Virtual Meeting Instructions

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

- Project Schedule & Updates
- Path Connectivity
  - Fort Washington Park
  - Erie/Albany/Waverly Intersection
  - Linden Park Neighborhood
- Path & Delivery Coordination
- Cambridge Street Crossing
- Working Group Discussion
- Public Comment
- Next Steps
Meeting Agenda

**Traffic Analysis** (Spring 2020 – Summer 2020)

**Conceptual Design** (Summer 2020)

**Working Group Meeting #5** (August 2020)

**Public Meeting #2** (December 2020)

**Working Group Meeting #6** (March 2021)

**Final Design** (Winter 2020 to Spring 2022)

**Public Meeting Winter 2022**

**On-going Engagement**

**Commence Construction** (2022)

**On-going Agency Coordination**
**Top Routes in Somerville Study Area**

**Somerville Routes (Yellow)**

**Route S1** (Approx. 1.34 miles)
- Route heads west onto **Broadway** before turning northwest onto **Hampshire Street**.
- Route follows **Columbia Street** into Somerville to intersection with **Windsor Place**.
- Route then heads north across a private parking lot towards the **MBTA commuter tracks** (Fitchburg Route Main Line) where they would be crossed using trenchless construction technique.
- After crossing the tracks, route turns northwest around the edge of MBTA’s new **Union Square train platform**, across a parcel of land being redeveloped for mixed uses.
- The route then crosses **Prospect Street** into the Somerville substation.

**Route S1C** (Approx. 1.64 miles)
- Route heads west onto **Broadway**, turning north onto a Cambridge owned parcel abutting the east side of the Grand Junction Corridor.
- The route continues north, collocating along the **potential Grand Junction Multi-Use Path**, crossing at grade at **Binney, Cambridge and Medford Streets**.
- After crossing **Medford Street**, the route continues north along the western edge of the MBTA right of way up to the MBTA commuter tracks.
- The route would cross under the MBTA tracks and McGrath Highway using trenchless construction technique to reach an Eversource owned parcel of land on **Linwood St.**
- The line would then turn northwest onto **Linwood, Washington and Prospect Street** where it connects with the Somerville Substation.

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**EVERSOURCE - GRAND JUNCTION ROUTE OPTION**

**Update**

**EVERSOURCE ENERGY**
Pending receipt of all necessary permits and approvals, construction of the Project is anticipated to commence in Q2 2024, continuing over a 48-month period, with an overall targeted completion by the end of Q4 2028.
PATH CONNECTIVITY
Fort Washington Park Connection

Fort Washington Park: Existing Conditions

LEGEND
- Break in Fence
- Public Art Piece
- Decorative Ped. Light
- Floodlight
- Fence
- Asphalt Path
- Brick Sidewalk
- Cobblestone
- Desire Path

Project Updates
PATH CONNECTIVITY

Working Group Meeting #7 - November 9, 2021
Fort Washington Park Connection

Proposed Condition:

- Two new connections at Talbot and Anglim
- Path connecting end of Reardon to MUP
- Gateway signage and new plantings
- Continuation of existing brick paths
Albany/Erie/Waverly Intersection

- Current Configuration:
  - Unsignalized
  - Stop controlled for Erie
  - Yield control for Albany
  - Waverly Street One-way
  - On-street bike lane Waverly, Albany
  - Difficult sightlines due to curves
Albany/Erie/Waverly Intersection

- Reconfigure intersection for direct connection to paths
- Proposed Configuration:
  - Raise intersection
  - Remove channelized right turn
  - Create shared use path connection to Waverly Path
  - Add crosswalk from Waverly Path to existing BlueBikes station
  - Expand landscaping
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 and locations of connections to surrounding neighborhoods.

**Linden Park Neighborhood Design Considerations**

Linden Park and areas west of Cardinal Medeiros can use access points at Cornelius Way and/or James Way.
# Linden Park Neighborhood Design Considerations for Discussion

<table>
<thead>
<tr>
<th>PROS</th>
<th>CONS</th>
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<tbody>
<tr>
<td>1 ENTRY POINT</td>
<td></td>
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<tr>
<td>Second entry point could be added at a later date</td>
<td>Concentrated use at single entry point</td>
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<tr>
<td>Neighborhood prefers single entry point</td>
<td>Fewer options for emergency ingress/egres</td>
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<tr>
<td></td>
<td>Longer distances to various destinations in neighborhood</td>
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<tr>
<td>2 ENTRY POINTS</td>
<td></td>
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<tr>
<td>Less concentrated entry point, path users dispersed</td>
<td>Increased removal of existing landscape buffer</td>
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<tr>
<td>Shorter distances to various destinations in neighborhood</td>
<td>Neighbors from outside Linden Park pass by more houses in Linden Park</td>
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<tr>
<td>Greater options for emergency ingress/egress</td>
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</table>
Linden Park Neighborhood Connection

Existing Conditions:
Linden Park Neighborhood Connection

Existing Conditions (ctd):
Linden Park Neighborhood Connection

View 1: Path Connector

View 2: Planting Strategy
Linden Park Neighborhood Connection

View 1: Path Connector (Existing Conditions)
Linden Park Neighborhood Connection

View 1: Path Connector Concept A
Linden Park Neighborhood Connection

View 1: Path Connector Concept B
Linden Park Neighborhood Connection

View 1: Path Connector
Concept C
Linden Park Neighborhood Connection

View 2: Planting (Existing Conditions)

- Invasive Ailanthus trees – to be removed for path construction
- Several struggling arborvitae
Linden Park Neighborhood Connection

View 2: Planting Strategy

- Remove ailanthus
- Selective removal of struggling arborvitae
- Introduce native canopy trees and diverse shrub plantings
Context

- Coordinate rear loading activity for MIT buildings along Albany Street
- Segment between Pacific Street and Massachusetts Avenue
- Averages to about ~8-12 vehicles per weekday
- Minimal service activity on weekends
- Vehicle sizes vary from forklift truck to tanker trucks
Project Updates

PATH & DELIVERY COORDINATION

Functionality

- Reviewed multiple path/truck corridors in US
- Reviewed space available and compared to truck circulation and path user needs
- Design Considerations:
  - Set one-way operations for large trucks
  - Remind drivers that path users are priority
  - Remind path users of truck presence
  - Set low vehicle speed limit
Project Updates

PATH & DELIVERY COORDINATION

Pacific Street and Massachusetts Avenue

- Working with MIT to identify areas where trucks can stop to load/unload without blocking the path
Project Updates

PATH & DELIVERY COORDINATION

Pacific Street and Massachusetts Avenue

- Provide space for two-way path users and moving vehicles along this section
Project Updates

PATH & DELIVERY COORDINATION

Pacific Street and Massachusetts Avenue

- Federal regulations set fence location and offset at nuclear reactor (Bldg NW12A)
- Constrained clearance space between railroad and reactor fences
- Working with MIT to minimize the length of constrained area
Next Steps

▪ Continue to work with MIT
▪ Minimize constrained sections
▪ Identify no stopping zones
▪ Designate loading stopping areas
GRAND JUNCTION
multi-use path

CAMBRIDGE STREET
Cambridge Street Study

- Support small businesses
- Preserve unique neighborhood assets
- Engage with community members to guide decision making
- Address housing affordability and supply
- Improve street design & transportation infrastructure to incentivize sustainable choices
- Increase open space
- Plan for climate change resiliency
Cambridge Street Study

Our Cambridge Street is a community planning process that will explore improvements to meet the needs of ALL the diverse users that call Cambridge Street home, working to realize the Envision Cambridge goals for this area, including:

- Support Cambridge’s small business community
- Preserve the unique qualities of the area, including the business and resident diversity and neighborhood character
- Engage with communities to guide decision making
- Address housing affordability and supply
- Improve transportation infrastructure to incentivize sustainable choices
- Increase open space resources
- Improve the design of the street
- Plan for climate change resiliency

**12 MONTH PROCESS**

### LEARNING & ANALYSIS

**DRAFT APPROACH**

**FINAL APPROACH**

WANT TO GET INVOLVED?
Meaningful community input is key to this plan’s success. There are many opportunities to get involved, including four engagement events, open community office hours with the planning team, stakeholder interviews, online surveys and more. Visit our website [www.cambridgema.gov/cambridgestreet](http://www.cambridgema.gov/cambridgestreet) to sign up for project updates.
Cambridge Street Crossing Design Considerations

- Review northbound to westbound Cambridge Street access
- Circulation around tree

Concept from March 2021 Working Group
Path Crossing of Cambridge Street

Redesign Considerations & Goals:

- Ensure intuitive and safe crossing for all users
- Clear path connectivity
- Provide waiting space for people crossing
- Enhance bus stops
- Provide safe crossing closer to Cardinal Medeiros
Path Crossing of Cambridge Street

- Provides two-way separated facilities on north side
- Provides mixing zones at path/roadway intersections
- Relocates west crossing closer to path
- Provides enhanced bus stops
- Maintains east crosswalk for access to bus stops and local destinations
CAMBRIDGE STREET CROSSING
"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, 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.
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THANK YOU

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