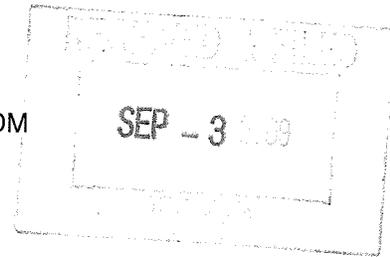


South Acton Train Station Advisory Committee 07 May 2009 Meeting Minutes - DDM



Attendees:

Bruce Stamski
David Martin
Dore' Hunter
Jim Yarin
Michaela Moran
Nick Zavolas
Peter Berry
Tom Campbell

Guests:

Sen. Jaime Eldridge
Rep. Jen Benson
members of the public

Peter called the meeting to order at 7:30.

Minutes of previous meetings were accepted.

Dore' reported on his meeting with Paul Reagan. He said that the Fairmont station was the closest to the Acton proposal. He also said that we should pursue the elevator option. The site is close to the S.Acton fire station for emergency response, in case of an elevator failure. It was noted that elevators should be big enough to carry a bicycle over the tracks.

Bruce and David proposed a 2 platform solution as the best for security, south-side access, and safety. There was a long discussion as to the merits of a parking side and center platform solution vs. a dual outboard platform solution. The former has advantages of isolating the neighborhood from the train station. The latter has advantages of security and pedestrian access. Both offer greatly improved access from the parking-lot side.

Improved South-side access could negate the need for the rail-trail bridge, removing the aesthetic impact of the bike ramp system for the neighborhood.

Jim said that the dual platform solution would offer a place for the shuttle to drop off.

Peter indicated that we are still unclear as to the schedule for the track improvements, and the money for the parking deck. Peter asked when we should make our proposal.

Jaime report that it's been a 9 year effort to get the money for the improvement, starting with Pam Resor. Jaime said that he would ask the MBTA for the a time frame for Acton to submit its proposal.

There was a brainstorming session with members of the public to offer ideas to incorporate in Acton's design. The following items were offered:

appropriate lighting
attractive canopy
avoid isolation of center platform
commercial space

consider tunnel instead of bridge crossing
eliminate ramps - use elevators w/alarm to local fire station - elevators big enough for bicycle
enclosed structures or windbreaks
landscaping
negate need for the rail-trail bridge
pedestrian, bike access equal to cars
protect neighborhood
sidewalk on Maple St. from Main St. for inbound access (assumes dual platform)
sidewalk on Stow St. to Jones field.
sidewalk under Main St. Bridge to fire station parking
single platform
south side pedestrian/bike/shuttle

Agenda items for next time

Bruce will have a sketch for a dual outboard platform design.
Tom will report on MBTA parking projects in other communities.

Next meeting:

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Meeting was adjourned at 9:30.