



# GREEN LINE EXTENSION PROJECT



**massDOT**  
Massachusetts Department of Transportation



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GLX Community Working Group  
Monthly Meeting  
August 7, 2018

# Agenda

- I. GLX-PMT Update**
- II. MBTA Bus Operations and Service Planning**
- III. GLX Maintenance of Traffic**
- IV. GLX Information Email & Phone Line**
- V. Discussion**

# Update / Review

## Public Outreach Plan (Local & Regional)

➤ Terry McCarthy, MBTA

# Local Outreach

- **Green Line Extension Public Meeting**  
(Wednesday, July 18 – Medford City Hall)





# Local Outreach

- **Quarterly First Responders Meeting**  
(Thursday, July 26 – GLXC Office)



# Local Outreach

- **Door to Door Outreach – Tree Clearing on West Side of Alignment**  
(Week of July 30)



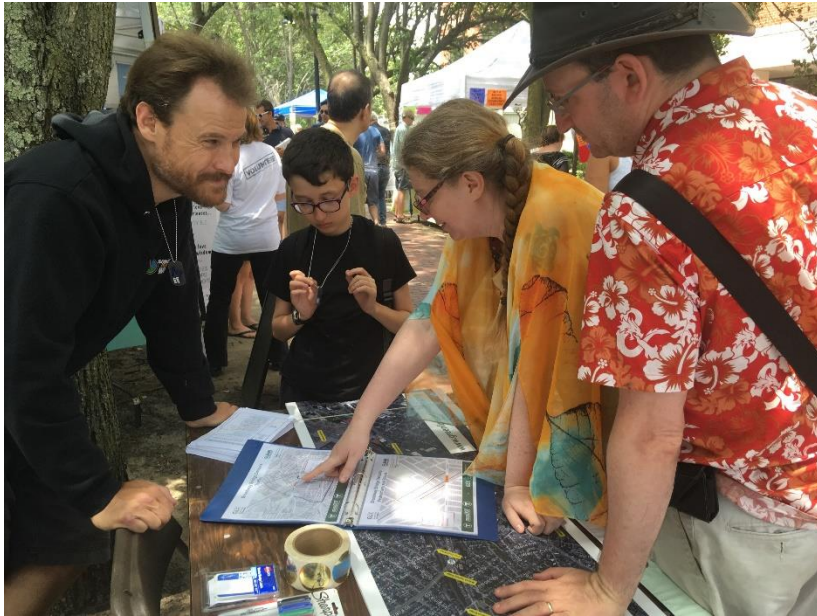
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# Local Outreach

- **ArtBeat Festival** (Saturday, July 14 – Davis Square)



# Local Outreach

- **SomerStreets** (Sunday, August 5 – Somerville, Davis Square to Teale Square)

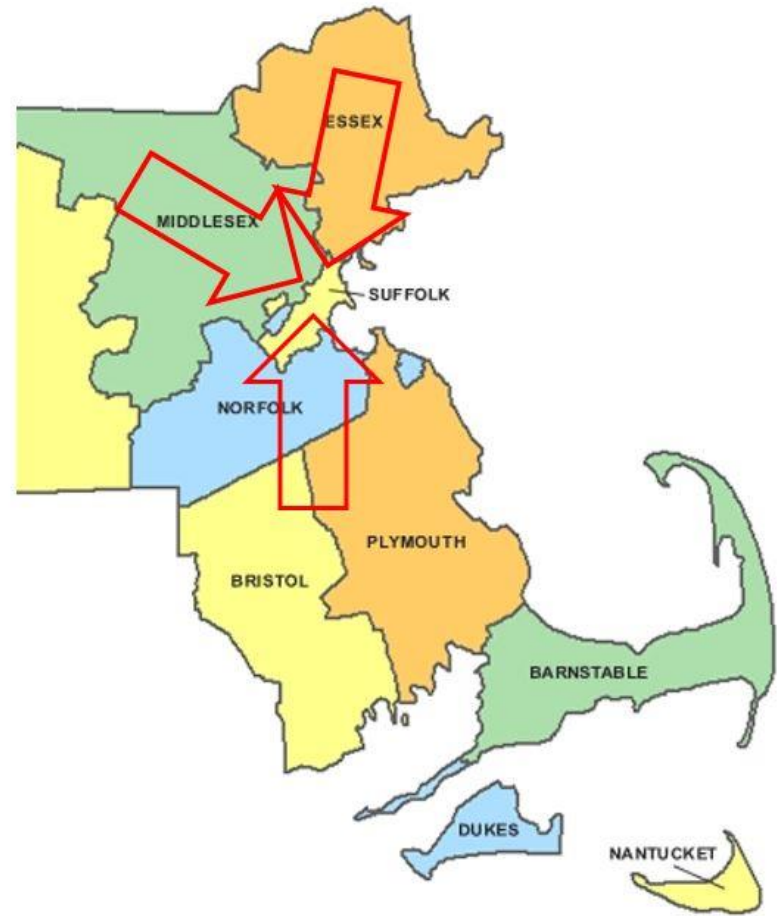




# Regional Outreach

## Regional Targets

- Cities and Towns
- Large employers
- Regional Transit Authorities
- News Outlets
- Mass Bus Association, etc.



## Broadway Bridge Closure – Traffic Analysis

- Mike Ortler, GLXC

# Broadway Bridge Closure



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# Pre-Construction Planning / Preparation

- Analyze Traffic Studies (Including Ped/Bike) to Develop Detour Route (Tetra Tech Complete)
- Maintenance of Traffic Coordination Meetings (Ongoing Weekly)
- Development of Vehicular Detour Route (Complete)
- Development of Pedestrian / Bike Detour Route (Complete)
- Signing Plan (90% Complete)
- Police Detail Coordination (Ongoing)
- Community Outreach / Advance Notification (Ongoing)



# Project Status

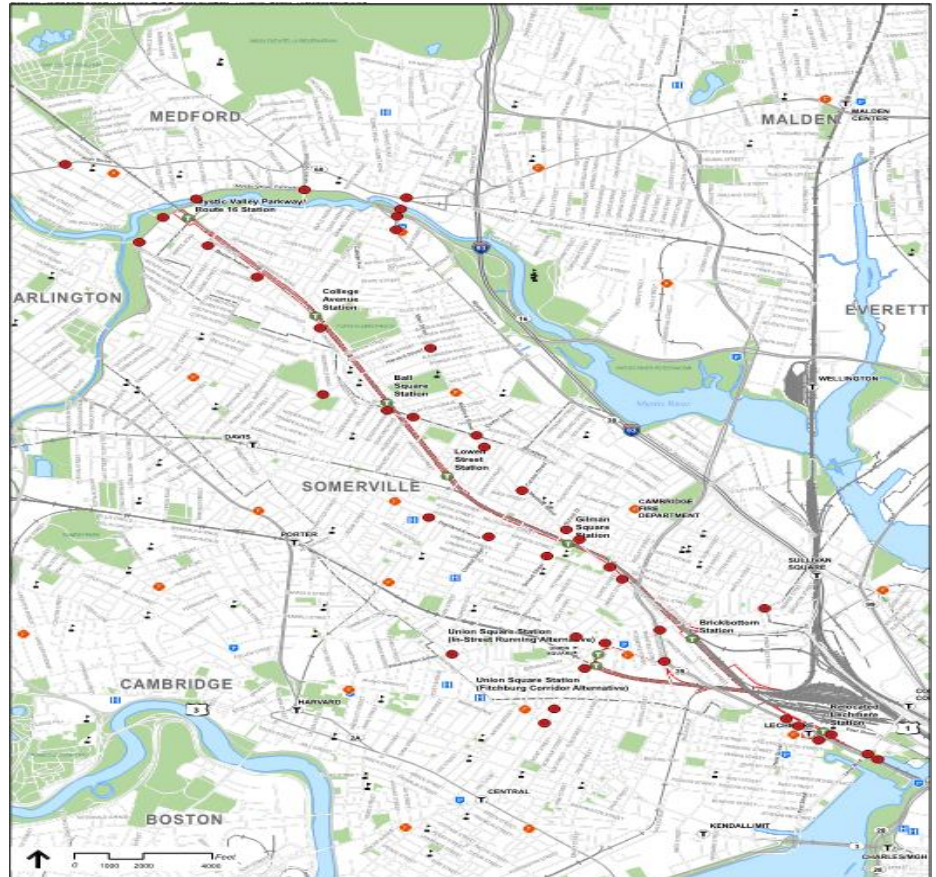


- **Weekly Maintenance of Traffic Meetings**
  - Cambridge, Medford & Somerville Transportation engineers along with MBTA Bus Operations & the GLX team meet Wednesday mornings to review closures and travel options to reduce congestion and maintain service



# Traffic Studies – Environmental Impact Report

- Study includes more than 60 intersections





# Traffic Volumes

Table 4.6-1 Existing Daily Traffic Volumes on Study Area Roadways

Location	Direction	Weekday ADT <sup>1</sup>	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
			Volume (vph) <sup>2</sup>	"k" factor <sup>3</sup>	Directional Flow	Volume (vph)	"k" factor	Directional Flow
High Street East of Canal Street	Eastbound	8,995	570	6.3%	54%	775	8.6%	57%
	<u>Westbound</u>	8,375	480	5.7%	46%	580	6.9%	43%
	Total	17,370	1,050	6.0%	100%	1,355	7.8%	100%
Canal Street South of Prescott Street	Northbound	1,670	185	11.1%	50%	180	10.8%	60%
	<u>Southbound</u>	1,455	185	12.7%	50%	120	8.2%	40%
	Total	3,125	370	11.8%	100%	300	9.6%	100%
Mystic Valley Parkway West of Boston Avenue	Eastbound	13,435	955	7.1%	44%	965	7.2%	47%
	<u>Westbound</u>	15,480	1,210	7.8%	56%	1,075	6.9%	53%
	Total	28,915	2,165	7.5%	100%	2,040	7.1%	100%
Boston Avenue North of Holton Street	Northbound	3,010	230	7.6%	36%	280	9.3%	54%
	<u>Southbound</u>	3,200	415	13.0%	64%	235	7.3%	46%
	Total	6,210	645	10.4%	100%	515	8.3%	100%
Boston Avenue South of University Avenue	Northbound	5,580	295	5.3%	34%	540	9.7%	62%
	<u>Southbound</u>	5,425	575	10.6%	66%	325	6.0%	38%
	Total	11,005	870	7.9%	100%	865	7.9%	100%
Boston Avenue South of Harvard Street	Northbound	3,105	225	7.2%	39%	290	9.3%	55%
	<u>Southbound</u>	3,210	350	10.9%	61%	240	7.5%	45%
	Total	6,315	575	9.1%	100%	530	8.4%	100%
College Avenue East of Boston Avenue	Eastbound	3,795	230	6.1%	35%	355	9.4%	50%
	<u>Westbound</u>	4,930	435	8.8%	65%	360	7.3%	50%
	Total	8,725	665	7.6%	100%	715	8.2%	100%
College Avenue West of Boston Avenue	Eastbound	4,030	215	5.3%	28%	370	9.2%	50%
	<u>Westbound</u>	5,400	550	10.2%	72%	375	6.9%	50%
	Total	9,430	765	8.1%	100%	745	7.9%	100%

Table 4.6-1 Existing Daily Traffic Volumes on Study Area Roadways (continued)

Location	Direction	Weekday ADT <sup>1</sup>	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
			Volume (vph) <sup>2</sup>	"k" factor <sup>3</sup>	Directional Flow	Volume (vph)	"k" factor	Directional Flow
Winthrop Street East of Boston Avenue	Eastbound	7,200	595	8.3%	64%	720	10.0%	72%
	<u>Westbound</u>	3,990	335	8.4%	36%	285	7.1%	28%
	Total	11,190	930	8.3%	100%	1,005	9.0%	100%
Curtis Street West of Boston Avenue	Eastbound	4,465	350	7.8%	71%	345	7.7%	70%
	<u>Westbound</u>	2,405	145	6.0%	29%	150	6.2%	30%
	Total	6,870	495	7.2%	100%	495	7.2%	100%
Harvard Street East of Boston Avenue	Eastbound	7,585	525	6.9%	46%	550	7.3%	48%
	<u>Westbound</u>	9,235	605	6.6%	54%	600	6.5%	52%
	Total	16,820	1,130	6.7%	100%	1,150	6.8%	100%
Broadway Between Boston Avenue & Winchester Street	Eastbound	11,205	1,030	9.2%	57%	745	6.6%	45%
	<u>Westbound</u>	10,450	785	7.5%	43%	920	8.8%	55%
	Total	21,655	1,815	8.4%	100%	1,665	7.7%	100%
Broadway South of Powder House Square	Northbound	8,150	585	7.2%	42%	645	7.9%	51%
	<u>Southbound</u>	8,590	805	9.4%	58%	610	7.1%	49%
	Total	16,740	1,390	8.3%	100%	1,255	7.5%	100%
Willow Avenue Between Broadway & Kidder Avenue	Northbound	2,730	165	6.0%	54%	240	8.8%	70%
	<u>Southbound</u>	<u>1,710</u>	<u>195</u>	<u>11.4%</u>	<u>46%</u>	<u>105</u>	<u>6.1%</u>	<u>30%</u>
	Total	4,440	360	8.1%	100%	345	7.8%	100%
Medford Street South of School Street	Northbound	4,405	190	4.3%	27%	425	9.6%	63%
	<u>Southbound</u>	<u>4,525</u>	<u>520</u>	<u>11.5%</u>	<u>73%</u>	<u>245</u>	<u>5.4%</u>	<u>37%</u>
	Total	8,930	710	8.0%	100%	670	7.5%	100%
Medford Street Between School Street & Central Street	Eastbound	8,570	895	10.4%	77%	525	6.1%	55%
	<u>Westbound</u>	<u>4,910</u>	<u>260</u>	<u>5.3%</u>	<u>23%</u>	<u>435</u>	<u>8.9%</u>	<u>45%</u>
	Total	13,480	1,155	8.6%	100%	960	7.1%	100%

# Traffic Volumes

Location	Direction	Weekday ADT <sup>1</sup>	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
			Volume ADT <sup>1</sup>	"K" Factor	Directional Flow	Volume ADT <sup>1</sup>	"K" Factor	Directional Flow
Boston Ave South of Harvard St.	Northbound	3,105	225	7.2%	39%	290	9.3%	55%
	Southbound	3,210	350	10.9%	61%	240	7.5%	45%
	<b>Total</b>	6,315	574	9.1%	100%	530	8.4%	100%

## Traffic Terminology

- AADT – Annual Average Daily Traffic
- ADT – Average Daily Traffic

# Traffic Volume - MassDOT Transportation Data Management System

**massDOT** Highway  
MS2 Transportation Data Management System

Home TMC TCLS TIDS PMS PMDS RSMS NMDS PMMS WOTS RTTV  
Login Locate Locate All Email This Auto-Locate OFF

List View All DIRs Report Center

Record 1 of 1 Goto Record go

Location ID	8001	MPO ID	274000102000
Type	SPOT	HPMS ID	Yes
On NHS	Yes	On HPMS	Yes
LRS ID	N1451 EB	LRS Loc Pt	0.652968
SF Group	U4-7	Route Type	N
AF Group	U4-7	Route	1451
GF Group	U4-7	Active	Yes
Class Dist Grp	U4-7	Category	HPMS
Seas Class Grp	MMD Statewide		
WIM Group	U4-7		
QC Group	Default		
Functl Class	(4) Minor Arterial		
Located On	BROADWAY		
Loc On Alias			
WEST OF	MEDFORD ST.		
PR	MP	PT	

More Detail

**STATION DATA**

Directions: 2-WAY EB WB

**AADT**

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2017	19,367 <sup>3</sup>				18,477 (95%)	890 (5%)	Grown from 2016
2016	19,043 <sup>3</sup>		8	57	17,996 (95%)	1,047 (5%)	Grown from 2015
2015	17,931	1,439	8	57	17,265 (96%)	666 (4%)	Grown from 2013
2014	19,675 <sup>3</sup>		9	60			
2013	19,083 <sup>2</sup>		9	60			

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**Travel Demand Model**

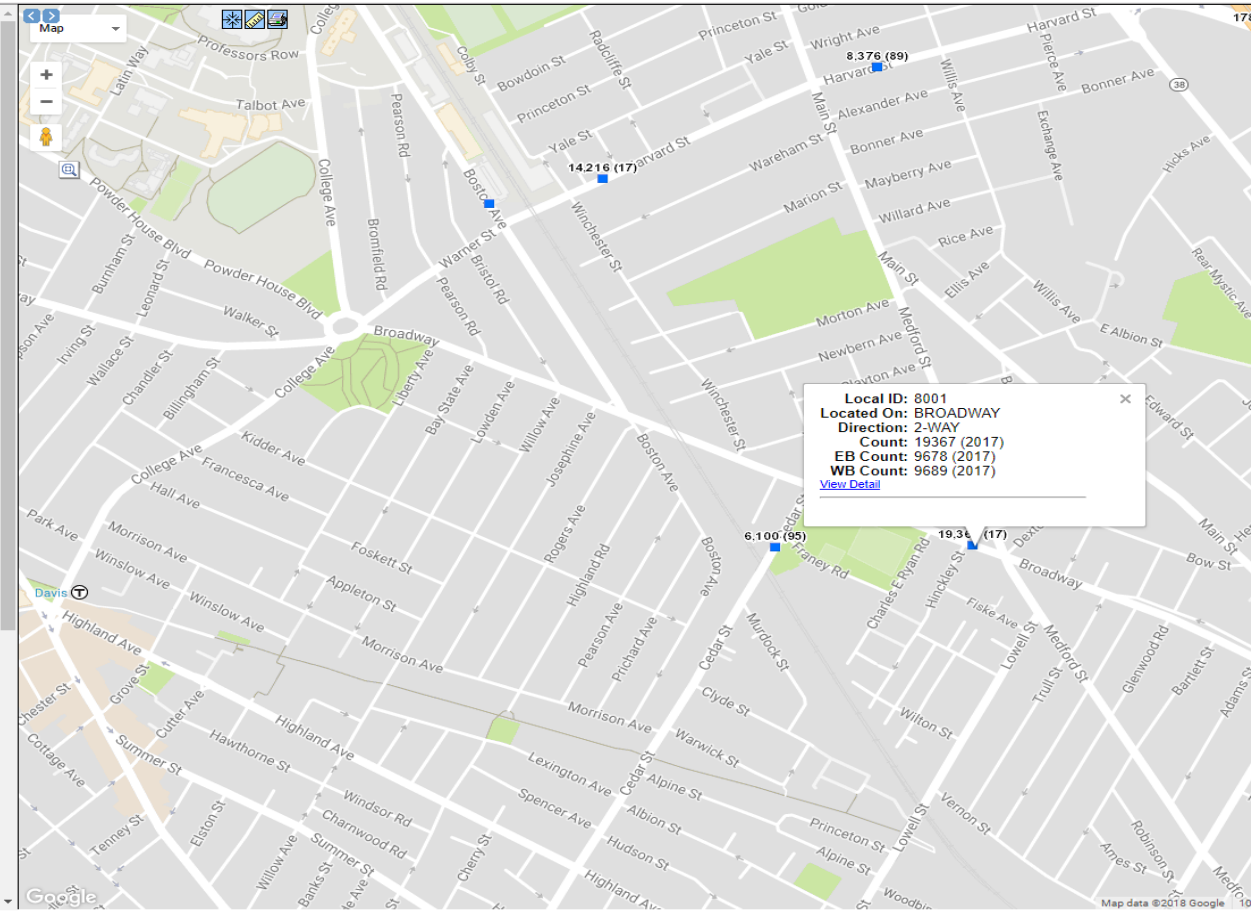
Model Year	Model AADT	AM PHV	AM PPV	MD PHV	MD PPV	PM PHV	PM PPV	NT PHV	NT PPV

**VOLUME COUNT**

Date	Int	Total
Tue 6/16/2015	60	20,121
Mon 6/12/2006	60	22,027
Tue 6/10/2003	60	24,142

**VOLUME TREND**

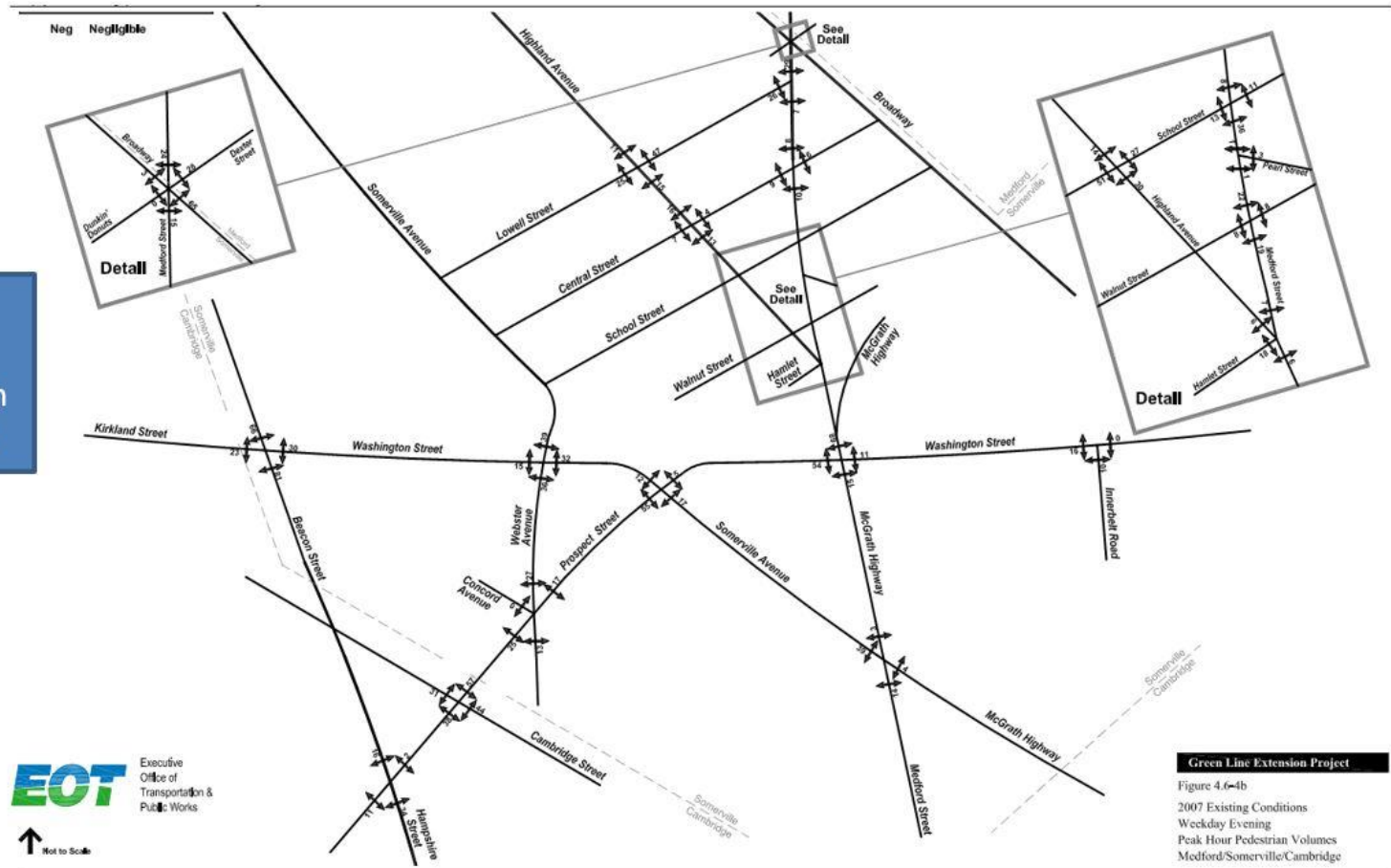
Year	Annual Growth
2017	2%
2016	6%
2015	-9%



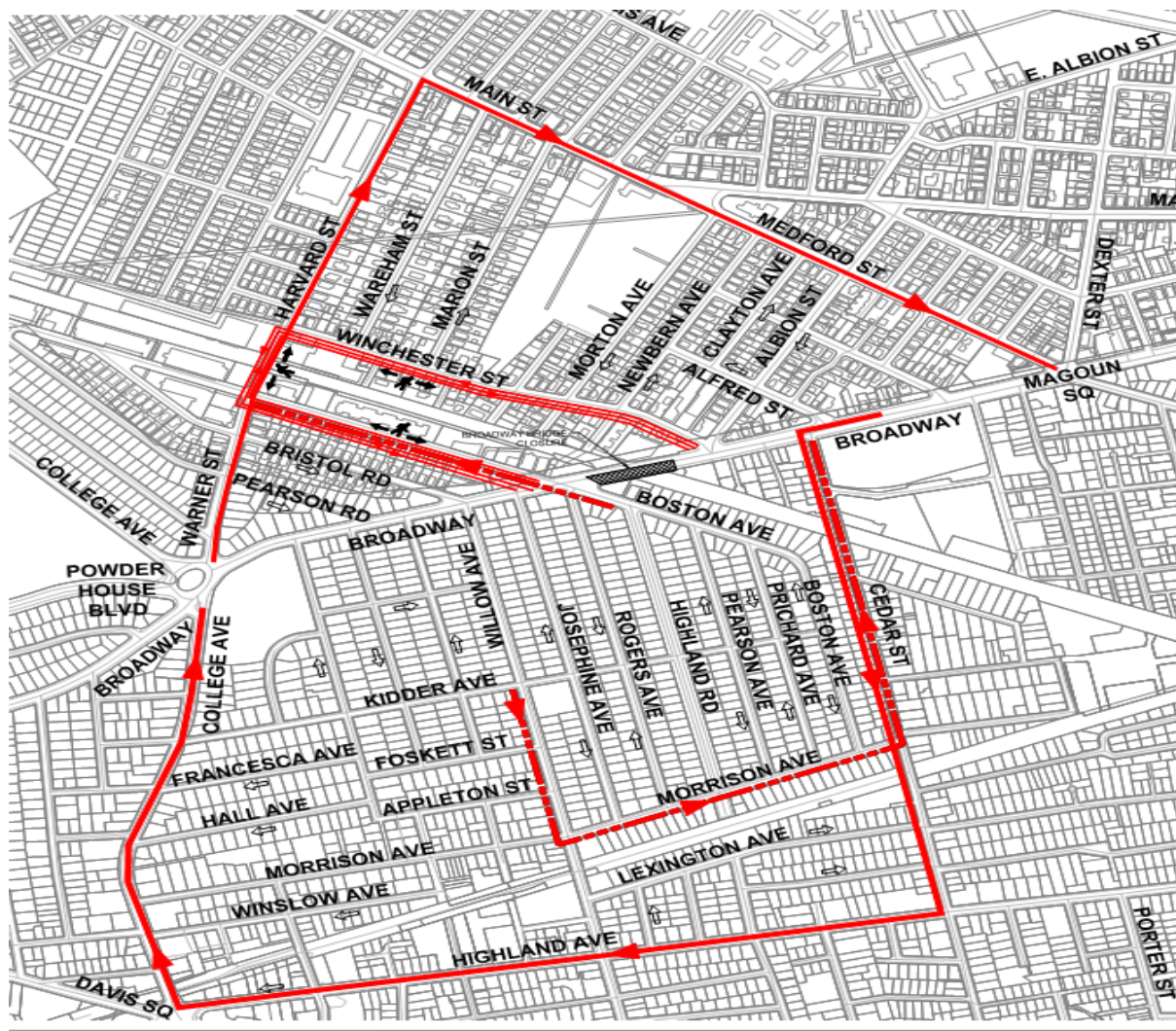


# Pedestrian / Bicycle Volumes

Note: we are updating with recent pedestrian / bicycle counts

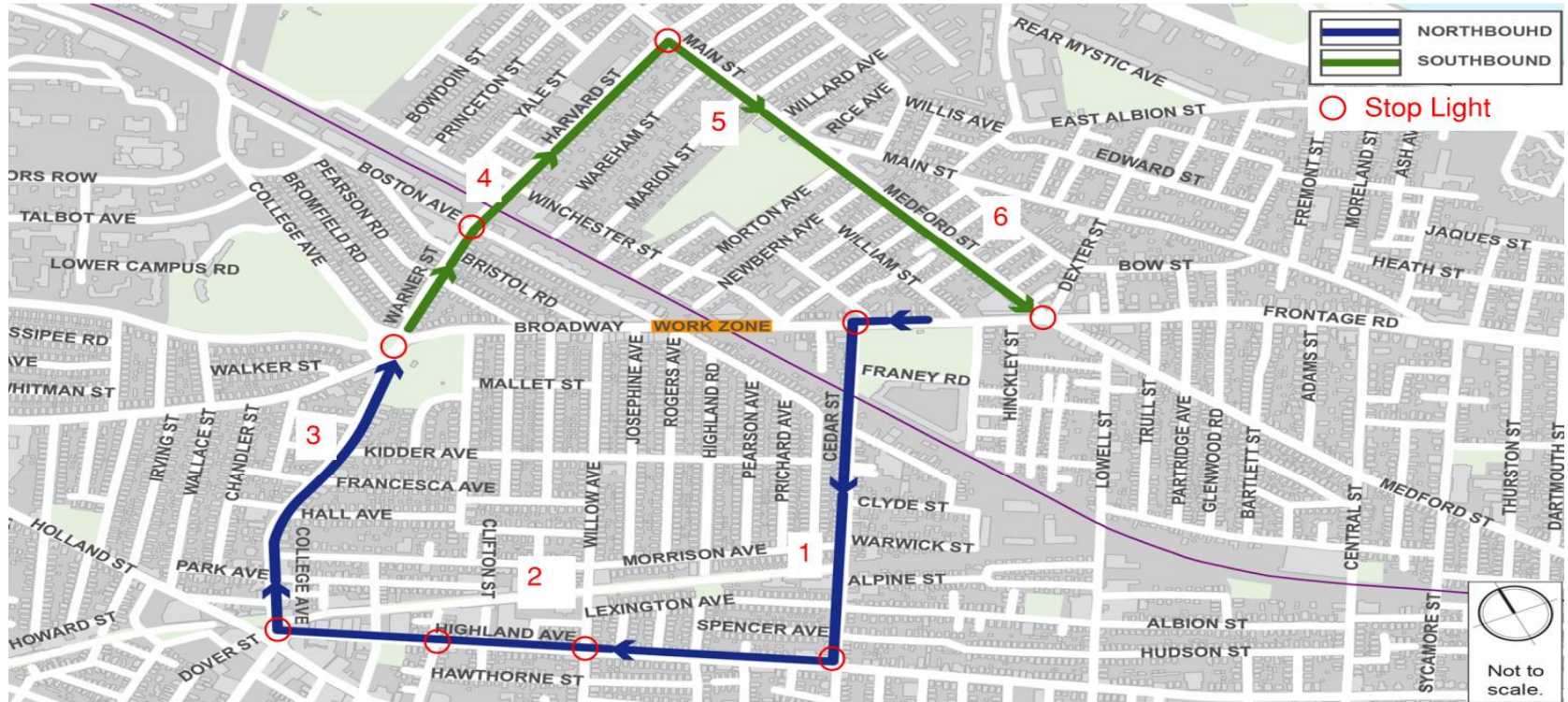


# Traffic Management





# Broadway Bridge Vehicular Traffic Detour

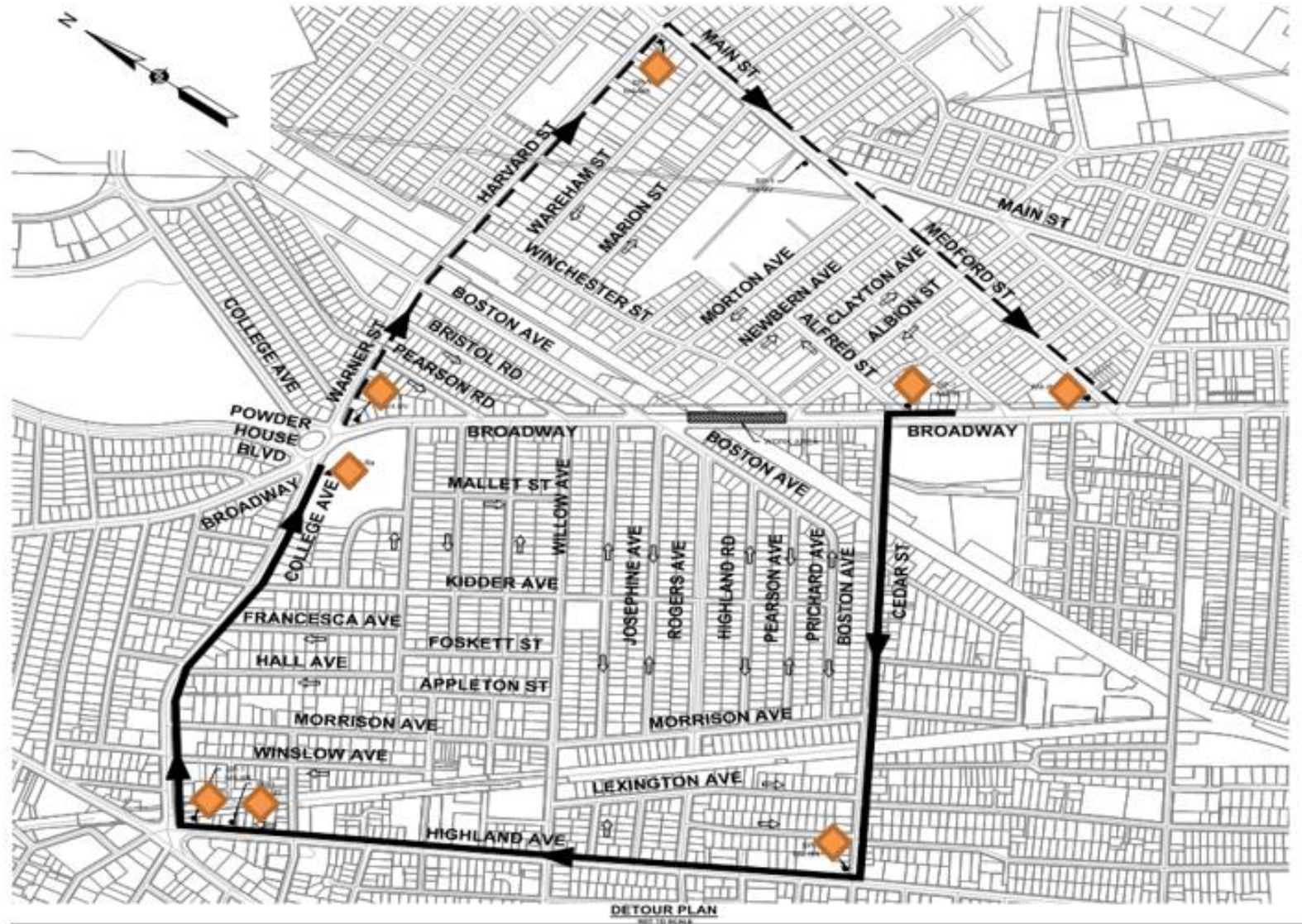




# Broadway Bridge Pedestrian and Bike Detour



# Detour Signing Plan



## Detour Monitoring / Maintenance (During Construction)

- Daily Detour Inspections
- Monitoring Existing Striping – GLXC to replace striping if required
- Maintain / Monitor Detour Signing (Daily)
- Ongoing Police Detail Coordination
- Ongoing Traffic Monitoring with City of Medford and Somerville Engineers
- Continue MOT Coordination Meetings Throughout Construction





# Local Outreach

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## Broadway Bridge Closure - Pedestrian Detours

- Terry McCarthy, MBTA



# Broadway Closure - Ped/Bike Detour

## Alternatives Suggested by Stakeholders

**Proposal:** Retrofit the existing bridge carrying utilities to accommodate ped/bike traffic

### Limiting Factors:

- Cost
- Schedule
- Weight Capacity
- Proximity to active demolition and construction on the Broadway Bridge would require additional safety measures to shield public from heavy equipment

**Path Forward:** Not a viable alternative to pursue



# Broadway Closure - Ped/Bike Options

## Alternatives Suggested by Stakeholders

**Proposal:** Utilize Cedar St. as the detour and create a cut-through to connect Cedar to Boston Ave.

### Limiting Factors:

- Cost
- Schedule
- Public Safety
- Cuts through several residential lots/driveways and creates inconvenience for homeowners
- Places detour users in private space of residents
- Creates safety concerns with limited visibility & resident parking
- Time to negotiate temporary easement with property owners
- Additional construction needed to create path includes: fence removal, lane markings

**Path Forward:** Not a viable alternative to pursue





# Broadway Closure - Ped/Bike Options

## Alternatives Suggested by Stakeholders

**Proposal:** Create an at-grade crossing at Granville Ave

### Limiting Factors:

- Cost and schedule impacts
- Safety. At grade crossings are being eliminated wherever possible
- Commuter train speeds up to 70 mph in the area
- Would require on-site flagger in addition to electronic warning devices
- Gates would be required for both sides of track when flagger off duty
- Would require procurement of a portable gate, warning signals and access system
- Height difference between crossing and Granville Ave is 7+ feet. Would require construction of a ramp to make it ADA compliant
- Ramp would limit parking access to properties on Granville
- Crossing point brings ped/bike traffic through construction site or private property

**Path Forward:** Not viable option to pursue



# Project Status

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## **MBTA Bus Operations and Service Planning**

- Melissa Dullea
- Andrew Smith



# MBTA Bus Operations & Service Planning

## MBTA Plans & Schedules Department

### Broadway Bridge Bus Diversion Alternatives for GLXC

#### Routes 80, 89

- **Alternative B Diversions**

- Route 80 IB (Arlington Center–Lechmere)....Diversion via Highland Rd., Morrison Ave., Cedar St.
- Route 80 OB (Lechmere–Arlington Center)...Diversion via Cedar St., Morrison Ave., Highland Rd.
- Route 89.0 IB (Clarendon Hill–Sullivan).....Diversion via Highland Rd., Morrison Ave., and Cedar St.
- Route 89.0 OB (Sullivan–Clarendon Hill).....Diversion via Cedar St., Morrison Ave., Highland Rd.
- Route 89.2 IB (Davis–Sullivan).....Diversion via Highland Rd., Morrison Ave., and Cedar St.
- Route 89.2 OB (Sullivan–Davis).....Diversion via Cedar St., Morrison Ave., Highland Rd.

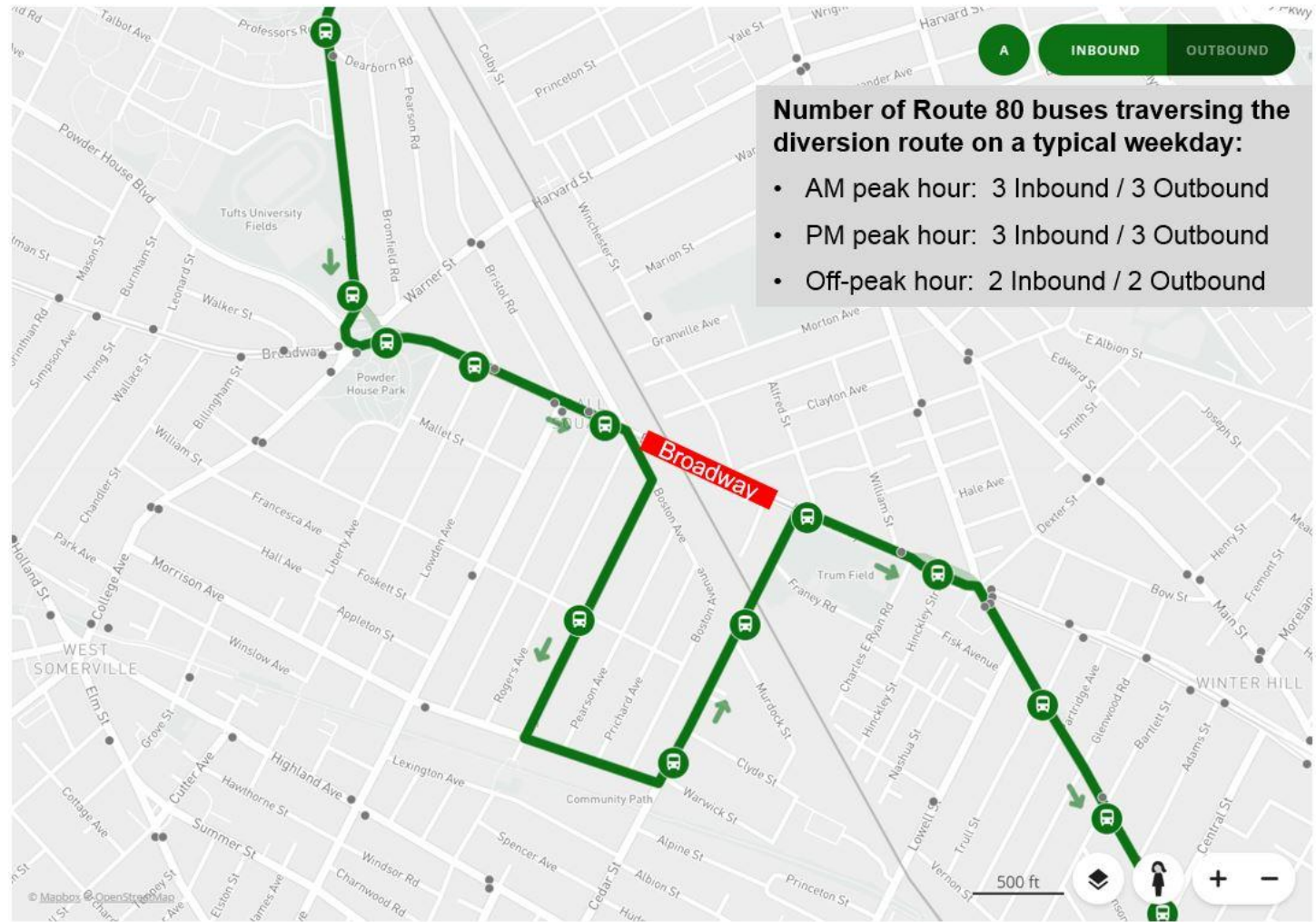




# MBTA Bus Operations & Service Planning

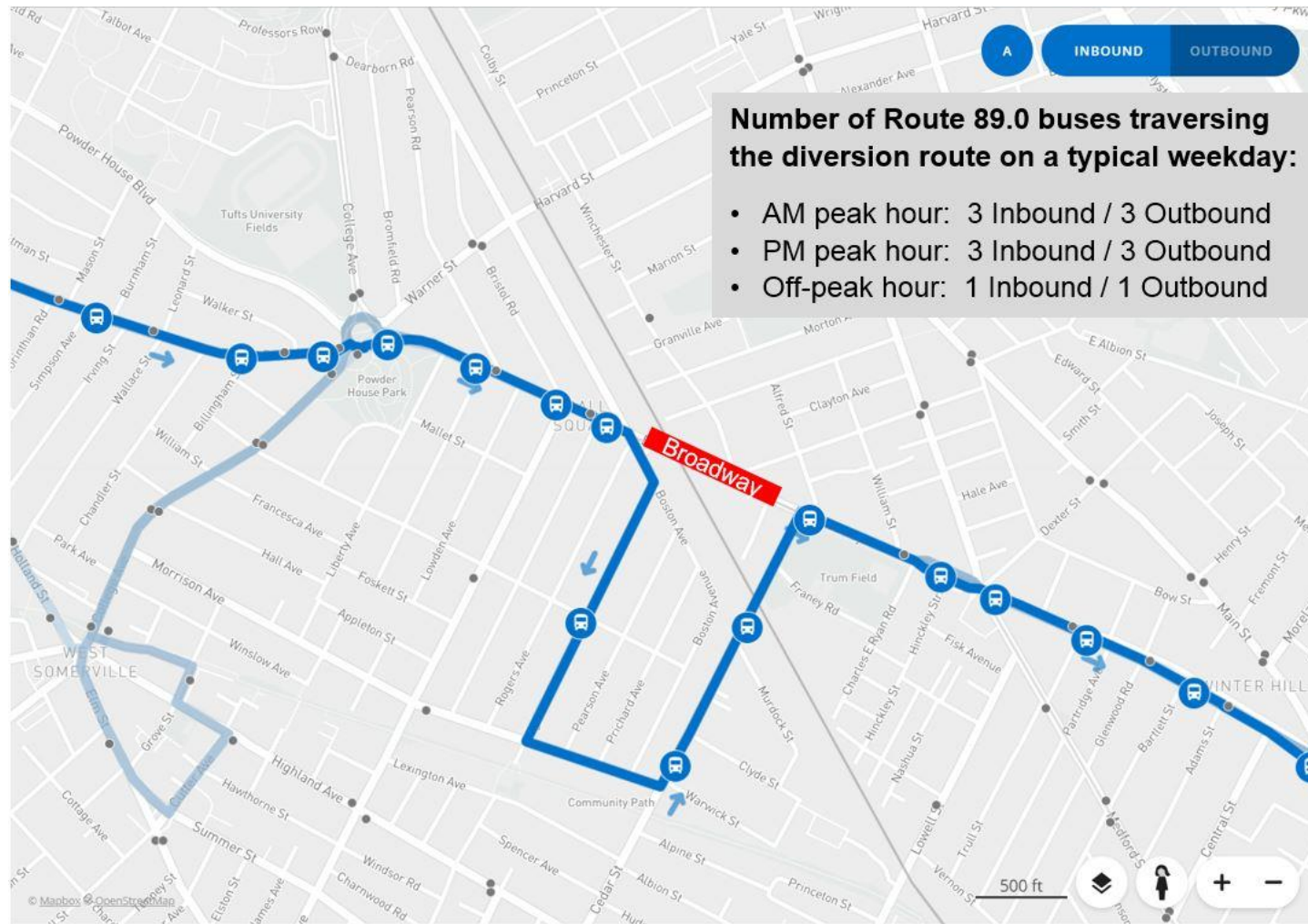
## Route 80 Inbound & Outbound, Alt B

(Impacted stops – None: Impacted Riders (Weekday) None)



# MBTA Bus Operations & Service Planning

## Route 89 Inbound & Outbound, Alt B







# MBTA Bus Operations & Service Planning

## Alternative H Diversions

- Route 80 IB (Arlington Center–Lechmere).....Diversion via College Ave., George St., Main St., Medford St.
- Route 80 OB (Lechmere–Arlington Center)...Diversion via Medford St., Main St., George St., College Ave.
- Route 89.0 IB (Clarendon Hill–Sullivan).....Diversion via Holland St., Elm St., Cutter Ave., Highland Ave., Cedar St.
- Route 89.0 OB (Sullivan–Clarendon Hill).....Diversion via Cedar St., Highland Ave., Davis Busway, Holland St.
- Route 89.2 IB (Davis–Sullivan).....Diversion via Elm St., Cutter Ave., Highland Ave., Cedar St.
- Route 89.2 IB (Davis–Sullivan).....Diversion via Elm St., Cutter Ave., Highland Ave., Cedar St.
  
- **Impacted stops:** 11 inbound / 13 outbound
- **Impacted riders (weekday):** 635 ons, 730 offs
- **Impacted riders by stop (weekday):**



# MBTA Bus Operations & Service Planning

## Alternative H Diversions

- **Impacted stops:** 11 inbound / 13 outbound
- **Impacted riders (weekday):** 635 ons, 730 offs
- **Impacted riders by stop (weekday):**

### Inbound

Stop ID	Stop Name	Route(s)	On	Off
2380	COLLEGE AVE @ PROFESSORS ROW	80	35	9
2381	COLLEGE AVE @ POWDER HOUSE SQ	80	3	20
2691	BROADWAY OPP PACKARD AVE	89.0	19	3
2692	BROADWAY @ SIMPSON AVE	89.0	8	0
2693	BROADWAY @ BILLINGHAM ST	89.0	2	1
2694	BROADWAY @ COLLEGE AVE	89.0	2	1
5019	COLLEGE AVE @ HALL AVE	89.2	4	1
5020	COLLEGE AVE @ KIDDER AVE	89.2	1	2
2695	BROADWAY OPP WARNER ST	80, 89.0, 89.2	197	89
2696	BROADWAY @ BAY STATE AVE	80, 89.0, 89.2	35	16
2697	BROADWAY @ JOSEPHINE AVE	80, 89.0, 89.2	169	64
	Totals		<b>473</b>	<b>205</b>



# MBTA Bus Operations & Service Planning

## Alternative H Diversions

- **Impacted stops:** 11 inbound / 13 outbound
- **Impacted riders (weekday):** 635 ons, 730 offs
- **Impacted riders by stop (weekday):**

### Outbound

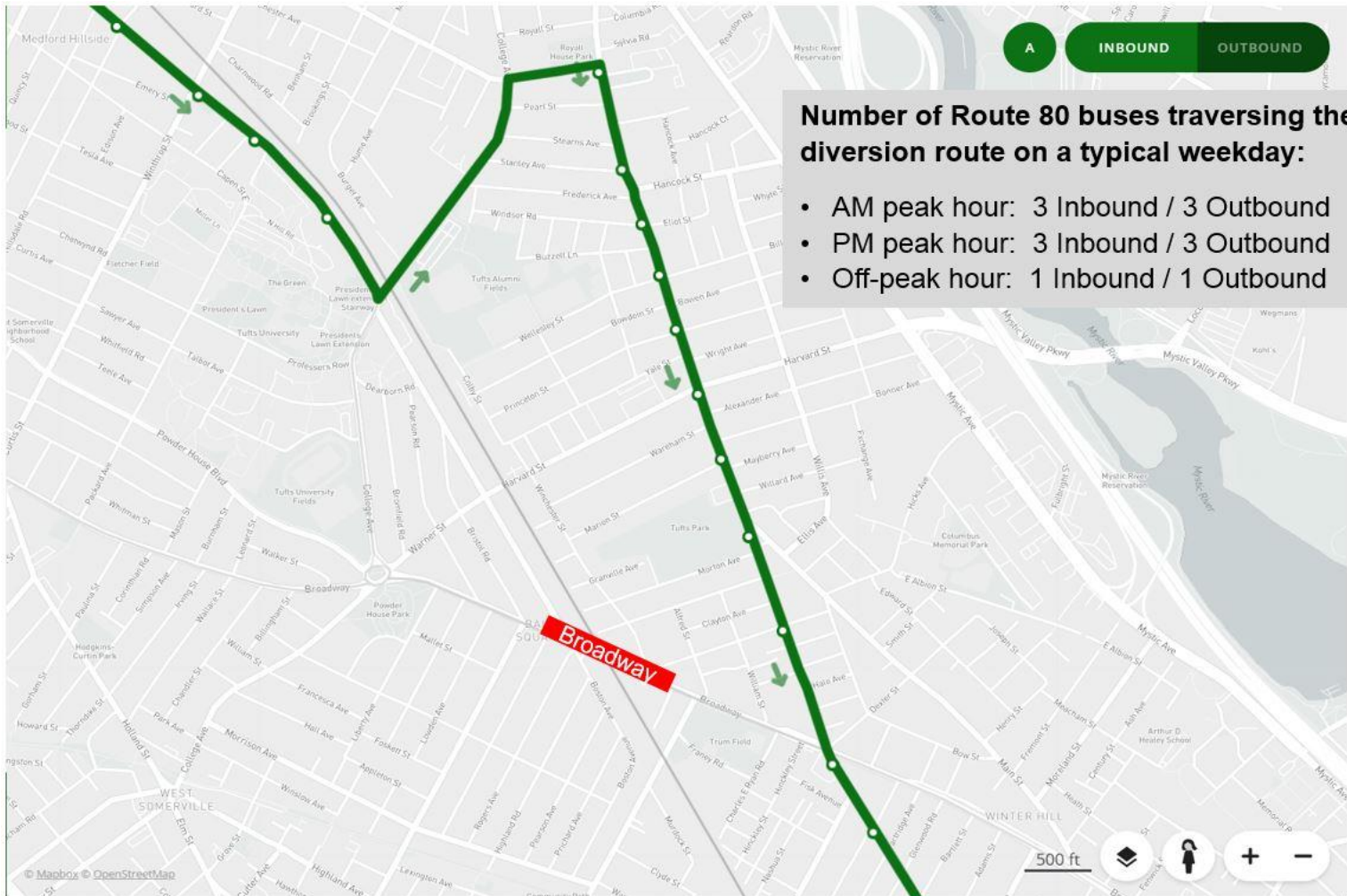
Stop ID	Stop Name	Route(s)	On	Off
2736	BROADWAY @ BOSTON AVE	80, 89.0, 89.2	69	143
2737	BROADWAY @ PEARSON RD	80, 89.0, 89.2	18	25
2738	BROADWAY @ WARNER ST	80, 89.0, 89.2	35	262
2405	COLLEGE AVE @ WARNER ST	80	4	1
2406	COLLEGE AVE @ DEARBORN RD	80	7	19
2407	COLLEGE AVE @ BOSTON AVE	80	13	18
2740	BROADWAY @ WALKER ST	89.0	1	11
2741	BROADWAY @ LEONARD ST	89.0	0	11
2742	BROADWAY @ MASON ST	89.0	0	4
2743	BROADWAY @ PACKARD AVE	89.0	0	14
5012	COLLEGE AVE @ BROADWAY	89.2	14	10
5013	COLLEGE AVE @ SUMMIT ST	89.2	1	1
5014	COLLEGE AVE @ CHAPEL ST	89.2	0	6
	Totals		<b>162</b>	<b>525</b>





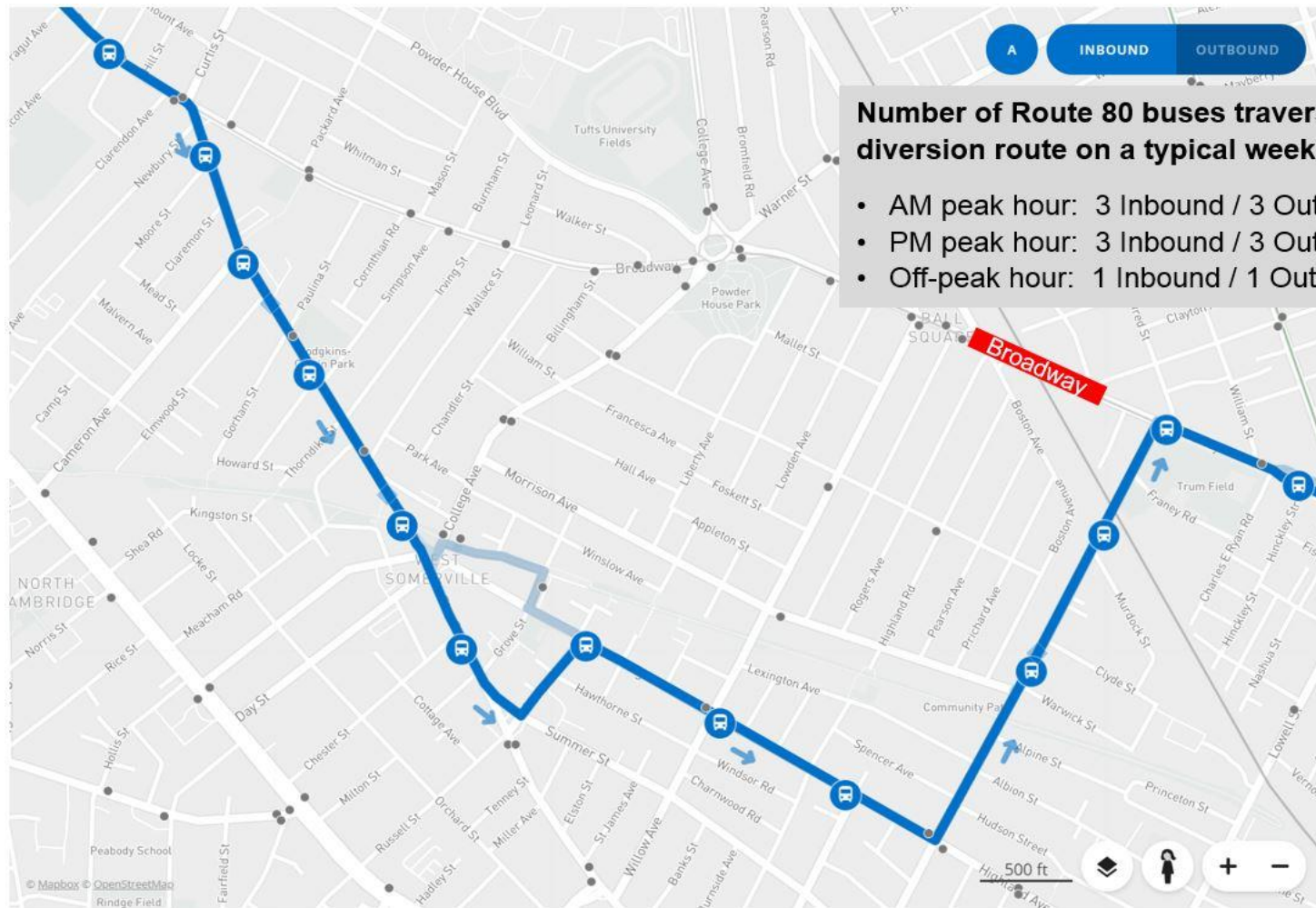
# MBTA Bus Operations & Service Planning

## Route 80 Inbound & Outbound, Alt H



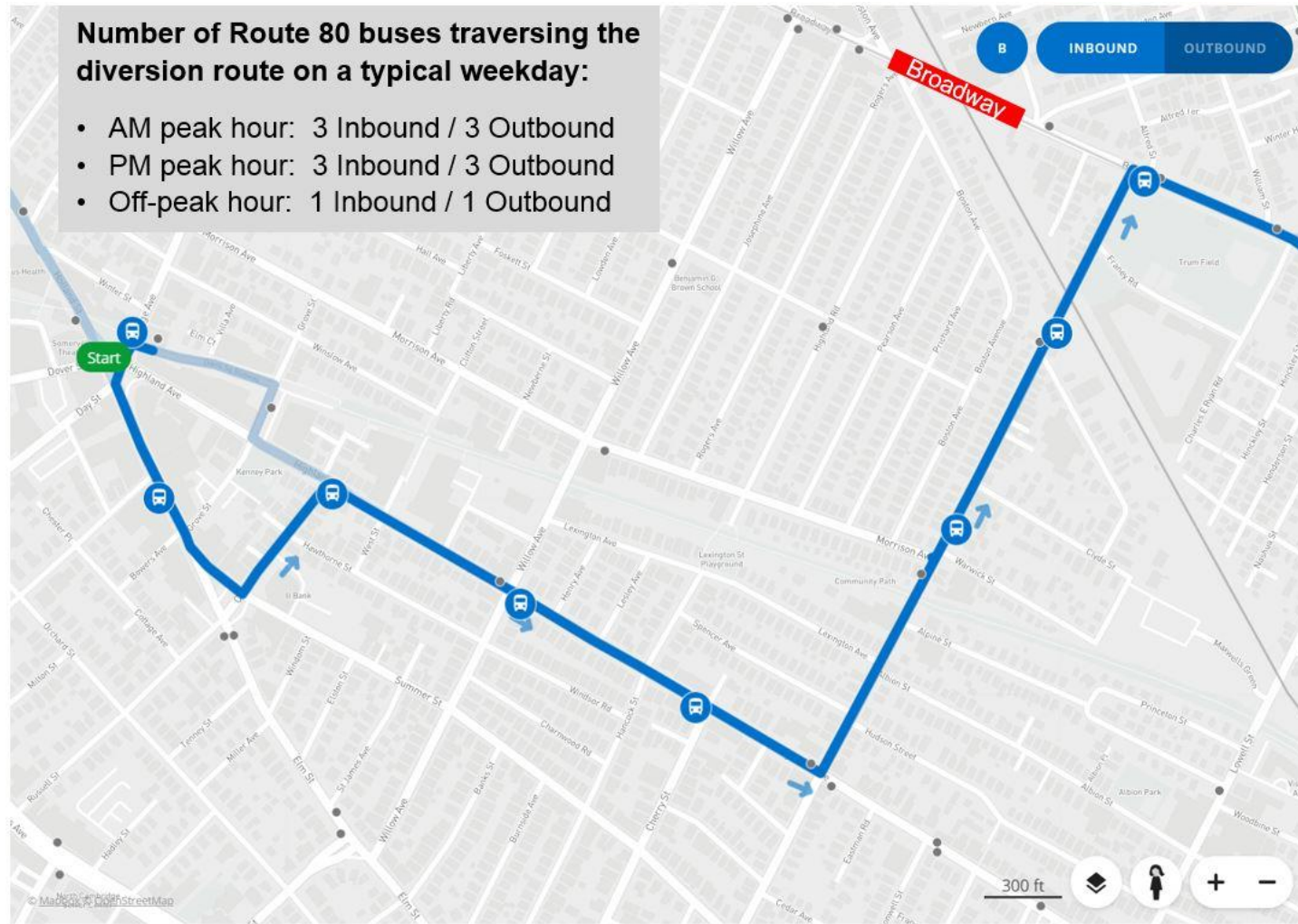
# MBTA Bus Operations & Service Planning

## Route 89 Inbound & Outbound, Alt H



# MBTA Bus Operations & Service Planning

## Route 89.2 Inbound & Outbound, Alt H





# Project Status



Review of [info@glxinfo.com](mailto:info@glxinfo.com) & 855-GLX-INFO Hot Line

➤ Megan Jarrett, GLX-C



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Massachusetts Department of Transportation



# Process:

- Initial Call/Email back within 24 hours. On average we follow up within 12 hours
- Enter Inquiry with Date, Subject, Open/Closed Status, Etc.
- Tailor communication based on individual issues. Some require face-to-face meetings whereas others can be resolved over the phone or through email

7/22/2018	10:08 AM Email	General Public	Comment	Detour	Dear GLX Team, Thank you for the information meeting on July 18th. I'm very excited about the progress that is being made on the Green Line Extension and especially happy to hear about the improvements to the configuration of the community park. I have two comments on the proposed pedestrian detour for the Broadway Bridge down Winchester Street and Boston Ave. First, I'm very concerned about the movement length of this detour at about 1/4 mile. At a normal walking speed this is going to add over 15 minutes time (30 min for a round trip) for pedestrians commuting or running errands through Ball Square on foot. This is going to have a huge impact on the people that work at Tufts University and on the businesses all along the Ball Sq / Magoun Sq corridor. I sincerely hope that the team can find an alternative solution that does not require such a lengthy walk. Second, whenever pedestrian detour is selected, I'm concerned about noise removal during the winter months. The proposed pedestrian detour runs down residential streets and, as we all know, noise removal is residents throughout the area can be noisy. This is especially problematic for those with mobility impairments. Can the GLX team commit to removing snow along the pedestrian detour route to help with the increased flow of foot traffic during the winter? Alternatively, can we ask the City of Somerville and the City of Medford to increase enforcement of snow removal stations along the corridor? Regarding the proposed MBTA bus detour, I believe that option 2 using a reconfigured Rogers and Parker to both ways seems like the best option. It will be the least amount of time to bus routes and close the minimum number of stops. Regarding the auto detour, I do not have a comment. I live on Cedar Street between Broadway and Highland so I know I will be affected by increased car traffic and (likely) bus traffic on our street. But I do know that Cedar St is a major corridor for traffic and the best route for all of the Broadway traffic. Best wishes, [redacted]	I am working on getting you the most updated information and will reply to you inquiries as soon as possible.	Open
7/23/2018	4:36 AM Email	General Public	Comment	Other	Good Afternoon, Thank you for putting on the meeting the other day at Medford Town Hall. The information provided was very informative. I'm interested in a better understanding of where things stand with the possible extension of the Green Line to the 28. I believe I saw something online regarding some environmental work. I look forward to hearing from you regarding the W-28 extension status. Thank you, [redacted]	Thank you for attending the Medford Town Hall meeting. I will work on finding the most updated information and get back to you.	Open
7/23/2018	12:17 AM Email	General Public	Complaint	Tree	I just read the construction updates. Surely not every tree buffering residents from trains will also drop branches onto the tracks. You do not need to grab and remove every single tree. That's insane. Perhaps you could save money by allowing some trees to remain. Urban forests are incredibly important for public health, pollution, flooding, and temperature control. Especially with many trees going by, all the long neighbors' health issues will conclude those arising from lack of visual shielding, pollution, noise. A friend who was at the public meeting said one official told her that the trees are not needed for pollution abatement because so many people will be taking the train. She also heard from city an argument that if these cause some of the trees on the West side of the tracks. Please plan to replant on the East Side. We repeat, this is a short sighted, terrible budget plan.	Unfortunately, although we are only clearing what is necessary for the Green Line Extension to be built properly and safely, that includes most of the trees along the alignment on MBTA property. There have been many trees that have fallen onto power lines, even as recently as last week, and having this happen during construction or when the train is both and running could be detrimental to workers and passengers. The train staff will actually reduce more carbon emissions than the trees we are taking down, and will greatly reduce air carbon footprint in general by taking individual cars off the road improving public transportation is an important step to take so that people and trees can thrive in a healthy environment. We have taken noise and vibration into consideration, and have been running tests to measure where sound walls are needed. If you would like me to look up whether your house will have a noise wall, please provide your address and I can do that for you.	Open
7/23/2018	11:02 AM Email	General Public	Comment	Detour	Hi, I've just reviewed the notes from the July 20 meeting about the green line extension. As a resident of Somerville's Rogers Ave, I am very concerned that the MBTA is considering creating bus routes only on my small neighborhood street. I am concerned that changing the existing one-way status of Rogers will create much more traffic on my street, in addition to the buses. I am concerned that this will have a longer, lasting effect on traffic on my street and possibly have impact on house values. Is this the best answer to improve this concern? Is there a similar hotline directly for MBTA bus detours?	Thank you for contacting us regarding your concerns about the detours. The Green Line Extension team is having weekly meetings with elected officials to discuss the most efficient routes, so comments related to the plan are helpful. I have tagged your concern in our stakeholder database so that it will be looked and brought up at our next meeting. There is no hotline specifically for the detours.	Closed
7/23/2018	3:06 PM Voicecall	General Public	Complaint	Other	Complaint. Workers left litter in work area, near brick bottom artists association. Please call	7/24/18 5:00 PM Megan called back - Megan apologized for the trash that was left behind by the workers. [redacted] said that just said that the workers must the neighborhood as if they lived there also.	Closed
7/26/2018	9:57 AM Email	General Public	Inquiry	Other	Hi, Jeff and Megan! I would like to introduce myself and see if I could set up a brief meeting to review how we could support GLX Contractors on the project. We are a family owned full line Electrical Contractor located here in Somerville. As a matter of fact, we are right next door to you guys at 45 Inner Ball Rd. We have a lot of experience providing material to MBTA contractors and in fact provided much of the material on phase 1 of the project as well as many other T Stations located across the city. I attached our line card for reference. Please advise if you would have a few minutes to see me on the next week. Thank you!	Thanks for reaching out to us. I've passed the information along to our construction superintendent and have folks in our supply chain group. Everyone has a job on their plate right now. It can take some time before directly from someone on the Green Line Extension Contractors (GLX) team in the next few weeks please send me another note or give me a call. In the meantime if you for your sign while dealing with the bus detour.	Closed
7/26/2018	8:51 PM Email	General Public	Inquiry	Schedule	Good Afternoon, Is there a proposed schedule of bridge closures for the new stage 3 construction? If I please let me know the anticipated schedule. I tried to find something on the Greenline Extension website, but was able to find information regarding the Broadway Bridge closure beginning this fall. Thanks, [redacted] 2-032161010@mass.gov. Thank you for the information.	There is a tentative schedule of the bridge closures under the Community Working Group Presentations on the Green Line Extension website. Here is a link: <a href="https://greenlineextension.net/mfa/mfa-us/infrastructure/community/infrastructure">https://greenlineextension.net/mfa/mfa-us/infrastructure/community/infrastructure</a>	Closed
7/26/2018	9:49 PM Email	General Public	Comment	Detour	I attended the recent meeting at Medford City Hall. Thank you for sharing updates and key information with us. The update close to the Broadway Bridge, on this closure will impact me. For the next year I'll be cut off from Ball Square unless you get out of my way to make a long detour. Unless there is a significant change to these plans I am sorry to hear that I'll be making the effort every year. I'll probably just continue to drive or park. But my primary concern is maintaining bus service for the area. My answer depends on the RT to (Suburban) for bus detours. Option 1 (through) (Hawthorne St to Main St) would significantly increase the distance (like has to travel to a bus stop. I'm sure there are many others in the same situation. Even modifying this plan to route down Medford St to Magoun Square would be a big improvement, but you should really consider the options to route down Medford and Cedar Streets for the least impact on residents. Please keep us updated when you make final decisions about MBTA bus plans. Thank you for your time.	Megan responded through email. Thank you for contacting the GLX team and for attending our public meeting at Medford City Hall. I have tagged your comments in our stakeholder database, where they will be reviewed during our weekly maintenance of traffic meetings. We have a more working closely with elected officials and city planners to come up with safe and viable routes, so at input is greatly appreciated.	Closed

94	7/26/2018	9:57 AM	Email	General Public	Inquiry	Other	necessary for the Green cludes most of the trees een many trees that week, and having this : and running could be elf will actually reduce down, and will greatly vidual cars off the road. to take so that people ve taken noise and running tests to d like me to look up vided your address and I	Open
95	7/26/2018	3:31 PM	Email	General Public	Inquiry	Schedule	about the detours. The s with elected officials to rd to the plans are er database so that it will e is no hotline	Closed
	7/26/2018	9:49 PM	Email	General Public	Comment	Detour		

# Results:

- We have had a total of 104 inquiries, 72 which have been closed out
- In July, we had 45 inquiries total, 23 of those are closed out
- Some issues may remain ongoing through the duration of the project such as design requests

Count of Type		Month 3	Status 4	5
Type	Subject	Closed	Closed	Open
Comment	Closures			
	Design			
	Detour			
	Dust			1
	Noise			1
	Other			2
	Pest			
	Trees			2
Comment Total				6
Complaint	Dust			1
	Noise		2	
	Other			
	Pest	1		
	Trees			1
Complaint Total		1	2	2
Inquiry	Closures			1
	Design	1	3	2
	Other	2	1	4
	Pest		1	
	Schedule		2	3
	Trees		1	2
	Media Request			4
	General Information			1
Inquiry Total		3	8	15
Grand Total		4	10	23

5	6	7	8
Open	Closed	Open	Closed
1		1	
		7	3
1			
	2	2	1
		1	
	1	1	
2	3	2	11
			4
	1		
	1		
		2	
			1
3		1	1
3	2	1	3
1	2		
			1
2	1	1	6
			4
1	1		2
	2		
			1
1			1
			1
5	6	1	9
10	11	4	23
			6
			1
			2
			3

I was out on School Street this morning (Saturday) working on some temporary lighting on the ped bridge and stopped by a little after 9 a.m. I didn't want to knock too loud just in case someone was asleep working with our tree clearing subcontractor and we just can't access that tree with the equipment we have available and with restrictions associated with active commuter rail. The Positive Train Control line will get to this portion of the rail alignment (2019). In some cases I'd get a ladder and do the work myself. Considering the steep drop off to the base of the tree, from a fall protection standpoint I'd be kicked off the tree.

I'm sorry but I just don't know if we'll be able to do anything with that tree until clearing on the west side of the rail line is fully underway in 2019.

Jeff

From [REDACTED]  
Sent: Thursday, June 28, 2018 9:26 AM  
To: Jeff Wagner <[Jeff.Wagner@glxconstruct.com](mailto:Jeff.Wagner@glxconstruct.com)>  
Subject: Re: tree

hey jeff,  
I'm around today at least this morning so let me know if you do stop by...  
thanks

On Jun 27, 2018, at 6:38 AM, Jeff Wagner <[Jeff.Wagner@glxconstruct.com](mailto:Jeff.Wagner@glxconstruct.com)> wrote:

I caught up with the project engineer this morning and Northern will be in your area on Thursday. I'll swing out there as well. If something changes because of the weather etc. I'll let you know.



# GLX Community Working Group

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## Discussion

