

**Green Line Extension Project
Design Working Group Meeting #3**

LOCATION OF MEETING: Tufts University, 51 Winthrop Street, Medford, MA

DATE AND TIME OF MEETING: May 26th, 2011 (6:30PM-8PM)

DESIGN WORKING GROUP ATTENDEES

William Deignan (City of Cambridge)
Frederick Dello Russo (Medford City Council)
Todd Kaplan
Michael Lambert (City of Somerville)
Betsy Larkin
Derek Lombard
James Madden
Chris Matthews
Alan Moore
Judy Neufeld
Polly Pook
Julia Prange
Ellin Reisner (Community Co-Moderator)
Barbara Rubel (Tufts University)
Sean Sullivan
Heather van Aelst

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY ATTENDEES

Mary Ainsley, Director of Design and Construction-Green Line Extension Project
Margaret Lackner-Deputy Director Design-Green Line Station Design

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION

No Attendees

HDR/GILBANE PROJECT TEAM ATTENDEES

Michael McBride, HDR Program Manager, Green Line Extension
Karen Arpino-Shaffer, Gilbane Deputy Program Manager, Green Line Extension
Michael Epp, Kleinfelder/SEA, Director, Station Design
KyAnn Anderson, Kleinfelder/SEA, Station Design and Public Involvement
Howard Haywood, Kleinfelder/SEA, Station Design and Public Involvement
Tom Jin, Kleinfelder/SEA, Station Design
Deneen Crosby, CSS, Urban Design
Josh Burgel, CSS, Urban Design
William Lyons, Fort Hill, Infrastructure and Public Involvement
Beverley Johnson, Bevco, Public Involvement
Vanessa White, Bryant Engineers, Administrative and Public Involvement

AGENCIES/GENERAL PUBLIC

Mary Ann Adduci (Medford Resident)
Kristi Chase (City of Somerville)
Joseph Cutrufo (WalkBoston)
Guy Darst (Boston Herald)
Steve Douglas (Resident)
Robert Fagone (Shaw Group)
David Johnson (Medford Resident)
Ken Krause (Medford Green Line Neighborhood Alliance)
David Rajczeswki (Medford Green Line Neighborhood Alliance)
Brad Rawson (City of Somerville & Resident)
Wig Zamore

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HANDOUTS (available at www.mass.gov/greenlineextension):

- Updated Green Line Extension Fact Sheet
- Design Working Group Design Subcommittee “Station Design Principles”
- Schedule of Station Design Workshops and Workshop Format

PURPOSE/SUBJECT: Design Working Group Meeting #3: (a) Introduce the HDR/Gilbane Project Team; (b) Provide an overview of the Preliminary Engineering Phase of the project; (c) Provide a project status report; (d) Discuss Design Working Group Subcommittee “Station Design Principles” Matrix; and, (e) Get Design Working Group Feedback on Schedule, Location, and Outreach for Station Design Workshops.

BACKGROUND

The Green Line Extension Project is an initiative of the Massachusetts Department of Transportation (MassDOT), 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.

SUMMARY OF MEETING

Welcome and Introduction of HDR/Gilbane Project Team

Mary Ainsley, MBTA Director of Design and Construction, Green Line Extension, welcomed the attendees and introduced Karen Arpino-Shaffer to summarize the meeting groundrules.

Ms. Arpino –Shaffer stated that all Design Working Group minutes will be posted on the MassDOT website, and a community comment period would be opened at the completion of the meeting agenda.

Project Overview and Milestones

Mary Ainsley stated that the project scope of work involves the design and construction of seven Green Line Stations; the 100% design of the Community Path; and the purchase of new Green Line cars. Ms. Ainsley pointed out that advertisements for new Green Line cars will be issued in the fall of 2011 and bids will be invited in the spring of 2012. Ms. Ainsley also pointed out that the State environmental review process was completed in September 2010, and the federal environmental review process will be completed this summer.

Mary Ainsley pointed out that the HDR/Gilbane team will manage the Physical Engineering (P/E) phase of the project, and they have an initial 14 month contract which includes advancing the preliminary design that will support the selection of a Design/Build contractor. She outlined the key schedule goals for the Design/Build process as follows:

- HDR/Gilbane will advance the project to 30% design and prepare the Design/Build package over the summer/ fall of 2011.
- Prospective Design/Build contractors will bid on the 30% design package in late winter or early spring of 2012.
- Goal would be to award a The Design/Build contract late summer/fall of 2012.

Ms. Ainsley also pointed out that the MBTA and MassDOT have scheduled seven station design workshops in the month of June to get important feedback on station design from the Green Line corridor communities. She pointed out that the workshop schedules and locations were distributed at the meeting to get feedback from the Design Working Group. Mary Ainsley introduced Michael McBride, HDR/Gilbane Program Manager.

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Introduction of Project Team, Roles, and Responsibilities

Michael McBride introduced the members of the HDR/Gilbane team in attendance at the meeting. Mr. McBride indicated that the team is looking at previous station design and urban design work and will assess public feedback from the upcoming station design workshops. He pointed out that a review of all of this data, in addition to project costs and schedule, utilities, track layout, bridges, retaining walls, noise barriers, and the maintenance facility, will help the project team to take a fresh look at the work that has been done, and figure out what works and what does not work.

Mr. McBride stressed that discussions on prospective land takings will resume once the Federal environmental review process is completed. He emphasized that the Federal process involves looking at alternatives, and in order not to compromise the alternatives analysis, no discussions on land takings can take place during the review process.

Discussion of Design Working Group Subcommittee "Station Design Principles" Matrix

Ellin Reisner opened the discussion. She stated that the MBTA and MassDOT have developed a similar set of station design principles that are pretty much on the same page with the DWG Station Design Principles. Ms. Reisner emphasized that the Station Design Principles is a working document. She opened the floor for discussion on this document.

Margie Lackner, MBTA Deputy Director of Design, indicated that the DWG Station Design Principles is compatible with MBTA guidelines and has been shared with the HDR/Gilbane design team. She further stated that the HDR/Gilbane design team is interested in working with the DWG to identify design solutions.

Ellin Reisner asked if the Station Design Principles will be utilized in the Station Design Workshops. Karen Arpino-Shaffer responded that the document will be included as part of the upfront information that will be shared at the beginning of each workshop, and the matrix will also be mounted on boards for each breakout group. It was suggested by the Design Working Group that "post-its" be used at the workshops so that participants can give feedback on the Station Design Principles, as well as other important issues.

It was suggested by the DWG that the HDR/Gilbane team go through each station to identify issues and opportunities such as ADA access. Members of the DWG also asked for specifics on the level of design that will be shown at the workshops, and if it will be similar to the VHB design. The team responded that the design presented at the workshops will reflect where the previous team left the design, and will also include important issues the team has been evaluating so that the community can provide feedback.

Karen Arpino-Shaffer pointed out that the team is looking at various topics to discuss at the workshops, but did not want to make a final decision until the DWG provided feedback on this issue. Ms. Arpino-Shaffer cautioned the DWG not to let "hot button" issues monopolize the workshops since the project schedule requires advancing the design subsequent to the June workshops and scheduling a second round of workshops in September to present the design concepts before proceeding to 30% design.

The Design Working Group asked what level of design will be handed off to the Design/Build team. The HDR/Gilbane team indicated that the 30% design might not include a lot of specific details on items such as tracks, etc., but station design work and material selection will be at more than the 30% level of design. It was also pointed out by HDR/Gilbane that the selection criteria for the Design/Build contractor will include their level of interest in and ability to work with the corridor communities and carry forward project ideals.

The Design Working Group requested clarification on the priority for station access and context. HDR/Gilbane responded that the MEPA Environmental Assessment (EA) identifies intersection improvements; signalization, cross-walks, and other improvements to facilitate better vehicular flow, as well as increased pedestrian access and safety. Therefore, the MBTA, MassDOT, and the project team will be looking very closely at effective solutions for getting people to the stations.

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A member of the DWG stated that the group has defined a solid set of station design principles that can have a profound impact on the entire Green Line corridor, and that most of the principles are based on standard engineering parameters and the Americans with Disabilities Act (ADA) requirements. Additionally, the principles address the concerns of corridor residents about the impact and compatibility of station designs on the character of the neighborhoods. Therefore, why not use these principles as a major topic of discussion at the station design workshops?

Margie Lackner of the MBTA responded that the HDR/Gilbane team is preparing “3-D modeling” so that each station begins to get a real configuration based on function and that will help corridor residents to visualize what each station will look like in the context of the character of corridor communities. Ms. Lackner also pointed out that the community will have an opportunity to provide feedback on materials and palettes.

A member of the DWG responded that figuring out station functionality is the first step, and the MBTA and MassDOT should then schedule a “community workshop” on how the community wants each station along the line to appear, separate from the station design workshops, in order to maintain the individuality of each station design. Otherwise, the stations along the entire corridor will be “cookie cutter” versions of each other.

Karen Arpino-Shaffer introduced Michael Epp, of Kleinfelder/SEA, who is the lead architect on the HDR/Gilbane team. Mr. Epp indicated that he is dedicated to an open public process, and has worked on a number of major transportation design projects. He stated that the design team will do their best to have a complete and open dialogue with the community throughout the process, and that each station will look different and have their own architectural distinction. Mr. Epp also added that the design process will be very clear and straightforward.

As part of his response, Mr. Epp showed a conceptual drawing of Ball Square as an example of how the team will make the station design concepts more clear and understandable to ensure that stations reflect what the community wants. He also indicated that the “3-D” sketch-up models will be a useful tool in helping the community to visualize how each station will look and their compatibility with neighborhood context. Mr. Epp also introduced a Ball Square “fly through” as an example of the type of design tools that will be very useful in community visualization during the second round of workshops in September.

Karen Arpino-Shaffer stated that she is also preparing the commitments that were made during the MEPA process so that the DWG and community can get a sense of the parameters that were established as part of the Environmental Assessment. She indicated that to the extent any ideas conflict with the EA, the team will have to conduct a careful assessment. In response, it was suggested by the DWG that the project team needs to be upfront about the MEPA constraints so that the community fully understands the parameters.

The DWG asked if the MBTA station design principles matrix is available. Margie Lackner responded that it should be available on the MBTA website.

The DWG asked if the Federal process involves opportunity for public comment. Yes, the MBTA responded that once the Federal Transit Administration (FTA) approves the environmental assessment for posting, a 45-60 day comment period will get under way, including up to two public meetings. However, at that point, the document will not be a “draft.” Instead, it will be in “final” form.

A member of the DWG asked if a separate Community Path Design Workshop will be scheduled. Yes. The MBTA, MassDOT, and the Project Team will first meet with the architect hired by the City of Somerville to work on the Community Path Design, and then schedule a Community Path Workshop. Also, it was pointed out by the project team that separate workshops will be scheduled for retaining walls, noise barriers, and the maintenance facility. A DWG member expressed concern that since the Community Path follows the rail corridor, engineering decisions may be made independent of Community Path design.

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It was suggested that the MBTA, MassDOT, and project team provide a summary of the DWG Subcommittee Station Design Principles for use of the participants at the workshop.

DWG Suggestions on Station Design Workshop Locations

Ellin Reisner suggested that some of the workshops be moved to locations that are closer to the neighborhoods. Ms. Reisner volunteered to work with the HDR/Gilbane Public Involvement team to identify alternative locations.

City of Cambridge representatives requested that the Lechmere Station Design Workshop be scheduled on June 29th rather than June 30th so that people planning a long weekend for July 4th have an opportunity to attend.

DWG Suggestions on Outreach for Station Design Workshops

- Prepare a flyer for each station workshop that can be distributed at MBTA stations; local businesses, and posted on community websites, along with City of Somerville, Medford, and Cambridge websites, and in neighborhood papers. Translate the flyer into Spanish, Portuguese, and Haitian Creole. Check with the municipalities about announcing the workshops through their “reverse 911” system. The DWG volunteered to help with outreach.

Other Issues

Mary Ainsley announced that Jessica Kidd has agreed to be the new Medford representative on the DWG. She also pointed out that Ms. Kidd could not attend tonight’s meeting, but will be in attendance at the next meeting.

Next Design Working Group Meeting

It was agreed that the DWG will schedule one meeting in July and one meeting in August.

Community Comment Period

There were no community comments.

Adjourn

The meeting adjourned at approximately 8PM.