



# **DESIGN PUBLIC HEARING**

**November 29, 2017**

**AT**

**BOSTON (KENMORE) HARVARD VANGUARD MEDICAL ASSOCIATES  
BOSTON, MASSACHUSETTS**

**6:30 PM**

**FOR THE PROPOSED**

**FENWAY-YAWKEY MULTI-USE PATH  
Project No. 607888**

**Roadway Project Management**

**IN THE MUNICIPALITIES OF  
BOSTON AND BROOKLINE, MASSACHUSETTS**

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

**JONATHAN GULLIVER  
HIGHWAY ADMINISTRATOR**

**PATRICIA A. LEAVENWORTH, P.E.  
CHIEF ENGINEER**

**THE COMMONWEALTH OF MASSACHUSETTS**  
**MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION**  
**NOTICE OF A PUBLIC HEARING**  
**Project File No. 607888**

A Design Public Hearing will be held by MassDOT to discuss the proposed Fenway-Yawkey Multi-use Path in Boston and Brookline, MA.

**WHERE: Boston (Kenmore) Harvard Vanguard Medical Associates**  
**133 Brookline Ave**  
**Boston, MA 02215**

**WHEN: Wednesday, November 29, 2017 @ 6:30 PM**

**PURPOSE:** The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed multi-use path project. All views and comments made at the hearing will be reviewed and considered to the maximum extent possible.

**PROPOSAL:** The proposed project consists of constructing a new accessible multi-use pathway from the Muddy River in Brookline to Maitland Street in Boston for a total of 1,700 feet. The project will improve access to the Fenway MBTA Station and the Yawkey Commuter Rail station and provide a non-motorized transportation link to key job centers and new mixed-use developments planned for the Fenway area.

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 Patricia A. Leavenworth, P.E., Chief Engineer, MassDOT, 10 Park Plaza, Boston, MA 02116, Attention: Roadway Project Management, Project File No. 607888. 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](mailto: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 Chief Diversity and Civil Rights Officer by phone (857-368-8580), fax (857-368-0602), TTD/TTY (857-368-0603) or by email ([MassDOT.CivilRights@dot.state.ma.us](mailto: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/>

JONATHAN GULLIVER  
HIGHWAY ADMINISTRATOR

PATRICIA A. LEAVENWORTH, P.E.  
CHIEF ENGINEER



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,

Patricia A Leavenworth, P. E.  
Chief Engineer

## **WHAT IS A PUBLIC HEARING?**

### **WHY A PUBLIC 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 hearings 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 PUBLIC 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.

## RIGHT OF WAY ISSUES

A secure right of way is necessary for this project. Temporary construction easements may be required. Your municipality is responsible for acquiring all necessary rights in private or public lands. If your property is affected, your rights are fully protected under law.

### 1. REASON FOR PROJECT

The completion of this project will serve local needs. The proposed enhancement will also be in the interest of others in the greater community, and provide for the public good.

### 2. WHO CONTACTS ME?

Representatives of the municipality have already contacted or will contact you. They will explain the procedures used in acquiring any necessary rights in land.

### 3. WHAT ABOUT DONATIONS? WHAT IS A RIGHT OF ENTRY?

Town officials will often seek donations, of parcels, where permanent rights are required. This procedure will minimize the acquisition cost for your community.

A Right of Entry is a document that is signed by the owner. It allows the Contractor to perform certain types of work on the owner's land. The work is usually minor in nature and frequently consists of loaming/seeding behind sidewalks, new driveway apron work, grading/sloping, and wetland protection, etc. The rights granted are temporary in nature.

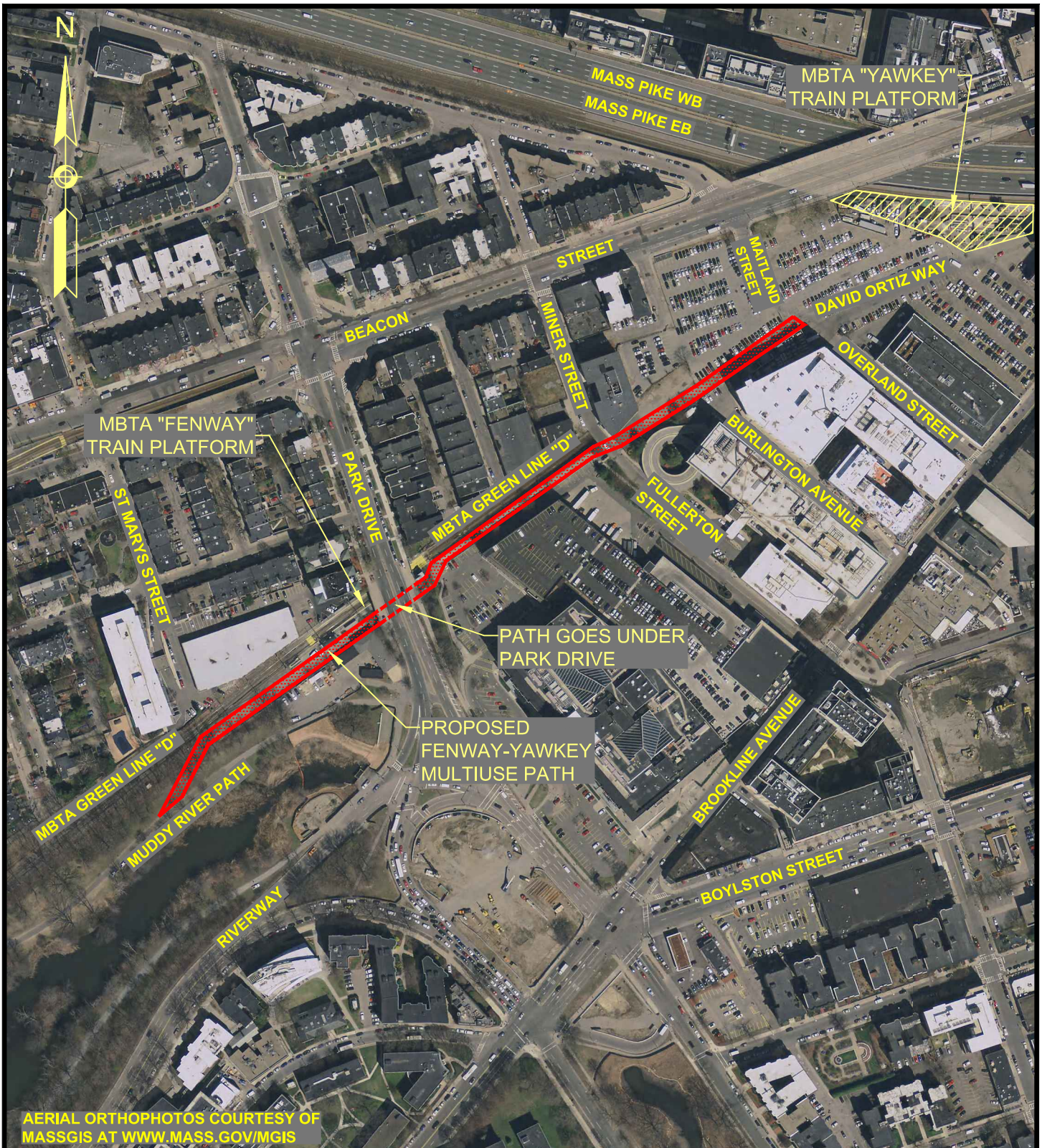
### 4. WHAT IS A FAIR PRICE FOR THE ACQUIRED PARCELS?

In the event that donations are not considered, or completed, every effort will be made to ensure that an equitable value is awarded. Municipal and/or outside appraisers will complete an appraisal. Consideration is given to the type of rights needed, whether in fee, permanent or temporary easements. The appraisal will be the basis for arriving at a fair price (for damages that result).

### 5. MUST I ACCEPT THE MUNICIPALITY OFFER?

No, if the owner feels that the offer is not fair the owner may petition the courts. This action does not stop or delay the acquisition. The action must occur within 3 years. The owner(s) may be paid pro tanto (for the time being). The pro tanto payment will not prejudice the court's final decision.





AERIAL ORTHOPHOTOS COURTESY OF MASSGIS AT WWW.MASS.GOV/MGIS

**LEGEND**

— PROPOSED LIMITS OF CONSTRUCTION

**HDR**  
 HDR, INC.  
 99 HIGH ST. - STE 2300  
 BOSTON, MA 02110  
 (617) 357-7700

LOCUS MAP

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PROJECT  
 FENWAY-YAWKEY MULTIUSE PATH  
 IMPROVEMENTS PROJECT

DRAWN BY : TNU  
 CHECKED BY : TNU  
 SCALE : 1 IN. = 300 FT.  
 DATE : NOV 14, 2017

PROJECT #: MASSDOT #607888  
 SHEET # :  
**FIGURE 1**



# FENWAY-YAWKEY MULTI-USE PATH IMPROVEMENTS PROJECT

## PROJECT LOCATION

The proposed project is located adjacent to the MBTA Green Line “D” tracks from the intersection of Maitland Street in Boston to the Muddy River Path along the Emerald Necklace in Brookline, a distance of approximately 0.32 miles.

## PROJECT PURPOSE

The Fenway-Yawkey Multiuse path is an urban trail along an abandoned CSX rail ROW that starts at the Muddy River path and extends to Maitland Street at the new Fenway Station. This project would create a safe, off-road path for pedestrians and cyclists from the Emerald Necklace to Fenway Station, the new Yawkey commuter rail station, and the rapidly growing neighborhood around Fenway Park. The path also provides essential access to the D-Line tracks and tunnel for MBTA maintenance.

The existing Muddy River path is heavily used; an average of 220 peak-hour cyclists were recorded during September 2013 counts by the Boston Bikes program. This represents a 60% increase in a five year period. The northern terminus of the existing path creates confusion for pedestrians and cyclists. Those wishing to continue in any direction on foot or by bicycle face a daunting task crossing Park Drive, with its complex patterns of traffic and high speeds. The benefits of the Fenway-Yawkey multiuse path connection along the MBTA tracks, under Park Drive and connecting to the Parcel 7 redevelopment project include:

- Extension of the multiuse trail from the Muddy River Reservation to Fenway and Yawkey stations, facilitating safe bike and pedestrian access to these stations and promoting higher transit ridership
- A new transportation alternative for people who currently live in the neighborhood as well as people who will live and work in new buildings along the path. Projects in the pipeline adjacent to the path constitute **over 2 million square feet of new development including over 400 residential units**
- An alternate walking and bike route for families and beginner bicyclists wishing to avoid heavy traffic at Sears Rotary, Park Drive, or Brookline Avenue
- A more pleasant and accessible route for Red Sox fans who take the T to Fenway Park

The path also provides essential emergency access for the MBTA to reach the Green Line D tunnel area with lowboy trailers from Maitland Street. The design has been coordinated closely with the MBTA.

Abutters along the right-of-way are willing partners and have committed to maintain portions of the path. These include the Landmark Center; Harvard Vanguard Medical Associates, and Children's Hospital at 819 Beacon Street. A large segment of the path is being constructed by the Landmark Center, in close coordination with the MBTA.

### **PROPOSED IMPROVEMENTS**

The surface work will include full-depth construction of a new multi-use pedestrian / bicycle path, construction of a new pedestrian ramp providing access to Burlington Avenue (in compliance with Architectural Access Board / Americans with Disabilities Act (AAB/ADA)).

Other improvements including new street lighting, signage and wayfinding are included as part of the proposed project.

### **TRAFFIC MANAGEMENT**

All roadways that cross within the project area will remain open to traffic throughout construction. At least one lane of traffic in each direction will be maintained on Miner Street and Maitland Street. There will be pedestrian detours in place during normal construction hours. Sections of sidewalk may be closed for short periods of time to allow for concrete curing. Occasional short traffic disruptions may occur but every effort will be made to minimize inconvenience to the public.

### **RIGHT OF WAY IMPACTS**

To accommodate construction for the project, approximately one temporary construction easement will be required from the Town of Brookline. Approximately six temporary construction easements will be required from the MBTA for path construction and relocation of an existing siding track. Approximately one temporary construction easement will be required from the City of Boston for path construction. Approximately one temporary construction easement will be required from the Landmark Center Ownership LP for path construction. Approximately two temporary construction easements will be required from the Fenmore Realty Corp for path construction. The municipality will be responsible for securing all necessary easements.

### **PROJECT COST**

The preliminary construction cost of this project at this design stage is approximately \$2M dollars.

### **PROJECT SCHEDULE**

The design plans presented this evening are at the 25% design stage. The design is expected to be complete and advertised in the 4<sup>th</sup> quarter of the 2018 TIP year. Construction is anticipated to begin in the year 2019.



THE COMMONWEALTH OF MASSACHUSETTS  
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION

FEDERAL AID PROJECT

**Boston and Brookline, MA**  
**Fenway-Yawkey Multi-Use Path**  
**Project File No. 607888**

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:

Patricia A. Leavenworth, P.E., Chief Engineer  
MassDOT – Highway Division  
10 Park Plaza, Boston, MA 02116-3973  
Attn: Roadway Project Management

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.**

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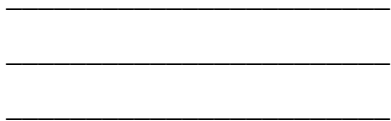
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Organization: \_\_\_\_\_

Address: \_\_\_\_\_

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Please Fold and Tape



Please Place  
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Postage Here

Patricia A. Leavenworth, P.E.  
Chief Engineer  
MassDOT – Highway Division  
10 Park Plaza  
Boston, MA 02116-3973

RE: Public Hearing  
Multi-Use Path  
**BOSTON/BROOKLINE**  
Project File No. 607888  
Roadway Project Management

