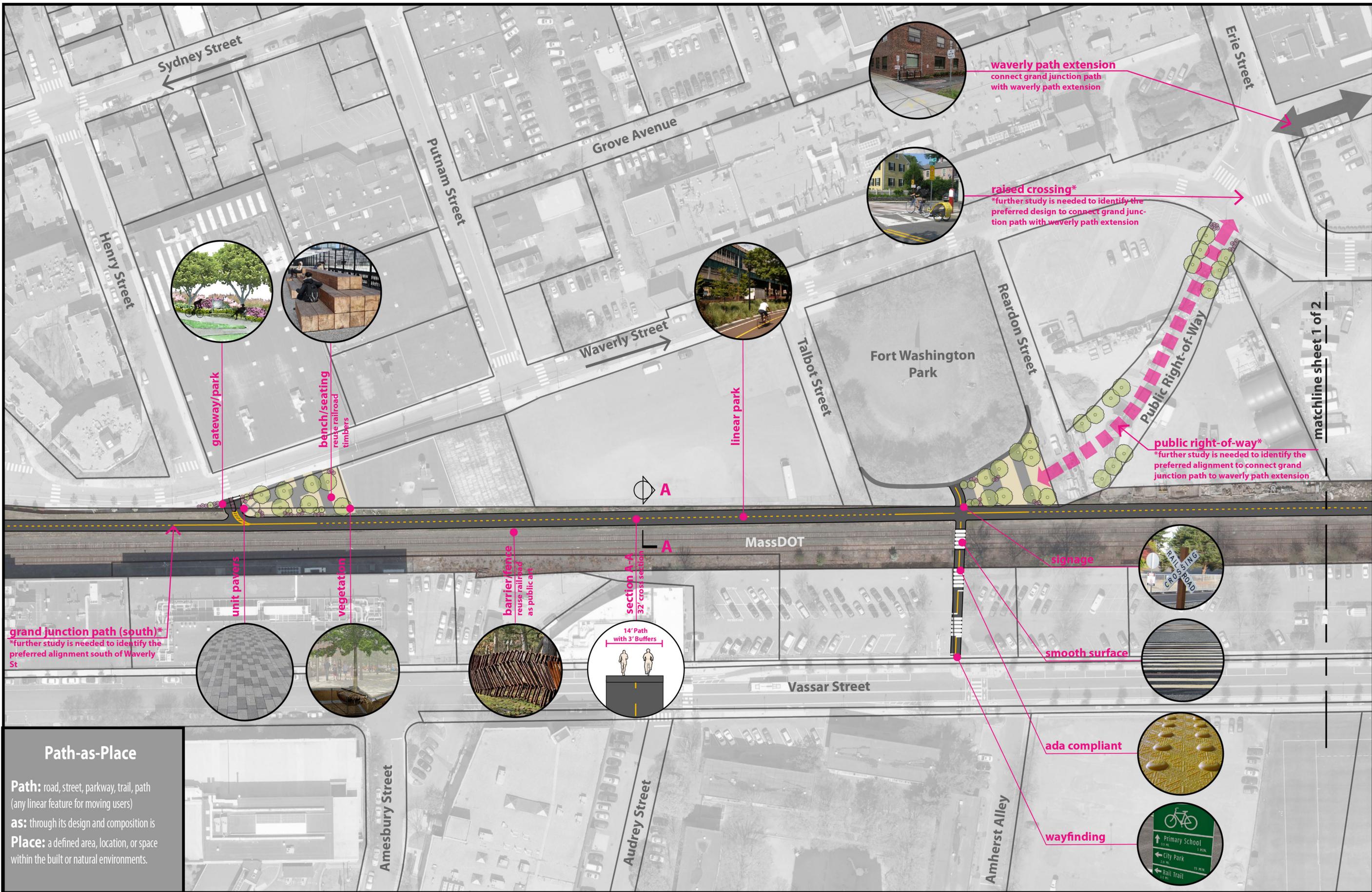


LEGEND

site study area		proposed
regional shared-use path		
local shared-use path		
protected bike facility		
on-road bike facility		not shown

Closing the Gap | Grand Junction Path
 Context Map



Path-as-Place

Path: road, street, parkway, trail, path (any linear feature for moving users)

as: through its design and composition is

Place: a defined area, location, or space within the built or natural environments.



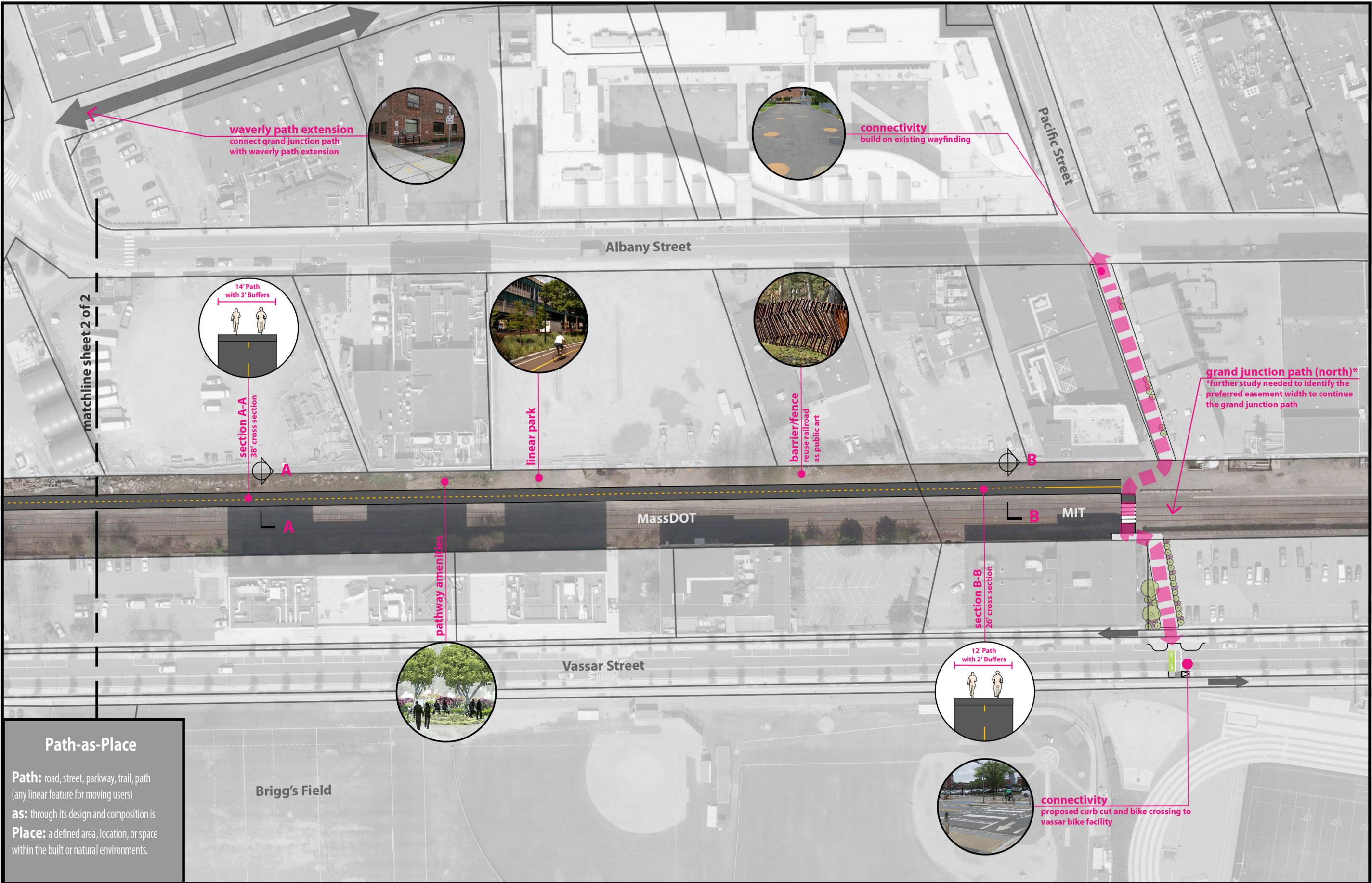
LivableStreets



Closing the Gap | Grand Junction Path Waverly Street to Pacific Street

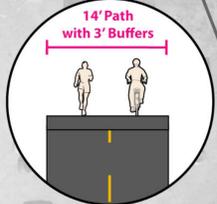


December 2015



waverly path extension
connect grand junction path
with waverly path extension

connectivity
build on existing wayfinding



section A-A
38' cross section

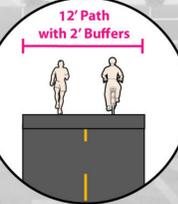
linear park

barrier/fence
reuse railroad
as public art

grand junction path (north)*
*further study needed to identify the
preferred easement width to continue
the grand junction path

pathway amenities

section B-B
26' cross section

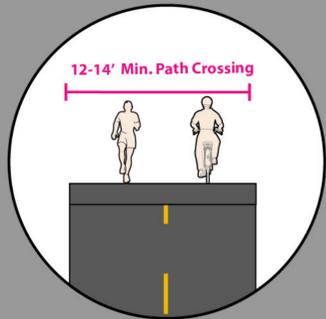


connectivity
proposed curb cut and bike crossing to
vassar bike facility

Path-as-Place

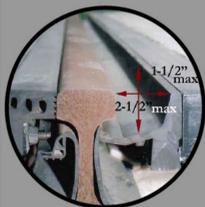
Path: road, street, parkway, trail, path
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Brigg's Field



Section A-A

Crossing Components



+ Minimize track gaps



+ Smooth rubber surface



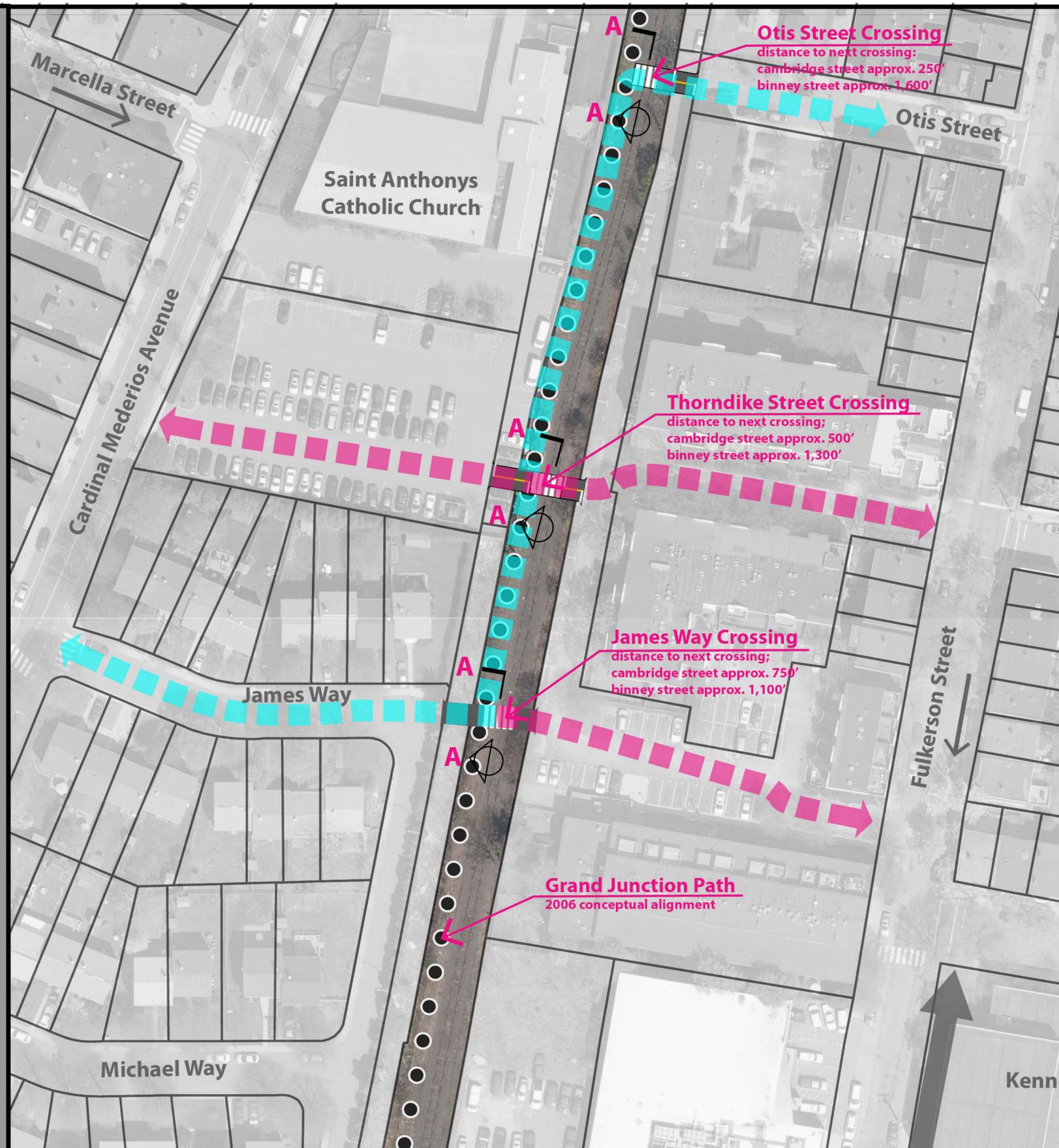
+ ADA compliant



+ Signage/markings



+ Wayfinding



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Public

Private

James Way Crossing

The James Way crossing location is approximately midway between Binney Street and Cambridge Street. This location could potentially provide the greatest connectivity between users from the East Cambridge and Wellington-Harrington neighborhoods to access the Grand Junction Path. The James Way crossing is also located in close proximity to the Kennedy-Longfellow School and the existing shared use path on Fulkerson Street. The crossing alignment includes utilizing the James Way public right-of-way, crossing the CSX owned right-of-way, and then using a private parcels through a surface parking lot to access the crossing.

Thorndike Street Crossing

The Thorndike Street crossing location is two blocks south of the existing bicycle facilities on Cambridge Street. The Thorndike Street crossing is also located in relative proximity to the Kennedy-Longfellow School and the existing shared use path on Fulkerson Street. The crossing alignment includes crossing the CSX owned right-of-way and then using two private parcels through surface parking lots to access the crossing.

Otis Street Crossing

The Otis Street crossing location is one block south of the existing bicycle facilities on Cambridge Street. This location could potentially provide the additional connectivity for users not on Cambridge Street to access the Grand Junction Path. The crossing alignment includes crossing the CSX owned right-of-way, utilizing the existing CSX right-of-way on the west side of the railroad corridor. This alignment would then utilize the James Way public right-of-way or a private parcel through a surface parking lot.



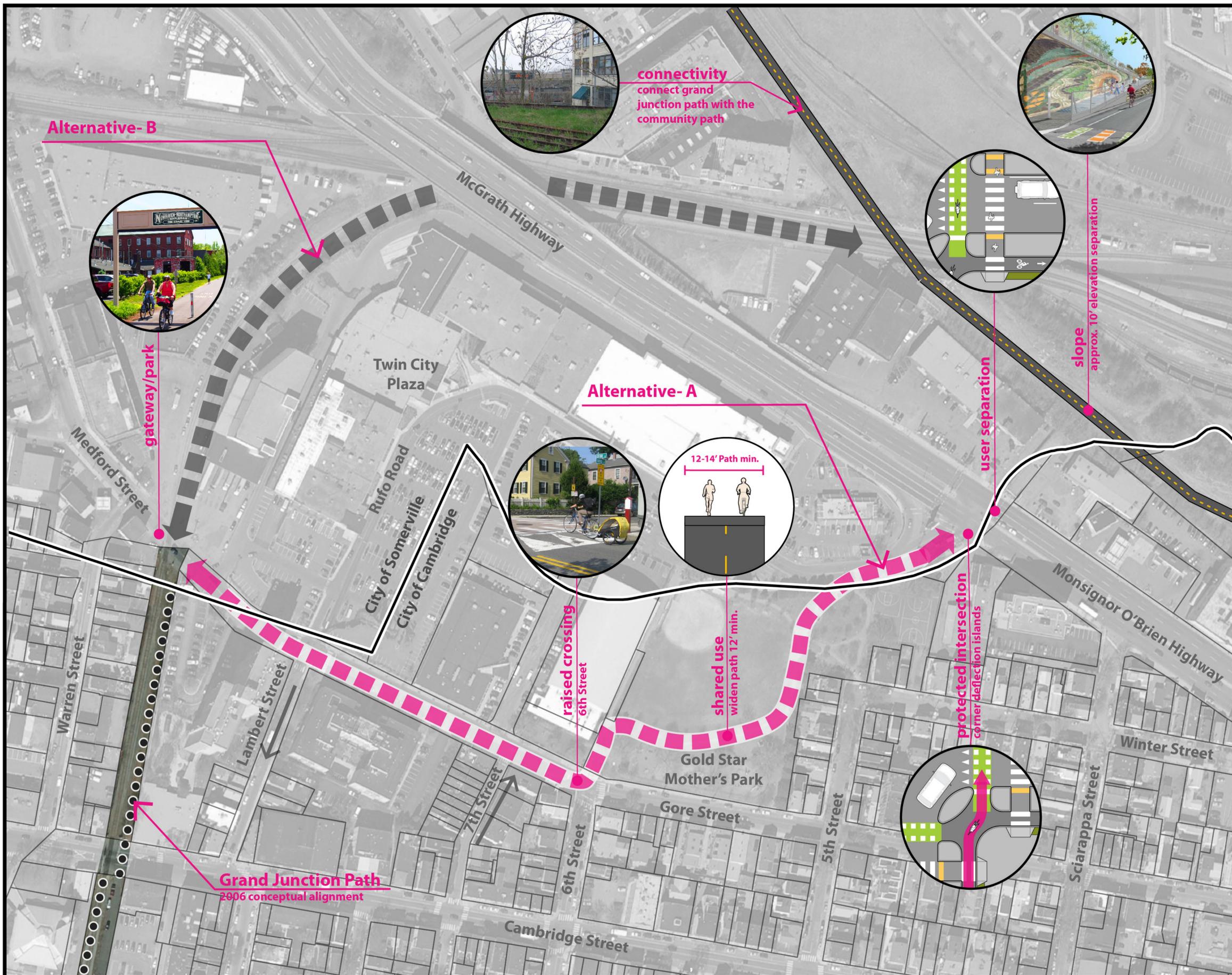
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Closing the Gap | Grand Junction Path
East Cambridge to Wellington-Harrington



December 2015



Path-as-Place

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Alternative A

Alternative A concept alignment will transition from the proposed Grand Junction Path to an on-road separated bike lane facility. The separated bike facility is proposed on the south side of Gore Street from east of Warren Street in Somerville, MA to 6th Street in Cambridge, MA. Approximately 20 on-street parking spaces will need to be relocated on Gore Street. At the intersection of Gore Street and 6th Street, a raised crossing is proposed to transition the on-road separated bike facility to Gold Star Mother's Park path system. It is recommended to widen the existing path system to a minimum of 12' to allow for both pedestrian and bicycle use. The park path system terminates at Rufo Road/McGrath Highway/Monsignor O'Brien Highway intersection. Proposed treatments at this intersection include a corner deflection island, a new pedestrian crosswalk crossing the east side of the intersection and a separate bike crossing. The Somerville Community Path is elevated approximately 20' higher than the intersection road grade. Access to the Somerville Community Path would need approval from the private car wash parcel and a ramping system to facilitate the difference in-grade connection.

Alternative B

Alternative B concept alignment will remain in the existing railroad right-of-way. The proposed Grand Junction Path is proposed on the east side of the existing railroad tracks. The proposed path alignment would travel underneath the McGrath Highway which may require a small amount of land swapping and potentially impact to the existing parking spaces in the rear of the shopping center. There is currently ample width between the existing railroad tracks and the McGrath Highway bridge abutment. The future Green Line Extension (GLX) project will impact this overall path width creating a pinch point between the expanding tracks and proposed path. The final proposed GLX design plans should consider adequate width for a shared use path alignment alternative. In conjunction, the McGrath Boulevard Project Development will also need to be considered for future alternatives which recommended replacing the elevated overpass with an at-grade urban boulevard design solution.



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Closing the Gap | Grand Junction Path Grand Junction Path to Community Path



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