

## Station design issues raised at Green Line Extension Land Use Workshops

### Ball Square

#### Green space/landscaping

- More greenery and open space for public gatherings/exhibits/music-art opportunities
- More greenery, plantings, even vegetable gardens. Beauty
- Landscaping

#### Bicycle facilities

- More bike parking
- Lots of sheltered bicycle parking (another comment points to this one and says “yeah!”)

#### Access

- Access to station from both sides of Broadway. Don't make people have to cross Broadway
- Provide access via both sides of Broadway
- Access from both sides of the street. Will make access much safer
- Access under Broadway to the East/South
- Pedestrian access from the east (crosswalks) seems very lacking
- Why do I have to climb stairs if I am coming from Boston Avenue/Ball Square
- Need to figure out good bike & ped access from all directions
- Need to look at station access from both sides of street (seamless)
- Look at access from both sides of street and crosswalks (to/from east in particular)

#### Station location

- Build station at the bridge to enable easier access from both sides of Broadway
- Go underground
- Why can't the green line go underground, as opposed to above ground?

#### Other

- We want real input on station and track design – it will affect our homes as direct abutters
- A sound wall will cut off light to our property. 54 homes. How can we have input into the design process?
- (Concerned about) Blending of new development with older brick buildings; reuse and enhance architectural elements

### College Avenue

#### Sound barriers

- Money for sound barriers- Need a line item dedicated to it in the budget.
- Noise barrier wherever there is work
- Sound barriers to be put up!?! Along RR tracks?
- Increased noise- sound barriers needed all along the way

#### Bicycle facilities

- Want bike lanes and covered bike parking at/around station
- More bicycle parking

#### Trees and green space

- Wall=ugly without trees. Consider aesthetics
- Will we have any trees left? This strip of trees near the tracks is a huge percentage of the neighborhood's trees
- Decking over tracks from College Ave to Winthrop, create linear park above

#### Drop off location

- Location of “drop off” so close to Boston/College intersection- traffic is already so crazy there. Personally, I would prefer the sacrifice of parking spaces to move drop off down Boston Ave.

- Very little or realistic accommodations for pick up/drop off, especially for traffic coming from the north
- Queuing for the limited drop-off spots could back up into traffic on Boston Ave. How is the number of drop-off spots determined? Will there be a space reserved for taxis?

#### Station/tracks location

- The trains should go underground.
- Tunneling for Ball Square is less intrusive. College Avenue station as proposed is a negative cost to the neighborhood there!
- Given land use of the area west of platform, wouldn't it make more sense to put crossover tracks south east of College Ave?
- The station should be built before the bridge, not after it so better pedestrian access

#### Access

- Must provide pedestrian access from Burget Ave side- largest residential area that will use
- Without access via Burget Ave. and through Tufts fields, this serves no one in circle but Tufts

#### Other

- Make sure ADA accessible
- North side of Boston Avenue along tracks – this area currently feels dark and creepy at night where vegetation between tracks and sidewalk overhangs. Good lighting from new station will be much appreciated.
- The current stop has a woodsy country feel. Please preserve this! Station should be quaint...bring pathways. Encourage bikes! Discourage cars!

### **Lechmere Station**

#### Waiting area

- Waiting areas and Charlie Card kiosks should be indoors
- Sometimes being outside while waiting for the train in bad weather is not nice. A more protected area/platform would be nice.
- Wish it could be covered waiting area and for adding to Charlie Cards
- There is no shelter from the cold and little wind and rain.

#### Green space and benches

- More trees, more benches, attractive – makes the T seem like a desirable way to travel. Cleaner and well maintained.
- Lots of park benches, lots of greenery like NorthPoint park
- Needs landscaping
- The new station as shown does not have enough (or any) green space/landscaping. It is all concrete and asphalt in front, around the parking lot and walkways
- Create more open space and green space! Any parking lots should be porous and have green areas (not heat islands)

#### Bicycle facilities

- I would like to see more bicycle parking
- More bike parking! Many folks commute to Lechmere via bike, then grab the train.
- Replace existing car parking with more and improved bike parking
- I see space allocated for bike storage but not clear access to the bike path. The bike path should be integrated into the station access.

#### Parking

- The parking lots surrounding the new Lechmere stop will create a hot, unattractive atmosphere. Please justify why you need so much parking. The parking lots will generate a lot of heat. Eliminate a few spaces and plant some trees. Thank you.
- Even the reduced parking, if only surface lots, is a very poor use of land near the station. No private developer would waste this land on parking. Why is the T? Any parking should be structured parking.

- Too much T parking in new plan
- Where do the drivers park their cars when the 200-car lot is eventually taken over by private development and before that development adds 200 parking spaces?

#### Signage

- Better signage
- Better signage for pedestrians, Galleria, Registry of Deeds, etc.

#### Visibility

- Station too 'invisible' to the neighborhood
- Proposed station is completely hidden from existing neighborhood- where is the proposed 1980's head house, which directly related to First Street axis? It is not part of neighborhood – how can you improve this?

#### Access

- It can be dangerous going into Lechmere Station with buses coming in and existing in the same area as pedestrians
- Consider overpasses for pedestrian passage over McGrath- the crosswalks are inefficient
- Skywalk across the highway!
- Footbridge over 28 to new station?
- Put the inlet bridge so people can walk thru the parks instead of on O'Brien. In the meantime, put a crosswalk at Charlestown Avenue/O'Brien before someone is killed
- Is the design of crosswalks taking into account the possibility that the extension will attract pedestrians to the area? It does not appear to.
- Must have safe, well-lit pedestrian walkway over O'Brien Highway in Cambridge (Lechmere)
- Crosswalks on McGrath Highway must have working walk lights (pedestrian only) and must be elevated

#### Other

- Everything visually (could be improved), needs to be a positive urban visual landmark to East Cambridge neighborhood, multiple-use = safer at night
- Safe and easy access, beautiful landmark, active area, quality welcoming and timeless design equal to anywhere else in the system, prominently visible
- Well-lit, covered entries and waiting areas, lots of trash barrels and smoke/cigarette receptacles and empty them please!
- Expand to be the 4-season MBTA station
- Design a station that faces the neighborhood, not the empty NorthPoint side
- Save the historic bus shed
- Remove billboards

### **Lowell Street**

#### Bicycle facilities

- Bike storage is crucial
- Provide covered secure bike parking facilities with room for expansion
- Bike bridge
- Design community path and station to promote connectivity

#### Access

- Need access on both sides of street to the station
- Extend station under Lowell street to allow access from both sides
- Two entrances to station
- Extend platform under bridge so you can get to station from either side without crossing Lowell Street

#### Parking

- Underground parking

- Limits on loading zone parking

#### Other

- Widen bridge to make double-sided drop-off
- Triangle park
- Beauty: greenery, planting, vegetable gardens, benches to sit and talk

### **Gilman Square**

#### Access

- Increase bike and pedestrian access to the south side of tracks
- Provide walking bridge across track to south side of trains
- (Want) Direct connection to high school/library/city hall
- Consider passenger overpass to high school/library on School Street
- Vertical connections to City Hall/High school very important
- Direct connection from High School to station (allow for future connections, even if not built now)
- Needs School Street entrance, helps connect to busses on Highland Avenue and areas west
- Connect station from both east and west sides (Medford Street and School Street) to extend the station's reach by ¼ mile!

#### Trash cans

- More public trash receptacles for more foot traffic
- Include public trash cans

#### Other

- Provide a covered bike parking facility that has increased security via camera or other means
- Do need a car passenger drop-off area – not parking, but a safe drop-off area (Sullivan Square not a good example)
- Do not need more parking lots

### **Union Square**

#### Green space

- Since green space is at a premium, why not have a public roof garden above the station? (Great idea!)
- Street trees, shade trees, arbor; new series of linked parks; park revitalizes/heals toxic landscape

#### Bicycle facilities

- Sheltered bicycle parking for commuters – 5% of ridership
- Covered bike shelter cages
- Cover bicycle storage

#### Possible expansion

- Station design should be expandable
- Must be built to allow extension to Porter Square, construct the station longer to reach Webster Avenue
- Design for possible future expansion to Porter Square

#### Community amenities

- Public art
- Playground by school; performance space outdoors
- History walk, public art
- Skate park
- Bocce, chess tables, international multi-ethnic game space

#### Access

- As mentioned in the discussion, more pedestrian access to the station. I propose a platform extension under both bridges for access to Webster Avenue.
- You must have safe pedestrian access to the station from the west and north, ideally have a headhouse on the west side of Prospect
- Walking from Union Square to Union Square station via Webster Street looks challenge. Will there be a pedestrian walkway along tracks? Otherwise, walk will be indirect
- Badly need easy access on Union Square side of Webster, why doesn't platform go on Union Square side?
- Rail and Platform accessible from Webster
- Entrance/head house from both sides of Prospect
- Headhouses on both sides of Prospect as well as on Webster
- The station should be located between Webster and Prospect so you can have dual points of entry. A significant portion of users will come down Webster, so access from Webster bridge is critical. East of Prospect is not accessible
- Station needs to be visible on Webster Avenue, access from both sides of Prospect
- Access to Brickbottom directly from station
- Can pedestrian access parallel sides of electrical substation?
- Create a connection under Prospect Bridge to allow a cross to the west of Prospect without crossing Prospect Street traffic
- Maze of street network terrible for efficient pedestrian access. Suggestion – extra fare gate at platform level leading to walkway in rail row to vertical connector at Webster Street Bridge. Similar to Route 16, no amenities (vending, etc), just a gate would improve access to Union Square, Summer Street, Concord Square
- Multiple entrances, new crosswalks/safe, gateway to Union Square (Greenway)
- Pedestrian pathway to Allen Street
- Moving stairway and elevators to allow street-level entry

#### Bus connectivity/access

- Build a busway on decking between Prospect and Webster (in front of the substation) for bus access to the station
- Can build cantilever over rail to provide bus access?
- Plan for better bus connectivity as part of station planning, not after it
- Bus station above tracks between Prospect and Webster

#### Other

- When you're building new sidewalks, lanes, etc, seek pervious paving options
- Larger station
- Building should be "signature"
- Natural light, energy efficiency, using impervious materials for water, solar powered lighting, green roof
- Glass cover, timed heat lamps, shelter from weather
- Moving turnstiles to entry to allow sheltered wait
- Safe, welcoming, attractive spaces
- No new parking

### **Washington Street/Brickbottom**

#### Bicycle facilities

- Bike racks, possible bike hotel
- Provide covered, secure bike parking with ability to expand capacity as needed
- Sheltered, ample bicycle parking for commuters

#### Station visibility and location

- Put the station over Washington Street bridge, make station very visible
- Improve station visibility – current station is too hidden
- Move station over Washington Street. Keep Community Path on west side of tracks to reach station and Brickbottom

- Visibility of station (noted twice)

#### Lighting and signage

- Better street/pedestrian lighting around station area
- Lighting
- Signage to the station

#### Access

- Pedestrian connectivity – station design will make or break it
- Work out pedestrian access from both zones of Inner Belt. Do long range planning to improve bike/pedestrian crossings of McGrath corridor
- Get WalkBoston and pedestrian designers involved, access is poor and must be improved
- Entire pedestrian area approaching the station needs to be improved – cleanliness, lighting, surface maintenance and pedestrian crossings for Washington Street and McGrath Highway
- Vertical connections between community path and station needed
- Wheel chair access

#### Other

- More green areas
- Move drop off to north side, with signal at Tufts Street
- Noise barriers
- Bus drop-off close to station

### **Maintenance Facility**

#### Storage

- Enclose storage yards
- Train storage is noisiest and most noxious part, buffer it from neighborhood
- Minimize vehicle storage at Brickbottom end of option L area to avoid more impacts
- The train storage under the North Point Bridge creates elevation problems (grades). No train storage should block a future bridge corridor.

#### Parking and footprint

- Move parking lots to other side of BET to reduce land takings
- Share land (especially parking) with BET
- Smaller footprint
- Shift footprint to B.E.T.
- Can maintenance yard footprint be moved closer to B.E.T. to not cut off future economic development?
- Push activity as far away from residents as possible

#### Green design

- Design it as green as possible
- Make green roofs over some storage tracks to increase green space in Somerville

#### Other

- Sound and sight walls around facility
- A bridge from Inner Belt to North Point essential. It combines with Community Path and serves both Cambridge and Somerville
- Reduce land takings, design as compact as possible
- Design observation deck/"museum" component
- Improve design re: street grid connectivity (East Cambridge, etc)

### **Route 16**

#### Access/connectivity

- Connectivity to west Medford Square needed

- Connectivity to grocery store is needed, will be important
- Don't forget connections north and east (ex. Condon Hat Shell)
- Walk & bike connections (ex. Mystic Lakes)
- Concourse under tracks (embankment) to connect to Whole Foods area
- Study the potential pedestrian connection to North Street
- Strengthen connection to public housing via park (Irvington Road)

Other

- Create park on opposite side of U-haul building
- Additional parking decks for new housing/businesses
- Include signage for Mystic Lakes, especially for bicyclists
- Transit-access to green space – unique!
- Include parallel multi-use path along tracks to West Medford from Route 16 Station