

# WELCOME TO BLUE HILL AVE STATION



**Work in Progress**

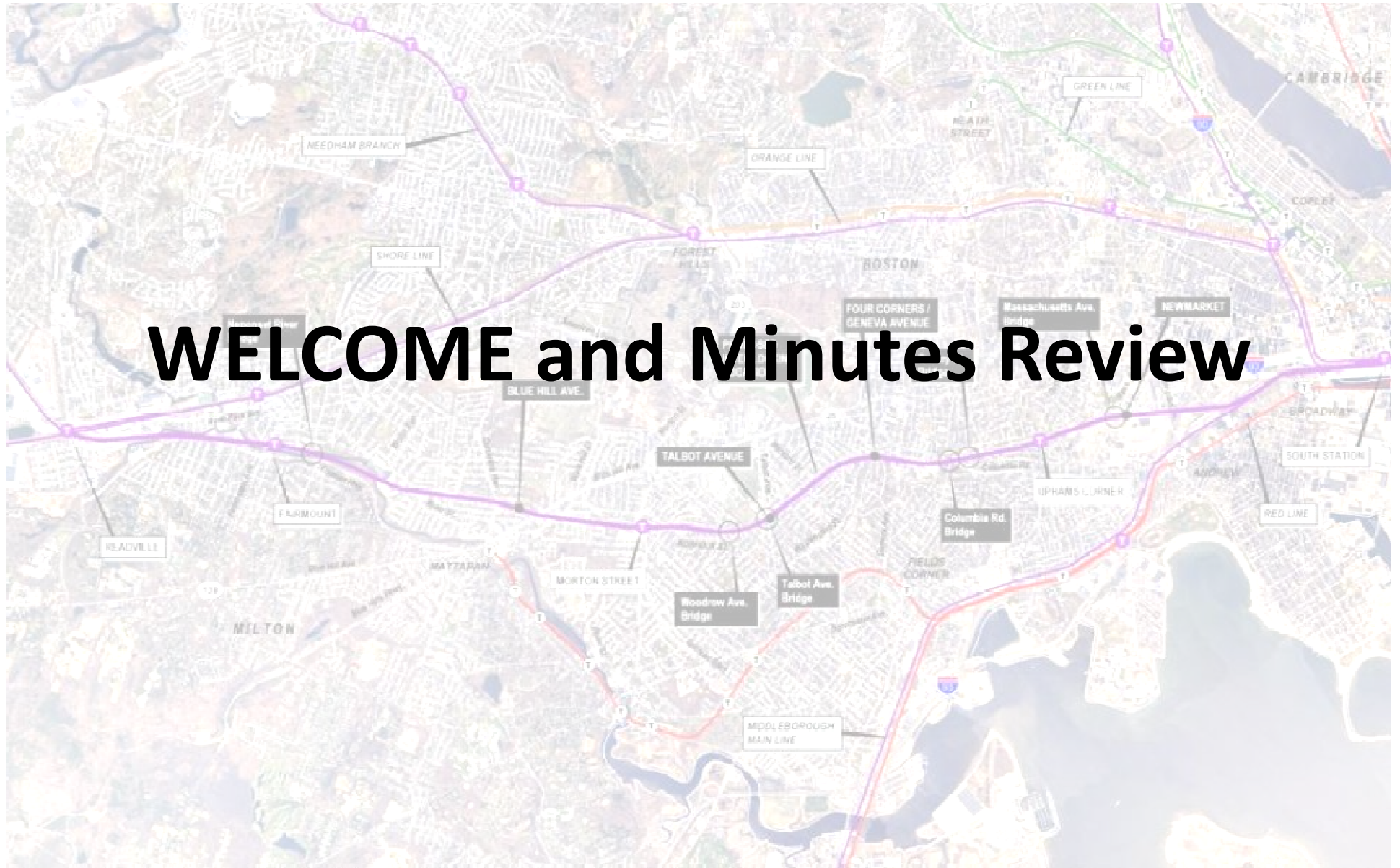
**BLUE HILL AVE STATION**

**DESIGN WORKING GROUP**

# AGENDA

- Welcome & Minutes Review
- Commuter Rail Station Design Features
- Challenges (past stations & this location)
- Questions
- Closing & Finalize next meeting

# WELCOME and Minutes Review





# COMMUTER RAIL DESIGN FEATURES

**Platform – Length**

**- Width**

**- Tactile edge**

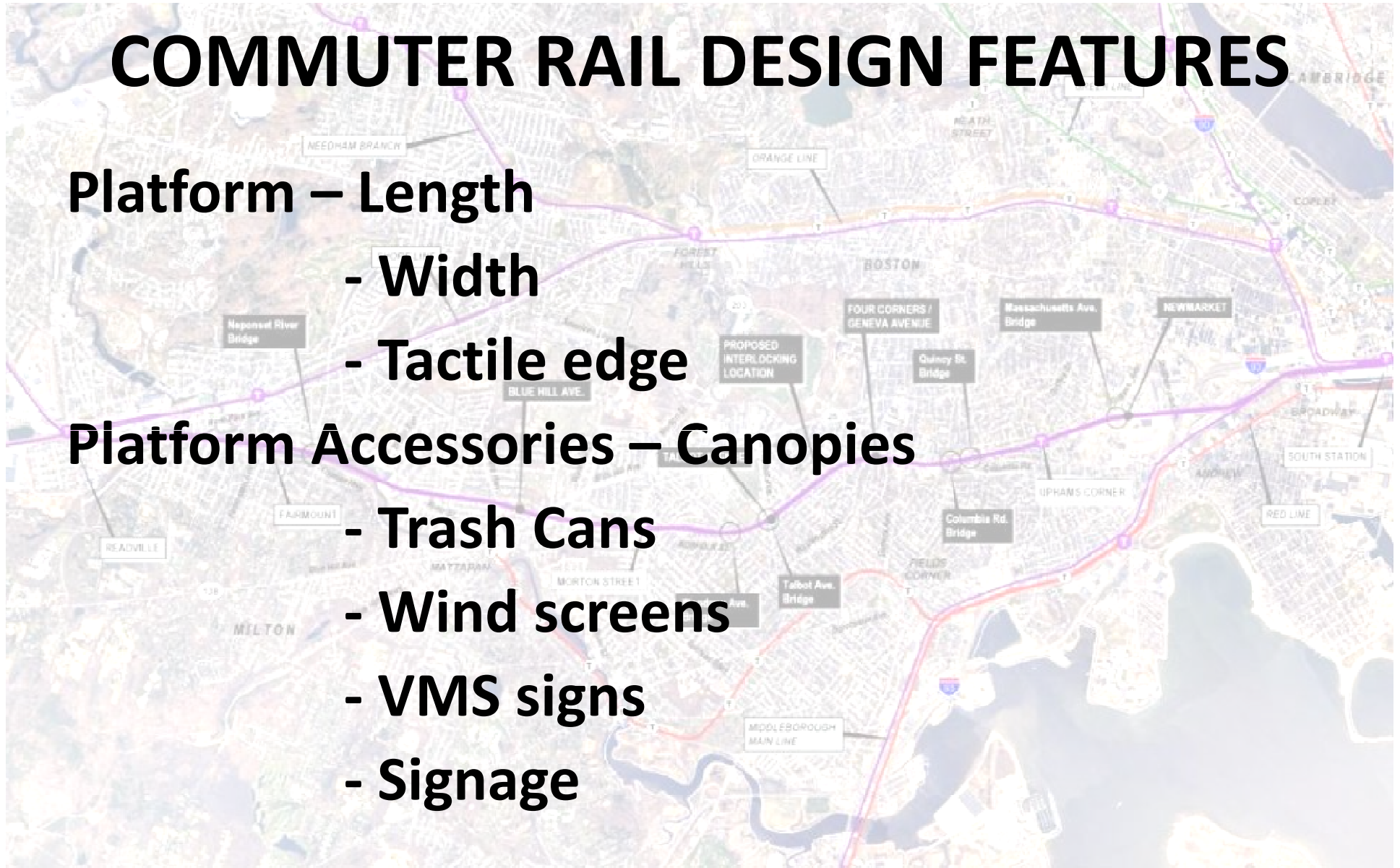
**Platform Accessories – Canopies**

**- Trash Cans**

**- Wind screens**

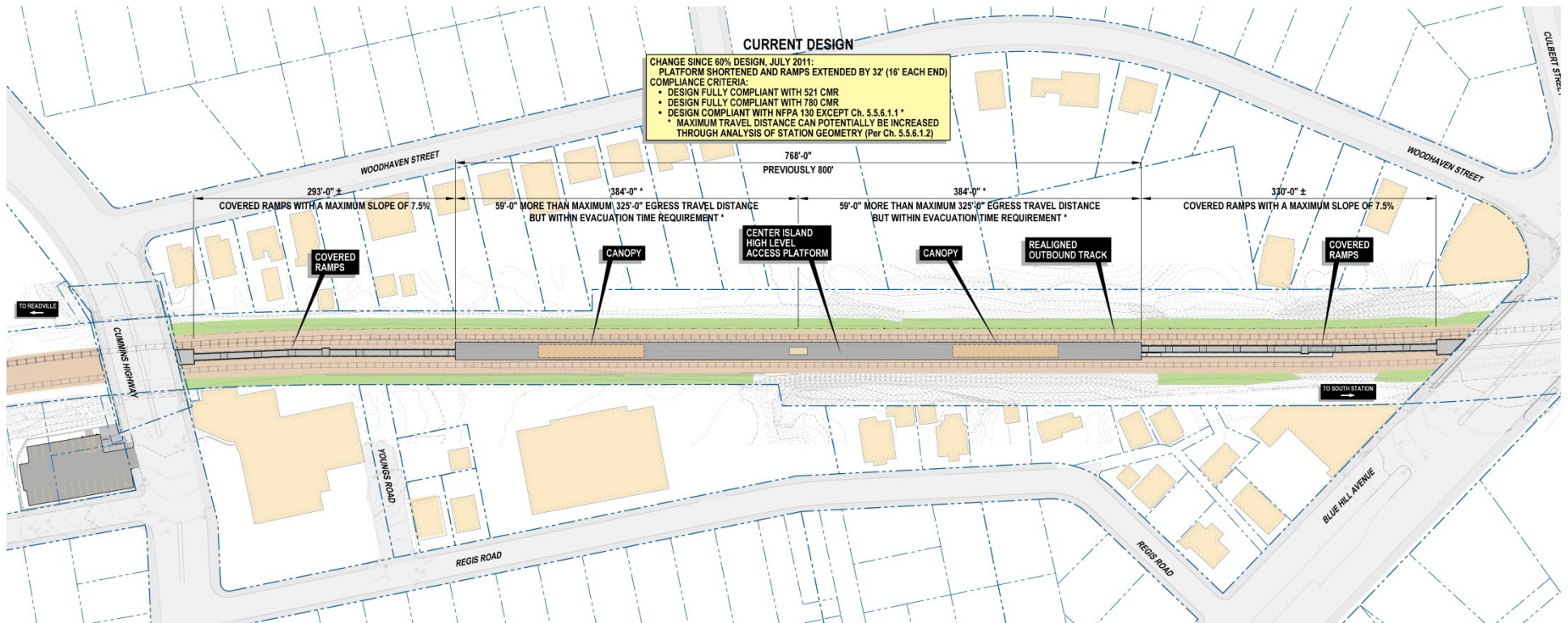
**- VMS signs**

**- Signage**





# NEW 60% DESIGN: CENTER ISLAND



## PLAN WITH SINGLE CENTER ISLAND PLATFORM

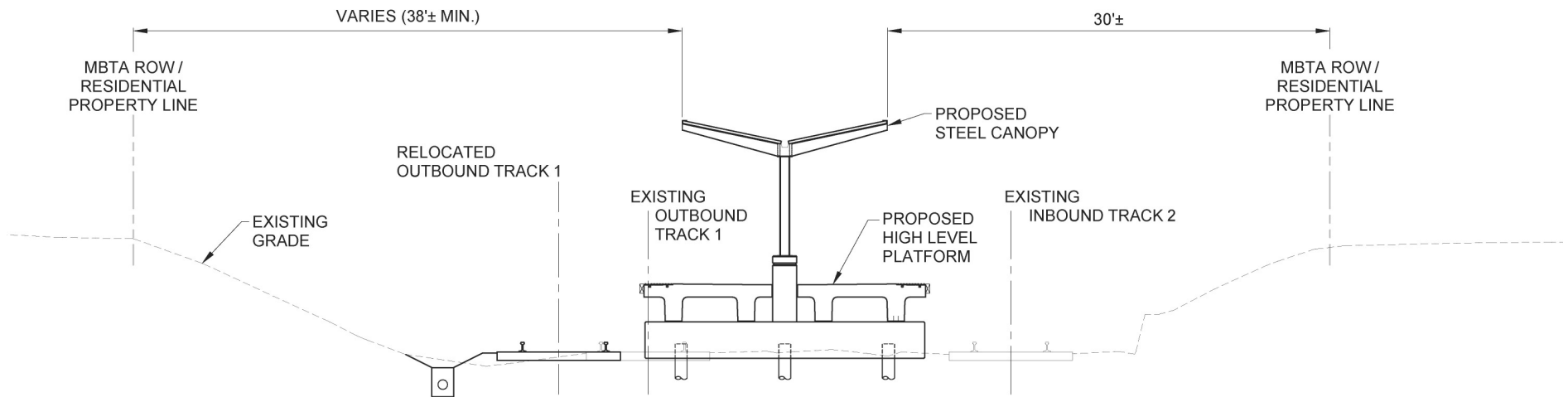


MASSACHUSETTS BAY  
TRANSPORTATION AUTHORITY



**Blue Hill Avenue / Cummins Highway Station**

Fairmount Corridor Improvements Project



**60% DESIGN - CENTER ISLAND PLATFORM**

## TYPICAL STATION CROSS SECTION



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**Blue Hill Avenue / Cummins Highway Station**

Fairmount Corridor Improvements Project



## Center Island Platform 60% Design

(From Platform Looking towards Blue Hill Avenue)



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TRANSPORTATION AUTHORITY



## Blue Hill Avenue / Cummins Highway Station

Fairmount Corridor Improvements Project





**CENTER ISLAND PLATFORM AT LITTLETON STATION**  
(During Construction)



# PLATFORM

- Central platform with inbound/outbound train access
- Platform Length: 768 feet
- Platform Width: 20 feet
- Platform access by 2 covered ramps
- 2 canopies provided at each end of the platform
- Yellow tactile strip at each edge of platform

# PLATFORM AMENITIES

- **Canopies:**
  - Required to protect 60% of passenger population from rain and snow\*
  - 2 canopies provided at each end of platform
  - Each canopy covers 1670 square feet
- **Benches:**
  - Required at every 200' interval
  - Benches located at mid-points of ramps
  - Benches integrated with signage at platform

\*Per Commuter Rail Design Standards Manual





# PLATFORM AMENITIES

- **VMS (Variable Message Sign):**
  - 1 provided at each canopy
- **Signage:**
  - MBTA standard\* Fiberglass panels with Station Identification, Commuter Rail system map, and artwork panels
  - Coordinated through the MBTA, artwork is provided by the community for permanent display

\*Per Commuter Rail Design Standards Manual

# PLATFORM AMENITIES

- **Trash Cans:**
  - 2 provided at each canopy
- **Police Call Box:**
  - 1 provided per canopy
  - Connects directly to MBTA Police
  - Visually stands out for easy recognition
- **CCTV:**
  - Provided at canopies and access ramps





**CENTER ISLAND PLATFORM AT LITTLETON STATION**  
(with Station Amenities)





**CENTER ISLAND PLATFORM AT LITTLETON STATION**  
(with Station Amenities)

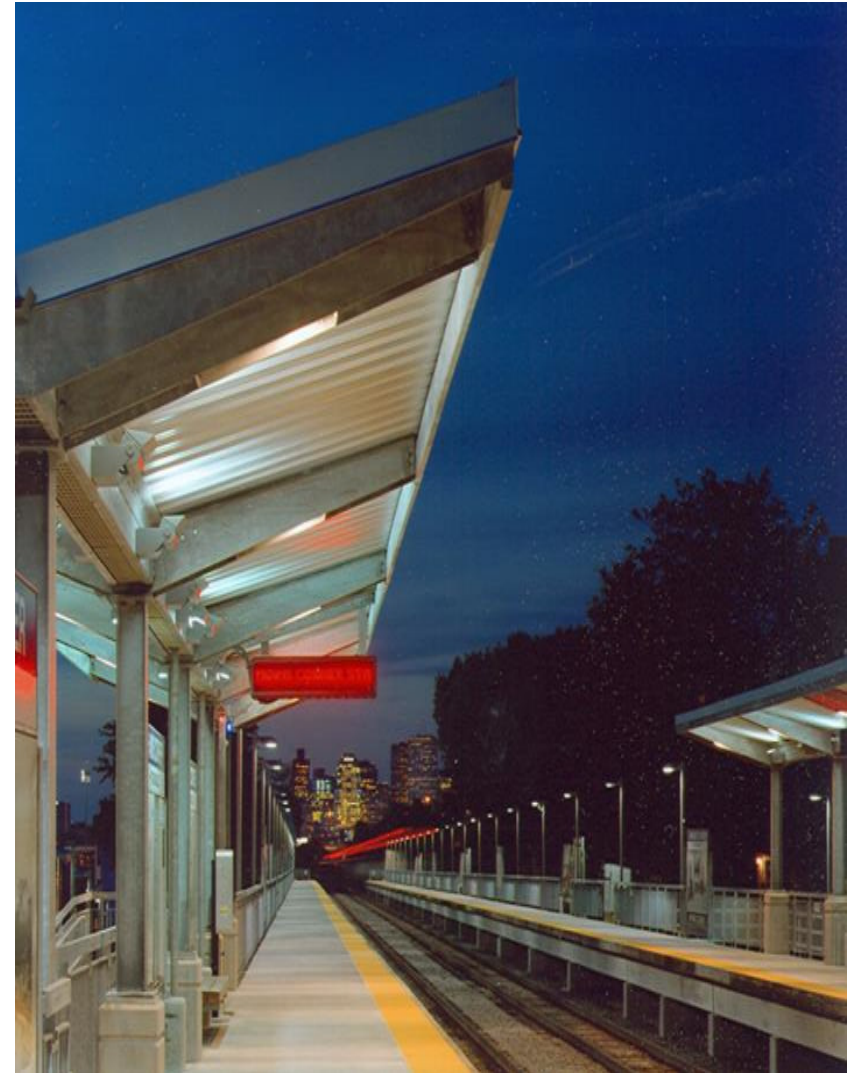




**TALBOT AVENUE STATION**  
(with Station Amenities)



**NEWMARKET STATION**  
(view towards Boston)



**UPHAMS CORNER STATION**  
(view towards Boston at night )





**FOUR CORNERS STATION**  
(Local artist panel)



# LITTLETON / RTE 495

← FITCHBURG

BOSTON →

A group of townspeople at the Littleton Depot in 1908 including some of the oldest inhabitants. (Image right)



Iring Smith's Harness Shop stood at the corner of Taylor Street and Whitcomb Avenue, across from the Littleton Depot.



The depot building on Taylor Street was built in 1879. It also housed a post office, public telephone, and telegraph office.



The Thacher & Inland store on the corner of Taylor Street and Sanderson Road opened in 1907. It originally stood on the opposite side of the tracks.



The North Littleton Depot served the Sears Brook line of the Boston & Maine from 1848 to 1928. It was located off Great Road near the Canton town line.

Photos courtesy of the Littleton Historical Society

DEPOT



BUSINESS



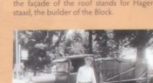
Started in 1882 for the manufacture of suspenders, the Caswell Houghton Co. rapidly expanded and was a world leader in elastic webbing production through the mid 20th century. (Image left)



The blacksmith shop on Stevens Street opened in 1879 under the ownership of Joseph Stevens. John A. Savage, pictured, had the longest tenure at the shop.



Known as "The Block" this strip of stores on Stevens Street opened in 1924. The "Y" on the facade of the roof stands for Hagerwood, the builder of the Block.



Carl Road delivered ice to Littleton residents until 1917.



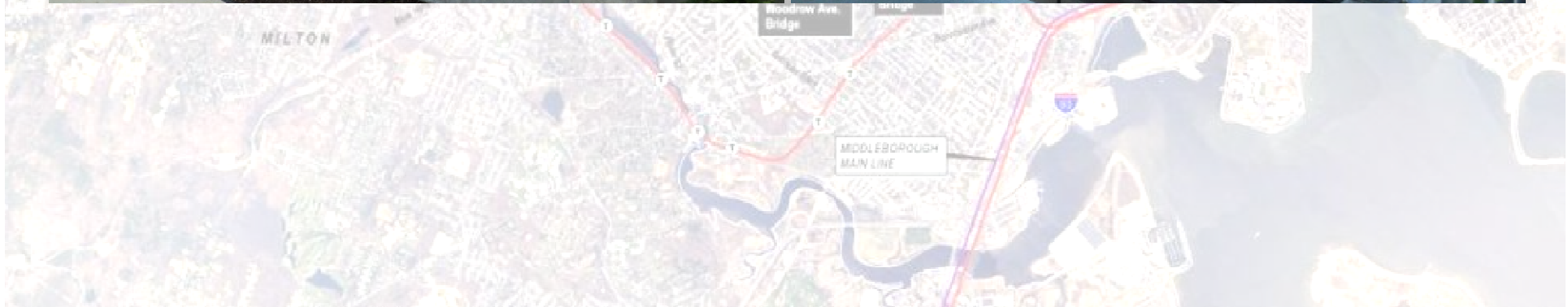
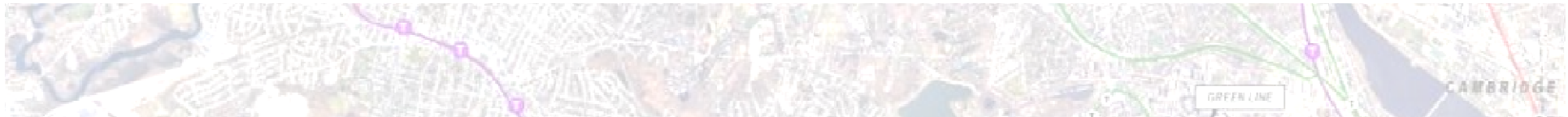
The Harwell Hooper retail meat and grocery market was located at the Common. Ice from Long Lake was used to refrigerate the meat.

Photos courtesy of the Littleton Historical Society

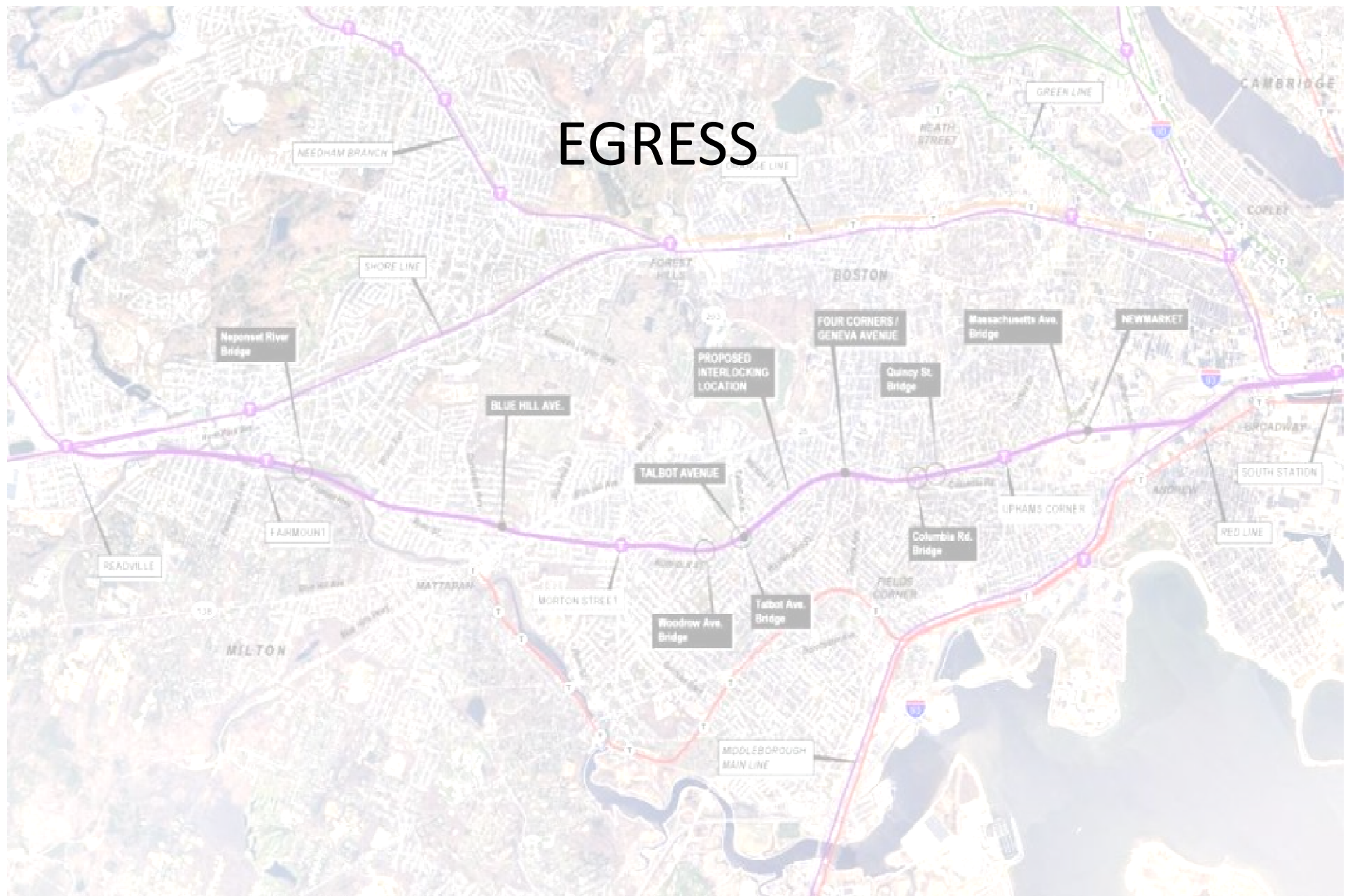
# LITTLETON / RTE 495

**LITTLETON STATION**  
(Historic panel)





# EGRESS





# EGRESS COMPONENTS

- **Peak Passenger Load: 476\***
- **Egress Components: 2 ramps**
  - Accessible ramps connect at street level to each end of the platform
  - Each ramp serves 238 passengers
  - 330' long North ramp connects to Blue Hill Ave bridge
  - 293' long South ramp connects to Cummins Highway bridge
- **Ramp 6'-6"**

\*Based on 2002 Fairmount Line Feasibility Study



**Cummins Highway Station Entrance Ramp**  
(From Cummins Highway Looking North towards Blue Hill Avenue)



MASSACHUSETTS BAY  
TRANSPORTATION AUTHORITY



**Blue Hill Avenue / Cummins Highway Station**

Fairmount Corridor Improvements Project



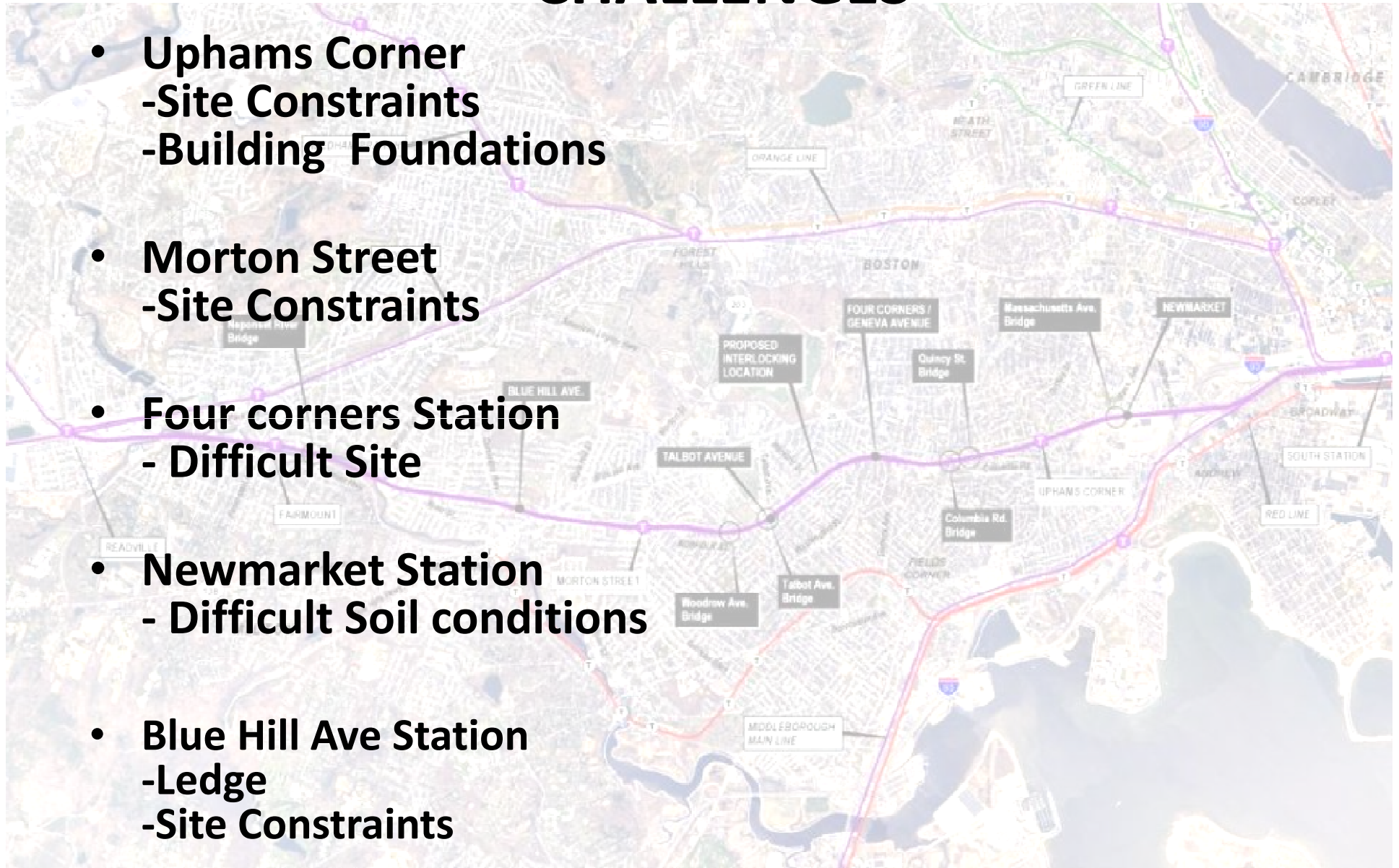


**LITTLETON STATION**  
(Typical view inside ramp structure)

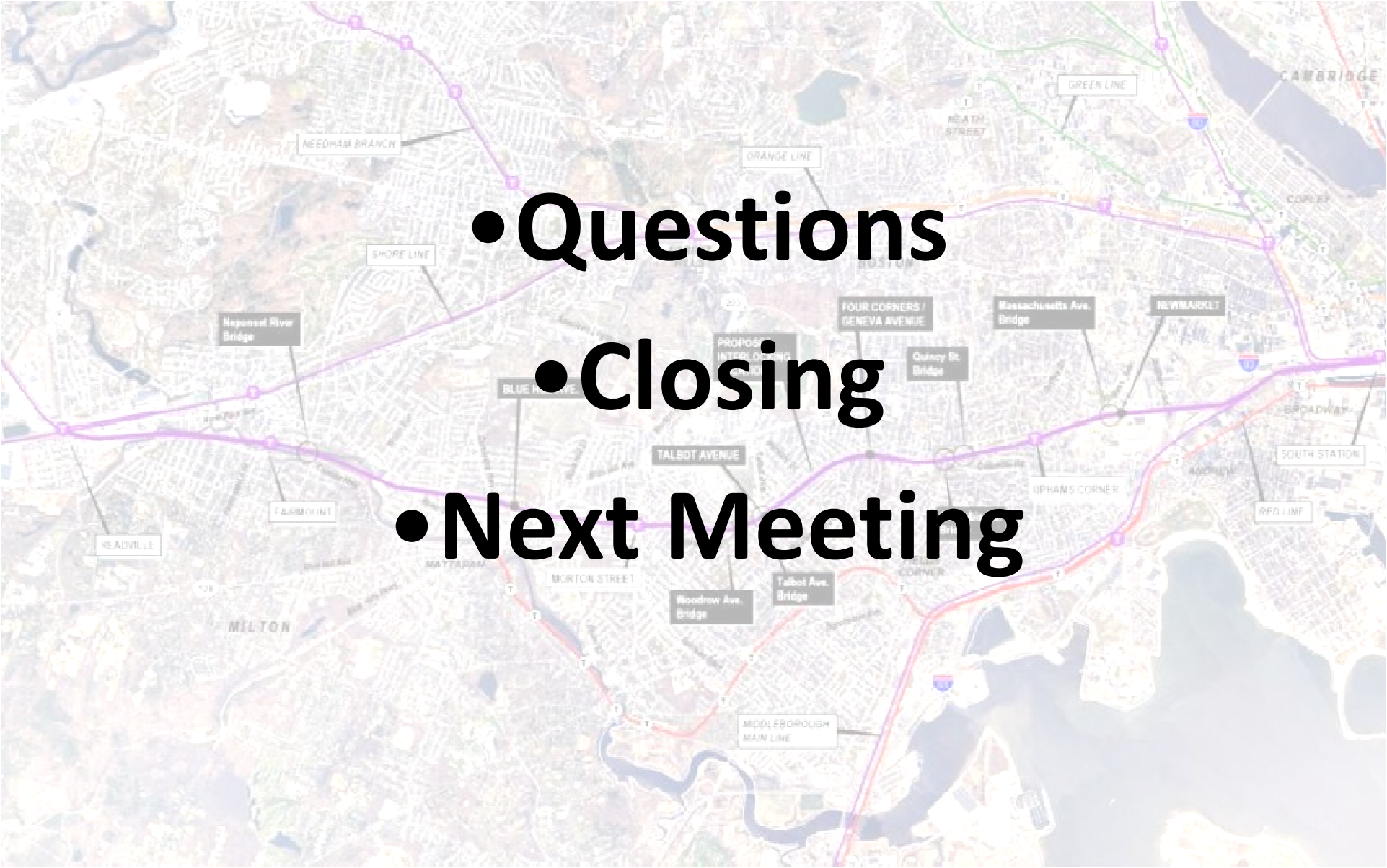


# CHALLENGES

- Uphams Corner  
-Site Constraints  
-Building Foundations
- Morton Street  
-Site Constraints
- Four corners Station  
- Difficult Site
- Newmarket Station  
- Difficult Soil conditions
- Blue Hill Ave Station  
-Ledge  
-Site Constraints

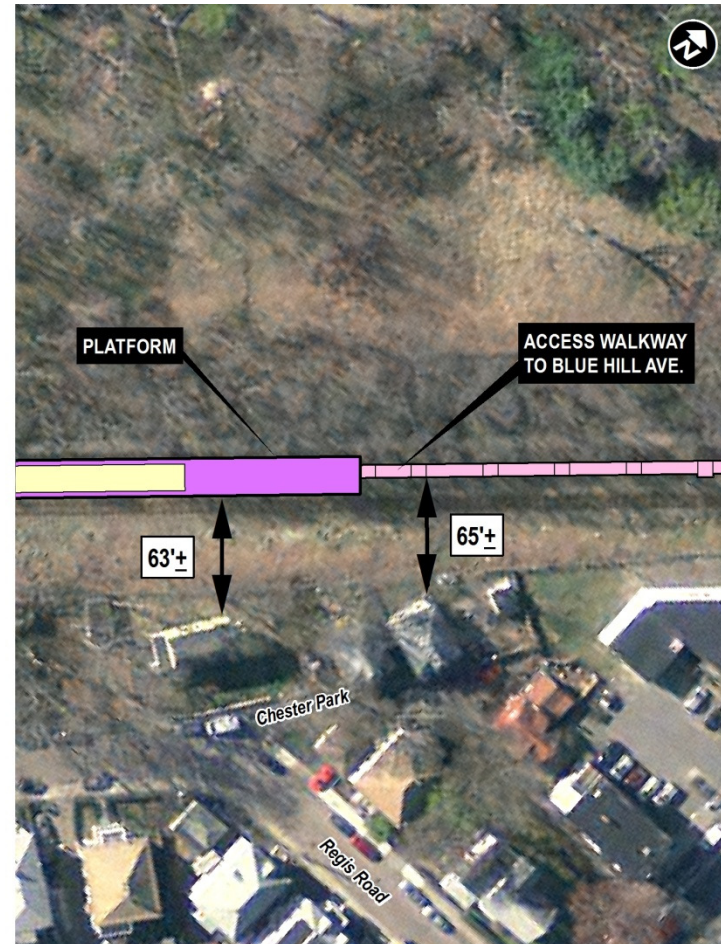
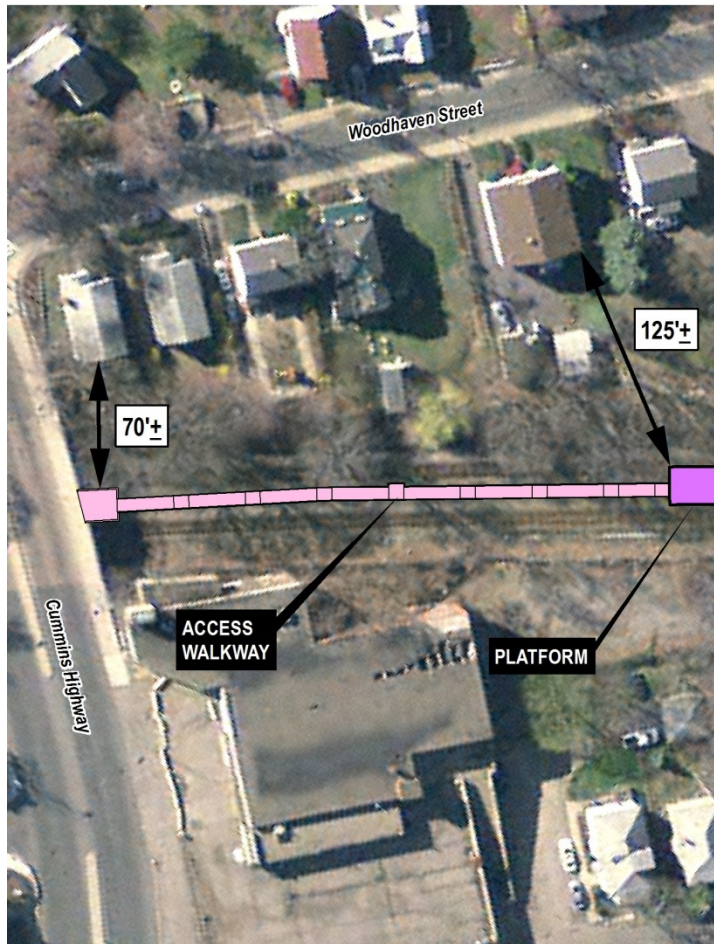




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- Questions
  - Closing
  - Next Meeting

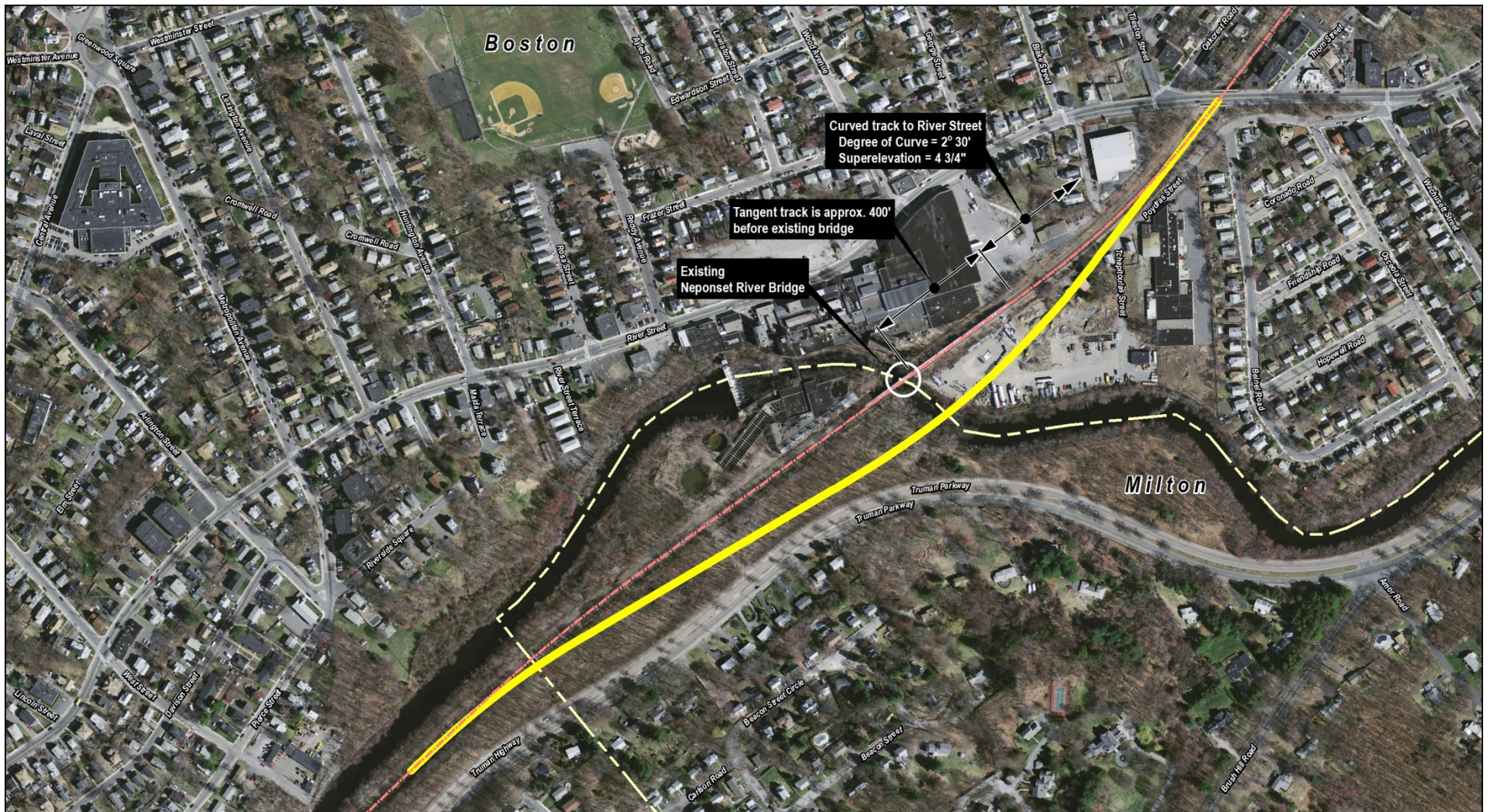
# WORKING DISTANCES

CUMMINS  
HIGHWAY  
ENTRANCE



BLUE HILL  
AVENUE  
ENTRANCE





**Alternative South of River Street**  
(as referenced in the 2014 Polaris Report)