

MBTA Design Contract No. G74PS01

Fairmount Corridor Improvements - Blue Hill Avenue Station

Agenda: Working Group Meeting No. 4
Time: 4/9/2015 5:30 PM
Location: Mattapan Public Library
 1350 Blue Hill Ave
 Mattapan, MA 02126

Next Meeting: Working Group Meeting No. 5
Time: 5/14/2015 5:30 PM
Location: Mattapan Public Library
 1350 Blue Hill Ave
 Mattapan, MA 02126

Attendees: See attached sign-in-sheet
CC: Distribution

Recorded by: Mat Kuzmik

Item	Mtg #	Item Description	Action	Due Date	Status	Notes
Items Discussed						
1.01		Introductions				
	1	John Romano introduced the members of the Working Group and briefly discussed the purpose of Meeting No. 1. The Working Group meetings are open to public attendance however, the discussions and comments are primarily with the members of the working group. Public meetings will be scheduled at later dates to present project team and working group progress on station design and allow further general public participation.	Record			
	2	John Romano introduced the new members of the Working Group and briefly discussed the purpose of Meeting No. 2. Desiree Patrice briefly explained the agenda for the meeting and distributed handouts with a outline of design features that would be discussed.				
	3	Desiree Patrice introduced John Romano's replacement, James Kersten and briefly discussed the purpose and agenda of Meeting No. 3.				This meeting was rescheduled from February. February meeting was postponed due to inclement weather.
1.02		Goals of the Working Group				

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	1	Desiree Patrice discussed the timeline for the project stating that the contract will go out to bid in 9 months (September of 2015).	Record			
	1	Community Members of the Working Group have been selected by elected officials and are responsible for representing the neighborhood and its residents.	Record			
	1	Community Members of the Working Group asked that members of the Design Team be forthright when answering questions from the community.				
	1	The Working Group will stay focused and stick with the agenda items for each meeting.	Record			
	2	John Romano stated that these meetings are supposed to be inactive so questions/comments and suggestions can be brought up at any time during the meeting.				
1.03		Meeting Schedule				
	1	John Romano stated that up a total of seven meetings will be held on the first Tuesday of each month from 5:30-7:45 PM at the Mattapan Public Library. Alternate meeting days will be the second Thursday of each month from 5:30-7:45 PM.	Record			
	2	John Romano stated that next meeting would be held on Tuesday February 12, 2015 at the Mattapan Public Library from 5:30-7:45 PM.				
	4	Desiree Patrice stated that the next meeting would be held Thursday May 14 at the Mattapan Public Library from 5:30-7:30 PM. Note - library officials would like the room to be cleared by 7:30 pm.				
1.04		Upcoming Topics				

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	1	The Design Team presented a list of topics for upcoming meetings and opened the floor to the Community for additional topics. The proposed topics are: <i>Traffic / Parking</i> <i>Station Design Features</i> <i>Project Schedule</i> <i>Neighborhood Art</i> <i>Environmental Impacts</i> <i>Crime Statistics / Station Security</i> <i>Potential damage to adjacent properties during construction</i>	Record			
	1	The Design Team will bring in people with related expertise to speak to specific topics and address concerns from the Community.	Record			
	2	It was suggested that the some of next discussion points could include noise and art.	Record			<i>The group discussed including some art cabinets. This will enable the community to change information and provide information on upcoming events/news etc. The design group promised to take this idea back for a decision.</i>
1.05		Design Update				
	1	Mark Thompson of JACOBS provided the community with a brief design update for the station including: geological borings, changes to the platform layout and its access, and a description of the foundation system.	Record			
	1	Desiree Patrice discussed the surveys of abutting properties conducted before boring tests were performed. The Community expressed concerns about the process for notifying residents and the survey schedules. Preconstruction surveys will also be held prior to the start of construction as required by the contract specification. Abutters will be encouraged to participate. This will be conducted by the contractor. The survey reports with dvd and photos performed prior to borings were mailed to the individual abutters who participated.	Record			<i>A copy of the individual property survey was mailed to the respective property owner.</i>
1.06		Questions from the Working Group				

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	1	The Community Members requested meeting minutes from previous Working Group meetings for other stations and the contacts of those groups. The Community members also inquired about lessons learned from previous commuter rail station constructions. Desiree Patrice and John Romano directed the Community Members to the MBTA website. Desiree added that the MBTA has a large involvement in Art at the stations.	Record			
	1	The Community Members asked about options both permanent and temporary for artwork displays for local neighborhood artists. The Design Team noted that at each station several mural panels are reserved for neighborhood artists. The Community asked if alternative options are available	Record			<i>This topic will be discussed at the meeting scheduled for the Station Design Features.</i>
	1	The Community Members asked about the results from the traffic study performed. Desiree Patrice briefly touched on the findings to the traffic study, however noted that more detail will be provided at future meetings.	Record			<i>These issues will be discussed at the meeting schedule for the Traffic Study and Parking Issues.</i>
	1	John Romano asked that the Community Members talk with their neighbors about issues, questions, or concerns they may have and reiterated that the Working Group serves the voice of the Community.	Record			
	2	Community member asked about additional seating on the platform and the possibility of installing heat lamps.				<i>Heat lamps to provide heating during winter weather</i>
	2	The group inquired about VMS to be multiple languages and installing VMS signs at the entrances.				<i>The community is a very diverse group and multiple languages could be beneficial.</i>
1.07		Meeting Minutes				
	2	Desiree Patrice (DP) asked if there were any comments on the previous Meeting Minutes. The WGM responded that they had no issues with the previous meeting minutes	Record			
2.01		New Business - Station Amenities with WGM Questions				
2.01	2	The group inquired about early morning train that travels the Fairmont line at 3:30 am? What does it carry. What is the speed? DP replied she would investigate.	Record			<i>Investigate 3:30 am train.</i>

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	3	Desiree Patrice (DP) followed up stating that two (2) locomotives are sent to the Franklin Line for the 5:05AM departure. These locomotives cannot be stored at the Readville layover yard and are instead stored at South Station and travel the Fairmount Corridor about 3:30AM.				Railroad Operations ideally would like to store these locomotives at Readville but it will require buy in from the community. This might be something to discuss with the Fairmount Coalition.
2.02	2	Mark Thompson (MT) talked about the Codes that are used for the design of the station. The group inquired which Code controlled the design of the station and which was the most stringent? The team also explained that different Codes controlled different features of the design stressing that all design features of the station were ADA compliant but NFPA 130 Code had the most impact on the design by its application to platform egress.	Record			
2.03	2	MT explained the details of the Station Platform such as length, width and tactile edge and how they were determined by code. MT detailed the precast concrete panels and how the platform was supported and constructed.	Open			
2.04	2	MT next explained the details of the platform canopy such as; constructed of galvanized steel, square foot coverage - length, width and configuration and how square footage coverage was determined. The team stated that the coverage of the canopy is much more than the design code determined and the number of people waiting for the train is far less than number of passengers that was used in the determination of the square foot coverage of the canopy, but this can be looked at again. The WGM also asked if there was a choice of colors of the canopy.	Open			Investigate canopy coverage. The group asked if more canopy could be added to the project. The team stated that they could choose the color of the canopy and added that some commuter rail station were galvanized then painted gloss black, but there was other colors that could be investigated. The WGM liked the idea of the canopy painted black. Examples of Littleton was shown

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2.05	2	Mark Thompson next explained the details of the station benches and the location on the platform and ramps. He stated that the maximum spacing between the benches was 200 feet per the codes. The WGM asked why the benches were so low, and could a bench be made taller to allow for a person who difficulty standing an easier time doing so. The team stated that these are designed according to code for height and width but the team would investigate. MT stated that as part of the final walkthrough before the station is opened that all station elements are measured for compliance to the access codes so any variance from the codes would be approved by accessibility. The WGM also inquired if heating lamps or elements were thought about in the canopies. DP stated that they were not planned for this station and were not typically placed in the commuter rail stations but that it has been suggested before and DP would investigate.	Open			Investigate bench height. Investigate heating lamps. The team stated one of the reason not to have heating elements was safety
2.06	2	Mark Thompson next explained the details of the Variable Message Signage and that one(1) VMS sign was located at each canopy and the typical message delivered by the signs. The WGM inquired if the sign could deliver the message in different languages such as Spanish or Creole because of the large Haitian community located in the neighborhood.	Open			Investigate language changes on VMS signage.
2.07	2	MT next explained the details of the station signage. The location and types of signs along the platform and ramps, examples of spider maps and art work panels mounted either alone or/and with bench were shown. The WGM asked several questions concerning Art at the station. Is there a place for temporary Art work at the station? Display cases/designated areas? Where would the Art be placed? How does an artist get chosen to display their work? How long is this selection process? DP stated that the MBTA had a procedure/protocols for both permanent and temporary Art at the station. DP stated she would have people attend a following meet that their would be people who could talk She would like to bring to a upcoming meeting people that could talk to these issues.	Open			Investigate Art Selection process and the time required to the program going. Team suggested inviting someone from the MBTA ART program.

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2.08	2	MT next explained the placement of trash cans on the platform. He explained that 2 trash cans would be placed under each canopy. The WGM asked if there was a telephone number that could be called get trashed cleaned or picked up? They asked who did the cleaning of the station? DP stated that could call the general number 617-222-3200. DP stated that the station maintenance contract was subcontracted out by the MBTA. The WGM inquired who is the subcontractor? When is the contract bid? When is the contract up for renewal? DP stated that she would need to check on the status of the contract. The WGM asked who the new sub-contract is? DP stated she would investigate.	Open			Investigate station cleaning contract.
2.09	2	Mark Thompson next explained the placement of Police Call Box. He explained that one (1) call box would be placed under each Canopy. The call box is connected to the MBTA police which is operates from Southampton Street in Boston. The WGM asked if more call boxes could be added along the ramps or entrance to the ramps? They also asked what the response time of the police to the call. DP stated that more call boxes could be investigated or the location changed in the placement of the boxes from the platform to the ramp. DP stated that response would be answered by other and would bring those people in to speak with the group.	Open			
2.10	2	MT next explained the Closed Circuit Television (CCTV) which would be provided along the ramps and canopies. He explained the placement of cameras was detailed on the contract plans but could always be tweaked to add more cameras if the camera coverage was not sufficient. This would be performed after all the canopies and ramps are installed. The WGM inquired how the cameras were monitored? The team stated that the cameras were not monitored on a real time basis by the MBTA but that recorders capture all the video.	Open			

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2.11	2	DP next explained station egress and how the codes affected the station design. Desiree explained that the National Fire Code determined the egress distances from the station. She explained that although the station met the code to clear the platform from the center of the platform in the code specified time, the actual distance from the centerline of the station to an assessable egress/exit point was larger than called out by code and relief from this code article will require a variance from Massachusetts DPS.	Open			
Station Art						
3.01	3	Desiree Patrice (DP) introduced Marggie Lackner (ML) to the WGM as the Director of Design for the MBTA to discuss the options available for community involvement with the station art. Also introduced was Etty Padmodipoetro of Urban Idea Lab. Etty is added to the project to head the arts program and as an urban designer.	Record			
3.02	3	Marggie Lackner (ML) discussed the various types of art programs available at the station: integral art, temporary art, and community partnership art. These programs are described on the MBTA website at www.mbta.com/business_center .	Record			
3.03	3	Marggie Lackner (ML) reviewed the policies and intent of integral art at the station. Integral art is funded .5% the construction cost by the MBTA. A local community artist is selected by a committee comprised of members of the community, the station architect, and the MBTA. ML stated that a request for qualifications will be advertised for artists. DP noted that the project will be out to bid later this year and that action on integral art will have to happen quickly.	Record			<i>The WGM asked if the arts program and funding will be in place with the new General Manager. ML noted that the arts program and its funding are permanent.</i>
3.04	3	Marggie Lackner (ML) discussed temporary art for the station. Temporary art does not need to meet the requirements of integral art in durability as it is not meant to be permanent. ML noted that the MBTA does not fund temporary art.	Record			<i>This type of art needs to have a community coordinator. That person/group will be responsible for access to the display.</i>

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3.05	3	Marggie Lackner (ML) discussed the Historic Interpretive Panels integrated into the signage panels at the station platform. The MBTA's graphic designer researches and does the layout for the panels. The WGM asked if the community can be involved in deciding what goes on the Historic Interpretive Panels, ML confirmed that community involvement is encouraged.	Record			
Noise and Vibration Assessment Discussion						
3.06	3	Desiree Patrice (DP) introduced Richard Letty (RL) to discuss the results of the 2010 noise and vibration analysis. DP and RL gave a brief history of the study.	Record			
3.07	3	Richard Letty (RL) explained to the WGM that the noise and vibration analysis is founded on the FTA Noise and Vibration Impact Assessment (free to download at www.fta.dot.gov). RL described how existing noise exposures and noise exposure increases are measured using the FTA guidelines. RL then described the different noise metrics used to analyze measurements taken during the study.	Record			
3.08	3	Richard Letty (RL) discussed the findings of the 2010 study and walked the WGM through reading different noise measurement graphs. RL showed graphs representing a 1-hour and a 24-hour period at 76 Regis Road. Graphs indicate peak noise levels and decibel values at those times. RL presented a comparison of noise levels between the Morton Street Station and Regis Road showing that lower train speeds at stations yield lower noise measurements.	Record			<p>Members of the WGM asked what impacts winter/summer seasons and elevation from track bed have on measurements.</p> <p>The WGM asked that given the statistics in the reports what can be done to propagate the impacts?</p>
3.09	3	Richard Letty (RL) presented the findings of the ground-borne vibrations at the same testing sites. Similar results to the noise measurements indicate that a station would reduce the level of vibrations. Members of the WGM expressed concerns over the accuracy of the test results given the properties adjacent to the tracks are on ledge. RL explained that multiple adjustment factors are used to measure ground-borne vibrations with reasonable accuracy and that distance plays a factor in the intensity of the perceived vibrations.	Record			<p>The WGM requested that an additional study be performed at the houses on Woodhaven Street. DP stated that she will make the recommendation for further studies.</p>

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3.10	3	Richard Letty (RL) stated that the proposed station would have an overall decrease in noise and vibration levels.	Record			
	3	Desiree Patrice (DP) explained the process of how the MBTA will address the noise and vibration impacts. Since the impact levels currently do not meet the FTA definition of moderate or severe impacts the station is not eligible for noise dampening walls. DP stated the MBTA however, is considering A) adding appropriate vegetation (trees) to buffer the sounds and B) repair existing privacy fences.	Record			
General Business						
4.01	4	Desiree Patrice (DP) reported plans for the Blue Hill Avenue station and its ammentities are still planned to proceed despite the change in General Manager. DP noted that former GM suggests the Working Group write a letter to the interim GM to introduce itself and keep the contract on everyone's radar. DP noted that before every board meeting there is public participation and encouraged members of the WGM to attend and get on record.	Record			
4.02	4	DP reported that approval has been given for an additional sound and vibration study and will be performed once all of the snow is cleared.	Record			
Traffic Assessment						
4.03	4	Desiree Patrice (DP) introduced Fayssal Hussein (FH) of Nitsch Engineering to present the results traffic assessment conducted in 2014 to the WGM.	Record			
4.04	4	Fayssal Hussein (FH) provided a brief overview of the assessment methods and how the gathered information was compiled into the traffic study. FH presented the results of the traffic study outlining existing and projected future conditions for vehicle traffic volumes, level of service, parking, and off-site mitigation. FH noted that further studies on Blue Hill Avenue have been requested by the City of Boston Traffic Department (BTD).	Record			Members of the WGM requested copies of the 2014 Traffic Study. DP will publish.

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4.05	4	Vehicle Traffic Volumes - FH presented vehicle traffic volumes measured in 2014 for key intersections on Cummins Highway and Blue Hill Avenue. The results of this study show vehicle traffic volume and flow during morning (7am-9am) and evening (4pm-6pm) rush hour at each intersection. Projected future traffic volumes for 2024 were then presented showing a slight increase in volume. FH explained the method to projecting future volumes by adding a half-percentage point per year for 10 years.	Record			
4.06	4	Level of Service - FH explained the different Level of Service (LOS) ratings and their criteria. Part of the 2014 traffic study was to determine the existing LOS for each intersection and a projected LOS for 2024. FH presented the findings showing most intersections average a C or better. FH compared the existing LOS results with the projected 2024 LOS showing no changes except at Woodhaven Street and Blue Hill Avenue.	Record			
4.07	4	Parking - FH briefly discussed the existing parking conditions around the proposed station, noting that on-street parking is currently unregulated by the city. Members of the WGM expressed concerns about non-residents using the street for parking and congesting the neighborhood.	Record			
4.08	4	Mitigation - FH discussed different techniques for mitigating future traffic impacts. With the additional studies to be performed on Blue Hill Avenue, Nitsch Engineering will update their traffic volume numbers. The City of Boston is planning on installing more intelligent traffic control systems along with monitoring cameras at intersections for greater reaction times to heavy traffic. Members of the WGM asked if the community can be involved on future traffic improvements, DP noted that Traffic Department meetings are open to the public and encourage the WGM to send representatives of the community.	Record			
4.09	4	Coordination - FH discussed that the further traffic studies requested by BTM are underway. Fayssal stated that the traffic counts were planned for this coming week possibly Wednesday 4/8/15. Fayssal stated that this additional traffic count information will be used for the expanded the traffic study.	Record			
Questions from the Working Group						

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4.10	4	Members of the WGM requested an update on the RFQ for station art as discussed in the last meeting. DP noted that the RFQ is still being drafted and will need to be issued soon.	Record			
4.11	4	Members of the WGM inquired when the next full-public meeting will be held. DP noted that the 90% Construction Documents are due at the end of June and a full-public meeting will be scheduled soon after.	Record			
4.12	4	Members of the WGM expressed concerns about the MBTA taking land during construction. DP stated that the MBTA does not plan on taking any land, however temporary easements may be possible.	Record			

The above information is recorded as it is understood. If you feel that there are errors, discrepancies and/or omissions, please notify JACOBS within 5 days of the receipt of these minutes. After 5 days, these minutes will be deemed correct and accepted by all concerned. Corrections can be emailed to: Mark.Thompson2@jacobs.com.