



# Green Line Extension Project

WINTER 2014

## Project Update

The Massachusetts Department of Transportation (MassDOT) is partnering with the Massachusetts Bay Transportation Authority (MBTA) to extend the Green Line from its current terminus at Lechmere Station in East Cambridge to Somerville and Medford. Bringing MBTA light rail service and improved mobility 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 project is scheduled to be constructed in four overlapping phases from 2013 to 2019. Phase I construction work began in January 2013 to widen two rail bridges that will carry the new Green Line tracks.

## Upcoming Milestones

Jan 2014	Advanced Preliminary Engineering Submitted to the MBTA
Mar/Apr 2014	Federal Funding Application
Summer 2014	Phase 2/2A Early Construction
Spring 2015	Federal Funding Agreement

MassDOT has approved funds needed to construct the first three stations along with the associated track, structures and infrastructure to make them operational. Stations will be opened in phases (see route and timetable on back).

In addition, MassDOT is working to complete an application to the Federal Transit Administration seeking funds for about half of the \$1.3 billion project; the Commonwealth would fund the other half.

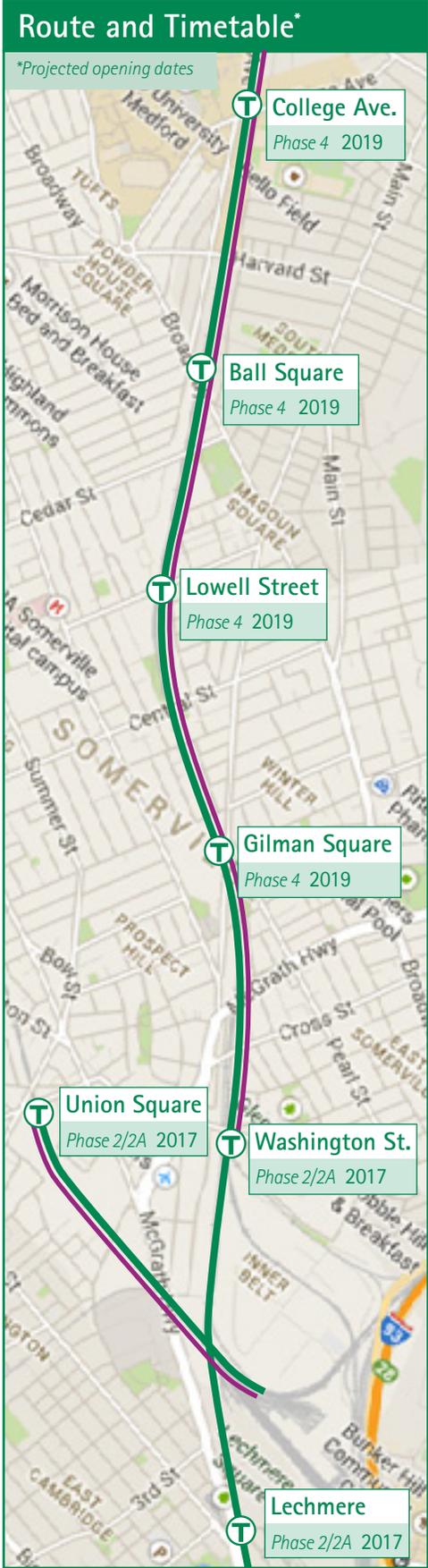
## LECHMERE STATION

A new Lechmere Station will be built east of Monsignor O'Brien Highway near the Glass Factory Condominiums and adjacent to the NorthPoint Development. The station will have two headhouse entrances – one north of a newly extended North First Street, and one south of East Street near Glassworks Avenue. The platform will be located at track level (one floor above ground) between the two entrances. An accessible pick-up/drop-off area for The Ride and MBTA buses will be accessed from Water Street. MBTA station area parking will be relocated northeast of Water Street. The station headhouse will be highly visible and distinctive with significant height, steel, glass, and a roof overhang. The indoor design will stress simplicity, clarity, and safety for navigation. Other design details include glass walls; benches, canopies, and lighting; and wind screen elements.



## Other Station Features

- Fully accessible, including fare collection turnstiles
- Accessible drop-off/pick-up area
- Parking for 299 bicycles (264 enclosed)
- Bus connections
- High quality paving, large trees, and special lighting to improve pedestrian safety and comfort
- Connection to future Community Path
- Extended platforms for future 4-car trains
- New signalized intersection at First Street and O'Brien Highway and Water Street intersection improvements, to be completed by NorthPoint developer HYM



### Station Configuration

Two headhouses will provide entry to the Lechmere Station, with the track platforms in between them and spanning East Street and a newly extended North First Street. Bus connections will be provided at the north headhouse.



### North Headhouse from O'Brien Highway

A new signalized intersection at First Street and O'Brien Highway, to be completed by NorthPoint's developer HYM, will provide a safe crossing for pedestrians to Lechmere Station from East Cambridge. Design improvements including traffic islands, medians, crosswalks, pavement treatments and lighting will increase pedestrian visibility and assist wayfinding.

### More Information

Station images shown are as presented at the June 2013 public meetings, with some modifications. Full presentations and more information on the Green Line Extension project, including Fact Sheets for the other six stations, are available on the GLX website: [www.mass.gov/greenlineextension](http://www.mass.gov/greenlineextension). For all queries and comments related to the GLX project, please contact the project staff by email at [info@glxinfo.com](mailto:info@glxinfo.com).

