

GREETINGS AND HAPPY 2007!

I am writing as a member of the Medford Green Line Neighborhood Alliance (MGNA) for two reasons. We would like to thank you for participating in the November 27 meeting at the South Medford Fire Station. Also we would like to inform you of developments on the state level that are in keeping with many of the concerns that Medford citizens - including you - have publicly expressed over the Green Line project.

NOVEMBER 27 MEETING AT SOUTH MEDFORD FIRE STATION

Thank you for taking part! I think the meeting was proof of how well citizens can sit down peacefully and think through complicated projects. MGNA recorded all of the opinions and ideas voiced on November and now would like to send the list on to you. Please read through the list - which is on page 2 - and get back to me if you believe something stated at the meeting was not recorded properly.

This winter MGNA is planning to sponsor two more public meetings, similar to the November 27 meeting, in Hillside and West Medford. In the end we would like to one master list of all ideas, opinions and concerns that can be used as the basis for designing an acceptable Green Line concept plan. I will contact you when the two additional meetings have been scheduled. *Please consider this an open invitation to attend!*

DECEMBER STATE ENVIRONMENTAL RULING

At the beginning of December the Executive Office of Environmental Affairs (EOEA) acknowledged the concerns of Medford citizens when it ruled on the scope of issues that a state-authored environmental-impact report must address over the next 18 months. The issues are precisely those that citizens expressed at public meetings, through written comments to the state, and through MGNA's online petition. Importantly, they are also issues that were expressed at MGNA's November community meeting, which was attended by 50 people, the majority of whom live directly along the existing rail corridor.

Below is a list of some of the major points the environmental-impact report must hit. Everyone at MGNA would like to thank you and members of the community for staying informed of Green Line developments and for helping to establish a proactive relationship with the state. This is a large community project on which Medford is already having a positive effect. The EOEA ruling

creates guidelines that the environmental-impact report must follow. Among them are:

1. Including in all studies the rail corridor up to Route 16
2. Creating a committee of citizens for continuous advice and public input into the project
3. Accurately estimating the number of people who would use the Green Line
4. Identifying any land purchases that a plan would require
5. Conducting in-depth traffic studies of all neighborhoods through which the Green Line would pass, and recommending how traffic issues could be remedied. (At a minimum studies would include Mystic Valley Parkway and its intersections with Alewife Brook Parkway, Auburn Street and Winthrop Street; Boston Avenue and its intersections with High Street and Mystic Valley Parkway; College Avenue, North Street, Winthrop Street and Harvard Street.)
6. Providing a baseline analysis of any noise and/or vibration the Green Line would create and proposing appropriate mitigation plans
7. Analyzing the quality and quantity of effects the Green Line could have on storm-water runoff and providing appropriate mitigation plans
8. Identifying environmental-justice areas to ensure the fair distribution of benefits and effects across local neighborhoods
9. Abiding by all federal, state and local requirements associated with the Americans with Disabilities Act
10. Defining criteria for locating T station and clearly stating how any station would meet those criteria. (Among the criteria will be limiting adverse effects on abutters; connecting with high-ridership bus routes; determining proximity elderly- and low-income housing units and to independent- and assisted-living facilities; and integrating with local businesses and institutions
11. Providing clear illustrations and/or photographs of existing and proposed conditions, including plans, elevations, structural designs and storm-water management systems.
12. Studying the possibility of linking the Somerville bicycle and pedestrian path up a existing and new bicycle and pedestrian paths along Mystic Valley Parkway.

Thank you!
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TOPICS RAISED AT PUBLIC MEETING NUMBER 1
Medford Green Line Neighborhood Association
November 27, 2006

TRAFFIC AND PARKING

- ♣ Would an already bad traffic problem worsen in the neighborhood if the Green Line were built through it?
- ♣ Even though the College Avenue intersection was redesigned less than five years ago, it is still very dangerous and confusing. How could the Green Line be designed so as not to aggravate these problems? Could it actually be designed to *resolve* the problems?
- ♣ Major concerns were expressed over parking and traffic congestion, which already are issues in many neighborhoods. How would the Green Line affect parking and local traffic patterns? What is the city now doing to enforce existing parking regulations and what will it do *in the future*?
- ♣ Many people stated that automobile pick-up and drop-off could create problems, particularly in the Brookings Street neighborhood if a pedestrian bridge were build there. How could the problem be avoided? How would pick-up and drop-off be factored into the design of each station?

PROPERTY

- ♣ Major concerns were expressed over the specter of eminent domain and over the fate of property values during a multi-year construction phase.
- ♣ Many people also stated they feared that residents along the existing right-of-way between College Avenue and Winthrop Street would face a diminished quality of life.
- ♣ Residents and a representative from Tufts University expressed concern about train vibration and about adequate drainage.
- ♣ Mitigation measures must be given a lot of thought to eliminate noise and to create buffers between the Green Line and abutting properties.
- ♣ A resident living across from the Tufts garage does not want a Green Line Station built opposite the garage.

TRAIN AND STATION QUESTIONS

- ♣ How would the state quantify air-quality improvements?
- ♣ Who would have responsibility for station security and have jurisdiction over it?
- ♣ Who would maintain the new stations?
- ♣ Who would shovel the snow in the paths leading to and from the Green Line?
- ♣ Why not build a Green Line station at the historic post-office building at the intersection of College Avenue and Boston Avenue? There was once a commuter-rail station located there.
- ♣ How and when would the MBTA service Green Line tracks? What is the MBTA's typical practice?

EFFECTS ON NEIGHBORHOOD

- ♣ Several people asked whether a tunnel could be built to accommodate the Green Line at lest from College Avenue to Winthrop Street. They believe it would solve noise and quality-of-life issues for abutters.
- ♣ Are there successful examples of suburban Green Line stations? How did they affect neighborhoods and have they reduced the number of cars traveling through them?
- ♣ How often would the Green Line be serviced at night?
- ♣ Would the MBTA and state take pest-control measures during the construction period?
- ♣ Would there be potential negative consequences of a multi-year construction project, especially as it pertains to bridge reconstruction at College Avenue, Winthrop Street and possibly North Street?

GENERAL

- ♣ Concern was raised over increased noise levels that could result from shifting the existing tracks 10 or 12 feet closer to people's houses.
- ♣ What is the estimated ridership for the Green Line extension?
- ♣ Who would use the Green Line? Are there demographic projections?
- ♣ Has crime or homelessness really increased in neighborhoods where rail stations have been constructed?