

GLX Design Principles Working Group: Meeting Notes

Tuesday, October 5th, 2010

5:30-7:00 pm

What MBTA would like to see in station design:

- Accessibility/universal design
- Connectivity to neighborhoods
- Maintainable stations
- No pigeons!
- Safety- perceived and real
- Sustainability- possibly LEED Silver
- Integration with neighborhoods

- Clearly there is a budget issue, perhaps other partners will come forward in time

Accessibility:

- MBTA has an obligation to provide clear path of access to stations but those zones and their boundaries haven't been determined yet
- Not the MBTA's job to fix every problem in the area affecting access
- Focus is on getting people safely to stations

Jim M: There seems to be a lack of coordination with integration of bus routes

Kate: Keep in mind that the engineering team does not start work until February

* Urban design is key- creating place around the stations

- Most stations don't have a place yet
- This is urban design from scratch

Ellin: Good idea is to hold local walks around the stations, collect info, video etc and use that to guide the team in February. This will help with early identification of issues

*Union Square: Station is planned a good distance away from most bus stops

- Need to integrate bus with T station
- Union Square will remain a major transfer point
- When will bus planning actually occur?

*Planning traffic patterns- will take years to evolve- planning will be somewhat reactive

- Examine bus boarding data to see how riders are currently using route

Concerns about stations:

1. Climate control zone
2. Station location
3. Minimizing walking path out of station (possibly having "one path of travel" instead of segregated path for those with disabilities)

4. Way-finding – beyond signage, include wayfinding/identification on buildings as landmarks to orient people to the commercial district- expect a good deal of out of area folks coming to station areas to shop, need to make it clear how to get to commercial center from station

Issues to address in design:

- Concern over “inbound/outbound” as it is confusing
- Be careful with duplication over names of T stops (ie. Arlington, Lowell)
- Design for the future- a station that will look good today and 20 years from now
- Make stations visually distinct but still continuous
- Incentivize non-auto access (make it easier to walk or bike or bus to station than drive)
- No park-and-ride
- Sufficient bike facilities (racks, boxes, lockers, shelters, ramps etc)
- Strong relationship with community path- need to be cognizant of divide with commuter rail tracks
- Strike a balance between cost-savings and maintaining identity with neighborhood
- Art → in the 80’s there was money set aside for station art, but not anymore- possibility is to call to local artists for involvement- this is key to way-finding

Idea: We come up with a framework/template for station area design that all stations can use, listing principles with examples, and give it to the engineering team in February

Reminder: We are 14 months away from construction start

Idea: Station Walking Tours

- Weekends
- Before winter starts
- Have local resident lead
- Coordinate with community meeting attendees
- Aim for 10-20 people max
- MassDOT may or may not be able to have staff there (weekends are difficult)

Next Full Meeting: November 8th

Next Design Committee Meeting: October 19th, 6:00 and November 16th

Agenda Items: Draft and agree on design principle ideas, schedule neighborhood walking tours

Meeting summary by: Julia Prange

Attendance:

Mary Anne Adduci

Doug Carr

Todd Kaplan

Courtney Koslow

Marggie Lackner, MBTA
Eric Li, Tufts
James Madden
Jessica Martin
Jim McGinnis
Julia Prange
Barbara Rubel
Sean Sullivan
Lynn Weissman