Closing the Gap | Grand Junction Path
East Cambridge to Wellington-Harrington

**Path-as-Place**
Path: road, street, parkway, trail, path
(any linear feature for moving users)
as: through its design and composition is
Place: a defined area, location, or space within the built or natural environments.

**James Way Crossing**
The James Way crossing location is approximately midway between Binney Street and Cambridge Street. This location could potentially provide the greatest connectivity between users from the East Cambridge and Wellington-Harrington neighborhoods to access the Grand Junction Path. The James Way crossing is also located in close proximity to the Kennedy Longfellow School and the existing shared use path on Fullerson Street. The crossing alignment includes using the James Way public right-of-way, crossing the TMA owned right-of-way, and then using a private parcel through a surface parking lot to access the crossing.

**Thorndike Street Crossing**
The Thorndike Street crossing location is two blocks south of the existing bicycle facilities on Cambridge Street. The Thorndike Street crossing is also located in close proximity to the Kennedy Longfellow School and the existing shared use path on Fullerson Street. The crossing alignment includes crossing the TMA owned right-of-way and then using two private parcels through a surface parking lot to access the crossing.

**Otis Street Crossing**
The Otis Street crossing location is one block south of the existing bicycle facilities on Cambridge Street. This location could potentially provide the additional connectivity for users on Cambridge Street to access the Grand Junction Path. The crossing alignment includes crossing the TMA owned right-of-way, utilizing the existing CSX right-of-way on the west side of the railroad corridor. This alignment would then utilize the James Way public right-of-way or a private parcel through a surface parking lot.

**Crossing Components**
- Minimize track gaps
- Smooth rubber surface
- ADA compliant
- Signage/markings
- Wayfinding
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Alternative A
Alternative A concept alignment path will transition from the proposed Grand Junction Path at an on-road separated bike lane facility. The separated bike facility is proposed on the south side of Gore Street from exit of Warren Street in Somerville, MA to 6th Street in Cambridge, MA. Approximately 30 on-street parking spaces will need to be relocated on Gore Street. At the intersection of Gore Street and 6th Street, a raised crossing is proposed to transition the on-road separated bike facility to Gold Star Mother’s Park path system. It is recommended to widen the existing path system to a minimum of 12’ to allow for both pedestrian and bicycle use, the path path system terminates at radio tower. McGrath Highway/Monsignor O’Brien Highway intersection. Proposed treatments at this intersection include a corner deflection island, a new pedestrian crosswalk crossing the east side of the intersection and a separate bike crossing. The Somerville Community Path is elevated approximately 20’ higher than the intersection road grade. Access to the Somerville Community Path would need access from the private car wash panel and a ramp system to facilitate the different-sized grade connection.

Alternative B
Alternative B concept alignment path will remain in the existing railroad right-of-way. The proposed Grand Junction Path is proposed on the east side of the existing railroad tracks. The proposed path alignment will travel underneath the McGrath Highway which may require a small amount of land acquisition and potentially impact the existing parking spaces in the rear of the shopping center. There is currently ample width between the existing railroad tracks and the McGrath Highway bridge alignment. The future Green Line Extension (GLX) project will impact this overall path width creating a pinch point between the expanding tracks and proposed path. The final proposed GLX design plan should consider adequate width for a shared use path alignment alternative. In conjunction, the McGrath Boulevard Project Development will also need to be considered for future alternatives which recommended replacing the slightly elevated ramps with an at-grade urban boulevard design solution.

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