

Updates and Announcements

GLX Project Update

GLX Project Update – Lechmere-North Station Bus “Bridge”

1. MBTA/GLX Constructors announced to their Community Working Group that the Green Line is expected to be shortened to North Station from May 2020 to April 2021
2. This shutdown will be so that the GLX-C project team can remove the current viaduct over O’Brien Highway and construct a new viaduct
3. This will result in a 12-month bus “bridge” between Lechmere Station and downtown Boston with forced transfers for bus riders of Route 69/80/87/88 to a “bridge” bus shuttle

Tentative Work Schedule

Stakeholder Engagement Mile Markers	2019												2020												2021											
	WINTER			SPRING			SUMMER			FALL			WINTER			SPRING			SUMMER			FALL														
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Broadway																																				
Washington Street																																				
Medford Street																																				
School Street																																				
College Avenue*																																				
Cedar Street																																				
Lowell Street																																				
Green Line Bus Svc Between Lechmere Station & North Station																																				
Existing Lechmere Viaduct																																				

* College Avenue Bridge traffic may be restricted at times, but will remain open throughout construction.

River Street Reconstruction Project






River Street Public Process Updates

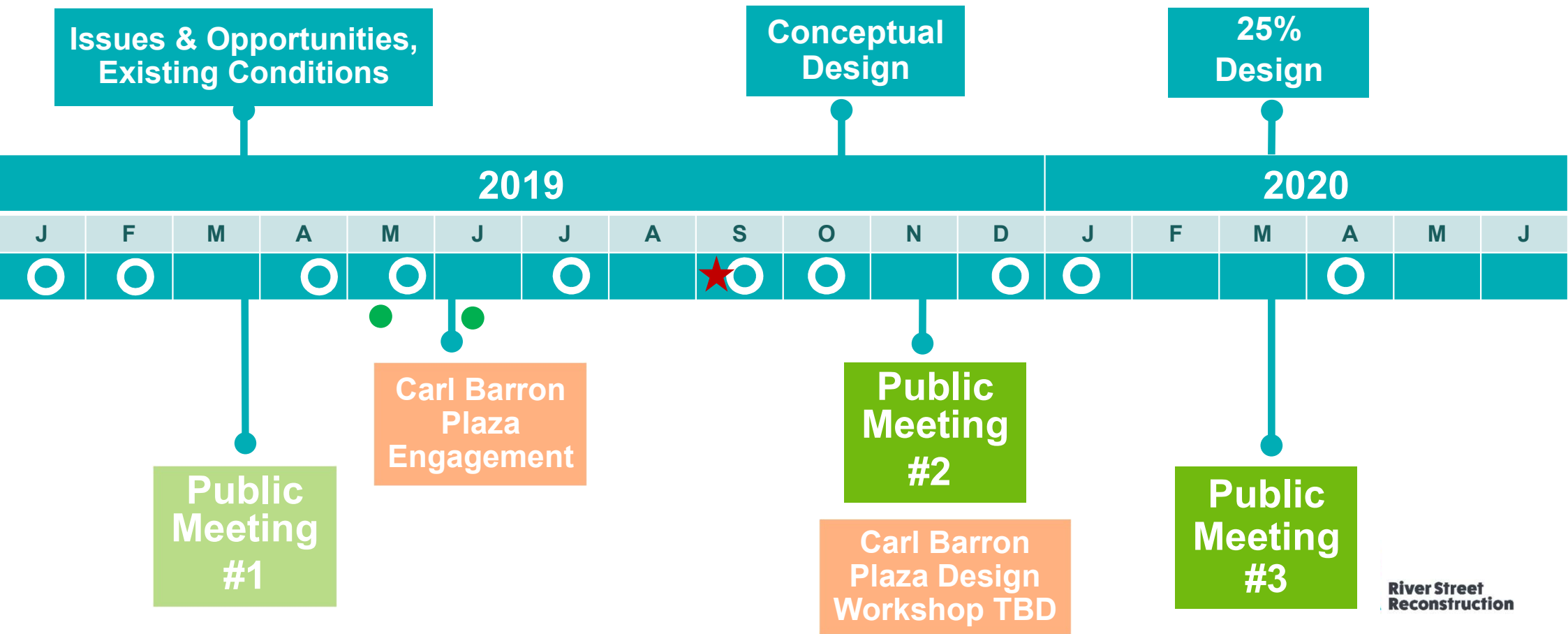
- Public Process to date:
 - 5 Working Group Meetings
 - 1 Public Meeting
 - Carl Barron Plaza Existing Conditions outreach (6/5 and 6/8)
 - 2nd stage of outreach on design is rescheduled to later in the fall
 - 2 Public Walks (5/14 and 6/11) on mobility and streetscape/local business
- Sept 24 Working Group Meeting: Draft Concepts – Memorial Drive to Auburn
- Oct 22 Working Group Meeting: Draft Concepts – Auburn to Central Square
- **City will likely organize a joint Pedestrian/Bicycle/Transit Meeting in September to discuss concepts**
- Nov 19 Public Meeting #2 to discuss draft concepts

River Street – Other Process/ Coordination

- Ongoing coordination with Central Square Business Association
- First breakfast meeting for businesses on River Street (8/27) – more to come
- MBTA coordination on the bus bays (3 meetings to date)
- Coordination meeting with MassDOT, DCR, MBTA, and Boston (8/19) to discuss the Memorial Drive end
- Meeting with Department of Human Service Programs (DHSP) and Cambridge Police Department (CPD) to discuss Carl Barron Plaza and outreach (8/15)
- Meeting with CPD officers at headquarters (9/3)
- Public Event outreach: River Fest, Parking Day, Port Pride Day, etc.

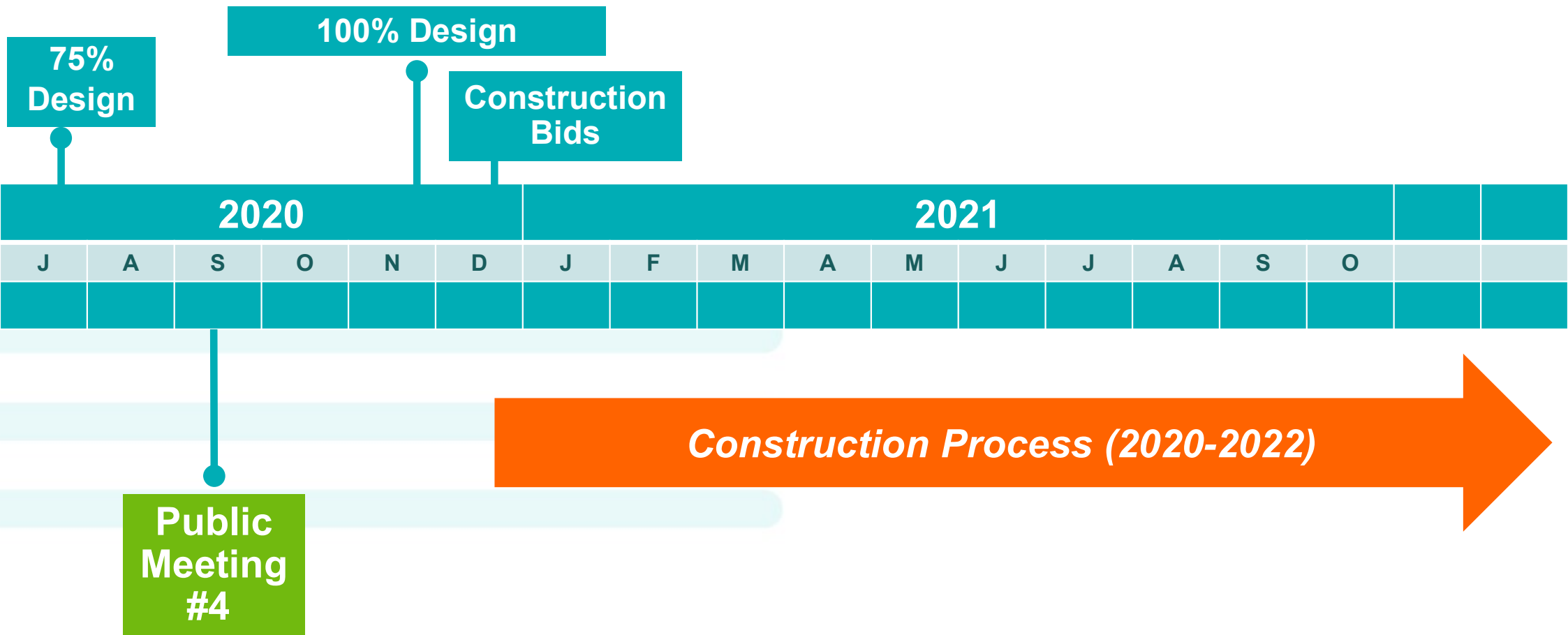
NEW Expected Timeline

-  Working Group Meetings
-  Public Walks
-  Today



River Street Reconstruction

Expected Timeline



Grand Junction Multi-Use Path and Conceptual Transit Design Update

- The genesis of the Grand Junction multi-use path concept was the 2000 Cambridge Green Ribbon Open Space committee
- Discussions of public transit opportunities along the Grand Junction Right of way continue from before Urban Ring planning (90s) through today (RailVision)
 - Cambridge has strongly advocated for including Grand Junction transit service as essential to accommodating future economic growth in the inner core
- Multi-use path and transit opportunities could both realize extensive local and regional benefits
- In 2015-2017, Kendall Square Mobility Task Force and the resulting Transport Kendall document recommendations included the short-term design and construction of the multi-use path and continuation of planning and advocacy for two-track passenger transit service in the future with stop(s) near Kendall Square.

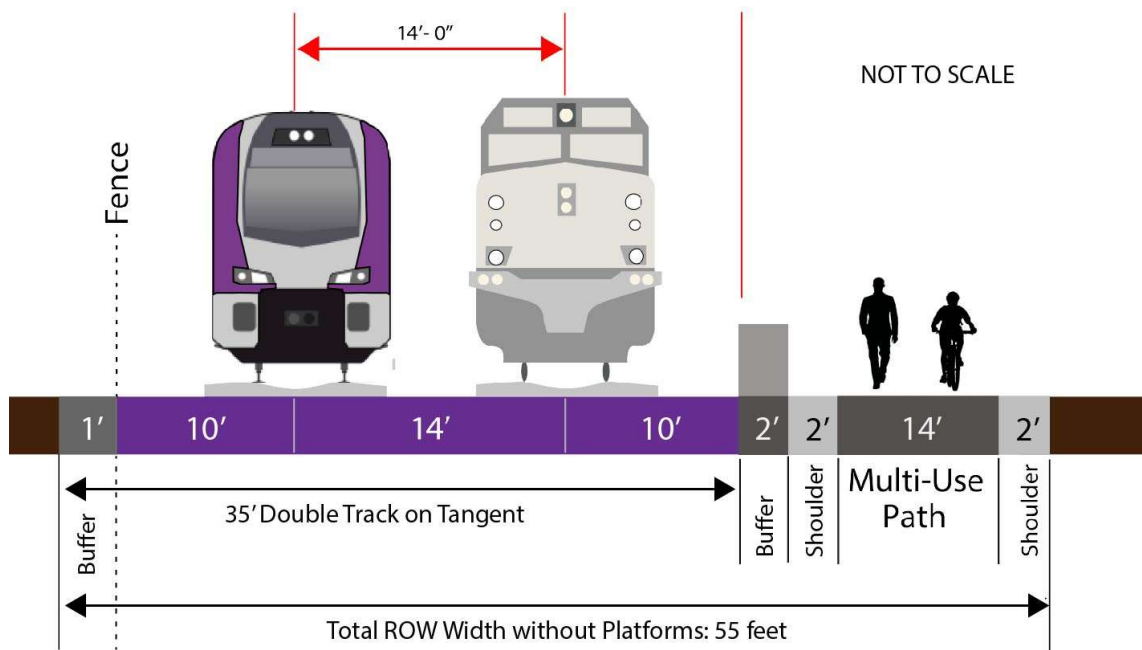
Rail-with-Trail

Conceptual rendering of Grand Junction with multi-use path on the right and possible future public transit on the left with today's infrequent freight rail service in the middle.



Grand Junction Multi-Use Path and Conceptual Transit Design Update

Design Basis for Double Track with Multi-Use Path



Note that 2' shoulder is required adjacent to a vertical obstruction

Current Design Basis:

- Considers MassDOT standards for Commuter Rail and trails.
- Design basis for rail includes offset of 10' from centerline of track. MBTA Commuter Rail design standards require an 8'6" minimum*, which would only be considered as an exception. Includes 1-2' buffers on each side.
- Design basis for path is 14' paved with 2' shoulders on each side. Potential minimum paved multi-use path width of 11' with 1' shoulders**, but should only be considered as an exception.

*1996 MBTA Design Standards Manual: Track and Roadways; and 1996 MBTA Book of Standard Plans

**MassDOT Design Standards reference AASHTO's 2012 Guide for the Development of Bicycle Facilities

Grand Junction Multi-Use Path and Conceptual Transit Design Update

- 2 Working Group Meetings (next one on 10/1)
- 1 Public Meeting (next one late Oct/early Nov)
- 2 meetings with MassDOT
- Ongoing coordination with MIT
- Meeting with regional stakeholders in September (roughly 3rd meeting)

Grand Junction Multi-Use Path and Conceptual Transit Design Update



Other Regional Projects

- RailVision – Commuter/Regional Rail
 - Presentation of ridership and cost estimates for Alternatives 4, 5, and 6
 - Advisory Committee Meeting – State Transportation Building, 10 Park Plaza, Boston
 - Thursday, September 12, 2019 10:00 AM
- Allston Multimodal Project (Allston/I-90 Interchange)
 - Project Task Force Meeting – Fiorentino Center, 123 Antwerp St, Brighton/Boston
 - Thursday, September 12, 2019 6:00 PM
- Memorial Drive Greenway Phase 3
 - City of Cambridge Meeting (**Tentative**) – King School Cafeteria, 102 Putnam Ave.
 - Wednesday, September 25, 2019 5:30 PM to 7:30 PM