



Green Line

COLLEGE AVENUE TO MYSTIC VALLEY PARKWAY



massDOT
Massachusetts Department of Transportation

November 20, 2017
Public Information Meeting

Purpose of tonight's meeting

A Notice of Project Change (NPC) has been published for a possible extension of the Green Line from College Avenue to Mystic Valley Parkway.

We will present an overview of the NPC to you tonight.

We want to hear from the community about what should be studied in a future environmental impact report.



GLX Project purpose

The purpose of the GLX project is to enhance transit services and improve mobility and regional access for residents in the communities of Cambridge, Medford and Somerville, some of the region's most densely populated communities that today are surrounded by, but are not directly served by, fixed-guideway transit.



Purpose, cont.

The GLX project is intended to:

- Improve corridor mobility
- Boost transit ridership
- Improve air quality
- Ensure equitable distribution of transit services
- Support area opportunities for smart growth initiatives and sustainable development

What a NPC looks at

The NPC contains the following:

- Project history
- Description of the project change
- Summary of the alternatives considered and rationale for selection of the Preferred Alternative
- Summary of existing conditions and potential impacts
- Areas identified for further evaluation

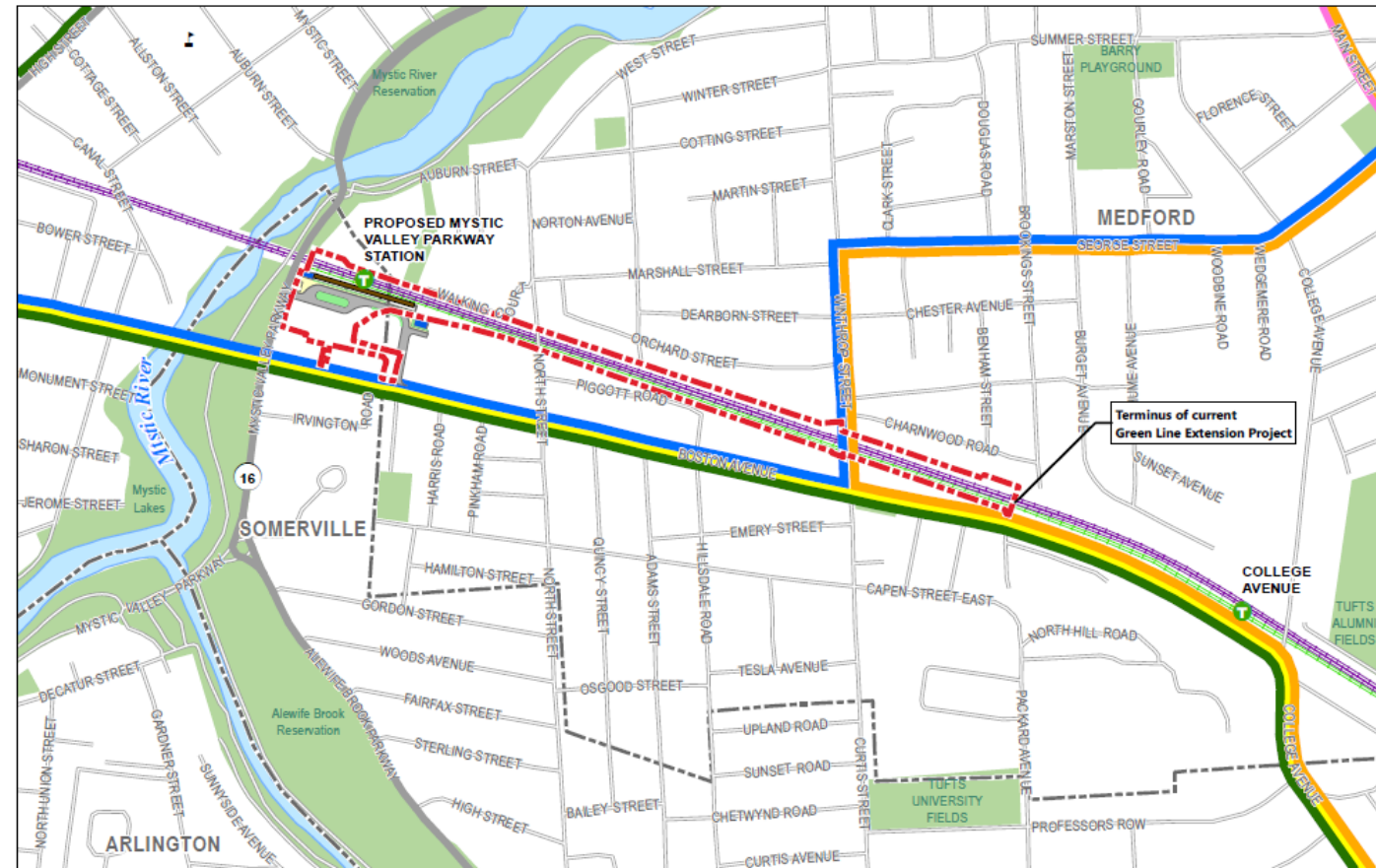
Project history

Several resources have informed this effort, including:

- Beyond Lechmere Northwest Corridor Study
- Green Line Extension Draft Environmental Impact Report (DEIR)/Environmental Assessment (EA)/Section 4(f) Evaluation
- Mystic Valley Parkway Green Line Community Visioning Process
- MassDOT's 2016-2019 Statewide Transportation Improvement Program (STIP)

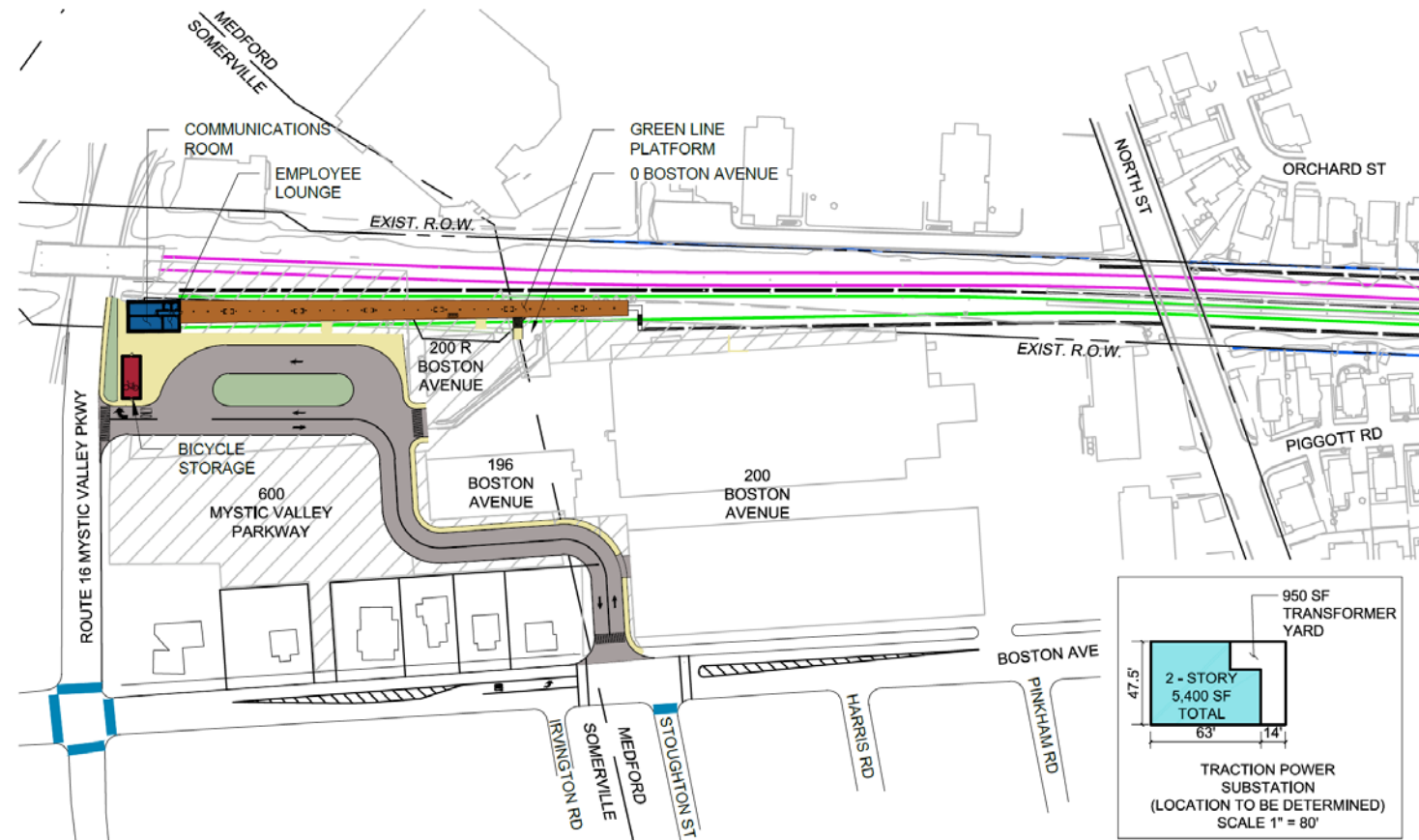
The project (track section)

- Approximately 1 mile long
- Utilizes the MBTA Lowell Line commuter rail right-of-way
- Relocates the existing commuter rail tracks
- Constructs new light rail transit tracks
- Reconstructs two bridges (Winthrop Street and North Street)
- Constructs retaining walls in some locations
- Reconstructs an Overhead Catenary System (OCS)



The project (station elements)

- Single center-island at-grade station platform
- Terminal station headhouse
- Restrooms
- Ticketing vending machines
- Communication room and employee lounge
- Bicycle Storage
- Signage and Wayfinding
- Lighting, landscaping, and trash receptacles
- Pick-up/drop-off area via Boston Avenue
- Electrical substation



Alternatives

The NPC presents two alternatives that were considered for the Mystic Valley Parkway station

- Two-level station (Preferred Alternative from 2009 DEIR)
- Single-level station (consistent with latest GLX designs)

Alternatives will continue to be assessed in a future EIR. The NPC includes a concept for adaptive reuse of the U-Haul site presented by Medford-area stakeholders.

Environmental resources

The NPC addresses a number of environmental resources

- Land use and zoning
- Wetlands, waterways, and tidelands
- Water quality, Stormwater, and wastewater
- Transportation
- Air quality and greenhouse gas
- Noise and vibration
- Hazardous materials
- Cultural resources
- Environmental justice
- Indirect and cumulative effects



Highlights - *Transportation*

- Boston Avenue will serve as main entrance to station
- Substantial pedestrian improvement
- Station will accommodate pick-up/drop-off activity
- Bicycle but no automobile parking
- Temporary construction impacts to MBTA Lowell commuter rail line
- Reconstruction of two bridges (North Street and Winthrop Street)
- Traffic impacts expected to be limited

Analysis to be fully updated and re-evaluated in the EIR

Highlights – *Historic and archaeological*

- Three National Register listed historic properties in the study area
 - Mystic Valley Parkway
 - B & M Railroad Bridge
 - Middlesex Canal Historic and Archaeological District
- One potentially National Register eligible historic property within project site

Analysis to be fully updated and re-evaluated in the EIR



Highlights – *Noise and vibration*

- Sensitive receptors in study area include residences, parkland, university buildings, and a church
- Predominant existing noise sources in the study area are commuter rail and auto traffic
- Predominant existing vibration source in the study area is commuter rail
- Noise and vibration impacts from the project were expected to be able to be fully mitigated

Analysis to be fully updated and re-evaluated in the EIR



Highlights – *Land use and TOD*

- Predominant land use in study area is residential
- The project is consistent with, and supportive of, all applicable local and regional land use and open space plans
- Project assumes some property acquisition of commercial properties
- There is high Transit-Oriented Development (TOD) potential

Analysis to be fully updated and re-evaluated in the EIR



Next steps

Public comments are due by 5:00 PM on Tuesday, November 28.
You may comment by filling out a comment form tonight or mailing comments to:

Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs (EEA)
Attn: Erin Flaherty, MEPA Analyst
EEA No. 13886
100 Cambridge Street, Suite 900
Boston MA 02114
Email: Erin.Flaherty@state.ma.us

A MEPA Certificate is anticipated on December 8.



Thank you! ○



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