



GREEN LINE - D

Track and Signal Replacement

August/September 2018 Public Meetings: Summary

Wednesday, August 29, 2018

Brookline Town Hall
Select Board Hearing Room
333 Washington St, Brookline, MA

Thursday, September 6, 2018

Newton Free Library
Druker Auditorium
330 Homer St, Newton, MA

MBTA Staff

Trish Foley (August 29 & September 6)
Tim Horan (August 29 & September 6)
Beth Larkin (August 29 & September 6)
Nazanin Mossahebi (September 6)
Tom Nee (August 29 & September 6)

Project Team (August 29)

John Weston, HMMH
Nancy Farrell and Sarah Paritsky, Regina Villa Associates (RVA)

Project Team (September 6)

Filomena Maybury, WSP
John Weston, HMMH
Charles Werner, HNTB
Emily Christin and Samantha Souto, Regina Villa Associates (RVA)

Public Attendance

See pages 13 – 14

Meeting Purpose

The purpose of the August and September 2018 public meetings was to introduce the Green Line D Track and Signal Replacement Project construction phasing and schedule, discuss the noise impacts and mitigation measures, review the work to be performed at each location, and answer questions. The two meeting presentations differ slightly and are both posted on the project website:

www.mbta.com/GreenLineD

Presentation Summary

Introduction

Nancy Farrell, RVA, introduced herself and welcomed attendees.¹ She provided an overview of the ground rules and noted that a question and answer session will follow the presentation. The slides will be available on the project website after the meeting. Participants can sign up for project notices on the website and send comments and questions to the MBTA as well.

Project Overview

Ms. Farrell introduced Beth Larkin, MBTA, who provided an overview of the project. She described the MBTA's plans to replace the tracks in six sections between Beaconsfield in Brookline and Riverside in Newton and to modernize the signal system between Reservoir and Riverside. The project also includes centralizing the signal system equipment, upgrading the track-side signal infrastructure, providing redundant power supply, upgrading crossovers and track switches, and reconstructing pedestrian crossings and truck pads.²

Ms. Larkin described the project benefits, including fewer delays due to signal issues, more reliable service, faster response to problems with centralized instrument houses, safety improvements, and the removal of speed restrictions due to existing track conditions on the D branch. Ms. Larkin reviewed the construction timeline and estimated construction cost (\$74 million). She explained that while the overall contract duration is 30 months, the actual construction period is shorter.

Ms. Larkin provided an overview of the three zones for bus diversions, which will take place on weeknights from 9:00 PM to end of service and weekends. Zone 1 is from Riverside to Newton Highlands. Zone 2 is from Newton Highlands to Reservoir. Zone 3 is from Reservoir to Kenmore. The buses will accommodate Green Line D branch passengers and operate on Route 9. Contractors will continue to work until the start of service the following morning. The focus of the Brookline public meeting presentation was on Zone 3 in Brookline. Ms. Larkin explained that the contractor will only be allowed to work in one zone at a time and complete work in that zone before moving on.

Operations during Construction

Ms. Larkin explained that construction is scheduled for about 16 months (Fall 2018 to December 28, 2018; April 9 to December 28, 2019; and April 9 to December 28, 2020). She noted that construction will not take place during Red Sox home games in 2018 (on weeknights or weekends). There are 15 planned weekends when the contractor will need to work, three of which will require busing between Riverside and Reservoir. The contractor will provide 30 days' notice before weekend work required for special track work or testing the signal system.

Ms. Larkin explained that there are adjacent projects, including the MBTA's work at the Fenway Portal, that require closing the tracks. The contractor will identify weekends when it can "piggyback" on that work, including October 6-7 and October 13-14, to shorten the amount of time weeknight work

¹ At the September 6 meeting, City of Newton Mayor Ruthanne Fuller welcomed attendees. Mayor Fuller introduced Jini Fairley, Americans with Disabilities Act (ADA) coordinator for the City of Newton, and Beth Larkin, MBTA. Ms. Larkin introduced the members of the project team.

² Ms. Larkin showed a slide at the September 6 Newton meeting that listed MBTA investments in Newton.

required. A maximum of 14 buses will cover train service outages with 8-minute headways during the overnight work hours. She said customers should anticipate an added 15 minutes to their trip.

Ms. Larkin provided an overview of the contractor's schedule. Construction will begin in Brookline and the community will be notified with flyers and on-board announcements. She referred attendees to the website to sign up for email updates.

Work Locations (Brookline, August 29)

Ms. Larkin said there will be a full replacement of track, rail, ties and ballast at Beaconsfield. Weekend special track work is required because it cannot be completed in an overnight period. There is no signal work planned at Beaconsfield. At Reservoir Station, the MBTA has proposed a signal house and full track replacement. Signal work will be performed at Reservoir Station and continuing west to Riverside Station.

Work Locations (Newton, September 6)

Ms. Larkin reviewed each station in Newton and what work will be taking place:

- Riverside – track and signal work; weekend special trackwork; Riverside will be the Zone 1 primary access point for the contractor.
- Woodland – signal work only.
- Waban – track and signal work.
- Eliot – signal work only.
- Newton Highlands – signal and track work; Mayor Fuller said the Newton Highlands Accessibility Project is in addition to this work; Ms. Larkin said some accessibility improvements will be made before any work on this project begins in this zone.
- Newton Centre – signal work and a lot of trackwork; no special trackwork.
- Chestnut Hill – track and signal work.

Work Progression

Ms. Larkin provided a detailed overview of the timeline for typical overnight work:

- Normal service ends and bus diversion begins at 9:00 PM.
- The MBTA Power Department shuts down power on the D Branch and grounds the catenary in the work zone. The contractor will bring in rail, ties, and ballast to the truck pad at Beaconsfield in Brookline; Newton access will be from Riverside. Ms. Larkin said in the past, the Beaconsfield truck pad has been used for work outside of Brookline. In this case it will only be accessed for work in Brookline, not for work in Newton.
- Bus diversion ends at close of normal service (12:30 AM).
- Contractor completes work and demobilizes from the work zone.
- MBTA Power Department restores power.
- Normal service resumes at 5:00 AM.

Ms. Larkin walked through the more detailed steps of track work. The slides show examples of these elements of the work:

- Cut rails with a saw or torch – typically the noisiest work; four cuts are required
- Remove existing track in panels

- Remove 6 inches of existing ballast
- Install and connect new track panel to adjacent rail
- Place new ballast
- Tamp ballast to the proper elevation

Special track work will be done in larger sections and requires work over weekends.

Ms. Larkin provided an overview of the signal work from Reservoir west (see slides 23-27)³:

- Install new messenger wire and cable tray
- Dig trenches for cable conduit and new foundations
- Pull cable through conduit
- Install new track-side signal equipment and remove existing equipment

Ms. Larkin said the MBTA appreciates the density of the people living near the rail in Brookline and identified multi-unit properties. She understands that noise is the primary issue for abutting residents. While the MBTA wants to continue to move its riders, the team is trying to make the noise as tolerable as possible and minimize disruptions to abutters. She emphasized that this is a construction project and work will be noisy.

Noise

Ms. Larkin said track work will occur in 100-foot segments. She described expected noise levels (which reduces by 6 decibels for every 50 feet of distance) around each 100-foot segment of track. There will be noisy work followed by background noise after a few nights, as the work progresses. The noisiest work will be in the 70 to 80 decibel range and Ms. Larkin described some indoor and outdoor equivalents. Ms. Larkin provided an overview of the noise generating work activities:

Noise Generating Work Activities (Weeknight Trackwork)

Work Activity	Activity Duration	Noise Level	Type of Noise	Can Noise be Suppressed
Cut rails	Short	Loud	Sharp and Intermittent	No
Remove existing track panel	Medium	Medium	Heavy Machinery	Yes
Remove existing ballast	Medium	Medium	Heavy Machinery	Yes
Install track panel	Medium	Medium	Heavy Machinery	Yes
Place new ballast	Short	Medium	Heavy Machinery	Yes
Tamp track	Medium	Loud	Rumbling	No

Ms. Larkin said there are means by which the MBTA can require the contractor mitigate and suppress the noise levels, except for cutting the rails and tamping the track. She described the various ways noise can be mitigated to the extent possible, but cautioned that the work will still be noisy:

³ Slides 19-23 in Newton presentation

- Self-adjusting backup alarms
- Limit truck and equipment idling
- Equip compressors and gas or oil operated equipment with silencers or mufflers
- Line dumping bins, hoppers and trucks with sound-deadening material
- Use noise blanket and shielding where possible
- Staging areas will be largely outside of Brookline
- Access through the right-of-way will be used when possible

The contractor will submit a noise plan that the MBTA will review. A 24/7 hotline number will be published on the website and will be staffed and responded to by the contractor.

Communications Plan

Ms. Larkin said Ms. Farrell is the point person for communications for the project. The team recently provided an update to the Brookline Select Board and Newton City Council. She reiterated that the project website and email advisories will be the best places to find updated information about the project. Flyers and notifications will be shared before work begins, and Tweets will be posted before service interruptions. Signage will be arranged to direct people from trains and adjacent streets to the bus shuttles.

Brookline Question & Answer Session (August 29)

Ms. Farrell opened the floor to questions and comments.

Jonathan Modest, a resident of 120 Beaconsfield Road, said his unit looks out over the parking lot. He described an experience he had last year waking up to pile driving that felt like an earthquake. He said the Beaconsfield staging area became a hangout area for the construction workers, full of shining lights, radios blasting and exhaust that came in through his windows. He said the construction workers told him to call the Brookline Police, who said to call the Transit Police, who didn't show up. He speaks for the building as a trustee and wants MBTA and the Town to work with the contractor to prevent excess noise. Ms. Farrell said she will bring these messages to her kickoff meeting with the contractor, Barletta. Ms. Larkin encouraged him to share these concerns in writing, so she can inform the contractor. Additional comments can be provided to the project email address (DBranchInfo@mbta.com).

Sandy Silbert, who lives at 136 Beaconsfield Road, asked why Beaconsfield will be used as a truck load pad rather than Reservoir given the number of people who live near Beaconsfield. She said she understands the noise is required and lived through the last project, which took down and damaged trees on her property and took out power lines and heating systems. Ms. Larkin said Beaconsfield must be used so the contractor can do the work most efficiently. She committed that it will only be used for work in Brookline.

Jayne Goldman asked if there are walls that could be put up similar to those on the Mass Pike. Ms. Larkin said the walls on the Mass Pike are permanent installations. The project will not be installing temporary noise walls. Ms. Larkin added that the project needs to be done by a contractor, while previous work has been done by the Engineering Maintenance Group.

An attendee asked how many trains would normally run during those hours and if 14 buses would be sufficient. Ms. Larkin said she did not have the train information, but the 14 buses are intended to accommodate all riders during that time. The attendee asked why no signal work will happen in

Brookline. Tim Horan, MBTA Project Manager, said the signal work is complete up to Beaconsfield. No signal work is needed east of Reservoir. The signal power system is being upgraded but not the electrical system.

Bobbi Kaplan, who lives in Brookline Hills, asked if track work will be done between Beaconsfield and Fenway after 2020 when this project is completed. Mr. Horan said this project started as a signal project and evolved to include track work within the signal work limits, eventually extending the boundary to include the section East of Reservoir. Between this project and the Fenway Portal, there is track work planned to be executed by MBTA forces, concurrent with this project between 2018 and 2020. Ms. Kaplan asked when and how she would be notified. Tom Nee, MBTA, said the work will be performed in-house by the Engineering Department. Ms. Larkin said the team will communicate information through this project, even though it won't be implemented by this contractor.

Galina Stolyarov lives at 61 Clark Road and asked if the tracks adjacent to her house would be replaced or moved. She said the trains are very loud at a certain part of the track, particularly when they travel fast. Ms. Larkin said that as a state of good repair project, the track will be replaced in the same location – no change to the horizontal or vertical alignment. Ms. Stolyarov asked if the tracks could be moved away from the housing. Ms. Larkin said the MBTA is focused on state of good repair of the assets and there are no plans to do alignment changes or adjustments for the Green Line D Branch. She described the construction of the high school expansion at Brookline Hills, brought up by the Select Board last week. The two project teams are coordinating as much as possible and will try to facilitate contractor schedules. Ms. Stolyarov asked about the evening train speeds and Ms. Larkin said there are speed restrictions in some locations that will be removed once the construction is complete.

An attendee asked if the contractor will need to return for more work after the 100 feet of track is replaced. Ms. Larkin said the work is planned for the fall and the contractor will come back for weekend work in the future. The contractor plans to start at the east end and work west.

Casey Uy, a resident of Linden Street, asked if buses will replace trains on Mondays during the long weekend work from 9PM Friday to 5AM Tuesday, and whether there will be enough buses to accommodate commuters. Ms. Larkin said 14 buses are allotted for weeknight access. Additional buses will be provided on Mondays to accommodate all riders commuting east or west.

An attendee asked about the contractor's equipment and safety measures. He believes the equipment used for a previous project was generating too much noise. Ms. Larkin said the contractor decides what equipment to use and the MBTA cannot specify the type of equipment to use. The attendee asked if Beaconsfield will be used as staging for the second round of work and Ms. Larkin said it will only be used for work in Brookline. Finally, he asked what the MBTA can do about rats. Ms. Larkin said there are rodent control provisions on most MBTA projects, including this one.

An attendee said he understands the desire to update the infrastructure and asked about noise abatement for the tracks; he said the noise is very high where he lives. Ms. Larkin said she is unable to commit to lower noise levels resulting from the project, but there might be more consistent sound.

Brian Coonley, a resident of Green Street, asked when the tracks were last replaced and how frequently they should be replaced. He also asked if the new tracks could handle longer cars. Ms. Larkin said the MBTA is looking at Type 10 vehicles, which would be longer. There is a construction contract to design

the platforms to accommodate Type 10 vehicles and the MBTA is doing a power assessment. Mr. Horan said the tracks were last replaced in the 1980s and they are ready for replacement now.

Ms. Goldman asked if the November work includes weekend work. Ms. Larkin said that work is just for replacing 100-foot track panels on Sunday through Thursday nights.

A transit advocate who lives at Brookline Hills asked about increased capacity. He said there are not many forums to talk about the D line. He asked if the new rail ties will be wooden or concrete. Ms. Larkin said this project will install wooden ties, but some concrete ties have been installed on the commuter rail system. The Engineering and Maintenance team prefers timber ties over concrete. Ms. Larkin said she is very excited about the Green Line in general, and this project is part of a broader effort to transform the Green Line.

Walter Sapolsky of Clark Road said in the 1980s, the crews dug more than 5 feet to replace the ballast, but now only 6 inches will be replaced. He added that the operators are supposed to travel 10 mph in the station and asked if that speed limit will be raised. Ms. Larkin said there are no plans to change operational speeds except where there are existing restrictions. She said the work needs to be done now. Mr. Sapolsky said the bulk of the work is at or close to the station. Mr. Nee said the MBTA's track engineer and a consultant made an assessment along the entire alignment. The portion of track identified here needs replacement. The remaining section is in acceptable state of good repair condition – an expected duration for 30/40 years – based on the on-site inspection.

Mr. Modest asked if a schedule will be released for each section. Ms. Farrell said staff will flyer the neighborhoods where work will take place with at least 1-2 weeks' notice, based on the contractor's schedule. The information will also be posted to the project website and emailed to the email list. Ms. Larkin said the schedule will include information by section, not exact locations each night.

Jean Wallace, who lives at Beaconsfield, asked about the exact overnight work hours. Ms. Larkin said the work will start at 9:00 PM and stop at approximately 4:30 AM. She said the system has to be powered down and made safe, so the contractor won't mobilize until after 9. Mr. Modest said for the previous project, loading began at 9 but crews were present earlier. Ms. Larkin said crews cannot access the right-of-way before it is powered down, so she will take that information to the contractor.

Ms. Farrell said the presentation to the Board of Selectmen is already on the website and this presentation will be posted soon. Project information will be posted to the website and email advisories will be sent to the email list.

[Newton Question & Answer Session \(September 6\)](#)

Ms. Larkin opened the floor to questions and comments.

Mayor Fuller asked why the construction will take place during the overnight hours as opposed to during the day, so sleep is not disrupted. Ms. Larkin explained the trains cannot run while the work is taking place which is why the work cannot be carried out during the day. Mayor Fuller asked why the work will be on weeknights instead of the weekends. Ms. Larkin said there are resource constraints given the high number of projects that are ongoing throughout the MBTA system as part of the \$8 billion Capital Investment Plan. She added the contractor will provide a 30-day notice ahead of each of the 15 weekends in which work will be carried out, and the MBTA will try to piggyback on the Fenway Portal Project in Brookline to be as efficient as possible.

A participant said there has been research that proves disrupting sleep due to Daylight Savings Time can lead to accidents when people try to drive the next day and asked if the MBTA is concerned about how the project noise will impact abutters. Ms. Larkin said the MBTA is aware that this work is going to affect the lives of abutters and explained the MBTA thoroughly looked into the possibility of carrying out the work during the day, however, it is not feasible. The work must be done in 8-hour shifts with the power being turned off for each shift. The participant said she doesn't know what she is going to do if she cannot sleep and asked Mayor Fuller if there are any plans to relocate abutters during the work. Mayor Fuller said she understands the participant's concerns and having the Green Line run through Newton is both a blessing and a curse. Unfortunately, the abutters will lose some sleep when the work is occurring, but the work is critical. Mayor Fuller said there are no plans for the state or city to pay abutters to sleep in hotels during the work.

An attendee thanked the project team for hosting the meeting. He asked how long abutters to the Green Line can expect to be impacted by the work noise and for more details about the signal replacement work. Ms. Larkin said the presentation focused on the details of the track replacement since that will be the most disruptive. She confirmed the contractor will be working in 100-foot sections of track per night, so each week will be shifting 500 feet further down the track on a linear basis. Mr. Horan confirmed that most wires are overhead, and the expectation is that the contractor will utilize two crews at the same time to carry out track and signal work. Ms. Larkin confirmed the inbound and outbound tracks will be done at the same time.

Barbara from the Newton Highlands Area Council asked how long the work will be within the 12 blocks of the Newton Highlands. Ms. Larkin said the contractors will be within 500 feet of a property for approximately one-two weeks at a time as the contractors move linearly. Ms. Larkin said the project team does not know at this time when the contractors will be in Newton Highlands, but the contractor is submitting a proposed full schedule to the MBTA for review next week. She added that it will not take place before the end of November because the work is beginning in Brookline and moving west. Flyers will be posted, and the website will be updated with the schedule as the work advances. She encouraged everyone to sign up for the email list to stay up to date with the schedule.

An attendee asked if the Brookline Hills station will remain open throughout the project. Ms. Larkin said yes.

A participant asked why there is no track work scheduled for Eliot. Mr. Horan said it is based on the engineer's track condition assessment. Certain sections of the track are in good condition and not in need of replacement at this time.

A participant who lives on Meredith Avenue next to Eliot said she has been calling the MBTA for three years regarding a bump in the track going from Eliot to Waban which causes her house to shake each time a car drives over it. Crews put hard top down about a year ago, but it has worn off. She is concerned if the tracks are not being replaced at Eliot that the problem will persist. Other attendees who about Eliot confirmed their houses shake as well. One attendee said her house on Harrison Street needed to be raised. Ms. Larkin thanked them for their comments and said the MBTA will look into this.

An attendee said the Big Dig was a disaster in terms of scheduling and cost and asked the team how confident they are that this project will end on schedule and on or below budget. Ms. Larkin said she was an engineer on the Central Artery Project so her opinion on the Big Dig may differ, but she and her

team are being held accountable for this project and they are actively maintaining a strong partnership with the contractor. They will work together to resolve any issues if it appears the schedule is not on track as the MBTA is sensitive to how many people (both abutters and T riders) this project will affect. There is a built-in contingency plan for the budget which uses federal funding and there are a lot of people closely monitoring the delivery.

Jini Fairley, ADA Coordinator for City of Newton, asked if MBTA personnel will be at the Green Line stations to direct people during the bus diversions because the visually impaired may not realize there are bus shuttles, as has happened to her in the past. Ms. Larkin said there will be MBTA staff at the beginning of each diversion similar to what was recently done at Wollaston Station until people were acclimated. Ms. Fairley said having staff at the beginning of diversions only helps people who regularly ride the T but will not help occasional weekend riders and asked how the MBTA will mitigate this. Ms. Larkin said there will be announcements on the trains at key transfer points and the stations will be well lit so the buses at the top of the walkway will see if a train is there and will wait for the passengers. Ms. Larkin said the MBTA recognizes the importance of communication and coordination between buses and trains. A participant said there should be signs posted at both entrances of the stations. Ms. Larkin said that is a good point.

An attendee said there are two separate types of noise that are heard during construction: one is the noise from the construction activity and one is from the construction workers yelling loudly at each other. She lives between Waban and Woodland and has noticed that the faster the trains are the louder they are, so she does not want the trains to be any louder. Ms. Larkin said the concerns about noise from the construction workers were also raised at the meeting in Brookline, and the MBTA will continue to have conversations with the contractor about workers being mindful when they are in neighborhoods, such as eliminating unnecessary vehicle lights, idling, smoking, and loud voices. Ms. Larkin said in regard to train speeds, the daily riders who commute on the D line for an hour each way between Boston and Riverside will appreciate when the trains can all work at normal operating speed and that is something the MBTA is looking forward to.

A participant said when bus diversions were used in August he encountered bus drivers who had no idea where they were going and there was no signage. He said there needs to be better communication with the bus drivers. Ms. Larkin said she appreciates this feedback because the more it is heard the better the MBTA can work to address it. Ms. Larkin added that the work will be carried out during off-peak hours and the workers will park in the stations in designated laydown areas.

Another participant commented about previous bus diversions that took place throughout the summer. She said there should be MBTA personnel on the sidewalk directing bus traffic and there should have been express buses. She said a lot of bus drivers did not announce stops or know where they were going. Ms. Larkin thanked her for her comments and encouraged everyone to share comments like this to the project inbox (dbranchinfo@mbta.com).

An attendee asked if there is a special place for submitting complaints on the project website as a lot of other websites have complaint forms. Ms. Larkin said there are two mechanisms for submitting complaints: one is the general MBTA service line and the other will be the phone hotline. Trish Foley, MBTA, said there is a complaint form on the main MBTA website. The attendee said there should be one on the project website as well.

A participant said she notices a spark sometimes when the train goes by on the overhead catenary cables and it interferes with the baby monitor. She asked if there are plans to fix that in this project. Ms. Larkin said no, the project is replacing the signal system but not the catenary.

An attendee asked if the track and signal work will be done at the same time. Ms. Larkin said yes but the special trackwork will be during the weekend work. Ms. Larkin confirmed the majority of the weekend work will be during the day but there will be overnight work as well.

The attendee who lives next to Eliot station asked if the MBTA will add the problem described earlier (bump in the tracks causing the house to shake when cars drive over it) to its list of repairs. Ms. Larkin said she cannot commit to repairing it at this time without knowing exactly what the issue is, but she will have someone go out and examine the issue.

The attendee from the Newton Highlands Area Council asked if Ms. Larkin could speak at an upcoming meeting. Ms. Larkin said yes, the project team will be happy to present to the neighborhood group.

A participant asked if the rickety sound on the tracks will be improved. He said it sounds like a rollercoaster sometimes. Mr. Horan said that should improve in the areas where the track work is being done. Ms. Larkin said track switches are also being replaced.

A participant asked if the weekend work will be carried out on consecutive weekends. Ms. Larkin said the weekend work has not been scheduled yet. The participant asked if the contract workers are required to take MBTA training. Ms. Larkin said yes, the safety training is required even though the power will be shut down during the work.

An attendee asked what the difference is between this project on the Green D Line and the transformation projects. Ms. Larkin said this project would be considered a “state of good repair” project and the signal work is considered a “modernization” project. The Green Line transformation includes increased power, new generation of vehicles and improved reliability and capacity. The MBTA is carrying out these projects to eliminate the “state of good repair” backlog. The Orange and Red Line work is different than the Green Line as those are primarily below ground and require different projects. Ms. Larkin confirmed this project is one of the first of a series of projects to transform the Green Line.

Representative Ruth Balsler asked about the commitment of the project team to respond quickly to problems that need immediate attention, because there are problems that cannot be fixed (such as construction noise) but there are problems that can be fixed (rowdy construction workers). Ms. Larkin said the phone hotline will be active for this reason in addition to the project email address, and the team will strive for a response time within 24 hours to the email. An attendee asked if the police will come out if construction workers are being disruptive. Mayor Fuller encouraged everyone to reach out to her office and their state representative’s offices with complaints as well so they can be sure there is a reasonable response time from the MBTA. Ms. Larkin said it is helpful to hear this feedback so the project team can do its best to prevent these issues in the first place.

An attendee asked if the complaints will be transparent and shown on the project website so the public can see they are being addressed. Ms. Larkin said that is something the team can look into later after seeing the types of complaints that come in but cannot promise that now.

A participant said a few years ago in Waban she called the police on construction workers who were laughing, swearing and yelling loudly but nothing was done. She is anxious about this project and hopes this will not be a problem again.

An attendee is concerned about the noisy work that her white noise machine will not be able to block out and asked why all the track and signal work is not being carried out at the same time. Ms. Larkin said different activities need to be done separately to make it more efficient, as having too many crews in one small area can impede each other's work. The attendee asked why the weekend work can't be limited to the daytime. Ms. Larkin said the entire weekend is needed to carry out special trackwork and restricting that would require three days of work, interfering with the following week.

A participant said this is the only community meeting that has been announced for Newton so far and it is important that more people know what is coming. The participant asked how much lead time abutters will get before the work starts. Ms. Larkin said abutters will be flyer'd ahead of the work in their neighborhoods by about 1-2 weeks, and 3-week lookahead schedules will be posted on the website. Ms. Larkin said there is a balance because certain information should not be shared too early in case the work schedule changes.

An attendee asked why this meeting wasn't flyer'd as she knows a lot of neighbors did not hear about the meeting. Ms. Larkin confirmed that legislators should reach out to Trish Foley, MBTA, with any complaints from constituents. The meeting was advertised in the *Newton Tab*, on the website and through media releases. In the future, abutters will receive flyers before work begins in a neighborhood. The MBTA encourages people to check the website for regular updates and to sign up for email advisories.

A participant asked why the noise is monitored monthly and not nightly. Ms. Larkin said the project team does not expect a lot of variation in the noise. The participant said there is a human element to the noise when workers yell at each other. Ms. Larkin said there are safety requirements for why workers need to communicate loudly with each other and there is only so much the MBTA can regulate. Ms. Larkin said they cannot tell workers not to talk on the worksite. An attendee asked why the workers don't use walkie-talkies at night. Ms. Larkin said it is up to the contractor what kind of communication system is used.

An attendee asked what the timeframe is for this project to be needed again in the future, since not all of the tracks will be replaced this time. Ms. Larkin said the last time these tracks were replaced was the 1980s so about every 30 years or so with routine maintenance and spot replacement, which is preferred to entire overhauls of the system.

An attendee asked about three-car trains to eliminate congestion and increasing light rail speeds. Ms. Larkin said the MBTA Board is meeting on Monday to discuss Type 10 vehicles and their feasibility, as many station platforms are not the required length for longer vehicles. She said what the attendee described is part of the transformation of the MBTA that is a longer time horizon. This project is part of the process eliminate the "state of good repair" backlog which the MBTA is trying to complete in 15 years, while being respectful to each community the MBTA serves when choosing projects.

Catherine Anderson from Senator Cynthia Creem's office said the Green D Line passes behind her house. She said there should be a system in place for alerting riders when previously scheduled work is

anceled last minute, as has happened in the past without much notification. Ms. Larkin thanked her for her comment.

An attendee asked about how the number of shuttle buses was determined. Ms. Larkin said it was based on current ridership which differs seasonally. The ridership will be monitored and adjustments will be made if necessary.

A participant asked if the shuttle buses will have express buses, because previous bus diversions were overcrowded and there should have been express options. Ms. Larkin said she cannot commit to that option tonight, but what the participant was describing happened during peak periods and this project will occur during off-peak hours from 9:00 PM to 4:00 AM, so typically express buses are not needed during this timeframe. The participant thanked her for clarifying.

A participant said the MBTA should keep in mind there are sometimes nighttime events such as Bruins games. Ms. Larkin said the MBTA is coordinating closely with the communities to be aware of special events in which they will not want to disrupt service.

An attendee said she lives next to a D line station and notices that the braking system on the vehicles is noisy and hopes newer vehicles will have better brake systems. She said a while ago she noticed a lot of people were out late in the evening and the D line was only running a one-car train at that time. She communicated with the MBTA and they changed it to a two-car train, which made a big difference. Ms. Larkin thanked her for her comments.

Mayor Fuller thanked everyone for attending and thanked the project team for hosting the meeting. She encouraged people to call her office and call their legislators with issues. She asked attendees to be judicious when calling the police with complaints, and she hopes the MBTA will take the conduct of its contractors seriously. Mayor Fuller said she is grateful to have the Green Line in Newton and even though the project will be disruptive it is better than not doing the work at all. She said she and the project team will be available for further questions after the meeting.

Attendance (August 29)

Dianne Brown	Paul Martin
John Buck	Hugh Mattison
John Chiniara	Jonathan Modest
George Cole	Diana Nugent
Damian Cooper	Clint Richmond
Brian Coonley	Megan Rockett
Caroline Downing	Charlene Saji
Leonna Field	Walter Sapdlsky
Jayne Goldman	Sandra Silbert
Gina Haan	Rachel Silverman
Linda Jason, Public Transportation Advisory Committee	Galina Stolyarov
Shaun Jenness	Yury Stolyarov
Bobbi Kaplan	Mark Trahan, Brookline Police Department
Louis Kaplan	Casey Uy, Public Transportation Advisory Committee
Learner Lin	Jean Wallace
Mark Lennin	Tauby Wariner

Attendance (September 6)

Catherine Anderson, Senator Cynthia Creem's office

D. Antonelli

Kristen Awrey

Ruth B. Balsler, State Representative

Wallace Bruce

Carolyn Burke

Ward Childs,

Paul Chorlian

Maureen Clarke

Julie Cohen

Matt Crawford

Denise Dandrea

Barbara Darnell, Newton Highland Area Council

Beth Donovan

Eleanor Donovan

Jini Fairley, City of Newton ADA Coordinator

Mike Flaherty, APL

Gretchen Freina

Simon French

Wanda Getchell

Becky Grossman, Newton City Council

Nancy Hansen

Philip Hansen

Tom Hart

Cathy Heller

Bill Humphrey

Dave K.

Diane Lanahan

Sergeant Bob Lee, Newton Police Department

Barbara Linder

Bob Loeb

Samantha Mandel

George Mansfield

Amani Manson, Representative Kay Khan's office

Ela Mayer

Sam Mayer

Chloe McAllastir

Sonya Mead

G. Michelson

Linda Morrison

Cat Movocco

David Movocco

Allen Pace

Donna Parisi

Nancy Passavant

Francis Passavant

Mark Shooman

Carol Sklar

Debbi Slate

Nancy Smith

Christine Vulopas

Jonathan Yeo