

EQUIVALENT FACILITATION PUBLIC COMMENT MEETING

Date: Thursday, July 10, 2014

Location: Dr. Albert F. Argenziano School, 290 Washington Street, Somerville, MA

Commencing: 6:24 p.m.

APPEARANCES:

GLX Team:

Randy Henke

Laura Brelsford

Bryan Jereb

Nancy Farrell

Speakers:

Denise Provost, State Representative

John Winske, Disability Policy Consortium

Lynn Weissman, Friends of the Community Path

Wendy Landman, WalkBoston

Ken Krause, Medford resident

Rachel Ranenhays, Medford resident

(In the following transcript, dashes [--] are used to indicate an intentional or purposeful interruption of a sentence, ellipsis [...] is used to indicate halting speech or an omission of word[s] when reading written material, and phonetically is denoted by [*].

P R O C E E D I N G S

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MR. HENKE: Just to give everybody a head's up. Laura is running late and she took a wrong turn so we will be starting shortly. Can we get everybody to take a seat and we're ready to go.

(Pause)

MS. BRELSFORD: All right. Good evening, everybody, we're ready to get started. Thanks for being so patient. I got a little turned around getting off the bus but I think we are all here. So, thank you for coming out tonight to talk about accessibility through the Green Line Extension Project, it's great to see such a good crowd on such a beautiful night. My name is Laura Brelsford, for those of you who don't know me, I am the assistant general manager for systemwide accessibility at the MBTA. Systemwide accessibility at the T works with all of the other departments including design and construction to make sure everything we do as an agency is adding to our mission of becoming the most accessible transit system in the world and the Green Line extension is a huge step forward in that goal.

So I'm just going to give you a brief overview of what we're to talk about tonight and then I will turn the program over. So, the agenda is we're first going to explain why we're here and what this concept of equivalent facilitation is. Nancy is then going to walk us through the guidelines for what is going to -- sort of rules of the road for tonight's public hearing. We are then going to give you an overview of the extension project for those of you who might not be familiar with it along with some of the primary accessibility considerations which were made at each location. We are then going to get

into the meat of the program which is actually where there are some specific challenges regarding accessibility at some specific locations and what the T has done to reduce the impact of those challenges. We will do that through a station by station review and then we're going to open things up to public comments.

So what is the equivalent facilitation. This is a concept brought to us by the FTA, the Federal Transit Administration, and they recognize that there are sometimes in the design and construction process that agencies and projects aren't going to be always able to meet the letter of the required accessibility codes so the regulations allow that projects cannot always meet the letter of the code if they are able to provide what is called equivalent facilitation, basically provide comparable or better access around those particular -- particular locations. If that's required though we have to go through a process and that's part of what tonight is about. We have to document all of those issues; we have to make them public, and we have to hold a public hearing where we discuss those issues to be as transparent as possible and get comments from folks on those challenges. So that's, in part, what we're here to do tonight in addition to just telling you about GLX in general.

So with that I am going to it over to Nancy who will give the rules of the road for tonight and make another introduction right now. And we will be here to hear comments throughout the night and then afterwards and answer some questions.

MS. FARRELL: Thank you, Laura. Thank you. I am sorry you didn't get here directly. It's a warm night for that. My name is Nancy Farrell and I'm a member of the Green Line Extension project team and I know most of you I think. Welcome, and thank you for sharing your evening with us. Our goal this evening is to have a public hearing, to present the information to you, and to gather your comments on the plan proposal. And I just wanted to point out that there are comment sheets at the table. The comment sheets have the address and the date by which you need to comment on anything you hear about tonight, and there is also a copy of the draft report on the Green Line Extension Web site and if you need assistance with any of these things please ask one of the team members whom you see with a name tag on this evening.

Before we go too far I would like to introduce and welcome Denise Provost who is here and is just going to say a few words with us. She has many meetings this evening as probably is typical of her life so we asked her to speak early on and to greet you as well.

MS. PROVOST: Thank you, Nancy, Laura, and everyone. I am delighted to see you all here; I am delighted at this presentation, and generally at the mainstreaming of accessibility. You know, I was thrilled to discover that this accessible medical equipment bill that I keep filing, it probably isn't necessarily any more because the Affordable Care Act is going to require the same kind of thing and I really applaud the MBTA and the Green Line Extension team for being so proactive and showing us all up front what the access challenges are going to be in this old city of steep hills and I'm glad that so many people are here to put their collective wisdom together about how to maximize accessibility in the city that we have with the project that we want. Thank you.

MS. FARRELL: Thank you, Representative. So, what we're going to do the rest of the evening we're going to have a presentation which is somewhat lengthy. I do apologize but in order to be -- The MBTA wanted to be as clear as possible about the issues at each station so we will go station by station south to north and walk through all of the issues. We would ask you to hold your questions during the presentation then we will go to the hearing portion. Now, I think most of you are familiar with the hearing, what we will do is accept your comments not have a back-and-forth as we would at a public meeting but members of the team are happy to stay after the meeting closes to discuss any issues or

ideas or concerns that you might have that need a more specific response. So, with no specific further ado I will introduce Randy Henke who is going to be assisted by Bryan Jereb to do the presentation.

MR. HENKE: I talk pretty loud. If there is anybody who can't hear me I'll try to not use the mic. If I get hard to hear raise your hand and I'll change.

A quick overview. Most of you in this room -- I recognize a lot of you and you understand where the Green Line is. The project starts actually at Gilmore Bridge and goes through Lechmere which is relocated across the street from where it is today and it's on elevation. We go past Lechmere; it splits and goes to Union Square, and the straight route goes up by Washington, Gilman, Lowell, Ball, and up to College Station.

The Green Line is in three communities, Cambridge, Somerville, Medford. As I said, there's seven stations, six of them are brand-new locations and one is the Lechmere which is relocated from its present location. It involves about four and a half miles of corridor, about nine-tenths of a mile on the Union branch and a little over three and a half miles going north towards College Avenue. There is a vehicle maintenance storage facility down to the Red Bridge area. We are adding eight refurbished cars and 24 new cars that the MBTA just announced recently as part of the Green Line extension. These will be the new cars -- the first of the new cars hopefully. We are working on eight bridges, two of them are under construction right now, that being Medford and Harvard Street. And then what we are really here about tonight, most of this has to do with roadway and traffic improvements in and around stations and how we get to and from the stations.

Some of the common elements that we won't talk about tonight but have been really thought about quite well and worked through Laura and her group are the common elements at the station, i.e., the flooring, tactile edges, lighting, sound systems, etcetera, that try to make it more user-friendly at the stations. All doors are now publicly -- are power-activated so all public doors will have access. They are actually very wide doors and they all have an accessible pad. We have redundant elevators at every station and there are more than one at some stations for different reasons that we will point out. Every station has a center platform; they vary from the narrowest one at Washington to by far the widest one at Lechmere. There is a customer assistance area on every platform with a tactile strip and a booth and there is customer service booths at every ground floor also, so there is kind of two levels of customer assistance inside each station. I already said -- What we tried to do is add more speakers to try to tone down the volume so we don't get echo and deterioration of sound in the stations. A couple of the stations have two entrances and we'll talk about that as we go to each of those stations. There has been a big push by the team to try to make them as visible and transparent and you will see this in some of the renderings where you can see right through the two elevators to things on the other side so people can feel safe inside these. And then there is a whole group working on wayfinding inside the MBTA so that we have common wayfinding at every station, common signage. You can get off at any station hopefully and find yourself and your routing around through the stations.

So here is the real issues we have come to talk about tonight and here are a couple of examples of what they are. The issues predominantly lay in this running slope and cross slope. So what is a running slope and what is a cross slope. A running slope is -- Let's use the example right outside the door on Washington Street. We've got a bridge with an approach on each side; the approach is fairly steep. Again, code calls for a five percent maximum. Again, because we are in the seven hills of Somerville, the 15th densest populated area in the US, the second-most densely populated area by population outside of New York City, we are trying to match into the existing topography and that's where the challenge really lies and we will talk about a couple of these where we really struggled but we've got there in the end on every one of them. The other is cross slope. So I cross the street -- And, again, the example is right outside the door here. I go across the street; the street is running down at seven percent. How do you get that to two percent. You can't without creating a ski jump for cars. So,

we look at where we can modify that slope without creating another safety issue in a different respect. So those are the issues we're dealing with.

There are a couple other ones. We have some handrail extensions that stick out in the walkway; we are looking for an exception to get rid of that so we can make the path of travel down the walkway safe, and we have a couple locations where because -- Again, because of the grade we've got steps but the steps die into the grade. So that's an exception because you don't have a standard height step so that Bryan will talk about each of these exceptions when we get to them.

And the last one we'll talk about, we have one situation at Gilman where the path of travel to the elevators is slightly longer whereas in every other station the path of travel is equal distance at every station and we will talk about why that is.

Again, you're going to see two words used often, concurrence and variance, and what's the difference between the two. In our eyes they are the same issues so we're going to look at each of these. They're either a variance or a concurrence; it depends on which governmental body we're dealing with. So, with the FTA they give you a concurrence of your variance -- of your condition not a variance but the MAAB board gives you a variance for that condition. So you'll see these two words used interchangeably. Don't fret, they mean the same thing but they mean different things for different governmental bodies in the way the law is written. Again, a lot of these exceptions you will see today would have typically been standards, a standard exception that would've just been accepted.

We have outlined, based on the FTA rules, every place we could not meet the two percent or the five percent and we will show you this tonight. So there's quite a few of them but they are isolated areas and we can talk about how we try to find ways to provide access and other routes to work around it. So we are trying to be very open and straightforward and have hit many issues, every issue you will see that we have come against will be shown tonight.

And then the other thing to be aware of, again, we're dealing with renderings. These are not final drawings so if you don't see a step edge it's not that we forgot about it or haven't -- or missed it it will come when we get to it in final design. So this is to be the concept of each of these.

Before we go on, again, there is a lot of good news right now; in fact, we got today -- Well, actually, we got it yesterday what's called an LNOP from the FTA. What that is is a letter of no prejudice. That gives us the authority to start certain work now or as soon as we can get it contracted to kick off the Green Line which is wonderful news. I know the congressman today announced it earlier. I don't have the details, the details will be produced over the next few days I'm sure, but that's great news for the project as a whole. So we're going to actually turn some dirt and break ground here hopefully soon.

So, let's start with the stations. The first one is Lechmere. Again, I've kind of got a rendering of what it looks like and then I have a site view and we will talk about each of the exceptions so that's kind of -- I will walk through the stations. This is standing in the Glassworks parking lot or actually on the edge of Msgr. O'Brien Boulevard near the end of Glassworks looking at the station. This is the north headhouse, the entrance is down at this end. The bus loop is here right behind us underneath the viaduct. There is also an entrance at the south end of the north headhouse and then at the far end is the south headhouse.

And, again, this is one of those good news stories. Initially, the project was designed with that being an emergency exit only. It's now been turned into an entrance and egress gate and it has an elevator and stairs. It doesn't have an escalator but it provides access at a location right across from the Galleria and for people coming from the Avalon Bay area don't have to come down to this end to enter the station. So it's very good news, a big add to the project at least for Lechmere.

So here's the site plan, and I know the numbers are hard to read but you don't have to see the numbers, the color -- Does anybody have color issues here? Otherwise, I will use color. Yellow means that it meets code. It means it's inside the five percent, inside the two percent. You'll see green later

which is five percent or blue -- I mean, you will see green which is greater than that area so you will see each of these colors as we go through it.

Again, here is the south headhouse, that has an entrance right across from a crosswalk. This is where the bike storage is; it is between the south headhouse and the north headhouse. Again, the north headhouse, two entrances, one on each end, and then the bus loop which has four stations, two on the west side and two on the east side, where designated buses will actually go to a designated spot. This is unique in that what you see basically in yellow or the areas I pointed out, those are the things the MBTA has control over and is actually building. East Street, North Point Boulevard, and all of these buildings in the background including the rebuild of Msgr. O'Brien Highway are the responsibility of two developers. So we meet with them every other week; we work with them closely; in fact, Bryan's team has worked probably the closest with them to get these grades all right, but we are very much relying on our partners in this to make Lechmere Station a wonderful, pleasant place. So, as you see at Lechmere we have no issues, no things we're asking the FDA for concurrence and no variances we need from MAAB.

So, let's go up the line. Washington is the next station we will talk about. Again, here is the perspective view of what the new Washington will look like. This is standing on the west side of Washington Street looking down underneath the bridge. The station has two entrances, they're both in this general area, one is right in front of the gates that go into the station and then there is one on the far side here and you will see -- and that is for The Ride. I should have pointed that out at Lechmere. The Ride comes in right at the top of the bus loop; that's where The Ride drop-off will be. So, I meant to say that at Lechmere.

There is also a path. You don't see it; it's behind Cataldo building here, but that will show up -- And we also have the Community Path over the top and the path on the low side is the emergency egress out of the station from the end of the platform which, again, I will point out in the next slide.

So, here is, again, the site view. We are standing right over here looking in this direction in that slide before. Here is the very wide sidewalk on this side of Washington Street, the sidewalks are raised. As I said, behind the Cataldo building this is the emergency egress path that goes up, it crosses, comes out from underneath. It is a double-deck path for a stretch here and comes up and this is the route for emergency egress off the platform, again, only to be used in an emergency situation. The normal path of travel is through the station and out the doors at the front of the station here. Over here we have bike storage right across from Tufts Street and this is also the location of where The Ride will be. So, The Ride will pull up here, this is about 60 or 70 feet from where The Ride will park to the doors and the entrance of the station so The Ride can see that somebody has been able to enter and access the station. And once you are inside the station there is no more doors it is through the vestibule and through the pier. It's actually kind of interesting how you get in there it's through the pier. Here, again, Washington has a set of steps and an escalator side by side and it has two elevators, again, I believe these are both passthrough elevators, and then we have another set of stairs heading up to the platform. So we've got dual elevators; we've got two sets of stairs, again, you need two sets of stairs in each station; we have the emergency egress out the end, and we have one escalator in the station here.

Bryan, do you want to talk about -- We have one variance and it has to do with -- again, the common ones I talked about earlier it has to do with cross slope.

MR. JEREB: Thank you, Randy. Yes, Washington has only one concurrence request and it's the first of many just like this unfortunately that we are going to discuss tonight in which our sidewalk slopes exceed compliant limits due to the fact that we are adjacent to existing noncompliant roadways. In this instance the crosswalk of Tufts Street exceeds two percent, which is the limit. It's at 3.7 now because that is the current slope of Tufts Street which we are not changing. We are, however, proposing new sidewalks and accessible curb ramps around the entire intersection. The only thing that won't be

compliant is the yellow lines and the white line you'll see there the crosswalk, the actual striping of the crosswalk will exceed two percent but it is at 3.7 at this point.

MR. HENKE: Let me back up one. You'll see the project -- You'll see this in many of these. We are doing a lot of work in and around the intersections, a lot of this is fixing broken concrete and bad sidewalks, make sure we've got curb ramps in all the right places, and re-do the striping so we've got good crosswalks. And one thing neither of us said is this will become a signalized intersection for this crosswalk, okay.

The next station we will go to is Union Square which is down the street, Laura has been there a couple times today. This is Union Station, this is down at the lower level. As we said earlier, there are several stations that have got two entrances, so Union Square has a lower level, this is the entrance into it; this is the bike storage. You enter off Bennett Street -- I'll show you on the next slide. This is where The Ride drop-off will drop people off. It also has an entrance on the upper level and, again, when Bryan gets into the exceptions you'll see why. Again, Prospect Street has a very sharp crown as you go north and we can't meet the grade there but we can meet an accessible route coming from the south.

So, here is the layout diagram. Again, here is the station; here is the upper entrance. So in the upper entrance you get through the station; the elevators are immediately as you get through the fare gates. There is a set of steps and an escalator going down to the platform. There is a second set of steps hid back in here a little bit as the second route out of the station. And then if you come in the lower level you come in via Bennett Street and enter the lower plaza through here, through a set of gates, and you walk flat grade all the way out to the platform.

As I said, Bennett Street is a very crowned bridge and we are not -- Other than taking a piece of the railing off, don't make this opening for the station, that's all we're doing to Bennett Street so -- But we did design Bennett Street so that the --

MR. SGROI: Prospect Street.

MR. HENKE: Excuse me, Prospect Street. Bennett Street is up here. So we did design Prospect Street so that in the future should the bridge get rebuilt this can be rebuilt so that it does -- that exception will go away. And how the city deals with this exception will be another issue, but we have taken a look at how, if ever, it got rebuilt how it would affect the plaza and how would it affect routing into the station.

So, Bryan, if you want to talk about the exceptions and variant concurrences we need here.

MR. JEREB: Let's go back one here. I know this diagram is a little scary in the number of variances you see but they all have to do with the same thing and that's what Randy touched on is that Prospect Street -- all of our work is adjacent to Prospect Street and we're not modifying Prospect Street and it's currently non-compliant.

So, the first concurrence request happens to be at the crosswalks of Bennett Street and Prospect Street and in this location the slope is 5.5 percent on the existing roadway and our proposed crosswalk directly adjacent to that has to be 5.5 as well to match. We are providing new accessible curb ramps and sidewalks on either side of this and this is accessible to the headhouse from this location on the lower level that Randy mentioned.

The second variance is for the sidewalk slope running up Prospect Street and it's parallel to Prospect Street. The existing slope is seven percent and the T has decided to replace the sidewalk because it's in fairly poor condition but it does still have to be at seven percent to match the existing roadway slope.

The third variance has to do with our plaza at the upper entrance and the plaza should not exceed two percent typically in any direction. In this instance we are trying to meet the existing slope of

three and a half percent of Prospect Street at this point so our compliant one and a half percent slope essentially of the upper plaza needs to warp a little bit to meet this three and a half percent slope at Prospect Street.

MR. HENKE: But to point out, that is -- The accessible route is compliant, it's the walk-up to the steps side that put the warp in.

MR. JEREB: Everything to the right of that yellow line --

MR. WINSKE: I noticed right there back in the design a telephone pole --

MR. JEREB: That's an existing light pole.

MR. WINSKE: And the path of travel is clear?

MR. JEREB: Travel is clear around this.

MR. WINSKE: And the north path --

MR. JEREB: I'm not sure of the actual dimension but it's more than three and a half which I think is the requirement. And I think there's some discussions about it being relocated if we can.

MR. WINSKE: What's that?

MR. JEREB: There's some discussion of relocating that as well if we can make it work.

MR. WINSKE: Sometimes things get missed in the --

MR. JEREB: And concurrence four is for crosswalks, islands, and new accessible ramps at the intersection of Webster and Prospect Street, all will be meeting the existing grades of Prospect Street which exceeds two percent. Now, the T, however, did decide to rebuild this island due to the fact that currently there is no accessible curb ramp in the island, so the T has taken it on to move some of the utilities in the island and create a curb ramp so at least you can get across Prospect Street at this location.

MR. HENKE: The next station I will go to is Gilman. Again, here is a rendering of what we think the station will look like when completed. You can see Medford Street drops down -- Again, a very crowned bridge coming off of Medford Street. This is one of two headhouses, we have two headhouses here, we actually have three entrances, two different headhouses. So this is a view off of Medford Street and we will look at a couple of other views at the other -- Well, here we go. This is kind of a step back look to see. So what we are doing is standing down here looking up Medford Street. So, this is where The Ride would pull in and, again, as of right now this is proposed to be signalized, the Pearl Street corner, and we will see in Bryan's routing around so that we will have an accessible route. The Ride drop-off is here. We also have an entrance and accessible route that comes off over Medford Street bridge and enters through the headhouse. And, again, this is one of those tweaks we made. We originally had the fare gates in here, we moved the fare gates so this can be used by using the headhouse, coming here and using the elevators, and out this end we can avoid this eight

or so percent slope on the outside and when the station is open there is a route through the station outside the fare gates to will allow somebody to make this an accessible route.

The other part is on this side -- And, again, this is based on population and where the user base is coming from, we believe two-thirds of the user base will come from this side so we decided to put a headhouse on this side so people wouldn't have to come down here, down around to here or come down around this way to get to here. There is a shortcut here or a shortcut off of Medford Street bridge all accessible to get to that entrance. So that shows you a good step back view of the Gilman Station and the things we worked with to try to get this.

So, here is the site view of it. Again, this is Medford Street up here, School Street over here, as I said, The Ride is over here. The entrance, there is only a stair; there is not an escalator, but we have provided the space that in the future should that ridership change an escalator could be added. We also have two elevators there. So, we come through the headhouse, and I will talk about this at the end, the elevators are on this side of that entranceway and the bridge and then the stairs and the escalators are this way down to the platform. The emergency egress out of the platform should you not be able to go this way is down a path that rises up about 25 feet on a covered path and then crosses over the Green Line onto what will become the Community Path at least initially being the emergency egress path. So the emergency egress route would be out this end and back to School Street.

A lot of things going on here. There is a bike storage here underneath the path and here is a traction powered substation. There is also transformers and the emergency generator for the station sited right over here. Again, we struggled a lot with School Street and Bryan will explain and walk through the variances we need, a lot of them concentrated based on School Street which is -- for those of you who know School Street it's a pretty good grade.

MR. JEREB: Just to back up again and make that point, there is a lot of variances again at Gilman Station but they all have to do with the same thing again, the fact that there are new sidewalks we are tying into an existing noncomplying slope both on Medford Street and School Street like Randy mentioned.

The first is Medford Street, the running slopes on Medford Street. As you can see in the rendering, the existing slopes are about 6.9 and 7.2 percent roughly so our new sidewalks are essentially just paralleling that slope. We are providing an accessible route, as Randy mentioned to you, on the lower level, the raised pedestrian crossing at the intersection and, again, on the upper level we have a sidewalk at the crest of the bridge so you have access to cross and through the headhouse itself to the elevators.

So variances two through five all have to do with the slope of School Street, the first of which you can see here is about 6.9 percent down the roadway and our sidewalks are rated at about the same slope. Our access to the Community Path -- the Community Path that runs perpendicular to School Street which is sloping at eight percent so typically we need to be at 1.5 percent so what we have to do is transition between the 1.5 percent slope of the Community Path to the eight percent slope of the existing roadway and the very same thing happens on the other side of the street where the Community Path continues so we have to transition from our one and a half percent slope to an eight percent slope for the roadway to match the existing conditions.

And, finally, here's the crosswalk itself which is matching -- is essentially striping on the existing roadway in this location at eight percent slope.

MR. HENKE: And then there is one more. We said earlier we've got all the paths of travel to similar or generally the same routing except for this one location. And, again, we spent a fair amount of time in looking at this, we looked at an option of putting it here, we looked at trying to move this and what that did to that headhouse and the stairs and escalators and other things, and in the end working, again, very closely with Laura and her team agreed that this is the one place where we have about a 22 foot longer

distance of travel to get to the elevator versus the common travel lengths at all other stations. Again, if you put the elevators here you end up with a very, very narrow concourse to get around; it shoves the platform this way underneath School Street bridge. If you try to pull it this way you could see this headhouse over here and the elevator -- the elevator -- the proposed future escalator and stairs gets jammed and you can't fit it all side by side. So a lot of compromise here to get it to work and this is the compromise I think we have all agreed upon is the best way forward.

So, we'll go up to the next station, Lowell Street, and as we go north each of these stations tends to get more and more challenging because of the seven hills of Somerville, we couldn't flatten them so we'll talk about each of them as we go. Here is the existing Lowell Street looking from the same angle as what the proposed Lowell Street would look like. So, there is the PAC development that is in place and Bryan will talk about it but we will run into all the same issues, it all has to do with the crown of the bridge and the drop-off down Lowell Street as you go northwest.

Again, on this side we have been able to make everything work. We struggled real hard and worked very closely with our civil people to get the accessible ride, it just works. The contractor can now build it to that exact dimension and it will be perfect but we got an inch to spare to make this work to be 100 percent accessible because of the crown of the bridge and the slope across the bridge. But it does work. And as you go down to Vernon Street you'll see some of the challenge we got into and, again, we played quite a bit with this part of the plaza. We had a switchback ramp at one point; we had a couple different routings, and in the end we made the plaza a little bit wider and we found a way to make the accessible route and the -- and the non-accessible route almost identical in length and it is a covered ramp coming up that way. So Bryan will talk these exceptions.

MR. JEREB: Again, the majority of these are related to the slope on Lowell Street, as Randy mentioned, the first of which is a small section along Lowell Street that currently exceeds five percent -- at 5.6 percent and see the existing roadway slope is 5.6 there and also the adjacent abutter's driveway and building foundation is at that elevation so this section of sidewalk needed to match that slope.

The second area is a variance for a crosswalk exceeding two percent for a portion of the project. In this location the driveway is sloping away from the plaza so the cross sloping to the corner within the dashed line needed to slope away with it. Typically, we might use planting like you see to the right of the box but in this instance that corner had to still be on the elevated bridge so we couldn't actually plant so what we've done is provide some decorative elements and a change in paving material to deter circulation in that area and channel people around to the primary circulation.

So this is a new concurrence request and it has to do with handrail extensions that Randy mentioned. It has to do with removal of extensions. The ADA requires handrail extensions to extend one stair tread length plus 12 inches beyond the end of a stair unless it is interfering with circulation or it is considered a safety hazard. So, in this instance our handrails if they projected out another two feet would be right in circulation and considered a safety hazard and you couldn't actually get up the stairs at that point. So we returned the handrail around the accessible ramp and connected to the stair ramp.

MR. HENKE: That step is four feet so if you follow the rule you have to have a five feet handrail extension which would stick right out in the middle of the sidewalk.

MR. JEREB: Finally, the cross slope of Lowell Street is about 2.6 percent existing so we're not actually modifying the roadway in this location. Our crosswalk in this location will be also 2.6 percent. We are repaving both sidewalks on either side and we are providing new accessible curb ramps so it's just the striping, again, that will be over the limit -- the allowable limit.

MR. HENKE: We will move on up to Ball. Again, here is a rendering looking at Ball, this is down the corner of Boston and Broadway. Looking up Broadway you can see, again, like many of our locations we are up against a bridge and we are dealing with the crown of the bridge over the existing railroad.

If we go to the site plan this is unique. When we first came on the station was butted right up against Broadway Street. If you see this faint line in here this is a 345KB transmission line and powers half of New Hampshire, so we did not want to interrupt it and turn New Hampshire black so we decided to move the station and get off it and out of its way, and then we had a lot of discussion of how we move it and how far but we are where we are. So the station is moved back about 60 feet from the edge of Broadway. We have to provide access for NStar to get back in here, that's why this service area is in here. This is an at-grade road to get back in there.

Again, when we first started playing with this, Boston Avenue runs away pretty hard and continues to run away at a hard slope, so we looked initially at trying to put The Ride drop-off in here and we could make it work but we ended up with these real funny configurations and funny ramps that reverse back and create long routings. And I'm not sure who came up with the brilliant idea but we decided to put a pedestrian bridge from the station out to Broadway and put The Ride drop-off right on top of the bridge so you can come down Broadway, drop off, enter a set of doors, and you're into the station. And, again, much like Gilman, we initially had the fare gates across here, we took and moved the fare gates over to here so somebody coming this way on an accessible route that can't traverse this can come through the station, use the elevators, and come out at this end and get onto that lower level. So this is an enhancement that's come, again, as we worked our way through the project and I think it's a very nice enhancement to the project.

The lower entrance has two sets of doors. As you'll see, we've made a route accessible around most of this but Bryan will talk about -- again the same things we've talked about numerous times now, how we're trying to meet existing conditions and noncomplying slopes that are out there today.

MR. JEREB: Okay. So the first is along Broadway, the existing slopes are 6.6 percent roughly along the sidewalk but the MBTA has decided to repave that sidewalk because it's in fairly poor condition as you can see, so the sidewalk will be going back in a new state but will remain at a 6.6 percent slope which exceeds the five percent requirement.

Variance two has to do with The Ride drop-off itself. The Ride drop-off typically needs to be no more than two percent in any direction. This one in particular we have been able to grade such that it is two percent or less than two percent at the curb edge where you would be let off; however, it warps a little bit, again, on the back side on the roadway side in order to match the roadway slopes which are around four to five in that location. This was studied extensively and we could move this, you know, 75 feet up to a more level area but we felt this was a much better approach to bring the access closer to the main entrance.

Variance three has to do with handrail extensions again. We have a set of stairs on the plaza that if these handrails extended into the sidewalk they would be potentially a safety hazard and block circulation again so we are ending them at the bottom of the stairs.

And finally the -- Not finally, one more. The stairs themselves in this location, this is a somewhat new one in which the stairs -- when you design stairs on a slope they have to die into the grade which is allowable but it needs to be reviewed. So in this instance you can kind of see that they might be typically six inch on one end and then they become flush at the other end.

Finally, the other side of Broadway Street also has to match the existing slope on Broadway Street so we are looking at grades roughly 6.8, 5.7 and our grades on new sidewalks are matching those grades. I will point out on this slide though that the MBTA has taken it on to design this new island in order to at least create one accessible route from Boston Avenue which wasn't there previously, the

yellow line you see in that location, but everything else up Broadway still matches the existing conditions.

MR. HENKE: All right. We're almost at the end, we are College Station or College Avenue. Again, here is a rendering standing right on the corner of Boston Avenue and the island between Boston Avenue and College Street or College Avenue looking at the station. This is the one up until about a month ago we were noncompliant. We actually made it worse. And we had held several workshops and we have come up with a solution that works finally. We have had to squish the bridge up and make the girders skinnier than the state likes them but the state understands it to make -- And it all has to do with this sidewalk. Again, this is Boston Avenue, The Ride drop-off is over here so you will be able to come up to The Ride drop-off, come around, get into the station. There is an entrance into the station on this side; there's also an entrance on this side primarily for -- This is where the bike storage area is so you can come out of the bike storage, you come right into the station. This has what's called Burget Avenue path and the accessible route from the Burget Avenue neighborhood which now cuts through Tufts and comes up this way, this will provides a route that is successful up to the station and you can see we created a right turn lane, that is the turn lane we had to play with the grades and try to change the beam size to make the sidewalk work but we did find a solution to make it work.

So, Bryan, do you want to talk about the issues we've got here.

MR. JEREB: Sure. Let's see. The first is, again, a running slope exceeding five percent. I sound like a broken record. This is along the right turn lane; you can see the existing roadway slope is 7.3 on College Avenue. Actually the blue dashed line there is where the existing sidewalk is today. The MBTA has decided to design a right turn lane in order to provide a more generous -- about a seven-foot wide sidewalk with handrail actually on that to provide accessibility -- or a more accessible route to the new headhouse.

Variances two and three also have to do with slopes and these have to do with the slope into Tufts maintenance facility, the driveway in this location exceeds -- Well, it's about roughly eight percent or so, it's very steep, so our crosswalk in that location and accessible curb ramp in that location are going to be tying into that existing grade of eight percent in that location. So that is the end of our sidewalk slope typing into it and then here is our proposed crosswalk which is striping on the existing driveway simply that location, very tight as Randy mentioned, making the grades work.

Finally, variances four and five are like Ball Square we just discussed which have to do with handrails being removed at stair locations and the stairs running into a grade again. And, again, you can see from the rendering the handrail extensions were removed so they don't project actually out into the sidewalk to the pedestrian circulation zone as you walk up the path and the stairs are dying into grade again given that they are designed on a slope.

MR. HENKE: That's all our slides. I hope we got across or tried to express all of the things the MBTA has tried to do and the efforts we have gone into try to find alternatives for these routes. And as we said earlier, many of these in previous projects non-FTA would just be standard exceptions, in our case because of the way the law is written and the process we have to go through we have shown every place that we don't absolutely meet the compliance on this corridor. So, with that I'm going to turn it back to Nancy.

MS. FARRELL: Okay, I told you long and detailed, didn't I. So, we have about 40 minutes for your comments. I only have two people who have signed up to make comments. Could I just see a show of hands from people who might want to make comments. Okay, not so many. Usually, I tell you you can only speak for two minutes but I can give you at least five today because we're not going to overwhelm

ourselves with commenters. Since we only have one microphone I will bring you the microphone or you may have to come to me depending on the length of the cord and I will ask you to state your name, if you represent an organization you might want to add that information for the transcript. The transcript will be delivered to the FTA as part of the report process so it is important for us to include your information. And, John, you were the first person to sign up so can ask you to come forward.

MR. WINSKE: My name is John Winske with Disability Policy Consortium. First, a very general comment, that is, my understanding of equivalency is it's supposed to be in some way if you are exceeding the ADA not necessarily if you not meeting the ADA so I did want to point out that little discrepancy. The second general comment is we're thrilled obviously that this project is occurring, people with disabilities -- more people need access to transportation. This is an area that needs transportation. Fantastic. I'm also very glad that there seems to be a new thought process and that thought process is using The Ride as a feeder system for the fixed route, by doing that I hope you will increase using the mainline transportation by people with disabilities.

A few critiques. One is I'm very concerned that there seems to be corner cutting around escalators. I can't believe escalators add a huge amount to the cost of a project and I can tell you if you ride the system today if you go to stations like Malden that lack escalators or only have escalators in one direction the elevators get overwhelmed particularly when the elevators are highly visible. When people spot easily accessible elevators, and these are going to be easily accessible elevators, they are going to gravitate to the path of least resistance. An escalator would at least highly encourage people to not use the elevator if they don't need the elevator. Remember, you are dealing with an aging population and I heard you say if the demographics change we can add it. Systems hate adding things, funding to add things is difficult. Funding to build is almost always available, it's the funding to add that never seems to happen. The other thing, to be very frank, is we had a lot of trouble with Somerville around accessibility through the years. It's improving but there is a long way to go before the trust level and we can work together easily. I would highly encourage you in those spots where you are seeking a waiver to write into a legal agreement that should the city or town, Cambridge or Somerville, go back and rework those roadways that they include accessibility path pops back up because if you get a variance now there's going to be an assumption it can always stay that way, and so, I would like to see it and we would like to see an agreement with the cities and towns that you address those areas where there is a variance occurring because right now you can't move a bridge but five years down the road when the city comes down here and you make the road work and you do major road work it's very likely by being able to mitigate some of those barriers. So, I think a legally binding agreement between the cities and towns recognizing it's not a get out of jail free it's only a temporary waiver for this project and it might need to be mitigated. I'm sorry. My old brain.

I would also encourage you when you talk to your partners, private developers, developers are these days are fond of different materials for surfaces or path of travel, please make sure that they are reminded that path of travel is important in ADA compliance. A lot of developers miss that point and you wind up with fancy materials that are very hard to maintain, and your agreement with your private project can include maintenance of materials not just building the sidewalk and the materials but maintenance of those materials. If you walk down Boylston Street in Boston it's a great example of a mishmash of materials that have now deteriorated over the years and because they did not have ironclad agreements to discuss maintenance of materials it is now falling apart.

Lastly, two quick things, one is signage and the other is where the stairs blend in. Where the stairs tend to fade away into the surface you're going to need very good warning -- tactile warning because that is 100 places people could trip, and the signage for some of the more esoteric routes that we're seeing like where you can go down into the roadway and then through the station, those are the kind of lessons that those of us who use the T sort of learn but most people when they see us go

through these convoluted paths think we are losing our mind and we no longer know where we are going. It would be nice if they would know that way. And College Station, there is one point where it is eight percent crossing and seven percent running. If you could revisit that that is a little crazy when you're in a wheelchair, you feel like Jean-Claude Killy at some point particularly on an icy day.

And, lastly, is I'm concerned because there are rumors that there may not be enough cars -- accessible cars. I want to make sure that at the height of rush hour we have enough accessible cars particularly if three or four or five are out for maintenance we never seem to have enough cars and we're still running about two percent, I think. We don't always have accessible cars on the existing Green Line so I would like to see that -- make sure we have enough. But, overall, thank you for the transparency and thank you for the opportunity to comment and we will be submitting written remarks.

MS. FARRELL: Thank you, John. Lynn Weissman, do you want to speak?

MS. WEISSMAN: I do, but I'm kind of speaking from a bike path, ADA --

MS. FARRELL: You have to come up to the microphone, if you don't mind, it's easier for our transcriber and our audience. Please introduce yourself.

MS. WEISSMAN: Thanks. I'm Lynn Weissman with the friends of the Community Path, and all the news is really thrilling. I'm really glad the Green Line team is working so hard on this. Clearly, I hope that the focus of the slides and the transcription will be online when you post the presentations, that would be great. I also love all of this and the interpreters and thank you and it would be great to have it at other meetings. I don't know what the possibilities of that are.

You know, I am actually very interested in the Lowell Street bridge intersection near the Green Line and I was wondering if we could go to that plan view. And I know that the Green Line is rebuilding - There are basically sort of two bridges on the Lowell Street bridge, there is kind of the north side and the south side, and I understand that only sort of the north side near the Green Line is being rebuilt; however, it barely showed on the bottom right of the slide is the Community Path which will basically dive into the Lowell Street bridge and the south side and that is an ADA accessible -- you know, the path -- you know, is one of the things we are very proud of is that it's, you know, an accessible path and it will lead onto the Lowell Street bridge.

And, you know, it's not actually -- the path isn't that -- it's very close to the Green Line station. That side, just like through Maxwell's Green, will be well-used as a point of -- a way to get to the station. Not everybody is going to want to go through Maxwell's Green, Maxwell's Green actually hasn't done the best job. They were supposed to build three bike/ped access routes and they only built two and we have some other issues. So, I'm really interested -- I know that MAST is building a little farther down the Community Path where it dovetails with the switchback, the Community Path switchback right under Lowell Street, and then switch back onto the Lowell Street ramp and I'd like to figure a way to make sure there is a crossing there because people are going to come out of the Community Path, there is no curb cut there, they're going to want to get onto the street. There is a potential for bike/ped conflicts there and, you know, that's something we don't want.

And I know it looks like the scope of this kind of ends right at the Community Path and we would really love to see that addressed because even though this little section of the Community Path isn't part of the Green Line per se but the part right over there is and it's definitely going to be a way that people get an accessible way to the Green Line probably. I know that I would probably rather ride the long way through the path than go through Maxwell's Green though not everyone will. The cars are going really fast on that street and some of us are trying to deal with that in different ways. I know they have painted some chicanes and there may be some chicanes instead of a cycle track to separate the

cyclists from the pedestrians and other people on the sidewalk, there's -- yeah, there's a manhole cover right where it comes out from the sidewalk, so there are just kind of some issues there that this is a Mass dot bridge so the City of Somerville, as I understand it, can't really do anything with that bridge. So, I just kind of wanted to bring those points up. I don't know if there can be sort of a pushbutton crosswalk there so people could get across to Lowell Street to the other side by Maxwell's Green from the path. The VNA is right there, a very vulnerable population. Right now they can barely cross that street right there, maybe they will, you know, be going with family members to the T or just going along there. So I kind of was interested in trying to figure out how to make it be ADA -- you know, the accessible paths kind of be able to get to the station a little more safely and easily along this Mass dot bridge. Thank you.

MS. FARRELL: Thank you, Lynn. Wendy.

MS. LANDMAN: Thank you. Hi, I'm Wendy Landman from WalkBoston and I wanted to start by thanking the project team for providing such detailed information and for working so diligently to make this work. I have a couple of broad concerns that I hope we can look at. The first is that a number of the bridges have very narrow sidewalks, perhaps barely meeting accessibility standards. They have sharp fairly steep curbs to the street and I'm very concerned that in snowy weather there is no place to store the snow on the bridges and the path of travel actually won't be accessible unless the sidewalks are cleared immaculately with every iota of snow, and that seems probably a very difficult thing to do. So, I hope that the team will actually look at how that issue could be managed. The T is actually rebuilding a number of the sidewalks but what I don't know is whether you have explored with the City of Somerville whether there are possibilities of making some narrower lane widths on the bridges to add some space to the sidewalks. But I think that that is an important issue because the stations obviously need to be accessible for everybody year round. And I also don't know what the agreements are about who is going to be responsible for clearing those sidewalks but I think that is an important piece of making sure the project is accessible.

I think a number of the illustrations showed brick or paver paving for crosswalks. WalkBoston really doesn't like to see that because unless the level of maintenance approaches that that is done in Post Office Square Park which has a team out there every day those crosswalks deteriorate so fast and are so uncomfortable both for people with disabilities and for anybody who are walking across them. I hope you will seriously reconsider that it just shouldn't be there. Somebody's commenting that they won't be there.

MS. FARRELL: No, they are saying they won't be there.

MS. LANDMAN: They won't be there. Okay, good. I'm glad. In that case you should take them out of the drawings because I assume you'll start getting lots of comments about them. And then finally, there did seem to be two -- I understand that we have hills in Somerville, and that's actually a good thing it makes it difficult for accessibility. There did seem to be two crosswalks with eight percent plus cross slopes. I understand that you don't want to launch cars into the air, nobody wants to see that; on the other hand, I'm not sure that eight percent cross slopes are something that's truly manageable particularly in rainy or snowy weather. And one of them was -- the Gilman Station, one at College Avenue, and I know you have worked very hard but perhaps it is worth looking even a little harder to see if those cross slopes can be modified to some degree so they are more accessible. Thank you. I think generally speaking the problems have been dealt with very, very thoroughly so thank you for that.

MS. FARRELL: Thanks, Wendy. Do other people like to comment? Would you like to come forward.

MS. TANENHAYS: I thought membership was going to have its privileges. I'm Rachel Tanenhays, I live in Medford and I like things to be accessible and I apologize for having to come in late, we really could not get here any earlier, but I have a couple of questions. One is will this presentation like the slides will they be available electronically --

MS. FARRELL: Yes.

MS. TANENHAYS: Okay, good, because if I could like squint at some of those diagrams there is no way that was going to happen and then I will know what you guys were talking about. Even if I had been here I would not have been able to tell, you know, so that's the first question. So also, I was wondering and maybe I missed this but I'm wondering if there is anything being done in terms of signage, wayfinding, making things as navigable -- Sorry, this is like my sixth meeting today. As navigable as possible for folks who are blind or have low vision because -- And -- And if that is not enough, also there are -- you know, people are getting older so that also make things easier for them. And I can speak for the station that I live closest to is right near a college campus so there will be lots of little lost freshmen and parents and stuff like that who have no idea where they are going, some of whom have never taken public transit in their lives before, and you don't want -- I mean, it's not good for anyone involved if they're just wandering around lost. So, I would like to recommend that you user test some of these -- You know, if you are looking at signage, if you're looking at fonts, if you are looking at whether something has a glare that you actually test it with actual honest-to-God people who will be using it because -- And I know you guys do that because I've been in some of the focus groups before, so please keep doing that especially with this stuff.

I also would like to recommend -- I know that some of the intersections where some of these stations will be can be politely described as a cluster and they are perhaps not so easy to navigate so I am glad that you're looking at -- at how the traffic is going. I admit that I'm with the folks who are concerned about the eight percent cross slope on things, that's particularly difficult in the winter. Somerville -- nobody around -- I can't even point the finger at Somerville. Does anybody know of anybody who is really good about clearing ice and snow in the winter in this town -- in this area because I sure don't, and as somebody who would be navigating to these areas it would be really nice if I didn't have to also worry about cross slopes that are -- and that's -- You know, I'm not even using wheeled navigation, you know, but it would be very helpful not to have that cross slope because I would probably go sliding down it -- and sideways. It also is a little harder to work with a guide dog on a eight -- I mean, that is a significant cross slope. At that point my guide dog is at a different elevation than I am to some degree. He can do it. I can do it. He is a tough kid despite all the goofiness, but I would really love to not have to. It is hard to navigate safely. It is also hard to keep those streets in great shape especially during the winter. I mean, one of the things that I love about -- about these diagrams is that they are all drawn in like spring -- they're all drawn in spring and summer forever, you are not going to see any snow on these diagrams, right, but that ain't the reality of that situation, that's not exactly what a lot of us navigate in, and there's a lot of snow and ice and mud most of the year -- a large portion of the year here, and so, you have to sort of factor that in even if you can't put it in a diagram. When you're thinking about how these things are actually going to be used you have to factor in snow and ice and mud. If you've got an eight percent cross slope you have to factor that in twice pretty much because all that stuff goes sliding; it affects how it's going to pile up where. I will bet you it affects how drains drain, like in the fall all the leaves -- if there is trees around there, you know, stuff is going to slide down towards drains in one direction and away from another direction. I'm no physicist and I'm no city planner but that does not sound like it's good for anybody navigating that area. So I understand, you know, I can't possibly comprehend the amount of time and energy it must've taken to squeeze things

such as, it's only an eight percent slope, but you don't want to -- you don't want an eight percent slope, nobody wants an eight percent slope, it's not good for anybody.

And I'd like to make a recommendation in general that I think it would be really good to pilot at these station which is -- and mirror these stations which is I presume that there will be buses coming through around these stations and as somebody with low vision I have always thought it would be really awesome if they could paint a little yellow -- like a dot or stripe on the curb near where the sign is for the bus stop. Because there is a zillion signs you can kind of tell what they are -- if you -- if you really -- if you see slightly better than I do you can tell if the sign is in the shape of like a T stop sign but it is really hard to tell the bus stop sign from the no parking sign from the people tow your car if you look at us funny sign and I -- I sometimes miss a bus because I'm standing in the wrong place, and so, I think it would be neat if the T could just paint a little thing at the base of a sign that is like yellow, or whatever color the curb isn't, and that way people would have some idea presuming, again, that that area is not covered in ice and snow and leaves and stuff, that we are standing where a bus would actually stop. And I think it would be -- you know, obviously that's the kind of thing that you're not going to do everywhere, you're not going to go back and re-do all the stops but if you piloted it at all these stops that would be really cool.

And, again, yes, really easy to find and navigate paths of travel, really good signage, definitely none of those paver things. I love Somerville dearly, I have lived there before, but I don't have a great deal of faith in their budget to maintain this stuff. I'm not going even going to get into ability or willingness but in their budget to maintain this stuff.

And, also, anything that you think -- I don't -- Any time anyone says we will go back and do that later, I work -- I'm not here representing my job but I work for the state and I've worked for the federal government and we will go back and do that later is never a good sign because you never have any guarantee of funding later and you never have any guarantee of who is in charge later or the politics because everything has got politics around it. We will go back and do it later, nobody means it's never going to get done when they say that but that's the way it turns out. I will shut up now, bye.

MS. FARRELL: Thank you. Ken Krause.

MR. KRAUSE: Thank you. Ken Krause, Medford resident. First, I want to compliment the team for the clear explanation on what is the situation at all of the situations both in the diagrams and especially here tonight. It was very easy to understand for someone who's not that well-versed in this and also my compliments on the efforts that the T has made to make improvements where they necessarily didn't have to, the islands and the curb ramps and the things like that, looking at the access to the station from a good distance away anticipating where people will be coming from. My comments have sort of already been said but I had a similar thought about the importance about signage and was wondering if there could be, in fact, even some sort of a special signage created that would identify the accessible pathway far in advance for someone who is approaching so they don't get into a situation where they discover they are going down a slope or approaching a slope that could've been avoided if there was some sort of signage that headed them off into the right direction far in advance as was stated. There's going to be a lot of new people in these areas, not just people that live in these neighborhoods, there are destinations that new people are going to be coming out to for the first time so that would be very helpful for those people as well.

I was also wondering if there were any recommendations or guidelines through ADA or otherwise where these slopes are beyond the normal limit either identifying the slope or putting something on the surface that would create more traction or just make it easier to navigate because of the situation with the larger slope that exists and if there is something like that I think that would be helpful.

The only other general comment I have is I still am concerned about The Ride drop-off areas particularly as you go farther out the line, Ball Square and College Avenue and Lowell Street. The earlier stations have very generous pull-in areas, circles where they can turn around. I know there are very limited options and space at Ball Square and College Station but The Ride to drop-off areas are very limited, they are very small, they seem to be the minimal amount that needs to be furnished. I know it has to be within a certain distance of the entrance but the one on College Avenue is very small -- in fact, it's actually on Boston Avenue, and it seems that it can only be accessed from one direction so I don't know if Ride vehicles coming up from Boston Avenue are supposed to get into The Ride drop-off area, if they're supposed to make a U-turn or if they're supposed to come in from another direction, College Avenue, and turn onto Boston Avenue. So I would hope that you will continue to look at that whole College Avenue Station and Ball Square. And I also thought that the Broadway Bridge was one of the bridges that was supposed to be rebuilt, is that still the case? Because I was wondering then why the existing slope on the Broadway bridge on the station side is going to still be problematic if that can't be fixed when the bridge is rebuilt it's matching existing slopes so that's one of the variances concurrences that's being requested but it seems that that could be resolved by rebuilding the bridge. I was wondering if that is a possibility. Thank you.

MS. FARRELL: Thanks, Ken, I think you can ask Randy afterwards. Is there anyone else who would like to make a comment on the record? Seeing no one then Laura is going to say a few words in closing but I will remind you of the details on the slide behind me that comments are welcome until July 21st. The address for the comments is on the slide, it's also on a piece of paper on the sign-in table.

MS. TANENHAYS: Can you verbalize that, please.

MS. FARRELL: Yes. The Green Line Extension Project, 100 Summer Street, Boston, Massachusetts, 02110, attention GLX EF request. Written comments will be accepted through July 21, 2014, they can also be submitted via email, the email address is info@glxinfo.com. This information is available as well on the project Web site. The transcript of tonight's meeting and any written comments that are received will be submitted along with the final report to the Federal Transit Administration and I know Joe will put this on the Web site in a couple of days, I hope. So I will close the hearing and welcome Laura to come forward and make some closing remarks.

MS. BRELSFORD: I just quickly wanted to thank everybody for coming out and, again, hearing about the project and sharing your comments. Please let us know if you have any additional comments before the 21st. I know the team and I will be meeting internally to review your feedback and prepare some responses. So we will be hanging out for a little while longer if you want to stay and ask any questions. Thanks a lot.

MS. FARRELL: Thank you and good evening.

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(Meeting adjourned at 7:47 p.m.)

C E R T I F I C A T E COMMONWEALTH OF MASSACHUSETTS NORFOLK, ss.

I, NANCY J. STONE, a Certified Reporter and Notary Public in and for the Commonwealth of Massachusetts, do hereby certify:

That the meeting testimony hereinbefore set forth was transcribed by me on July 10, 2014, and that such transcript is a true record of the Green Line Extension public comment meeting to the best of my knowledge, skill and ability.

IN WITNESS WHEREOF, I hereunto set my hand and notarial seal this 21st day of July, 2014.

Nancy J. Stone, CVR-M, CLR

Notary Public

My Commission Expires February 9, 2018