

**Green Line Extension (GLX) Community Working Group (CWG) Meeting**  
**February 4, 2020**  
**4:00 PM To 5:30 PM**  
**200 Inner Belt Road, Somerville, MA**

\*This meeting is the 27<sup>th</sup> consecutive, monthly GLX Community Working Group meeting.

**ATTENDEES:**

CWG Members: Viola Augustin (Somerville), Joseph Barr (Cambridge), Elliott Bradshaw (East Somerville - Brickbottom), Ryan Dunn (Magoun Square), Jim McGinnis (Union Square advocate), Nicole Morell (City of Medford City Council), Andrew Reker (City of Cambridge), Jim Silva (Medford - Ball Square), Laurel Ruma (City of Medford), Justin Moeling (Gilman Square), Ryan Dunn (Magoun Sq.), Diana Souza (GLX Director of Safety)

MassDOT/MBTA: Melissa Dullea (MBTA) – on the phone, Terry McCarthy (MBTA Deputy Program Manager of Stakeholder Engagement) and Michael Weatherred (GLXC – Safety Director)

GLX Project Team: Martin Nee, Erin Reed, Amanda Smith and Jeff Wagner

Other Attendees: Brian Chan (City of Somerville), Tim Dineen (VNA resident), Dan Jaffe (Charlestown resident), Alex Leite (City of Somerville), John Attanucci (MIT – City of Cambridge).

**PURPOSE:** The GLX Community Working Group (CWG) was formed to help engage and foster communication with the communities along the GLX corridor by meeting with representative members (both residents and officials) of Cambridge, Somerville, and Medford.

**BACKGROUND:** The Green Line Extension (GLX) Project is an initiative of the Massachusetts Department of Transportation (MassDOT), in coordination with the Massachusetts Bay Transportation Authority (MBTA). The project intent is to extend existing MBTA Green Line service from Lechmere Station through the northwest corridor communities of Cambridge, Somerville, and Medford. 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.

T. McCarthy welcomed everyone for attending and thanked them for taking the time out to attend the meeting. T. McCarthy reviewed the emergency evacuation path from this building for all of those in attendance. A large yellow sign marks the muster point in the GLX Offices parking lot. An AED is in the kitchen and several attendants in the room have CPR training. T. McCarthy asked everyone to look to their left and right and remember the person sitting next to each other in the event we need to meet at the muster point outside.

M. Weatherred reviewed the non-negotiable safety program within the GLX project which involves a tremendous amount of focus within the project. The team introduced the “Take 5 for Safety” program that requires each team member to fill out and document any and all tasks he/she is asked to perform that are outside of normal job functions. M. Weatherred emphasized the value in taking an initial moment to plan, anticipate potential hazards and how each could be mitigated. The Take 5 for Safety was instituted at the start of the year that has proven incredibly valuable.

T. McCarthy reviewed the bridge opening schedule with emphasis on the latest Broadway Bridge opening timeline anticipated in July 2020. Two factors influencing the revised include the following:

- Excavated materials tested (routine) and petroleum-contaminated soil and groundwater were found. The anticipated source is a nearby gas station (tanks were removed last week). The material was studied, and the environmental determination is there is no significant risk to human health or safety. All contaminated materials have been removed from the site and the water removed through the dewatering process is treated in tanks prior to disposal. J. Moeling asked if any of the contaminated materials is stored, even temporarily, on site? T. McCarthy said no. J. Moeling asked how many yards of material? T. McCarthy said they can get this information for him. J. Silva said they talked to the City Engineer who was able to provide information she had; very helpful. J. Moeling asked if there would be wells left for dewatering; T. McCarthy said no.
- The project team is estimating there were three previous bridges in this location prior to the GLX work. A granite gravity foundation was discovered through this process and found the next bridge was built on top of this foundation. The team now must drill through the below grade granite foundation. J. Silva asked when this drilling is taking place; T. McCarthy said this has been taking place during the day and is happening within a time restriction. The steel has gone into production and is scheduled to arrive on time, so the team is reviewing sequencing to help with the new July opening date.

T. McCarthy reviewed the closure of the Lechemere Station as covered in the media lately. The bus diversion route has been finalized but the mechanical and engineering details are still being worked out. M. Dullea said the MBTA is working to make the route function better by coordinating with MassDOT on O'Brien Highway near the Museum of Science. The team is working to mitigate disruptions and dedicated bus lanes have been discussed but no decision has been finalized. T. McCarthy added that the viaduct work to be done by the MBTA and will be staged by barges. GLX and the Lechemere Viaduct Repairs Project were staged simultaneously to take advantage of the same outage.

J. Silva asked if the viaduct work is actually a part of GLX; T. McCarthy said it is part of the Green Line Transformation and is not part of the GLX project. J. Attanucci said the Transit Advisory Committee submitted a letter to MBTA about bus diversions; T. McCarthy said they had great suggestions, and all are being reviewed. J. Attanucci said the bus lane idea is great but would still be good to let people know about the impact (time) on their commutes and the existing bus riders who transfer at Lechemere Station. One suggestion was for the buses used for the Lechemere replacement shuttle should continue on their route to North Station after reaching Lechemere. M. Dullea said this request would impact headways upstream and is therefore not currently being planned. The Nashua Street bus stop area has enough space for 2 buses and is very tight; might have a bump-and-go shuttle to ensure enough space. Trip departure times of existing routes may be impacted if combined with shuttles but are still researching this suggestion. D. Jaffe asked if it made sense to use Community College bus stop as the beginning stop; T. McCarthy said all of the shuttle companies they have contacted are interested in helping with this endeavor and have discussed this and other options as possible solutions. M. Dullea said every plan is a draft until the shuttle is complete and said they looked at busing to Community College but there are some capacity constraints. R. Dunn asked if the construction at Martha Road will be complete by the time this shuttle starts; T. McCarthy said the project will not likely be completed but will be nearing completion by end of summer/early fall of 2020. J. Attanucci said the path of travel from the bus stops is long for those accessing the Green Line and Orange Line. M. Dullea said there are elevators and the underground

tunnels are now open, so pedestrians are under cover from the bus stop; wayfinding signage will be provided the entire walk.

J. Silva asked about Haymarket Station; T. McCarthy said there are plans to take down the Government Center Garage for development and no details are yet worked out for buses. M. Dullea said Haymarket busway was slated for closure in January 2021; The T is looking at a few concepts of where to relocate those stops and did not want to mix in the GLX shuttles. J. Barr said the walk from the drop-off point to the platforms at North Station should be reviewed for people with disabilities. Is there an accessible shuttle that can be run to compensate for this extended reroute during this time? M. Dullea said they are exploring accessibility options to help those who would have difficulty accessing this walk. T. McCarthy said the next public meeting on March 10<sup>th</sup> will be focused on the bus grid and shuttle system; J. Wagner said it will also provide an update. M. Nee said it will be an open house format in the beginning and then a presentation with Q&A session at the end. L. Ruma asked when the next larger public meeting will be held about the entire project; T. McCarthy said May 2020 and will be a total project meeting.

GLXC CONSTRUCTION UPDATE: J. Wagner provided the following construction update:

- Washington Street to Sycamore Street:
  - o Commuter rail track has been relocated to permanent location. The old track is being removed and a concrete barrier was moved from the east side to the west side of the alignment. Track switching took about 2 weekends; typically, would take one weekend for less complicated sections. J. Moeling said people have told him they are excited to see the progress and were happy it was a drastic change. L. Ruma asked when the sound walls will be installed; J. Wagner said they are in fabrication.
  - o Washington street overpass (remaining section) can be demolished; can begin Medford St bridge modification; install retaining walls; excavation on hill northwest side of alignment; drainage installation (only accounts for 25% of overall project drainage); start of station work at East Somerville Station; and east side panel installation at night.
- Sycamore to Cedar Street:
  - o Removing temporary soils; drainage installation; retaining wall work and building up the track bed.
- Cedar Street to College Ave.:
  - o Drainage tie-in at Granville Ave and Winchester Street
  - o Cleanup of recently poured central pier and east abutment installation underway at Broadway Bridge. J. Silva asked if this was slated to be open late spring/May; J. Wagner said yes that is likely given the project progress.
- Union Square Station Area:
  - o Foundation construction continues at future Union Square Station
  - o Retaining wall construction and sheet pile driving progressing behind GLXC office and Target. Worked to set up vibration monitoring and have done community outreach in this area to provide advanced warning of the work.
- Lechemere Area:
  - o Foundation drilling is complete between BET and Water street; micro pile drilling will start soon
  - o Steel placement underway
  - o Column construction nearly complete with pier cap concrete pours. J. Moeling asked what this viaduct will be underneath once complete; M. Nee said MBTA operations would take over and likely be tightly fenced.

- Steel placement across East St continues to advance toward Water Street north
- Red Bridge/ BET Areas:
  - Steel placement across Fitchburg viaducts
  - M. Nee said he has cleared a field trip to this area through GLX Safety Operations. Everyone will have to wear a boot that resembles a working boot; safety gear will be strict enforced. A. Reker asked where the community extension path is located near the BET/Red Bridge area; M. Nee showed A. Reker where the path will go over the viaduct and then travel back down to the ground surface beneath the viaduct.
- Vehicle Maintenance Facility:
  - T. McCarthy said the T is planning to bring this facility online next Fall (2020) and are working to identify what is needed for operations, vehicles and staff to fill it. J. Moeling suggested adding the sub stations and how they fit into the design in the next presentation.
- Gilman Square Station Area:
  - Traction power substation underway
  - Soil anchor installation to start soon along retaining wall at high school
- Ball Square Station Area:
  - Work advancing on utility corridor north of Broadway
  - Starting to see progress on traction power substation

**PUBLIC OUTREACH UPDATE:**

- GLX Hotline and Response to Comments/Requests:
  - More calls and emails this month than any prior month; team closed out 963 actions
- Community Events:
  - Held a blood drive on January 31st at the GLX Project Office – 30 construction personnel participated.
  - Planning to host and contribute to future community events.

T. McCarthy thanked everyone for coming and for taking the time to attend this month's community working group meeting. The Community Working Group meeting concluded at 5:32 PM.

**NEXT MEETING SCHEDULED FOR MARCH 3, 8:30 – 10:00 AM: 200 Inner Belt Road, 3<sup>rd</sup> Floor, Somerville MA 02143.**