

WHEREAS: The Green Line Extension through Cambridge, Somerville and Medford is a long-awaited transformative project for these communities, bringing seven new stations to underserved, low- and moderate-income neighborhoods, thereby connecting them to the economic, cultural and educational institutions of Boston, and bringing long-delayed promised environmental improvements; and

WHEREAS: New England winter weather is challenging with snow, sleet, freezing rain, ice, and wind; and

WHEREAS: Future riders will have a variety of predictable and unpredictable accessibility needs, such as use of wheelchairs, walkers, strollers, canes, and limited sight, balance and strength; and

WHEREAS: Due to hilly sidewalks, narrow rights-of-way, steeply sloped bridges over the tracks, and other existing conditions, this project presents unique design and engineering challenges; and

WHEREAS: Significant cuts were made to elements of the stations that provided accessibility to those riders with mobility impairments or limitations, as well as protection from the weather and safety for those and other riders; and

WHEREAS: Specific ADA-compromised design decisions were made to save money, such as:

- Staircases have roofs, but lack enclosures to make them safe and to protect users from the elements;
- Entrances to the stations are serpentine and unduly long and not in the best or even reasonable locations;
- Entrances are sited on steep, non-ADA-compliant streets;
- Pathways, station approaches and entrance walkways are often too narrow for the level of ridership and for people with mobility issues;
- Elevators were cut from the plans and replaced with long, steep ramps that will be unworkable for some riders with disabilities;
- Station platforms and staircases are in close proximity to the commuter rail/Amtrak tracks with trains that are permitted to travel up to 60 MPH, exposing riders to noise, wind, startle factors, dust, particulate matter and vibrations from passing trains; **NOW, THEREFORE, BE IT**

RESOLVED: That the Somerville City Council urges MassDOT, the MBTA, the GLX Project Team, GLX Constructors and the City of Somerville to work collaboratively with residents and community groups to improve the

accessibility, safety, and usability -- especially for people with mobility impairments -- of the seven new GLX stations; **AND BE IT FURTHER**

RESOLVED: That a copy of this Resolution be presented to John Dalton, Program Manager of the MBTA GLX Project, Governor Charles D. Baker, Somerville Mayor Joseph Curtatone, Secretary of Transportation Stephanie Pollack, Congresswoman Ayanna Pressley and the MBTA's Fiscal Control Board, and the Somerville delegation in the State Legislature on behalf of the Somerville City Council.