

# **DOWNTOWN CROSSING ACCESSIBILITY PHASE II VIRTUAL PUBLIC MEETING**

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**DATE: October 25, 2021 at 6:00 PM via Zoom**

## **Project Team and Presenters**

<b>Name</b>	<b>Affiliation</b>
John McCormack	MBTA
John Schwarz	MBTA
Ahmed Mahaba	Mott MacDonald
Dina Salem	Mott MacDonald
Eric Buffington	Kleinfelder
Nancy Farrell	Regina Villa Associates (RVA)
Amanda Poggenburg	RVA
Shayna Take	RVA
Erica Cook	Closed Captioner
Caity MacFarlane	ASL Interpreter
Sharon Mendes	ASL Interpreter
Bradley Lewis	Boston Neighborhood Network (BNN)

See [Appendix A: Attendance](#) for public attendees.

## **Purpose/Subject**

The purpose of the public meeting was to introduce the Downtown Crossing Accessibility Phase II Project and to provide information about the project status, scope and locations, schedule, and to answer questions.

## **Format and Process**

The virtual meeting included a presentation and a question-and-answer session, where attendees could ask questions or make comments either by typing them in the Q&A Feature or “raising a hand” to speak verbally.

## **PRESENTATION**

A PowerPoint presentation was delivered at the beginning of the meeting. The [presentation](#) and meeting recording are available on the project website, [mbta.com/DTX-accessibility](http://mbta.com/DTX-accessibility).

## **Introduction**

Nancy Farrell, Regina Villa Associates (RVA), opened the meeting and provided an overview of how to participate in the virtual meeting, including how to access closed captions and ASL interpretation and ask questions. She then introduced John McCormack, MBTA Project Manager, who reviewed the agenda, history, and objectives.

## **Scope & Locations**

Mr. McCormack reviewed the scope and locations for the project, including existing conditions, the proposed locations, and 3D animations of each location.

## **PARK STREET ELEVATOR**

Mr. McCormack provided an overview of existing conditions and the proposed new elevator at Park Street, which will replace an aged and undersized existing elevator to improve transfers on the Green Line level and Red Line level and make use of the Winter Street concourse to connect to the Forest Hills platform at Downtown Crossing. He explained that the elevator would involve a new stairway in addition to replacing the existing elevator, which is currently located at the center platform next to the stairs.

## **MACY'S ELEVATOR**

Mr. McCormack provided an overview of existing conditions and the proposed new elevator at Macy's, which will include a brand-new elevator on the Summer Street concourse side, within the paid lobby area, to connect southbound Red Line service to Orange Line northbound service. He explained that the team will install the elevator in between walls and an existing "U" shaped stairwell due to space constraints.

## **WINTER STREET ELEVATOR**

Mr. McCormack provided an overview of existing conditions and the proposed new elevator at Winter Street, which will install a new elevator within an existing shaft to make connections to the Red Line below its current stop at the Orange Line level. The existing Winter Street elevator currently goes from Washington Street surface level to the Orange Line level, but the team will take this elevator out and put in a new three stop elevator. He explained that this elevator will be electronically controlled so that riders who enter at street level who want to go to the Red Line southbound tunnel will take the elevator down one level to the Orange Line level to pay the fare and then re-enter the elevator on the paid side to continue down to the Red Line level.

## **Schedule**

Mr. McCormack reviewed the project schedule. He explained that the team is currently progressing from 30% to 75% design, with 75% design due in December 2021. After 75% design, the team will try to complete 100% design in late spring/early summer of 2022 before putting the project out to bid in summer of 2022. He said that construction could begin in late summer or early fall 2022 and would last approximately two to two and a half years, with substantial completion of the Macy's and Winter Street elevators estimated for the first quarter of 2024. Mr. McCormack further explained that, due to the possibility of utility relocation, the Park Street elevator construction would not finish until late spring or early summer of 2025.

## **Outreach, Website, & Contact Information**

Mr. McCormack reviewed previous outreach on the project. He also shared the project website, [MBTA.com/DTX-accessibility](https://www.mbta.com/DTX-accessibility), and email address, [DTX@MBTA.com](mailto:DTX@MBTA.com), and encouraged attendees to share any questions, concerns, or other input.

## **QUESTION AND ANSWER SUMMARY**

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Nancy Farrell opened the meeting to questions and comments.

### **Verbal Question and Answer Summary**

Matt Moran, with the City of Boston Transportation Department, said they are excited for the project and the accessibility improvements it will provide. He noted that they have been working with the Disability Commission on this and other accessibility projects. Ms. Farrell said that the project team has met with the Commissioner and advisory board to present on the project.

Stephen Theberge asked what DTX is. Mr. McCormack replied that DTX is an acronym for Downtown Crossing Station.

## **Written Question and Answer Summary (Verbal Responses to Questions Submitted in the Q&A Feature)**

Stefan Wuensch asked if the proposed Winter Street elevator will be the first in the MBTA system covering both paid and unpaid levels and, if it is not the first, where the others are. Mr. McCormack replied that he knows of one other elevator, at Kenmore Station. He explained that it goes from the busway down to the Green Line mezzanine lobby area and has two doors on opposite sides of the cab. He noted that the proposed Winter Street elevator will be the same concept.

Symmetry Alexander thanked Mr. McCormack and Ms. Farrell as well as the ASL interpreters.

Sam Cronin asked what went into the design choice to have customers exit and re-enter the elevator in the Winter Street installation. Mr. McCormack replied that the team is confined with space in that location and the team will have to utilize the existing fare structures, so riders would have to exit the elevator to pay the fare before re-entering the elevator on the paid side. He explained that they are reusing the existing shaft and what currently happens is that people come down from the street and exit on one side before paying their fare to get access to the Orange Line or to go up the Winter Street concourse to get to Park Street.

John McLachlan asked what alternatives are available as the team upgrades the existing elevators. Mr. McCormack replied that cameras will be in the elevator and there will be a lot of glazing for public safety. He explained that some other common upgrades would be epoxy floors, upgrades to the communications systems, and visual panels for communications as well as updated lighting and wayfinding. Mr. McLachlan said the team misunderstood the question and asked how riders who need elevators will get to their platforms during construction when the existing elevators are out of service during the upgrades. Mr. McCormack replied that the Park Street will not take the elevator out of service because the team is building the new elevator in a different location, so they will keep the current elevator in service until the new elevator is up and running. He explained that the Winter Street elevator will have to be taken out of service during construction and installation of the new elevator. Ms. Farrell replied that as the project gets closer to construction, the team will make more information available to riders.

## APPENDIX A: ATTENDANCE

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A total of **10** people attended.

First Name	Last Name
Symmetry	Alexander
Sam	Cronin
Mike	Festa
Sarah	L.
John	McLachlan
Matt	Moran (BTD)
Briana	Pasache
Jennifer	Ross
Stephen	Theberge
Stefan	Wuensch