



**GRAND
JUNCTION**
multi-use path

CITY OF CAMBRIDGE

GRAND JUNCTION MULTI-USE PATH & CONCEPTUAL TRANSIT DESIGN PROJECT - WORKING GROUP #1 APRIL 30, 2019



MEETING AGENDA

FIRST WORKING GROUP MEETING

Welcome!

We are excited to meet with all of you tonight for this first meeting. Our main purpose is to get to know each other and the project that we will work on.

- Project & team introductions
- Scope, schedule, and process
- Working Group member introductions
- Working Group overview and purpose
- History and policies
- Rail with Trail multi-use path examples
- Group input session
- Public comment
- Next Steps





PROJECT TEAM

Project Team

City:

- Tegin Teich, Andrew Reker (Community Development Department)
- Jerry Friedman (Department of Public Works)
- Patrick Baxter (Traffic, Parking, and Transportation)

Consultants

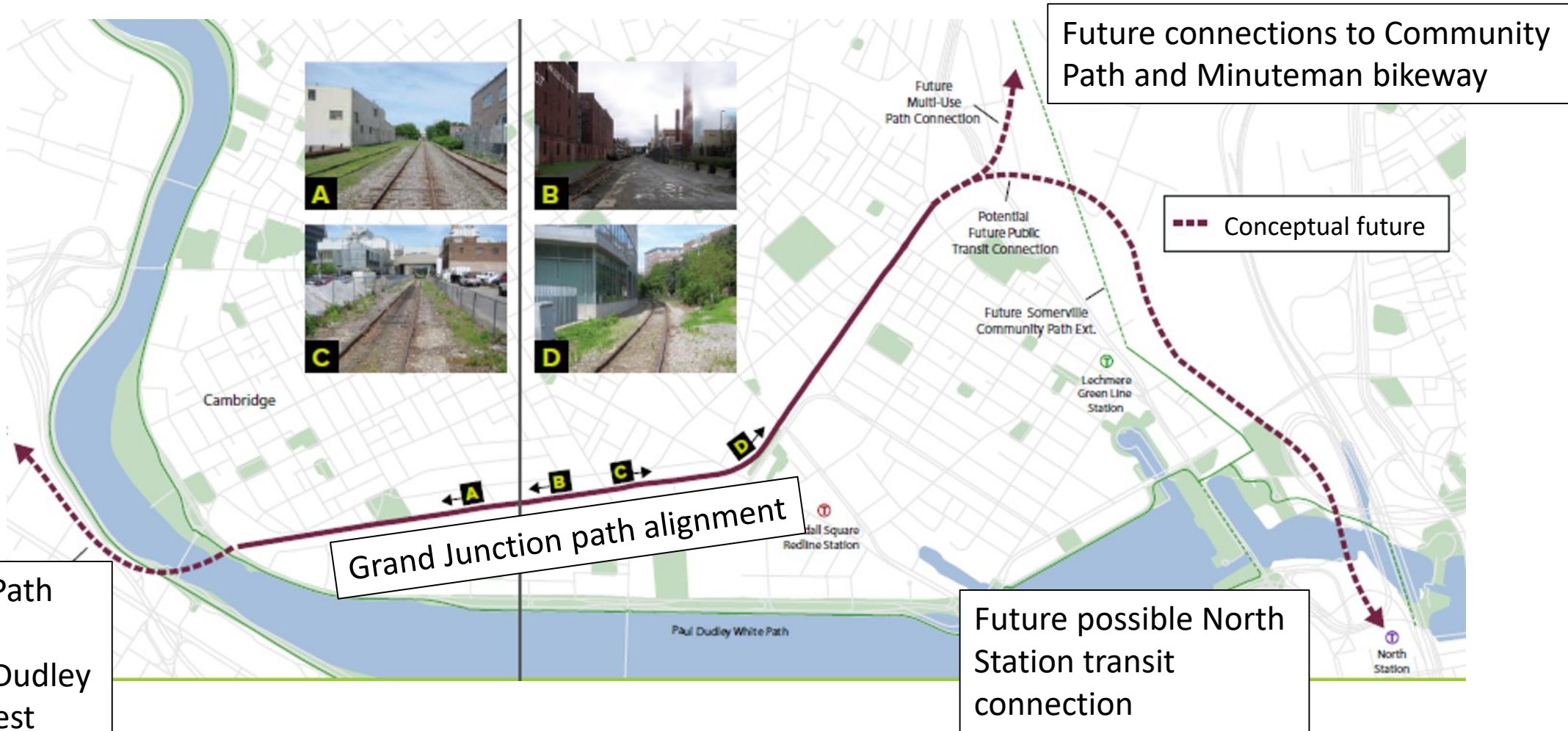
- Kleinfelder – Project manager
- McMahon Engineering – Public outreach
- Hatch – Landscape & path design
- Stantec - Engineering
- kmdg – Urban design & public art
- Toole Design Group – Transportation engineer
- IBI Group – Railway analysis
- WSP – Right-of-way survey

Working Group Members

- Joseph Aiello
- Jason Alves, East Cambridge Business Association
- Rebecca Bowie
- Christopher Cassa
- Nicholas Dard, Vision Zero Committee
- Tom Evans, Kendall Square Association
- Amy Flax, Bicycle Committee
- Kathryn Lachelt Brown, MIT & MITIMCo
- Tony Lechuga, LivableStreets Alliance
- Caroline Lowenthal
- Michelle Lower, Alexandria Real Estate
- Bill McAvinney
- Sarabrent McCoy
- Miguel Perez-Luna
- Brad Pillen, Cambridge Health Department
- Diana Prideaux-Brune, Cambridge Housing Authority
- Robert Ricchi, Transit Advisory Committee
- Jose Luis Rojas
- Dalila Salcedo
- John Sanzone, Friends of the Grand Junction
- Katrina Sousa
- Florence Toussaint



PROJECT



Future multi-use Path and public transit connection (Paul Dudley White, Allston, West Station, etc.)

Future connections to Community Path and Minuteman bikeway

--- Conceptual future

Grand Junction path alignment

Future possible North Station transit connection

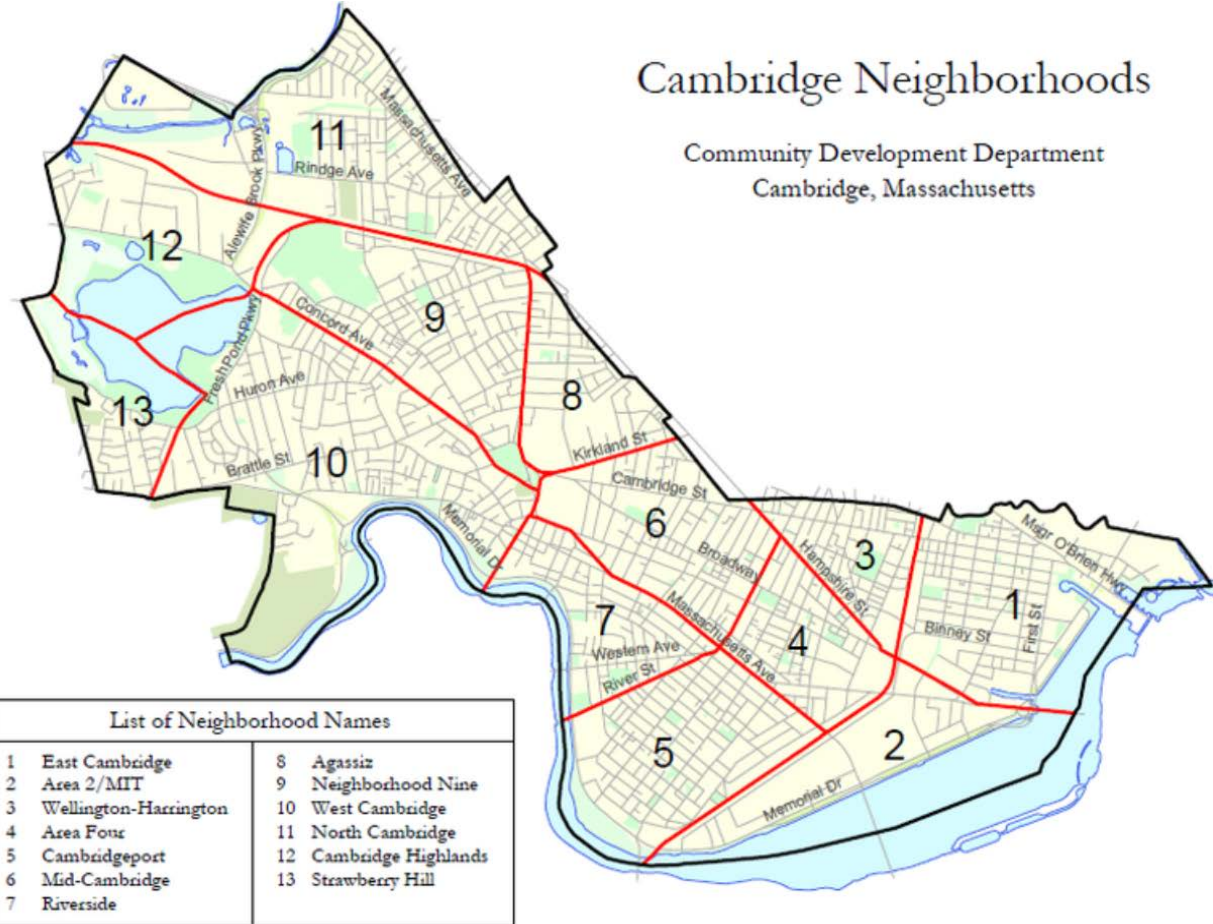
Current Use

- Only north-south rail connection between Framingham on the west and Boston on the east
- 2 to 4 trains a day run on the Grand Junction through Cambridge
- Adjacent uses on MIT include access and loading
- Street crossings and 3 grade crossings not at intersections



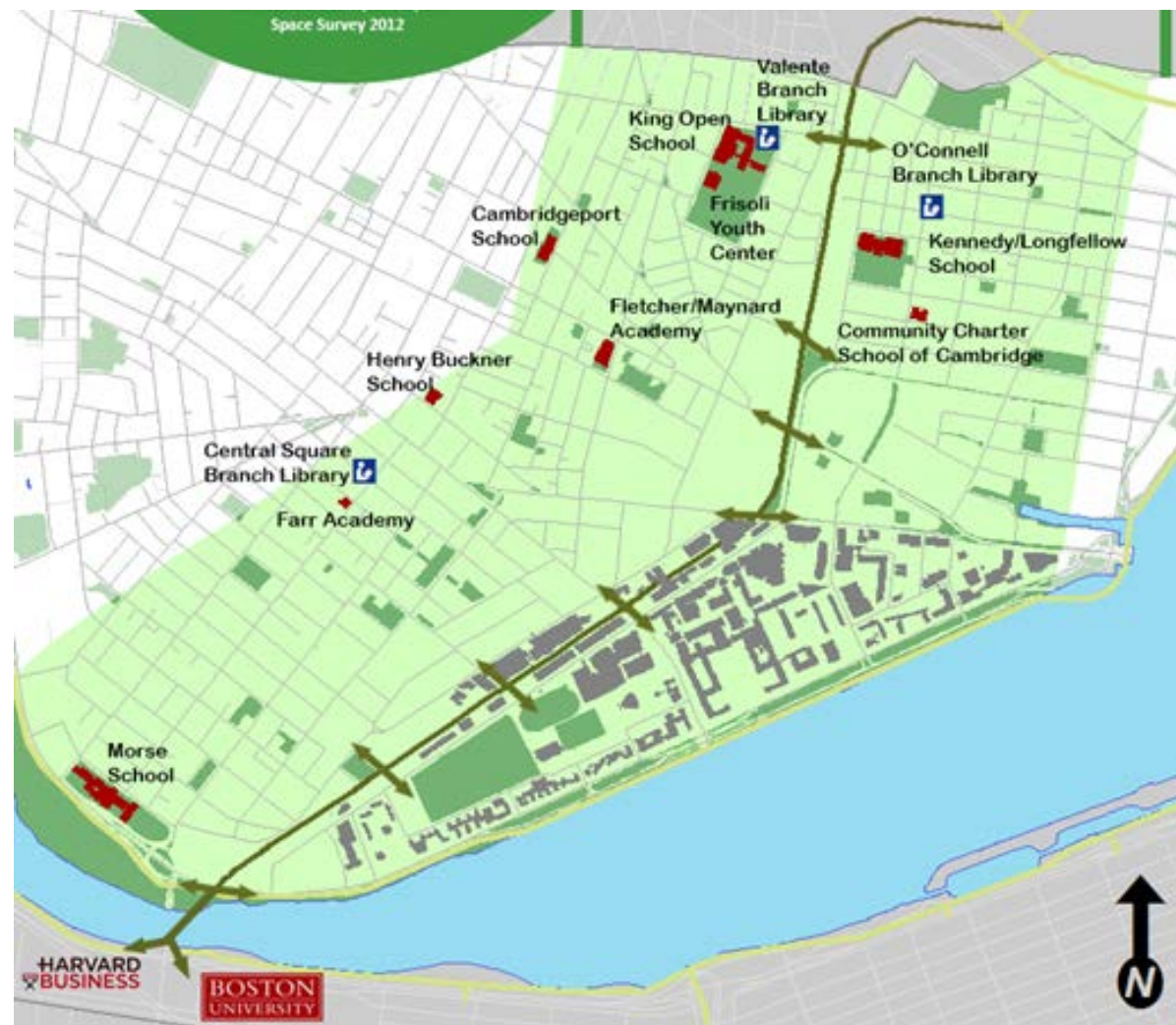
Opportunities

- Touches 5 of 13 Cambridge neighborhoods
- Within a half-mile of the corridor are 42% (49,000) of the jobs and 31% (33,000) of the residents in Cambridge
- Connects residences, schools, services, amenities, and major employment centers in Cambridge and beyond in the future (Boston, Somerville)
- Can tie into the larger regional path network

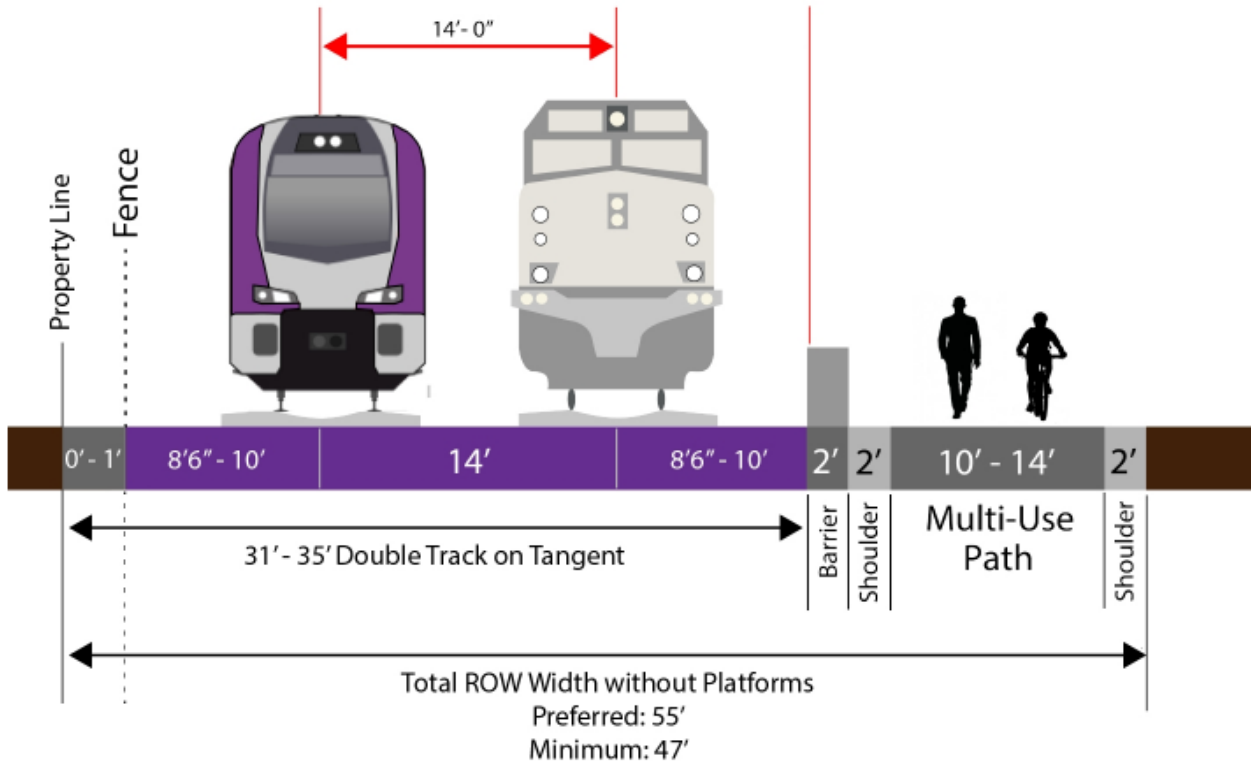


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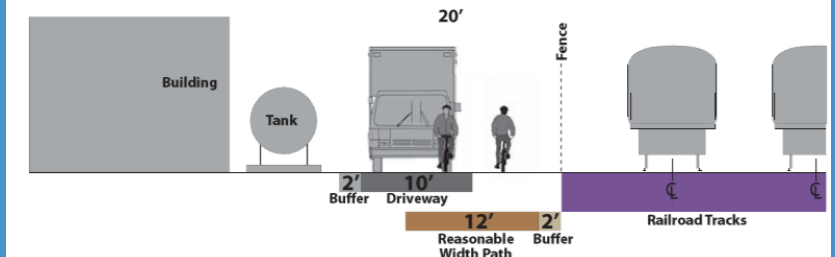
Double Track with Multi-Use Path (47' - 55' Total)



Overall Project Cross Section

- 14' paved path with 2' buffers with landscaping where feasible
- Design will not preclude possible future two-track public transit service (transit service being discussed in MassDOT Rail Vision: www.mbta.com/projects/rail-vision)
- Must consider other adjacent uses described in MIT Feasibility Study (e.g. MIT access/loading)

Overlapping cross sections



Project Scope

- Public Engagement Plan and Public Meetings
- Field Investigation Work
- Traffic Analysis and Intersection Modeling
- Urban Design, Landscape and Art
- Conceptual Design
- 25%, 75%, 100% design, up to three (3) bid packages for construction



Project Scope

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Public Process Overview

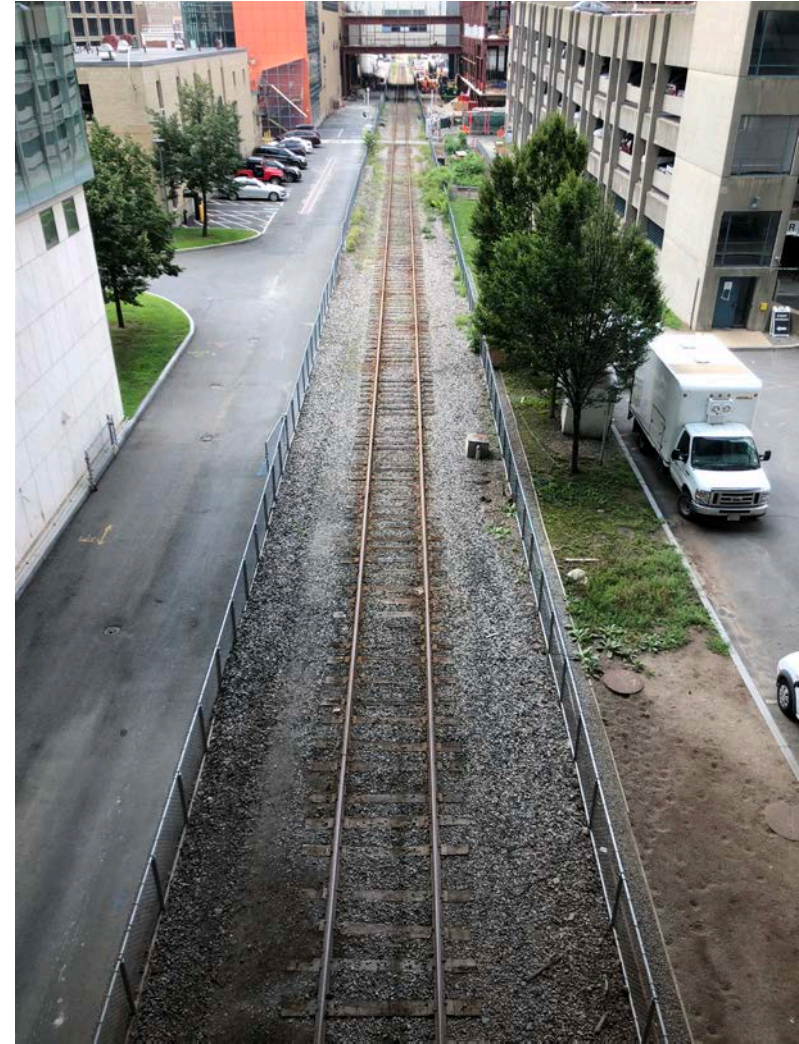
Engaging those who live, work, and play in the area:

- Design Working Group meetings on average every other month
- Up to six public meetings (first one in June)
- Online surveys, comments, project webpage
- Project presentations at standing committee and neighborhood meetings
- Information sharing at events (e.g. Cambridge Carnival)
- Table/hold workshops/carry out other engagement activities at partner organizations (Margaret Fuller House, Cambridge Housing Authority, Cambridge Health Alliance)



Collaboration

- Institutions (e.g. MIT)
- Developers (e.g. Alexandria Real Estate)
- Cities of Somerville and Boston
- Massachusetts Department of Transportation (MassDOT)
 - In 2016, MassDOT committed to considering possible future uses including, where possible given the current uses of the rail, bicycle and pedestrian facilities.
- Other state agencies, including: Massachusetts Bay Transportation Authority (MBTA) and Department of Conservation and Recreation (DCR)
- State/regional processes, including:
 - Rail Vision, Better Bus Project, Network Redesign, LandLine Initiative



REGIONAL CONNECTIONS



Full design of regional connections is not part of this scope, but ongoing work includes:

- Coordination with regional projects (Allston I90 Interchange project and Green Line Extension)
- Convening municipal, agency, and advocate stakeholders to collaborate on regional connections
- Completing a path benefits and network connectivity study with the Metropolitan Area Planning Council (MAPC)

Grand Junction is an important link in the envisioned LandLine path network. <https://www.mapc.org/transportation/landline/>

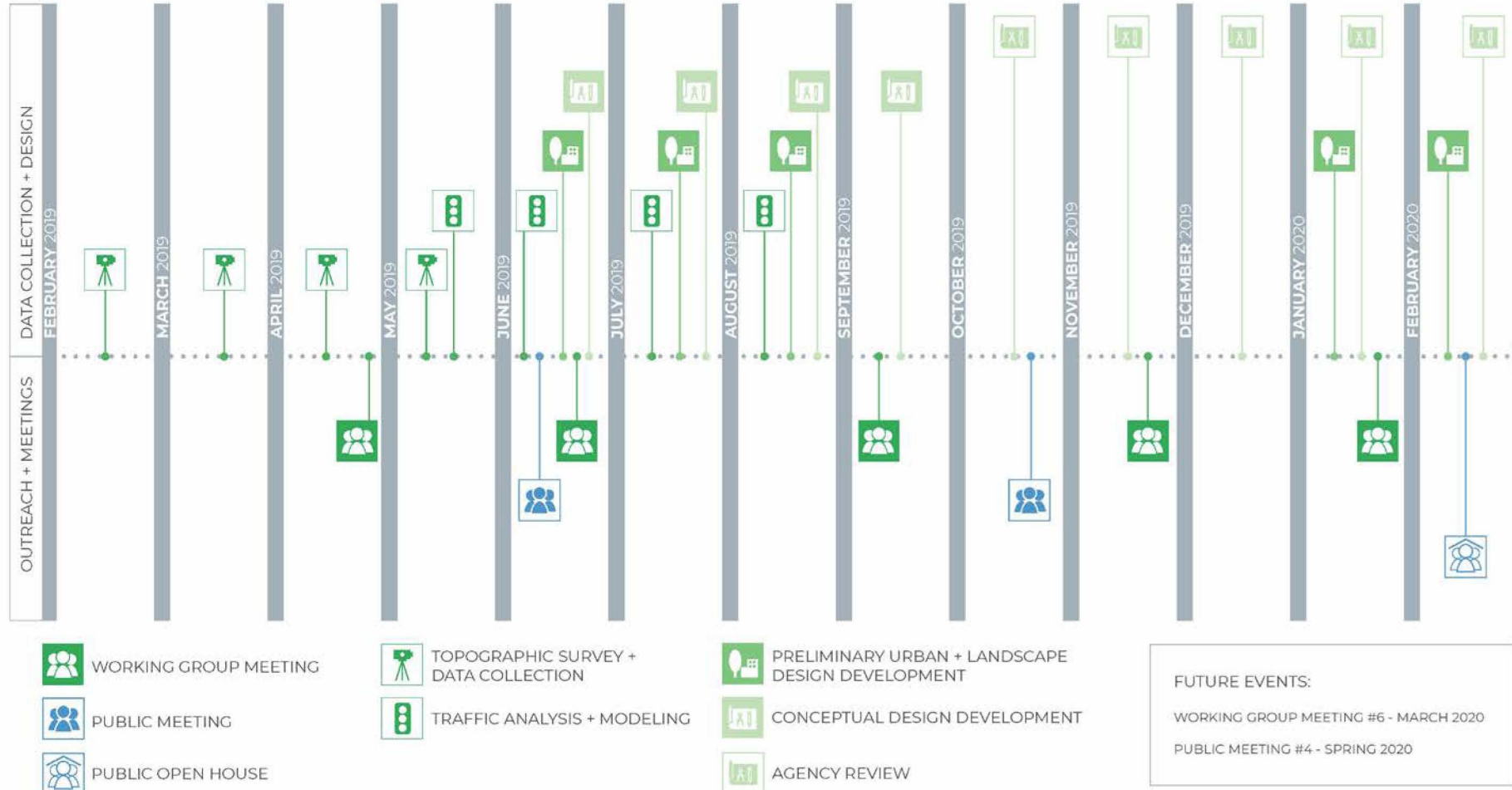
MEETING DATES (SUBJECT TO CHANGE)

- First Working Group, Tuesday 4/30/2019
- **First Public Meeting, early June 2019**
- Second Working Group, June 18th, 2019
- Third Working Group, September 2019
- **Second Public Meeting, October 2019**
- Fourth Working Group, November 2019
- Fifth Working Group, January 2020
- **Third Public Meeting, February 2020**
- Sixth Working Group, March 2020
- **Fourth Public Meeting Spring 2020**



Scope & Schedule

SCHEDULE

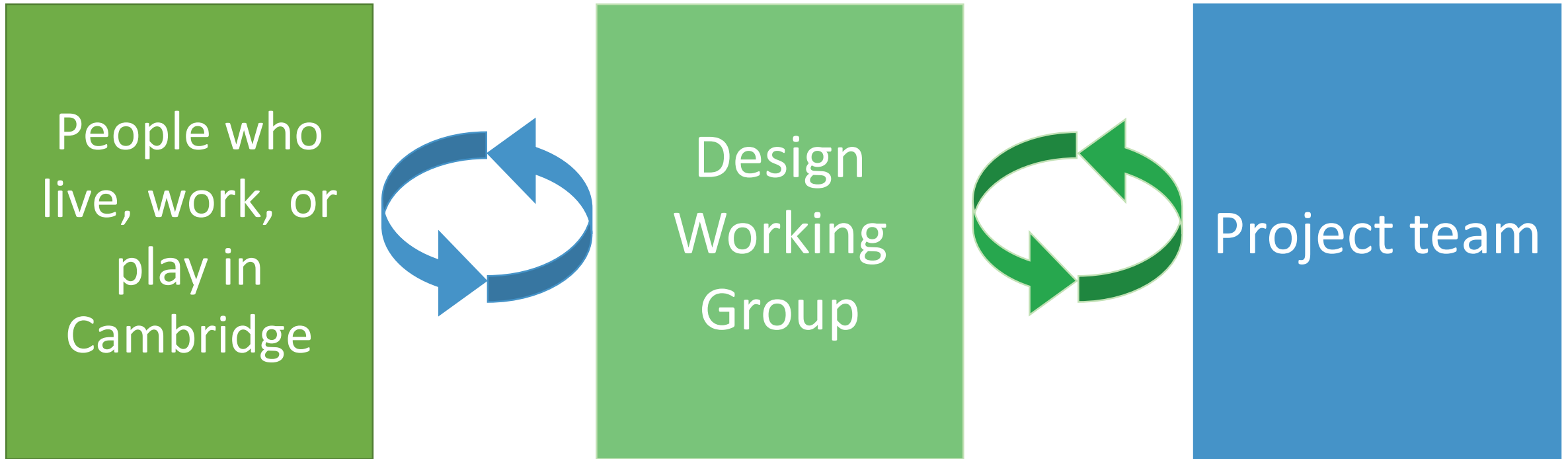




WORKING GROUP

WHAT IS A WORKING GROUP?

Working groups assist the City and project teams to understand the sentiment of Cambridge residents, workers, and visitors.



Note: members of the public will have opportunities at the end of each working group meeting to raise issues and comment on the discussion.

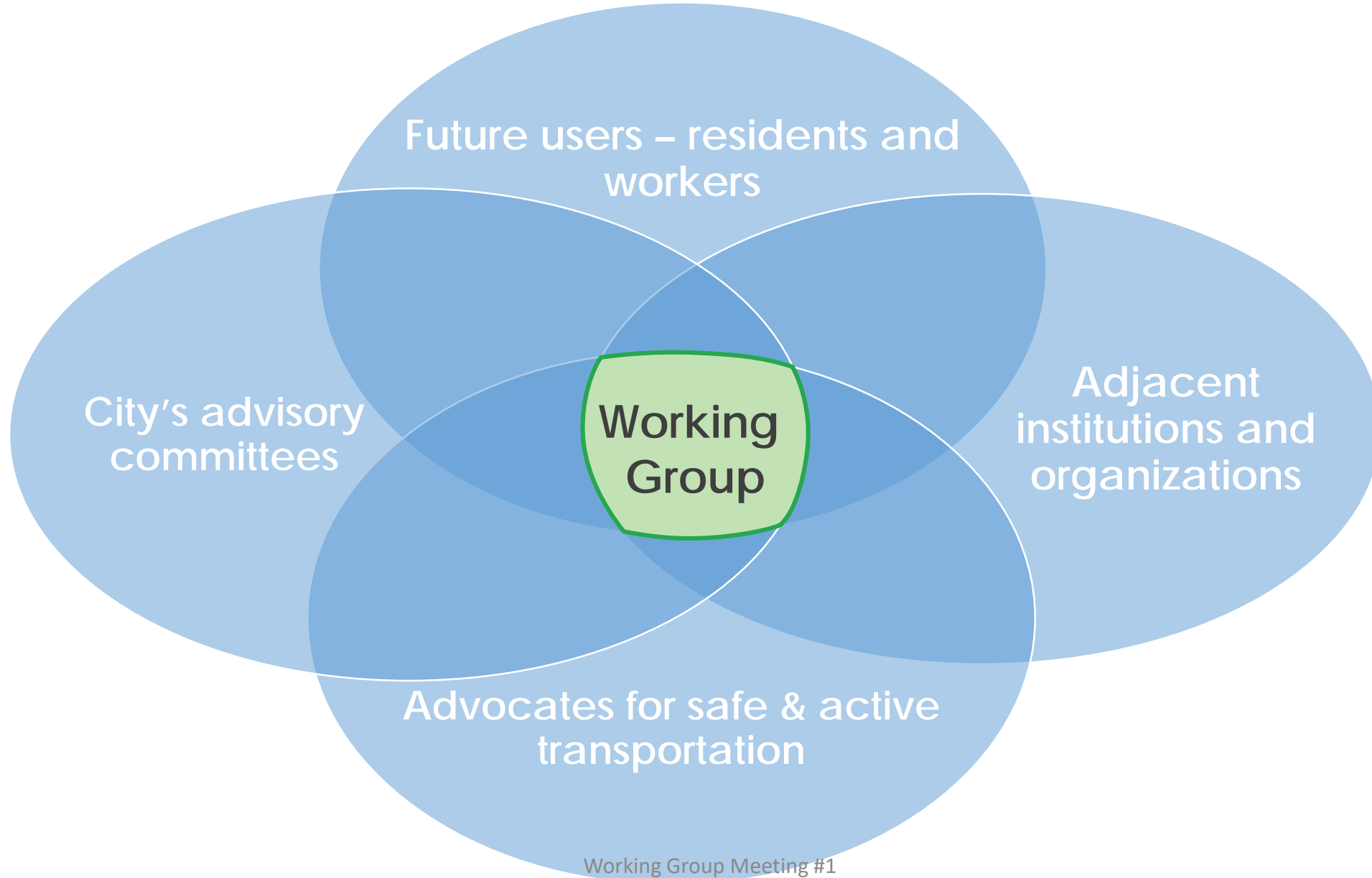
WHAT IS A WORKING GROUP?

Working groups are made up of individuals who:

- The City Manager appoints
 - *Note:* The City does not allow for alternates to working groups
- Come from various communities, backgrounds, or represent institutions, business interests, etc.
- Represent the people and communities with which they engage
- Are willing to learn from each other
- Commit to understand the nuance, challenges, and opportunities of a project during and outside of public meetings



WHO IS PART OF THIS WORKING GROUP?



WHO IS PART OF THIS WORKING GROUP?

Residents and neighborhoods

- **Cambridgeport:** Rebecca Bowie, Caroline Lowenthal
- **East Cambridge:** Joseph Aiello, Christopher Cassa, Katrina Sousa, Florence Toussaint
- **Port:** Bill McAvinney, Sarabrent McCoy
- **Rindge & Latin School:** Dalila Salcedo
- **Wellington-Harrington:** Miguel Perez-Luna, Jose Luis Rojas

Organizations, Institutions, Committees

- Jason Alves, East Cambridge Business Association
- Nicholas Dard, Vision Zero Committee
- Tom Evans, Kendall Square Association
- Amy Flax, Bicycle Committee
- Kathryn Lachelt Brown, MIT & MITIMCo
- Tony Lechuga, LivableStreets Alliance
- Michelle Lower, Alexandria Real Estate
- Brad Pillen, Cambridge Health Department
- Diana Prideaux-Brune, Cambridge Housing Authority
- Robert Ricchi, Transit Advisory Committee
- John Sanzone, Friends of the Grand Junction

MEETING GUIDELINES & GROUND RULES

General working group meeting guidelines:

- Prepare before each meeting: read agenda and materials
- Start meeting on time & end on time
- Help us stay on schedule

Now, we want your help to define other ground rules that we will use to help everyone enjoy and get the most out of working group meetings.

NOTE: Members of the public are welcome to listen and comment. As a rule, we ask members of the public that your comments be related to topics on the agenda and be made during the public comment period, so that the focus of the meeting is on facilitating input from working group members.

NOTE: If a Design Working Group member cannot attend, they are welcome to ask someone to attend as a member of the public and report back. Working group members cannot be substituted and alternates are not allowed.



WHEN AND WHERE WILL WE MEET?

Working Group/Public Meeting Dates

Working group and public meetings will generally be scheduled for Tuesday evenings.

The project team will let you know two weeks in advance of a meeting and will provide an agenda about one week before.

Working group meetings: June 18th, Sept, Nov 2019, Jan, Mar 2020

Tentative public meetings: June TBD, Oct 2019, Feb, Spring 2020

Meeting Locations

- Working group meetings
- Public meetings





HISTORY & POLICIES

GUIDING ORDINANCES AND POLICIES

Ordinances & Policies



Vehicle Trip Reduction Ordinance (1992) prioritizes alternatives to single-occupancy vehicle travel.

Toward A Sustainable Future

Cambridge Growth Policy

UPDATE 2007

Cambridge Growth Policy (1993/2007) emphasize walking, biking, transit, and low emission vehicles and establishes urban design and open space objectives.



Complete Streets (2016) emphasizes designing city streets for users of all ages, abilities, or modes of transportation.



Vision Zero (2016) eliminate traffic-related fatalities and serious injuries through prevention strategies.

Bicycle Network Vision with Key Destinations

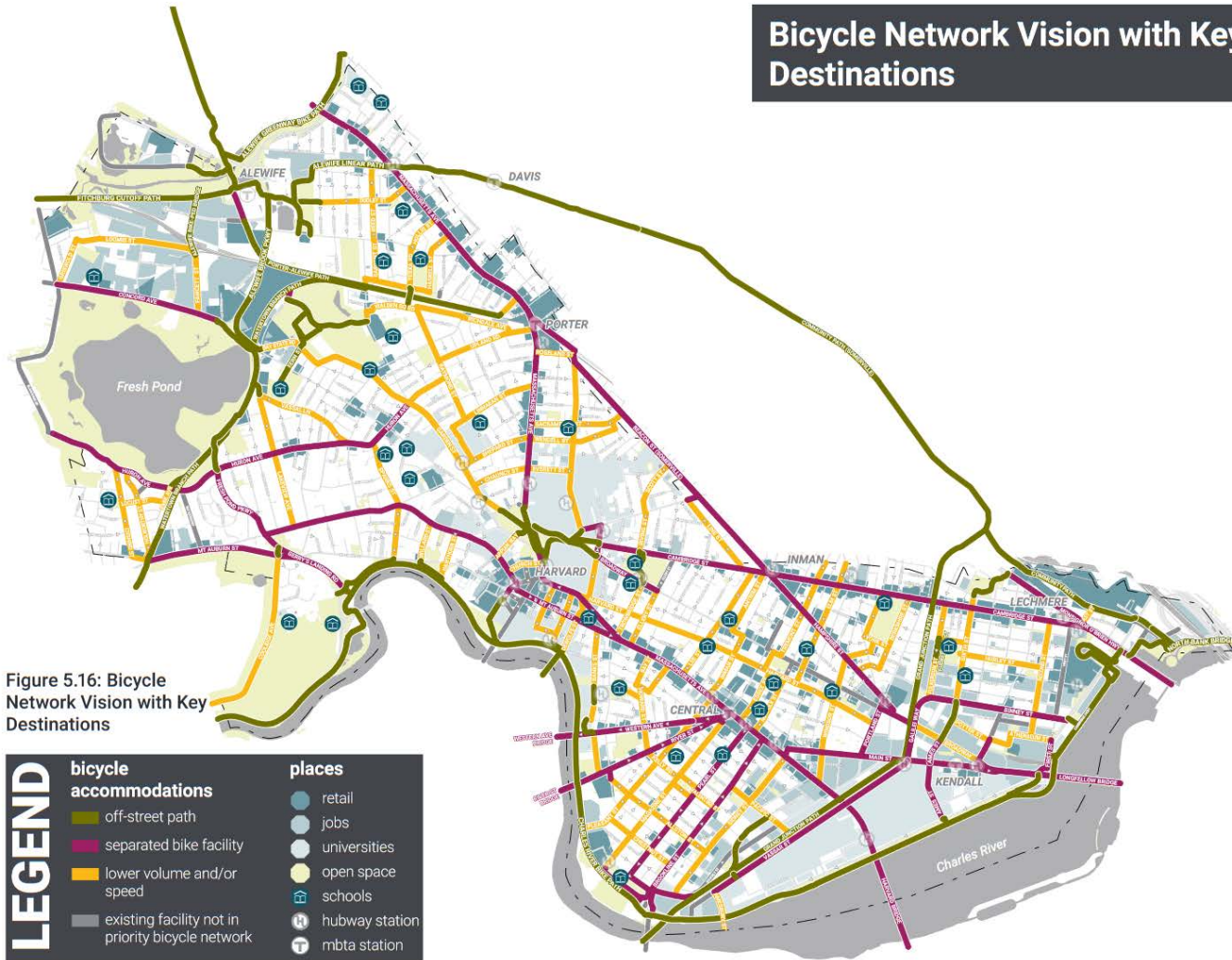
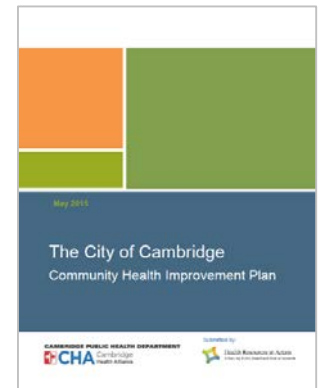


Figure 5.16: Bicycle Network Vision with Key Destinations

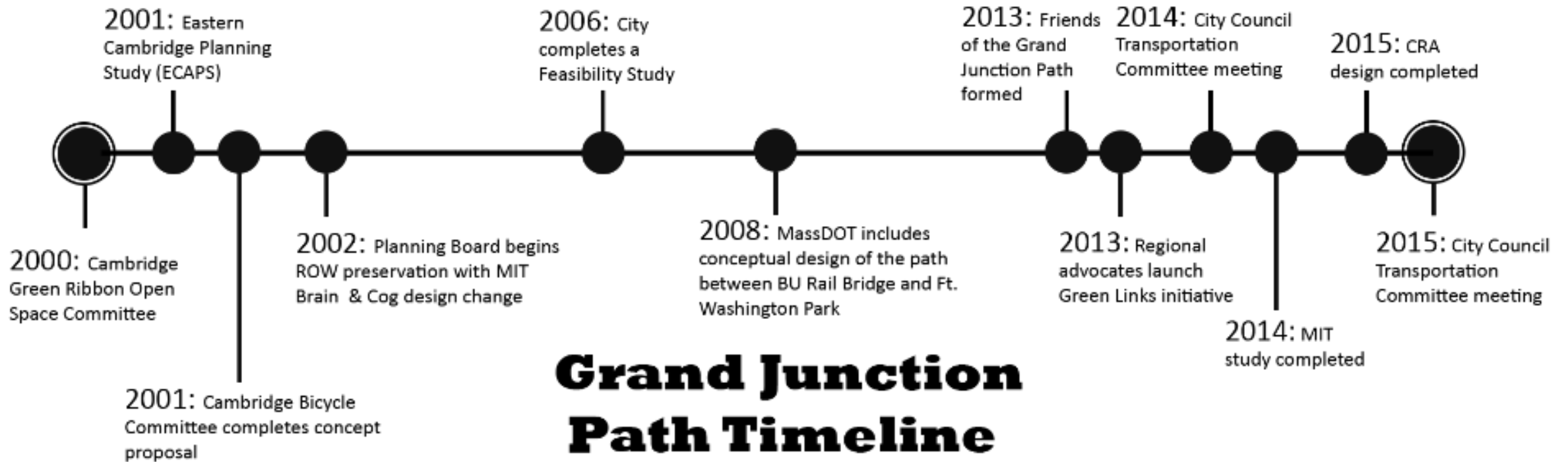
Sample Relevant City Plans

- Pedestrian Plan (2000)
- Play in the Public Realm (2014)
- Bicycle Plan (2015)
- Transit Strategic Plan (2015)
- Community Health Improvement Plan (2015)
- Urban Forest Master Plan (in progress)
- Future of Mobility (coming soon)



PLANNING FOR THE MULTI-USE PATH

Grand Junction Multi-use Path Conceptualization, 2000 to 2015



Grand Junction Rail-with-Trail Feasibility Study

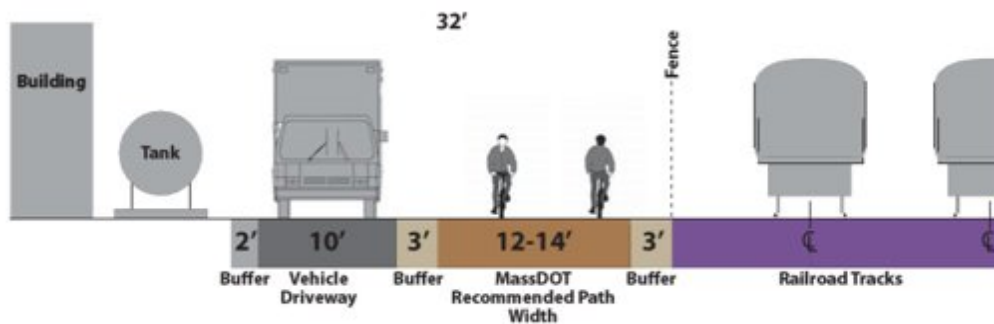
October 2006
City of Cambridge, Massachusetts



2006 City Feasibility Study

Examined the potential alignments for the multi-use path while maintaining the current rail operations and accommodating proposed transit improvements at the time (through the Urban Ring process). Included assessment of benefits, considered phasing, and estimated costs.

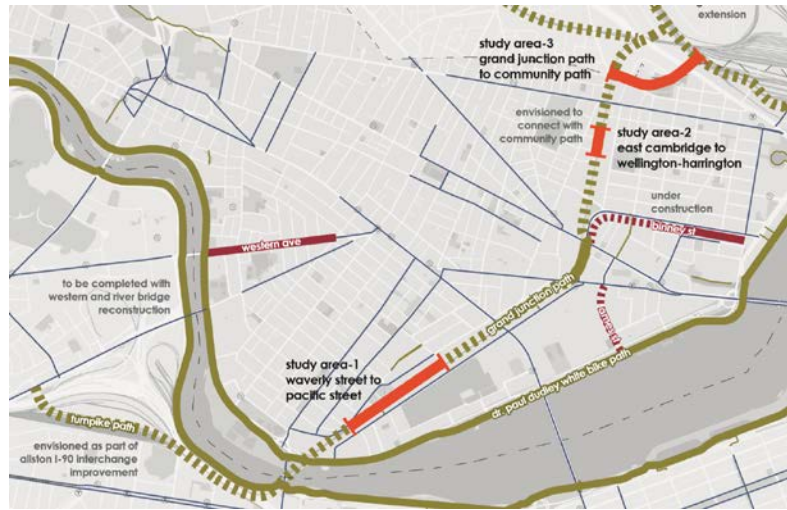
Recommended MassDOT multi-use path plus service drive



2014 MIT Feasibility Study

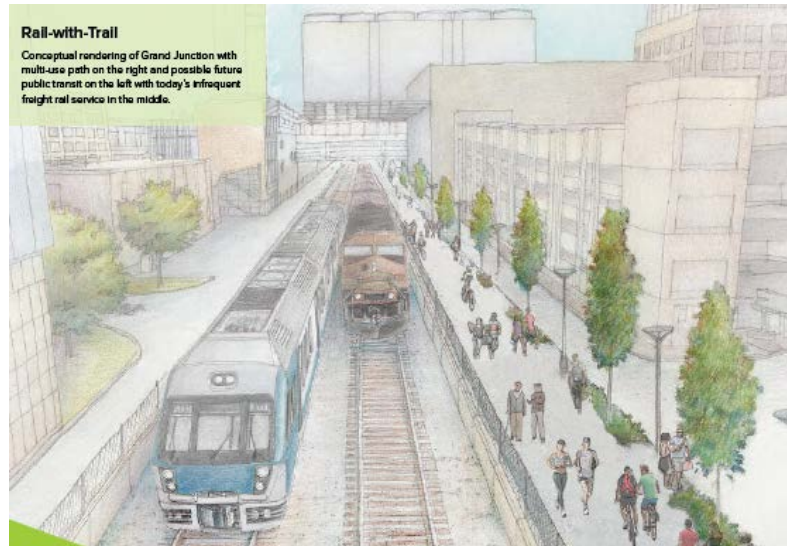
MIT funded study to explore impacts of the multi-use path on the MIT campus. Explored path routes and their effect on campus development.

PLANNING FOR THE MULTI-USE PATH



2015 “Closing the Gaps” Study

Forward Fund grant from Cambridge Redevelopment Authority. Looked at opportunities for placemaking/entry points and connections across the rail right of way and regionally.



Kendall Square Mobility Task Force 2016 Grand Junction Feasibility

Explored potential feasibility of future passenger transit service and specified a range of widths to not preclude. Final document with Task Force recommendations at: www.transportkendall.org

UPDATES SINCE 2016



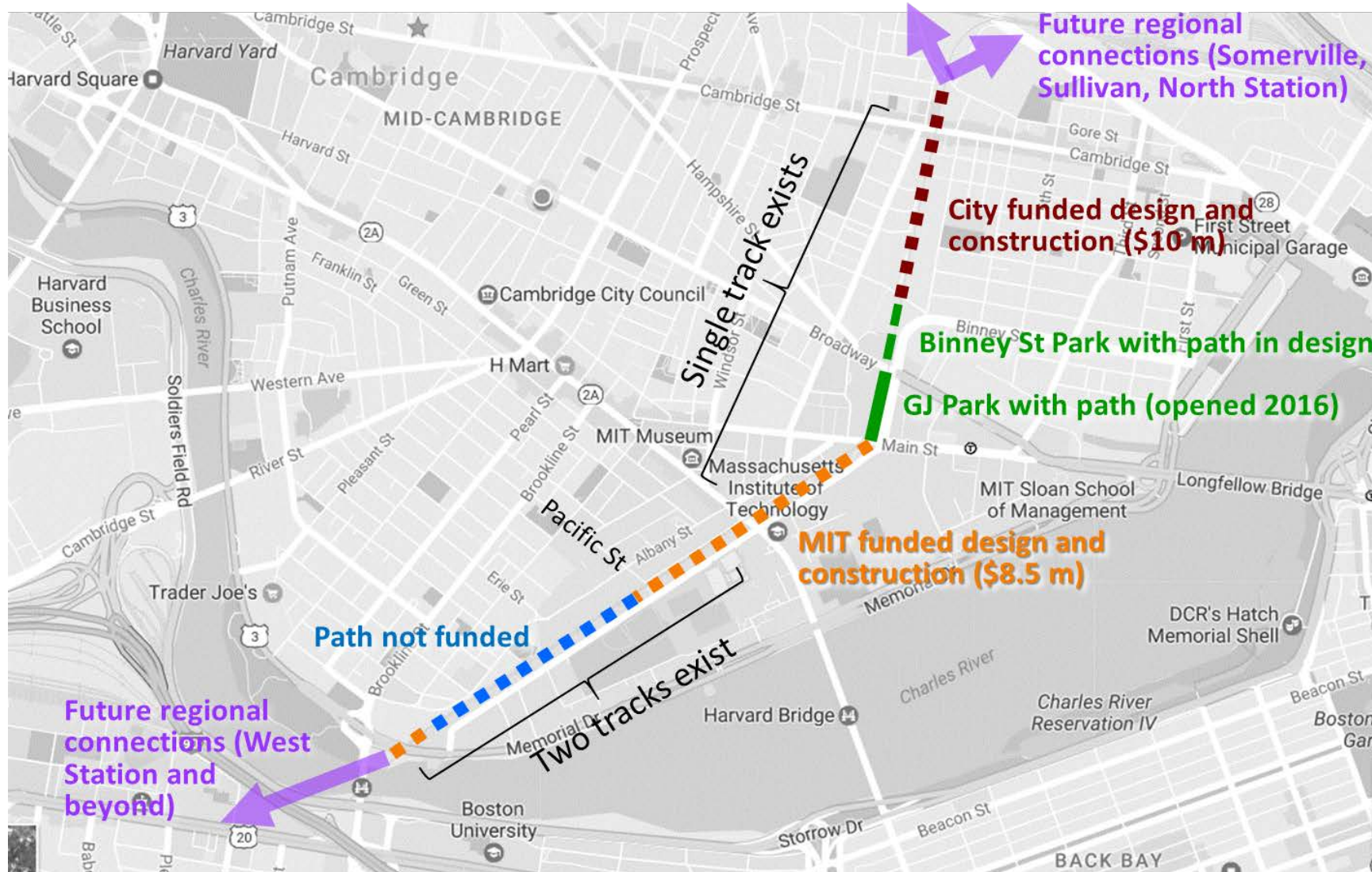
**First segment of path
opened, June 2016.
Funded by Cambridge
Redevelopment Authority
and MIT**



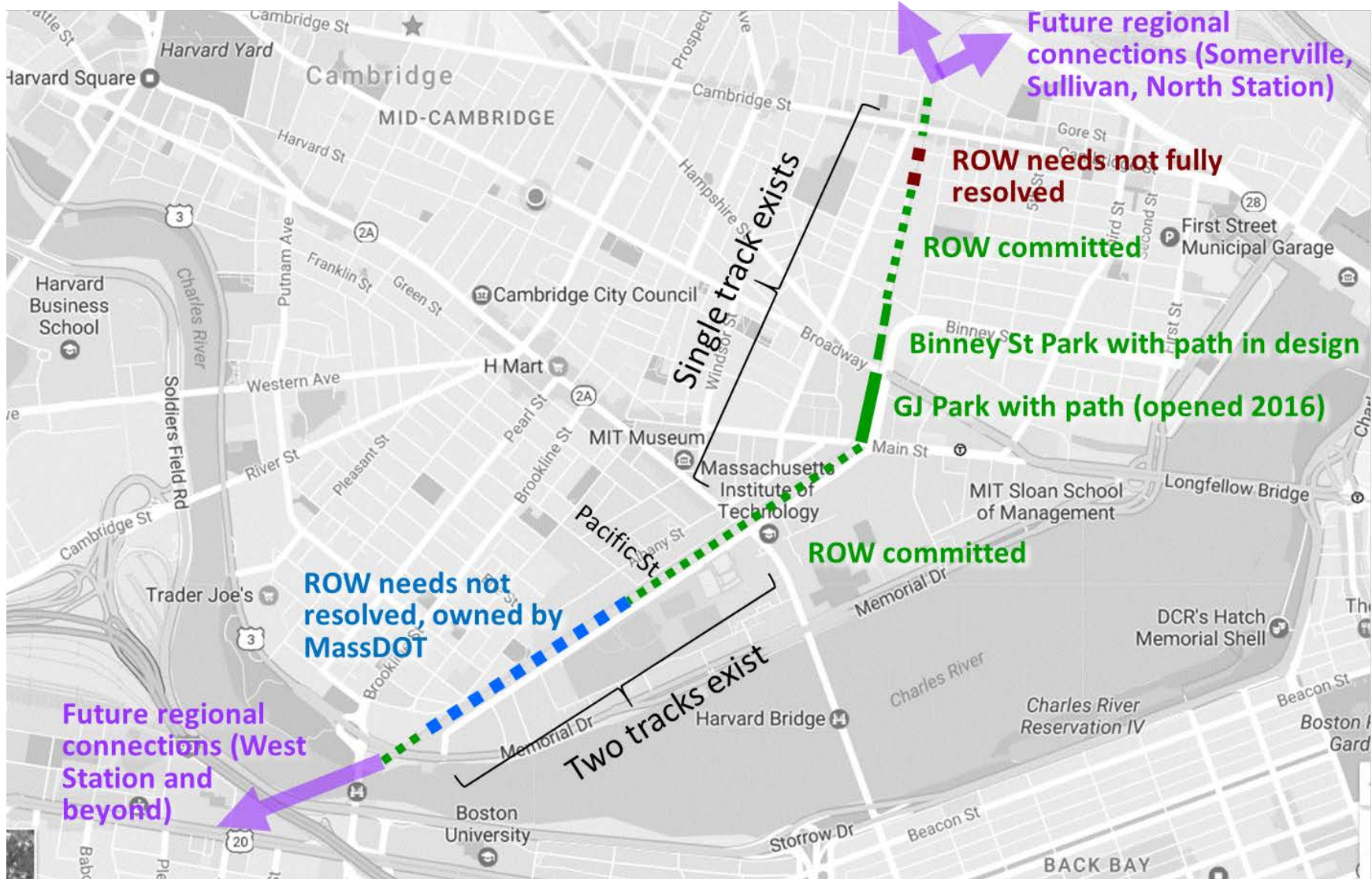
**Binney Street Park
Parcel construction is
expected to start in 2019**

- 2016: City budgeted \$10 million for design and construction north of Broadway
- 2017: As part of Volpe rezoning, MIT committed \$8.5million and right-of-way for the design and construction in MIT owned portions
- 2019: Alexandria Real Estate (ARE) proposed a zoning amendment with commitments to convey land between for the multi-use path - still under review
- Zoning overlay conversations continuing

CURRENT STATUS OF FUNDING



CURRENT STATUS OF RIGHT OF WAY





OTHER PATH EXAMPLES

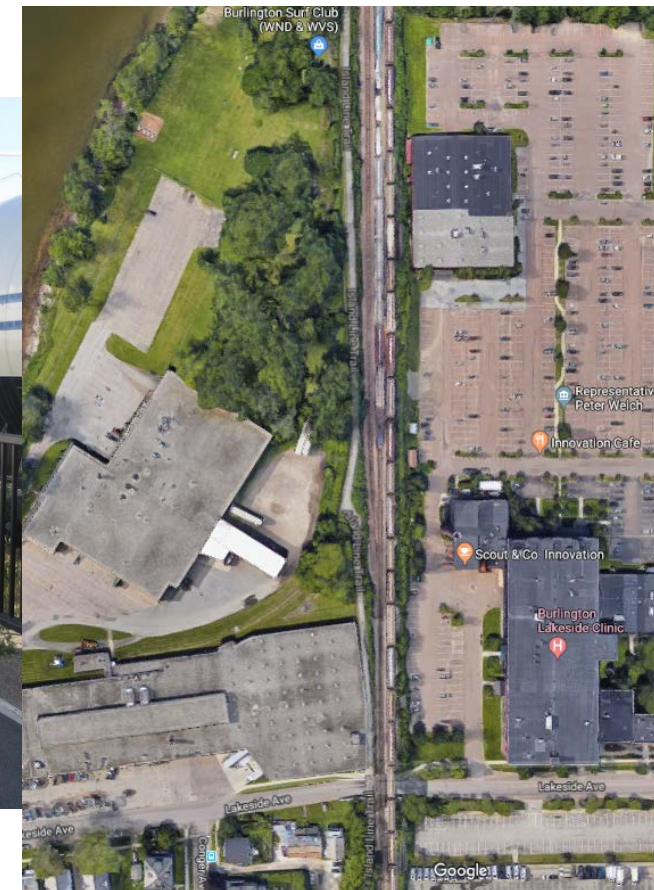
Examples of urban “Rail with Trail” projects

- Burlington, VT – Burlington Greenway
- Seattle, WA – Duwamish, Waterfront, Burke-Gilman trails
- Carrboro, NC – Libba Cotton Bikepath
- Portland, OR – Springwater on the Willamette Trail
- Winter Garden, FL – West Orange Trail
- Minneapolis, MN – Midtown Greenway
- New Orleans, LA – Lafitte Greenway



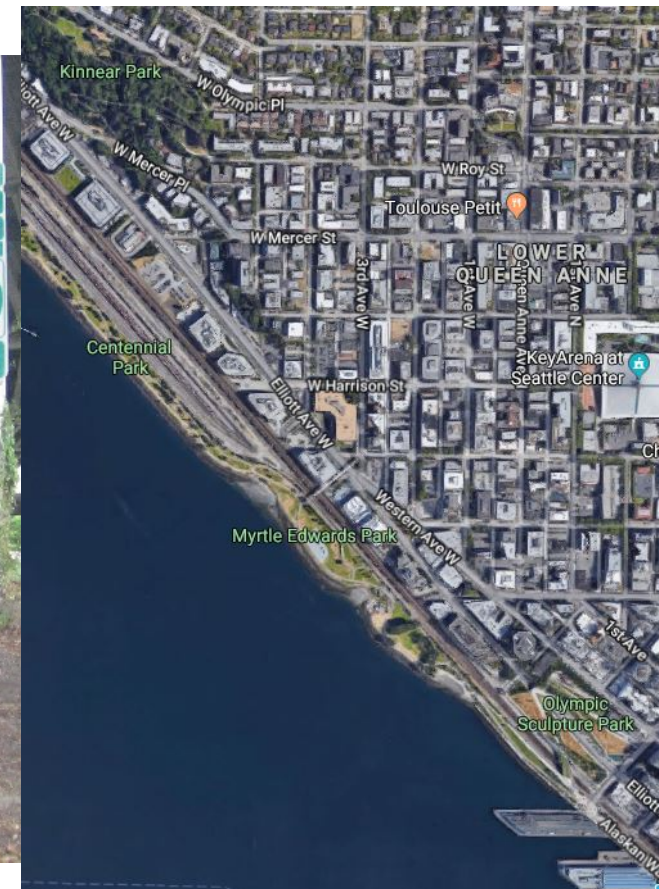
Burlington, VT – Burlington Greenway

- Created in 1985
- Parallels active freight railroad line for part way
- Estimated 150,000 bikers, pedestrians, joggers and in-line skaters use the greenway each year
- Connects Oakledge Park to the Winooski River
- Connects many major parks and facilities along Lake Champlain



Seattle, WA – Duwamish, Waterfront, Burke-Gilman

- Created in 1988
- Parallels active freight railroad line for 2 miles
- Popular with recreational pedestrians, joggers and bicyclists.
- Used as a commuter route
- Provides access to multiple parks and cultural facilities in Downtown Seattle



Minneapolis, MN – Midtown Greenway

- Created between 2000-2007
- Parallels active freight railroad line east of Hiawatha Avenue
- West of Hiawatha Avenue, greenway parallels inactive rail right-of-way being held for future rail transit use
- Main east-west multi-use greenway with separated bicycle and pedestrian
- Greenway serves ethnically and economically diverse neighborhoods





INPUT SESSION

Small group discussion

Step 1: Break-out into groups of 3 or 4

Review the case study packet. Each case study has an overview and some photos

Questions to start the conversation

- * Which paths do you like?
- * Which paths do you not like?
- * What elements do you like/dislike?

Step 2: Mark your preferences on the "score cards"



PUBLIC

COMMENT



NEXT STEPS

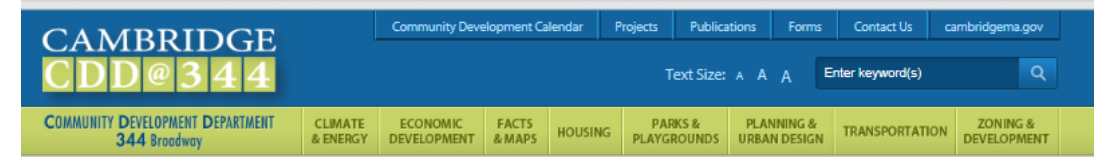
NEXT WORKING GROUP MEETING

- Project survey complete in May – will help identify pinch points and challenges with land ownership
- Public meeting in early June with similar content but additional exercises (e.g. issues and opportunities)
- Next Working Group meeting on June 18th, location TBD?
 - Topics: review public input, results of survey, and identify design challenge areas

The online website will be one important venue for providing input:

- Most recent updates
- Much historical information
- Will document this Design Working Group Process
- Opportunity to comment
- What is most useful for you?

CambridgeMA.gov/GrandJunction



CAMBRIDGE CDD@344

Community Development Calendar Projects Publications Forms Contact Us cambridgema.gov

Text Size: A A A Enter keyword(s)

COMMUNITY DEVELOPMENT DEPARTMENT 344 Broadway

CLIMATE & ENERGY ECONOMIC DEVELOPMENT FACTS & MAPS HOUSING PARKS & PLAYGROUNDS PLANNING & URBAN DESIGN TRANSPORTATION ZONING & DEVELOPMENT

CDD > Projects > Grand Junction Multi-use Path

Grand Junction Multi-use Path

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.

[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

Quick Links

I'd like to learn more about...
Select a Topic

Neighborhood or Square
Select One

Current Projects...
Select One



[Click the Map to Explore Cambridge](#)

A 5-STAR Community and National Leader in Sustainability



The Latest Schedule Description Materials Documents Contact

April 2019

The first meeting of the Grand Junction Multiuse Path Working Group will take place on Tuesday, April 30, 2019 at 6:00 PM. This meeting will be at meeting room on the first floor of the Cambridge Police Department building at 125 Sixth Street. [Please click here to go to the meeting notice.](#)

In April 2019, the City of Cambridge appointed a working group to represent a cross-section of resident and business interests in the corridor, as well as representatives from relevant citizen advisory committees. Working Group members will participate in meetings and discussions, review written material, and advise the City on design issues associated with the design of the Grand Junction Multi-use Path.

Members of the Working Group: Joseph Aiello; Jason Alves; Rebecca Bowie; Christopher Cassa; Nicholas Dard; Tom Evans; Amy Flax; Kathryn Lachelt Brown; Tony Lechuga; Caroline Lowenthal; Michelle Lower; Bill McAvinney; Sarabrent McCoy; Miguel Perez-Luna; Brad Pillen; Diana Prideaux-Brune; Robert Ricchi; Jose Luis Rojas; Dalila Salcedo; John Sanzone; Katrina Sousa; Florence Toussaint; Samantha Tracey

January 2019

In late 2018, the City entered into a contract with a consultant team led by Kleinfelder for the full design of the Grand Junction multi-use path and conceptual transit design so that the path design does not preclude two track





THANK YOU

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