Station-based oversight points
February 5, 2019

Citizens and the public have had a chance to review the station designs released in January 2019 by the GLX-C. Below are a list of concerns expressed by various members of the public and an explanation of why these items are important to address. They are not prioritized, but note that many relate to safety and accessibility by riders and MBTA staff.

Area of Concern	Why is it important:	At these station(s)
Head House (HH) Design		
How many sides of head house are enclosed?	Exposed wait areas are not compatible with New England weather where it can be frigid, wet, windy, snowy and combinations of these.	
How many sides of the HH are chain link? What % of total circumference is wall vs chain link? Does the HH have a roof?	Chain link will not block weather (temperatures, precipitation nor wind). It will not block noise from adjacent commuter and regional rail service. It will not block particulate matter, dust, and wind from the NH-5 line. The NH-5 trains can be startling to some.	
If a side is open via chain link, does it face the commuter rail (if your station is adjacent to commuter rail)?	The CWG needs to share better more complete plans with the public. It is not clear from the distributed plans how the head houses and other features are designed.	
Is Head house heated?	If the head house is the only place to wait, then it should be heated in winter, and assured it will NOT overheat in summer (if it is enclosed).	
Have benches?	Wait areas need to have benches.	
What is the floor surface?	It is important that the surface work well in all weather conditions and when wet/ icy.	
Is the foundation of the head house (and associated walk ways) built with specific enhancements in mind? What sort? How was this decided?	Can we get details to review with structural engineers so that future improvements are not precluded?	

Elevator: What is the capacity? How long will it take to be called and return to floor?	If the wait area is in the Head House then the elevator needs to provide appropriate access to the platform level for passengers to catch their trains.	
Stairs and Platform		
Are the stairs enclosed? If not are the treads heated?	The stairs need to be safe for all walking passengers and MBTA staff to use. If they are exposed to wind, rain, snow, sleet, freezing conditions and combinations of these, then a plan needs to be in place to ensure they are passible.	
What is the plan for winter maintenance (Ie, snow and ice removal)?	An open platform needs to be cleared of ice and snow. How will that happen?	
Will the platform "umbrella" roof support placement of solar panels in the future? Is the orientation of the roof correct for solar gain?	We are the GREEN line, after all! We should be off setting the electrical with solar panels on all appropriate surfaces.	
Access Issues		
Where are the fair boxes?	There is concern that given the uncertainty and timing of the MBTA switch to XXX, fairs will be collected on board once passengers have debarked. This will cause unnecessary delays and is an antiquated design.	
Clarify the bike racks.	Given that designing car drop off places is proving challenging, please explain the calculation for this number of bike racks.	
Where are the retaining and noise walls? Please distribute!		
Have they done a noise study? What were the results? What sections of the Green line will have noise above 65 Dbl? Especially between Broadway and Cedar.	Research shows that any noise over 65 DBls can be stressful enough to be tied to early mortality statistics. Where the trains are adjacent to residential properties can we see the results of noise studies that includes the DB, locations of testing, type of train passing, etc.	
Where are the kiss-and-ride locations? Area for The Ride drop off?	Accessibility is more than ramps. If the stations are not designed with places for car connections, cars will create dangerous, ad hoc solutions	

	that could impede crosswalks, entrances, businesses and over all safety of passengers and passers-by.	
Art Infrastructure Somerville and Medford are arty towns and with the station designs basic, it will be important to build an infrastructure that allows for temporary exhibits and installations. A small amount of planning now will cut costs and expand options down the line.		
Electric and data jacks (under lock and key) and Wi-Fi		
Hang points for temporary installations		
Digital screens – will there be any?		
Commitment by MBTA to work with arts on installation and better permitting process.		
Questions for Cities and Others		
Can anything be built on the sloppy part next to the bridge? Is that where the regional electrical conduit is? Specify its location.		
What are the plans for development at the location? What future is being accommodated in that location?		
Small transformer near the entrance – “See for details BSS-8-001” can we clarify – what is it used for? Can it be moved?		
Specifics for the width and plans for the Broadway bridge: Cross walks, widths, bike lanes, drop off points for the hill entrance?		