

**EXECUTIVE OFFICE OF TRANSPORTATION & PUBLIC WORKS  
GREEN LINE EXTENSION PROJECT**

**STATION WORKSHOP – SUMMARY MINUTES**

**LOCATION OF MEETING:** South Medford Fire Station, Medford

**DATE/TIME OF MEETING:** February 6, 2008 from 6:30 to 8:30 PM

**ATTENDANCE (Signed in):** 89

**PROJECT TEAM:** Katherine Fichter, EOTPW; Kristine Wickham, VHB; Nancy Farrell, RVA; Charlie Patton, RVA

**PURPOSE/SUBJECT:** This project general meeting provided an opportunity for those less familiar with the project to be updated about the Green Line Extension Project and allow public feedback on potential stations at Brickbottom, Washington St., Gilman Sq.

**BACKGROUND:**

The Green Line Extension Project is an initiative of the Massachusetts Executive Office of Transportation & Public Works (EOTPW), in coordination with the Massachusetts Bay Transportation Authority (MBTA). This project will extend 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 goals of the project are 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.

**HANDOUTS:** Winter 2008 Project Fact Sheet

**INTRODUCTION AND OVERVIEW**

Katherine Fichter, EOTPW, introduced herself and thanked everyone for coming to the Mystic River Valley Parkway station workshops. She explained that these station workshops were meant to provide an opportunity for the public to share their comments, concerns, and questions so that the project team can plan the best possible stations for their communities.

Kristine Wickham, VHB, reviewed the meeting agenda. She said the meeting would begin with an overview of the project followed by breakout sessions where participants could go to tables detailing the proposed station location for the Mystic River Valley Parkway Station. After, the group will gather together to recap comments received during the breakout sessions.

Ms. Wickham gave a brief overview of the project. She said the project purpose is to extend the Green Line from Lechmere Station to Somerville and Medford in order to improve regional air quality, improve corridor mobility and regional access, boost transit ridership, ensure equitable distribution of transit services, and support opportunities for smart growth initiatives and sustainable development.

Ms. Wickham then gave a brief overview of the planning history of the project from the 1960s to the present. In September 2007, EOTPW began this phase of the planning which requires the preparation of a Draft Environmental Impact Report (DEIR). Throughout this long history of planning, there has been much public outreach. In this phase, outreach efforts include an Advisory Group, with representatives from Cambridge, Somerville and Medford; neighborhood Station Workshop meetings; local official briefings, interagency meetings, and a project website – [www.greenlineextension.org](http://www.greenlineextension.org).

Ms. Wickham then reviewed the four Alternative Alignments being studied as part of the DEIR:

- Alternative 1: Green Line Extension to Medford Hillside with spur to Union Square
- Alternative 2: Green Line Extension to Route 16/Mystic Valley Parkway with spur to Union Square
- Alternative 3: Green Line Extension to Medford Hillside with spur to Union Square via McGrath Highway/Somerville Ave.
- Alternative 4: Green Line Extension to Route 16/Mystic Valley Parkway with spur to Union Square via McGrath Highway/Somerville Ave.

Ms. Wickham then discussed the criteria being evaluated in the DEIR including operations, noise and vibration, air quality, land takings, traffic & parking, the support facility, construction impacts, and community impacts, including environmental justice.

With respect to traffic impacts, 38 intersections will be analyzed to form an existing baseline along with the proposed ridership impacts. Ms. Wickham also noted that the most construction impacts will likely be in modifications to existing bridges. She said temporary and long-term impacts will be evaluated.

The project may also be eligible for funding through the Federal Transit Administration (FTA) New Starts program. Because EOTPW has decided to apply for federal funds, a federal environmental review will also be required (the NEPA process) in the form an Environmental Assessment (EA). EOTPW plans to prepare and file the document as a joint EIR/EA. Key criteria determining eligibility for New Starts funding are cost-effectiveness and whether or not the transit supports land use. Ms. Wickham noted that the New Starts application process is highly competitive, and the application will be filed in September.

Ms. Wickham explained that siting the proposed stations is an important part of the environmental process. The project team is developing criteria to evaluate potential locations on Washington Street, Gilman Square, Lowell Street, Ball Square, College Avenue, Winthrop Street, Mystic Valley Parkway/Route 16, and Union Square. Many of these locations had been identified through previous planning studies including the 2005 Alternatives Analysis (the Beyond Lechmere study). In addition to these sites, the Certificate issued by the Secretary of the Executive Office of Environmental Affairs (EOEA) in 2006 states that EOTPW should evaluate the feasibility and advisability of locating stations at Route 16; Winthrop Street, between Winthrop Streets and College Avenue, and the Brickbottom/Twin Cities area. Consideration for station siting includes station access, transit operations, land use opportunities, impact on residents, ADA considerations, costs and environmental impacts.

Ms. Wickham explained that the breakout sessions would be station specific. They are meant for the public to offer input or ask questions to the members of the project team. Some recommended areas for discussion include access, transit connections, neighborhood features, and station amenities.

Ms. Wickham noted that these particular maps had crossovers on the south side of the station and there was a box designated as a proposed parking location. She stressed that the proposed parking location was only placed on the map to generate feedback and that no decision has been made about a potential parking facility.

One participant asked why the proposed Green Line tracks were placed on one side of the Commuter Rail and not the other. Ms. Wickham responded that placing the Green Line tracks to the west side of the Commuter Rail would cause the least amount of impact without having to expand the right-of-way. The participant said that air quality studies should include analysis of the relative impact of placing Green Line tracks on either side of the Commuter Rail.

One participant asked what work would need to be done on the North Street Bridge. Ms. Wickham replied that the current evaluation was that the bridge provided enough clearance for four tracks and so would require no additional work.

One participant asked whether a ½-mile spacing between stations was normal. Ms. Wickham responded that it is normal for light rail stations and that the general station locations and spacing along the Extension had been identified by studies throughout the past forty years.

One participant was worried that a parking lot would cause serious traffic congestion, but that not providing parking would significantly reduce the potential ridership at the station. Ms. Wickham responded that ridership numbers will be available for the next round of informational meetings.

Councilor Frederick Dello Russo, Medford, noted that everyone's anxieties about the project could be put to rest if they knew the project timeline and understood where, how, and when decisions were being made about the Extension. He said residents feared that many of the major decisions have already been made. Ms. Fichter said that the project was only one-third of the way through the planning process, that many decisions remain to be made, and that EOTPW is seeking public input to inform the decisions. Once the DEIR is filed, there will be an additional period for public comment. The decision-making process is a combination of technical data developed through the planning process and input from state agencies, state and local officials, and the public.

One participant requested that future meetings lay out more specific pros and cons for a parking lot at the Mystic River Valley Parkway station.

One participant asked if the state's legal commitment to add 1,000 parking spots within the Boston region included parking lots for the Green Line Extension. Ms. Fichter responded that while it was technically possible that this project could provide some of those parking spots, the 1,000 parking spot commitment is not under consideration as a part of this project and it is much more likely that the spots will be built at Commuter Rail stations much farther from the urban core

**SUMMARY WORKSHOP COMMENTS (See Appendix for a complete summary):****Mystic River Valley Parkway Station**

Participants had the following questions, concerns, and comments for the proposed Mystic River Valley Parkway Station stop.

**Neighborhood Features**

- The neighborhood around this proposed station is changing and the new residents are more likely use the light rail system. The project should involve studying real estate patterns in the area.
- There are drainage problems near Route 16, Winthrop St. and North St.
- The project should redesign Boston Ave with turning lanes.
- Middlesex Canal is a historic district.
- Help communities with transit-oriented development.
- Nearby elderly housing is a concern.

**Station Access and Traffic**

- Traffic along Boston Avenue is both congested and dangerous.
- Consider placing pick-up/drop-off parking near the station along Boston Ave.
- Traffic along Route 16 is highly congested.
- Consider designing a pedestrian bridge over the river and Route 16.
- Many of the streets off Boston Ave are one-way streets to help keep cars from coming Rt. 16 into residential neighborhoods. The project team should keep this in mind when they conduct their traffic studies.
- How would the Green Line Extension affect Route 16?
- There should be a pedestrian bridge or tunnel to Wild Oats Market.
- A pedestrian bridge would allow riders to access the station without using the current dangerous pedestrian way along Route 16.
- Mystic Valley Parkway and Boston Ave is an unsafe intersection.
- Busses are not allowed on Route 16.
- Think of ways to encourage West Medford residents' access to the station.
- A pick-up/drop-off area would be just as bad for traffic as a parking lot or structure.
- Traffic on Winthrop St. is a concern.
- The nearby Whole Foods is very important to the community. It's important that pedestrians have access from the Whole Foods to the proposed station location. By providing convenient transit access to Whole Foods, a lot of traffic would actually be eased rather than worsened.
- Conduct a traffic study to determine the amount of traffic coming from West Medford to the station terminus.
- The station should be accessible from all sides.
- Encourage walking as much as possible.
- Provide good access for pedestrians from Boston Ave residential.

- The station must be accessible from the east side.

### **Station Amenities**

- There should be good lighting at the station and particularly under the bridge for safety.
- The station should have a heated shelter.
- The station's headhouse should have opportunities for retail or a coffee shop.
- The station should have good bike access with lockers and shower facilities.

### **Intermodal Connections**

- There should be a bus connection from the Mystic River Valley Parkway station to the Red Line Alewife station.
- Consider a shuttle service from Arlington to the Green Line station.
- There should be a connection from the station to the Minute Man Bike Path.
- The station should have a connection to the DCR path.
- There should be a connection to the Commuter Rail.
- The corridor needs better bus connections across Route 16 even if that includes allowing buses on Route 16.
- How would busses approach the terminus? Via Boston Ave?
- There should be a connection with the Red Line. The 96 and 94 should go to Davis Square.
- There should be better bus service from Alewife and Winchester. Better bus connections to the Red Line would eliminate the need for the Green Line Extension.
- Adjust 95 bus service to connect to Red Line.
- A commuter rail station should be placed wherever the Extension terminus is.

### **Parking**

- A parking facility near the station would cause too much traffic congestion and would promote ridership from outside the community when there's enough ridership within the community.
- A parking facility would be a great way to increase ridership numbers.
- Consider allowing development opportunities in the parking facility, such as a small coffee/sandwich shop.
- A parking lot at the Mystic River Valley Parkway Station would turn the station into Alewife where out-of-town riders would clog up traffic.
- While there shouldn't be a large parking facility, the station should have some limited, restricted parking for handicapped riders.
- There should be a limited parking lot accommodating fifty to a hundred cars.
- There will be illegal parking and pedestrians trespassing on Cummings property.
- The city should provide low cost or free parking for residents and enforce parking regulations on commuters from out of town.

- There should be limited or no parking at the station because the area surrounding the station is largely residential and not suited for a heavy increase in traffic.
- The station should have a kiss-and-ride area that could double as a bus terminus instead of parking.
- Other Green Line stations use permit parking effectively to restrict parking.
- There should be two-level parking with space for a pick-up/drop-off zone.
- The space marked for parking should be used for transit-oriented development instead.

### Other

- Green space should be added as a part of this project, not taken away.
- How is land use and potential redevelopment factored into ridership models?
- The area around this station desperately needs reliable transportation.
- There should be no maintenance facility in Medford.
- North St. is more viable for a station because it can handle more traffic.
- Noise and vibration is a concern.
- Provide detailed studies on the potential economic benefits of the Green Line Extension.
- Provide abutters who are impacted by the station with Owner Controlled Insurance Protection (OCIP).
- Replace any lost trees in abutters' backyards.
- The air quality study should have been done already.
- Consider using the new diesel stock train for the Commuter Rail—they're cleaner than traditional diesel trains.
- Do not put a maintenance facility at Alewife.
- Opposed to any extension beyond College Avenue.
- The city can't ticket on private ways. What will be done about Green Line-oriented parking on private ways?
- How is ridership calculated?
- What are the operational impacts of switching at the end of the line?
- Consider putting the Green Line on the Commuter Rail side (east side of tracks.)
- The Red Line has better service than the Green Line. We should focus on easier connections to the Red Line.
- Consider a different grade for the Green Line.
- Consider stacking Green Line tracks.
- Consider placing Green Line Extension terminus and commuter rail stop at Tufts

### RECAP

Ms. Wickham thanked everyone for participating in the workshop. She noted that there was some very helpful feedback concerning the parking lot. She noted that traffic was also a major concern and that the project team will work hard to ensure that these stations are safe for pedestrians. She opened the floor to final questions.

One participant said she was opposed to any parking at this station and expressed concern for the station's potential impact on trees in the area and properties adjacent to the UHaul facility.

Ms. Rosen asked why the project team hadn't mentioned the need for a second light storage facility that could be placed in Medford. She said that Medford had previously experienced at Haines Square that small MBTA facilities often become larger facilities over time. Ms. Wickham responded that the project is only planning for one large maintenance facility. There will be no secondary support facility. Because the planned maintenance facility will require about 11 acres, there are not many locations in Medford that will be feasible. The Secretary's Certificate requires that Yard 8 and the Boston Engine Terminal be considered as sites for the maintenance facility. The Certificate also requires the project team to talk with both the City of Medford and the City of Somerville about other possible locations. The project team is required to look at sites in Medford even if it is unlikely that the maintenance facility will be placed there.

One participant said he was in favor of the extension reaching Route 16. He urged the residents of Medford to see that a stop in this location would serve a nexus of three communities: Medford, Arlington and Malden. The extension would be a tremendous service to all three communities. One participant replied that while a station reaching Route 16 would have obvious benefits for all three communities, only Medford would have to receive the negative impacts.

Ms. Fichter thanked everyone for attending the workshop and reminded them that there will be a February 27<sup>th</sup> General Information Public Meeting at the Century Bank at 6:30 PM.

**ATTENDANCE**

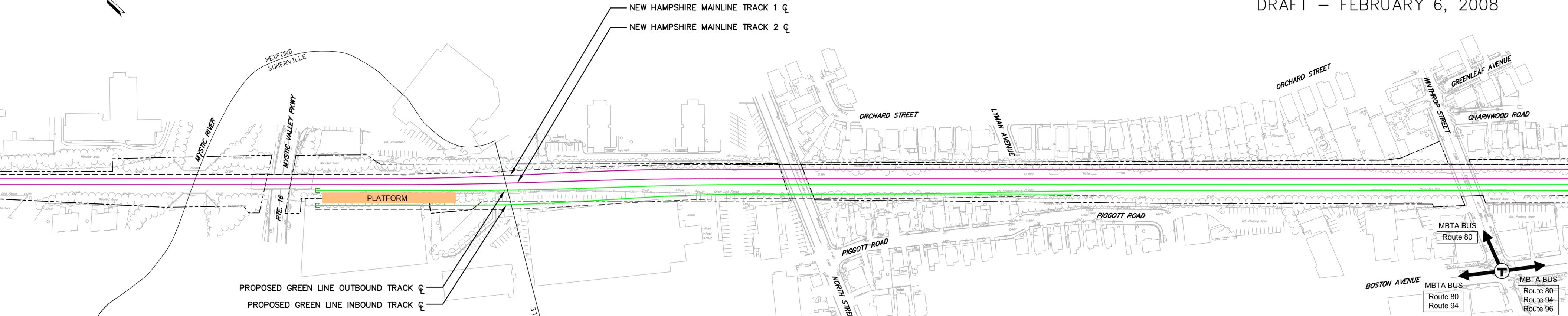
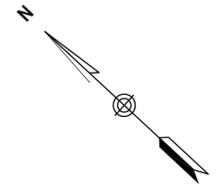
Mary Anne Adduci  
Debbie Ager  
Penny Angonoglou-Burns  
Elisabeth Bayle  
James Bennett  
Felix Blackburn  
Ben Borell  
Mary Briley  
Roberta Cameron  
Elisabeth Carr-Jones  
Patty Caya  
Ann Marie Clinton  
Patricia Clinton  
Pat Cornelison  
Kim Deandrade  
Michael DiBenedetto  
Maria DiBenedetto  
John DiDonato  
Chris Donelan  
John Elliot  
Bernard Green  
Rowena Hodges  
Todd Horowitz  
Patricia Jehlen  
Andrea Jones  
Robert Kangas  
Leslie Kramer  
Steve Leibman  
William Lewis  
Chris Loreti  
Mary Mangan  
Agnes McCarvill  
Jim McGinnis  
Adam Messom  
Deborah Mutschler  
Crispin Olson  
Max Pfennighaus  
John Recinito  
Carolyn Resendes  
Laurel Ruma  
Scott Smith  
Edward Starr  
Monique Thompson  
Margaret Weigel  
Charlotte Wilensky

Debbie Ager  
David Anderson  
Rick Azzalina  
Christine Bennett  
Michael Bernstein  
Gwen Blackburn  
Dana Boyd  
Phyllis Buccio-Notaro  
Jen Cardello  
Raymond Castro  
Chris Clinton  
John Clinton  
John Connell  
John Deacon  
Rosemarie Devlin  
Erin DiBenedetto  
Joe DiBenedetto  
Catherine DiDonato  
Rita Donnelly  
Tracy Gangwar  
Jean Hannafin  
Jana Hollingsworth  
Jared Ingersoll  
Nancy Johnson  
Maria Judge  
C.J. Korisky  
Heather Leibman  
Michelle Leotta  
Suzanne Lipsky  
Joe Lynch  
Vincent Mase  
Jean McCarvill  
Maria Mercurio  
Karen Molloy  
Anita Nagem  
Laura Perny  
Ruth Piscitelli  
Ellin Reisner  
Carolyn Rosen  
Michael Schwartz  
David Staffier  
Clodagh Soker-Long  
Donald Walker  
Maggie Whalen  
William Wood

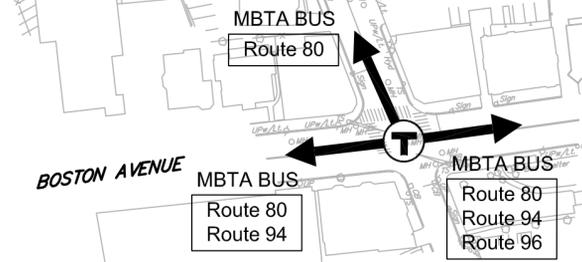
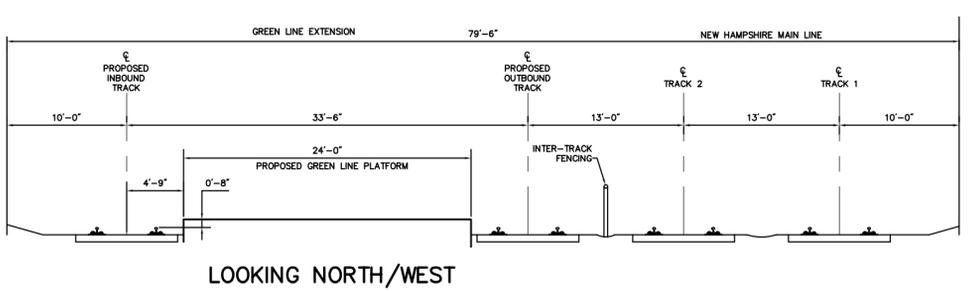
Meeting Date	Location	Neighborhood Features	Desired Station Amenities	Station Access	Transit Connections	Anything Else We Should Know
2/6/08	Mystic Valley Parkway		Enclosed or very sheltered waiting area, bike racks, parking	Bike access as well as pedestrian, well lit	Bus connections directly at stations	
2/6/08	Mystic Valley Parkway		Have some parking, weatherproof bulletin boards for schedule posting, both train and local bus routes	Pedestrian bridge over Rt. 16	94 bus should provide more frequent service	
2/6/08	Mystic Valley Parkway		Canopies, lighting, attendant, foot bridges, and well maintained sidewalks	Bike and walking paths. Live parking and handicap access only		Wonderful and needed project but some have trouble making it to meetings because they're busy commuting from Boston.
2/6/08	Mystic Valley Parkway		Walking paths along river from Arlington, "historic" light fixtures, access from both sides of tracks			Arlington supports GL, In favor of Rt. 16 stop.
2/6/08	Mystic Valley Parkway		Safe access from the other side of Rt. 16	Access to the Wholefoods shopping center as well as the other side.		Flyers at the 80, 87, 88, 94, and 96 bus stops. Poll your likely ridership.
2/6/08	Mystic Valley Parkway					Put terminus at Tufts and add or reopen commuter rail there. Does not want stop at Rt. 16, too congested for traffic.
2/6/08	Mystic Valley Parkway	In favor of Rt. 16 station, will be catalyst for improving/rebuilding senior housing and businesses	Benches, canopies, lighting, trees			Work with community and Mayor McGlynn. Provide ridership numbers and traffic studies that prove the GL will take cars off the roads.
2/6/08	Mystic Valley Parkway		Shelter from rain/wind		Need to connect to Commuter Rail	
2/6/08	Mystic Valley Parkway		Very limited handicap parking wanted		Street crossing on Rt. 16, Boston Ave, and Auburn St would need to be safer	Traffic on Rt. 16 and Boston Ave is very heavy. Reduce cars/parking.
2/6/08	Mystic Valley Parkway		Accommodation for bike lockup	Pedestrian Bridge over Rt. 16	Not enough space to provide parking.	Rt. 16 station important for drawing ridership from West Medford, Arlington.
2/6/08	Mystic Valley Parkway	Churches, stores		Pedestrian bridge over Rt. 16		Many people support extension to Rt. 16
2/6/08	Mystic Valley Parkway	New Wholefoods moving in.	Lighting	Traffic is difficult by Uhaul, wish there could be terminus in Medford Square by Spring Step.	Link bus to Davis Square, Arlington	Sound barriers along route is very important, concerned about air quality.
2/6/08	Mystic Valley Parkway		Minimal Light (worried about light pollution), no benches (to prevent loitering), minimal weather canopy, more bike paths, bike parking	Neighborhood pathways, maybe foot bridges across tracks		
2/6/08	Mystic Valley Parkway			Propose Station between College and Winthrop, Emergency Action planning and turning radius	Mitigation: Propose an Owner Controlled Insurance program.	
2/6/08	Mystic Valley Parkway	Homes, Retail, Too many homes near interesection for station to have parking	No parking	Walking paths		
2/6/08	Mystic Valley Parkway		Benches, canopies, lighting, landscaping, quality shade trees	Should be accessible from all directions-across river, from Auburn, North St, and Boston Ave	Pedestrian/Bike path, CR stop, no change in bus routes 80, 94. Additional Service to east arlington.	Look at land use and volume of residents. Improve existing infrastructure with barriers and landscaping to make the neighborhoods better.
2/6/08	Mystic Valley Parkway	Senior/subsidized housing, supermarket, greenway along river.		Bridge over Rt. 16	Buses are not allowed on Rt. 16, Boston Ave already congested	Not in favor of Green Line coming to West Medford

2/6/08	Mystic Valley Parkway	Private homes				Against Green Line in Medford
2/6/08	Mystic Valley Parkway	Senior housing, Walking court, whole foods	Benches, canopies, lighting, bike racks, trash bins, station should have escalators	Drop off area, provide wide enough pedestrian access path off Boston Ave.	Parking garage is bad idea, increase traffic	There should be connection with CR at Ball Square. Map inaccuracy with U-Haul property, see Somerville Assessor's Map #1.
2/6/08	Mystic Valley Parkway					End extension at Ball Square
2/6/08	Mystic Valley Parkway		Sound barriers			In favor of extension to West Medford
2/6/08	Mystic Valley Parkway	Too much traffic in area for station at rt. 16			Opposed to Parking Lot	Would prefer extension not going into Medford at all, but could go to Tufts at the furthest.
2/6/08	Mystic Valley Parkway					Don't put Maintenance Facility in Medford Hillside, otherwise supports project.
2/6/08	Mystic Valley Parkway					Station workshops are held in order to limit our questions.
2/6/08	Mystic Valley Parkway					Wants more answers to questions.
2/6/08	Mystic Valley Parkway					Wants an air study for current conditions and projected conditions with a Green Line Extension
2/6/08	Mystic Valley Parkway		Light, benches, canopies	Well lit patio, resident parking		Supports GLE
2/6/08	Mystic Valley Parkway	Family Neighborhood				Put a vote for people who live in Medford and own property to decide whether community wants Green Line Extension
2/6/08	Mystic Valley Parkway					Stop extension at Ball Sq.
2/6/08	Mystic Valley Parkway				94 Bus should stop here	In favor of Rt. 16 stop
2/6/08	Mystic Valley Parkway					Please don't put Green Line past Tufts University
2/6/08	Mystic Valley Parkway			Access from New Whole Foods		Station critical for benefiting West Medford. No need for parking lot.
2/6/08	Mystic Valley Parkway	How many houses will be directly impacted? Property taken away?	Parking lot is a plus with lots of development around area	Calm traffic on Rt. 16	Why isn't extension going into West Medford	In favor of GLE
2/6/08	Mystic Valley Parkway					In favor of station at Rt. 16 with parking so residents don't lose their street parking
2/6/08	Mystic Valley Parkway		Heated enclosed canopies, 24 hour security			Should end before College Ave, with stop at Ball Square (not Harvard St.) Should have security on both sides of tracks. No bridge widening.

**GREEN LINE EXTENSION PROJECT**  
**ROUTE 16 STATION CONCEPT**  
**STATION PUBLIC WORKSHOP**  
**DRAFT – FEBRUARY 6, 2008**



**PROPOSED TYPICAL SECTION AT STATION**



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