

GREEN LINE EXTENSION PROJECT
August 6, 2019 COMMUNITY WORKING GROUP MEETING – SUMMARY MINUTES

LOCATION OF MEETING: GLX Project Office, 200 Inner Belt Rd, 3rd Floor, Somerville, MA 02143

DATE/TIME OF MEETING: August 6, 2019; 4:00 AM – 5:30 PM

ATTENDANCE:

CWG Members: Elliott Bradshaw (East Somerville), Andrew Reker (For City of Cambridge), Jim McGinnis (Union Square), Laurel Ruma (College Ave), Jim Silva (Medford Ball Square), Joseph Barr (Cambridge), Ryan Dunn (Magoun Sq.), Dylan Manley (Union Sq.)

MassDOT/MBTA: Terry McCarthy – MBTA Deputy Program Manager of Stakeholder Engagement, Melissa Dullea (MBTA Bus Operations)

GLX Constructors (GLXC): Jeff Wagner, Randy McSherry, Erin Reed, Michael Weathered

GLX Project Team: Martin Nee, William Scully

Other Attendees: Tim Dineen (VNA resident)

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.

PRESENTATION:

John Dalton opened the meeting by asking if any members had specific questions they would like addressed.

Laurel Ruma (LR) – Pointed out that the previous GLX project featured a very long gradual ramp at College Avenue where the emergency egress exits the rear of the station. The current plan offers what she described as a very large zig-zag, fire escape type of structure that she felt was visually unappealing to the community. She asked if the community could open up a discussion about changing the structure back to a long gradual ramp.

John Dalton (JD) explained the reason for the change stating that the lack of a secondary entrance to the station required creating a way to get people away from the train and platform in case of an emergency. The design solution created a code-compliant area of refuge, which took on the form of an enclosed area away from the

platform. This solution was less than ideal. The project revisited the design and modified the “area of refuge” solution at both Magoun Square and College Avenue stations so that passengers could leave the vicinity of the station area entirely and thus distance themselves from any danger. The solution at College Avenue resulted in the switch-back ramp structure to get to street level.

LR had concerns with the “holding bin” structure, but is opposed to the solution in the current design. She would like have an ADA specialist at a meeting soon to address a wider range of concerns expressed by the community.

Jim McGinnis (JM) – Asked if there had been any coordination with US2 on the Union Square station design and the lack of an elevator.

JD explained there is no requirement for an elevator, but GLX has determined the best place to locate an elevator (designed and built by others). Through the US2 environmental compliance process, GLX has commented that the station design does not preclude the construction of a future elevator. He added the elevator would have to be near the top of the bridge in order to take advantage of the relatively flat area for ADA purposes.

In response to questions, GLX confirmed the project is still expected to be completed on-time and on-budget. In addition, the Broadway Bridge is still expected to be completed by spring of 2020.

Jim Silva (JS) commented that he would like to see the bus diversions from Lechmere Station in spring of 2020 provide direct (express) connections between Old Lechmere Station and North Station and/or Government Center.

Terry McCarthy (TM) turned the meeting over to Michael Weatherred who provided a safety briefing. He explained that hot weather is responsible for 60,000 visits to emergency rooms each year and it is the #1 killer in terms of weather related events at 680 deaths per year in the U.S. He also presented data showing that GLX’s safety record score, to date, is approximately 400 percent better than the industry average.

Randy McSherry (RM) provided a construction overview on:
Broadway Bridge and the recent removal of the west abutment
Washington St. Bridge

- Medford St. Bridge
- School Street Bridge
- Continuous track welding
- The Vehicle Maintenance Facility
- Work near Union Square Station
- Work near Lechmere Station
- The Boston Engine Terminal Area
- Brickbottom and surrounding area
- Noise and retaining walls

Green Line Extension Project

- Between McGrath Highway and Walnut St.
- Between School and Sycamore St.
- Between Lowell and Cedar St.
- Between Cedar and Broadway
- Between Broadway and Harvard St.
- Between College Ave and Winthrop St.

During the presentation, LR asked for details of the sound wall design behind the signal tower adjacent to Burget Ave. The GLX team agreed to check the design and get back to her. She also expressed concern about concrete trucks on neighborhood streets.

JS asked for plenty of notice when GLXC begins construction on the deep drainage system near Granville Ave. Randy McSherry explained weekend work would continue frequently through August and into the fall of 2019. He stated the Multi-Purpose-Machine would be in the area throughout this time and he horn would noticeable each time it starts and stops.

Terry McCarthy and Jeff Wagner outlined additional outreach efforts on the part of GLX including two Red Cross Blood drives and outreach to the Medford Family Network.

William Scully (WS) presented detailed information on the basics of GLX scheduling. He explained that the project monitors Scope, Schedule, and Budget.

- These 3 elements feed into milestones and the “critical path”
- Once the critical path is developed, the project monitors positive and negative float
- The keys are:
 - Tracking actual progress and productivity
 - Actual finish/completed dates
 - Analysis on risk
- He explained how project schedulers look ahead in time
- Where Project Controls sees future risk or stress on milestones, they intervene by creating ways to recover positive float, thereby keeping the project on-schedule
- The schedule is more than 7,000 activities deep and is constantly being managed and analyzed

In response to the schedule details presented, the CWG requested a simplified schedule be developed and shared. This schedule would be easy to understand but useful in terms of showing important project milestones. A Gant Chart format was agreed to and the project agreed to develop one.

The CWG suggested a milestone calendar be developed that would filter the 7,000 activities being tracked into a subset of progress completions that the public would be interested in. One suggestion put forward as an example was a schedule based on completion dates for design packages.

Green Line Extension Project

Jim Silva agreed to provide a list of what the public would like to track and see on the on the schedule. Bridge closings, track throws, station starts, structural steel arrival, were identified as logical starting points for the publicly facing schedule.

JM mentioned the need for very clear disclaimers and exclamations that the schedule is subject to change.

#

Next meeting September 3, 2019 at GLX Project Office at 200 Inner Belt Rd in Somerville.