

From: [Mackeil, J. Scot](#)
To: [LongFellow Bridge Task Force](#)
Cc:
Subject: The bridge and MGH
Attachments:

Sent: Thu 10/7/2010 6:37 PM

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Please do whatever it takes to maintain good bike and foot traffic lanes between Lechmere and MGH during all bridge related projects. The pedestrian access during contraction on the bridge in front of the state police barracks was very poorly planned(if at all) and poorly executed. I am surprised nobody was killed. Build bike and skate and pedestrian friendly temporary paths if needed.

Also, please consider using engineered granite blocks for all future bridge construction, unlike concrete, granite lasts forever, creates local jobs in our quarries. It may cost more up front but we wont pass crumbling bridges on to future generations.

Fair Winds, J. Scot Mackeil CBET
MGH Anesthesia Clinical Engineering Dept.

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From: [steve.young](#)
To: [LongFellow Bridge Task Force](#)
Cc: [longfellowtaskforce](#)
Subject: Beacon Hill Board's Comments
Attachments:

Sent: Fri 10/8/2010 9:53 AM

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Hi All.

The following are the positions of the Beacon Hill Civic Association (with reasons for each) regarding the redesign of the Longfellow Bridge. While there are many components of the redesign of the bridge other than those mentioned below that BHCA members have strong views about, the components listed below are the ones that the group as a whole believes are essential to have reflected in whichever redesign alternative(s) may be selected.

CRUCIAL COMPONENTS TO BE IN REDESIGNED BRIDGE:

1. **A minimum of 10' clear walking space over the main bridge span on both sides of the bridge.**

Reason: A 10' width is the minimum width (see Walk Boston Fact Sheet) to reasonably accommodate two people

walking one direction and two people walking the other direction. In addition, it is the basic width that exists today and has existed for decades on the main span of the downstream side of the Longfellow Bridge, and it is the basic width of the sidewalk on the Harvard/Mass. Ave. Bridge. The BHCA also notes that if the future dictates changes in the space allocation between vehicles and bicycles, those changes can be accommodated merely by restriping and redesigning the space allocations. The same is not true for the sidewalk segment of the bridge because the crash barrier which will separate the bicycle segment from the rest of the roadway will be constructed as an integral part of the bridge itself, and changing that crash barrier location would require a prohibitive reconstruction cost. Accordingly, it is essential that at least a minimum 10' of clear sidewalk space be allocated now, especially where it is virtually a guarantee that pedestrian/jogger use of the Longfellow Bridge will increase substantially after the reconstruction, if the bridge is made pedestrian friendly. Of course, with a single vehicle travel lane, there should be room for several more feet of clear sidewalk space.

2. A minimum of 5' clear walking space at the narrow, "pinch," sections of the bridge on both sides - where that width is not possible, split the available space with a bike lane.

Reason: Providing adequate clear walking space on the main bridge spans of each side of the bridge will not alone result in the bridge becoming fully utilized by pedestrians and joggers, either for commuting or pleasure purposes. That is not just speculation - it is a fact that has been confirmed by decades of minimal use of the downstream side of the existing bridge, which all along has had 10' of clear walking space on most of the main bridge span because at the pinch section you had to step into the street or squeeze against the bridge railing to let someone pass. A 5' minimum width is the ADA required minimum, barring an exception. Where this bridge is being designed to last for 75 years, the sidewalk section should be designed to minimum ADA requirements, not be designed to seek an exception to the minimum.

As with designing to meet the 10' main span minimum sidewalk width, the pinch section 5' minimum would require reallocation of space from either the bike lane or the vehicle lane(s). The largest share of that space can and should properly come from the vehicle lanes, which are presently shown on the 2 lane options as 11' with a potential design exception being sought to reduce the lane width to 10' 6". That exception should in fact be to 10'. That is so because the basic standard of Boston bridges is 10' as established by the BU Bridge being reconstructed to have 10' travel lanes, the Craigie Dam Bridge is to have 10' travel lanes and the Harvard/Mass. Ave. Bridge already has 10' travel lanes. In addition, the Massachusetts Turnpike Extension in whole or in part is designed with 10' lanes and the Massachusetts Highway Department 's design manual specifically states that "the normal range of design lane width is between 10-12 feet." (Section 3.3.3, p. 5-30) and goes on to say that "narrow lanes . . . encourage low operating speeds" (5.33.3, p. 5-32), a highly desirable result on the Longfellow Bridge. Finally, we understand that the lightest vehicle that is expected to use the Bridge is a certain MBTA bus, which 96' wide, thereby leaving ample clearance in a 10' lane. The BHCA Board recognizes that all of the lanes, including the sidewalk space, will not be able to maintain a consistent width throughout their space. Because of that recognition, the Board further recommends that where the minimum 5' clear walking space is not available in a pinch section of the bridge, that the existing available space be split between the sidewalk and the bike lane. If additional space becomes available as a result of moving the bridge walls, the Board recommends that the additional space be allocated between the sidewalk and the adjacent bike lane.

3. A minimum 5' bike lane over the main span of the bridge, where possible, on both sides of the bridge.

Reason: The minimum 5' bike lane, which includes the buffer or separation line between the bike and vehicle lanes, only applies to two vehicle lane alternatives, because there should be substantially more space available for proper bike lanes on all other alternatives. While the BHCA Board recognizes that 5' is a minimum for bike lanes and only supports such minimum width because of the lack of available space on the Longfellow Bridge, it is also aware that the bike lanes on the Harvard/Mass. Ave bridge are approximately 5' (48" width with 4" stripe), that the bike lanes on the Craigie Dam Bridge will be 5' and that 51" plus 4" stripe bike lanes were installed on Commonwealth Avenue. If more space becomes available on the Longfellow Bridge because of outward movement of the walls, the BHCA Board would support reallocation of any such space between the bike lanes and

the sidewalk.

4. Two vehicle lanes (instead of the current three) and one dedicated bike lane at Charles Circle.

Reason: The BHCA Board believes that 3 lanes of vehicles plus a flow of bicycles entering Charles Circle from the Longfellow Bridge creates a significantly more difficult, if not dangerous condition, for pedestrians crossing toward or away from the MBTA station than do 2 lanes of vehicles with a bicycle flow. That feeling has been confirmed by the recent condition when 2 lanes existed during the reconstruction work on the sidewalk at the pinch point near the Circle on the upstream side of the Bridge. The traffic entering Charles Circle was significantly more orderly and did not appear to be significantly reduced from what it was before or has been since the work was completed. Board members speculated that the reason why the flow at Charles Circle works better with 2 vehicular rather than 3 vehicular lanes may be that when there are 3 lanes at the Circle, one or more center lane vehicles in each cycle invariably tries to turn rather than proceeding straight down Cambridge Street. When that happens, the vehicle blocks vehicles in the adjacent lane from continuing into the intersection - a condition that does not occur with only 2 lanes. The Board also notes the space limitations that presently exist on Cambridge Street where there is no reasonable accommodation for bicyclists, a condition that should be now and clearly will have to be addressed if bicycle volume increases over the Bridge, and that the only way to deal with the condition is to reduce the pavement space available for vehicles. Accordingly, traffic conditions at Cambridge Street and thus Charles Circle not only cannot accept any increase in vehicular volume but actually cry out for a decrease in volume.

5. Posted 25 MPH speed limit on the bridge.

Reason: Because traffic coming across Longfellow Bridge toward Boston will likely have to stop, especially during rush hour, because of there being a 3 light cycle at Charles Circle, as compared with a 2 light cycle at the Kendall Square side and at most intersections, there is no need for a vehicle to rush across the Bridge only to come to a stop. Furthermore, slowing the traffic down would create a safer environment on the Bridge both for the vehicles and bicyclists. There is presently pending a bill before the Massachusetts House to reduce the prevailing speed on "local" roads in urban areas, which would include the internal Beacon Hill streets, and a similar 25 mile per hour posted speed would be appropriate on the Longfellow Bridge.

Sincerely,
Steve Young, on behalf of the BHCA

Stephen Young | [Holland & Knight](#)

From:

Sent: Fri 10/8/2010 12:21 PM

To: [LongFellow Bridge Task Force](#)

Cc:

Subject: RE: Longfellow rebuild Feedback

Attachments:

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From: Jeff Stevens

Sent: Friday, October 08, 2010 11:04 AM

To:

Subject: Longfellow rebuild Feedback

I missed the previous 6 MASSDOT meetings on the rebuilding of the Longfellow Bridge so I do not know if the following was covered previously to the October 6th meeting at the Shriners Hospital Auditorium. This meeting was mainly about the surface bridge traffic conditions, but again landlubber members have overlooked one of the most prominent features of the bridge - that being the dolphins and ship prows. I have spent many years at Community Boating on the Charles River where you get to see them up close. This ornamentation was also ignored at the original opening day reports a century ago. Not many people can also see that on the main piers of the bridge are the great seals of Boston and Cambridge. The four main towers allude to the four corners of the earth reached by sailors of Massachusetts and the first light houses (Boston Light was the first light navigational light house in the outer Boston Harbor, on [Little Brewster Island](#)) and early custom warehouses of the United States. The ship prows and dolphins (A piece of one of the tails is missing.) were hewn from blocks of granite by the Davis Company - still in existence on Washington Street near Forest Hills in Roslindale. They are emblematic of the global, maritime heritage and future of the region's importance in fishing, trading, shipbuilding, science and technology. Similar maritime motifs are seen throughout the architecture,

The architect Wheelwright and his party saw similar ship prows on bridges during a tour of the major cities of Europe and no doubt saw the ship prows of the 1811 Rostral Columns in St Petersburg. Remember there is a Russia Wharf off Congress Street and Atlantic Ave? From there, flax was imported from Russia for making sails, before Philippine hemp was used, at the Boston Common and Charlestown ropewalks.

The early remembrances of the Bay State region's global maritime heritage include the Viking explorer Leif Ericson whose monument is on Commonwealth Ave. Historically, fisherman from England, France and Portugal were off our shores at the Grand, Georges and Stellwagen banks predating the founding of the city. Further down Commonwealth Ave. there is the statue naval historian Samuel Elliot Morrison who wrote the book [Maritime Trade of Massachusetts](#), covering the early spice trade of Salem, the fishing history of Gloucester and the whaling history of Nantucket and New Bedford in the Atlantic, Arctic and westward to the South Pacific. There, the heroic voyage of the Essex crew took place, providing the basis for Herman Melville's [Moby Dick](#). On the Salem spice trade voyages eastward to Indonesia, the self taught Nathaniel Bowditch corrected the navigation tables and taught navigation to all the crew. He later moved to Boston during the development of the early insurance industry here. After his death his family turned his personal library, near Franklin Street and Otis streets, into a library open to the public, predating the founding of the Boston Public Library. Other major educational maritime entities in Massachusetts are: the Woods Hole Institution on Cape Cod founded in the 1800's, the MIT Pratt School of Naval Architecture and Marine Engineering in 1912 and Massachusetts Maritime Academy. Finally, also in the Arctic and Antarctic is the work of overlooked Boston, Brimmer Street resident, explorer, and naval aviator Admiral Richard Bird.

The ship prows on the bridge also commemorate the shipyards in the Bay State region. From

the Essex, Mystic and North River yards to the ones further north in Portsmouth and Bath. On the South Boston waterfront at Castle Island, there is the monument to the clipper ship builder Donald McKay. His record breaking ships were involved the transatlantic, China, Australia, and California Trade. In addition there were the shipyards of Charlestown, the South Boston Annex, Quincy (founded by Alexander Graham Bell's technical assistant Thomas Watson) and Hingham.

In science and technology, one of Bell's early long distance lines went to maritime Salem. This is commemorated in a plaque at the old Salem Lyceum Hall. An early undersea French telegraph cable landed at Orleans on the Cape Cod. Here in South Wellfleet there is also the site of one the early Marconi Morse code telegraph stations. Later developments and improved communications to Europe and ships at sea helped send rescuers to the sinking of the Titanic. At Bryant Rock, Situate, Newton resident Reginald Fessenden developed one of the first radio broadcasts to ships at sea.

So with the Longfellow Bridge, what you see...is not all there is.

Jeff Stevens

Roslindale, MA

From: [Ben Colburn](#)

Sent: Fri 10/8/2010 2:46 PM

To: [LongFellow Bridge Task Force](#); [lightboston](#)

Cc:

Subject: Longfellow Bridge Comments

Attachments:

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I am making the following comments on behalf of Light Boston, Inc. a Massachusetts not-for-profit corporation that advocates for responsible outdoor lighting in the City of Boston with a particular emphasis on the lighting of our historic and cultural sites. I have seen schematic lighting designs from Miguel Rosales' office and have the following thoughts:

1. We applaud the continued commitment to including aesthetic lighting in the project and hope that as the inevitable budget constraints occur, this critical part of the design and project will not be neglected or excluded. The bridge is truly a landmark in the City and the restoration work should be as celebrated during the nighttime hours as it will be in the daytime. As the Zakim Bridge shows these structures can be truly iconic and help define our City.
2. The lighting of the arch gridwork is inspired.
3. We applaud the separation of lighting for the pedestrian paths and the vehicular paths. Recognizing the different lighting needs of these two constituencies is an important part of good lighting design in today's streetscapes. The more human scale of the light poles located on the sidewalks and the sconces on the pepper pot towers is an effective way to create a more evenly lit environment for pedestrians. We ask that you also consider some sort of lighting integrated into the proposed curb between the sidewalk and the bike paths.
4. We feel that the aesthetic lighting design of the pepper pots themselves could be enhanced. We love the idea of putting some real sparkle in the towers window via the use of interior lights. The lighting proposed for the top of the domes is excellent but the disconnect from that point down to the carved stonework on the bases is a lost opportunity to celebrate one of the most beloved features of the bridge, the towers themselves. Perhaps these facades and the carved stone work could be subtly illuminated using fixtures placed in arches' iron gridwork that would not interfere with the granite facades.
5. We hope that DOT will not miss the opportunity to include good lighting design in the recently proposed pedestrian bridge from the Boston end of the Longfellow Bridge to the Esplanade. This addition should also allow for the extension of the decorative street lamps currently used in Charles Circle down the reworked exit ramp from the Circle to Storrow Drive. Changing these street lamps from the existing high pressure sodium cobra heads will further emphasize the transition from highway to parkland that the DOT is trying to achieve.
6. All decorative, as opposed to functional, lighting should be placed on a timer to maximize energy conservation and minimize any light pollution.

Sincerely,

Ben Colburn, President, Light Boston, Inc.