



June 11, 2012

To: Patrick Hoey
Senior Transportation Planner
BTD

Through: Keri Pyke, P.E., PTOE
Howard/Stein-Hudson
Project Manager

From: Nathaniel Curtis
Howard/Stein-Hudson
Public Involvement Specialist

RE: **Fourth Community Meeting¹**
Meeting Notes of May 30, 2012

Executive Summary

On May 30, 2012, the Boston Transportation Department (BTD) team for the Melnea Cass Boulevard Design Project held the fourth in a series of community meetings associated with the project. The meeting was attended by approximately 60 people and included residents, activists, stakeholders, members of government agencies including BTD, BRA, MBTA and BHA, consultants, and representatives of the offices of Senator Chang-Diaz, Representative Fox, and Councilor Arroyo.

The meeting began with a presentation that addressed key themes of the input provided by community members at the previous meeting and then provided an overview of the two conceptual options for the redesign of Melnea Cass Boulevard. Option 1, "Tree-Lined Center Medians" defines the center Bus Rapid Transit (BRT) lanes with a tree-lined median on each side separating the BRT lanes from general traffic lanes. Option 2, "Minimal Median Treatment" defines the BRT lanes with narrow medians only and shifts the resulting additional space to the edges of the corridor.² Under Option 2, all plantings are at the outer edges of the corridor. Members of the community were shown renderings of the four segments of the Melnea Cass Boulevard Corridor as they would appear under both Option 1 and Option 2. The current planning effort takes place against a backdrop of increased development interest in the now mostly-vacant parcels along Melnea Cass Boulevard and represents an opportunity for the neighborhood to prepare transportation infrastructure and set the tone for this development. The consultant team under contract to BTD is headed by Howard/Stein-Hudson and includes Crosby | Schlessinger | Smallridge, LLC, Toole Design Group, Inc., GLC Development Resources, Charles River Watershed Association, and A-Plus Construction Services.

The meeting also included a group brainstorming exercise. Breakout groups were asked to address which option they preferred and the positive and negative aspects associated with both. It is possible that based on engineering needs and community input, some hybrid version of Option 1 and Option 2 may emerge from this process.

Generally speaking, audience members favored Option 1, known as "Tree-Lined Center Medians." Reasons given included visually breaking up the pavement in the corridor, softening the "highway feeling" of the

¹ Copies of the flipcharts taken at the meeting are listed in Appendix 1. Emails received following the meeting are listed in Appendix 2.

² At the meeting summarized herein, only center BRT was presented as community feedback from the previous meeting had indicated that this is the preferred approach.

roadway, giving pedestrians a refuge in the center of the corridor,³ providing more overall trees and eventually an enlarged tree canopy and creating vertical elements which will cue drivers to slow down. Two concerns about Option 1 were voiced: that if the trees were too densely planted, that they would eventually grow into a “tree tunnel” that would block out street lighting and that over time, new trees could obscure shop signs for the new retail establishments at Parcels 9 and 10. It was noted by several groups that the community should play an active role in the selection of new trees for whichever option is selected. Several audience members spoke in favor of Option 2 noting that few trees would mean better visibility, a lower maintenance burden, and allow the inclusion of the bicycle path on the south side of the corridor. Whether a bicycle path is needed on both sides of the corridor was a topic of some conversation among audience members. Some felt that putting a bicycle path on the north side of the corridor only would be inadequate and that it should be augmented with either a south side path, on-street bicycle lanes, or allowing bicycles to use the BRT lanes as they do on Washington Street. Others felt that a north side only configuration would be adequate provided the path were well-maintained and clearly marked. Parallel parking along the corridor was also discussed. While several audience members noted that parking is needed to allow planned retail to thrive, others commented that traffic on the Boulevard moves too quickly to make parallel parking safe or easy.

The meeting summarized herein had an audience comprised of both people familiar with the process from the previous several meetings as well as many new faces. These new participants echoed and underscored many of the key themes of the public involvement process to date including:

- Developing an early action plan to quickly address elements such as litter clean-up, signage, and street-lighting along the corridor.
- Ensuring that the Melnea Cass Boulevard Corridor becomes more pedestrian and transit friendly while continuing to move calmed traffic effectively.
- Ensuring that under the future conditions for the Boulevard, all parcels are owned and maintained.

Breakout Session Reporting:

- **Group 1** stated its preference for Option 1 with some reservations. While the tree-lined center medians were seen positively, concern was expressed that the trees not get large enough or be planted so closely together as to make a “tree tunnel” that would interfere with effective street lighting. The group also underscored the need to ensure that street crossings are pedestrian-friendly and do not strand walkers in the roadway’s median. Concern was also expressed that steps be taken to ensure that pedestrians cross the corridor at the appropriate locations only; an ornamental fence was suggested as one possible solution.

Group 1 also touched on many of the key themes of the process to-date including:

- Concerns over speeding and the need to enforce speed limits more effectively.
 - The desire for a cleaner, better maintained Melnea Cass Boulevard where parcels are clearly owned. Also noted was a concern over litter and a request that “Big Belly” solar-powered compacting trash cans be installed in the corridor.
 - Signage should be improved to remind motorists that they are in a residential and school area.
 - Street lighting should be improved for pedestrian safety.
 - Bicycle and pedestrian pathways should be improved and clearly marked.
 - Public art celebrating Melnea Cass and her work should be installed in the corridor.
- **Group 2** indicated that it had debated Option 1 and Option 2 and had found positive elements about both. Option 1 would provide an attractive center median where pedestrians would feel comfortable stopping. The trees would reduce the current “highway feeling” of the Boulevard and

³ Signals will be timed to allow pedestrians to cross the corridor in one movement.

provide a buffer from traffic while helping to slow vehicle speeds. The tree-lined streets of Option 1 are seen as consistent and would make the Boulevard feel all of a piece. Option 2 was praised for offering a decreased maintenance burden and providing better visibility.

The group noted several questions and ideas that were common to both Option 1 and 2, including the following:

- BRT lanes should be available to emergency vehicles when required.
- Will bicycles be able to use the BRT lanes as they can on Washington Street?
- How is street lighting incorporated into the two options?
- Would taking MBTA buses out of general traffic lead to increased automobile speeds?
- Which option would best reduce the traffic volume on Melnea Cass Boulevard?
- How long will it take new trees to mature?
- Are there differences between the types of BRT stations possible with each option?
- How are plans for United Neighbors of Lower Roxbury (UNLR) integrated into the thinking for the Melnea Cass Boulevard project?
- What are the environmental impacts of this project?
- What is the involvement of state and federal government in the project?
- What steps will be taken to ease the burden of construction on the neighborhood.

Group 2 also touched on some of the common themes of the process thus far including:

- The desire to maintain as many of the current trees as possible.
 - Concern over the allergens generated by trees given the area's high incidence of asthma and a request that new trees be native, low-pollen species.
 - New trees should have narrow trunks for good visibility, but broad canopies for improved shade.
 - All new crosswalks should be safe and well-marked.
 - Pedestrian/vehicle conflicts should be minimized to the greatest extent possible.
 - A desire for public art.
 - The idea that while traffic should be calmed, it must move effectively, particularly to bring business to the new development parcels.
- **Group 3** primarily discussed elements which could be applied to both Option 1 and 2. A desire was expressed to see the traffic study associated with the two options and provide a long-term maintenance plan for the new corridor. The group noted its widely-shared preference for saving as many mature trees as possible, through relocation if necessary. For Option 2, this group suggested varying the plantings in the median for greater visual interest.

The group also asked about solar-powered street lighting and wanted to know where the new BRT stations would be located. With regard to solar-powered lighting, that has yet to be decided, however, the City of Boston will definitely use LED street lights which last much longer and use far less electricity than conventional lights. The project team currently believes that BRT stations will be situated in the median at Kerr Way/Melnea Cass Boulevard and at Washington Street/Melnea Cass Boulevard. All new stations will be installed at the time of the larger construction project.

- **Group 4** noted an even blend of support for Option 1 and 2. Option 1 it was noted would better help to calm traffic, but that if the trees are planted too closely together, it could develop a "tree-tunnel" which would block out street lighting. Group members expressed their desire to have street lighting improved as soon as possible. It was also noted that trees should not block the signs of local merchants. Concern was voiced that the bicycle path on the north side of the boulevard may not be adequate for commuter cyclists and it was suggested that these more confident riders be allowed to use the BRT lanes as they can on Washington Street. The group also noted their dilemma with regard to parking: if merchants are going to thrive in the Melnea Cass Boulevard corridor, some parking must be available to them, but speeds in the corridor would need to drop for parallel parking to feel comfortable. Both options were noted as problematic in that they would contribute to

a wider Boulevard, something the Roxbury Master Plan specifically looks to avoid. Group 4 concluded its report by complementing the project team on an “excellent presentation.”

Individual Group Reports:

Report from Group 1

Discussion of Option Preference:

- *[In response to a question asking about the placement of bicycle paths]* One advantage of Option 2 is a bicycle path on both sides of the corridor. In Option 1, there is only a path on the north side.
- Placing a bicycle path on the north side of the corridor only might not be adequate. If Option 1 is selected, the pathway should be supplemented with either on-street bicycle lanes or allowing bicycles to use the BRT lanes.
- Option 1 offers more in the drivers’ cone of vision to slow them down. Option 2 will keep the “highway feeling” and keep speeds up.
- Option 1 may cause problems with street lighting; don’t make a “tree tunnel.”
- Option 1 is better in terms of providing a pedestrian refuge. Crossing times need to be adequate.
- Option 1 will slow traffic down and help connect Dudley Square to the rest of the area. Slower traffic and trees on the Boulevard will help turn Dudley Square into a real destination. A bicycle path on one side is adequate provided it’s well maintained. A continuous path is better than one with lots of segments and crossings.
- Option 1 is good, but the loss of trees around Washington Street should be avoided if possible.
- *[In response to a question asking about whether new trees will block storefront signage]* The project hasn’t yet progressed to the point of selecting trees, but this is a good comment for future discussion.

Additional Items

- There is usually a bottleneck at Melnea Cass Boulevard/Tremont Street. Consider how the BRT is supposed to cross this. Remember, this is a Boulevard and should be able to move traffic effectively.
- Parallel parking on the Boulevard would be difficult with current speeds. Parcels 9 and 10 should be looked at to see if they can provide interior, off-street parking with driveway access to the Boulevard.
- *[In response to a question asking about the proposed width of the designs]* The right-of-way will be wider than today. The traffic lanes will be very similar, but the BRT and parking lanes are new. The median will grow more or less depending on the option chosen around the transit.
- The Roxbury Master Plan states that the Boulevard shouldn’t get any wider. You could eliminate the on-street parking and do parking lots in the new development parcels. The idea of making the Boulevard into a gateway for Dudley Square is a good one.
- Pedestrian and bicycle connections in the corridor are very important, along with smooth vehicle progression. Cars should be slowed down, but kept moving.
- Some on-street parking will be needed if merchants are going to succeed. Cross-Town isn’t as successful as it could be because it doesn’t have on-street parking. Parking to “just run into the store quickly,” is a necessity.
- *[In response to a comment about Area 4 still having a high-way feeling]* Softening the area closest to the Massachusetts Avenue Connector is a big challenge because it’s constrained. It would be hard to plant more trees there. It’s probably an area to think about new signage.
- Use signage and lighting to create a sense of engagement
- Davis Square is a good example of how to highlight crosswalks to motorists.
- *[In response to a comment that the spending on BRT is misguided and the money should go to affordable housing]* This is about planning for the future Urban Ring and it does benefit current bus service. Having improved transit through the area is crucial to supporting planned development
- Each block should have its own identity while looking like part of a coordinated whole.

Report from Group 2

Discussion of Option Preference:

- Option 2 seems to provide better visibility of the BRT stations.
- Option 1 will have a greater maintenance burden with the trees in the middle.
- Option 1 would be better for providing more total trees in the corridor.
- Option 1 would provide better traffic calming and buffer the neighborhoods from the noise of general traffic and emergency vehicles.
- Option 1 would provide a pedestrian refuge.

Additional Items:

- Keep as many mature trees as possible and ensure that new trees are native, low-pollen species.
- Trees should have thinner trunks with broader canopies for improved air quality with better visibility.
- Trees should be protected from vehicle impacts; maybe with a wall.
- What would happen to the transit lanes during nights and weekends when there is generally less frequent transit service?
- Minimize conflict between buses and pedestrians.
- How is lighting incorporated into the two schemes?
- Could bicycles use the BRT lanes like they do on Washington Street?
- Drivers may try to use the median lanes. Traffic during peak hours with the new developments will be a concern. Could drivers use the BRT lanes during peak hours?
- Will bus priority signals slow down traffic?
- Could taking buses out of general traffic speed up the flow of cars?
- What are the construction management plans?
- Use public art as a way to deter littering.
- Ensure bicycle parking at the new developments.
- Provide cues for drivers to slow down as they enter the corridor from the highway.
- How does this project reduce Vehicle Miles Traveled?
- Do the stations differ between options?
- How long will it take for new trees to reach maturity and create a shade canopy?
- *[In response to a question about whether UNLR is part of the Melnea Cass Project]* The Melnea Cass Boulevard project is separate from UNLR. The funding is not connected.
- *[In response to a question about state and federal involvement]* The federal and state governments are involved through the environmental review process.
- Does the connection to a federal highway I-93 impact federal involvement?

Report from Group 3

Discussion of Option Preference

- Option 2 would maintain bicycle paths on both sides of Melnea Cass Boulevard.
- Option 1 would break up the scale of the roadway. If Option 1 is selected, median treatments should be varied to create unique spaces along the corridor.

Additional Items:

- *[In response to a question regarding the comparative cost of the two options]* Since both Option 1 and 2 would create roughly the same amount of paved area, the cost between them is approximately the same.
- Please provide traffic volumes for the corridor.
- Look at funding long-term maintenance as a line item from future developments.
- Preserve as many mature trees as possible; explore relocation of trees.
- Involve the community in the selection of new trees.
- Incorporate local public art and historical materials, particularly focused on Melnea Cass herself, at the gateways to the corridor and at the BRT stations.

Report from Group 4

Discussion of Option Preference

- The trees in the median of Option 1 seem more attractive.

Additional Items:

- Consider the idea of pedestrian overpasses or vehicle underpasses like at Massachusetts Avenue/Huntington Avenue.
- Improve traffic enforcement with cameras to catch speeders and drivers who disobey red lights.⁴
- Post more speed limit signs.
- Improve pavement quality and trash pick-up as early action steps to the project.
- A fence in the median may be needed to channel pedestrians to appropriate crossings.
- Ensure that all parts of the corridor are improved. Simply adding many more trees is not adequate.
- Don't create a "tree tunnel" that blocks out street lighting/
- Save the apple trees on the Madison Park housing side of the roadway.
- Clean up the berm and clarify its ownership.
- Implement extra safety measures at crossings, such as audible signals.
- Add signage stressing the residential nature of the corridor.
- Add public art that recognizes Melnea Cass and her contributions.
- Clearly distinguish between bicycle and pedestrian pathways.

Next Steps

While the next community meeting date has yet to be set, BTD will hold this meeting in mid-summer or early fall of 2012. In the interim, the presentation given at the meeting summarized herein, a copy of these minutes, and a copy of the next meeting's presentation, when it is completed, will be posted to the project website. Where possible, answers to questions asked by community members in these meeting minutes will be provided prior to the next meeting.

⁴ At present, red light and speed cameras are not legal in Massachusetts.

Appendix 1: Meeting Flip-Charts

See following page

Report Outs

(1)

Group 4 → talked about ped overpasses over the Road, under passes for cars, enforcement of speeding to avoid accidents w/ cars on ped, want to get cars slowed, speed limit signs, immediate trash improvement, big bellies, want to know ped buttons will work. OI preferred, maybe fences on median to enforce crossings better lighting, ~~no~~ need to avoid tree tunnel, looking for apple trees to be kept clean up the berm, clarify who owns, maintain all areas, need response on Aval of life, need better st. lighting, better signage say school zone, res area, cars keep going, Memorial for Mrs. Cass bike + ped accommodations clearly marked.

Group 2

(2)

Debated O1 vs. O2, comments in support of both, no trees = better visibility, decrease maint. burden, want to keep trees, want hypo allergenic trees, more canopy @ tree w/ thinner trunks, want medians available to Emergency vehicles, x-walks safe and well marked, no ped-bus conflicts, no trees = highway, trees = buffer from traffic, + traffic calming. How is lighting incorporated? Can bikes use center bus lanes? Center refuge attractive for stopping ability, need to keep traffic flowing around new dev. parcels, does taking lanes out boost auto speed + volume? Concerns over construction want public art, get bike parking, provide cue that this is not a highway. How does project reduce auto traffic, how long will trees take to mature, What are stations like b/t options, does United Neighbor plans get integrated, What is enviro impact. People like consistency of tree lined streets. What is state + fed involvement?

Group 1

③

Pretty even blend of support, OI = slower, but maybe tree tunnel, Concern with bike path not enough bikes in BRT, Concern over show removal need St. lighting, Concern over parallel parking traffic must be slower for it to work, presentation great Concern over MCB being widened, Concern over enough parking for merchants, trees not to come from farms

Group 3

Want to see traffic studies, long-term maintenance think about varied planted median, think of relocating trees, add local cut, have locals pick trees.

- Will lighting be solar?
- Fair question, to be decided, want to make things sustainable, more LED's, use less energy
- How many BRT stations + where?
- Right now, we think ~~to~~ would put center station @ Kerr City and Wash / Melrose 3-station in the median. Will happen w/ construction

- Concern over the movement of the Stop w/ only the
47 on it.

④

GROUP 4 - MELNEA CASS

①

ped/~~vehicular~~

- overpass(?); ~~slow~~ slow down veh./~~ped~~
- enforcement - speeds, red light running
- Camera to catch speeding cars
- / require state legislation
- speed limit sign ~~to~~ to be posted
- immediate improvement; trash pick up
so on
- Crossing time to reflect the distance
- trees in the median better
- Fence or Gate for the median
- lightings, bike lanes, not just all trees

- trees block lights at night
- apple trees should be saved
on the Madison Park Housing ride
- Clean up the ~~burn~~ berm
- Clarify the ownership of the ~~burn~~ berm
so maintained properly
- Extra safety measures (1 bell or light)
for tree lined medians
- Sign stressing residential neighborhood,
school zone
- Community Art; Melba Carr statue/memorial
(something recognizing her)
- Bike / Pedestrian paths to be clearly distinguished
with signs

1. Provide Cost Estimate b/n both
Design Alternatives.

GRAP 3

2. Provide Traffic Volumes.

3. Long Term Maintenance as a line item
for future developments.

4. Minimal Treatment - Great to maintain
bike paths on both sides of Melnea.

Planted median helps to break-up scale
of the roadway

Vary median Treatments - Create Unique
Places

Preserve as many trees as possible
↳ Relocate options?

Community involvement w/ the selection
of trees.

Incorporate local public Art @
Gateways to the Corridor & @ Station
Areas

Melroe Cass / Historic

Group 2

5/30/2012
Melissa Cass

1

- Minimal - Better Visibility at Stations
median
- ~~Minimal~~ = increased maintenance w/ Trees
median
- Keep mature trees, more native trees
- Tree lined b/c = more trees in total
- Trees thinner at bottom, bigger canopy
air quality benefits
- Trees should be protected, maybe on a wall
- What about nights + weekend? (when less transit)
- Crosswalks need to be safe.
- Make sure no conflicts btwn buses + pods
- Tree lined = cars go fast, no trees = highway
= less noise traffic
= less noise from Emergency Veh.

Group 2

#2

- Tree lined = lots of traffic
tree lined median
- How is lighting incorporated?
49
- Could bikes use the center bus lanes?
- ~~Pre~~ More trees has traffic calming benefit.
- Refuge w/ Tree lined is ~~good~~ benefit
- Drivers want to use median.
Concern about gridlock w/ New development.
Consider peak hour use. (P3, 9, 10, etc)
- Will Bus Priority at Signals Slow down traffic?
- Will taking buses out of traffic cause other traffic to speed up.
- What are the plans for during construction?

Group 2

#3

- Public Art?
 - deterrent to trash
- Bike Parking at Development
- Provide more cues when crossing Mass Ave. so drivers know to slow down.
- Does this project reduce VMT?
- How long will it ^{trees} take ~~to~~ to grow to maturity? (canopy)
- Do the stations differ in the 2 options?
- UNLR = is this part of MC?
 - Funding is ^{not} part of MCB.
- Will park imp. w/out Bldg.

Group 2

#4

- What is the Env. review?
- if State + Fed. involved, yes.
- likes consistency.
- How does fact that it connects to interstate federal involvement.

(1)

Q) A1 advantage of small median = cycle path on both sides?

A) Yes, that's correct, would mean no cycle in O1 - S. Bay Harbor Trail is on north regardless

C) North bike path may not be adequate, in bus lane or bike lanes

C) Much prefer O1, cause cone of vision sees vert objects & slow traffic, trees in center help in drivers, O2 will keep speeds up.

C) Don't make a tree tunnel

C) Think that O1 will cause problems w/ street lighting, Bottleneck @ Tremont consider how BRT crosses this. This is a concern, should be able to keep traffic flowing

Q) Skeptical about parallel parking, how is it supposed to work? Merchants will redo tropical foods, need to discuss parcel 9+10 driveways and access

C) Keep raising parking, some need on-street to line merchants, cross-town not successful w/o parking, need run-in parking ③

C) Generally prefer OI, but don't like lots of edge trees around Washington,

A) Very constrained in this zone, real issue, working w/ developers on s-walk widths

Q) w/ trees will you be able to see storefronts

A) Not there yet, but will hold the thought & pick featuring trees

C) Area 4 still feels wide from street level want to make it softer, want trees in the connector section before Mass Ave,

A) Can think of signs in medians

C) Want to create a sense of engagement signage, lighting etc.

C) Davis Square has paid crosswalks w/ big signage about yield bollards

(2)

- C) Think OI is better for ped refuge, need to think of time for residents to cross.
- C) Want to support OI for slower traffic and not be a barrier to Dudley Square, slow traffic w/ trees, Dudley as destination, bike path on one side is O.K. provided wide enough, well-cared for, don't want segments + crossings.
- Q) Great presentation materials, how wide?
 - A) Row to get wider than today, traffic lanes similar, parking is new, median is growing especially where there is transit. Newer w/ less impact.
- C) Ped and bike key along the corridor along w/ good vehicle progression
- C) As part of Rox Master plan people didn't want MCB widened, appreciate gateway, want to eliminate curbside parking, want off street lots in parcels

④

- Q) Question the idea buses expenditure. ~~is~~
↳ would prefer expense on current
- A) Prepping exercise + plans for future, benefits current buses
- C) ↳ crucial for future development and growth.
- C) Each block to have its own identity

Appendix 2: Received Emails

See following page

Nathaniel Cabral-Curtis

From: Hoey, Patrick <Patrick.Hoey@cityofboston.gov>
Sent: Tuesday, June 05, 2012 10:04 AM
To: Keri Pyke
Cc: Gupta, Vineet; Nathaniel Cabral-Curtis; Deneen Crosby
Subject: FW: Melnea Cass Boulevard Design Project

Hi Guys,

A vote for tree-lined median from resident...

-----Original Message-----

From: Cristina Silva [mailto:████████████████████]
Sent: Monday, June 04, 2012 9:51 PM
To: Hoey, Patrick
Subject: Melnea Cass Boulevard Design Project

Hi,

I'm a resident at 77 Windsor St and I'd like to share my comments in regards to the two options proposed. Both options seem very well thought and designed, but I chose the Tree-lined Center Medians due to the fact that it will bring more trees, which will help decrease pollution, noise, and traffic speed.
I'd like to thank everyone for creating such a well planned and beautiful design!

Sincerely,

Cristina Silva

The substance of this message, including any attachments, may be confidential, legally privileged and/or exempt from disclosure pursuant to Massachusetts law. It is intended solely for the addressee. If you received this in error, please contact the sender and delete the material from any computer.

Nathaniel Cabral-Curtis

From: Hoey, Patrick <Patrick.Hoey@cityofboston.gov>
Sent: Thursday, June 07, 2012 4:29 PM
To: Keri Pyke; Nathaniel Cabral-Curtis; Deneen Crosby
Cc: Gupta, Vineet
Subject: FW: Melnea Cass Redevelopment Project / Resident Feedback

another vote for tree lined median...

From: Bryant Ross [mailto:████████████████████]
Sent: Thursday, June 07, 2012 2:16 PM
To: Hoey, Patrick
Subject: Melnea Cass Redevelopment Project / Resident Feedback

Hi Patrick,

A neighbor of mine passed along your contact information so that I could express my preference on the design options presented at the community meeting.

I would personally love to see Option 1 be executed upon. I think it is an overall useful design that helps keep traffic flowing and provides a better overall landscaping plan. I think it is the extraordinary greenspace that distinguishes Boston from other cities.

Thank you for your time and consideration.

Best,

Bryant Ross
1 Greenwich Court
Boston, MA 02120

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Nathaniel Cabral-Curtis

From: Hoey, Patrick <Patrick.Hoey@cityofboston.gov>
Sent: Thursday, June 07, 2012 4:18 PM
To: Keri Pyke; Nathaniel Cabral-Curtis; Deneen Crosby
Subject: FW: Melnea Cass Vote for p. 29 More Trees

another vote for tree lined median from an old high school pal of mine...

From: Jennifer MacDonald [REDACTED]
Sent: Thursday, June 07, 2012 11:51 AM
To: Hoey, Patrick
Subject: Melnea Cass Vote for p. 29 More Trees

Hi Patrick,

I hope you are well.

I have been asked by one of our community representatives to vote on the tree option. My vote is for p.29 More Trees.

Thanks!
Jennifer MacDonald
55 Greenwich Street
Roxbury Crossing, MA 02120

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Nathaniel Cabral-Curtis

From: Hoey, Patrick <Patrick.Hoey@cityofboston.gov>
Sent: Wednesday, June 06, 2012 12:18 PM
To: Keri Pyke; Nathaniel Cabral-Curtis; Deneen Crosby
Cc: Gupta, Vineet
Subject: FW: Option 1- Tree-lined Center Medians

another vote for tree-lined...

From: Hoey, Patrick
Sent: Wednesday, June 06, 2012 12:17 PM
To: 'Célio Pedrosa'
Subject: RE: Option 1- Tree-lined Center Medians

Hi Celio,

Thanks for reaching out. Appreciate you taking the time to give us feedback. I'll forward your preference to the design team.

Thank you!

Pat Hoey
BTD Planning

From: Célio Pedrosa [mailto:████████████████████]
Sent: Wednesday, June 06, 2012 11:51 AM
To: Hoey, Patrick
Subject: Option 1- Tree-lined Center Medians

Mr. Hoey:

I would like to vote on Option 1.

My house faces Melnea Cass Boulevard, and more trees will benefit my family greatly.

Thank you,

Célio

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