30

**MEETING DATE:** 1/20/15

**ENDING TIME:** 8:30

**PRESENTERS:**

Jeffrey Alexis – City of Boston (PWD)  
Paul Tyrell – STV  
Dustin Kerksieck – STV  
Jay Emperor – Pressley

**MEETING PURPOSE:**

First public hearing for the Reconstruction of Quincy Street project.

**ATTACHMENTS:** None

**TOPICS DISCUSSED:**

DESCRIPTION OF ITEM	
150120-1	PWD and STV gave an overview of the project, including scope, goals, challenges, schedule, and work done to date. The slideshow for the presentation is available online at <a href="http://keepbostonmoving.org/portfolio/quincy-street/">http://keepbostonmoving.org/portfolio/quincy-street/</a>
150120-2	Attendees were encouraged to sign in and give an email address to receive notifications for future public meetings
150120-3	Following the presentation, the design team solicited input from the community. The following topics were discussed:
	<ul style="list-style-type: none"><li>The design should account for traffic from a proposed development on Quincy Street, west of the project limits. The design team agreed that this would be included in the analysis.</li></ul>



DESCRIPTION OF ITEM	
	<ul style="list-style-type: none"> <li>Several attendees requested additional parking, along the corridor. Specifically a municipal lot was requested at the empty lot near the Quincy/Blue Hill intersection. A representative from the Department of Neighborhood Development (DND) noted that DND had previously considered this location but found that it is too small for a parking lot. DND will continue to work with the Boston Transportation Department (BTD) to find a suitable location for a parking lot independent of the Quincy Street project. The project team will also work with BTD to identify opportunities for on-street parking within the scope of the current project.</li> </ul>
	<ul style="list-style-type: none"> <li>There is a shortage of parking near the Haynes Early Education Center.</li> </ul>
	<ul style="list-style-type: none"> <li>There is a shortage of parking when nearby churches have services or events.</li> </ul>
	<ul style="list-style-type: none"> <li>Several residents asked whether some of the side streets could be changed from two-way to one-way streets. Dunkeld, Perth, Mascoma, and Ceylon were specifically mentioned. The Roxbury liaison from the Mayor’s Office of Neighborhood Services (ONS) noted that there is a formal petition process through BTD to make a street one-way. The project team added that any changes approved by BTD would be accounted for in the current project.</li> </ul>
	<ul style="list-style-type: none"> <li>There were complaints about the traffic speed and requests for speed limit signage. The design team noted that calming traffic was a goal of the project.</li> </ul>
	<ul style="list-style-type: none"> <li>Some residents were concerned that dedicated bike lanes would require too much space. The design team noted that no decisions regarding bicycle accommodations have been made, but agreed that the narrow right-of-way could preclude bike lanes.</li> </ul>
	<ul style="list-style-type: none"> <li>Some residents were concerned that ongoing utility work would tear up the street after it is reconstructed. The design team noted that they were coordinating with utility companies to have all required utility work done before Quincy Street is reconstructed. The design team also discussed the Guaranteed Streets policy which discourages utility work on recently paved streets</li> </ul>
	<ul style="list-style-type: none"> <li>Residents were concerned about the number of accidents involving pedestrians, particularly at the Blue Hill Ave and Mascoma intersections. They requested that the accident history be studied. The design team noted that such a review was already planned.</li> </ul>
	<ul style="list-style-type: none"> <li>Street furniture along the corridor was discussed. Trash cans were requested, but attendees were divided regarding benches.</li> </ul>
	<ul style="list-style-type: none"> <li>School buses have trouble making turns at Mascoma Street, which causes traffic problems when school lets out.</li> </ul>



DESCRIPTION OF ITEM	
	<ul style="list-style-type: none"><li>• An attendee asked whether the street could be widened. The design team responded that this would not be a realistic option as it would require taking land from residents along the length of the corridor.</li></ul>
	<ul style="list-style-type: none"><li>• Residents approved of adding street trees. One attendee noted that there had been trees in the past but they had been cut down.</li></ul>
	<ul style="list-style-type: none"><li>• One attendee questioned the validity of the traffic counts because of the time that they were taken (mid-December). She suggested that traffic should be observed when there is snow on the ground, when there are traffic detours, or during crisis-type situations, such as when emergency vehicles block traffic. The design team explained that it is standard traffic engineering practice to design for the busiest traffic that is experienced on a regular basis, not the extreme cases.</li></ul>

*Next Meeting Tentatively Scheduled:* TBD

#### **End of Meeting**

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These meeting minutes serve as a project record document. Contact Dustin Kerksieck, STV at [dustin.kerksieck@stvinc.com](mailto:dustin.kerksieck@stvinc.com) or Direct Line 617-303-1177 with any comments, questions or revisions.

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