

**GREEN LINE EXTENSION PROJECT
July 9, 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: July 9, 2019; 8:30 AM – 10:00 AM

ATTENDANCE:

CWG Members: Elliot Bradshaw (East Somerville), Andrew Reker (For City of Cambridge), Jason Alves (East Cambridge), Jim McGinnis (Union Square), Laurel Ruma (College Ave), Jim Silva (Medford Ball Square)

MassDOT/MBTA: Terry McCarthy – MBTA Deputy Program Manager of Stakeholder Engagement, Jeff Santacruce, Traffic Engineer – Weston & Samson,

GLX Constructors (GLXC): Hannah Brockhaus, Jeff Wagner, John West

GLX Project Team: Randy Henke, Martin Nee

Other Attendees: Rocco Di Rico (Tufts University), Matt Hartman (Sen. Jehlen), Tristan Stull (U/Mass Boston), Derec Persant (FTA-PMOC), 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:

Terry McCarthy – MBTA Deputy Program Manager of Stakeholder Engagement, introduced:

1. Dianna Sousa, GLX – Safety Director, who would provide a safety briefing
2. John West, Director of Engineering – GLXC, who provide a construction update
3. And Jeff Santacruce, Traffic Engineer – Weston & Samson, who would provide a transportation update on the planned MBTA bus diversion anticipated in spring of 2020 as the current Lechmere Station is temporarily put out of service.

Hannah Brockhaus provided an update on GLX's presence at SomerStreets tabling events.

John West proceeded to provide an in-depth overview of construction including progress on:

- The Broadway Bridge substructure
- The Washington Street Bridge abutments and drainage system

Green Line Extension Project

- The VMF working including contaminated soil remediation and upcoming pile driving
- The Medford Street Bridge which was closed recently. Work is commencing on the west abutment which will be extended to allow the Green Line to go under.
- School Street Bridge abutment on the West side. The plan is to shut down School Street concurrently with Medford Street Bridge to allow for a widening of the Green Line alignment.
- Magoun Square sewer syphon work near Charles Ryan Road.
- Lechmere continued installation of bridge foundations. Two crews are working on Lechmere Viaduct and Station.
- Fabrication of massive pier cap forms in the vicinity of the Boston Engine Terminal
- Continued noise and retaining wall construction throughout the entire alignment
- Procurement of powder-coated, waffle shaped noise panels

A detailed discussion ensued concerning the visual qualities and treatments of the sound panels. John West committed to providing an actual sample of a similar wall panel to the group at the next meeting.

The issue of how remnant parcels of land between the wall and existing residential property lines would be treated. Terry McCarthy explained this issue has not been decided yet but it has been raised with the MBTA which will render a decision later on in the project.

The schedule for the Granville Ave utility work was discussed. The work is tracking for early fall and there will be full-blown outreach leading up to it.

The design of a handicap access ramp in the case of emergency near Nick's Pizza was raised. It was asked if a gradual ramp could be negotiated rather than a zig-zag path. GLX stated the design for a long gradual ramp has been vetted and is no longer under consideration. The plan today is to provide a zig-zag ramp. GLX committed to sharing design drawings with the group as soon as practicable.

John West explained the project has regular meetings with Tufts University regarding the tie-in of the pedestrian bridge at Boston Ave and College Ave. Members of CWG urged consideration of the most wide open ramp possible at the corner of the two streets.

John West described the upcoming welding of the massive stockpiles of rail to be installed in its permanent location this fall.

A request was made for an update on construction activity at Union Square. John West explained the project has an active soil surcharge underway at the site. Discussion ensued concerning the community desire for an elevator off the Prospect Street Bridge. John West explained the GLX design does not preclude one but there are no plans to include it as part of the project.

Terry McCarthy provided an outreach summary of recent activities including:

- A recent DBE (Disadvantaged Business Enterprise) Networking Event hosted by GLXC

Green Line Extension Project

- A GLX project presentation to Wentworth University Engineering Students
- And GLX Community Connection Team Blood Drive Events scheduled July 12 and 19
- GLX Community Connection Team participation in the JP Morgan Corporate Challenge to benefit Boston Children's Hospital

Jeff Santacruce followed the discussion by providing an update on the Lechmere Station "Bus Bridge" targeted for spring of 2020. A major bus diversion will carry all passengers currently using the Green Line between North Station and Lechmere Station. The purpose of the diversion is to allow the relocation and construction of the future Lechmere Station across the street from its existing location.

Jeff outlined the tentative work schedule from spring of 2020 to spring of 2021. The approximate weekday daily ridership expected to divert to buses is 5,700 passengers to Lechmere and 860 passengers to Science Park. Approximately 15 to 20 buses will be required in continuous use to accommodate these numbers.

The total contract time of the "Bus Bridge" is a maximum of 338 days. GLX is working closely with MBTA Bus Operations to map out routes, stops, and detailed logistics.

Terry McCarthy emphasized what is being presented is "a" plan, not "the" plan. A great deal of coordination is underway with the MBTA, MassDOT, various abutters and developers, and the cities of Cambridge and Boston.

Adjacent work projects the GLX project is coordinating with include:

MBTA/GLX Projects (May 2020 -May 2021)

Construction of New Lechmere Station on east side of Route 28

Construction of new Viaduct on east side of Route 28

Construction of New Bus Turn out on Water Street

Demolition of existing Lechmere Station

Demolition of existing viaduct across McGrath Highway and abutment at Lechmere Station

MassDOT Projects

Craigie Bridge Work –Bike Lanes (Summer -Fall 2019)

Gilmore Bridge roadway and utility work (Summer 2019)

###

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