

Appendix C

Medford Hillside Neighborhood Included in College Avenue Walk Market Area Memorandum

MEMORANDUM**TO: Green Line Extension Project Files****April 6, 2010****FROM: Bruce Kaplan and Scott Peterson****RE: Medford Hillside Neighborhood Included in the College Avenue Walk
Market Area****BACKGROUND**

The specific configuration of the Green Line Extension has undergone many iterations during the course of its project history. Following extensive analysis, MassDOT has recently determined that the best and most feasible project to pursue in the near-term is one that includes (1) a branch from Lechmere Station in East Cambridge to College Avenue in Medford (along the Lowell Commuter Rail right-of-way) and (2) a branch from Lechmere Station to Union Square in Somerville (along the Fitchburg Commuter Rail right-of-way). This configuration is identified in the Green Line Extension Draft Environmental Impact Report/Environmental Assessment as the 'Proposed Project.'

Previous conceptual planning work for the Green Line Extension had also considered potential stations at:

- The intersection of the Lowell Commuter Rail Line right-of-way and Winthrop Street (Medford).
- The intersection of the Lowell Commuter Rail right-of-way and Mystic Valley Parkway/Route 16 (Medford/Somerville).

However, the current proposed project does not include Green Line stations at those locations. As a result, concerns have been raised that a proposed terminus at College Avenue would not adequately serve the Medford Hillside neighborhood, which was identified in the SIP regulation. This memorandum demonstrates that the walk market area for a College Avenue station does indeed cover and include the Medford Hillside neighborhood.

Medford Hillside is defined in this analysis as an area of the City of Medford bounded by the Mystic River to the north, Medford Square to the east, College Avenue to the south, and North Somerville to the west. This area was defined based on an examination of local maps and businesses that identified themselves with the Medford Hillside neighborhood. The Medford Hillside neighborhood is shown as a light red area on the maps in the Exhibits.

ASSUMPTIONS

Exhibit 1, on page 3, presents the northern section of the proposed project as defined in the recently Green Line Extension Draft Environmental Impact Report/ Environmental Assessment, with a branch extending from Lechmere Station towards Medford, and another branch extending towards Union Square (not shown). The terminus of the Medford branch is a station located at the intersection of the Lowell Commuter Rail right-of-way and College Avenue. Since none of the displayed stations have park-and-ride facilities, the ridership markets for these stations are almost wholly defined as persons capable of accessing stations by walking or bicycling, with limited anticipated automobile pick-ups and drop-offs.

For the purposes of the ridership projections developed to support the Draft Environmental Impact Report/Environmental Assessment and the New Starts application materials, MassDOT has followed the requirement of the Federal Transit Administration (FTA) that we use a one-mile walk-access catchment area for each of the proposed Green Line Extension stations. To refine this analysis further, however, MassDOT has also separately mapped (see Exhibit 2 on page 4) a smaller $\frac{3}{4}$ -mile walk-access catchment area.

CONCLUSION

Exhibit 1 displays the one-mile radius walk catchment area, shown in orange on the map, extending from the proposed College Avenue Station outward via the walk and bike network. Every portion of the Medford Hillside neighborhood, represented by the transportation analysis zones (TAZs) that are used by the regional travel demand model, are covered by the one-mile walk-access catchment area. This means that all trips from TAZs 555-558 have the ability to access the College Avenue Station and use the proposed Green Line Extension. Thus, the Medford Hillside neighborhood is well served by the College Avenue Station in the regional travel demand model (the one-mile radius walk catchment area). The smaller $\frac{3}{4}$ -mile walk-access catchment area (displayed in orange in Exhibit 2) continues to cover the majority of the Medford Hillside area. Exhibit 2 demonstrates that the bulk of the Medford Hillside neighborhood is served by the College Avenue station even when stricter $\frac{3}{4}$ -mile non-FTA-sanctioned walk-access assumptions are made.

EXHIBIT 1

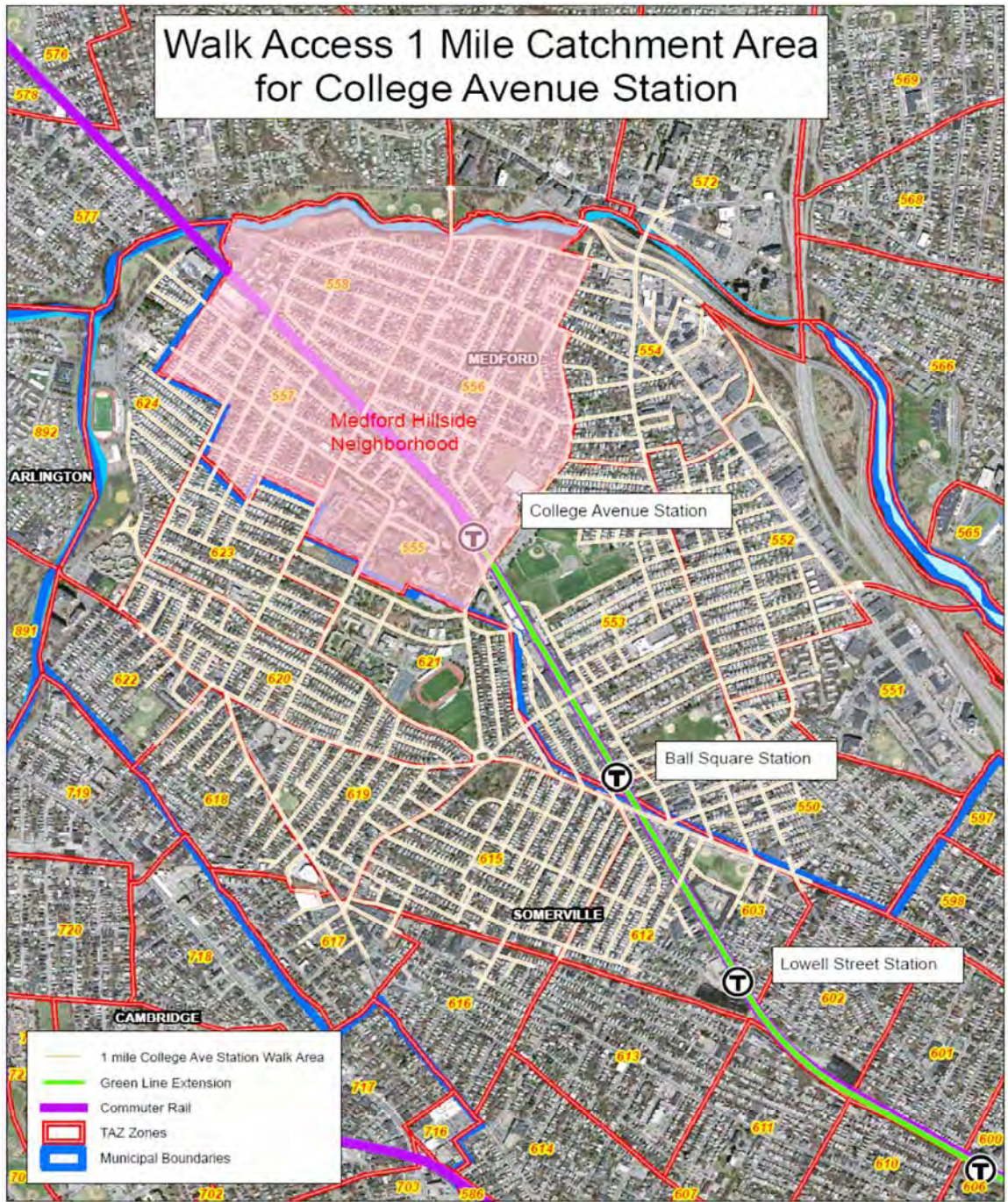


EXHIBIT 2

