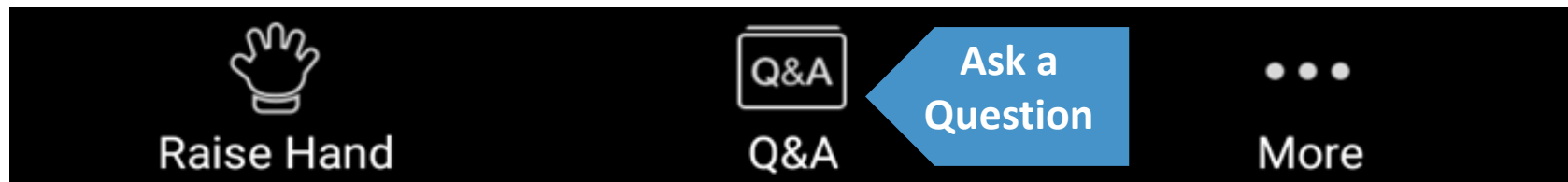
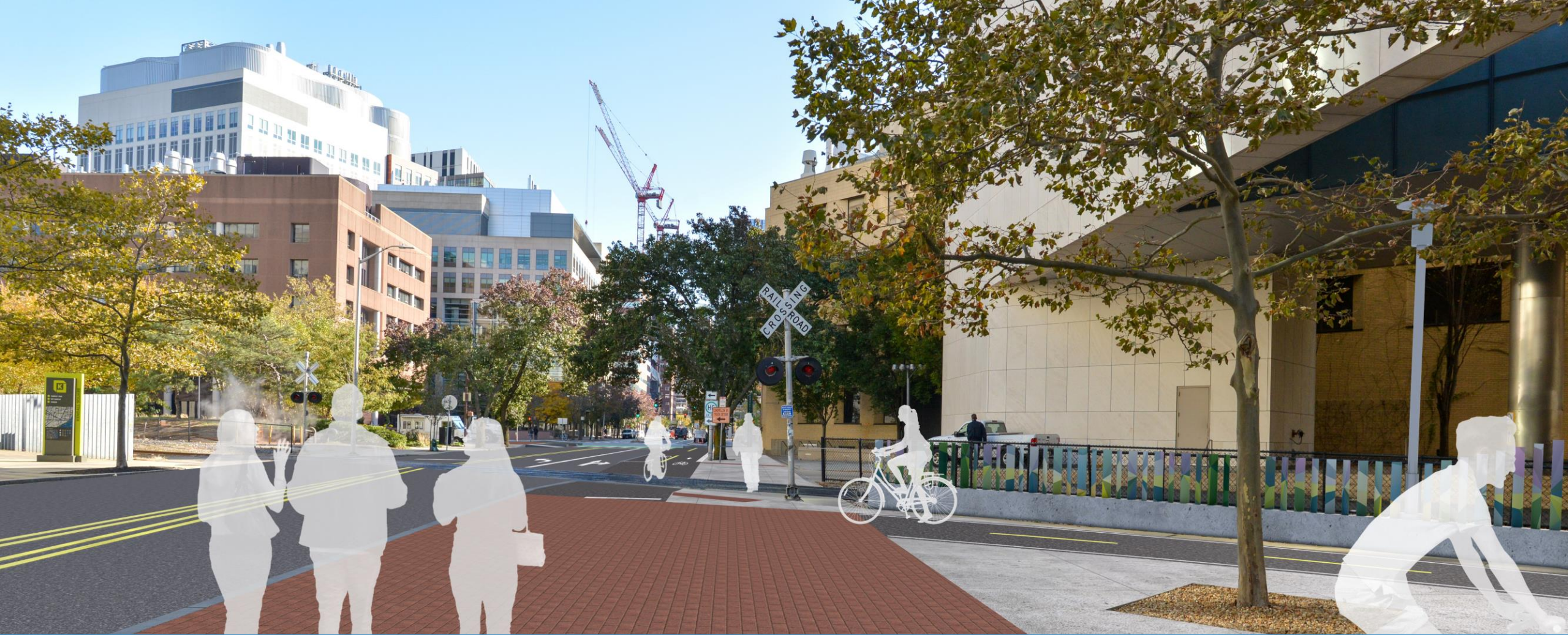


Virtual Meeting Instructions

- 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)

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Zoom Screen





CITY OF CAMBRIDGE
GRAND JUNCTION MULTI-USE PATH DESIGN PROJECT
WORKING GROUP #7 – NOVEMBER 9, 2021

Working Group Meeting #7 - November 9, 2021



MEETING AGENDA

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

Traffic Analysis
(Spring 2020 – Summer 2020)



Conceptual Design
(Summer 2020)

Working Group Meeting #5
(August 2020)



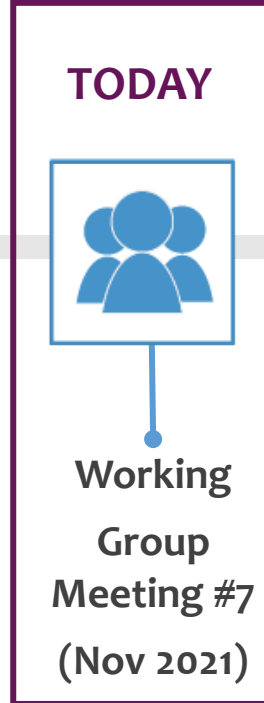
25% Design
(Fall 2020)

Public Meeting #2
(December 2020)



Working Group Meeting #6
(March 2021)

Final Design
(Winter 2020 to Spring 2022)



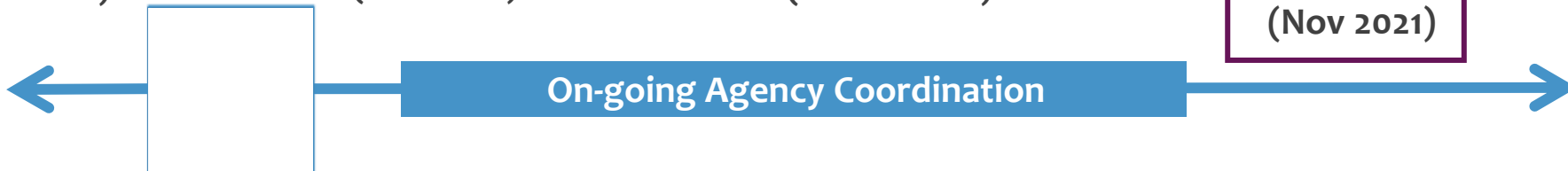
Public Meeting Winter 2022



On-going Engagement →



Commence Construction
(2022)



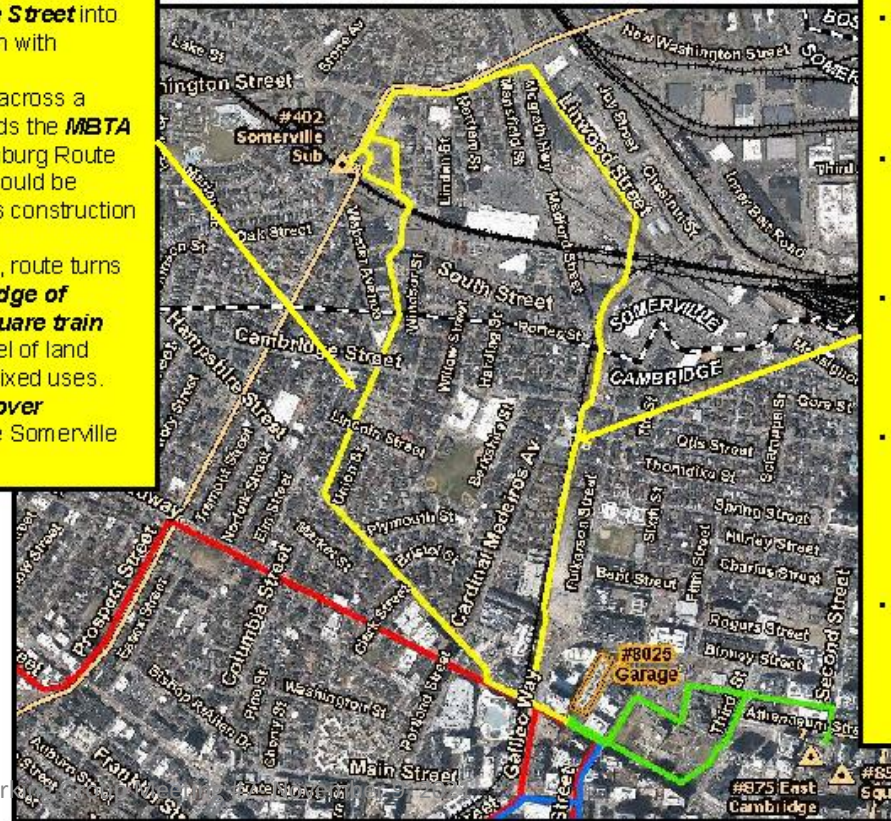
Top Routes in Somerville Study Area Somerville Routes (Yellow)

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 **over Prospect Street** into the Somerville substation.

Route S11C (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.



Proposed Schedule

Working Toward In-Service Date of 2028

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

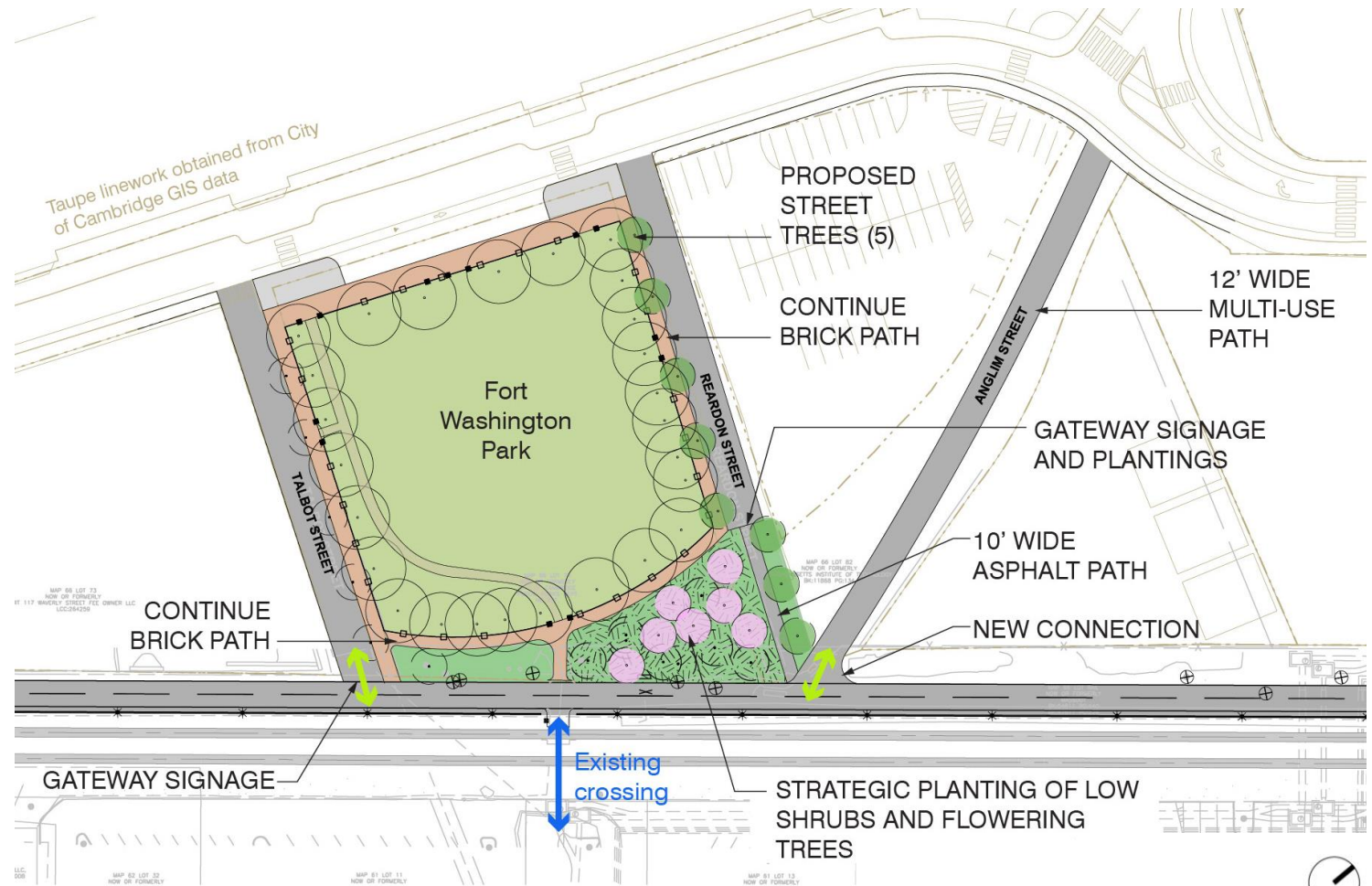
Fort Washington Park: Existing Conditions



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



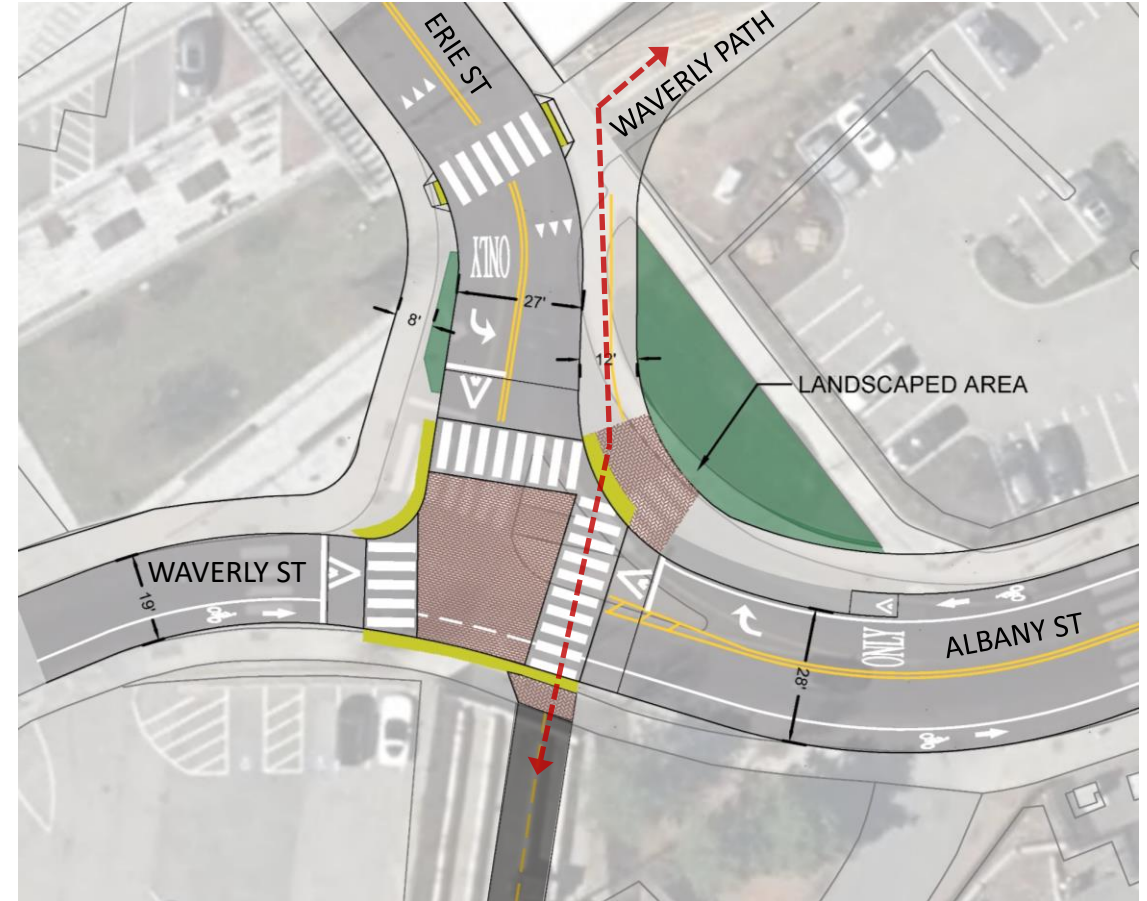
Albany/Erie/Waverly Intersection

- 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



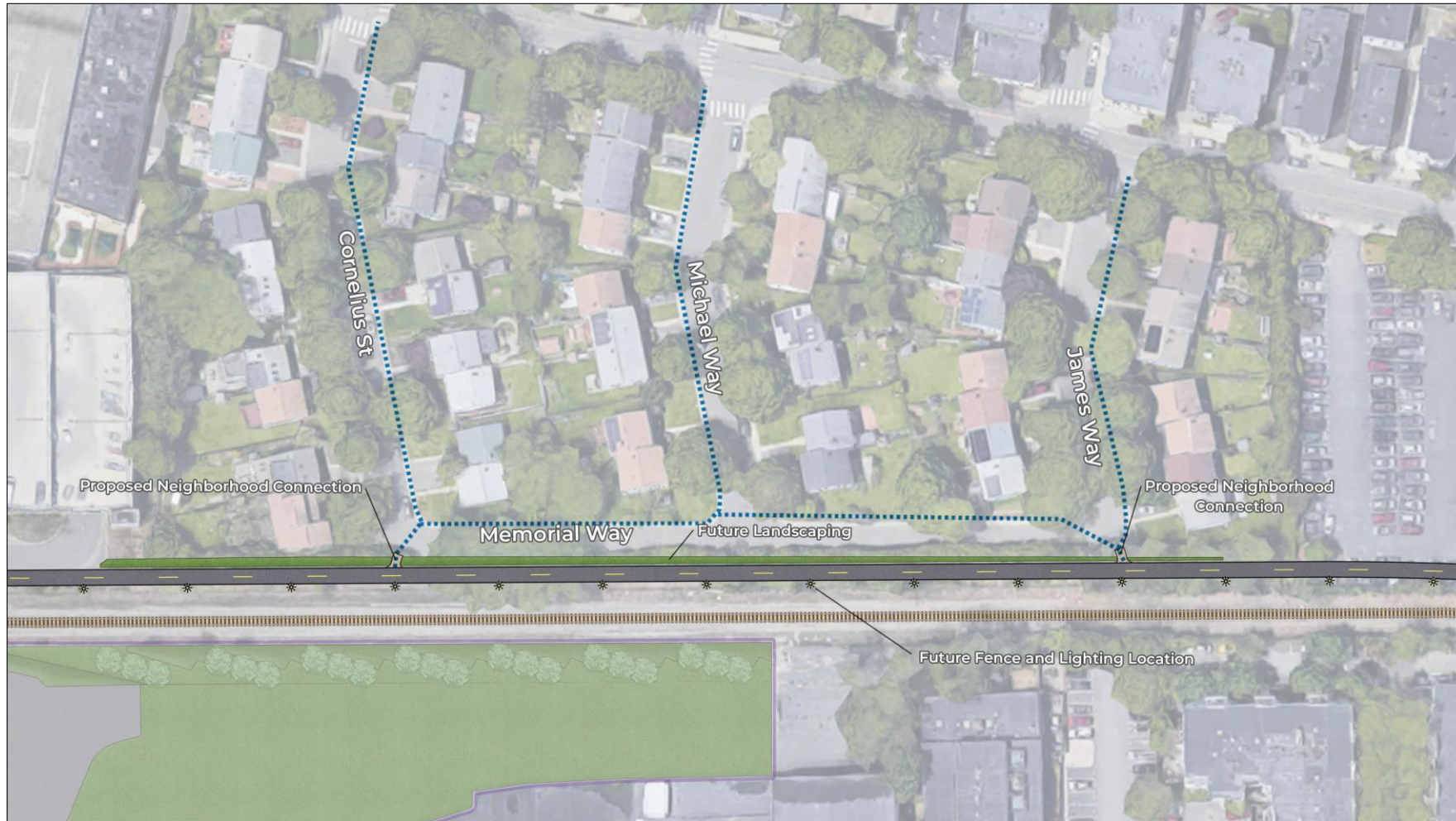
Albany/Erie/Waverly Intersection

- 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

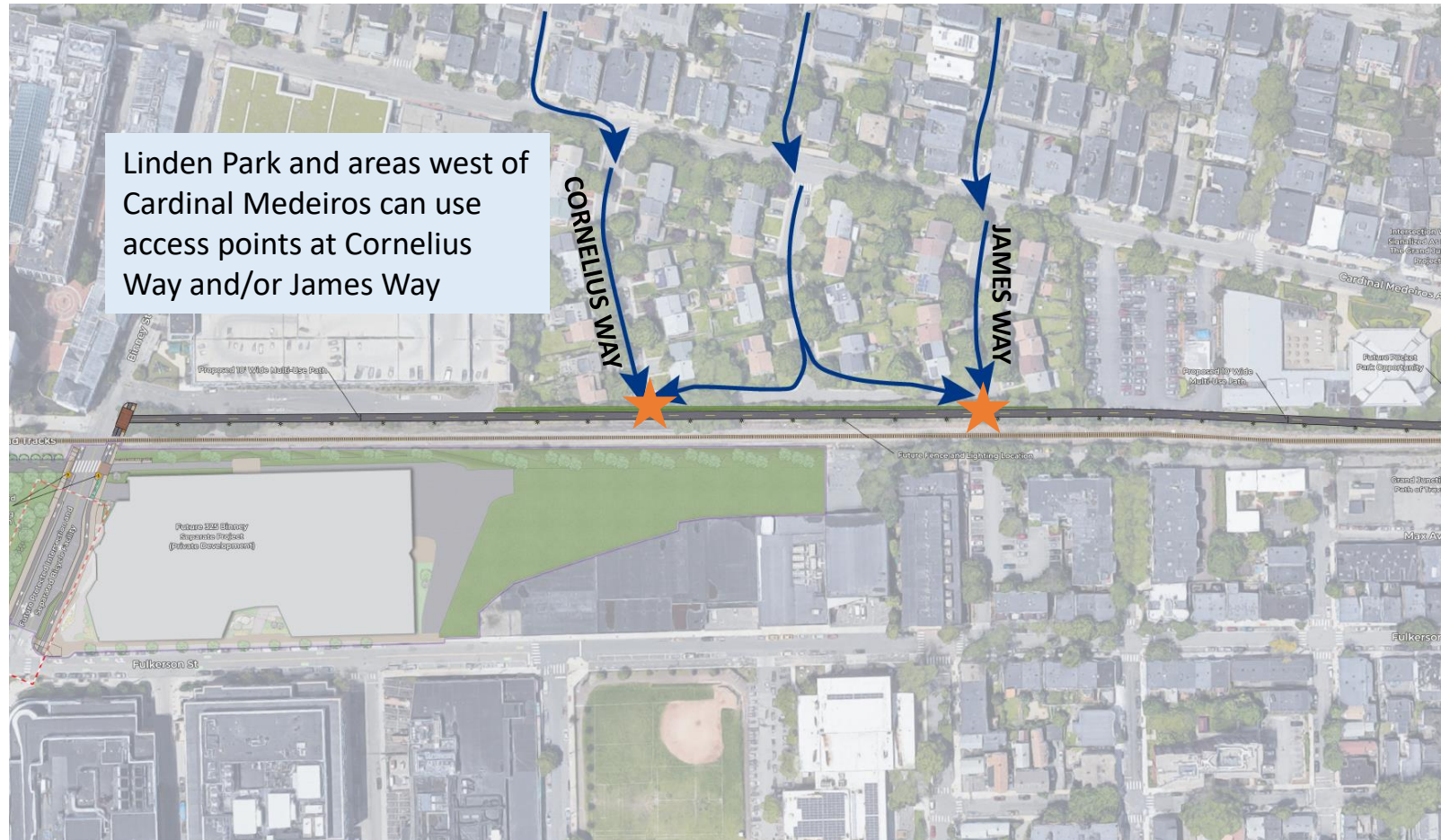


**PROPOSED
ANGLIM PATH**

Linden Park Neighborhood Design Considerations



Linden Park Neighborhood Design Considerations



Linden Park Neighborhood Design Considerations for Discussion

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

Linden Park Neighborhood Connection

Existing Conditions:



Linden Park Neighborhood Connection

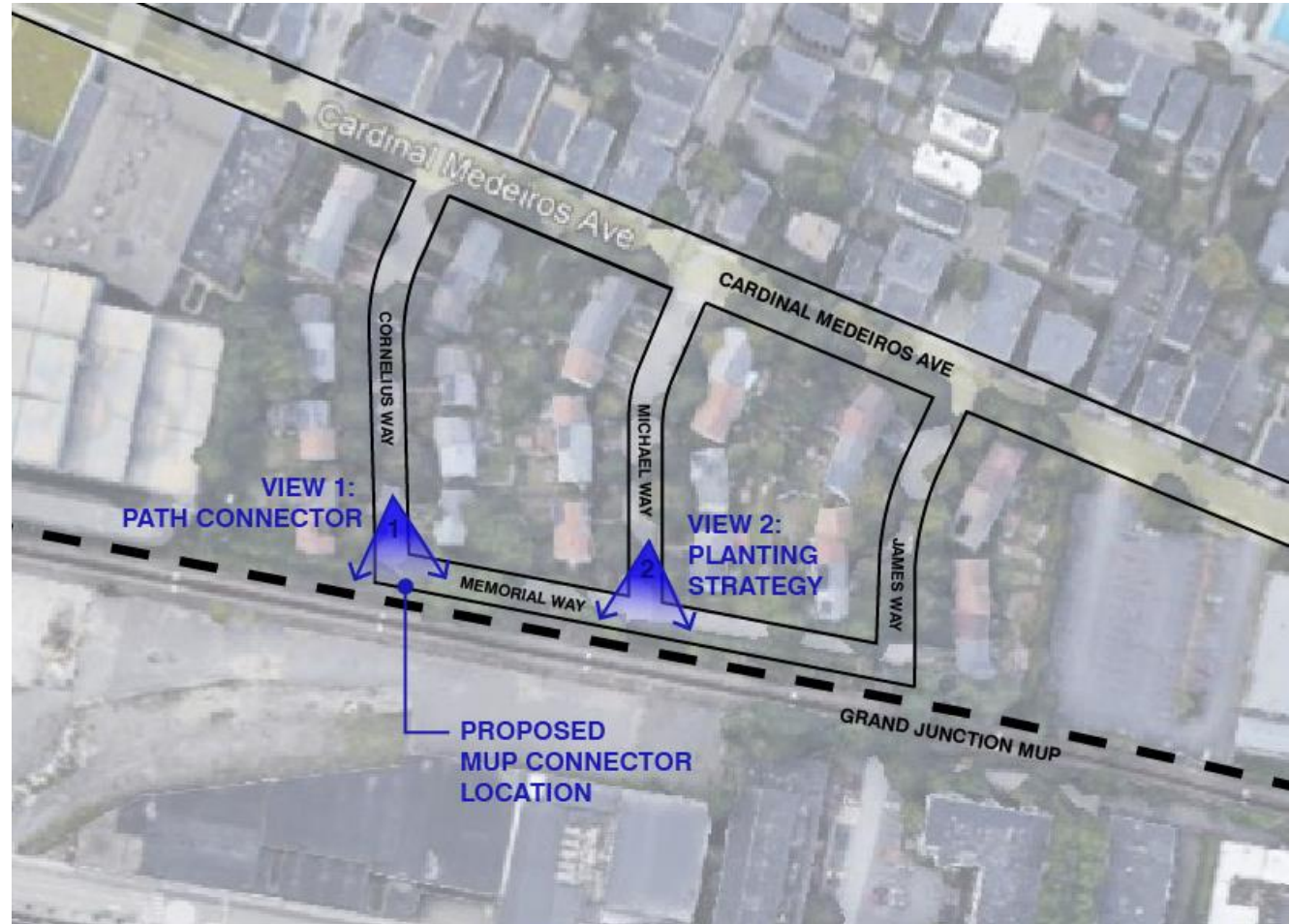
Existing Conditions (ctd):



Linden Park Neighborhood Connection

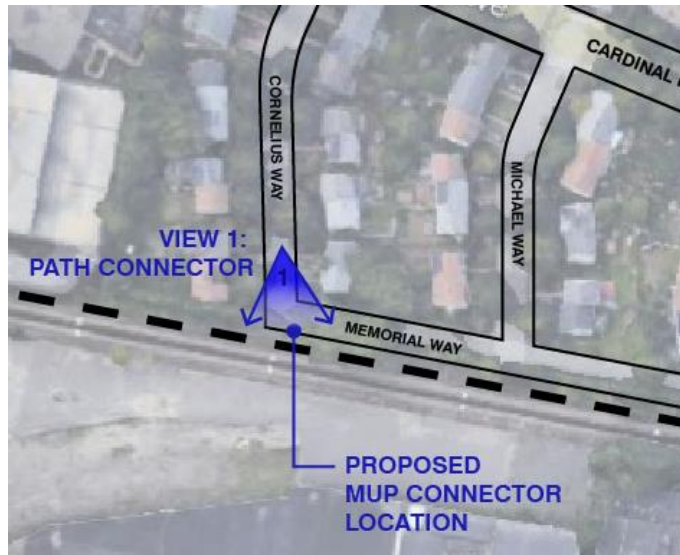
View 1: Path Connector

View 2: Planting Strategy



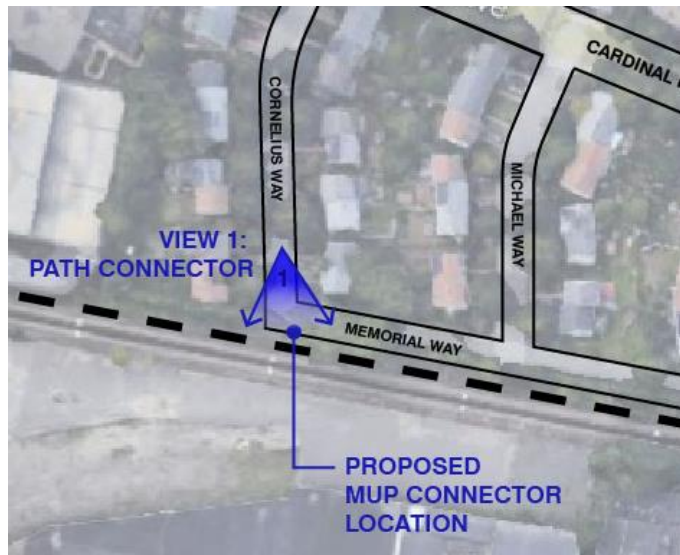
Linden Park Neighborhood Connection

View 1: Path Connector (Existing Conditions)



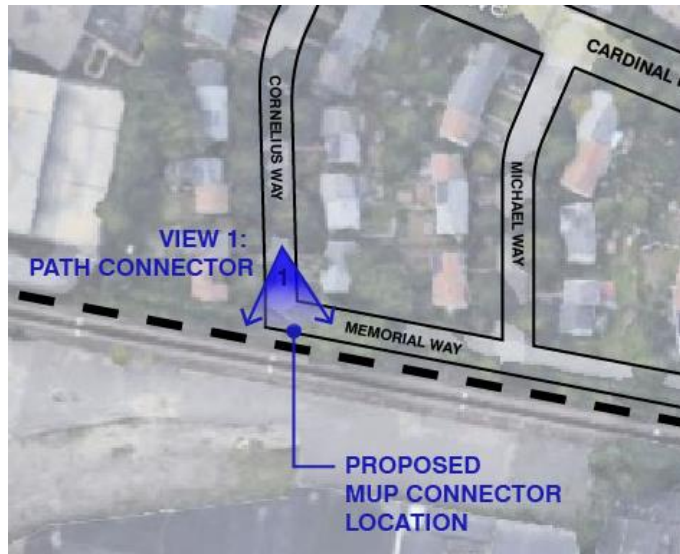
Linden Park Neighborhood Connection

View 1: Path Connector Concept A



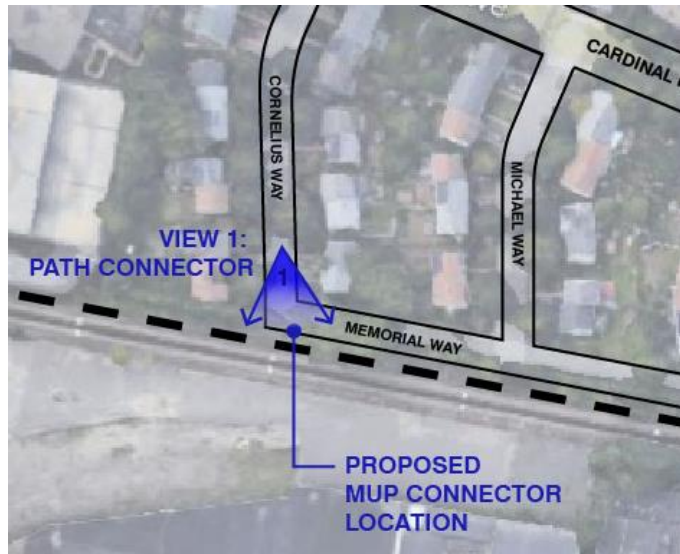
Linden Park Neighborhood Connection

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

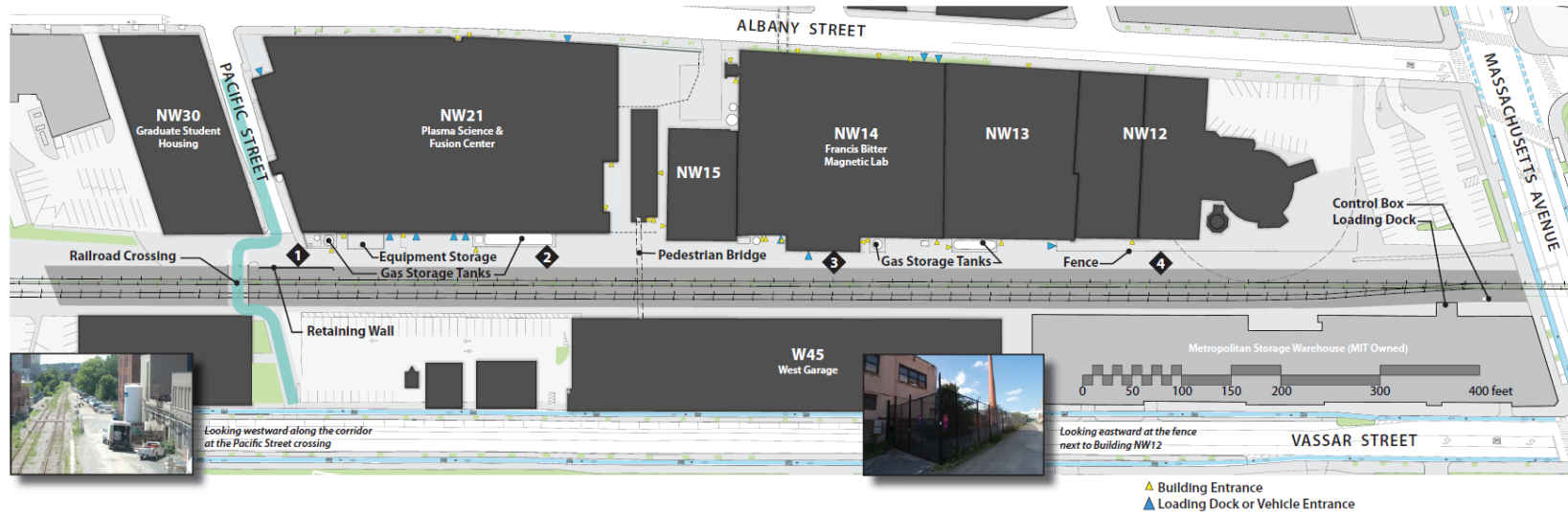




PATH & DELIVERY COORDINATION

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



Functionality

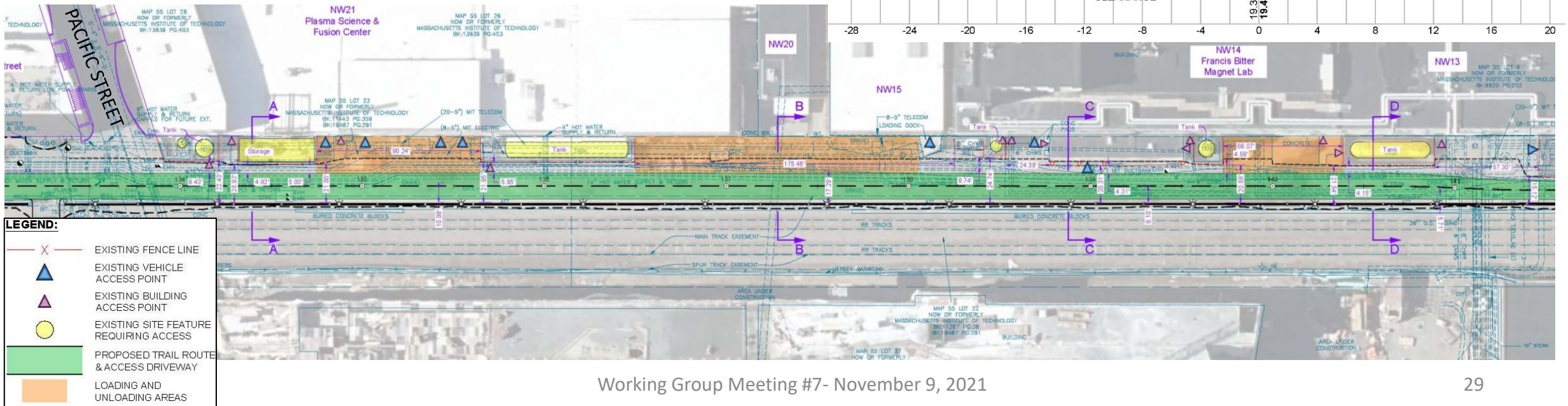
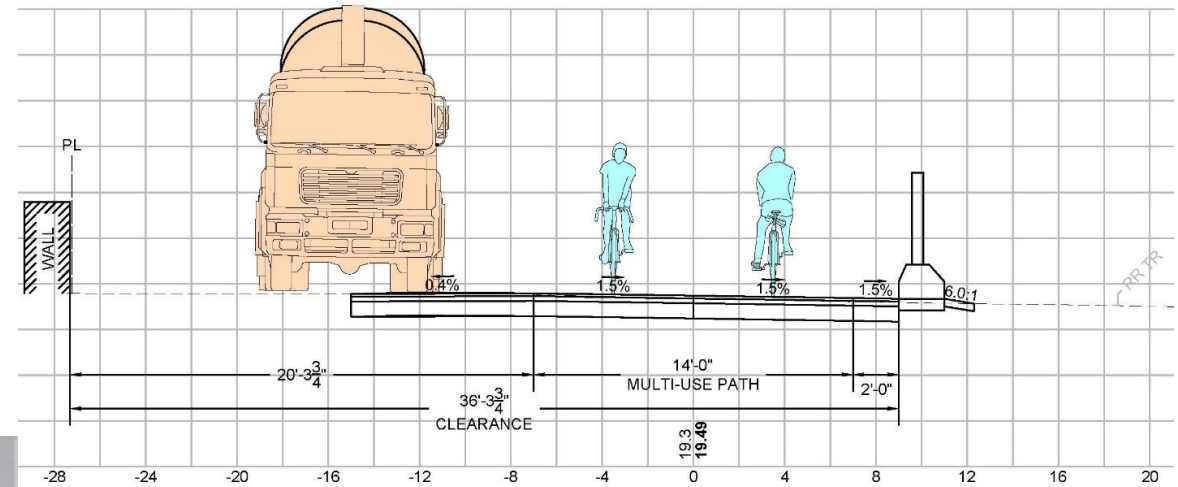
- Reviewed multiple path/truck corridors in US
- Reviewed space available and compared to truck circulation and path user needs
- Design Considerations:
 - Set one-way operations for large trucks
 - Remind drivers that path users are priority
 - Remind path users of truck presence
 - Set low vehicle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



Pacific Street and Massachusetts Avenue

137+28.22 (SECTION B-B)

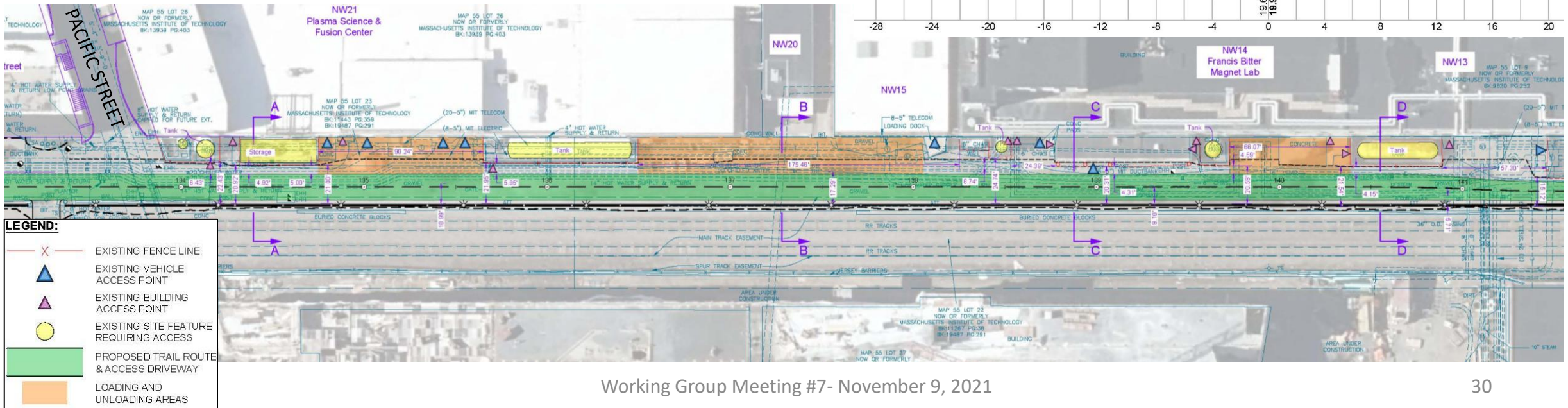
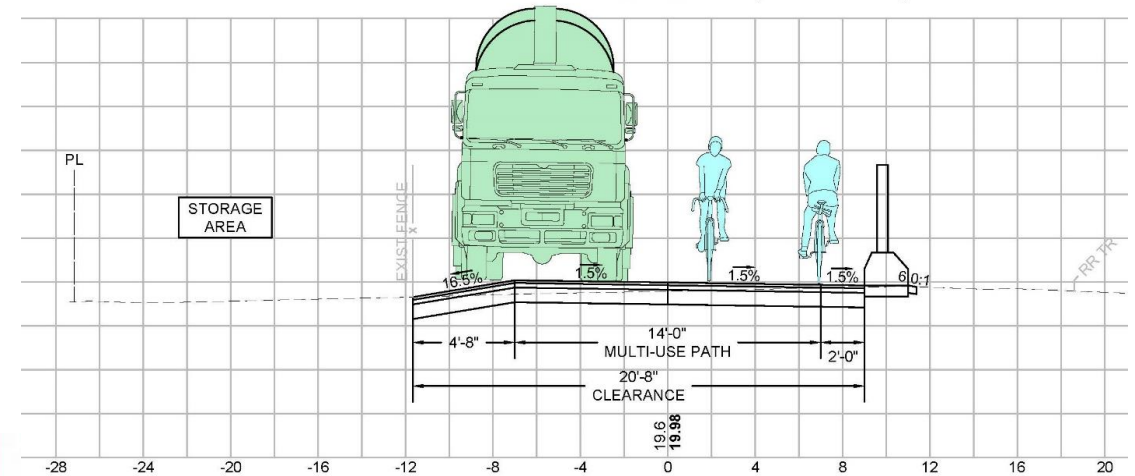
- Working with MIT to identify areas where trucks can stop to load/unload without blocking the path



Pacific Street and Massachusetts Avenue

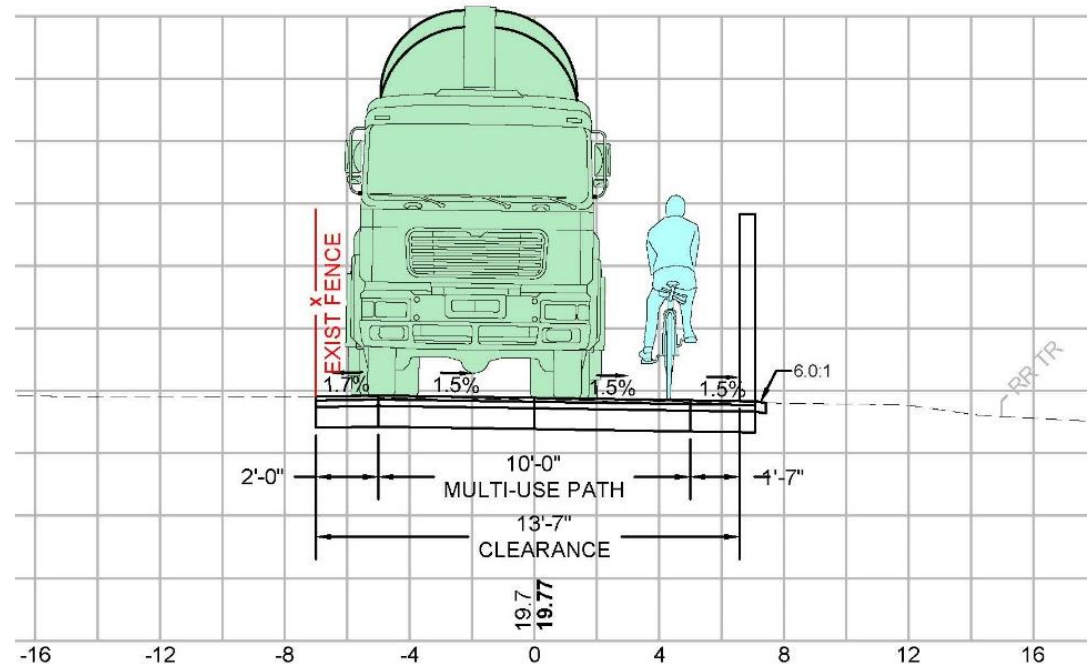
- Provide space for two-way path users and moving vehicles along this section

134+39.54 (SECTION A-A)



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



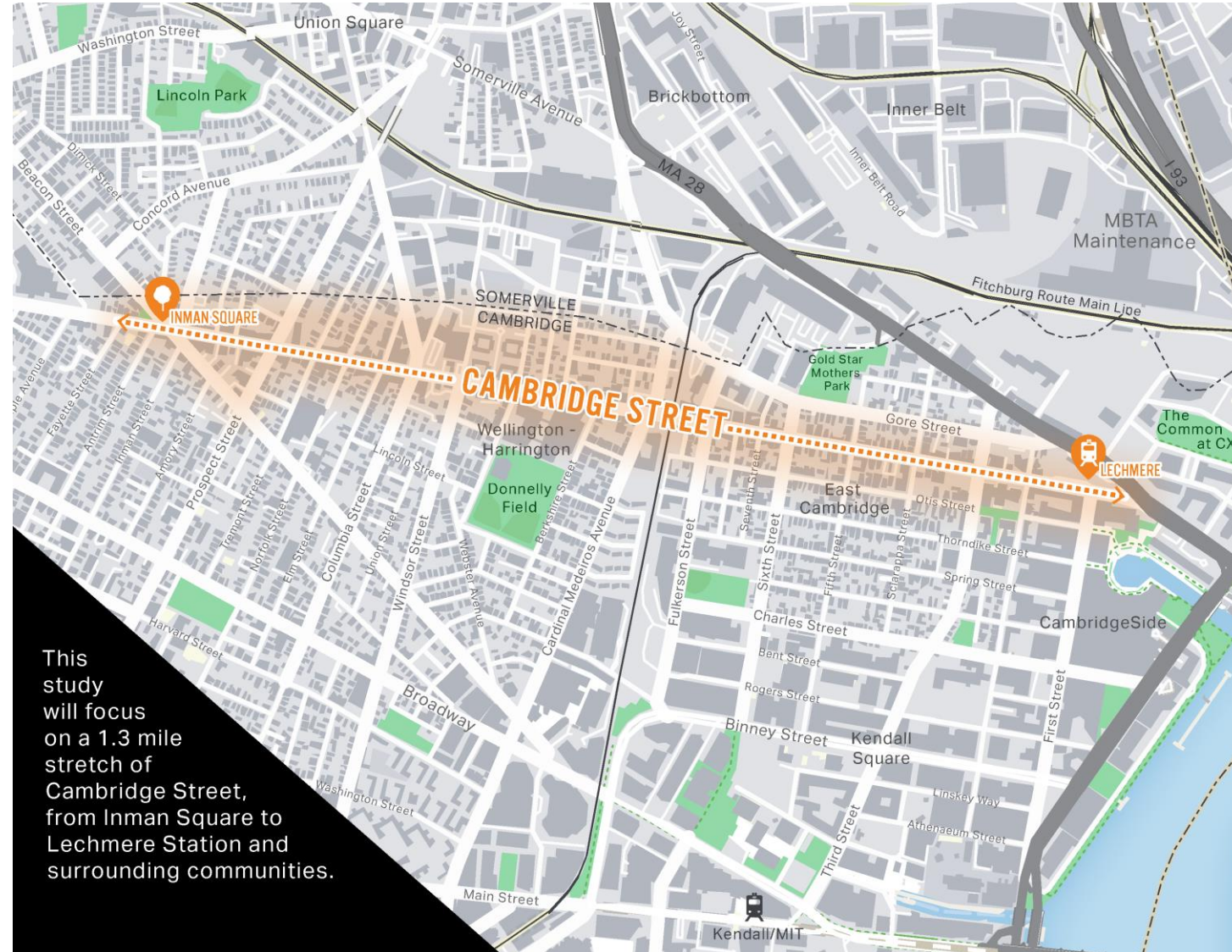
MIT Building Number NW12 Carbon Dioxide delivery photo



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





Project Updates CAMBRIDGE STREET

Cambridge Street Study



visit our website
WWW.CAMBRIDGEMA.GOV/CAMBRIDGESTREET
or contact Drew Kane at
dkane@cambridgema.gov



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

Cambridge Street is among Cambridge's most distinctive places. Like many of Cambridge's squares and major mixed-use corridors, it serves as a center of public life in the city. The area is one of the City's densest and liveliest areas, offering a mix of housing, retail, services, entertainment, and culture to meet the everyday needs of Cambridge's residents, workers, and visitors. Cambridge Street also serves as a major transportation route, connecting multiple neighborhoods to commercial districts, academic and healthcare institutions, and civic spaces.

12 MONTH PROCESS



LEARNING & ANALYSIS

DRAFT APPROACH

FINAL APPROACH

DRAFT PLAN

FINAL PLAN

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 to sign up for project updates.



Community Engagement Round 1
NOVEMBER 2021



Community Engagement Round 2
JANUARY 2022



Community Engagement Round 3
MARCH 2022



Community Engagement Round 4
MAY 2022

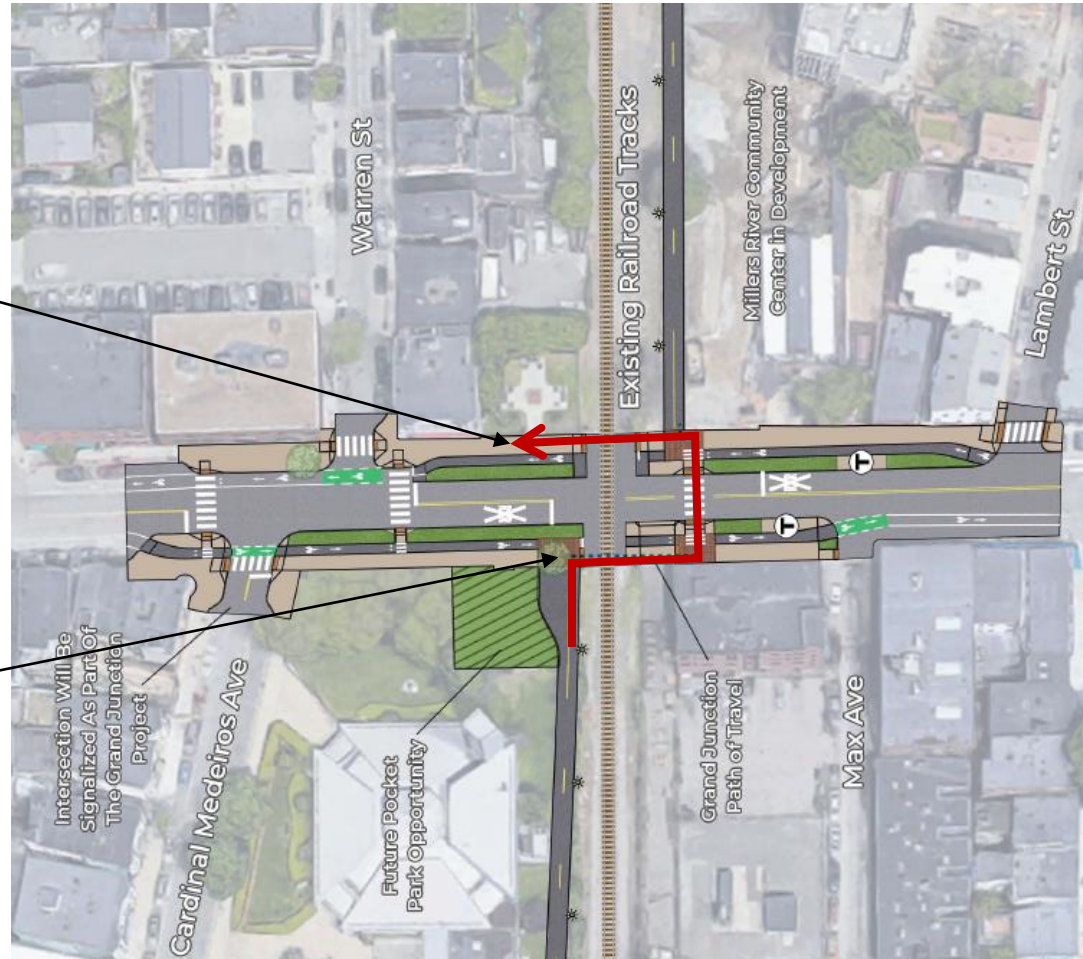
Public Comment

Cambridge Street Crossing Design Considerations

Concept from March 2021 Working Group

Review northbound to westbound Cambridge Street access

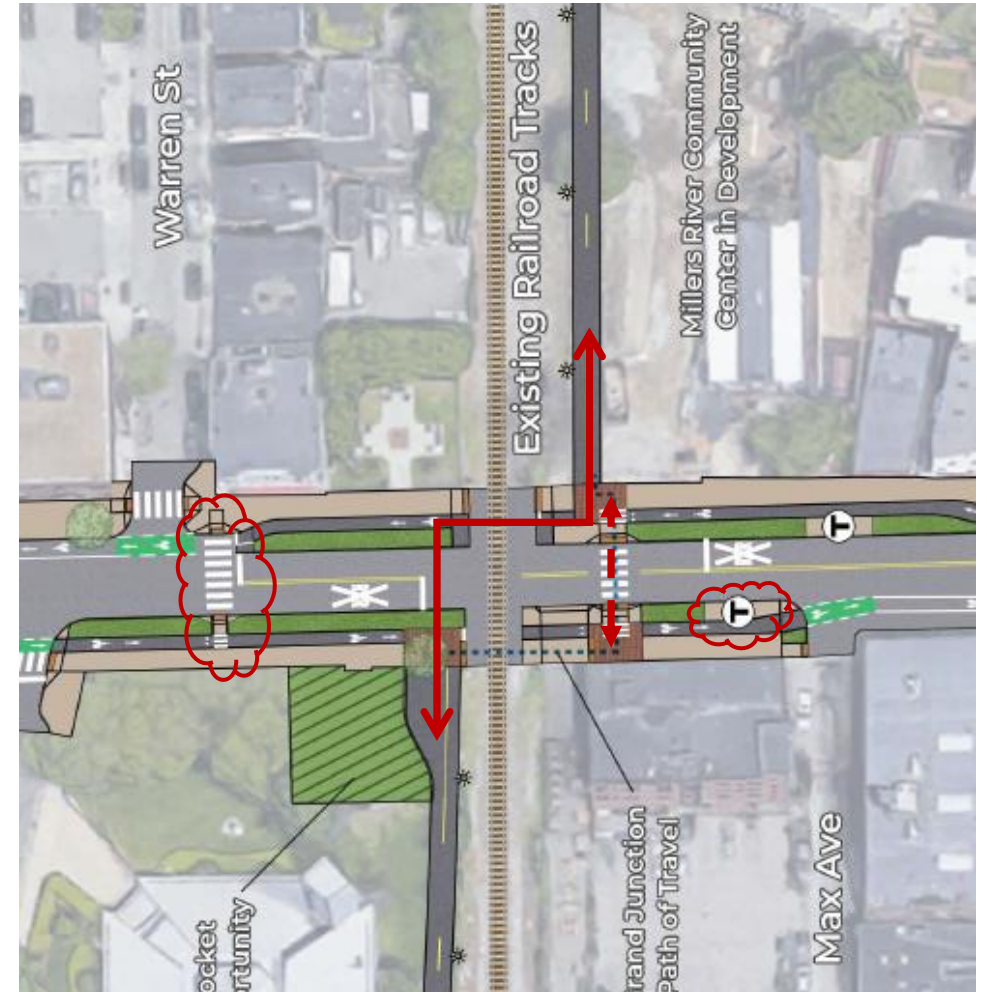
Circulation around tree



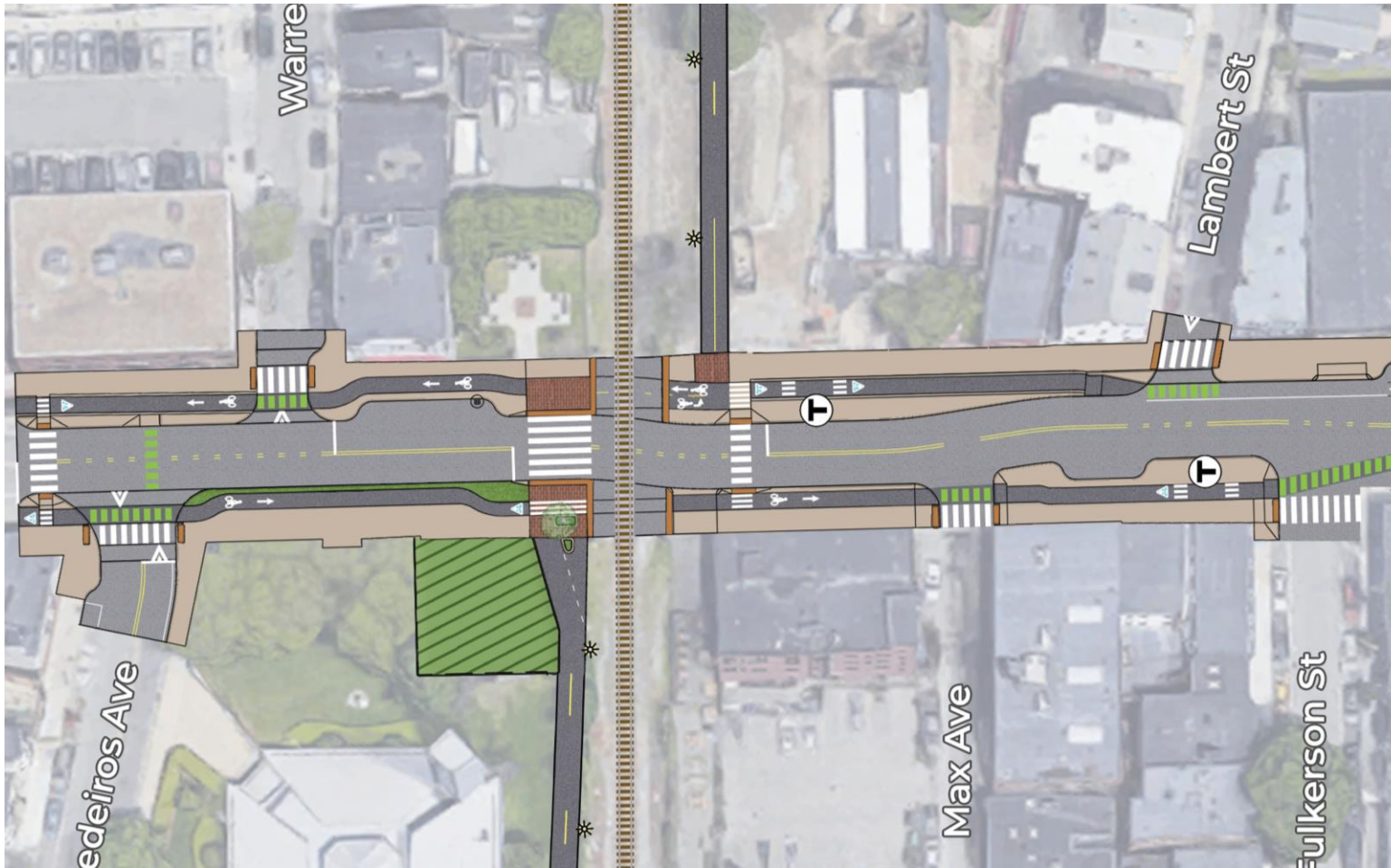
Path Crossing of Cambridge Street

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

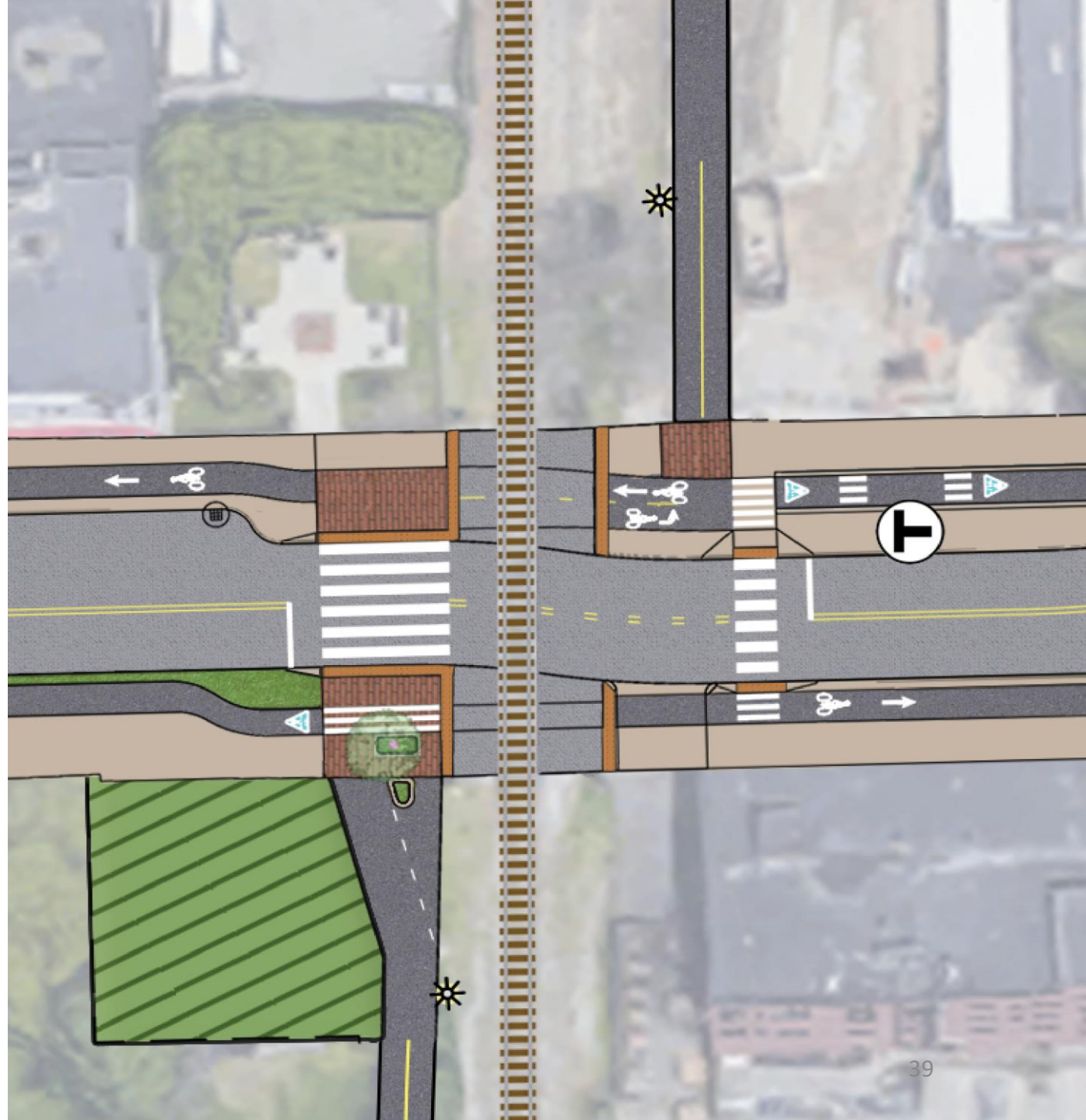


Path Crossing of Cambridge Street



- 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



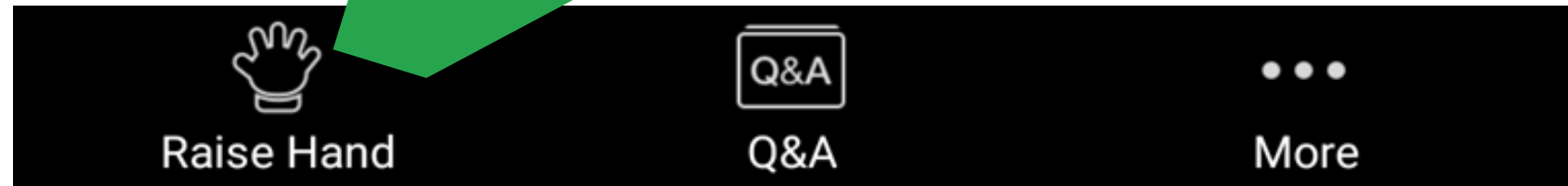


WORKING GROUP DISCUSSION

"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

Bottom
Panel of
Zoom Screen





NEXT STEPS

Next Meetings

- Public Meeting Winter 2022

Find us online

CambridgeMA.gov/GrandJunction

- Project updates
- Design Working Group materials
- Public Meeting materials
- Historical documents



CAMBRIDGE CDD@344

Community Development Calendar | Projects | Publications | Forms | Contact Us | cambridgema.gov

Text Size: A A A Enter keyword(s) [Search]

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

The Latest | Schedule | Description | Meeting Materials | Historical Documents | Contact

Quick Links

I'd like to learn more about...

Neighborhood or Square

Current Projects...



[Click the Map to Explore Cambridge](#)

A 5-STAR Community and National Leader in Sustainability

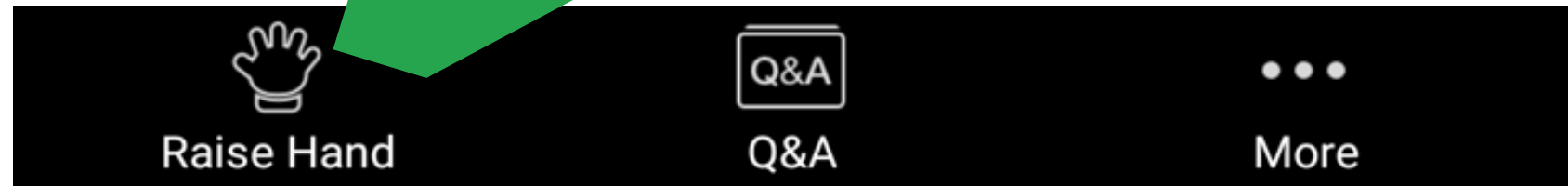


PUBLIC COMMENT

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Zoom Screen





THANK YOU

Bill Deignan, Transportation Program Manager

Charlie Creagh, Transportation Planner, Cambridge
Community Development Department

Ccreagh@cambridgema.gov

(617) 349-9167