Meeting agenda

WORKING GROUP MEETING #4

Welcome!

- Introductions and welcome (5 min)
- Review meetings held to date (5 min)
  - Previous Working Group meetings
- Review of design concepts toolbox (35 min)
  - Toolbox of crossing controls
  - Overview, issues, and opportunities at major intersection crossings
- Workshop on concept designs (60 min)
- Workshop debrief (10 min)
- Upcoming meetings schedule & next steps (5 min)
  - Community Meeting #2, Winter 2020
  - Working Group Meeting #5, Winter/Spring 2020
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 the restroom)
- Listen
- Assume good intentions
- Disagreement is OK, but don't criticize
REVIEW OF PREVIOUS MEETING MATERIALS
Main Points

- Vision is for a Grand Junction Multi-Use Path as a corridor for commuting, exercise, safe cycling, and a connection to other modes.
- Varied availability of space along track and varied ownership.
- Multi-use path will have to cross sides of the railroad at two points and has major street intersections to cross as well.
- Identified a preferred path cross-section and a limited space cross-section.
- Designing for current rail use, but not precluding future two-track transit.
Demand estimates for Grand Junction Multi-Use Path

The 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 count of cyclists in both directions:
  - North of Main Street: 468
  - South of Main Street: 558
MAPC Estimates of AM and PM peak hour cyclists

- 468: North of Main St.
- 558: South of Main St.

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.
What We’ve Heard

What you hope to see overall:

- Separation from traffic
- Separation from rail with fence/barrier
- Water fountains, trash bins, and quality seating (Adirondack chairs)
- Bicycle parking and Blue Bikes stations
- Public art
- Trees, plantings - flower beds
- Renewed and integrated park/open spaces

What transportation features you hope to see:

- Separating directions of travel along path
- Separation of peds and bikes where feasible
- Protected pedestrian and bicycle crossings at intersections

Concerns:

- Safety, especially at night, fewer "eyes on the street" between street crossings
Overview Schedule

- **Conceptual Design** (Summer 2019 to Winter 2020)
- **Agency Review** (Winter 2019/2020)
- **25% Design and approval** (Spring to Fall 2020)
- **Commence Construction** (Fall 2021)

- **Working Group Meeting #3** (October 2019)
- **Working Group Meeting #4** (December 2019)
- **Community Meeting #2** (Late Winter 2020)
- **Final Design** (Fall 2020 to Spring 2021)
REVIEW OF TOOLBOX FOR DESIGN CONCEPTS
The transportation design challenge – it's not about modes; it's about PEOPLE
Street Crossings

Cambridge St.

"Little Binney"

Broadway & Galileo Galilei Way (part of another project)

Main St. & Vassar St./Galileo Galilei Way

Massachusetts Ave.
Crossing Controls – Potential Design Elements

- Pedestrian Signal & Countdown
- Curb Extension
- Bicycle Traffic Signal
- Rectangular Rapid Flashing Beacon (RRFB)
Massachusetts Avenue

Working Group Overview

REVIEW: MAJOR INTERSECTION CROSSINGS

Map data ©2019 Google - Terms of Use
Massachusetts Avenue

- High volume of cross-traffic
- Signal coordination with Vassar and Albany intersections
Working Group Overview

REVIEW: MAJOR INTERSECTION CROSSINGS

Main Street & Vassar Street / Galileo Galilei
Main Street & Vassar Street/Galileo Galilei Way

- 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
Binney Street
Binney Street

- Binney Street park to be constructed, including GJ Multi-use Path segment
- Path transitions from east side to west side of tracks north of Little Binney
  - Mid-block crossing treatment considerations (RRFB, raised crosswalk, etc.)
  - Unsignalized
  - Raised path and crossing
  - Coordination with proposed developments
Working Group Overview

**REVIEW: MAJOR INTERSECTION CROSSINGS**

Cambridge Street

[Image of Cambridge Street intersection with people and vehicles]

[Map of Cambridge area with highlighted intersections]
Cambridge Street

- Path transitions from west side to east side of tracks north of Cambridge Street
- Cambridge Housing Authority Millers River Apartments located at corner
- Considering bus prioritization and traffic control for intersecting streets
WORKSHOP ON CONCEPT DESIGNS
GRAND JUNCTION
multi-use path

WORKSHOP DEBRIEF
Next Steps

FUTURE MEETING DATES (SUBJECT TO CHANGE)

- Second Community Meeting, Late Winter 2020
- Fifth Working Group, Winter/Spring 2020
- 25% Design Community Meeting, Spring 2020
- Sixth Working Group, Spring/Summer 2020
- 75% Design Community Meeting, Fall 2020
The Grand Junction Multi-use Path is proposed to be a multi-use path running alongside the existing tracks in the Grand Junction corridor from the Boston University Bridge to Somerville. The desired width of the path is 14' with 2' buffers (a total of 18'). It will provide a continuous pathway for residents, school children, workers and visitors to stroll, jog, or bike along a linear path connecting several neighborhoods with each other, with commercial areas, and with regional resources such as the Charles River. The intent is to provide an important regional link, connecting to the Somerville Community Path being constructed as part of the Green Line Extension and to pathways proposed in the Allston I-90 Interchange project. Within a half-mile of the Grand Junction corridor are 42% (49,000) of the jobs and 31% (33,000) of the residents in Cambridge. It is believed that the path can be created while maintaining current rail operations and accommodating potential future use of the corridor for passenger service.

Click here for our sign-up form to receive e-mail updates about this project.

Image courtesy of the Friends of the Grand Junction Path
THANK YOU

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