Boston College Task Force
Meeting Summary
Tuesday, April 17, 2007
Brighton Marine Medical Center
6:30p.m.-8:30p.m.

I. Attendance:

Boston College Task Force
Jean Woods, Chair
Janet Tambascio Fraher
Kevin Carragee
Paul Berkeley
John Bruno
Tim Burke

Boston College
PJ Cappadona - Transportation & Parking
Tom Keady - Governmental & Community Affairs
Evie Kuran - Governmental & Community Affairs
Jeanne Levesque - Governmental & Community Affairs
Bill Mills - Governmental & Community Affairs
Linda Riley - Auxiliary Services

VHB
David Black
Ellen Donohoe
Howard Muise

Sasaki
Ricardo Dumont
Dan Kenney
Andy McClurg

Elected Officials
Representative Michael Moran
City Councilor Jerry McDermott

City of Boston
John FitzGerald, Boston Redevelopment Authority
Katelyn Sullivan, Boston Redevelopment Authority
Paul Holloway, Mayor's Office of Neighborhood Services

The meeting was called to order by Jean Woods, Task Force Chair, at 6:38 p.m.

There were Task Force introductions and John FitzGerald, Boston Redevelopment Authority (BRA), introduced himself and went over housekeeping items. John then turned the meeting over to Tom Keady, VP of Governmental Relations & Community Affairs at Boston College (BC), who introduced his team.

The presentation addressed BC's transportation goals, the proposed St. Thomas More Road alignment, parking, and was followed by a discussion with the Task Force and community attendees.

The introduction explained that BC is currently engaged in two concurrent planning processes: 1) the long-range Campus Vision Plan (30-50 year) and 2) the Institutional Master Plan (10- year).

The 10-year parking plan was then discussed which consists of adding parking spaces at the following sites: Brighton Campus Parking Garage, More Hall Residence Hall Garage (underground), Beacon Street Garage Addition, Middle Campus Garage (underground), Newton Campus (surface parking). Of the existing 3,940 parking spaces, the 10 year plan would eliminate 770 spaces and add 875 for a net gain of 105 spaces.

Towards the end of the presentation VHB presented two traffic simulations for the St. Thomas More Road realignment that highlighted potential impacts on intersection operations at Lake Street and Commonwealth Avenue.

At this point, Task Force questions and concerns were addressed. In response to a question about peak hour traffic volumes, VHB explained that morning peak hour volumes are counted between 7:45-8:45AM and evening peak hour volumes are counted between 5-6PM. VHB also noted that the morning peak hour count for the Comm. Ave and Lake St. intersection was 200. Peak hour volume makes up about 8-10% of the daily volume.

Task Force member Paul Berkeley expressed his concern about the effectiveness of the new street realignment. David Black from VHB addressed this issue by explaining the need to spread out traffic volume, creating two level C intersections instead of one level F intersection. Another benefit of the plan would be the creation of an improved and safer pedestrian environment at this intersection.

Questions were asked about game-day traffic operations, removal of resident parking spaces near the intersection of Commonwealth Avenue and Lake Street. One resident expressed concern that the area would become like Harvard Square, an “urban center.”

A discussion took place regarding the MBTA’s plan to relocate the Boston College T Stop from Newton to the median at the intersection of Commonwealth Avenue and Lake Street. The center platform option for the station was favored by BC and viewed negatively by some of the community members. It was suggested that the MBTA present details of its plan at a future meeting.

In conclusion Gerald indicated that everyone needs to be clear on the pros and cons of the roadway realignment proposal. He requested that Boston College and VHB provide a detailed quantitative intersection analysis that shows positive and negative impacts on both St. Thomas More/Lake Street traffic and on Commonwealth Ave traffic.

John Fitzgerald adjourned the meeting at 8:30 PM.