Welcome!

We are excited to meet with all of you tonight for this first meeting. Our main purpose is to get to know each other and the project that we will work on.

- Project & team introductions
- Scope, schedule, and process
- Working Group member introductions
- Working Group overview and purpose
- History and policies
- Rail with Trail multi-use path examples
- Group input session
- Public comment
- Next Steps
PROJECT TEAM
Project Team

City:
- Tegin Teich, Andrew Reker (Community Development Department)
- Jerry Friedman (Department of Public Works)
- Patrick Baxter (Traffic, Parking, and Transportation)

Consultants
- Kleinfelder – Project manager
- McMahon Engineering – Public outreach
- Hatch – Landscape & path design
- Stantec - Engineering
- kmdg – Urban design & public art
- Toole Design Group – Transportation engineer
- IBI Group – Railway analysis
- WSP – Right-of-way survey
**Working Group Members**

- Joseph Aiello
- Jason Alves, East Cambridge Business Association
- Rebecca Bowie
- Christopher Cassa
- Nicholas Dard, Vision Zero Committee
- Tom Evans, Kendall Square Association
- Amy Flax, Bicycle Committee
- Kathryn Lachelt Brown, MIT & MITIMCo
- Tony Lechuga, LivableStreets Alliance
- Caroline Lowenthal
- Michelle Lower, Alexandria Real Estate

- Bill McAvinney
- Sarabrent McCoy
- Miguel Perez-Luna
- Brad Pillen, Cambridge Health Department
- Diana Prideaux-Brune, Cambridge Housing Authority
- Robert Ricchi, Transit Advisory Committee
- Jose Luis Rojas
- Dalila Salcedo
- John Sanzone, Friends of the Grand Junction
- Katrina Sousa
- Florence Toussaint
INTRODUCTION

PROJECT FACTS

Conceptual future

Future possible North Station transit connection

Future multi-use Path and public transit connection (Paul Dudley White, Allston, West Station, etc.)

Future connections to Community Path and Minuteman bikeway

Grand Junction path alignment
Current Use

- Only north-south rail connection between Framingham on the west and Boston on the east
- 2 to 4 trains a day run on the Grand Junction through Cambridge
- Adjacent uses on MIT include access and loading
- Street crossings and 3 grade crossings not at intersections
Opportunities

- Touches 5 of 13 Cambridge neighborhoods
- Within a half-mile of the corridor are 42% (49,000) of the jobs and 31% (33,000) of the residents in Cambridge
- Connects residences, schools, services, amenities, and major employment centers in Cambridge and beyond in the future (Boston, Somerville)
- Can tie into the larger regional path network
**Opportunities**

- Touches 5 of 13 Cambridge neighborhoods
- Within a half-mile of the corridor are 42% (49,000) of the jobs and 31% (33,000) of the residents in Cambridge
- Connects residences, schools, services, amenities, and major employment centers in Cambridge and beyond in the future (Boston, Somerville)
- Can tie into the larger regional path network
Project Purpose

- Fully design and create construction documents for a multi-use path adjacent to the existing rail tracks in the Grand Junction corridor from the Boston University Bridge to Somerville.
**Overall Project Cross Section**

- 14' paved path with 2' buffers with landscaping where feasible


- Must consider other adjacent uses described in MIT Feasibility Study (e.g. MIT access/loading)
Project Scope

- Public Engagement Plan and Public Meetings
- Field Investigation Work
- Traffic Analysis and Intersection Modeling
- Urban Design, Landscape and Art
- Conceptual Design
- 25%, 75%, 100% design, up to three (3) bid packages for construction
Project Scope

- Public Engagement Plan and Public Meetings
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Public Process Overview

Engaging those who live, work, and play in the area:

- Design Working Group meetings on average every other month
- Up to six public meetings (first one in June)
- Online surveys, comments, project webpage
- Project presentations at standing committee and neighborhood meetings
- Information sharing at events (e.g. Cambridge Carnival)
- Table/hold workshops/carry out other engagement activities at partner organizations (Margaret Fuller House, Cambridge Housing Authority, Cambridge Health Alliance)
Collaboration

- Institutions (e.g. MIT)
- Developers (e.g. Alexandria Real Estate)
- Cities of Somerville and Boston
- Massachusetts Department of Transportation (MassDOT)
  - In 2016, MassDOT committed to considering possible future uses including, where possible given the current uses of the rail, bicycle and pedestrian facilities.
- Other state agencies, including: Massachusetts Bay Transportation Authority (MBTA) and Department of Conservation and Recreation (DCR)
- State/regional processes, including:
  - Rail Vision, Better Bus Project, Network Redesign, LandLine Initiative
Grand Junction is an important link in the envisioned LandLine path network. [https://www.mapc.org/transportation/landline/](https://www.mapc.org/transportation/landline/)

### Regional Connections

Full design of regional connections is not part of this scope, but ongoing work includes:

- Coordination with regional projects (Allston I90 Interchange project and Green Line Extension)
- Convening municipal, agency, and advocate stakeholders to collaborate on regional connections
- Completing a path benefits and network connectivity study with the Metropolitan Area Planning Council (MAPC)
MEETING DATES (SUBJECT TO CHANGE)

- First Working Group, Tuesday 4/30/2019
- **First Public Meeting, early June 2019**
- Second Working Group, June 18th, 2019
- Third Working Group, September 2019
- **Second Public Meeting, October 2019**
- Fourth Working Group, November 2019
- Fifth Working Group, January 2020
- **Third Public Meeting, February 2020**
- Sixth Working Group, March 2020
- **Fourth Public Meeting Spring 2020**
GRAND JUNCTION
multi-use path

WORKING GROUP
Working groups assist the City and project teams to understand the sentiment of Cambridge residents, workers, and visitors.

Note: members of the public will have opportunities at the end of each working group meeting to raise issues and comment on the discussion.
Working Groups Overview

WHAT IS A WORKING GROUP?

Working groups are made up of individuals who:

• The City Manager appoints
  • Note: The City does not allow for alternates to working groups
• Come from various communities, backgrounds, or represent institutions, business interests, etc.
• Represent the people and communities with which they engage
• Are willing to learn from each other
• Commit to understand the nuance, challenges, and opportunities of a project during and outside of public meetings
WHO IS PART OF THIS WORKING GROUP?

- Future users - residents and workers
- City’s advisory committees
- Advocates for safe & active transportation
- Adjacent institutions and organizations
Residents and neighborhoods

- **Cambridgeport:** Rebecca Bowie, Caroline Lowenthal
- **East Cambridge:** Joseph Aiello, Christopher Cassa, Katrina Sousa, Florence Toussaint
- **Port:** Bill McAvinney, Sarabrent McCoy
- **Rindge & Latin School:** Dalila Salcedo
- **Wellington-Harrington:** Miguel Perez-Luna, Jose Luis Rojas

Organizations, Institutions, Committees

- Jason Alves, East Cambridge Business Association
- Nicholas Dard, Vision Zero Committee
- Tom Evans, Kendall Square Association
- Amy Flax, Bicycle Committee
- Kathryn Lachelt Brown, MIT & MITIMCo
- Tony Lechuga, LivableStreets Alliance
- Michelle Lower, Alexandria Real Estate
- Brad Pillen, Cambridge Health Department
- Diana Prideaux-Brune, Cambridge Housing Authority
- Robert Ricchi, Transit Advisory Committee
- John Sanzone, Friends of the Grand Junction
Working Group Overview

MEETING GUIDELINES & GROUND RULES

General working group meeting guidelines:

- Prepare before each meeting: read agenda and materials
- Start meeting on time & end on time
- Help us stay on schedule

Now, we want your help to define other ground rules that we will use to help everyone enjoy and get the most out of working group meetings.

NOTE: Members of the public are welcome to listen and comment. As a rule, we ask members of the public that your comments be related to topics on the agenda and be made during the public comment period, so that the focus of the meeting is on facilitating input from working group members.

NOTE: If a Design Working Group member cannot attend, they are welcome to ask someone to attend as a member of the public and report back. Working group members cannot be substituted and alternates are not allowed.
Working Group/Public Meeting Dates
Working group and public meetings will generally be scheduled for Tuesday evenings.

The project team will let you know two weeks in advance of a meeting and will provide an agenda about one week before.

**Working group meetings:** June 18th, Sept, Nov 2019, Jan, Mar 2020

**Tentative public meetings:** June TBD, Oct 2019, Feb, Spring 2020

Meeting Locations
- Working group meetings
- Public meetings
Ordinances & Policies

**Vehicle Trip Reduction Ordinance (1992)** prioritizes alternatives to single-occupancy vehicle travel.

**Cambridge Growth Policy (1993/2007)** emphasize walking, biking, transit, and low emission vehicles and establishes urban design and open space objectives.

**Complete Streets (2016)** emphasizes designing city streets for users of all ages, abilities, or modes of transportation.

GUIDING PLANS

Sample Relevant City Plans

- Pedestrian Plan (2000)
- Play in the Public Realm (2014)
- Bicycle Plan (2015)
- Transit Strategic Plan (2015)
- Community Health Improvement Plan (2015)
- Urban Forest Master Plan (in progress)
- Future of Mobility (coming soon)
Grand Junction Multi-use Path Conceptualization, 2000 to 2015

- **2000**: Cambridge Green Ribbon Open Space Committee
- **2001**: Eastern Cambridge Planning Study (ECAPS)
- **2001**: Cambridge Bicycle Committee completes concept proposal
- **2002**: Planning Board begins ROW preservation with MIT Brain & Cog design change
- **2006**: City completes a Feasibility Study
- **2008**: MassDOT includes conceptual design of the path between BU Rail Bridge and Ft. Washington Park
- **2013**: Friends of the Grand Junction Path formed
- **2013**: Regional advocates launch Green Links initiative
- **2014**: City Council Transportation Committee meeting
- **2014**: MIT study completed
- **2015**: CRA design completed
- **2015**: City Council Transportation Committee meeting
2006 City Feasibility Study
Examined the potential alignments for the multi-use path while maintaining the current rail operations and accommodating proposed transit improvements at the time (through the Urban Ring process). Included assessment of benefits, considered phasing, and estimated costs.

2014 MIT Feasibility Study
MIT funded study to explore impacts of the multi-use path on the MIT campus. Explored path routes and their effect on campus development.
2015 “Closing the Gaps” Study
Forward Fund grant from Cambridge Redevelopment Authority. Looked at opportunities for placemaking/entry points and connections across the rail right of way and regionally.

Kendall Square Mobility Task Force 2016 Grand Junction Feasibility
Explored potential feasibility of future passenger transit service and specified a range of widths to not preclude. Final document with Task Force recommendations at: www.transportkendall.org
First segment of path opened, June 2016. Funded by Cambridge Redevelopment Authority and MIT

Binney Street Park Parcel construction is expected to start in 2019

- 2016: City budgeted $10 million for design and construction north of Broadway
- 2017: As part of Volpe rezoning, MIT committed $8.5 million and right-of-way for the design and construction in MIT owned portions
- 2019: Alexandria Real Estate (ARE) proposed a zoning amendment with commitments to convey land between for the multi-use path - still under review
- Zoning overlay conversations continuing
CURRENT STATUS OF FUNDING

Future regional connections (Somerville, Sullivan, North Station)

City funded design and construction ($10 m)

Binney St Park with path in design

GJ Park with path (opened 2016)

MIT funded design and construction ($8.5 m)

Path not funded

Future regional connections (West Station and beyond)
CURRENT STATUS OF RIGHT OF WAY

Future regional connections (Somerville, Sullivan, North Station)

ROW committed

Binney St Park with path in design

GJ Park with path (opened 2016)

Future regional connections (West Station and beyond)

ROW needs not resolved, owned by MassDOT

ROW needs not fully resolved
OTHER PATH EXAMPLES
Examples of urban “Rail with Trail” projects

- Burlington, VT – Burlington Greenway
- Seattle, WA – Duwamish, Waterfront, Burke-Gilman trails
- Carrboro, NC – Libba Cotton Bikepath
- Portland, OR – Springwater on the Willamette Trail
- Winter Garden, FL – West Orange Trail
- Minneapolis, MN – Midtown Greenway
- New Orleans, LA – Lafitte Greenway
Burlington, VT – Burlington Greenway

- Created in 1985
- Parallels active freight railroad line for part way
- Estimated 150,000 bikers, pedestrians, joggers and in-line skaters use the greenway each year
- Connects Oakledge Park to the Winooski River
- Connects many major parks and facilities along Lake Champlain
Seattle, WA – Duwamish, Waterfront, Burke-Gilman

- Created in 1988
- Parallels active freight railroad line for 2 miles
- Popular with recreational pedestrians, joggers and bicyclists.
- Used as a commuter route
- Provides access to multiple parks and cultural facilities in Downtown Seattle
Minneapolis, MN – Midtown Greenway

- Created between 2000-2007
- Parallels active freight railroad line east of Hiawatha Avenue
- West of Hiawatha Avenue, greenway parallels inactive rail right-of-way being held for future rail transit use
- Main east-west multi-use greenway with separated bicycle and pedestrian
- Greenway serves ethnically and economically diverse neighborhoods
Small group discussion

Step 1: Break-out into groups of 3 or 4

Review the case study packet. Each case study has an overview and some photos

Questions to start the conversation

* Which paths do you like?
* Which paths do you not like?
* What elements do you like/dislike?

Step 2: Mark your preferences on the "score cards"
Next Steps

Project survey complete in May – will help identify pinch points and challenges with land ownership

Public meeting in early June with similar content but additional exercises (e.g. issues and opportunities)

Next Working Group meeting on June 18th, location TBD?
- Topics: review public input, results of survey, and identify design challenge areas
The online website will be one important venue for providing input:

- Most recent updates
- Much historical information
- Will document this Design Working Group Process
- Opportunity to comment
- What is most useful for you?

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