

**Green Line Extension.** The Green Line extension will have two branches: one will run along the Lowell Commuter Rail line and terminate at Route 16 at the Medford/Somerville line across the tracks from the Whole Foods Market. The Union Square Green Line branch will run along the existing Fitchburg Commuter Rail line right-of-way. (Trains will run every 5 to 10 minutes.) In Cambridge, the Lechmere station will be moved to the north side of McGrath/O'Brien Highway, near the NorthPoint development. The location of a proposed Green Line maintenance facility, another component of this project, is still being considered. Two sites are under consideration: one next to the Brickbottom Studios buildings and the other adjacent to the Boston Engine Terminal.

The Executive Office of Transportation (EOT) has not yet filed the Draft Environmental Impact Review for this project, which in turn has delayed progress on the project. However the Green Line extensions are still scheduled to open by the last day of 2014.

**Community Path.** The Community Path is planned to be extended from Cedar St. to Lechmere. Construction from Cedar St. to Central St. is scheduled for 2011. The rest of the path extension is projected to follow the construction of Green Line Extension to Lechmere.

**Orange Line.** The development planned at Assembly Square will be served by a T station to be added along the Orange Line. The station will be located behind IKEA. (IKEA construction is scheduled to break ground in fall 2009.) Efforts to promote good pedestrian and bicycle access have been successful; there will be a shared-use path running adjacent to the Orange Line that will connect to Lombardi Way.

STEP recommends the construction of a second headhouse near IKEA and access from the station to Draw 7 Park. This new station is projected to start construction in fall 2010 and be operational by 2013.

**Urban Ring.** Designed to be Bus Rapid Transit with buses running every 10 minutes and over 50% of the route on bus-only roads, the Urban Ring was envisioned to link Boston, Brookline, Cambridge, Chelsea, Everett, Medford and Somerville. Construction for the project will begin in 2015. The Environmental Impact Review has recently been changed; EOT has filed a Notice of Project Change that revises the Preferred Local Alternative which had previously included Assembly Square, to run directly to Sullivan Square from Everett, along Route 99. This revision proposes eliminating service originally planned to Medford and most service to Assembly Square in Somerville. If this revision is approved (following a public comment period that ends August 7), Assembly Square will only benefit from a backward spur from one of the bus routes; it will be removed from the mainline of the northern portion of the corridor. This portion, called the Northern Tier, would provide badly needed commuter connections, by running between Logan Airport and Kendall Square and connecting to all four rail rapid transit lines.

**Vision for Future Transit Linkage.** The Union Square branch of the Green Line extension will run along the right-of-way of the Fitchburg Commuter Rail Line, which runs to Porter Square.

STEP recommends:

- Extending the Green Line from Union Square to Porter Square, and adding a couple of low-cost stops along the way. Doing so would greatly increase ridership, and give Fitchburg Line commuters better access to North Station and Government Center.
- Route 28 (McGrath Highway) should be restored to a boulevard at street level. Removing the overpass would create linkage between Union Square and Inner Belt and would make the route safer and more accessible for pedestrians and cyclists.



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