

**GLX Design Working Group: Design Principles Subcommittee**  
**12/6/10**  
**Minutes**

**Attendance:**

Polly Polk, Brickbottom  
Alan Moore, Lowell St  
James Madden, Gilman Sq  
Julia Prange, Ball Square  
Margie Lockner, MBTA  
Matthew Ciborowski, DOT  
Ellin Reisner, Brickbottom

The subcommittee aimed to complete a draft of the design principles matrix (attached) to be presented to the full Green Line Extension Design Working Group. The matrix is intended to be a living document to be used in guiding design decisions moving forward.

Discussion of principles:

Kiss and Ride spaces were discussed. The group agreed that there is no overall DWG consensus on the issue. The group recommends that these spaces should be site appropriate and handled station by station.

Safety is mentioned as a top concern. Safety is both the physical safety of the station spaces and the spaces' ability to make users feel safe from crime.

In discussing access, the need for multiple entrances was highlighted. This would maximize ridership by lengthening the coverage area within walking distance.

The group discussed how cost-sensitive our recommendations should be. DOT wants us to recommend and request rather than worry too much about their bottom line. The group feels that certain priorities should be highlighted so that cost decisions do not stop the most important needs from being met.

A proposal for the MBTA to include signage and directions to local businesses in stations was removed because of concerns about the ability to maintain up-to-date signage.

The group discussed whether it should make recommendations regarding noise walls and other mitigation. DOT prefers to defer these "hyper-local" mitigation choices to the abutters affected. Mitigation plans will be included in the upcoming EA report. There **may** also be a DWG mitigation group formed later.

Other wordsmithing and changes incorporated into latest draft of matrix.