MBTA leaders to call for new trolley line cars

A $200m tag for a 10-year phase-in of rehab proposal

By Bill Forry

MBTA leadership is taking preliminary steps to “transform” the Mattapan High Speed Line over the next decade, with a preference toward replacing the existing fleet of 70-year-old Presidential Conference Committee (PCC) cars with a new-generation trolley vehicle that is just coming into service on the Green Line.

An overview of the plan was presented to the T’s Fiscal and Management Control Board on Monday, but no official vote to authorize the move is expected until the summer after a series of public meetings. If approved, the T’s preferred plan would set in motion a modernization of the 2.6 mile-long Ashmont-Mattapan trolley line that could cost more than $200 million over a ten-year, three-phase rollout.

The decision would lock in the long-term use of light-rail on the Ashmont-Mattapan extension of the Red Line and reject bus service as a substitute.

A switch to bus service on the eight-station line was widely rejected by public officials, saying last year. It turns out that it would be more costly than keeping rail on the line, according to a recently completed audit of the line that informed Monday’s presentation.

(Continued on page 4)

On board, riders offer opinions on the revamp

By Yukun Zhang

After they heard on Monday about the ten-year plan to phase out the 70-year-old trolleys on the Ashmont-Mattapan Line in favor of new vehicles, riders showed mixed feelings about the proposal in speaking with the Reporter.

“They should go,” said Anne Raphael, a retired Dorchester school teacher who uses the trolleys three times a day. “Those cars are so old, and they should be replaced, not repaired.”

Other riders backed her up forcefully, noting that the (Continued on page 5)

Song, soul & Memphis

If Beale Street could talk: Residents weigh in on a new five-story project

By Daniel Sheehan

About two dozen people weathered the torrential rain last Thursday evening (Jan. 24) to attend a public meeting at All Saints’ Peabody Hall in Ashmont about a proposed development that would see a five-story, 56-unit condominium structure with no set-aside parking built just down the street at 1970 Dorchester Ave.

The $12 million, 47,512-square foot development, which was filed with the Boston Planning and Development Agency earlier this month by its proponent, 1 Beale Street LLC, would include 32 studio and 24 one-bedroom apartments, as well as 3,265 square feet of ground floor retail space. Seven of the 56 units would be priced affordably, per the city’s minimum requirements.

The property, an empty lot located next to the Ashmont MBTA station, has been vacant since 2005. In recent years it has been used as a staging area during construction of the recently completed Treadmark building across the street. It also houses two transformers owned by Veri-son and Eversource, around which the development would be built.

Proponents Tim Long and Michael Ahern explained that as a Transportation Oriented Development (TOD), the project would attract MBTA-using renters and minimize the traffic and parking impact on the surrounding neighborhood.

“There would be a strict ‘no automobiles’ provision in the lease, as well as a discount on T passes for everyone who lives in the building,” explained Long. “He pointed out that the development would likely

(Continued on page 16)

Officials, specialists defend ‘take it slow’ pace on pot for city

By Yukun Zhang

In a panel discussion about marijuana held in Codman Square last week, medical experts, community representatives, and legislators voiced concerns about health impacts and marketing to teenagers in suggesting that Boston slow down the process of opening up retail shops.

Dan Hogan, the program manager at Codman Square Health Center, moderated the discussions and the Q&A session.

“The Type 9” vehicles that are now coming into service on the Green Line are the model the T is looking at as replacements for the trolley cars on the Ashmont-Mattapan line.

Photo courtesy, the MBTA

Comments solicited last year. It turns out that it would be more costly than keeping rail on the line, according to a recently completed audit of the line that informed Monday’s presentation.

(Continued on page 4)

(Continued on page 15)
**January 31, 2019**

**MBTA proposes 6.3 percent fare hike**

**By Simon Ross**

**WBUR Reporter**

The MBTA is again raising fares across the transportation system by an average of 6.3 percent, an increase to officials say will boost revenue by $100 million to help meet rising costs.

The proposed increases are part of the MBTA’s 2021 budget. The MBTA said the last time it raised fares was in November 2013.

T officials presented the proposal to the Transit, Fiscal Management and Control Board on Monday. The public hearing period will be open until Feb. 28, and officials are asking the board to vote on the increase at its March 11 meeting.

MBTA general manager Steve Poftak labeled the proposal an “investment in services that amounts to less than what is allowed under state law.”

The MBTA projects hike fares to 7 percent over a two-year period.

“If this is done, it will be a fare increase; it keeps pace with inflation,” Poftak said. “I also think doing it on a periodic basis where the rise is not so drastic. I’m hopeful that this lands a little bit easier than in the not-so-distant past, where the fare increases were larger.”

Under the plan, local non-cash bus fares would increase by $1.10, from $1.70 to $1.80, and CharlieCard subway fares would go from $2.25 to $2.40.

Senior and student passes would go up 23 cents, with a $6.80 monthly linkpass would increase $5.50, to $90.50.

Among the changes, m o t fares would see an increase, some would remain steady or even go down. Cash bus fares would remain $2 under the plan, while the Hyde Park-Hull ferry to Logan Airport is reduced.

The transit authority is facing a slew of cost increases, including rising fuel costs, pension contributions, as well as contractual obligations like the ferry service and snow removal that tick up annually.

One of the people who spoke against the proposed hikes at Monday’s meeting was Sarah Levy, a transit rider and the mental health justice organizer at the nonprofit Green Roots.

Levy expects the hike will be creative in finding new ways to bring in revenue other than placing the burden on riders, she said. “If you’re truly committed to making the T more affordable and equit"able, we as a community have to step in the right direction, harnessing your greatness as opposed to moving in the opposite direction of your proposals.”

And state Sen. Nick DiGaudio, a Democratic, talked about how fare hikes would have a disproportionately negative impact on low-income people.

“The system connects people to many service and reliability issues, a fare increase that is not only unfair to riders,” he said, “but would also drive away many potential users and current users from the system, worsening traffic on our road and driving increased emissions there by subvert"ing the mission of public transit.”

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**UPCOMING CIVIC ASSOCIATIONS • FULL LISTINGS ON PAGE 10**

**Uphams Corner Main Street Annual Meeting**

The annual meeting for Uphams Corner Main Street will be held on Thursday, Feb. 13 at the Greater Mattapan Hyder Park Branch of the Mattapan Library. 1305 Harvard Road, Mattapan, MA 02125.

**Police**

Troopers rescue man dangling from Neponset bridge

State Police troopers rescued a man they found dangling from the Neponset Bridge on Saturday, March 10, according to the Massachusetts State Police.

On Saturday, March 10, a trooper saw a person hanging over the bridge and called for assistance. Troopers responded to the scene and rescued the man.

The man was uncooperative and was transported to the hospital for evaluation.

**Lunch chairs committee on national security in House**

Lunch chairs committee on national security in House

Congressional Black Caucus members and organizations share content and resources.

State Rep. Russell Holmes and Suffolk County Sheriff Steve Tompkins have been chosen to chair the National Security Subcommittee, a forum to discuss topics that relate to national security and the use of cyberespionage against US government entities and the private sector. The committee will plan to start a robust discussion on the use of cyberespionage and the potential risks to our national security.

As chairman, Lynch intends to run for the Council seat at the end of this year.

**January 31, 2019**

**Most Common Fares and Passes**

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New design effort intended to ‘re-activate’ Codman Square Park

By DANIEL SHEEHAN
January 31, 2019

An upgrade is in the works for Codman Square Park, and the vision of what that future might look like is beginning to take shape, starting with a presentation by the design team last week at Codman Academy’s black box theater at 14 Epping St.

Over the past few years, the Codman Square Neighborhood Council and the Urban Culture Institute have spearheaded efforts to redesign the small park at the corner of Washington Street and Talbot Avenue. Now, after digesting feedback from the community and handpicking a design team, the groups are one step closer to a finalized plan. In an interview with the Reporter, Cynthia Loesch-Johnson of the Codman Square Neighborhood Council explained that the impending redesign is a continuation of a process that began years ago.

“The CSNC was instrumental in establishing that space as a park in the first place back in the ‘80s,” said Loesch-Johnson. “Back then having green space in general was exciting. Today, it’s wonderful to have, but it’s not utilized as much as it should or could be.”

While the park plays host to a weekly farmer’s market in the warmer months, it sees little other programming throughout the year. Community activists hope a fresh look and a more welcoming atmosphere will make the park more interactive and engaging.

“The neighborhood is likely to see little other programming in the warmer months, it sees little other programming throughout the year. Community activists hope a fresh look and a more welcoming atmosphere will make the park more interactive and engaging.”

The park is so centrally located and it will really focus the community on it. Loesch-Johnson says she is encouraged by the energy around the redesign project, and attention it hasn’t gotten since the ‘80s, she said, “so, to me, it’s a no-brainer.”

Once a plans is approved, the next steps in the process will mostly be structured around fundraising. The project has already received a pledge from the City of Boston’s Edward Ingersoll Browne Trust, but will need to do a good deal of fundraising to match those funds going forward.

The neighborhood is likely still a year or two away from the realization of a redesign, but Loesch-Johnson says she is encouraged by the energy already surrounding the plan.

“ar the east centra-located and it will really transform our neighborhood, and it really needs the love and attention it hasn’t gotten since the ‘80s,” she said, “so, to me, it’s a no-brainer.”

Open an Account with us, BEGIN
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OPEN ACCOUNTS ONLINE
IN MINUTES at memberspluscu.org
are only ten PCC vehicles but outdated cars. There presented by the contin- not resolve larger safety the next decade and will measure to keep the MBTA. ment on the part of the it is a significant invest- we're putting a million nology. And we're making fully accessible, full tech- tion toward keeping the PCC general manager of the under- way at one of the ment project that is now $7.9 million refurbish- 8-10 years, thanks to a mid-1940s — would PCC cars— built in the $200m tag for 10-year phase-in of rehabilitation plan for line However, the fixes to “We're paying $2.3 [budget] program,” Gonne- programming money cont- tinent project that is now “not a preferred op- in service permanently is "not a preferred op- tion," according to MBTA Deputy General Manager Jeff Gonneville. There’s a lot of ap- preciation for having some of the historic value of the PCC cars, but more importantly having a rail system and a light rail system as your transpor- tation alternative. And I think there was a strong preference that that was something the residents and the customers in that area really wanted to con- tinue to have," Gonneville told the Reporter. Fixing the PCC cars to stay on the line for the next decade buys the agency time to plan for the next generation vehicle. “We’re at a point now where we can catch our breath to think very strategically about what makes the most sense for the line and then begin programming money in our next ten-year [budget] program,” Gonneville said. In the presentation prepared for the Control Board’s review, the man-agers offered six vehicle options for the future of the line— ranging from keeping the existing PCC fleet in service to buying new, modern trol- ley vehicles to replacing them with buses. MBTA leadership clearly favors phasing in a fleet of newly built vehicles called “Type 9” cars, which are just coming into service on the Green Line. These larger capac- ity vehicles are brand new, ADA and safety compliant, and can run on the line with some structural enhancements to existing bridges and a new substation, which would likely be built in an existing service yard near Ashmont. The study — commis- sioned by the T in 2017 — concluded that the option of replacing the existing PCC cars with electric or diesel buses is cost prohibitive compared to other options, since the right-of-way would need to be ripped up and widened to accommodate buses. That would also be a problem because bridges along the line would be too narrow for rail vehicles. Given the cost and the disruption that would be necessary to convert the line from rail to asphalt, Gonneville said that officials would “not rec- ommend any form of bus on the line.” The notion of extending heavier rail — the Red Line — along the corridor has also been ruled out due to cost and logistical considerations, he said. During the Control Board meeting on Mon- day, MassDOT CEO Stephanie Pollack men- tioned parts of the report presented by MBTA Chief Engineer Erik Stoothoff. Specifically, Pollack voiced concerns about the “resiliency” of light-rail cars moving forward, due to issues with the overhead catenary wire system used to power the vehicles. “On the bus side, we’re looking at battery elec- tric vehicles as a way of eventually getting out of the overhead catenary on our trolley buses because, frankly, every time it’s windy, every time it’s icy, it presents operational issues,” said Pollack. “I understand that the buses are not popular with the com- munity, but battery electric buses need no overhead catenary, and that’s a resiliency issue.” The control board chose to continue with its existing fleet of PCC cars, which are built in the mid-1940s. The orange-colored PCC cars— built in the mid-1940s — would almost certainly prove expensive to maintain and replacement vehicles as a way of “State of Good Repair” – Infrastructure invest- ments to support future independence, the Type 9 Light Rail vehicle type. This will likely include rehabil- itation to the bridge that carries trolley cars over Gallivan Boulevard near Ashmont and a second bridge over the Neponset River near Milton Land- ing and Lower Mills. There will also be track maintenance and an upgrade to power sub- stations at either end of the line, along with new signal systems at the grade crossings at Central Avenue and Capen Street in Milton. Each of the eight stations along the line would also see “upgrades to address severe deterioration” and “modular improvements to station accessibility and amenities.” The third phase is “Integration of Future Vehicle Fleet” — which will require “additional investments” includ- ing “vehicle upgrades or acquisition, station platform customization, vehicle-specific power upgrades, and mainte- nance facility construc- tion.” Choosing the new generation vehicle type for the trolley line will almost certainly prove the most controversial decision facing the Manage- ment and its Control Board. The preferred choice as indicated by the MBTA and its Control Board was the Type 9 Light Rail Vehicle, which offers advantages that the existing PCC cars could
Quincy College student, about time,” Jerome, a
updated…I think it’s
dated, the Red Line
pointing to the platform
want to use it,” she said,
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These include a lower entry and exit floor making them highly ac-
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Whatever vehicle is ultimately selected, “managers say they will definitely need to build
a new facility — most likely in the service yard near Ashmont station — to service the vehicles. The existing repair shop at Mattapan Square
station is regarded as grossly inadequate. We are very much still in the conceptual phases, but what we’re thinking is [Ashmont is]
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Chaurice Jones, a
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Weighing in, Coleman,
a dishwasher from Hyde
Park, said, “There was
that year when we’ve got
all the money that they
weren’t running, but most
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out. He added that he loves the history of the trolley and noted
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Coleman is not the only
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cost riders more.
Crystal Dias, an ex-
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Fans of the Mattapan
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State Rep. Dan Cul-
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Scene from online video showing part of the fracas at the shop.

“We understand how critical this point in their lives is and how criminalizing them could change the trajectory of their lives forever,” Papadopoulos said. In response to the teen’s video, he had posted surveillance video that he said showed the teen throwing the slice of pizza.

He added: “After 30 years of serving our neighborhood and supporting countless organizations and youth programs throughout the years, as well as employing a very diverse workforce mirroring the neighborhood in which we work, we pray these corrective measures will help in regaining the community’s forgiveness and trust and going forward.”

The teen, who described herself as a BPS student whose family has been patronizing Uppams House since before she was even born, wrote that she should have handled the situation better and pleaded with people to stop posting or reposting the “many negative videos, posts, comments and fake pages” that she said are demeaning and “not fully representative of either parties.”

“One of the videos some linked to her case actually shows a disturbance inside the restaurant that happened a year ago. The teen explained why she posted her video, in which she described the worker making disparaging comments about her and blacks - and in which she charged the worker threw pizza at her, and how she now regrets having taken the disagreement onto Facebook.

“The incident left me feeling astounded and damaged at the treatment we had received. It caused us to react in a manner that we are not accustomed to and we apologize for our behavior. Looking back at the video, we acknowledge that we should not have handled this situation as we had as it’s not at all reflective of the values instilled in us. I pride myself with being a kind, caring, responsible, and respectful person. I am an honor roll high school student of the Boston Public Schools, who works after school and still managed to be involved in many extracurricular activities."

She added: “This was definitely a learning experience for me, and I hope that this will be a valuable learning experience for Uppams House of Pizza and all other establishments in our neighborhood as well. Specifically, we plan to work with our notified customer voices, organizations, business owners and community leaders to educate local business on how to treat all their patrons with respect and dignity despite our differences. Also, we want to help lead and provide training to the youth in our neighborhood on how to mediate and de-escalate dispirating, tenous situations.”

Miranda wrote on her Facebook page last Thursday: “Moving forward, I will connect the young people with youth leaders so that they work to improve youth/ community relations and the business will continue to work closely with the Uppams Corner Main Street program and the office of Neighborhood Services around Customer voices and cultural sensitivity training recommended by Miranda, who took office as the state rep for West Suffolk dis- trict earlier this month, added: “There are a lot of conflicts that happen in our community that only get addressed in court, jails, online, and morgues that we can solve through mediation and communication. We have the power to change that.”

As part of a two-and-a-half-hour mediation session between owner Georgia Papadopoulos and the 16-year-old, both sides agreed to write public statements admitting a share of blame for a Jan. 16 incident in which a pizza slice was flung after what began as a simple disagreement over the girl trying to exchange a brownie she did not feel was good enough after she took a bite out of it.

The session was orga- nized by Miranda and representatives of the Boston police, Mayor Marty Walsh’s office, and Uppams Corner Main Street to try to bring resolution between a son of Greek immigrants and a daughter of Cape Verdean immigrants.

Papadopoulos agreed to fire the worker involved and to have city specialists come in to “implement sensitivity and customer service training at our establishment.” He also agreed not to pursue criminal charges against the 16-year-old girl and the friend with her that day — who, he said, had spat at the teen when she admitted she had made some things up in a video she had posted.

Uphams pizza shop and teenager share blame for disturbance at store
BAA students bring ‘Memphis: the Musical’ to life at the Strand

Boston Arts Academy students staged “Memphis: The Musical” at the Strand Theatre for three performances last Friday and Saturday. The Friday night premiere was preceded by a VIP reception featuring Congresswoman Ayanna Pressley, who received the BAA Champion Award.

1.) Danny Rivera, leading a dance routine with cast.
2.) Boston Arts Academy students dance during a scene from “Memphis: The Musical.”
3.) Lead actors Danielle Barnes (Felicia Farrell) and Jonah Barricklo (Huey Calhoun).
4.) The cast Memphis in relaxed mode.
5.) Danny Rivera with Congresswoman Ayanna Pressley.
6.) Suffolk County Sheriff and Boston Arts Academy Foundation board member Steve Tompkins, actor and BAAF board member Malik Yoba, and Suffolk County District Attorney Rachel Rollins.

The sculptures on top of these bollards at Edward Everett Square, which are located in the plaza with the bronze pear sculpture, represent themes connecting Dorchester’s past and present.

One of the pieces is a bronze three-decker representing all the multi-family houses throughout Dorchester. Although three-deckers are not unique to Dorchester, the neighborhood’s developers did fall in love with the form, producing more than 5,000 of them from the 1880s until the early 1930s when that sort of structure was prohibited by the city due to the fear of fire spreading quickly among closely-spaced wooden buildings.

Many current and former residents of Dorchester recall growing up in a five-room apartment filling a whole floor of one of these buildings. The keys in the sculpture suggest home and personal space. Encompassing from 900 to 1300 square feet of floor space, an apartment in a three-decker is as large as a ranch house in the suburbs.

The City of Boston’s website has this comment: “The fronts of the houses featured stacked porches between columns, purposely created to encourage the owners of the properties to take advantage of the fresh air. Houses were constructed with windows designed to cross-ventilate the structure during long, humid city summers. Many triple-deckers also had back porches as well, giving the families who lived in them even more outside space.”

The term “triple decker” is said to be an invention of the BRA, while older Dorchesterites always use the term “three decker.” The Boston Landmarks Commission published an excellent piece in 1977. “Three-Deckers of Dorchester: An Architectural Historical Survey,” by Arthur J. Krim, who wrote, “The three-deckers are a large part of the identity of Dorchester and define its sense of place.” Krim says that Dorchester has the largest collection of three-deckers of any community anywhere.

The outlawing of three-deckers may have been the result of negative feelings about the types of people who would be likely to live in them as much as a fear of fire. Some believe that class issues were part of the reason the three-decker form was banned as a building type. For his part, Krim suggested stylistic differences by geographic distribution; others have pointed out influences from other periods such as Queen Anne revival or Colonial revival.

The archive of these historical posts can be viewed on the blog at dorchesterhistoricalsociety.org.
Criminal justice reform has come full circle; the ‘fixing’ never ends

BY JAMES W. DOLAN

Good public policy is about establishing a sensible balance between often opposing views. In the attempt to achieve that balance, we too often go from one extreme to the other. Crime and criminal justice reform is an example. In the 1970s, rising crime rates prompted a reform emphasizing stiffer sentences and increased incarceration. We saw drug dealers and repeat offenders. In so doing, policy makers were responding to complaints of community residents.

The reform produced the desired effect. Crime was reduced as more and more offenders were sentenced to long prison terms. However, there were also unanticipated consequences. Draconian sentencing resulted in a huge increase in the number of those incarcerated—more often than not black males. Given the absence of other opportunities, many black youth became drug dealers as the only reasonable alternative to unemployment or under employment. It beat working at a fast food chain. They assumed the risk of being caught, arrested, and imprisoned, and the competitive violence common to the businesses.

Now, criminal justice reform has come full circle. The reform was overtaken by circumstances. Over the years, the crime rate it was focused on has been reduced, or, at the very least, no significant increase in crime. Prison serves two obvious purposes— as a deterrent and as incapacitation, preventing those imprisoned from committing crimes.

By mayor Martin J. Walsh

The success or failure of this new wave of criminal justice “reform” will depend on achieving that elusive balance between justice and mercy, deterrence and rehabilitation, victim and offender. There is room for both, but, knowing human nature, the reformers could achieve a satisfactory long-term resolution.

As you may have guessed, I’m skeptical of the whole reform concept. I’ve been known to see yesterday’s reform become today’s problem. Remember: Reformatories and reform schools were once considered innovations. I’m also confident in slow, incremental progress rather than sweeping changes. Preserve what’s good and make it better. So much depends on those who are the beneficiaries of the good will of those seeking to improve any system. It takes persistence, humility, trial and error. And, sometimes, we are “four-thing” something. For me, the fixing never ends; we can always do better.

James W. Dolan is a retired Dorchester District Court judge who now practices law.

The state of our city is strong

BY JAMES W. DOLAN

Earlier this month, I gave an update of the City address at Symphony Hall. It’s one of my favorite events because it’s a chance to speak directly to the people of Boston about all of the things we’ve accomplished; the challenges that remain, and where we’ll go from here. This year, it was also a time to talk about how Boston’s leadership is responding to an effort to undo a lot of the good.”

We live in a pivotal time for our country: too many people, in too many communities, are being left behind. This is why we launched the Community Cabinet, moving our city forward, expanding our progress, and throwing open the doors of opportunity for all. In our first five years together, we’ve made great strides toward building a strong future for our city.

In Boston we’ve created more affordable homes than in any other five-year period on record. And in the next five years, we’ll create 1,000 new homeowners by building more affordable homes and providing more financial help. We’ve gotten more than 1,600 chronically homeless Bostonians into safe, supportive housing. To build on this success, last year we launched the Boston’s Way Home Fund and set a goal of raising $10 million over 4 years for supportive housing. After just one year, we have already raised $8 million.

We are committed to lifting people up, not locking people up. Over the last five years, our police officers have taken more than 4,100 guns off the streets. However, we know that we can’t do this alone; in our community, we’ve put thousands of young people on pathways to opportunity. As a result, we’ve seen arrests come down by 25 percent while crime has gone down by 25 percent.

We’re making sure that people have the skills and knowledge to find work. That’s why we’re creating a Mobile Economic Development Center, designed to take our program to the people. Since we launched, residents on economic development policy around job training, business development, placemaking, and community economic development.

We are welcoming more voices and expanding our democracy. We’re reactivating the Human Rights Task Force to listen to the concerns of our bicultural Boston.

We are a community for every generation.
The Mayor’s Office of Arts and Culture awarded 69 grants totaling $66,683 in the last two rounds of outlays from its Opportunity Fund. The total for 2018 was put at more than $190,000 to support 198 artists. Through the Opportunity Fund, artists and educators are provided grants of up to $1,000 for meaningful, one-time opportunities. Following are the grantees with Dorchester connections who received funding from the most recent outlays:

- Jada Willard will use the grant to host “In Knots: Cultivating Peace with Macramé and Yoga Healing Arts,” a collaborative event that will explore intersectional awareness, identity, and healing through the art of macramé knotting and embodied yoga practice in Dorchester.
- Couples Therapy Boutique will use the grant to produce a silent play inspired by Bram Stoker’s Dracula that incorporates a fashion extravaganza at the Strand Theatre in Dorchester to raise LGBTQI diversity awareness.
- Katie Manning used the grant to support a field trip for K-5 students with disabilities and general education students from the Edward Everett School in Dorchester to see Jose Mateo Ballet Theatre’s “The Nutcracker” at the Strand Theatre.

Customers want a more reliable and responsive MBTA. Join the MBTA at an upcoming community meeting to learn and offer feedback about two important initiatives. Better Bus Project and Automated Fare Collection 2.0. At the same meeting, you can also learn about and share your views about the proposed fare increase. We look forward to your ideas on how to deliver a better MBTA.
UPHAMS CORNER MAIN STREET
ANNUAL MEETING
The annual meeting for Uphams Corner Main Street will be held on Thurs., Jan. 31 from 8-9:30 a.m. at Restaurant Laura,688 Columbia Rd., Dorchester. See uphamscorner.org for more info.

MATTPAN-DORCHESTER RESIDENT MONTHLY MEETING
WHAT: A forum to discuss topics that relate to Mattapan and Dorchester issues will be held on Wed., Feb. 20 at Mildred Ave Community Center 1 3 Mildred Ave., Mattapan. For more info, contact Roudnie.Celestin@boston.gov or Kenya.Beamant@boston.gov.

PLAN: MATTPAN - CHAT WITH A PLANNER ON FEB. 7
Part of the PLAN: Mattapan team will be available at the Mattapan Branch of the Boston Public Library to answer any questions about the planning process. Feel free to stop by at anytime between 12 - 5 p.m. on the first Thursday of the month. 1350 Blue Hill Avenue, Mattapan.

NEPONSET WATER QUALITY UPDATE SET FOR FEB. 7
The public is invited to join the staff of the Neponset River Watershed Association on Thurs., Feb. 7 at the Canton Public Library from 6:45 to 8 p.m. for an annual presentation of local water quality results. The water quality data comes from water samples that were collected monthly, from May to October, from forty-one sites in Canton, Dedham, Dorchester, Hyde Park, Foxborough, Mattapan, Medfield, Milton, Norwood, Sharon, Stoughton, Walpole, and Westwood. Following the water quality report will be a presentation by Hillary Waite, Environmental Coordinator for the Town of Milton, who will speak about the Town’s partnership with the Watershed Association and the groundbreaking steps they are taking to prevent polluted stormwater runoff in their community. For more information about the Water Sampling Program, contact Andres Ripley at ripley@neponset.org or 781-575-0354 x 306. More about the Citizen Water Monitoring Network at neponset.org/cwmn

PRINCESS DAY AT FRANKLIN PARK ZOO
FEEL LIKE YOU'RE IN A FAIRY TALE AT FRANKLIN PARK ZOO ON SAT., JAN. 26
Feel like you’re in a fairy tale at Franklin Park Zoo on Sat., Jan. 26, 11 a.m.-3 p.m. Meet a few of your favorite princesses, enjoy arts and crafts and meet with the zookeepers to learn more about the animals who live at the zoo. Kids are encouraged to wear their favorite fairy tale inspired outfit. 1 Franklin Park Rd., Dorchester.

LOVE YOUR BLOCK MINI-GRANTS AVAILABLE
Applicants interested in transforming physical landscapes with social programs through the city of Boston’s Love Your Block mini-grants can apply email loveyourblock@boston.gov by Friday, March 29. More about the Citizen Water Monitoring Network at neponset.org/cwmn

RE: PRINCESS DAY AT FRANKLIN PARK ZOO
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Dorchester native Thelma Burns was honored with a Boston Celtics Heroes Among Us award during a game on January 21 against the Miami Heat. A longtime civic activist in her neighborhood, Burns has also been a champion of civil rights and social justice issues since 1968. Today, at the age of 81 and a two-time cancer survivor, Mrs. Burns is an active volunteer at Dana Farber with more than 50 years of community service to date.

Dorchester native Thelma Burns was honored with a Boston Celtics Heroes Among Us award during a game on January 21 against the Miami Heat. A longtime civic activist in her neighborhood, Burns has also been a champion of civil rights and social justice issues since 1968. Today, at the age of 81 and a two-time cancer survivor, Mrs. Burns is an active volunteer at Dana Farber with more than 50 years of community service to date.
Lunar New Year Celebration

Explore Chinese, Korean, and Vietnamese traditions at the MFA. Enjoy art, activities, demonstrations, and performances throughout the day!

Free Admission!

Saturday
February 9, 2019
10 am – 5 pm

mfa.org/lunar
The natives meet up with the Europeans

By Ed Quill

Following is the third in a series of excerpts from the recently published book, "The Glorious Light: Lay of the Massachusetts."

From his explorations along the Atlantic coast in 1614, John Smith mentioned several tribes along the coast. Describing the Massachusetts, he wrote that they "...differ somewhat in language, custom, and condition: for their Trade and Merchandise, to each of their principal families or habitations, they have differen Townes and people belonging, and by their relations and descriptions, more than twenty several habitations and rivers that stretch themselves farre into the Country, even to the Borders of divers great Lakes, where they kill and take most of their Otters."

Seeking how the area could be developed commercially, Smith described the coastline and a short distance inland of sandy cliffs and cliffs of rocks, but planted with gardens and cornfields and inhabited with... a goodly, strong, and well proportioned people, besides the greatness of the Timber growing on them, the greatness of the Fish, and the moderate temper of the air..." Although Smith was more interested in telling his sponsors how they could use the wood for shipbuilding, the ocean and rivers for fishing, and the "salvages" for labor – though he found them "very kind" – he called the countryside of the Massachusetts... the Paradise of all those parts, for here are many lies planted with Corne, Groves, Mulberries, sal- 
vage Gardens and Good Harbours..." Smith even suggested enslaving the natives to help the English cultivate the commodities and make a profit in this new Paradise. "I durst undertake to have Corne enough from the Salvages for three hundred men, for a few triftes; and if they should be untowards, as it is most certain they will, thirtie or fortie good men will be sufficient to bring them all in subjection, and make this provision, if they understand what to doe; two hundred where of may eight or nine moneths in the yeare be imploied in helping Fisher-men, till the rest provide other necessaries, fit to furnish us with other Commodi- ties." ... There are historians who have written that the nation known as the Massachusetts covered a wide territory from Cape Cod to as far north as the Merrimac River near the New Hampshire border, and perhaps as far north as the Saoo River in Maine, and as westward as the Connecticut River in Massachusetts... the Paradice of all these parts, for here are many lies planted with Corne, Groves, Mulberries, sal- vage Gardens and Good Harbours..." Smith even suggested enslaving the natives to help the English cultivate the commodities and make a profit in this new Paradise. "I durst undertake to have Corne enough from the Salvages for three hundred men, for a few triftes; and if they should be untowards, as it is most certain they will, thirtie or fortie good men will be sufficient to bring them all in subjection, and make this provision, if they understand what to doe; two hundred where of may eight or nine moneths in the yeare be imploied in helping Fisher-men, till the rest provide other

Samoset said “Welcome” to the Pilgrims in perfect English.

The Folan Family Dental staff is thrilled to be back and seeing patients again in Adams Village! We have relocated to 540 Gallivan Blvd (Dorchester) and our brand new office has all the latest equipment and technologies.

Folan Family Dental has been providing the Dorchester area with quality dental care since 1981. Our experienced staff are friendly, patient-oriented, and dedicated to making each dental visit a positive experience.

FFD treats patients of all ages. For our young patients, we offer a children’s play area.

Folan Family Dental accepts most dental insurance plans. In addition, we offer our own cost effective in-house plan for patients that do not have dental insurance.

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We have on-site parking for patients during appointments and are easily accessible by the MBTA.

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For an appointment, please call 617-265-8393.

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The Pawtucket and, naturally, the Massa- chusett themselves.

Using several sources, Salwen identified the Pokanoket (called the Wampanoag), as a group of allied vil- lages in eastern Rhode Island and southeastern Massachusetts south of Marshfield and Brock- ton, including all of Cape Cod, Martha’s Vineyard and Nantucket within their borders, includ- ing the tribe called the Naumkeag, which have become a subgroup only after post-colonization. “The Pokanoket were traditional friends and allies of the Massa- chusett and enemies of the Narragansett,” Salwen wrote.

In 1621, the Pokanoket were led by Massasoit, who met the Pilgrims at New Plymouth and signed treaties of peace.

“The Pokanoket included the Pawtucket, according to Salwen, their territory in 1630, when the Puritans arrived at Boston, consisted of the north side of the Charles River and Massachusetts Bay and went as far north as York Village, Maine, and included “what is now a poorly defined interior hinterland.”

Local groups of the Pawtucket included the Pennacook (some in the lower Merrimack River drainage area in Massachusetts and some near Concord, New Hampshire, identified as Western Abenaki) and, among others, the Agawam in today’s town of Ipswich, and the Naumkeag in today’s city of Salem. Although in 1621, the Massachusett sachem Obbatinewat told the visitors from New Plym- outh that he was in fear of the Squaw Sachem of the Pawtucket, Salwen wrote: “There is better reason to believe that the Pawtucket were on friendly terms with the Massachusett to the south, with whom they shared both language and a horticultural way of life.”

The third nation speak- ing the same language was the Massachusetts, whose territory has been described. Several observers, historians, and anthro- pologists have made esti- mates of the populations of the native nations in southeastern New England, as they were numbered prior to the great epidemic of 1616- 1619. Daniel Gookin’s estimates, written in 1674 and first published more than a century later, in 1792, are generally accepted. But he estimated the number of fighting men, and others have estimated the total number in each tribe by multiplying that number by four. By the early 1600s, this activity had replaced hunting as the chief source of food supply for the natives of southern New England. As the colonists saw it, this was as much as slave labor for the women, while the men lay about smoking their pipes.

Colonial-era writers seemed to ignore average native women, even though they played roles as assasah, shamans, healers and farmers. While the Englishwoman fell under the heel of her father or husband, in many cases the squaw took an active role in land transactions and in war. Southern New England tribeswomen prepared the game that had been killed by their men, carried the wig- wam masts of their own weaving from camp to camp and set them up, planted, maintained and harvested crops, caught lobster and dug for clams as much as slave labor for the women, while the men lay about their pipes.

The men took care of hunting, war, diplomacy and trade—less physical, but important business.

NEXT: The Pequot War, and its dire conse- quences.

Ed Quill is a former archivist at Boston City Hall and onetime chief librarian at The Boston Globe where he also served as a City Hall reporter and editor of its Ask the Globe column.

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**Community Meeting**

**Dot Block**

**City Resource Fair**

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**Plan: Mattapan**

**City Resource Fair**

**Saturday, February 9th**

**37 Babson Street**

KIPP Academy Boston, Cafeteria

Mattapan, MA 02126

**Event Description**

Through the first two PLAN: Mattapan workshops, we heard that residents wanted to be better connected to City resources. This resource fair is one of many opportunities to connect with existing programs, resources, and support that these departments provide.

Come to hear updates from the BPDA and other City departments about their ongoing work in Mattapan and learn about the City resources that are available to you and your community.

There will be a brief presentation beginning at 12:00 pm followed by comments and questions. Interpretation services and translated materials will be available in Haitian Creole and Spanish. For more information, please visit bit.ly/PlanMattapan

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**Public Meeting**

**Monday, February 11**

**6:30 PM**

**25 Beach Street**

WORK Inc.

Dorchester, MA 02122

**Project Description:**

BPDA-hosted Article 80 Public Meeting to discuss the Notice of Project Change for the Dot Block development project.
(Continued from page 10)

POLICE DistRICT b-3 NEWS

Non-emergency line for seniors: 617-343-5649. The Party Line phone number, where you can report loud parties, is 617-343-4711. The Party Line is available 24 hours 7 days per week.

POLICE DISTRICT B-3 NEWS

For info, call B-3's Community Service Office at 617-422-1402.

ASHMONT-ADAMS NEIGHBORHOOD ASSOC.

Meetings are typically held on the first Thursday of each month at the Pastor's Hall, 7 Frederick St., at 7 p.m. Contact Pat O'Neill at patpashmont@gmail.com.

ASHMONT HILL ASSOC.

Meetings are generally held the last Thursday of the month. For info, see ashmonthill.org or call Message Line: 617-822-8178.

ASHMONT HILL BOOK GROUP

Everyone is welcome to Book Group, whether you've read the book or not. For further info, please contact Lil Konowitz at klil@hotmail.com.

ASHVALLEY NEIGHBORHOOD ASSOC.

Meetings are usually the 2nd Monday or Tuesday of the month at 6:30 p.m. at 776 Washington St., Dorchester.

CEDAR GROVE CIVIC ASSOC.

Meetings are held in the St. Brendan's Father Lane Hall, 192 Father Lane, at 7 p.m. on the second Tuesday of each month at 7 p.m. For info, call 617-825-1402.

CLIFF POINT CIVIC ASSOC.

The meetings are usually held on the second Monday of the month (unless it's a holiday) at WORK, Inc. 25 Tuesdays on the second Tuesday of the month at 7 p.m. For info, call 617-825-1072 or maxboxer@aol.com.

HANCOCK STREET CIVIC ASSOC.

Hall Strike Church, 107 Hancock St., on the first Tuesday of each month, 7-8:30 p.m. at the community room of 530 Hancock St. Meeting is held on https://sites.google.com/view/hancock2125/ for more info.

LOWER MILLS CIVIC ASSOC.

Meetings are usually held at 7 p.m. at St. Gregory Auditorium. Dues ($7) are now due. See the web page: dorchesterlowermills.org.

MCCORMACK CIVIC ASSOC.

Meetings are held in the basement of Calcutta Parish Hall in basement of Saint Margaret Church beginning at 6:30 p.m. more online at McCormackCivic.org. Please bring ID for police protection within a 200-yd radius. Dues are $5 or $10. If you have any questions, please call McCormackCivic@gmail.com.

MELVILLE PARK CIVIC ASSOC.

Monthly meeting is held the third Thursday of each month at the Epiphany School, 164 Centre Street; Shawmut T, 2nd floor library, from 6:30 p.m. - 8:00 p.m.

\[Continued from page 10\]
In the game of life, it's often not about the destination, but the journey that counts. Each step, each decision, each interaction is a moment to be savored and learned from. Whether it's in business, in personal life, or in the game of life itself, it's the process that brings us to the destination. So take it slow, enjoy the ride, and cherish every moment along the way.
If Beale Street could talk: Residents weigh in on a new five-story project

(Continued from page 1)

target young professionals, a demographic that increasingly chooses public transport and ride share services over car ownership.

Reactions from audience members was mixed, but largely negative, with several residents of nearby Beale Street doubting the effectiveness of a no-car policy and voicing concerns about rising density in the neighborhood.

“You’re taking the neighborhood out of Ashmont,” complained one person.

Others raised concerns that the high rents of the development could contribute to the displacement in Dorchester’s neighborhoods and called for “deeper affordability.”

The studio apartments in the development designated as “affordable” are predicted to be rented at around $1,200 to $1,400, while rents for the market rate units would approach the “high teens,” according to the proponents.

“The Treadmark and the Carruth have more than half of their units as affordable,” an audience member pointed out. “This building should have same level of affordability.”

Jenn Cartee, executive director of Greater Ashmont Main Streets, said the increase in foot traffic the development would bring represents an exciting opportunity for neighborhood businesses like Tavolo and Ashmont Grill.

“This is a space that has been unused for a long time,” she pointed out. “Overall, for the sake of the health of the businesses we have here, and for businesses coming in, we’re glad to see more tenants who are street focused.”

Cartee added that she had just come from Tavolo, where she noticed only a small handful of patrons. “We can’t expect these businesses to survive without street traffic to patronize them,” she said.

The development remains in the public feedback stage; public comments can be submitted until Feb. 4 by emailing MBTA project manager John Campbell at John.Campbell@Boston.gov or by commenting through the project page on the BPDA website. If approved, construction would begin as early as summer 2019, with an approximate completion date sometime in 2021.

ENROLLMENT FOR SEPTEMBER IS NOW OPEN!!!

Boston Renaissance is a Pre-K through Grade 6 charter public school open to all students in Boston. Enrollment is open to students entering K1-Grade 4, and is determined by lottery, which will be held on March 6th. To enter the lottery, please visit https://choosebostoncharterschools.schoolmint.net/school-chooser. Call us at 617.357.0900 for more information.

Boston Renaissance integrates high-quality academic instruction with excellent visual and performing arts programs, including piano, violin, chorus, dance, visual arts, and technology classes. We welcome ALL students and have extensive supports and services to ensure every student is able to succeed. With high academic standards and a well-rounded curriculum, we help students develop the confidence, character, and skills to succeed in academics and in life.

Boston Renaissance Charter Public School
1415 Hyde Park Ave. Hyde Park MA 02136

BLACK HISTORY MONTH CELEBRATION AND ANNUAL MEETING

Linda Champion will receive the 2019 President’s Award for her exemplary work, leadership, commitment and support of the communities served by Whittier.

February 20th 12-2pm
2nd floor Community Education Room @ Whittier Street Health Center
1290 Tremont Street

- The State of Whittier by our President and CEO, Frederica M. Williams.
- Updates from the Chair of our Board of Directors.
- Keynote speech by Linda Champion Esq., Assistant General Counsel, Department of Industrial Accidents.

To RSVP please contact the development office (617) 989-3119 or events@wshc.org.
CONNECT THE DOT:
BGCD Continues Partnership with Elevate Youth: BGCD is excited to continue its partnership with Elevate Youth into the New Year. This week Elevate Youth visited the Club to run an enrichment workshop that included learning how to read and create a map while working on team building exercises.

In the coming months the program will move back outdoors with two trips that involve Snow Shoeing (February) and Skating/Skiing (March). The Elevate Youth program gets our members out of the Club and into the outdoors for recreation, education and helps develop an appreciation for all that is available within the outdoors.

For more information on this program please contact Director of Program Development, Brendan McDonald at bmcdonald@bgcdorchester.org.

FIND OUT WHAT’S INSIDE:
BGCD Hosts Scholarship Night: BGCD held its Annual Scholarship Information event last week with a great turnout from students and parents. The panel discussion featured remarks from several speakers who offered best practices on where to find scholarship opportunities and how to position yourself as a candidate. Thanks to our friends from Operation Progress, The Janey Scholarship, The Stephen Phillips Memorial Scholarship, Success Boston/West End House BGC, Scholarlet and Club Alum, Mishaliz Melo. Scholarship Night is one of the many components of the College Fellows program which assists our high school students with their choices after graduation. In February we will host a workshop for Juniors & Seniors (2/5), Freshman & Sophomores (2/12) and our Career Speaker (2/24). For more information please contact Tricia Chapple at pchapple@bgcdorchester.org.

DID YOU KNOW
BGCD Hosts Young Professionals Council Meeting: The BGCD Young Professionals (YP) Council was organized to offer young professionals the opportunity to learn about nonprofit board service and contribute to BGCD’s mission. BGCD YP Council offers opportunities for young professionals to network and collaborate with one another to make an impact on the lives of youth living in Dorchester.

The group meets quarterly and hosts events, including but not limited to social, advocacy/awareness, and fundraising events. They are currently planning a St. Patricks Day Brunch on March 9, 2019 at The Playwright Bar & Restaurant, please visit bgcdorchester.org for more details on this upcoming event. If you or someone you know is interested in becoming involved in the Council, please contact Katie Russo at krusso@bgcdorchester.org.
Cedar Grove Cemetery
A quiet place on the banks of the Neponset River
Cedar Grove Cemetery is located in Dorchester, Massachusetts. It is a peaceful and serene place, offering a tranquil setting for those who choose to be laid to rest there. The cemetery is well-maintained, with pathways that wind through the grounds, providing visitors with a peaceful atmosphere.

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<tbody>
<tr>
<td>A Voice Remote that understands both English and Spanish so you can search using your voice in the language of your choice</td>
<td>YES</td>
<td>NO</td>
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<tr>
<td>Download DVR recordings to watch anywhere, even when you’re offline</td>
<td>YES</td>
<td>NO</td>
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<tr>
<td>The most free TV shows and movies on the go</td>
<td>YES</td>
<td>NO</td>
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<tr>
<td>Track stats and scores for your favorite leagues, while watching the big game live</td>
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<td>Fastest Internet available</td>
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<td>Best in-home WiFi experience</td>
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<td>NO</td>
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<tr>
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