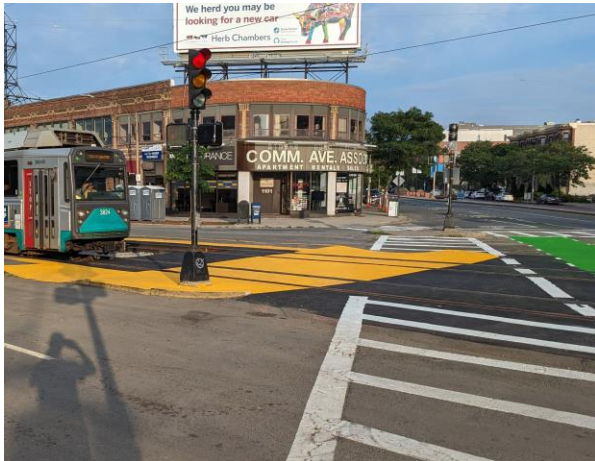
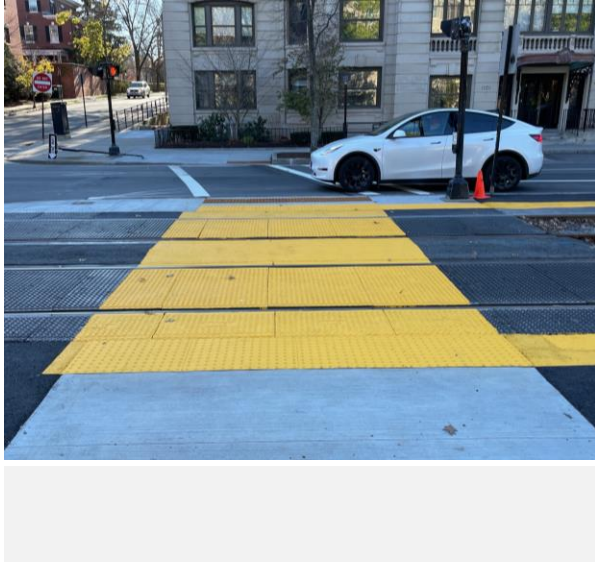


Massachusetts Bay Transportation Authority

Green Line B Branch Improvements and Accessibility Upgrades

B Branch Improvements and Accessibility Upgrades



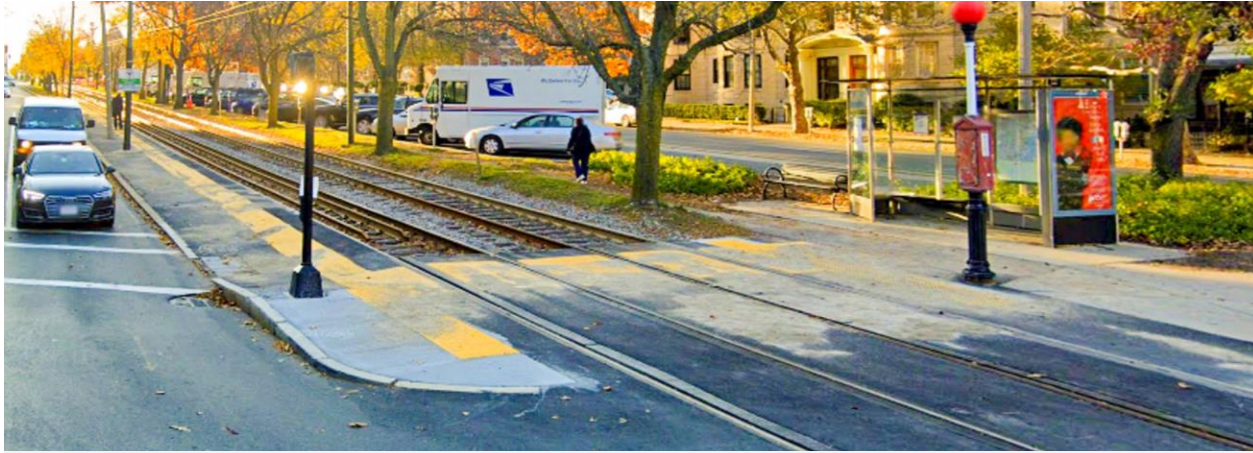
Accessible Pathways



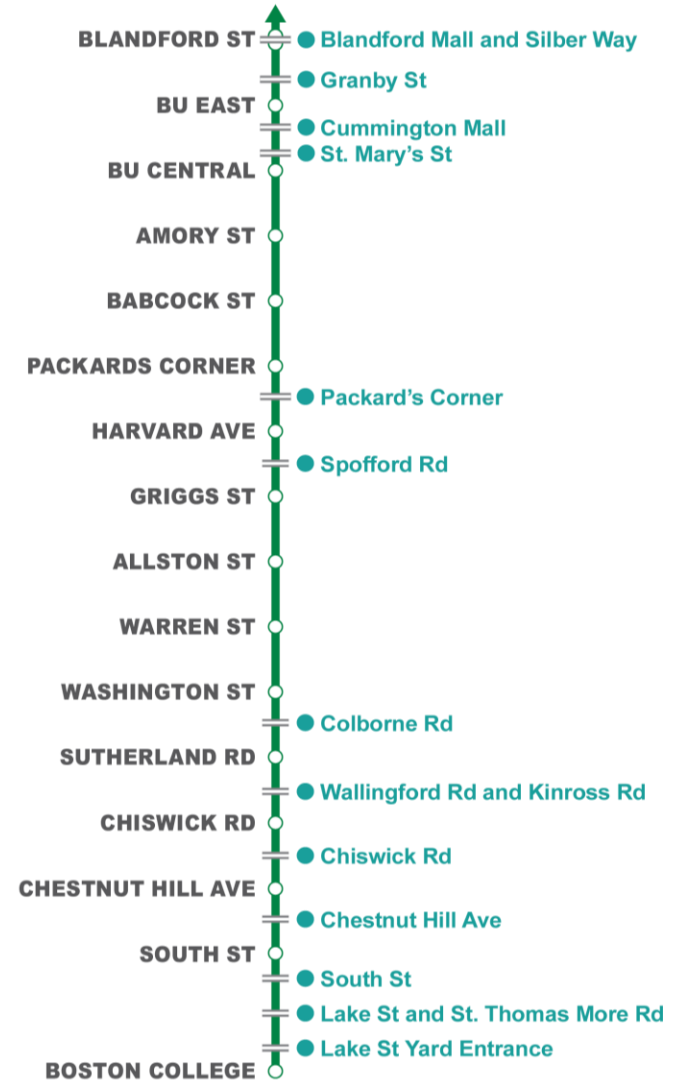
Future Upgraded Stations



Crossing Upgrades



Before Crossing Improvements



Accessible Stations

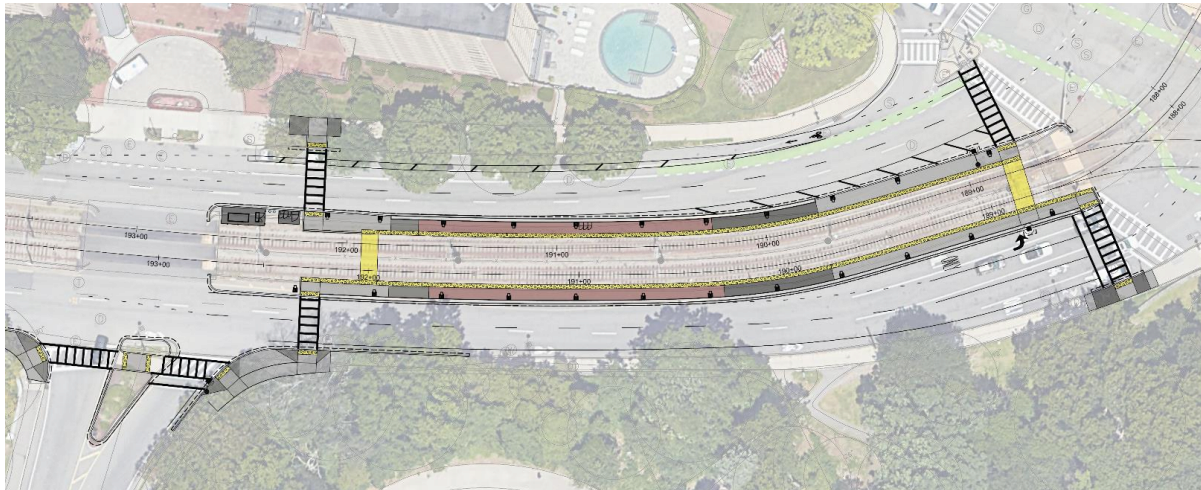
- Prepare for Type 10 trains with accessible stations:
 - Packard's Corner
 - Sutherland Road
 - Chiswick Road
 - Combined Chestnut Hill Avenue and South Street
- Raise platforms to allow roll-on access using extendable bridge plates with low-floor trains
- Widen platforms for accessible pathways
- Include a safety barrier between the platform and road
- Install lighting, customer assistance call boxes, benches, and station signage



Proposed Chiswick Station Layout



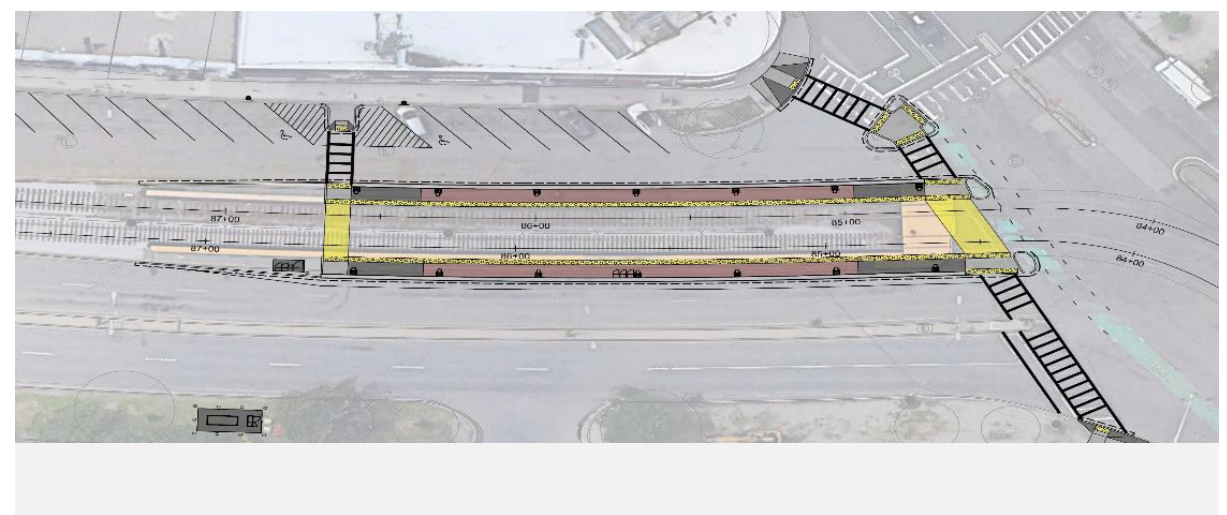
Stations Upgrades



Combined Chestnut Hill and South Street Station



Chiswick Road Station

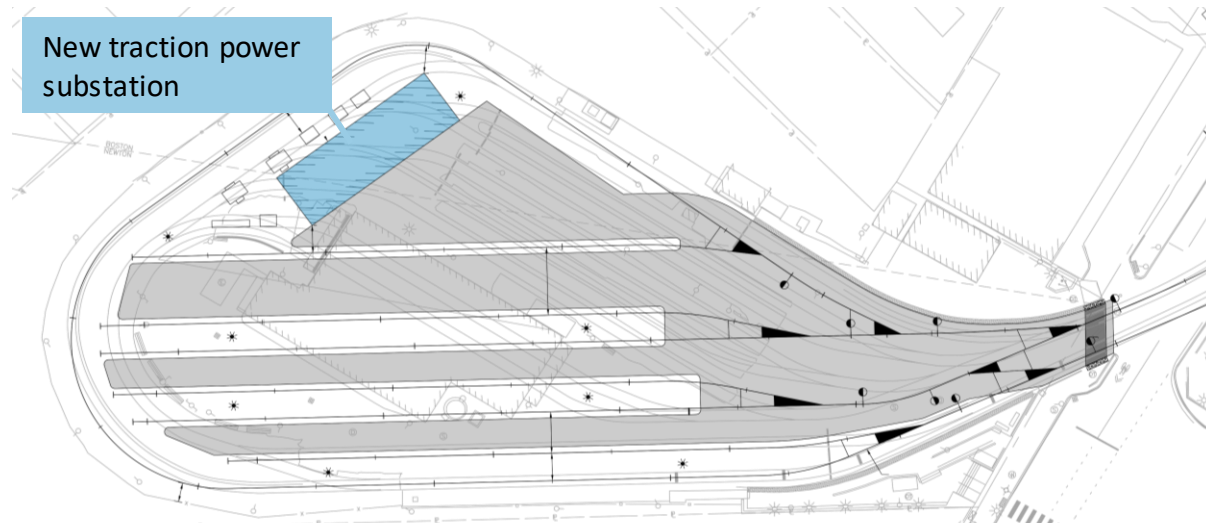


Improve Lake Street Yard

- Reconfigure track within Lake Street yard to accommodate Type 10 trains:
 - New trains to be 114 ft long (74 ft existing)
 - Support paired Type 10 train storage (225 ft track)
- Remove maintenance building
- Build new power substation
- Relocate Boston College Station to Commonwealth Avenue



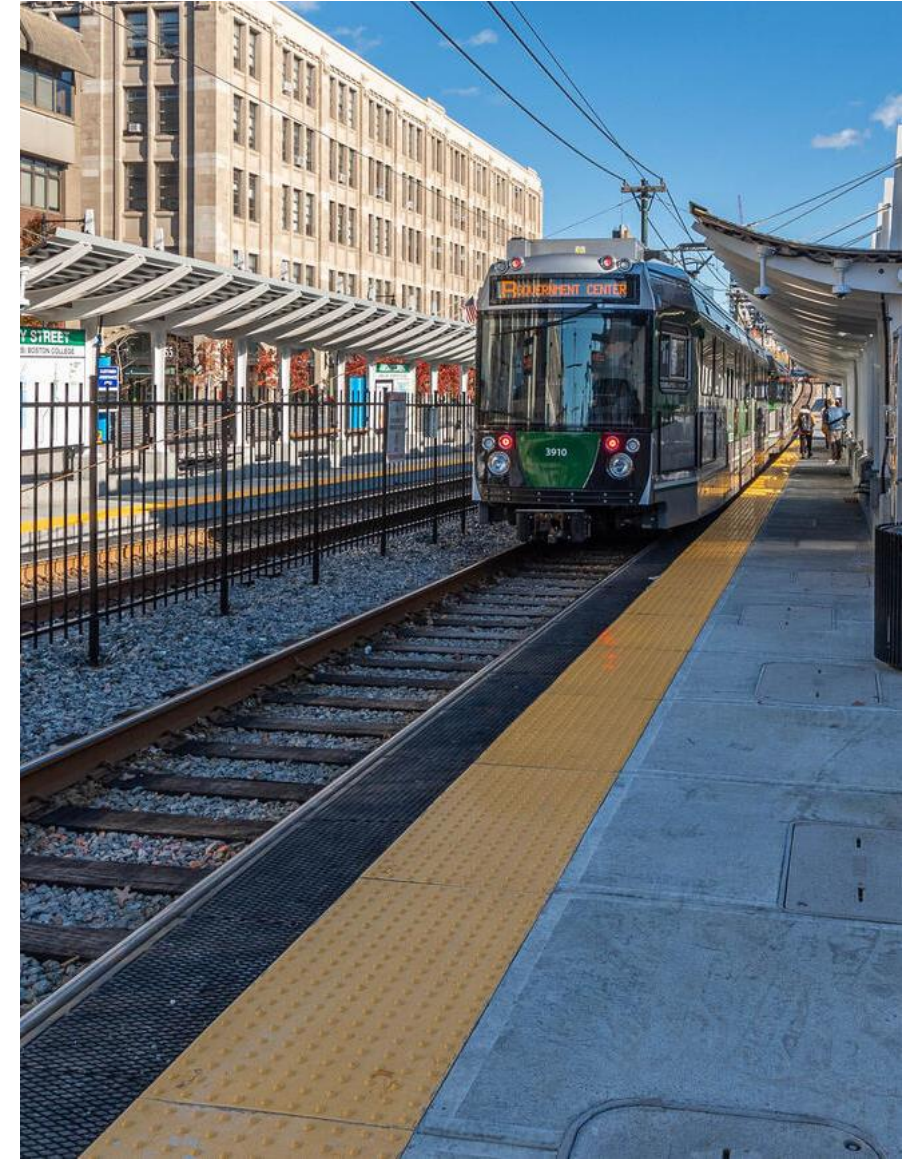
Proposed Boston College Station Layout



Proposed New Lake Street Yard Layout

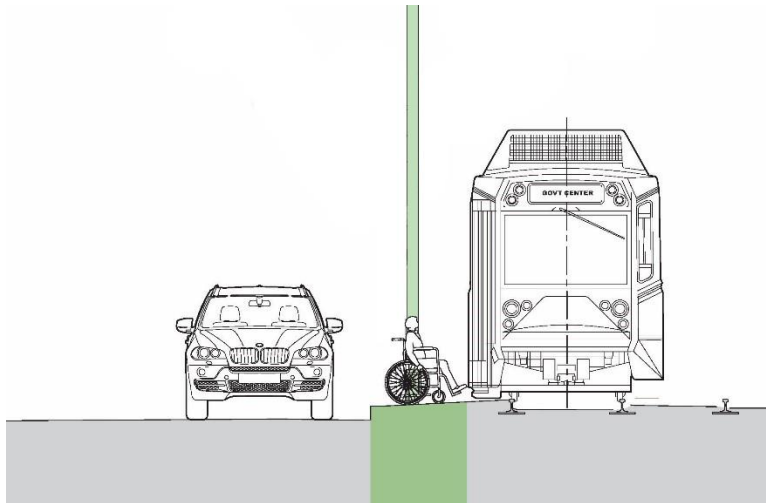
Streamline B Branch

- Exploring the following options to optimize the rider experience for a faster, more reliable trip:
 - Combine Blandford Street Station with BU East
 - Combine South Street Station and Chestnut Hill Avenue Station
- Benefits:
 - Eliminate complex track alignment
 - Improve customer experience
 - Raise platforms for improved accessibility
 - Pedestrian crossings will be rebuilt



Platform Upgrades

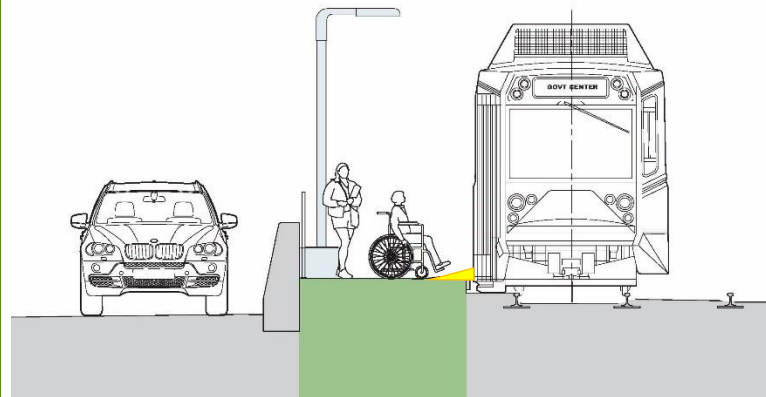
Existing Conditions



- Platform at top of rail
- Too low to deploy bridge plate
- Narrow, uneven platforms
- No rider separation from traffic

8 inch Above Top of Rail Platform

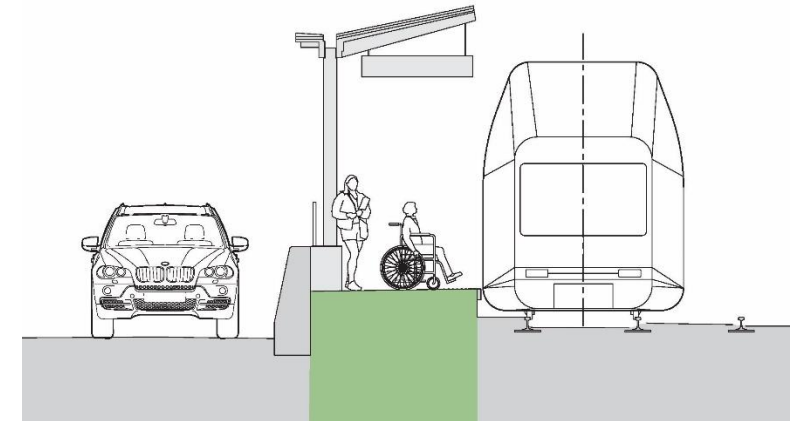
- 8 inches above top of rail
- 140 feet long (minimum)



- Platform widened to 7 feet, 6 inches
- Allows bridge plate deployment
- Safety barrier along platform
- Lighting, benches, and amenities

Future 14 inch Above Top of Rail Platform

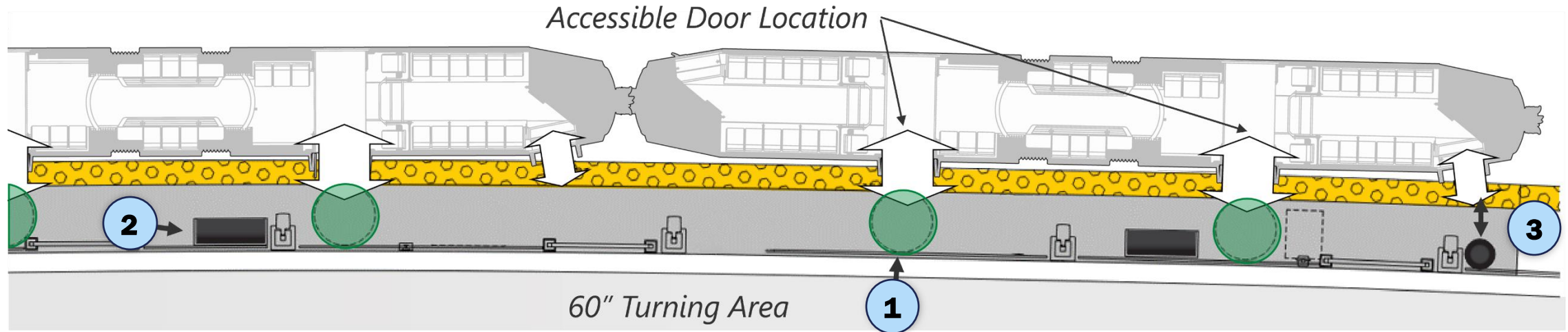
- Level with train floor
- 225 feet long



- Provides roll-on, roll-off boarding
- Accommodates double Type 10s
- Raised after legacy cars retired
- Adds canopies
- Adds real-time signage



Boarding Improvements



Apply 60-inch turning area for mobility devices at accessible door locations

2

Locate platform amenities to avoid turning areas

3

Provide clearance for mobility devices around any platform obstructions



Near-term project
(current design focus)

- Compatibility with existing fleet using extendable bridge plates

