

Memo

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Contract No. E22PS02
Task No.: 11.2

Date: June 17, 2011
To: Mary Ainsley – Director of Design and Construction
From: Karen Arpino-Shaffer – Deputy Program Manager
Subject: College Avenue Station Workshop – Tufts University, Medford, MA 06-07-11
cc:

LOCATION/DATE OF MEETINGS:

Medford – Tufts University, 51 Winthrop Street, Medford, June 7, 2011, 6:00 p.m. to 8:00 p.m.

ATTENDANCE: See attached attendance list sheet.

PROJECT TEAM: Mary Ainsley – MBTA; Karen DeSpirito – MBTA; Margaret Lackner – MBTA; Michael McBride – HDR/Gilbane; Karen Arpino-Shaffer – HDR/Gilbane; Bob Cone - HDR/Gilbane; Janice Bergeron Martin – HDR/Gilbane; Michael Izzo – HDR/Gilbane; Vanessa White – HDR/Gilbane; Melissa Farrell – HDR/Gilbane; Beverley Johnson – Bevco Inc.; Deneen Crosby – Crosby Schlessinger Smallridge LLC; Josh Burgel – Crosby Schlessinger Smallridge LLC; Scott Bosworth – Fort Hill Infrastructure Services LLC; William Lyons – Fort Hill Infrastructure Services LLC; Eamon McGilligan – Fort Hill Infrastructure Services LLC; Jason Ross – Harris Miller Miller & Hanson Inc.; Mike Epp – Kleinfelder/SEA; KyAnn Anderson – Kleinfelder/SEA; Arthur Spruce – Kleinfelder/SEA; Howard Haywood – Kleinfelder/SEA; and Tom Jin – Kleinfelder/SEA; Wai-Ming Kuo-Kleinfelder/SEA; and Marlena St. Martin – Kleinfelder/SEA.

PURPOSE OF MEETING: A College Avenue Station Workshop Meeting was held with the public providing them the opportunity to give input on the College Avenue station – look, feel and use in-and-around the station site. The goal of the meeting was to hear community concerns and gather feedback to help guide the Design Team on the future station design. The workshops were advertised on the Green Line Extension Project website, and by flyers, mailings and press releases.

Moving forward, the Design Team will incorporate many of the comments received into the architectural design plans and present an update of the new station design to the community in the fall of 2011.

PROJECT BACKGROUND: The MassDOT/MBTA Green Line Extension Project will extend the existing Green Line service from Lechmere Station to the northwest Boston corridor communities of Cambridge, Somerville and Medford, with an extension of the main line to Medford and a spur line to

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Union Square in Somerville. The project will improve transit service, mobility and regional access for residents and visitors in Cambridge, Somerville and Medford.

Bringing light rail service to these densely populated cities will address longstanding transportation inequities, result in fewer automobiles on local roads, and help to combat greenhouse gas emissions and other components of air pollution. The Green Line Extension will also support municipal plans for local economic growth and provide residents of environmental justice communities with faster rides to jobs, schools, health care, and other destinations.

WORKSHOP OVERVIEW: The station workshop focused on three key areas: 1) Station Design, 2) Urban Design and 3) Community Concerns. A summary of comments received by the community, workshop photos and the attendance list are attached at the end of this memo.

The workshop format included three major segments: 1) Project Overview Presentation, 2) Breakout Groups and 3) Reconvene, Wrap-up and Next Steps.

- 1) Project Overview Presentation – a PowerPoint presentation that included: Team Introductions, Green Line Extension Overview, Workshop Goals and Objectives, and Station Presentation. Following the presentation, the meeting attendees were separated into “Breakout Groups”
- 2) Breakout Groups – each breakout group had a Design Team moderator, a meeting note scribe and a technical expert to listen, document and address concerns raised in the breakout groups. The Design Team technical expert answered design questions and concerns relating to the following subject matters: 1) Station Design, 2) Urban Design and 3) Community Concerns. At the end of the Breakout Group session one group member was asked to recap the groups concerns and issues and all attendees reconvened into the larger group.
- 3) Reconvene into Larger Group, Wrap-up and Next Steps – the attendees reconvened into a larger group and the Team Captain shared their group’s thoughts/ideas. A Wrap-up and Next Steps was presented to the Team.

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Station Design Team does an overview of College Avenue with Community Group



Community group listens to the urban design ideas

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Community members share thoughts on the College Ave Station



Community shares ideas with Director of Design & Construction, Mary Ainsley

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SPREADSHEET OF COMMUNITY CONCERNS/ISSUES (see attached)

**GREEN LINE EXTENSION
COMMUNITY COMMENTS
COLLEGE AVENUE STATION DESIGN WORKSHOP**

	A	B	C
1	STATION DESIGN	URBAN DESIGN	COMMUNITY CONCERNS
2	The station should serve as a gateway to the neighborhood.	The station should reflect that it will be in a neighborhood.	Air quality due to increase in vehicular traffic.
3	A low-impact building will fit neighborhood character.	Taking away trees will create more noise impacts.	Concerns about sight distance and safety at Frederick Street.
4	The building should be open, unobtrusive, and clean with green space.	The barrier walls need to be aesthetically pleasing.	Identify location of bus drop-offs.
5	Maximize green space with Community Path and along Boston Avenue.	Concerned about balancing privacy, noise, shade, and pollution.	Clarify access for Tufts students across Boston Avenue.
6	Clarify how much sky space will be taken up by old and new trees.	Concerned about project impact on animal life.	Clarify pedestrian access to the station.
7	If trees are taken down, then homes will be exposed to the elements.	Concerned about increased traffic on College Avenue.	Clarify if there will be signal improvements at the College Avenue and George Street "four-way" stop.
8	Maximize use of directional signage for access.	The additional right lane is a plus, but concerned it will be used as a drop-off and create more traffic.	Clarify how the structure will be affected if College Avenue is a terminus.
9	The station should blend with Tufts architecture.	Extend Burget Avenue.	Clarify the implications of Route 16 on the project.
10	Concerned about noise impacts.	Clarify location of drop-off point. The intersection is dangerous.	Clarify if the "tail tracks" will be reserved.
11	Is it possible for the station to look like a house?	Clarify the access point from Tufts to the Community Path.	The extra track on the south side of the bridge is an improvement.
12	It would be a mistake to mirror the large building across the street.	Limit opportunities to use the Tufts athletic fields as a short-cut.	Eliminate parking on Boston Avenue and use the space as a bike lane.
13	The station should mirror the large building across street.	Concerned about Tufts stance on the project and the way they manage their land and property.	How late will the station operate?
14	Clarify if a greenwall can be integrated into the sound barriers.	Concerned about traffic bottlenecks at Winthrop Street/Boston Avenue, and traffic flow on College Avenue.	Concerns about accessibility and practicality of the project.
15	The station should not mirror the athletic building.	Make station plaza area as large as possible.	Ensure that people still have the option of taking the Red Line.
16	The station should not impede view of Tufts Hill.	Athletic events at Tufts create terrible traffic jams on College Avenue	Clarify what bus routes will remain.
17	The building should clearly be a T station.	Project will encourage more traffic because of station presence.	Get the station up and running as soon as possible.
18	The station footprint should be large enough to accommodate passengers so they do not "spill out" into street.	Clarify if any improvements are planned for Arlington and Winchester approach.	Design a "neutral, but classic" station that will not be out of place in 30 years.
19	Move the station location to the south side, so the head house sets back, and conduct a study that compares the benefits of the current location to a south side location.	Have there been traffic studies of communities that do not abut the station area.	Move pedestrian crossing further down Boston Avenue away from the intersection with College Avenue.
20	Make the solar panels as small as possible. Would like to see the different options on how to utilize this power, and make sure it is being put to use.	Some community members were happy that College Avenue bridge may not be rebuilt, relieving traffic disruption.	Clarify the station size.
21	It should be noted that the station is not Tufts University's, it is Medford's station. It is important that the Medford community is heard just as much, if not more than Tufts.	Clarify the location of the "kiss and ride."	Clarify if there will be a bike path from Route 16 to College Avenue.
22	Can benches be added to the station plaza? Also, the clock in Medford Square is aesthetically pleasing.	Need sidewalks widened as part of Boston Avenue rebuild.	Clarify the Community Path design in the station area.
23	It would be nice to have brick accents to the station and signage that tie into Medford's history. Please use bricks for walls, not roads. Also want smooth walkways for carriages and wheel chairs.	Clarify accessibility from Alumni Fields.	Make sure the Community Path can accommodate strollers and wheel chairs and they have access from path to the station.
24	Want public art included in the station. Specifically, "rotating" art spaces.	Concerned about pedestrian access/safety across Boston Avenue.	Make sure the station is easily visible for drivers so they don't miss it from Boston Avenue and impact traffic by circling the neighborhood.
25	At least 2/3 of Medford residents support public art.	What is the traffic plan for the "kiss and ride" drop-off from north of Boston Avenue as well as the turn-around?	

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COMMUNITY COMMENTS
COLLEGE AVENUE STATION DESIGN WORKSHOP**

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27	The 222 Boston Avenue building is known for its public art.	Clarify how local traffic will be impacted by the "kiss and ride" and how safety will be maximized in this area.	Would like to see a diagram of the station with four cars on the tracks as if it were the future.
28	Would like a "real time" arrival/departure map for the train and buses.	Concerned about the lack of parking designated for the station, and overflow parking in residential areas. Suggested residential parking permits with necessary enforcement. There is currently no meter enforcement or parking limits around the station location.	Concerned if the six foot sound wall is high enough where the station is at ground level.
29	A concern was expressed that glass walls will allow light to escape.	Concerned about the length of time needed to redesign all of the bridges that need to be redone, and how long it will affect traffic.	Support the community's desire to be included in replanting of trees.
30	The station needs a good audio system -more speakers could help eliminate the need for more volume.	Clarify if the ramp from Winthrop and the bridge eliminates the need for elevators.	Deck the alignment north of the station with a green roof and tunnel underneath it.
31	The station needs surveillance cameras.	Clarify who will maintain the pathways-especially icing and shoveling.	Proper 24 hour lighting is required.
32	Consider possible inclusion of coverage on decks with matching doorways to the train door when it is stopped so the passengers are only exposed to the elements when both of the doors are opened for boarding. Even a small heated waiting area would be appreciated.	Include lots of bike parking to encourage bicycling. Previously were told there would be 30 spaces (minimum needed)-currently there are only 14. Would prefer more than 30.	Happy with the move of the crossover.
33	Would like the pathway to the neighborhood to include landscaping, lighting (for safety), aesthetics and maintenance/upkeep.	Clarify if there will be bike "rental" space for Tufts and/or Medford.	Concerned with the move of the crossover as it relates to emergency idling. Would like to see a new layout.
34	Educate the community on how to make environmentally-friendly decisions, such as trees are more important than a lawn to the environment. Also, support the community's replanting of trees, not just the trees directly located on the station property. Teach the community to maintain the environment.	The Community Path must be "bike-friendly."	Need a noise wall all the way to Brookings. Need as much noise and vibration control as possible.
35	Can the MBTA put the station on Tufts property?	Need additional bus stops on Boston Avenue.	Is really necessary to hAvenue the right turn at College Avenue?
36	Height and visual appearance of the station is a concern as it relates to visual impacts to neighbors.	Would like trees on the neighborhood side of the barrier wall for both aesthetics and noise control.	Is it possible to add "unstaffed" stair gates at the opposite end of the station near the neighborhood so passengers don't have to circle all around just to enter and walk back down to the trains? Why can't such an entrance be provided on the Burget Avenue side of the station?
37	The proposed station plaza has a lot of pavement. Can it be scaled back?	What is the cost of the bridge design and replacement?	A breakdown of the costs between taking Curtis Hall from Tufts versus rebuilding the College Avenue bridge was requested.
38	Don't over design the station.	Pick-up and drop-off should be located on both sides of the bridge.	A concern was expressed that the station platform is located very close to the neighborhood.
39	The station should fit in with the surroundings, much like the new Tufts Gymnasium.	New sidewalks along Boston Avenue and a 1-mile radius around the station would be a plus.	Neighbors don't want to see passengers at the station or vice versa.
40	Why has the station moved 50-60 feet?	Can a bike lane be installed along College and Boston Avenues?	Would like trees on Boston Avenue and, if possible, in the backyards of property owners.
41	Please be sensitive to visual sight lines and visual privacy needs.	Any overnight parking of trains will have an impact on the area.	
42	Is the station entryway scaled?	Consider sidewalks and additional landscape options along the Community Path.	
43	Was there a calculation of service space?	Extend the retaining/noise wall to Winthrop Avenue.	
44	Is each station going to be uniquely designed?	How does the Tufts Master Plan integrate with the station.	
45	Are sidewalks going to be rebuilt?	Parking bans/restrictions should happen sooner rather than later.	
46	Are there zoning cutbacks?	Can the Community Path be shifted onto Tuft's property?	

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48	Will there be any green buffers?	Who will police and maintain the Community Path?	
49	If a tree is lost to build the barrier wall, can it be replaced?	The station intersection isn't safe now and the design as shown does not improve it, especially for pedestrians at crosswalks.	
50	How far are the retaining walls going to extend in comparison to the station?	One community member expressed concern over why College Avenue bridge may not be rebuilt	
51		Any overnight parking of trains will have an impact on the area.	
52		Can the water main be removed from the bridge?	
53		Is the Community Path on Tufts property.	
54		Clarify plans for bike lanes and bike parking.	

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ATTENDANCE LIST

Laura Glynn
David Johnson
James Bennett
Allison Andrews
Brad Rawjon
Christopher Carbone
L. Kroeger
Mike Koregnski
Laureal Seigel
Steve Taylor
Nancy Carbone
Lee Auspitz
Dave C.
Sean Sullivan
Julie Kaufmann
Joe Lynch
Michael Bernstein
Ken Krause
Adrienne Landau
Cecilia Smyth
John R. Elliott
Henry P King, Jr.
Peter Autonellis
Barbara Rubel
Ellin Reisner
Susan D'Archy Fuller

Jarret Bercks
Lois Stanley
David Haynes
Laurel Ruma
Bennett
Carl Scartino
Eileen O'Neill
Mary Anne Addice
Elisabeth Bayle
Natalie Torres
Andrea Dilerio
Judy Weinstock
Leslie Winslow-Keats
John Doherty
Jim Gordon
David Rajczewski
Michael Bernstein
Scott Cytack
Doug Carr
Carmen Lowe
Ed Martin
Bob Fagone
Phil Brake
Philps Olander
Wig Zamore