Virtual Meeting Instructions

- Working group members may speak and show webcam video
  - Use "Raise Hand" button during discussion
  - Click on "Reactions" or "Participants" then "Raise hand"
- Members of the public are muted and cannot show webcam video
- Public can write questions or ask for assistance in Q&A Window
  - Questions may be submitted at any time and project staff will address, as time allows, during discussion/comment periods
- Participants will be removed for inappropriate behavior
- **Technical support** – Andy Reker / areker@cambridgema.gov
Welcome!

- Introductions and Welcome
- Virtual Meeting Instructions
- Project Updates
- Overview of StoryMap Feedback
- Design Themes
- Pocket Parks
- Working Group Discussion
- Public Comment
- Next Steps
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- Technical support / Andy Reker (areker@cambridgema.gov)
Current Status and Next Steps

- Project team has evaluated 25% Open House feedback
- Reviewing design direction with GJ Advisory Committee (Tonight!)
- Initial review by MassDOT and MBTA was positive with more detailed comments to come
- MIT providing initial comments
- Additional coordination with Alexandria Real Estate and other entities as needed
- Design is moving toward 75% design
OVERVIEW OF STORYMAP FEEDBACK
StoryMap/Open House Overview

Open for One Month

December 2020

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January 2021

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Over 1,000 visitors

175 Comments
Can’t wait for this to be in place...

...an amazing plan.

...would be tremendously excited if this project came to fruition.

I appreciate this so so so much.

...extremely excited to see this.

...so thrilled to see the work proposed.

Makes me happy and proud to live in Cambridgeport.

...appreciate all the time and research and effort that has gone into making this a terrific multi-use path.

This will be a tremendous improvement, thank you.

Thank you for all your hard work in making this project a reality!

...so impressive.

...looking forward to using this path...

...more youth will ride bikes!!!
People would like street crossings with the path to be intuitive and incorporate elements to improve comfort and visibility.

People would like to see more separation between people biking and people walking.

People would like the path to tie into other regional walking and biking facilities.

In general people want good neighborhood connections but mixed opinions on where and how.

People desire path amenities (lighting, art, landscaping).
People would like street crossings to be intuitive with elements to improve comfort and visibility
Massachusetts Ave. Design Considerations

Consider relocation of northbound bus stop to north of Albany Street

Coordinate with MIT

Signalized path crossing coordinated with intersections

Construct sidewalk level bicycle facilities on Mass Ave. that tie into planned protected intersections at Albany and Vassar Streets
Main Street Design Considerations

- Mixing zone in northwest corner
- Consideration to keep pedestrians and bicyclists separate for crossing
- Timing of additional intersection improvements related to GJ timing

Galileo Galilei Way plans for separated bicycle facility

Project will tie into improvements made by others on east side
Main Street Design Considerations

Galileo Galilei Way

https://www.cambridgeredevelopment.org/kendall-transportation
Binney Street Design Considerations

Street congested with existing utilities; difficult to install drainage to collect stormwater at raised device.

Difficult to install raised device due to proposed and existing driveways adjacent to crossing.

Grading complications for a raised crossing in close proximity to railroad.
Cambridge Street Design Considerations

- Pocket park design
- Free wall
- Circulation around tree
- Review northbound to westbound Cambridge Street access
Cambridge Street Crossing

- Two-way bicycle facility between multi-use path and Warren Street
- Bicycle crossing at Warren Street
- Clear pedestrian access to bus stops
People would like to see separation when feasible between people biking and people walking.
People would like the path to tie into other regional walking and biking facilities

https://trailmap.mapc.org/
Southern Path End at Waverly Street

Shorter, protected connection to Charles River desired.

Continuing path directly to the River has challenges which will take additional time and funding to overcome.
Connection to Charles River via Amesbury Street

From Vassar, people can turn onto the low-volume Amesbury Street.

Path users can cross the railway tracks at Fort Washington Park and continue onto the bike lane along Vassar Street.

Amesbury Street connects by crosswalk across Memorial Drive to the Charles River Path.
Design Themes

REGIONAL CONNECTIVITY

Northern Path End at Gore Street

- [Design Themes](https://www.cambridgema.gov/-/media/Files/publicworksdepartment/Engineering/cityprojects/gorest/gorestandruford/190508presentation.pdf)
In general people want good neighborhood connections but mixed opinions on where and how.
Existing and Proposed Connections and Crossings
Linden Park Neighborhood Design Considerations

Linden Park and areas west of Cardinal Medeiros must use Cardinal Medeiros to reach path crossings at Binney Street and Cambridge Street.
There are mixed opinions on the amount and locations of connections to surrounding neighborhoods.

**Design Themes**

**NEIGHBORHOOD CONNECTIONS**

**Linden Park Neighborhood Design Considerations**

Linden Park and areas west of Cardinal Medeiros can use access points at Cornelius Way and/or James Way.
Pocket Park Opportunities Along Grand Junction Multi-Use Path

Legend
- Grand Junction Corridor
- Open Space
- Existing Tree Canopy
- Pocket Park Opportunity

Pocket Park Locations

Working Group Meeting #6 - March 2, 2021
Pocket Park Opportunity #1: Waverly Street
Precedent Images: Landform and Microclimate
Pocket Park Design: Plan View

- Low-lying bioswale/riparian plantings
- Elongated bench and step condition
- Continue sidewalk
- Expanded sidewalk to 8'
- Introduced landform
- Upland condition plantings
- EX. tree, typ.
- Water and bike repair stations
- Benches
- Seating/play elements

Pocket Parks
Southern Path End at Waverly Street

Working Group Meeting #6 - March 2, 2021

Scale: 1" = 30'-0"
Pocket Park Design: Plan View

- Room for Future Path Extension
Pocket Park Design:
Cross Sections
Pocket Park Design: Cross Sections
Pocket Park Design:
Cross Sections
Pocket Park Opportunity #2: Fort Washington Park
Precedent Images:
Historical Context and Connectivity

Existing Brick at Fort Washington Park
Paved Pedestrian Allee
Brick-Paved Pedestrian Path
Movable Tables and Chairs
Multi-Use Path Divided With Plantings
Multi-Use Path with Edge Plantings
Pocket Park Design
Option 1: Path-side Plaza
Pocket Park Design
Option 2:
Mass Plantings
Pocket Park Opportunity #3: Cambridge Street
Precendent Images: Arts and Gathering

Graffiti Alley - Central Square
Free Wall
Perforated Masonry Wall
Urban Grove
Communal Bench and Permeable Paving
Low Stone Wall of Neighboring Property
Pocket Park Design
Option 1: Art Gallery Scheme with Bluebike Station
Pocket Park Design
Option 1:
Art Gallery Scheme
Cross Sections
Pocket Park Design
Option 2: Green Alley Scheme
Pocket Park Design
Option 2: Green Alley Scheme
Cross Sections
WORKING GROUP DISCUSSION
"Raise hand" to speak

- If you wish to speak, click on "Raise Hand" in the Zoom application
  - On the telephone, enter * 9 on the dial pad
- Staff will call your name or phone number to acknowledge
- Before starting, please state your name and staff will confirm that we can hear you
- You will have **two minutes** to make your comment
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, schoolchildren, 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.

Find us online
CambridgeMA.gov/GrandJunction
- Project updates
- Design Working Group materials
- StoryMap
- Public Meeting
- Historical documents
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THANK YOU

Bill Deignan, Transportation Program Manager
Andrew Reker, Transit Planner
Cambridge Community Development Department
AREker@cambridgema.gov
(617) 349-6959