Green Line Extension
Design Working Group

Green Line Station Design Principles - 10/18/10 Draft

Connectivity/Access	Transportation	Neighborhood Context	Station Design	Comfort/Safety	Abutters/Neighbors
Strengthen all existing pedestrian / bike / transit and community paths and create new ones to feed stations.	Stations must be pedestrian-focused, **designed for pedestrians** on foot, bus or bike. Not cars.	**Build Community**. Stations to be part of their neighborhoods physically, economically and socially. Municipalities need to plan larger and longer.	**Visually distinct**. These stations will become landmarks that will help define neighborhoods. Station as icon.	Traveling to the Station from anywhere must be a pleasant experience from front door of residence to stepping on the trolley. +Comfort = +ridership	**Minimize takings** of land, trees, or anything precious to abutters.
Provide well-lit, accessible, and safe routes between neighborhoods and stations.	Spaces for Buses take priority over car kiss/ride allowance.	**Stations must respond to the surrounding context**. Different contexts = different design approach = unique design.	**Quality Design.** Quality, durable materials should be used. Design should be a shining example of quality public infrastructure.	Stations should be open, transparent, lots of glass, visually connected to surroundings.	**Mitigation.** Provide sufficient mitigation to reduce noise, pollution, vibration so that quality of life is better, not worse.
Take advantage of opportunities for or connection to Open Spaces in area.	**Parking** at stations kept to absolute minimum, Accessible parking excepted.	**Traffic.** Surrounding intersections must be redesigned where necessary & made safer to handle increased usage at Stations.	**Low maintenance** requires buildings and designs that are simple, sturdy, high quality.	**Quality Wayfinding** to/from station critical to driving up ridership.	
Maximize access to stations from all directions. Investigate access from multiple points to minimize traffic crossings by pedestrians where not necessary.	Transition from Bus to Station should be covered and protected from elements.	**Neighborhood Activity and Business**. Stations will change their surroundings; land use patterns should support existing businesses and encourage new ones.	**Sustainable/Green**. MBTA targets LEED Silver as goal; Net-Zero stations a goal? Start LEED Checklist right away.	**Lighting.** Provide sufficient lighting to make stations feel safe and comfortable.	**Lighting** should not be a nuisance to neighbors. Downlighting or lighting only surfaces that need it important.
		Traffic and parking must not be made worse by the Station. Enforcement of existing regs and creation of new ones to prevent quality of life reduction.	**Forward-looking 21st Century Stations**. No Disney faux-historical details. No Victorian Stations.	Transition from Bus to Station should be covered and protected from elements.	
			Art. Incorporate and integrate art into each station. Done right, each station will BE a work of art.		
			Max Bike Racks. Provide lots of bike rack capacity at each station, as the % of bike users to stations will likely grow over time and this growth should be designed into the stations.	Design for bike accommodations should follow the City of Cambridge bike standards: covered storage, functional racks and bike aisles.	
			Investigate potential for **multiple station entrances** to minimize dangerous street crossings.		
			Stations are more than an entrance and platform. They make urban space and create social and gathering spaces. They must not be designed in a vacuum. Think beyond the station property line.		
			Stations need "room to breathe". More than sidewalks should surround them: plazas, art, open spaces, places to sit, get a coffee, wait, check messages.		