MEETING AGENDA
Welcome!

- Introductions and welcome (10 min)
- Recap meetings held to date (20 min)
  - Stakeholder groups
  - Agency meetings
  - July 22 Working Group meeting homework
- Design challenges for the conceptual design phase (35 min)
  - Street crossings
  - Limited right-of-way
- Public Art Elements/Overview (30 min)
- Public comment (10 min)
- Upcoming meetings schedule (5 min)
  - Working Group Meeting #4, early December 2019
  - Community Meeting #2, January 2020
- Next steps (5 min)
Review of meeting guidelines

- Be prepared
- Stay on schedule
- Reserve "airtime" for Working Group members
- Step up/step back – everyone on Working Group speaks
- One person speaking at a time
- Don't repeat ("air knock" for agreement)
- Turn tent on side (if you like, instead of raising hand)
- Silence phones
- Do what you need to (take phone call outside, use restroom)
- Listen
- Assume good intentions
- Disagreement is ok but don't criticize
RECAP OF MEETINGS HELD TO DATE
Events

- Volpe Block Party – Sennot Park – Sunday, September 8
- PARK(ing) Day – Central Square – Friday, September 20
- Port Pride Day – Saturday, September 21

Emerging themes

- Multi-Use Path project is new to many in the Cambridge community
- People expressed interest in the path as:
  - Recreation
  - Commute corridor
  - Neighborhood amenity
Key points

- Advocacy groups -- Friends of the Community Path and Friends of the Grand Junction Path -- applied for grants to study the feasibility of connections north from Grand Junction Multi-use Path:
  - to the Community Path Extension (part of the Green Line Extension project)
  - to the Mystic River, Northern Strand Trails via Sullivan Square
- Other organizations continue to advocate for a southern connection in the area of the BU Bridge in the Allston Interchange/I-90 Turnpike project
Key points

- Establishing points of contact between agencies and institutions
- Reconfirming design standards and basic project assumptions
- Confirming details of interim northern connection on Gore St
- Discussing initiatives outside of this project scope, for example:
  - A cross-river bicycle and pedestrian connection at the BU bridge
  - Transit considerations with the Allston Interchange/I-90 Turnpike project
  - Connections to the Green Line Extension project extension of the Community Path
Emerging themes

- **What did you see:**
  - At street crossings – many people, drive or walk, some bike, transit is important
  - Nearby destinations: King Open School, Twin City Plaza, Lechmere, Gold Star Mothers' Park, Kendall Square-area offices, MIT, One Kendall Square, cafes and restaurants
  - Concerns: safety, especially at night, fewer "eyes on the street" between street crossings

- **What do you hope to see:**
  - Separation from traffic – dislike noise and pollution, likes – trees
  - Separation from rail with fence/barrier at minimum, trees and berms (like Grand Junction Park)
Emerging themes

- What amenities do you hope to see:
  - Adirondack chairs at GJ Park are nice
  - Water fountains, trash bins and seating
  - Bicycle parking and BlueBikes stations
  - Public art
  - Trees, plantings - flower beds
  - Renewed and integrated park/open spaces

- What transportation features do you hope to see:
  - Separating directions of travel and separation of peds from bikes where possible
  - Signalized pedestrian crossings, e.g. at Cambridge St, Binney St
Amenities

Transportation Elements

Destinations
Discuss: Emerging themes

• Are there other elements that you think are important as we work on designing the connecting streets, multi-use path, crossings, and intersections?
• For people who visited the future path, did you find something new about the places you visited?
• Also, was there something that wasn't captured in the summary?
Demand estimates for Grand Junction Multi-Use Path

City of Cambridge asked the Metropolitan Area Planning Council to estimate the number of people cycling on the future Grand Junction MUP on an average weekday.

• Estimated Average AM and PM rush hour combined cyclists:
  • North of Main Street: 468
  • South of Main Street: 558
Working Group Overview

REVIEW: REGIONAL PATH DEMAND ESTIMATES

2018 Cambridge bike counts of AM and PM peak hour cyclists

- 178: Linear Park at Mass Ave
- 169: Fresh Pond path
- 225: Mem. Dr. at JFK
- 283: Mem. Dr. at Western Av.
- 291: Mem. Dr. at Mass Av.

MAPC Estimates of AM and PM peak hour cyclists

- 468: North of Main St.
- 558: South of Main St.
DESIGN CHALLENGES FOR THE CONCEPTUAL DESIGN PHASE
Working Group Overview

CONCEPTUAL DESIGN CHALLENGES

Street crossings

Limited rights-of-way

View of MIT owned section of the GJ corridor looking north at the Mass Ave Crossing

View looking south from northern section of GJ corridor towards Cambridge Street
Street crossings

- Cambridge St.
- "Little Binney"
- Main St. & Vassar St. / Galileo Galilei Way
- Massachusetts Ave.
The transportation design challenge – It's not about modes, it's about PEOPLE

- People in a City like Cambridge often have choices; and are not typically restricted to one mode.

- People choose to walk, bike, take transit, or drive depending on weather, details of their day, preferences, etc.

- Some people do have mobility restrictions or other life factors that make walking and biking a much more difficult choice.

- The city has policies to reduce drive alone trips in favor of sustainable, active modes (public transit, walking, biking) for reasons related to health, climate, accessibility, and equity.

*This means that we must strive to make walking, biking, AND taking public transit as comfortable and convenient as possible.*

- The challenge is how best to offer a robust sustainable transportation system that makes walking, biking AND public transit feasible, competitive, and safe to get around in constrained right of ways.
The transportation design challenge – It's not about modes, it's about PEOPLE
Sample pedestrian crossings and safety features
Bicycle safety

- Extensive data collection and analysis from Cambridge Bicycle Plan (2015)
- Collecting data for Bicycle Plan Update (2020)
Group Input Session

CONCEPTUAL DESIGN CHALLENGES: STREET CROSSINGS

Bicycle safety

- Bicycle Crash Rates – per million bicycle miles traveled (BMT)
- High Bicycle Ridership @ Cambridge Street and Mass Ave
Tools for analyzing transportation

Transit delay and reliability

We look at delay and reliability for buses:

- We measure delay (travel times) due to:
  - Congestion
  - Traffic Signal Delay
- The amount of delay and congestion directly affects the amount of transit service that can be provided - MBTA plans its service based on 90th percentile travel times
- Reliability is absolutely critical to reduce "bus bunching" and provide predictable service

- Total delay is the vehicle delay multiplied by the number of people on a bus
- We justifying bus priority on benefit to PEOPLE, not vehicles
Tools for analyzing transportation

Vehicle capacity analysis

Tools we use to understand operational challenges:

- Volume compared to capacity (V/C ratio)
- Queuing in peak times (50th and 95th percentiles)
- "Level of Service" – measure of delay, rated A-F. NOTE THAT LOS D and E are acceptable in an urban area

We aim to move traffic consistently, slowly, and safely, but not eliminate delay.
Massachusetts Avenue

- Quick build project introduced separated bicycle facilities and a southbound bus lane to the north and south of these intersections
- Additional updates will be made in the near term
- Signal coordination with Vassar and Albany intersections
Main Street & Vassar Street / Galileo Galilei

- Path transitions from west side of tracks and into GJ Park
- Provide a separated connection from GJ path to GJ park
- Integrate signalized crossing with Main and Vassar St Intersection
Broadway / Galileo Galilei Way

- Being designed as part of other processes – early concept design shown below
Little Binney

- Binney Street park to be constructed, including GJ Multi-use path segment
- Mid-block crossing treatment considerations (RRFB, raised crosswalk, etc.)
- Path transitions from east side to west side of tracks north of Little Binney
- ARE zoning petition includes offer to commit additional land to the path
Cambridge Street

- Millers River Apartment crosswalk to be relocated west toward GJ path
- Path transitions from west side to east side of tracks north of Cambridge Street
- Mid-block crossing treatments required (RRFB)
- Considering bus prioritization and traffic recirculation for intersecting streets
Design basis (the cross section we are designing for, excluding consideration of stations)
Limited right-of-way (ROW) example cross-section

Design Basis for Double Track with Multi-Use Path

- 14’-0”
- 35’ Double Track on Tangent
- Total ROW Width without Platforms: 49 feet
- NOT TO SCALE
Example of location with limited ROW
Example of location with limited ROW
Example of location with limited ROW
PUBLIC ART VISION AND OVERVIEW
Example of a lenticular mural

- Pier 42, Manhattan's East River Waterfront
- By Chat Travieso and Yeju Choi, same artists commissioned for the Fern Street path near Fresh Pond

Example of a lenticular mural

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Example of a lenticular mural on a solid wall

Other lenticular wall examples (Karan Singh, Lendlease Darling Harbour)
Other lenticular wall examples
"Free Wall" example – Toronto's Graffiti Alley
"Free Wall" example in Beverly, MA along railroad
"Free Wall" example in Beverly, MA along railroad
PUBLIC COMMENT
NEXT STEPS
Overview schedule

**Conceptual Design** (Summer 2019 to Winter 2019)
- Working Group Meeting #2 (July 2019)

**Agency Review** (Winter 2019 to Spring 2020)
- Community Meeting #2 (Fall 2019)

**Final Design** (Fall 2020 to Spring 2021)
- 25% Design and approval (Spring to Fall 2020)
- Commence Construction (Fall 2021)
FUTURE MEETING DATES (SUBJECT TO CHANGE)

• Fourth Working Group, early December, 2019
• Second Community Meeting, January 2020
• Fifth Working Group, February 2020
• 25% Design Community Meeting, March 2020
• Sixth Working Group, April 2020
• 75% Design Community Meeting, Feb. 2021
Next Steps

FURTHER RESOURCES

Find us online:
CambridgeMA.gov/GrandJunction

- Most recent updates
- Historical information
- Documentation of Design Working Group to date
THANK YOU

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