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Memo

Contract No. E22PS02
Task No.: 11.2

Date: June 30, 2011
To: Mary Ainsley – Director of Design and Construction
From: Karen Arpino-Shaffer – Deputy Program Manager
Beverley Johnson – Public Involvement Consultant
Subject: Washington Street Station Workshop – Holiday Inn, Somerville – June 23, 2011
cc:

LOCATION/DATE OF MEETINGS:

Holiday Inn, 30 Washington Street, Somerville, MA June 23, 2011, 6:00 p.m. to 8:00 p.m.

ATTENDANCE: See attached attendance list sheet.

PROJECT TEAM: Mary Ainsley – MBTA; Margaret Lackner – MBTA; Michael McBride – HDR/Gilbane; Karen Arpino-Shaffer – HDR/Gilbane; Bob Cone - HDR/Gilbane; Gloria Son – HDR/Gilbane; Michael Izzo – HDR/Gilbane; Vanessa White – HDR/Gilbane; Beverley Johnson – Bevco Inc.; Deneen Crosby – Crosby Schlessinger Smallridge LLC; Josh Burgel – Crosby Schlessinger Smallridge LLC; William Lyons – Fort Hill Infrastructure Services LLC; Todd Blake – Fort Hill Infrastructure Services LLC; Jason Ross – Harris Miller Miller & Hanson Inc.; Mike Epp – Kleinfelder/SEA; Arthur Spruch – Kleinfelder/SEA; Bernie Christopher – Kleinfelder/SEA; Wai-Ming Kuo - Kleinfelder/SEA; Marlena St. Martin – Kleinfelder/SEA

PURPOSE OF MEETING: A Washington Street Station Design Workshop Meeting was held with the public, providing them the opportunity to give input on the Washington Street Station: design; site circulation; traffic impacts; and general urban design context. 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; electronic mail blasts; meeting flyers; and press announcements.

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

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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 register 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 Power Point 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 (Team Captain) was asked to recap the group’s concerns and issues, and all attendees reconvened into the larger group.
3. **Reconvene Into Larger Group, Wrap-Up and Next Steps** – The attendees reconvened and the designated Team Captain shared their group’s thoughts and ideas. A Wrap-Up and Next Steps was presented to the audience.

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Karen Arpino-Shaffer with the opening presentation



Community listens to the Urban Design plan overview done by Deneen Crosby

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Michael McBride answers questions on the Station Design with Mike Epp.



Neighbor give presentation on the most discussed issues during the design workshop.

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SPREADSHEET OF COMMUNITY CONCERNS/ISSUES (see attached)

**GREEN LINE EXTENSION
COMMUNITY COMMENTS
WASHINGTON STREET STATION DESIGN WORKSHOP**

	A	B	C
1	STATION DESIGN	URBAN DESIGN	COMMUNITY CONCERNS
2	Create a direct access from the path to the Station.	Explore using a combination of loop and switchback designs.	Please elaborate on the proposed community path change.
3	Clarify how bikes will be accommodated at the station.	Explore purchasing and integrating the Cataldo property with the station property.	Clarify if the Community Path is going to cross the tracks.
4	Clarify if the roadbed under the bridge will be reconfigured, since there is a drainage issue.	East-West connections through the McGrath overpass is a pedestrian concern. The area seems unsafe during the day and especially at night. It needs more lighting and inviting features. Station lighting is important.	I like the idea that the community path aligns the station.
5	Clarify the reasoning behind the station configuration.	If the community path goes above the "spaghetti knot," there should be an overlook where people can stop and look at the view of the city/all the tracks.	People on the other side of Somerville can't access the Community Path.
6	Explore excavating more under the Washington Street Bridge to create more space for the station.	Why can't the roads look like Storrow Drive?	The station/Community Path isn't as friendly to all neighborhoods.
7	All changes to date have been beneficial.	You still can't get to the station from East Somerville.	The issue that I have with the Community Path is that it shouldn't be continuous.
8	Explore making more of the area under the bridge an open space instead of enclosed.	What are the options for different street design?	Are there plans to make space for the Community Path?
9	The area under the bridge could be an art opportunity.	Where is the limit between the tracks and the station?	The biggest problem is property: Does the MBTA plan to take more property?
10	Wayfinding signage is critical given the limited view of the station down Washington Street.	Why not make a loop as it relates to Option 3?	
11	The proposed Tufts Street crossing is good.	Is it possible to have stairs on the elevation?	
12	Explore creating station access from all 4 quadrants of the bridge. Have an entryway on both lanes on one side of the bridge (north and south).	Are the other access points Brick Bottom or Tufts Street?	
13	Access to the station/path at groundlevel by the bridge would be nice.	There is a concern that East Somerville has no access.	
14	Explore the idea of the station straddling the bridge.	The bridge is not currently being used, is there a design feature to create access through Washington Street?	
15	Explore installing staircases at the intersection of the community path and the road.	Can there be skylights in the station design?	
16	Explore installing exit doors at both entrances.	In Denver there's a 30 ft. high crossway. Can there be access with a rest area?	
17	Explore having a station entrance at Joy Street.	Can there be an exit turn stile to let people out as an extra entrance/exit?	
18	Why is the entrance on this side and not on the other side?	Has the flooding under the bridge in the area been addressed?	
19	There seems to be more space on the Tufts side.	Is it true the population in the area will increase?	
20	If you're walking from East Somerville, how would it be easy to enter the station?	Will there be a new stop light at Washington/Joy Streets, and at Knowles/Washington Streets?	
21	Will the T symbol be seen from both sides of the station?		
22	Will there be enough lighting for safety?		
23	Is the MBTA responsible for clearing walkways?		
24	Will people be able to use the cluster to connect for kiss/ride?		
25	Will the Community Path ramp be 2 ft. off the ground?		
26	I believe people will not cross on the crosswalks, they will cross the tracks on the west side of Washington Street.		

**GREEN LINE EXTENSION
COMMUNITY COMMENTS
WASHINGTON STREET STATION DESIGN WORKSHOP**

	A	B	C
27	STATION DESIGN	URBAN DESIGN	COMMUNITY CONCERNS
28	Where will the bus connection be located?		
29	Remove truck routes.		
30	The progress that has been made has been amazing.		
31	If you can pull the ramp down it would be great.		
32	There should be consideration for graphics along the side of the bridge, since it will help people find the station.		
33	Are there plans for bus shelters?		
34	Will there be art in the stations, including possible computerized art?		

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ATTENDANCE LIST

Rob Kassol
Stan Eidner
Ellen Reisner
Matt Weinstein
Melisa Tintocalis
Alice Martin Molani
Leanne Darrigo
Kristi Chase
Justin Kearnan
John Massie
Robert Martes
Gerald Lauretano
Jeremy Bowman
Karen Molloy
Mike Stoffel
Polly Pook
Alan Moore
Denie Priest

Jonah Petri
George Benny
Lynn Weissman
Wig Zamore
Alex Epstein
Doug Ashford
Bob Fagone
Charles Pessanosi
Health van Aelst
Kathryn Johnson
Ron Mallis
Alex Mello
Harry Kane
Nick Caruso
Jim McGinnis
Gladys Maged
David Dahlbacka