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Memorandum

To: Kate Fichter
Manager of Long-Range Planning/
Green Line Extension Project Manager

Date: July 30, 2010

Project No.: 10303.05

From: David A. Boaté

Re: Green Line Extension -Land Use
Workshops

LOCATION/DATE OF MEETINGS:

Medford – Columbus School Cafeteria, Wednesday, May 19, 6 to 8 p.m.
Cambridge – Kennedy Longfellow School, Wednesday, May 26, 6:30 to 8:30 p.m.
Somerville – Argenziano School Saturday, June 12, 10 a.m. to 3 p.m.

ATTENDANCE:

Medford – 69
Cambridge – 79
Somerville – 92

PROJECT TEAM: Katherine Fichter, MassDOT; Ken Schwartz, Geoffrey Morrison-Logan, Michael Boomsma, David Boate, Mark Louro, Kristine Wickham-Zimmerman, Charles Passanisi and Ron Williams, VHB; Regan Checchio and Charlie Patton, Regina Villa Associates; John Burckhardt and Alan Hodges, PB.

PURPOSE/SUBJECT: The land use workshops provided the public with an opportunity to give input on land use issues around the planned Green Line Extension stations at Ball Square, College Avenue, Lechmere, Lowell Street, Gilman Square, Union Square and Washington Street/Brickbottom as well as the maintenance facility. The goal was to gather feedback that could be used to help guide future land use decisions in Medford, Cambridge and Somerville. The workshops were advertised through flyers, mailings, press releases and the Green Line Extension website.

BACKGROUND: The Green Line Extension Project is an initiative of the Massachusetts Department of Transportation (MassDOT), in coordination with the Massachusetts Bay Transportation Authority (MBTA). The project will extend the existing MBTA Green Line service from Lechmere Station through the northwest Boston corridor communities of Cambridge, Somerville and Medford, with an extension of the main line to Medford and a spur line to Union Square in Somerville. The project aims to increase mobility, encourage public transit usage, improve regional air quality, ensure a more equitable distribution of transit services, and support opportunities for sustainable development.

OVERVIEW:

The public workshops focused on land use issues around specific Green Line stations. The Medford workshop centered on the Ball Square and College Avenue station locations, and the Cambridge workshop focused on the future Lechmere Station area. The event in Somerville, which was held in partnership with the City of Somerville's SomerVision process, covered the areas around the Union Square, Washington Street/

Brickbottom, Gilman Square, Lowell Street, and Ball Square stations as well as the maintenance facility. Photos of the three workshops are attached at the end of this memo.

Each of the land use workshops followed a similar format. In Medford and Cambridge, as workshop participants signed in, they indicated where they lived or worked by putting pushpins on a map. They then listened to a short presentation by VHB. The presentations included a brief overview of different land use types, a summary of questions for the public, and a photo tour of the area around specific Green Line Extension stations. At the Somerville workshop, these presentations occurred approximately every half hour, with each one focusing on a different station. Participants asked the presenters questions and offered feedback, all of which was written down on large pads of sketch paper.

After the presentations, participants at all of the workshops were encouraged to visit tables where they could talk to technical facilitators and learn more about the different station areas. (The Somerville workshop also included tables about the Community Path and other City of Somerville issues.) At each of the station tables were two maps, one depicting the land use around a specific station and another showing the proposed station site plan with surrounding properties and circulation elements. Workshop participants were asked to respond to questions by writing their comments on post-it notes and placing them on large boards. The questions focused on what people liked about the areas, what they thought could be improved, how they thought the stations could enhance the area, and what concerns, if any, they had.

VHB compiled the public comments received on post-it notes and summarized them by station (see below). A full list of the comments, categorized by theme, is attached. Also attached are comments received during group discussions that occurred after the presentations at the Somerville workshop. All of this information will be given to the cities of Medford, Cambridge and Somerville to help guide future land use decisions around the stations. The workshop results will also be shared with the public.

Summary of comments by station

Public comments from each of the workshops are summarized below by station.

Ball Square Station

- The small, local businesses and the mix of land uses in the area are valued, but other commercial uses like offices should be added.
- Bicycle and pedestrian accommodations should be provided to make the area safer.
- There should be access to the station from both sides of Broadway.
- The Green Line could improve access to other areas of Somerville as well as Boston and Cambridge.
- Concerns include increased traffic and noise, scarcer on-street parking, decreased property values, gentrification, potential takings and loss of business revenue.

College Avenue Station

- The trees and open space in the area are highly valued and should be preserved.
- Pedestrian access to the station should be improved as should overall bicycle and pedestrian accommodations in the area, including better sidewalks and new bike lanes.
- The area needs better lighting to increase safety in the area.
- The station will improve access to and from the area, particularly through "car-free" transportation.
- Major concerns include a lack of parking, increased noise and worsened traffic conditions, particularly at the Boston and College Avenue intersection. The location of the station is also questionable.

Lechmere Station

- The historic character of the neighborhood and buildings is prized.
- The station is conveniently located and easily accessible to the neighborhood, but it needs to be cleaned and better maintained, and the waiting area should be improved.
- Other improvements should include safer pedestrian street crossings, more green space, reduced parking at the station, less noise from trains and a narrower Monsignor O'Brien Highway.
- The existing station should be redeveloped to include a year-around farmers market.
- The Green Line could bring more businesses and shoppers to the area.

- Pedestrian safety, particularly at night or crossing Route 28, is a major concern.

Lowell Street Station

- The Green Line could draw more businesses to the area, including retail shops.
- The station must be connected to the Community Path, which needs to be funded.
- The station should include bike parking and bus service.
- Access to the station should be provided on both sides of Lowell Street.

Gilman Square Station

- The walkability of the area is valued and should be retained.
- At least one of the gas stations in the area should be replaced with a different business.
- The Community Path should be extended to Gilman Square and beyond.
- Access to the south of the tracks – where City facilities are located – should be increased.
- Concerns include traffic and snow management in the area.

Union Square Station

- The mix of businesses and walkability in Union Square is appreciated.
- The Green Line could attract business, jobs and more foot traffic to the area.
- There should be more pedestrian access to the station, particularly from both sides of Prospect Street.
- Bus access to the station should be provided.
- The station should be designed to allow for future expansion.
- Concerns range from noise mitigation to inadequate lighting on Prospect Street.

Washington Street/Brickbottom Station

- The artists in the area and the neighborhoods north of the station are valued.
- The Green Line could bring more businesses to the area and could improve traffic conditions by encouraging more walking and biking.
- Pedestrian access to and accommodations around the station should be improved.
- Bicycle parking should be provided at the station.
- The station should be made more visible.

Maintenance Facility

- Parking should be shared with or moved to the other side of the Boston Engine Terminal.
- Activity should be located as far away from residents as possible.
- The facility should be made into a “public show place” that contributes to the community.
- Light, noise and sound pollution from the facility are concerns.
- The project involves taking private property and displacing a business, which are other concerns.

MEDFORD

Ball Square

What do you like about the existing station area?

Area businesses

- Good places to eat and drink
- Eating choices locally owned
- I like the current mix of commercial and residential use
- Great mom and pop places
- Small local businesses

Other

- 2-3 strong buildings, scale is right for area
- Access to Powerhouse Park and ballpark
- Nothing (actual footprint)

What could be improved?

Bicycle and pedestrian safety/accommodations

- Pedestrian safety to/from station and business
- Make Ball Square more pedestrian and bike focused, less car-focused
- Tough for pedestrians to cross Broadway and Boston Ave.
- Pedestrian access over Broadway bridge – currently (especially south side) very steep, poorly paved, unpleasant to walk along
- Hard for pedestrians to cross here (shows map with arrow pointing to intersection of Broadway, Boston Avenue, Rodgers Avenue)
- Pedestrian crossings and signals need major improvement across Broadway
- The intersection (Broadway and Boston) is very wide and uninviting – clearly built for cars, not pedestrians
- The intersection at Broadway and Boston Avenue must be improved. It is difficult to cross, and cars come speeding over the bridge.
- Move parking off street to lot nearby so streetscape more “friendly” to bikes and pedestrians
- More bike parking

Business mix/parking

- Larger daytime population to support businesses. Examples include offices, R&D, light manufacturing
- Add offices, jobs on second and third floors. The area is too retail dependent now.
- Would like to see commercial uses extend east from the Broadway Bridge to Trum Field
- Make a parking lot for Ball Square businesses – more parking off street
- More short term parking for local businesses

Traffic

- Traffic calming measures for cars on Boston Avenue south of Broadway
- Slow traffic down

Other

- Access from east side of tracks (newborn)
- More (any) open space/green space in the square
- Landscaping
- Go underground

- Build station at the bridge to enable easier access from both sides of Broadway
- Loading zones? More enforcement of parking in bus stops? Tired of delivery trucks blocking bus stop
- Need to make bus transfer easy at station

How could the Green Line help improve your neighborhood?

Access and connectivity

- Better access to the area from Somerville, Cambridge, Boston and the opportunity to build up 2-3 stories only
- Easy access to other parts of Somerville and downtown
- The GLX will connect the neighborhoods of Somerville!
- Better crossing of Broadway to Boston Avenue south of Broadway

Improved land use

- A better use of space. Current use of space doesn't give much to the neighborhood
- Ball Square intersection currently feels abandoned and neglected – any improvement to street life and pedestrian friendliness will be hugely beneficial to the neighborhood and businesses
- The Ball Square Station and land use near it has the potential to humanize an ugly, car-centric intersection.
- Ball Square is well-situated for transit-oriented development, so T extension is perfect!

Other

- Increased property values great for homeowners
- Ball Square- can't wait
- Will probably cut down on graffiti and trash in the track area (true for College Ave too). It's a mess now.
- Less automobile traffic with more people using the T.
- Currently the tracks feel like a huge divider between Broadway in Somerville and Medford side (north of tracks). Would like to see that improved.

What concerns do you have?

Property issues (property values)

- Will residents of Powderhouse Condos be compensated for potential loss of property value?
- Impact on property value of condos at 616-624 Avenue
- Decrease in value of property located on Boston Avenue – particularly 616-622 Boston Ave Condos – are there plans to compensate?
- 616-624 Boston Avenue. Will land be taken? If so, will residents be compensated?
- Concerns of eminent domain by state/city in land use plans. There appears to be no transparency.
- I am very concerned about loss of property. We are already directly against the tracks. If they are widened at all, we will lose land, yards, parking spaces, etc. How can we give input in this process?
- I am worried about loss of land from our condo association (parking, yards). How will we have input on that decision? How will we be compensated? By whom? How will we have input on that? Amy Pincirelli
- No mitigation has been clarified in this meeting to present whole picture of project. The state is actually asking the public to displace neighborhoods.
- The area needs to stay affordable for residents and businesses there already
- Will make area less affordable (rents will increase)
- Potential for increased property values make it difficult for current homeowners and small businesses to stay
- How is vibration going to affect the structure of Powderhouse Square condos?

Noise

- 616-624 Boston Avenue residents are very concerned about the sound barriers (will there be any?) and increased noise and frequency of trains
- Increase in noise and traffic at Boston Ave and Broadway
- Greatly increased frequency of trains in addition to higher noise level
- Increased noise level and lack of sound barrier for Powderhouse Condos (54 units) on Boston Ave.
- Increase in noise and frequency of trains at 616-624 Boston Avenue
- 616-624 Boston Ave will have the trains 15 feet from the backdoor. Will there be sound barriers?
- Braking noise of trains coming into station
- Braking noise

Parking

- Parking concerns
- Parking permit in Somerville is causing Somerville people to take up parking spaces in Medford and impacting residential neighborhoods and small businesses
- Boston Avenue street parking will disappear for residents unless the streets becomes permit parking and heavily enforced
- Will the open parking on Boston Avenue (St. Clements block) change to residential parking?
- Parking could get even scarcer

Traffic

- Lots of traffic to an already busy and backed up intersection
- Boston Avenue near bowling alley is not wide enough for added congestion by buses, car drop offs or commuters coming and going to a Ball Square station.
- The Ball Square station will bog down Boston Avenue and Broadway with tons of traffic and long lines slowing traffic flow in periods throughout the day and most especially during rush hours
- Traffic of people dropping off/picking up at station adding emissions and congestion

Impact on businesses

- Loss of business revenue, loss of commercial revenue, business relocation, loss of income (Aero Cycle Co., 781-395-9966 aerocycle@comcast.net)
- As a business owner concerned with: loss of revenue, relocation of business, eminent domain possibilities, no communication at all, loss of commercial property value (Ball Square auto repair)

Other

- Path of travel to station will not be accessible (even though entrance will be)
- Tufts University needs to make its Master Plan transparent to the public in Medford on land use and purchase of air rights
- Is current Broadway bridge to code as far as pitch? Accessible to those using wheelchairs or other mobility aide? Will it be?
- We want real input on station and track design – it will affect our homes as direct abutters
- Noise level, property value, structural damage (vibration) (Powderhouse condos)
- Why can't the green line go underground, as opposed to above ground?
- A sound wall will cut off light to our property. 54 homes. How can we have input into the design process?
- What about security at Ball Square, hang out for kids
- Why aren't you sending out flyers about these meetings to people who live in the area around the stations Ball Square and College Ave?
- It's totally unnecessary if a Ball Square station is built! Also Davis Square station is in close proximity to Ball Square and College Ave so this money would be better spent elsewhere.
- 616 to 624 Boston Avenue- sound wall and land taking of deeded parking

College Avenue

What do you like about the existing station area?

Trees and open space

- Trees. There are many trees along Boston Avenue blocking the tracks from view
- Trees. There are trees that block the view of the tracks toward Brookings. Visually this helps.
- Love the trees and wildlife (small animals and birds) in my neighborhood
- I like the open space, especially going up the hill.
- Lots of open space- Keep it!
- Like scale and greenery, hope it stays vegetated but livelier

Other

- Currently parking of non-resident autos on Brookings and adjacent streets is not an issue. Hopefully this will stay the same.
- Proximity to residence
- Locally-owned businesses, not just chains. Hope concourse will not include competition to area businesses
- That it (the station) stops at College Avenue
- Charm
- I love that my neighborhood (Brookings) is relatively safe (kids leave toys out and they are there the next day)
- Like: Tufts landscaping, bus stops nearby, safe, well traveled
- Good, accessible location, very walkable, easy to give directions to, point out on a map
- The immediate station area currently is rather industrial-looking with the Tufts maintenance facility right there, so not much to like aesthetically. Taking a wider view, I like the old brick building/Tufts Post office, mature trees across Boston Ave on the Tufts campus, iron fences on perimeter. The Tufts athletic fields are good open, green spaces.

What could be improved?

Bike and pedestrian access/accommodations

- None of the Hillside neighborhood has good pedestrian access to this station
- The station should be built before the bridge, not after it so better pedestrian access
- Want bike lanes and covered bike parking at/around station
- Consider: discontinuing Boston Ave traffic south of College Ave to create a safe intersection for pedestrians. Tufts owns property on both sides. It would remain as a fire lane only.
- Sidewalks on College and Boston Ave
- Boston Ave sidewalk (awful now), pedestrian crossings, bike lanes (yes!), traffic picks up at this intersection, turning is hard
- Improved sidewalks for foot traffic on Boston Ave, better lighting on side of street nearest tracks. More frequent "walk" options at the crosswalk. Currently you wait a long time for your turn to cross if you're a pedestrian. Reduction of traffic backing up on College Ave over bridge.

Safety

- Safety, number of attacks recently
- Safety walking around Tufts maintenance facilities- How do you plan to work with the university to integrate existing use with station? Particularly for residents in adjacent neighborhoods
- Safety around Tufts

Environmental

- Existing buses could be made eco-friendly
- Heavy rail should be converted to eco-friendly

Lighting

- Lighting around area
- North side of Boston Avenue along tracks – this area currently feels dark and creepy at night where vegetation between tracks and sidewalk overhangs. Good lighting from new station will be much appreciated.

Other

- Greenways, bike trails, replanting
- Please add drop-off for inbound (south) buses on Tufts side of Boston Avenue (very dangerous intersection)
- Light at Boston where it meets College is awful
- Not a lot of parking there that I am aware of. The T will bring cars, they'll need to park somewhere
- I'd love more retail!
- Decking over tracks from College Ave to Winthrop, create linear park above
- Guard rails are falling apart, people walk on tracks now

How could the Green Line help improve your neighborhood?

Access and connectivity

- Great access to Boston (I agree!)
- Great for commuting
- Personal commute reduced
- Help make it easier to be car-free
- Improved access to car-free transit and CO2
- Makes it easier for people to visit (car/parking no longer an issue)
- Makes neighborhood more of an easily accessible destination going forward
- Greater connectivity with other neighborhoods/amenities in the area
- Add biking access

Environmental

- Help to reduce CO2 emissions
- Buses on clean fuel would help CO2 just as much

Other

- Community feature- will be great asset for transport
- Could improve look of houses because owners will be able to sell them for more
- Come to Rte.16!
- Improve business conditions, add vitality
- Improve safety
- Improve traffic flow, pedestrian safety
- I like to walk past the Tufts maintenance buildings off College Ave to get through to Hume and Burget so I can get to Brookings. I hope it will still be accessible but feel safer with the station there. It feels a little creepy now!
- The current stop has a woodsy country feel. Please preserve this! Station should be quaint...bring pathways. Encourage bikes! Discourage cars!
- I'm hopeful that the stations will greatly improve the neighborhood. My dream is to feel as happy getting off a train here as I do when I go to Brookline or Davis Sq!
- Lots of ways! Provide easier access to parts of Somerville and Boston without driving. Provide transportation options for Tufts students. Provide more reliable, cleaner, quieter services than current buses. Make the Boston Avenue area more attractive to a diverse range of businesses (how many pizza shops do we need?) and bring more customers to existing businesses. Increase property values in the area.
- College Ave- Can't wait!

What concerns do you have?

Traffic

- Traffic on Boston Ave will be a nightmare if College Ave is the terminus!
- Traffic on College Ave right at the light at Boston Avenue is terrible now. It will be worse.
- Location of “drop off” so close to Boston/College intersection- traffic is already so crazy there. Personally, I would prefer the sacrifice of parking spaces to move drop off down Boston Ave.
- I have some concerns about traffic safety at Boston Ave/College Ave intersection- Is there enough room to accommodate safe “drive and drop” access and through traffic?
- Traffic through the light at Boston Ave
- Intersection is very congested now. I’m very concerned with traffic, with added people coming to and from station, cars dropping off commuters, possibly buses picking up and dropping off commuters. This will cause gridlock here.
- Increased traffic
- Traffic at the Boston Ave/College Ave intersection is a mess under existing conditions. Has the traffic analysis considered the impact of additional pedestrian traffic when the trolley arrives at the station? The walk cycles will further back up traffic at this location.
- College Ave/Boston Ave intersection is terrible for traffic now and unsafe for pedestrians. How will it handle the increased demands of a T stop?
- Take a trip to College Ave, in front of Cousins gym, around 7:45-8:45 a.m. with your camera. Pretty crowded. How does this get resolved?
- Traffic flow in neighborhood for walkers and parkers
- Traffic, parking already bad
- Congestion (cars), traffic flow (if not handled well, it will make things worse)
- Very little or realistic accommodations for pick up/drop off, especially for traffic coming from the north
- Queuing for the limited drop-off spots could back up into traffic on Boston Ave. How is the number of drop-off spots determined? Will there be a space reserved for taxis?

Parking

- Parking concern in the area between College, Winthrop and George St. We suggest a resident parking permit with street names.
- Parking in neighborhoods
- Parking and parking restrictions?
- One concern is lack of parking now, never mind after station is built
- Parking- Many times, none is available now.
- Thanks for the great pictures. Each example of “parking areas” highlighted the fact that they were almost all full already. What is the plan for solving the much increased need after the Green Line arrives?
- Hillside neighborhoods are not “residential parking” designated. People parking in neighborhood will create pollution, traffic, difficulty parking for residents
- Currently there is little to no parking available in the area of the proposed College Avenue station. What would happen to existing business College and Winthrop Avenue? Keep charm of area and neighborly feeling

Accessibility/service

- Accessibility problem due to Tufts U. fencing off “shortcuts” by Burget, Frederick and other streets (Windsor)
- College Ave- accessibility from Main Street in Medford, MA
- Without access via Burget Ave. and through Tufts fields, this serves no one in circle but Tufts
- Access from Burget/Sunset to station
- Access to station from Medford
- Must provide pedestrian access form Burget Ave side- largest residential area that will use

- Doesn't serve Medford Hillside

Bike accommodations/connections

- Need bike path along Boston Ave to get to station!
- Connection to bike paths?
- Need a good bike/walk path from West Medford
- Bike use will go up, want to make sure the road can be shared.
- Lack of bike racks nearby
- More bicycle parking

Green space/trees

- Please preserve all the green space on Boston Avenue
- I don't want to lose the park-like beauty of some areas near the station (Tufts).
- Cutting of all the trees on the trail banks
- Will we have any trees left? This strip of trees near the tracks is a huge percentage of the neighborhood's trees
- Wall=ugly without trees. Consider aesthetics

Pedestrian safety/sidewalks

- Pedestrian safety at intersection, wider sidewalks
- Pedestrian safety (mentioned twice)
- The sidewalk along the track side of Boston Ave between Winthrop and College Ave could stand to be improved. In particular, parts of the sidewalk pass through wide-open parking areas (esp. Dunkin Donuts) where there is little to no separation between the walkway and travel ways, making walking through those areas dangerous.
- Sidewalk along Boston Ave (I live down by Winthrop) is kind of dark at night.

Lighting

- Make sure lighting around station meets dark sky guidelines- pointing down, not up
- Lighting: avoid light pollution from station for Burget Ave.
- Lighting- Area needs better lighting for safety purposes.

Noise

- Noise pollution
- Money for sound barriers- Need a line item dedicated to it in the budget.
- Noise barrier wherever there is work
- Sound barriers to be put up!? Along RR tracks?
- Increased noise- sound barriers needed all along the way
- Noise

Location

- The trains should go underground.
- Given land use of the area west of platform, wouldn't it make more sense to put crossover tracks south east of College Ave?
- Is there enough room on Boston Avenue for cars to drop off passengers? This will happen so it needs to be planned for.
- Why have a station in Ball Square and Tufts at College Ave? So close to each other.
- Tunneling for Ball Square is less intrusive. College Avenue station as proposed is a negative cost to the neighborhood there!
- College Ave is not appropriate for a terminus.
- College Ave is lousy terminus, no good opportunities for development.

Other

- Construction, traffic, noise, equipment on Brookings?
- That it doesn't continue to Rt. 16
- Build to Route 16 now and to College Avenue later using money in Regional Transportation Plan. It will be less disruptive to neighborhood.
- Crime at the College Station Avenue is a major concern.
- I anticipate often taking the new Green Line back from downtown shows, museums late into the evening so I want the area to be well-lit, safe and available at such times.
- Air quality- I have [not legible] and I'm concerned with the diesel fumes. I also have concern for my young grandchildren in the house and out in yard. Perhaps they will have to stop!
- Make sure ADA accessible
- Urbanization of my neighborhood
- What is the maintenance budget? The maintenance will impact the surround neighborhoods (re-sale value)
- Major concern about the environmental issues! How will they be addressed?
- Rent increase
- Awareness in the College Avenue neighborhood about this project
- The heavy rail is moving closer to the houses
- Length of time build and implementing will take (noise, dust, etc)
- Neighbors' homes and land
- College Ave has had no design plans as a terminus (temp or otherwise)
- Would existing businesses have to close out?
- Would any of you buy a house that abuts this Green Line Project? Value up or down!?
- Neighbors/abutters along line concerned about noise, vibration, size and configuration of retaining wall/fence and "left over" space between wall/fence and their property- more trees!
- Concerned that commuter rail will be moved too close to homes- diesel fumes and appearance wise, don't think the proposed barrier walls are good solution. Homes will be disadvantaged. To me, mitigation is not acceptable. Area is not wide enough for two sets of tracks. If this route is desired, built subway stops beyond Ball Square.
- I think Tufts has open space along track- use more of that land for train expansion. Currently, I like residential feel of this neighborhood, which I would like to see preserved. Do not want any commercial development around the station or over the trail i.e. "air rights." Don't want this used for development.

CAMBRIDGE

Lechmere Station

What do you like about the existing station area?

Location/ access

- Location
- Conveniently adjacent to the residential neighborhood
- Not a lot, but it is across the street so it is very convenient
- Location very convenient
- It is convenient to both the East Cambridge neighborhood and to the commercial shopping area (Lechmere)
- T is conveniently located. I like the open space around the station, the triangle configuration
- Location is excellent
- I can walk to the present station
- Great location near our neighborhood

- Convenient location
- Convenience to Cambridge Street
- The location is convenient to One First Street
- Proximity to neighborhood
- It is convenient and readily accessible
- Near to the neighborhood
- Location is the only plus; anything would be an improvement
- Location
- I like that I only have to cross Cambridge Street, not highway
- I just cross one lane of traffic in each direction to get to the T now
- Easy access to the neighborhood
- Good access from the neighborhood, crossing Cambridge Street is ok
- Easy access for elderly

Historic character/buildings

- Old timey-historic character
- Historic buildings
- Old-worldly feel
- Its architecture and ambiance. It is a relic from a bygone age and needs to be preserved
- Historic nature of existing buildings
- I like the old buildings and the possibility of a plaza between them
- History/roots in the neighborhood

Other

- Not a lot
- Trains: bus lines for easy transfers
- It could make a great public space
- I like the fact that it seems to draw a lot of ethnically diverse people to the mall
- The design of Lechmere Square itself, safety and open space to welcome people
- I enjoy looking out my window and seeing the trains come into the station
- Lots of room for improvement
- Water view Lechmere to Science park
- Proximity to neighborhood, very visible, part of active street (Cambridge Street), part of the neighborhood at east gateway to city via Cambridge Street
- Location, almost always "E" train (I commute to Longwood Avenue), regular service in the mornings
- I like the little market at Lechmere. Particularly that is a local business and neither a corporate or franchise business.
- Sometimes it's nice to be outside while waiting for the train.
- Open space, unique shape
- I like the building on the current site. Preserve them and use them for a public purpose.
- Keep the Lechmere (current) space open, no tall buildings
- Put a Farmer's Market at Lechmere Station

What could be improved?

Cleanliness and maintenance

- Your station is dirty, unclean!
- The existing station is poorly maintained, aside from being an outdated, architecturally deficient space, it could be kept cleaner and spruced up.
- Keep it clean.
- Clean up area there MBTA
- Your station is dirty, unclean!

- Cleaner
- The facilities are falling apart because they haven't been maintained.
- You are bad neighbors. Your station is dirty and it appears you do not even care.

Waiting areas

- Waiting area for train very narrow
- Run down, small waiting area
- Waiting areas and Charlie Card kiosks should be indoors
- Sometimes being outside while waiting for the train in bad weather is not nice. A more protected area/platform would be nice.
- There is no shelter from the cold and little wind and rain.
- Wish it could be covered waiting area and for adding to Charlie Cards...

Tunnel/underpass

- The tunnel is dark and dangerous/forbidding.
- The tunnel is dark and blocks view of Cambridge St.
- Tunnel is dark and quite dirty. Just some old fashion cleaning would improve the appearance greatly.
- Walkway to 1st Street via underpass is dark, dirty and gets crowded, and people walk across Cambridge Street against the lights causing traffic and safety issues.
- Underpass to buses from Cambridge Street

Parking

- Reduce T parking at station!
- Concerned about commuters parking along Museum Way and NorthPoint Boulevard once Lechmere moves
- The parking lots surrounding the new Lechmere stop will create a hot, unattractive atmosphere. Please justify why you need so much parking. The parking lots will generate a lot of heat. Eliminate a few spaces and plant some trees. Thank you.
- Even the reduced parking, if only surface lots, is a very poor use of land near the station. No private developer would waste this land on parking. Why is the T? Any parking should be structured parking.

Pedestrian safety/crossing

- How about some pedestrian traffic control on Cambridge Street at First Street.
- Better handling of pedestrian traffic. Nobody waits for the "cross/walk" signal. Perhaps fenced sidewalks at intersections?
- Pedestrian crossing to the new station is obviously the biggest challenge. Rte. 28 should be depressed (like Memorial Drive under Massachusetts Avenue) to allow continuous, safe pedestrian crossing.
- Lechmere to East Cambridge street crossing
- Pedestrian safety. O'Brien Highway is like a main drag in Florida

Green space and landscaping

- Much more integrated landscape. The Canal Park and greenery west side of T station, across Cambridge Street versus all concrete, black top of current site. There is nothing eco-friendly or inviting about existing land use
- More greenscape, 28 looks like a concrete wasteland, trees.
- The new station as shown does not have enough (or any) green space/landscaping. It is all concrete and asphalt in front, around the parking lot and walkways

Future of existing station

- I would like to see the existing station turned into an open market
- Year round farmers market, community/green space

- Existing location needs to 'anchor' Cambridge Street with viable development such as the proposed market plan and develop adjacent triangle as a hotel!
- It could be repaired, fixed up and turned into a covered market. Such an eyesore makes it hard to appreciate it as a 1920s structure. Save the station architecture.
- Make the current Lechmere station area an open space for performers and a farmers market: something like Union Square. Host an annual festival.
- We could get a farmers market and a public market on the old station grounds

Monsignor O'Brien Highway

- Improve Monsignor O'Brien Highway - make it narrow! Improve Monsignor O'Brien street frontage at station
- Why 7 lanes?
- Traffic calming of Rte. 28
- 7 lanes! (three post-it notes said this on various boards)
- Concerned about traffic light on Museum Way and O'Brien Highway. With over 600 people employed at EF Education and over 400 condos at Regatta Towers, may have too much traffic in area after Lechmere moves

Noise

- Less noise
- The trains squeal around the corners, disturbing the neighborhood.
- Train noise going around the curve when turning around

MBTA service

- Frequent service on lines other than "E" to/from Lechmere
- More service from downtown. Too many trains stop at Government Center or North Station

Other

- More retail space (e.g. convenience store, coffee stand/Dunkin Donuts), which would help spending in Cambridge (particularly out-of-town commuters), and improve resources for local residents/NorthPoint residents
- It can be dangerous going into Lechmere Station with buses coming in and existing in the same area as pedestrians
- Would like a natural food store in the area, park with tennis courts, buildings not higher than 7 stories and most of them about 3 stories, integrate a bike path to the station, vary the architecture: traditional brownstones, not all glass and steel
- Expand to be the 4 season MBTA station
- It is an undesirable dead-end and not a destination like Harvard or Davis Square
- After North 1st Street (move towards East Street) to allow station to slide 'out' towards East Street, and be more visible and further away from Glassworks.
- Better access to station
- It provides a poor gateway to our neighborhood. I expect much more from the new station.
- Everything could be improved...more trains running on the E line, pedestrian relocation, bus terminal, security, station design, noise removal
- A taxi stand
- Concerned about speeding traffic on Museum Way and NorthPoint Boulevard once Lechmere moves and parks are completed
- Getting into the neighborhood after arriving at Lechmere (currently) is clumsy and much more difficult than the outbound side of the station. Make access for inbound and outbound equally easy.
- Design a station that faces the neighborhood, not the empty NorthPoint side.
- I would like to see more bicycle parking
- Better signage for pedestrians, Galleria, Registry of Deeds, etc.

- Everything visually, needs to be a positive urban visual landmark to East Cambridge neighborhood, multiple-use = safer at night
- Exit from Lechmere, grass is so trampled in a "line of desire" pattern. Why doesn't the T pave the makeshift path, or put bricks on it?
- I know it's inevitable, but moving Lechmere Station away from the neighborhood is a big inconvenience for those of us who live here and depend on it. The least you can do is give Cambridge the land for a market. Better crossing to the new station would help.
- You need to be better neighbors!
- Design a road and sidewalk network that [not legible] the station and East Cambridge
- More trees, more benches, attractive – makes the T seem like a desirable way to travel. Cleaner and well maintained.
- Extend First Street through to Monsignor O'Brien Highway, design resulting intersection in style of Davis Square
- Needs landscaping, better signage, maintain it!
- Remove billboards
- Move First Street east to make a better station approach from East Cambridge and buffer Glassworks condo
- We want a new master plan for connecting Cambridge, Somerville and calming Route 28
- New NorthPoint master plan
- Cambridge Street needs a gathering place, Lechmere Square Plaza
- It is a blot on the landscape and the T has obviously not seen to its maintenance. Signage is either obscure/misleading/misplaced or just non-existent. T employees are conspicuous by their absence and unhelpfulness.

How could the Green Line help improve your neighborhood?

Future of existing station

- Improve neighborhood by having a year-round market in old (existing) station to help changing Lechmere neighborhood
- Would be interesting to see a farmers market, year-around covered market to allow for smaller local merchants to serve the neighborhood
- Using the old station space for a farmers market/hotel would create a more exciting gateway to East Cambridge
- Please, please don't replace current Lechmere stop with high rise commercial residential. I might suggest farmers market, grocery small shopping, public park
- Deed current Lechmere Station to the city for use as public space
- Opportunity to redevelop existing station into a focal point that joins the East Cambridge, NorthPoint, Brickbottom and Inner Belt neighborhoods
- Make the old Lechmere Station a public park/square
- Make existing into a year-round market!
- Only if we get the market on the present T-site, otherwise the neighborhood is getting nothing from this
- Once in a century opportunity to redevelop the existing site in such a way as to bring together the varied communities Lechmere serves. Don't miss it!
- Mixed use development of parcel to include offices, farmers market/open market, hotel
- I have a back yard next to the existing Lechmere stop. It would be really heartbreaking if my yard and east facing windows were blocked by tall commercial buildings or high rise apartments/condos. I would love to see a park or local parking or something similar. Thanks.

Economic development

- Attract more retailers besides the mall. Get a few more workplaces too!
- Attract more little shops, coffee houses, restaurants, something other than the mall
- Green Line could bring shoppers to and from a new market complex

- A new station could help make the area more of a destination (with regards to Lechmere, attract new businesses and residents)
- The Union Square spot will aid in making that area a destination

Highway/street crossing

- DOT/Green line can design a road system that allows us to cross the highway safely
- Put the inlet bridge so people can walk thru the parks instead of on O'Brien. In the meantime, put a crosswalk at Charlestown Avenue/O'Brien before someone is killed
- Skywalk across the highway!
- Consider overpasses for pedestrian passage over McGrath- the crosswalks are inefficient
- Footbridge over 28 to new station?
- Easy, safe, attractive access crossing Cambridge Street

Connectivity/improved service

- Easier to get to Union Square, Somerville
- The convenience and [not legible] to get anywhere in Boston
- Better service from downtown to Lechmere, too many trains end at Government Center and North Station
- More Lechmere trains
- Better service to station, why does only one line of Green Line reach Lechmere?
- Hopefully more trains out from North Station

Bike parking

- More bike parking! Many folks commute to Lechmere via bike, then grab the train.
- Replace existing car parking with more and improved bike parking

Green space and open space

- Create more open space and green space! Any parking lots should be porous and have green areas (not heat islands)
- Lots of park benches, lots of greenery like NorthPoint park

Other

- Show an option for Route 28 which allows the whole bus shed to remain
- Realign First Street to make a wider sidewalk between the glass factory parking lot and the street
- Lechmere Square Market
- Save the historic bus shed
- Initiate new NorthPoint master plan
- Give us a T stop at NorthPoint that has an entrance on both sides
- Master plan encompassing East Cambridge, NorthPoint, Brickbottom, Inner Belt
- By having well-lit, covered entries and waiting areas, lots of trash barrels and smoke/cigarette receptacles and empty them please!
- Provide more ground level retail, more walkable areas, connecting NorthPoint to the rest of East Cambridge
- Relocating pedestrian traffic, providing walk bridge behind monitor building across all lanes, park areas (trees, fountain, lighting), traffic lighting change, redesigned traffic pattern, security and safety
- Why do we need the bus loop? All the existing Lechmere buses will be going by Union Square stop or Washington Street stop and can exchange bus patrons at those stations
- Keep existing station clean
- Safe and easy access, beautiful landmark, active area, quality welcoming and timeless design equal to anywhere else in the system, prominently visible
- By reducing the Monsignor O'Brien boulevard by one lane at the First Street and by saving the old station structure and putting a public market there

- Increase property values, revitalize Union Square

What concerns do you have?

Pedestrian safety/access

- I am concerned about pedestrian access to the station especially across the busy Route 28
- Pedestrian access to the station will require the crossing of too many lanes of very active traffic. People will get hurt.
- Pedestrian access
- Pedestrian safety
- Ability of pedestrians to cross the planned at-grade crossing on Monsignor O'Brien Highway. The planning seems to imperil those of us who do not sprint. Especially important in light of aging population.
- Must have safe, well-lit pedestrian walkway over O'Brien Highway in Cambridge (Lechmere)
- Crosswalks on McGrath Highway must have working walk lights (pedestrian only) and must be elevated
- Too many roads to cross
- Crossing traffic
- Crossing a lot of traffic, what about a footbridge with spaces to sit and admire the view
- Elderly Cambridge crossing highway
- Crossing 28 – making it safe and attractive. 28 as is, is ugly.
- Crossing Monsignor O'Brien Highway
- Poor connection (pedestrian) to NorthPoint/ Archstone development
- Everyone crossing McGrath Highway
- I will need to cross 7 lanes of traffic to get to your T station
- Road crossing
- How do we get to the future site safely?
- Crossing a major 4-lane highway! This will ultimately lead to more pedestrian hazards and accidents
- Pedestrian safety both with crossing highway, walkway removed from residential neighborhood
- Crossing O'Brien Highway could easily become a real-life game of Frogger, especially with the current plan of widening it to seven lanes (what on earth were you thinking?). The sidewalks are far too narrow for the number of people using the station. The station is little more than a glorified turnstile, and that turnstile is located as far as possible from the places people are coming from and going to. The new line will go very close to people's homes. The whole thing seems to have been designed to create the greatest possible hardships for us.
- Is the design of crosswalks taking into account the possibility that the extension will attract pedestrians to the area? It does not appear to.
- Crossing 28/Cambridge Street
- Pedestrian safety, 5-10 million people per year cross from station into East Cambridge- what is the best way to keep them alive?
- 7 lanes! (four post-it notes say this under "concerns" on the boards)

Future of existing station

- Regarding the existing station lot being redeveloped, it would be nice to have a farmer's market and/or a Trader Joe's. The abutting apartments are some of the few in the area with backyards, which would be negatively impacted by a tall building
- Redevelopment of existing station into a blocking façade or faceless wall that "walls off" the neighborhoods from each other
- I worry that the T's need for money will lead to it selling the old station to a developer who will create yet another ugly moonlight that does nothing to improve the neighborhood.
- New housing- don't let all the new housing be expensive upscale developments. Keep the neighborhood diverse. Upscale housing also tends to create green space and block it off from the public

- That Mass DOT will sell to the highest bidder regardless of impact to neighborhood
- You will swap existing station land to JPM for other rights of way

Security and safety

- Security especially at night with lot of foot traffic
- Security at Lechmere Station at night. I sometimes get off at Lechmere around 9 or 10 p.m. and have to wait for a bus. It does not feel safe to wait there.
- Nighttime safety: no dark corners

Noise

- Noise from present maintenance facility unbearable on some days; how can you promise additional facility at that site will not increase noise?
- Noise and vibrations
- Upset about recent decision to move facility near terminal, enough noise already!
- Noise from facility station
- Noise

Parking

- Maintenance of existing parking could encourage people to drive to station. It should be eliminated and redevelopment
- Too much T parking in new plan
- Where do the drivers park their cars when the 200-car lot is eventually taken over by private development and before that development adds 200 parking spaces?

Impact on neighbors

- That your construction will be disruptive to the area businesses and neighbors, what are your mitigation plans?
- Impact on Glassworks condos, direct abutters
- Glass Factory condos need to be protected from noise and vibration and disturbance from T users

Budget issues

- That the T will skimp on design elements to balance budget
- I fear that the DOT budget will not be sufficient to give this neighborhood the Lechmere Station it deserves
- Lack of funding will result in an uninspired station and sale of property to the highest bidder

Station visibility

- Station too 'invisible' to the neighborhood
- Proposed station is completely hidden from existing neighborhood- where is the proposed 1980's head house, which directly related to First Street axis? It is not part of neighborhood - how can you improve this?

Width of Rte. 28

- Monsignor Highway too large/wide!
- Rte. 28 needs to be narrowed, not widened

NorthPoint

- New NorthPoint master plan
- New NorthPoint master plan, redo FAR for NorthPoint

Other

- Traffic patterns with buses that have not been maintained driven by inattentive drivers while people try to cross 7 lanes at grade
- East Cambridge is the only area that will have worse access to the T. What do we get in return?
- Too much traffic for Water Street
- Crossing O'Brien, noise and cigarette smoke right under my windows, unattractive "eyesore" station, vibration
- I see space allocated for bike storage but not clear access to the bike path. The bike path should be integrated into the station access.
- You need to be better neighbors!
- Concerned with increased crime with station expand or more travelers, customers at markets or other areas
- Concerned about the scale of development, would like to see something like the Central Square area, keep buildings less than 5 stories and shorter than 150 feet (horizontally), avoid high-speed auto traffic
- Monsignor O'Brien is incredibly ugly – a poor welcome to Cambridge/Somerville
- On the way to this meeting, I was talking to neighbors whose concern is that the T has already made the decisions and that this is a charade at best. Is it?
- Where's Mystic River/Route 16 station?
- Will it be built in my lifetime, will it be built to support community or for state completion, will other aspects of the train relocation be performed immediately (market, sidewalks, pedestrian bridge, etc.)
- That you will change the name
- The train frequency: 10-minute headways nice
- My main concern is the danger of crossing Monsignor O'Brien Highway. My second is the lack of engagement with the neighborhood's desire vis-a-vis the station rebuilding.
- Noise, crossing, safety
- Accessibility
- Recent decision to move Green Line facility to Boston Engine terminal
- Relocating the station can be a very good thing or very bad thing for the neighborhood, depending on the type of modifications that will affect the [not legible] of the old and new Lechmere station. One concern is about what will happen to the old station: the proposition to retrofit the bus shed into a covered market (if implemented) could be a real boost for the neighborhood. Another concern is about the crossing of McGrath/Monsignor O'Brien Highway for pedestrians. It still does not seem that there is a "real" plan about this or a real desire from the various authorities concerned to address the issue. If the Green Line extension is about developing public transportation and getting people to drive less, then pedestrian traffic should be considered seriously.

SOMERVILLE

Lowell Street

What do you like about the existing station area?

No responses

What do you want to keep?

No responses

How could the Green Line help improve your neighborhood?

Economic development

- Once the station is in, more shops/services/businesses in Magoun Square
- Allow small-sale pedestrian-oriented retail in the existing commercial buildings near the station location

- Increase bridge width to include overhead newsstand and café

Other

- Figure out some way to increase connectivity to Magoun Square

How can connectivity to the station (pedestrian, bike, bus) be enhanced?

Community Path connectivity

- Community Path connectivity will be critical for both bike and pedestrian access
- Good access from the Community Path will be crucial to link lots of neighborhoods to this station and to cut down on vehicle traffic
- Seamless connection to Community Path, which will be a massive feeder to the station. Eliminate having to cross Lowell Street by adding an east side head house.
- MassDOT needs to work with Somerville to get Path construction funded

Bus connectivity

- Bus connection to Somerville Hospital (steep grade)
- Lowell Street is a good place for the Green Line with bus service
- Needs to be better north-south connections. Lowell St - Union is a long journey by foot/bus, needs a better bus line

Improved access to station

- Need access on both sides of street to the station
- Extend station under Lowell street to allow access from both sides

Bicycle parking

- Sheltered bicycle parking for 5% of projected ridership
- Provide covered secure bike parking facilities with room for expansion

Other

- Having to cross the street on either side of the bridge is unsafe due to poor visibility over the bridge crown
- Be sure to think about the connection to Magoun Square, one of Somerville's important neighborhood commercial centers
- Beauty: greenery, planting, vegetable gardens, benches to sit and talk

What concerns do you have?

Community Path funding/connection

- Community Path needs funding
- Funding for bike path? Where is it? Who will it come from, state and federal? It's a small [not legible]. Where is it?
- The connection to the Community Path is key and thought should be put into both the physical route as well as bike parking and the potential for lots of people having to cross Lowell to get to the station

Other

- Increased traffic and drop-offs on Lowell Street
- Scooter parking at bicycle areas (preferred)?
- Station will be used to bring residents elsewhere, rather than to stimulate additional customers for Magoun Square businesses
- Instead of "Lowell Street," I would like to see station named "Somerville Junction" - historical name of location, avoids confusion with "Lowell station" on commuter rail (consider visitors looking at transit map), emphasizes connection to the Community Path, would become well-known name for neighborhood

Attached document - Green Line Station Design Workshop: Lowell Street

- Underground parking
- Two entrances to station
- Widen Lowell Street, remove parking
- Create community retail (café!) along Lowell
- Widen bridge to make double-sided drop-off
- Extend platform under bridge so you can get to station from either side without crossing Lowell Street
- Limits on loading zone parking
- Triangle park
- Bike bridge
- Traffic light at MaxPak entry/exit
- No left turn into MaxPak at rush hour

Gilman Square

What do you like about the existing station area?

- All the civic and public spaces in one walkable area
- The green space between Pearl Street and Medford across from station, maybe more trees can be added, etc?
- I love the Somerville Library

What do you want to keep?

- Quite, walkable neighborhood feel
- Mix of institutions and small business on Highland Avenue
- Maybe develop the Holman Building to house shops/loft spaces as a draw for commuters

How could the Green Line help improve your neighborhood?

Replace a gas station with different business

- Bring in more non-auto oriented businesses (but still small and neighborhood scale) closer to the station to replace at least one of the gas stations
- Replace gas station at School and Medford with something more useful, please

Other

- Waive parking requirements/loosen zoning for first store businesses use of 2-3 family houses
- Bridge the gap across the tracks, connect Medford Street and Highland Avenue
- Reduction of traffic at intersection of School and Highland (currently, morning traffic during school drop-off is terrible)
- If there is a bike path extending through Gilman Square, people can ride bikes and leave cars at home

How can connectivity to the station (pedestrian, bike, bus) be enhanced?

Community Path extension

- Community Path from Lowell to Gilman would make this station a lot more accessible to me
- Build bike path extension at the same time as green line extension
- Please extend the bike path from Lowell to Red Bridge!
- Community Path funding should be a priority to enhance [not legible] of extension
- Take advantage of opportunity to extend bike path to Boston, once in a lifetime opportunity

Connection to the south (toward municipal buildings)

- Increase bike and pedestrian access to the south side of tracks
- Provide walking bridge across track to south side of trains

- Direct connection to high school/library/city hall

Other

- Consider passenger overpass to high school/library on School Street
- Walk lights at intersection of Medford and Pearl
- Provide a covered bike parking facility that has increased security via camera or other means
- Connect station from both east and west sides (Medford Street and School Street) to extend the station's reach by ¼ mile!
- Needs School Street entrance, helps connect to busses on Highland Avenue and areas west

What concerns do you have?

- What is going to happen with the big brick building (lion head over door)? Repurpose for coffee shop, artist studios, etc.?
- More public trash receptacles for more foot traffic
- Traffic management during opening and closing of high school am and pm is currently a problem especially School Street at Medford Street and School Street at Highland Street
- Snow management on Sycamore, Madison, Montrose could be a problem as more people seek access to School Street
- Concern that bus service (#80, 101, 89 and buses on Highland) would suffer reduced service once Green Line opens. Some service is infrequent enough, especially in the evenings
- Do need a car passenger drop-off area - not parking, but a safe drop-off area (Sullivan Square not a good example)
- I am concerned that the Bike Path will not extend past Lowell

Union Square

What do you like about the existing station area?

- Not much to like about a junkyard
- I like the plaza and nearby commercial district. The station needs to connect to it
- I like mix of independent businesses in Union Square

What do you want to keep?

- Nothing
- Modest height and walkability in Union Square proper

How could the Green Line help improve your neighborhood?

Economic Development

- Attract businesses and good jobs
- Put high density, high job count offices and R & D in current underused areas (Boynton yards, etc)
- Energize local businesses
- Knit urban fabric from north to south, replace industrial pedestrian wasteland with expanded business district and mixed use
- Improve 87 route (along Somerville Ave) to encourage commercial development along corridor

Other

- Green space!
- Increased foot traffic will make a lively streetscape (though a concern is increased noise from rowdy folk at night)
- When you're building new sidewalks, lanes, etc, seek pervious paving options
- Connect to Boston, not need cars, bring people to commercial center, encourage business development, encourage cleaner method of transit

- Since green space is at a premium, why not have a public roof garden above the station? (Great idea!)
- An overall reduction of street traffic
- Are there ways to help some of the industrial businesses stay near the station but become greener and more pedestrian friendly? They are part of the character of Union Square too
- If good connections for bus and pedestrians, would increase mobility for senior and disabled who live in the area

How can connectivity to the station (pedestrian, bike, bus) be enhanced?

Access

- Maze of street network terrible for efficient pedestrian access. Suggestion – extra fare gate at platform level leading to walkway in rail row to vertical connector at Webster Street Bridge. Similar to Route 16, no amenities (vending, etc), just a gate would improve access to Union Square, Summer Street, Concord Square
- As mentioned in the discussion, more pedestrian access to the station. I propose a platform extension under both bridges for access to Webster Avenue.
- Create a connection under Prospect Bridge to allow a cross to the west of Prospect without crossing Prospect Street traffic
- You must have safe pedestrian access to the station from the west and north, ideally have a headhouse on the west side of Prospect
- Walking from Union Square to Union Square station via Webster Street looks challenge. Will there be a pedestrian walkway along tracks? Otherwise, walk will be indirect
- Badly need easy access on Union Square side of Webster, why doesn't platform go on Union Square side?
- Headhouses on both sides of Prospect as well as on Webster
- Rail and Platform accessible from Webster
- Entrance/head house from both sides of Prospect
- The station should be located between Webster and Prospect so you can have dual points of entry. A significant portion of users will come down Webster, so access from Webster bridge is critical. East of Prospect is not accessible
- Station needs to be visible on Webster Avenue, access from both sides of Prospect
- Access to Brickbottom directly from station
- Can pedestrian access parallel sides of electrical substation?

Bus access/service

- Bus access for 5 routes should be possible from Webster Street and Prospect
- Plan for better bus connectivity as part of station planning, not after it
- Build a busway on decking between Prospect and Webster (in front of the substation) for bus access to the station
- Need to improve frequency of service on especially 87 bus, won't be used if too infrequent
- Consolidated bus stops, perhaps over the ROW between Prospect and Webster

Future expansion

- Station design should be expandable
- Possibly extend rail to Porter in future
- Must be built to allow extension to Porter Square, construct the station longer to reach Webster Avenue

Other

- Real time scheduling, ability to look up online when next train arrives
- Street realignment throughout the square (especially Prospect and Webster 2-way)
- Building should be "signature"
- Can build cantilever over rail to provide bus access?

- Connect with Community Path via Charlestown Street at base of Allen across Target parking lot and Route 28 to Fitchburg Street
- There should be an arcade of international merchants, food sellers, restaurants leading from the Union Square station like the covered pedestrian ways in Faneuil market
- Sheltered bicycle parking for commuters – 5% of ridership

What concerns do you have?

- Crossing the intersection to get to the southeast corner where station is currently awful, dangerous and insane
- Street lighting on Prospect Street is very inadequate. Crossing the city line from Cambridge to Somerville on Prospect, it is noticeable how much darker it is
- Commuter parking has to be controlled
- Connections to existing bus difficulty
- Need to work closely with city to make more accessible
- Noise mitigation- Right now the commuter rail train speeds through and noise is over in a few seconds. Concerned about noise coming from green line trains stopping and starting and frequency

Written document submitted - Green Line Station Design Workshop: Union Square II

Green Space

- Street trees, shade trees, arbor; new series of linked parks; park revitalizes/heals toxic landscape
- Diverse community users of green space; green buffer; foundation; walkway connection; benches

Station Design

- Moving turnstiles to entry to allow sheltered wait
- Moving stairway and elevators to allow street-level entry
- Natural light, energy efficiency, using impervious materials for water, solar powered lighting, green roof
- Design for possible future expansion to Porter Square
- Public art
- Conceiving of station as part of topography, not in isolation
- Covered bike shelter cages
- Glass cover, timed heat lamps, shelter from weather

Community Activity and Expression

- Playground by school; performance space outdoors
- History walk, public art
- Skate park
- Bocce, chess tables, international multi-ethnic game space
- Safe, welcoming, attractive spaces
- Safe crossing on Prospect

Development Vision

- Four major new developments
- Interesting, continuous commercial corridor along Prospect
- Appropriate transitions from single-family residential/scale transitions
- Changes to zoning

Station Access

- Multiple entrances; bus deck; new crosswalks/safe; gateway to Union Square (Greenway); no new parking
- Wider sidewalks' safety- gateway gives you safety to Union Square; traffic calming

Written document submitted - Green Line Station Design Workshop: Union Square 1

Option 1

- Bus station above tracks between Prospect and Webster
- Pedestrian pathway to Allen Street

- Wider sidewalk along Prospect Street with room for table outside retail
 - Retail frontage along the pedestrian connection to the station
 - Larger station
 - Cover bicycle storage
 - Plaza
 - Retail plaza at the intersection of Webster and Prospect, adjacent to bus station
- Option 2 (similar to 1 but station between Prospect and Webster)
- Electrical substation moves and station goes between Prospect and Newton, tracks shift
 - Bus connection located between Emerson and Bennett
 - East side of Prospect offers better development opportunities

Washington Street/Brickbottom

What do you like about the existing station area?

- Artists and crafts people, their studios and events
- Artists and incubation business at station area
- Diverse neighborhood north of Washington

What do you want to keep?

- Business Auto Zone
- Keep neighborhoods north side of station

How could the Green Line help improve your neighborhood?

Economic development

- Create opportunity for economic development
- Having more commercial business
- Businesses we would like to see: sandwich shop, café, daycare
- Storefronts on Washington

Traffic conditions

- Decrease in traffic
- Opportunity to improve traffic, walkability, bikability along Washington Street corridor
- More people walking and biking instead of driving

Other

- Street light at corner of Washington and Tufts
- Badly need tax base. Inner Belt is a good place for office and R&D provided there's easy pedestrian access to Washington Street T-stop
- Provide access for East Somerville to the rest of Somerville

How can connectivity to the station (pedestrian, bike, bus) be enhanced?

Pedestrian access/facilities

- Work out pedestrian access from both zones of Inner Belt. Do long range planning to improve bike/pedestrian crossings of McGrath corridor
- Get WalkBoston and pedestrian designers involved, access is poor and must be improved
- Improve sidewalks in the neighborhoods
- Wide sidewalks, traffic calming and wide crosswalks
- Need pedestrian access across McGrath in at least 2 places. Best if McGrath returned to boulevard
- Entire pedestrian area approaching the station needs to be improved – cleanliness, lighting, surface maintenance and pedestrian crossings for Washington Street and McGrath Highway
- Easier way to cross Washington Street and shorter path toward new Washington Street

Bicycle facilities

- Bike racks, possible bike hotel
- Provide covered, secure bike parking with ability to expand capacity as needed
- Sheltered, ample bicycle parking for commuters

Station location/visibility

- Put the station over Washington Street bridge, make station very visible, plan bus stops under the bridge to connect to the station
- Improve station visibility – current station is too hidden
- Move station over Washington Street. Keep Community Path on west side of tracks to reach station and Brickbottom

Other

- More green areas
- Connectivity to surrounding neighborhoods, north, south, east, west
- Connections right at station, not 200 ft away
- Easy access to station from Union Square and Brickbottom
- Connectivity to Community Path, bus routes
- Better street/pedestrian lighting around station area
- Community Path needs connections to station for both bikes and pedestrians
- Move drop off to north side, with signal at Tufts Street-Improve station visibility – current station is too hidden
- Need underpass near Poplar Street for Community Path – pedestrians/bikes, cars and truck access, gets Inner Belt connected too, Community Path crossover

What concerns do you have?

Pedestrian access/safety

- Safety and speed of pedestrian access from residential area – Key is a crossing of Washington Street at Joy or Tufts – very busy and wide roadway. Crosswalk not enough. Signal or elevate the rail bridge.
- Accessibility of the station – it's a long, unsafe walk to get there
- Pedestrian safety getting to and from station by foot

Other

- Parking will be a problem – people from other parts of Somerville parking near the green line extension
- Signage to the station
- Connections to bus stops
- Noise barriers
- Preserve and expand jobs
- Visibility of station (noted twice)
- Maintain older buildings in addition to new development – the lower cost of businesses locating in an older building facilitates small business incubation
- Loud squawking bird sounds (loud speaker/recording) from trash disposal facility is annoying and unpleasant (used to scare pigeons from area)
- Lighting
- Bus drop-off close to station
- Wheel chair access
- Dingy atmosphere of Joy Street may discourage development. Landscaping from station to Washington Street may keep [not legible] new perception of area and encourage new business (plus, of course, rezoning as needed)

Written document submitted - Green Line Station Design Workshop: Washington Street

How to get from there from here

- All modes - all directions

Land Use and Development

- Mixed-use around station

Public Spaces

New Washington Street Bridge

Art- Local

Commercial Spaces

- Preserve - expand jobs

Community Path

- Three options

Station Design and Security

- Comfort, convenience, safety

Station Visibility

Ball Square

What do you like about the existing station area?

Local businesses

- Small cafes and restaurants, small businesses
- Ball Square is full of great local businesses/restaurants. Keep it that way!

Land use mix

- Mix of uses of value to surrounding residents, e.g. cleaners, convenience store, princess nails, eating spots, bank, wine and beer tastings, liquor store
- Great mix of land uses for such a small area, local ownership

What do you want to keep?

Scale of existing uses

- Neighborhood scale of current uses - small, independent businesses, including cafes, gift shop, services useful to residents
- Zoning should keep buildings from being too tall or too modern. Any development should be in keeping with current architecture

Other

- Family-oriented businesses and uses
- All the restaurants, especially Sound Bites
- Brown School!

How could the Green Line help improve your neighborhood?

- Better pedestrian crossings on Broadway
- Keep/enhance green space and parks
- More greenery and open space for public gatherings/exhibits/music-art opportunities

How can connectivity to the station (pedestrian, bike, bus) be enhanced?

Access

- Access to station from both sides of Broadway. Don't make people have to cross Broadway
- Provide access via both sides of Broadway
- Access from both sides of the street. Will make access much safer
- Access under Broadway to the East/South

Bike path extension/connectivity

- We need bike path extension
- Extend the (bike) path
- Bicycle connectivity – opportunities and constraints, getting bicyclists safely to station

Other

- As input to Ball Square Street Planning- Suggestion: do user survey on existing community bike path section between Davis Square and Willow Street – to determine % of pedestrians and bicyclists that are transit-oriented
- More greenery, plantings, even vegetable gardens. Beauty
- Lots of sheltered bicycle parking (another comment points to this one and says “yeah!”)
- Make Broadway one lane each way and create bus lanes (traffic-separated, add queue jump, on top of bridge) for transferring to/from Green Line

What concerns do you have?

Gentrification/neighborhood character

- Expensive condos overtaking the area – getting priced out of Somerville like Cambridge
- High-priced, modern, high-rise condo projects changing character adversely
- Loss of residential – neighborhood scale to square: not trying to recreate Davis and Union Square type scale and development

Other

- Pedestrian access from the east (crosswalks) seems very lacking
- Outreach to existing uses (businesses), want to be able to keep as many existing businesses as possible
- Why do I have to climb stairs if I am coming from Boston Avenue/Ball Square
- Pull-in area for dropoff. Cars are a reality. You can't wish them away. You will have traffic jams and double parking.
- Blending of new development with older brick buildings; reuse and enhance architectural elements

Maintenance Facility

How can the maintenance facility be compatible with the future vision of this neighborhood?

Location of parking/building

- Move parking lots to other side of BET to reduce land takings
- Push activity as far away from residents as possible
- Shift footprint to B.E.T.
- Minimize vehicle storage at Brickbottom end of option L area to avoid more impacts
- Share land (especially parking) with BET

Other

- Smaller footprint
- Enclose storage yards
- Make the facility a public show place – for learning about rail transit, for learning and training about green maintenance, for community planning about good transportation across the Boston region
- Sound and sight walls around facility
- Rethink the concept of a maintenance facility from a new perspective- instead of assuming it has to be an unwelcome eyesore, start by conceptualizing it as a community contributor, and figure out how to integrate it into community fabric and community needs. Does it help to seed the development of sustainable industry, of green jobs? Does it serve as a hub for transit advocacy?
- Good move!

- Nobody knows where the boundary line is between Somerville and Cambridge!
- Cambridge citizen viewpoint: The North Point site is dead in the water. The land must be sold, cannot be sold, cannot be developed. The savior is the MBTA. Take the entire parcel, clear the titles and sell for a profit
- Make green roofs over some storage tracks to increase green space in Somerville and [not legible] infrastructure
- A bridge from Inner Belt to North Point essential. It combines with Community Path and serves both Cambridge and Somerville
- The train storage under the North Point Bridge creates elevation problems (grades). No train storage should block a future bridge corridor.

What are the development opportunities over and around the maintenance facility and storage yards?

- Soccer stadium?
- Kendall Square 2.0
- Depends on site, mitigation and road infrastructure
- Economic Development for underutilized land
- Need road crossing from Inner Belt Road to Route 28

What concerns do you have?

Light and noise

- I'm concerned about light, sound and air pollution around the maintenance facility. How will these concerns be addressed? Car vehicle traffic to and from the Maintenance Facility. Where will the cars park?
- Noise, vibration, light impacts

Land taking and business displacement

- Displaces an 80-yr-old business, cost 2 times more as an option, 300 employees
- Using public money to take private property, choke economic development, cut jobs
- It will be critical to better understand the economic costs associated with land acquisition and relocation costs of existing business

Other

- Curved lead track, some storage close to residents
- Why are more cars going to be stored in Somerville than are going to be added for the extension?
- More transportation infrastructure in the neighborhood
- Make sure that Inner Belt Road can cross the Fitchburg Line to the Water Street area

SomerVision/GLX Open House

June 12, 2010

Notes from the discussions after the presentations

Union Square

What do you like about the existing station area?

What do you want to keep?

- Preserve diversity of local businesses
- Human scale buildings in heart of square
- Eclectic nature of people/businesses
- Connectivity between “parts” of Union Square
- Transformational areas to east/south
- Vibrancy of square
- Performance, arts, festivals, civic organizations

How could the Green Line help improve this neighborhood?

How can connectivity to the station (pedestrian, bike, bus) be enhanced?

- Additional bike lanes would facilitate bike connectivity!
- Why is extension of community path not funded here?
 - Follow up... “TIGER” grants?
- Preserve ability to extend green line to Porter Sq.
- Would like to see Webster head house for better connections for pedestrians and to Union Square

Concerns

- Interconnectivity with bus service – how? When?
- Location of existing stops
 - Example: 91 bus north of Prospect drops pedestrians not at station
 - All others awkward/dangerous
 - Echo: existing stops terrible!
- Noise impacts for nearby residents...how to mitigate?
 - Especially re: train turnaround with Union Square as terminus station
- Sidewalk design on Prospect and Webster, especially the bridge
- Crossroads
 - How to mitigate and leverage
- How to enhance pedestrian access and reduce street crossings?

Gilman Square

What do you like about the existing station area?

What do you want to keep?

- Random bits of green, magical zones
- Wildlife
- Area behind City Hall retained as green space (School Street)
 - Air benefits
- Historic buildings (library, City Hall...)
- Enhance accessibility to historic resources
- Family neighborhood
- Quite peaceful residential area

- Bottom of hill
- Good access for environmental justice neighborhoods

How could the Green Line help improve this neighborhood?

How can connectivity to the station (pedestrian, bike, bus) be enhanced?

- Vertical connections to City Hall/High school very important
- Direct connection from High School to station (allow for future connections, even if not built now)
- More foot traffic means more trash
 - Include public trash cans
- More flexibility for parking requirements for small retail options in residential areas
- What is parking plan for Gilman?
 - In general, all are pedestrian stations
 - Parking enforcement plan
 - Local traffic to stations (Somerville residents) will be problem (non-residents won't be able to park due to parking policy)

Concerns

- Make the station a place for people to walk to
 - Do not need more parking lots
- Excessive truck traffic in Somerville
- Air quality and sight problems
- Look to mitigation (i.e. Cambridge – truck restrictions)
- Hard to walk and bike to area (hills, etc.)
- Medford St. – lots of traffic (30,000)
- School Street not ADA accessible

Lowell Street

What do you like about the existing station area?

What do you want to keep?

- Like residential, but compliment it with commercial
- This station is unique re: neighborhood fabric
- Importance of community path extension

How could the Green Line help improve this neighborhood?

How can connectivity to the station (pedestrian, bike, bus) be enhanced?

- Support Magoun Square businesses
- Design community path and station to promote connectivity
 - Example – only one headhouse may be problematic re: bike/ped access to & from the station
- Bike storage is crucial
- Use successful MBTA stations (green, red) to design bike/ped connections
 - Butler, Central Ave., Milton, Longwood

Concerns

- Bus service needs to be improved; connections to station
- Buses currently run E-W, not N-S

Ball Square

What do you like about the existing station area?

What do you want to keep?

- Like how you can sneak across RR tracks
- Small businesses, owner-operated, want to help with transition
- Lots of businesses are residential-based
- Ball Square is spectacular

How could the Green Line help improve this neighborhood?

How can connectivity to the station (pedestrian, bike, bus) be enhanced?

- Interchange station between commuter rail and green line T should be added
- Want to maintain a lot of character, a little infill to complement existing use
- Need to figure out good bike & ped access from all directions
- Need bus multi-modal connections as part of planning process
- Need to look at station access from both sides of street (seamless)
- Busses need to be running in the street grid
- Look at access from both sides of street and crosswalks (to/from east in particular)
- Look at bike path connectivity
- Look at growth patterns of Davis sq. vs. Ball Sq.

Concerns

- Need to work with Medford
- Owner occupied homes?
 - Seems like high % owner-occupied
 - Should focus on residential uses
 - Not the place for big business development
 - Put larger scale businesses in area, or more customers at train station
- What is a comparable city to look at for good models of light rail and multimodal access?
 - Jersey City, Philadelphia, St. Louis, San Diego

Washington Street

What do you like about the existing station area?

What do you want to keep?

- Brickbottom arts & fabrication uses in the area, not just the lofts!
- Retain structures and uses that attract business development!
- Opportunity area for job creation/tax generation
- Economic and ethnic diversity – most in city!
- Pedestrian connectivity – station design will make or break it

How could the Green Line help improve this neighborhood?

How can connectivity to the station (pedestrian, bike, bus) be enhanced?

- Inner Belt is a unique economic development opportunity
- Washington St. needs sidewalks
- Railway embankment is a major access impediment.
 - Use design remedy related to Green Line!
- Vertical connections between community path and station needed
- Station must serve areas other than Brickbottom
 - East Somerville, Inner Belt, etc.
- Vehicle traffic control needed
- 360' access to station a must
- Connectivity... use community path to enhance, especially crossing Washington St.

Concerns

- Barriers to connectivity, ex. McGrath Highway
- Cobble Hill – disconnected, suburban
- “Dinginess” & safety concerns right now!
 - Can landscaping help?
 - Trash management?
- Don’t build another Sullivan Station (doesn’t serve residents)
- Don’t let Inner Belt stagnate!

Route 16

What do you like about the existing station area?

What do you want to keep?

- Mystic River reservation
- Existing commercial properties represent seeds for future development
- Reservation is underutilized and under-maintained
- Jobs & residents & open space
- New Green Line station in renovated U-Haul building with housing, offices, and retail*

How could the Green Line help improve this neighborhood?

How can connectivity to the station (pedestrian, bike, bus) be enhanced?

- Transit-access to green space – unique!
- Connectivity to west Medford Square needed
- Connectivity to grocery store is needed, will be important
- Don’t forget connections north and east (ex. Condon Hat Shell)
- Walk & bike connections (ex. Mystic Lakes)
- Busses are key as well!
- More natural terminus for project
 - Think about cost effectiveness
- Transit access for residents of Somerville, Arlington, and West Medford*
- Connection to Whole Foods is vitally important! Food for transit riders and the neighborhood.*
- Add station at Winthrop Street (between College Avenue and Route 16)*
- Include signage for Mystic Lakes, especially for bicyclists*
- Include parallel multi-use path along tracks to West Medford from Route 16 Station*
- Concourse under tracks (embankment) to connect to Whole Foods area*
- Create park on opposite side of U-haul building*
- Additional parking decks for new housing/businesses*
- Study the potential pedestrian connection to North Street*
- Strengthen connection to public housing via park (Irvington Road)*
- Bus and car drop-off along Boston Avenue with pedestrian walkways to station /building*
- Pedestrian bridge over Route 16 parallel to railroad bridge*

Concerns

- Traffic calming needed – crossing Route16 is tough
- Huge gap between College Ave/Route 16. Add Winthrop Street!
- 2-phase build-out – details?
- Boston Avenue and Route 16 are unsafe*
- Stop on College – bus routes already serve past these*
 - Connect to Davis Square via subway*
- Added cost for improvements from College Avenue*

- Design station as to not displace businesses*
- It'll never get built to Route 16*
- Impacts on people, houses, yards*

(These are notes from the poster boards, not the discussion after the presentation.)*

Maintenance Facility

How can the maintenance facility be compatible with the future vision of this neighborhood?

- Existing Boston engine terminal should be looked at for sharing land resources...
- Can maintenance yard footprint be moved closer to B.E.T. to not cut off future economic development?
- Reduce land takings
 - Design as compact as possible
- Design it as green as possible
- Improve design re: street grid connectivity (East Cambridge, etc)
- Design for North Point connectivity (bridge from Inner Belt)
- Emphasize noise mitigation
- Plan for long-term strategic job creation in Inner Belt/Brickbottom (~15,000 jobs goal)
- Plan in conjunction with south coast rail maintenance facility
- Plan for lowering McGrath highway now, not later!

What are the development opportunities over and around the maintenance facility and storage yards?

- Why does Maintenance facility have to be a "nuisance use"?
 - It can be multi-purpose job-training, lab, etc.
- Explore MBTA divestment of land holdings (ex. Yard 10 Lead)
- Pan Am track of Yard 8 can be used instead of Yard 10
- Land use master plan - be creative! (i.e. I-93)
- Design observation deck/"museum" component
- Connect to underutilized land adjacent to I-93
- Plan for air rights development at maintenance facility

Concerns

- Where is the state economic development office?
- \$1 Billion infrastructure investment!
- Road connectivity from Inner Belt Road lacking
- Train storage is noisiest and most noxious part!
 - Buffer it from neighborhood
 - Emphasize mitigation of track noise (wheel squeal)
- Land takings are cost driver
- MBTA should consider taking North Point to clear title
 - Then sell it to fund Green Line
- Option "L" will displace a business with 300 employees & huge tax loss issues
 - Explore other options

Medford Workshop – May 19



Consultants answer questions as workshop attendees write their comments on post-it notes



Workshop attendees put their comments on post-it boards

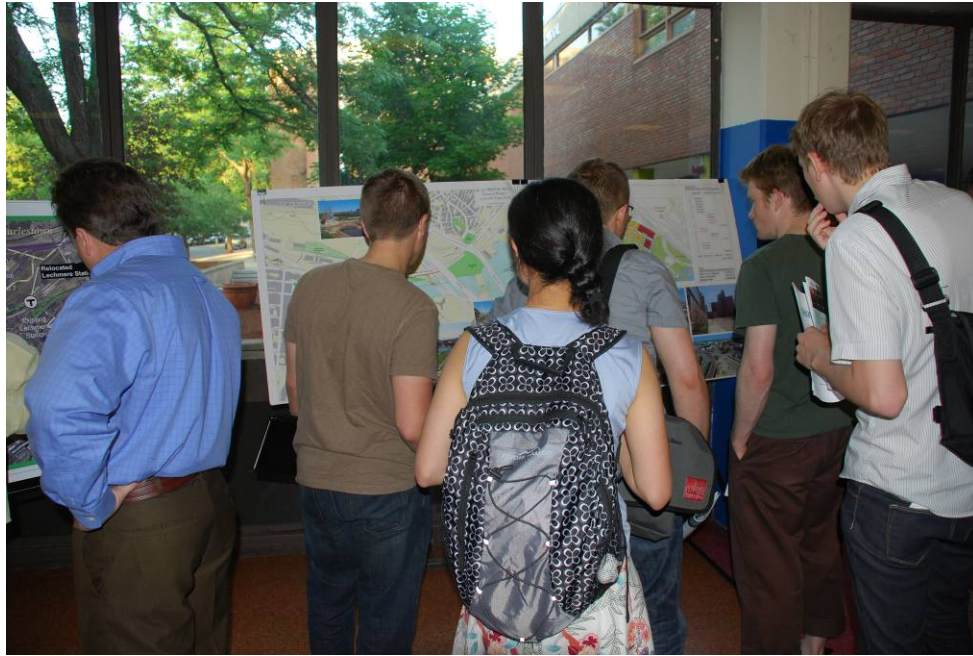


A workshop attendee looks at the Live/Work Board

Cambridge Workshop - May 26



Consultants give a presentation at the beginning of the land use workshop



Workshop attendees examine maps of the Green Line Extension station areas



Workshop attendees write comments on post-it notes

Somerville Workshop – June 12



Workshop attendees sign in at the workshop



Consultants give a presentation during the workshop



Workshop attendees visit the station area tables