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November 8, 2006

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B-001-001

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Secretary of Environmental Affairs
100 Cambridge St., Suite 900
Boston, MA 02114
Attention: MEPA Office

RECEIVED
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MEPA

Re: Green Line Extension

Dear Sir or Madam:

Regarding the EENF filed with the MEPA Office in October 2006 by the Massachusetts EOT (Project Name: Green Line Extension), Cummings Foundation, Inc. (CFI), a Massachusetts Not-For-Profit corporation is the effective owner of the properties at 196 and 200 Boston Avenue, Medford. CFI comments as follows:

- 1. CFI supports the project, an initiative of the EOT and the MBTA, to implement enhancements to the Green Line transit service. More specifically, CFI supports the project's proposed extension of the Green Line service from the outer limit of a relocated Lechmere Station along the Lowell commuter rail line corridor to a terminus station at either College Avenue or, if further study shows it to be feasible, Winthrop Street in Medford; and
2. Though not contemplated by the EENF as filed, CFI would not oppose, in principle, a longer extension of the Green Line to either the vicinity of Route 16 on the south side of the Mystic River, West Medford Station on the north side of the river, Winchester Center Station, or to Mishawum Station, Woburn. This lack of opposition, however, would be predicated on final plans for the project not siting a station in the rail line corridor between Winthrop Street and Route 16 behind 196 and/or 200 Boston Avenue.

CFI submits that the area behind (east of) 196 and 200 Boston Avenue and west of the rail line corridor, presumably including a tiny triangular undeveloped parcel owned by others, would be a poor location for a station site because:

B-001-001

The Secretary's Certificate required that a terminus station at Mystic Valley Parkway/Route 16 be considered. The Beyond Lechmere Northwest Corridor Study MIS explored options of providing a terminus station beyond Mystic Valley Parkway/Route 16 and Mystic River into West Medford. However, as described in Section 3.3, Project Element of the DEIR/EA, the alternative to West Medford has been removed from further consideration due to the high cost of extending the Green Line to West Medford, grade-crossing constraints, as well as historical, environmental, and parkland impacts.

Proposed station site alternatives and the process by which the final station sites were selected for the Green Line Extension Project were based on an evaluation that weighted the benefits and disadvantages of each station alternatives, as described in Appendix B to the DEIR/EA. As such, based on the conceptual station designs, the properties at 196 and 200 Boston Avenue would potentially be impacted by this proposed station location. Land impacts of each alternative are summarized in Section 5.2, Land Use of the DEIR/EA. However, as this project moves into preliminary engineering, opportunities to minimize property impacts will be evaluated. With regard to the access between 196 and 200 Boston Avenue, access will be for the proposed pick-up/drop-off for passenger vehicles only. Buses will not utilize this driveway and will not be rerouted as part of this Project. A traffic analysis for this driveway has been evaluated and is provided in Section 5.5, Traffic of the DEIR/EA.

B-001-001

1. That location would be an inconvenient one for the transit riders the project is being designed to serve. The nearest roadway bridge over the tracks from which access to this location could be provided via a stairway and accessible switchback ramp lies approximately 500 feet to the south of this location at North Street. This would be a very inconvenient point of entry to the corridor for all riders whether they arrive on foot or by bus or automobile drop-off. Alternatively, use of an existing easement over 200 Boston Avenue to reach the area behind 196 and 200 Boston Avenue by the expected number of pedestrian transit riders and transit riders being dropped off or picked up by buses and automobiles on a daily basis would greatly overburden the existing easement there, with deleterious consequences for the abutting neighbors; and

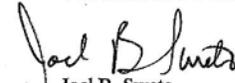
B-001-002

2. If a station within the rail corridor (or adjacent to the rail corridor) were deemed desirable in this general area south of Route 16, despite its distance from the North Street overpass, then siting the point of entry for such a station within the rail corridor (or the station itself if adjacent to the rail corridor) on the east side of the rail corridor on the parking area of the Wild Oats supermarket parcel would provide much more convenient access to the transit riders. If such a station were also to be the terminus station, then this location would provide the most direct access to riders crossing the Mystic River from West Medford Station to the north. Furthermore, an easement for station access over the Wild Oats parking lot would appear to have far less of a negative impact on Wild Oats and the abutting properties than use of the existing easement over the parking lot at 200 Boston Avenue for access from the west side of the rail corridor would have on users of 200 Boston Avenue and its neighboring properties.

If you should have any questions concerning the above comment, please contact the undersigned. Thank you for your attention to this matter.

Sincerely,

CUMMINGS FOUNDATION, INC.


Joel B. Swets
Executive Director

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B-001-002

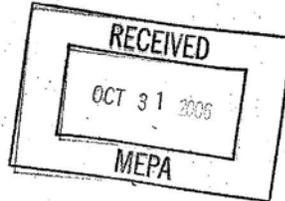
Pedestrian, bicycle, and vehicular access to Mystic Valley Parkway/Route 16 Station will be provided from Boston Avenue and Mystic Valley Parkway/Route 16. In order to provide access from the Whole Foods parking lot on the east side of the railroad tracks, the abutment to the historic bridge would have to be modified and a tunnel provided. Although tunneling access is cost prohibitive at this point in the project, future plans of providing access from the Whole Foods parking lot have not been expelled. Further discussion on stations can be found in Chapter 3 (Alternatives), Section 3.7.3, *Stations* of the DEIR/EA.

Nelson\Nygaard
consulting associates

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October 30, 2006

Secretary Robert W. Gollidge, Jr.
EOEA, Attn: MEPA Office
Deirdre Buckley
100 Cambridge Street, Ste 900
Boston, MA 92114-25224



RE: MBTA Green Line Extension

Dear Secretary Gollidge,

On behalf of Nelson\Nygaard Consulting Associates, I am writing to submit comments on the MBTA Green Line Extension project currently under MEPA review.

B-001

I attended the EOT/MEPA community meeting about the Green Line extension on 10/16/06 at 6 p.m. at Somerville High School and was pleased to learn that the plan does not include any new parking at proposed stations. As you know, an abundant parking supply has been shown to encourage single-occupancy vehicle trips. Extending the Green Line will give people the option to leave their cars at home, so why send a mixed message that entices them to drive and park? I heartily support the decision to provide no new parking at stations.

B-002

I also urge you to give thoughtful consideration to the non-motorized transportation (NMT) system that will feed into and complement Green Line service. In order to support the Green Line's walk-up ridership, it is imperative to involve alternative transportation planners and users (bicyclists and walkers) early in the design and planning process for the entire transit corridor.

B-003

A successful transit plan should include a seamless link to Boston's NMT system. Integrating bikes, pedestrians and transit enhances travel potential for all modes by offering a number of advantages that each mode alone cannot provide. But improving the pedestrian network around key Green Line nodes will give people the option to leave their cars at home for the entire trip—a behavior that is reinforced by the decision to include no new parking at stations.

The Federal Transit Administration's website says, "When given sidewalks or traffic-calmed streets to walk along, safe and convenient ways to cross streets, and a comfortable and attractive environment, most people are willing to walk farther to

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B-002-001

Parking will not be included at any of the new Green Line Extension stations. Replacement parking only will be provided at the relocated Lechmere station, as it does today.

B-002-002

Providing non-motorized access to each of the Green Line Extension stations is of prime importance. Station design and elements were determined based on guidance from public workshops and city officials. For instance, station design will provide connections to existing pedestrian networks and, where available, to the proposed Somerville Community Path. In addition, all stations will provide bike racks to encourage users to use the alternate mode. More specific station connectivity and amenities are provided in Chapter 3 (Alternatives), Section 3.7.3, *Stations* of the DEIR/EA.

B-002-003

As part of the DEIR/EA, bicycle and pedestrian accommodations are being planned at each of the proposed Green Line stations. This includes connections to the Somerville Community Path and, upon construction, the NorthPoint multi-use path. Bicycle storage is also being planned.

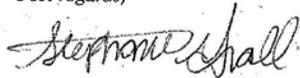
B-002-004

reach public transportation." In addition, improving bike facilities (travel lanes, station parking and on-transit bike racks) will make the Green Line accessible to travelers who are beyond walking distances from the proposed transit stations. In particular, the Somerville Community Path should be included as an integral piece of the Green Line extension planning process.

The benefits of a seamless connection flow in the other direction, too. Improved transit accessibility allows people to go farther and faster than they could on foot or on bike. By providing bike-on-transit services, riders can get to recreational destinations without a car and during off-peak periods (which can increase overall transit ridership and increase efficient use of capacity).

Thank you for the opportunity to comment on this exciting transit project; if done well, it will improve residents' quality of life and Greater Boston's economic success.

Best regards,



Stephanie Groll

B-002-004

The Secretary's Certificate on the EENF requires the DEIR/EA to include conceptual designs for the proposed Somerville Community Path. Details on the design and coordination of the Community Path in connection with this Project are found in Section 3.8, *Community Paths*.