Green Line Extension
Design Working Group

Green Line Station Design Principles - 11/08/10 Draft

Connectivity / Inter-Modal Access / Neighborhood Context		Transportation	Abutters/Neighbors	Station Design/Architecture	
Improve all existing pedestrian / bike / transit and community paths and create new ones to feed stations.	**Build Community**. Stations need to be integrated into their neighborhoods physically, economically and socially.	Stations should be primarily pedestrian-focused, **designed for pedestrians** on foot, bus or bike.	**Minimize takings** of land, trees, or anything precious to abutters.	Stations need a clearly articulated architectural strategy. Balance the need for similarity of station architecture with need to respond to context and topography of each individual staiton.	Safety. Stations must feel and be perceived as safe, both personal safety and also as a pedestrian getting to the station. This is a top priority.
Provide well-lit, accessible, and safe pedestrian routes across major arterials between neighborhoods and stations.	**Stations must respond to the surrounding context**. Different contexts = different design approach = unique design.	Kiss & Ride space allowance on station sites to be proportional to its ridership. Goal is to reduce congestion while still providing this service.	**Mitigation.** Provide sufficient mitigation to reduce noise, pollution, vibration so that quality of life for abutters is better, not worse.	**Quality Design.** Quality, durable materials should be used. Design should be a shining example of quality public infrastructure.	Stations should be open, transparent, lots of glass, visually connected to surroundings.
Take advantage of opportunities for or connection to existing Open Spaces in area.	**Neighborhood Activity and Business**. Stations will change their surroundings; land use patterns should support existing businesses and encourage new ones.	**Parking** at stations kept to absolute minimum, Accessible parking excepted.	**Lighting** should not be a nuisance to neighbors. Downlighting or lighting only surfaces that need it important.	**Low maintenance** requires buildings and designs that are simple, sturdy, high quality.	**Quality Wayfinding** to/from station critical to driving up ridership. Show local businesses on neighborhood wayfinding maps.
Maximize access to stations from all directions. Investigate access from multiple points to minimize traffic crossings by pedestrians where not necessary.	Traffic and parking must not be made worse by the Station. Enforcement of existing regs and creation of new ones to prevent quality of life reduction.	Design Bus Stops to maximize safety, avoid street crossings and have stops for buses going in the same direction at one location.		**Sustainable/Green**. MBTA targets LEED Silver as goal; Net-Zero stations a goal? Start LEED Checklist right away.	**Lighting.** Provide sufficient lighting to make stations feel safe and comfortable.
Traffic. Surrounding intersections must be redesigned where necessary & made safer to handle increased usage at Stations.	**Stations need "room to breathe"**. More than sidewalks should surround them: plazas, art, open spaces, places to sit, get a coffee, wait, check messages.	Changes to existing Bus routes/stops to be evaluated in 30% design phase, not reactive after stations are built.		**Forward-looking 21st Century Stations**. Welcome historical neighborhoosd references but ensure design is forward-looking.	If feasible, transition between Bus and Station should be covered and protected from elements.
Cities of Somerville, Medford and Cambridge to execute Master Plans for all stations in coordination with MBTA to affect change beyond the station scope.	**Stations are more than an entrance and platform**. They make urban space and create social and gathering spaces. They must not be designed in a vacuum. Think beyond the station property line.	**Max Bike Racks.** Provide lots of bike rack capacity at each station, as the % of bike users to stations will likely grow over time and this growth should be designed into the stations.		**Art.** Incorporate and integrate art into each station. Done right, each station will BE a work of art. Station wayfinding could be integrated into art.	Investigate multiple station entrances to minimize traffice crossings by pedestrians and increase safety.
Improve road, signal and pedestrian safety and access improvements.	Provide good sight lines to station entries and signs and between station and commercial districts.	Provide for urban trailblazer signage (car sign to station locations).		Provide well-designed circulation patterns at stations with one path of travel.	Stations to provide universal access principles per Federal ADA and Mass. Arch. Access Board (MAAB).
		Bike accommodations should follow the City of Cambridge bike standards: covered storage, functional racks and bike aisles.		Investigate retail options at Stations.	Protect riders from wind, rain and snow on platforms.
				No pigeons!	