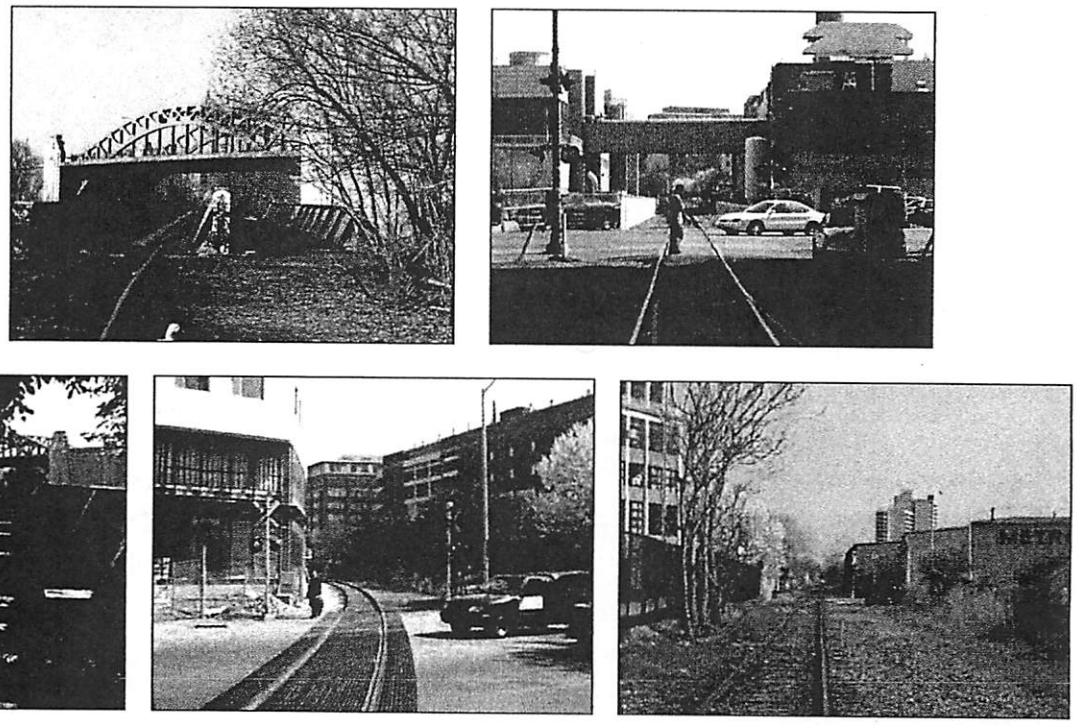
ATTACHMENT A

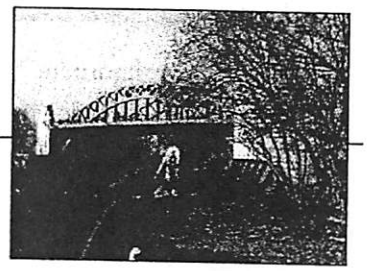


Grand Junction Rail-with-Trail

Feasibility Study

October 2006
City of Cambridge, Massachusetts

alta
PLANNING + DESIGN



EXECUTIVE SUMMARY

The Grand Junction Rail-with-Trail Feasibility Study examines the potential alignments for creating a non-motorized trail along a historic rail corridor in Cambridge, Massachusetts while maintaining the current rail operations and accommodating proposed Urban Ring transit facilities. The purpose of this study is to build upon earlier studies and provide the preliminary foundation needed to plan, design, and construct the trail. This study examines the benefits of the project, summarizes the existing conditions along the corridor, describes and evaluates alignment options, provides information regarding design and phasing of the trail, and touches upon management of the trail corridor.

The use of the Grand Junction corridor as a linear path was envisioned by the 2000 Cambridge Green Ribbon Open Space Committee in its study of possible new parks and open space in the city and was identified as a top priority. The 2001 Eastern Cambridge Planning Study (ECAPS) also recommended the creation of the path along the Grand Junction corridor as an infrastructure project to enhance non-auto mobility. These two processes identified the opportunity for creating a linear open space in the neighborhoods' extensive new development in Eastern Cambridge, through which the railroad corridor passes, as a major benefit of creating a trail, since these areas do not currently have extensive open space opportunities.

The Grand Junction Rail-with-Trail (RWT) would create a major north-south bicycle and pedestrian linkage between Boston, the MIT campus, several dense Cambridge neighborhoods and Somerville. By providing a vital urban component to the existing network of parkland-based trails, the trail would do much to encourage bicycling and walking to and from the area's major employment and university centers.

The Grand Junction RWT would also serve to highlight portions of Cambridge's industrial history by providing new public access to the old rail corridor. The trail's route from parklands, through the old manufacturing corridor, to residential neighborhoods – all in only two miles – would provide an interesting and unique experience to trail users.

Trail Alignment and Design Features

- The trail alignment would follow the right-of-way of the historic rail corridor. There are two potential options, one which incorporates the latest plans for the Urban Ring, and the other which could happen should the Urban Ring not be developed on the surface along the Grand Junction. Without the Urban Ring, the trail would be aligned along primarily along the western edge of the corridor, with some sections on the east. Where the Urban Ring is proposed for the surface, the preferred cross-section within the corridor has the trail on the western most edge, the Bus Rapid Transit in the middle, and the existing rail line to the east.
- A 12-foot-wide (optimum width) trail with an asphalt surface and soft shoulders would accommodate a wide variety of non-motorized uses including pedestrian, recreational and commuting bicyclists, wheelchairs, in-line skaters and others. In constricted areas, the trail may need to narrow to 10 feet wide.
- Development of potential trailheads and pedestrian access points would provide good access for local and region-wide trail users.
- The trail would provide connections to community facilities and neighborhoods.
- Intersection improvements would ensure safe trail crossings at existing roads.
- Directional and regulatory signage would help orient trail users and inform them about trail etiquette.
- Safety and security features include lighting and good definition between the trail and adjacent neighbors.
- Design features would maximize the trail's aesthetic and functional qualities.

Next Steps

1. Work with property owners to ensure that new development does not preclude the future creation of the trail.

2. Pursue the creation of a Pathway Overlay District along the Grand Junction corridor to protect the future use of the corridor as a multi-use path.

3. Participate in the Urban Ring planning process to ensure that proposed alignments permit the creation of the trail.

4. Work with CSX and MIT to create strategies for ensuring that their operational needs are met in the planning of a trail.

5. Investigate funding opportunities for creating the path, in a phased approach, or as a whole should an opportunity become available.

CAMBRIDGE ZONING ORDINANCE

20.400 PATHWAY OVERLAY DISTRICT

20.401 *Establishment and Scope.* There is hereby established the Pathway Overlay District, which shall be governed by the regulations and procedures specified in this Section 20.400. It is the intent of this section that these regulations will apply to those areas of the city now or formerly railroad rights of way and which are anticipated to be used now or in the future as bicycle and pedestrian commuting and recreational corridors.

20.401.1 The Pathway Overlay District shall be established on the Zoning Map of the City of Cambridge under the provisions of Section 3.20.

20.402 *General Purpose.* It is the purpose of this Section 20.400 to modify existing base district zoning regulations to ensure that (1) the unique opportunities presented by railroad corridors to accommodate recreational bicycle and pedestrian paths are not lost should their railroad function be abandoned, and that (2) the development potential provided by virtue of the provisions of the base zoning district regulations remains available for use beyond the limits of the Overlay District as the ownership of the rights of way may change in the future.

20.403 *General Provisions.* Any portion of a lot encompassed by the Pathway Overlay District shall consist entirely of any combination of Green Area, Permeable, or Public Open Space or any railroad use in existence within the District on or before January 1, 2005 or any other railroad use permitted by the applicable base zoning district. The use, dimensional and other provisions of the applicable base zoning district shall continue to apply, but their application to a lot or portion of a lot in the Pathway Overlay District are required to be consistent with this Section 20.403.

20.403.1 *Reduction in the Required Open Space.* The required area of Open Space may be reduced after the issuance of a special permit from the Planning Board to allow activities and uses, including vehicular access drives and accessory parking spaces,

permitted in the base district but in no case shall the construction of a building be permitted. In granting such reduction the Planning Board shall find that the use or activity proposed will not impair the future opportunity to construct pedestrian and bicycle paths within the Pathway Overlay District nor otherwise derogate from the intent and purpose of the Overlay district.

20.403.2 *Additional Permitted FAR.* Where a fee or easement property interest is conveyed to the City of Cambridge (in a form acceptable to the City and recorded in the Registry of Deeds) for any portion of land within the Pathway Overlay District, for use by the City in the future to construction of a bicycle or pedestrian pathway, the applicable FAR on that portion of land conveyed shall be equal to twice the FAR otherwise permitted on the property as-of-right or by special permit in the applicable base zoning district or Overlay district.

Lopez, Donna ATTACHMENT B

From: Carol R. Adler [carol.adler2@verizon.net]
Sent: Thursday, August 02, 2012 4:09 PM
To: Lopez, Donna
Cc: Toomey, Tim (home)
Subject: Grand Junction Trail

I wrote to Tim about the increase in train activity across from my home at Cambridgeport Commons. It used to be that trains would run a couple of times on Sunday. Now it's morning, noon and night most days, and I wonder why the significant increase.

I write because I wonder how the running of trains will impact a trail, and would it be a danger to walkers, bikers, the hard of hearing - flashing lights would be needed as a warning.

Just wanted to advise you of my concerns. Thank you, CRA

ATTACHMENT C

From: Charles Marquardt [mailto:cmarquardt2@mac.com]
Sent: Monday, August 06, 2012 9:17 AM
To: Toomey, Tim (home); Alves, Jason
Subject: Grand Junction Multi-Use Path

Councillor Toomey,

I will try and make your Economic Development Committee meeting this afternoon on the development of a multi-use path along the route of the Grand Junction Railway. However, I am at a charity event for the Greater Boston Visitors Bureau and may not be able to make it on time. Therefore I would like to send to you what my testimony would be we're I there in person:

Thank you Councillor Toomey for hosting this important meeting to make use of the Grand Junction railway as a multi-use path. The creation of this path has great potential for Cambridge and the surrounding communities. Before I highlight the key benefits that I think will derive from the development of this path let me thank you for your leadership in the effort to stop the misguided effort by MassDOT and the MBTA to use the Grand Junction railway for passenger rail. Your leadership and the work of the entire City Council, City Staff and residents helped preserve the opportunity before us today.

The development of the Grand Junction railway multi-use path will yield significant benefits for Cambridge including:

1). An additional venue for recreation and physical activity allowing for more healthy options for commuting and recreation. This is critical as we continue to see a rise in obesity and associated health issues that physical activity can help alleviate.

2). Cambridge, particularly Kendall Square, is home to many of the mor significant developments in the greater Boston area. The City should be proud of its attractiveness to developers and the companies that seek to locate here. The City should also be proud of the recent report that Kendall Square was able to increase its square footage by approximately 40% without any significant increase in vehicle traffic. This is made possible by people taking public transportation, biking and walking. This path will further link many existing bike paths to Kendall Square helping to support additional growth while limiting, and maybe even reducing, vehicle traffic.

3). The development of the multi-use path along the Grand Junction will transform the railroad tracks from something that had historically served to separate neighborhoods to something that will connect neighborhoods in Cambridge and surrounding communities.

Whether it be providing additional opportunities for recreation, non-vehicular modes of transportation or connecting neighborhoods, this is a project whose time has come. We have talked for years about creating this path. With your leadership, the wisdom of the Council and the expertise of the City Staff, it's time to make this talk a reality.

Thank you for your time and consideration.

Charlie Marquardt
10 Rogers St
Cambridge

Sent from my iPad

Lopez, Donna ATTACHMENT D

From: Jackie Douglas [jackie@livablestreets.info]
Sent: Monday, August 06, 2012 1:42 PM
To: Toomey, Tim (home)
Cc: Lopez, Donna; Alves, Jason
Subject: Grand Junction

Dear Representative Tim Toomey,

Unfortunately, I am unable to attend your Economic Development, Training and Employment Committee this afternoon. On behalf of LivableStreets, I want to thank you for advocating for the Grand Junction Rail with Trail, a project that our organization and members support. Your comments in support of the Grand Junction Rail to Trail project at the MassDOT public meeting on the proposed Commuter Rail use of the corridor was also much appreciated.

Looking at the map published by the Globe as part of Peter Demarco's article this past July, the Grand Junction would provide tremendous connection between Longwood and Kendall Square, and between Kendall Square and with the planned Somerville Path.
http://www.boston.com/lifestyle/articles/2012/07/08/connecting_dots_for_cyclists/

Grassroots mobilization to bolster political support for this project is critical to its success. If there is anything that we can do to help, please be in touch.

Thank you,
Jackie

Jacqueline Y. Douglas I Executive Director
LivableStreets Alliance I Rethinking Urban Transportation
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ATTACHMENT E

CITY OF CAMBRIDGE - Option 1
Grand Junction Rail with Multi-Purpose Trail
Opinion of Probable Construction Costs

Segment No.	Street	Police Detail (K*L) = (M)	Base Construction Total with Contingency (K+M) = (N)	Inflation Rate 0.283% per month (fixed)	Construction TOTAL (K+K+M) = (N)	Design Fee (Assumed 10% of Total Construction Cost)	Construction Oversight Fee (Assumed 10% of Total Construction Cost)	Design, Construction, and Construction Oversight TOTAL
	Units Cost per Unit	$	$		$	$	$	$
1	**Memorial Drive/Brookline Street Intersection to Massachusetts Avenue**							
1	Memorial Drive/Brookline St Int to Path Extention	$ 3,552	$ 252,208	$ 59,955	$ 312,163	$ 31,216	$ 31,216	$ 374,595
1	Path Extention to Massachusetts Avenue	$ 25,403	$ 1,803,578	$ 428,747	$ 2,232,325	$ 223,233	$ 223,233	$ 2,678,790
	Sub-Total	$ 28,955	$ 2,055,786	$ 488,701	$ 2,544,488	$ 254,449	$ 254,449	$ 3,053,385
2	**Massachusetts Avenue to Main Street**	$ 36,492	$ 766,337	$ 149,643	$ 915,980	$ 91,598	$ 91,598	$ 1,099,176
2	Massachusetts Avenue Crossing	$ 11,370	$ 238,779	$ 46,626	$ 285,406	$ 28,541	$ 28,541	$ 342,487
	Sub-Total	$ 47,863	$ 1,005,117	$ 196,269	$ 1,201,386	$ 120,139	$ 120,139	$ 1,441,663
3	**Main Street to Broadway**	$ 18,956	$ 398,079	$ 70,974	$ 469,053	$ 46,905	$ 46,905	$ 562,864
3	Main Street Crossing	$ 1,259	$ 26,436	$ 4,713	$ 31,150	$ 3,115	$ 3,115	$ 37,380
	Sub-Total	$ 20,215	$ 424,516	$ 75,687	$ 500,203	$ 50,020	$ 50,020	$ 600,243
4	**Broadway to Binney Street**	$ 16,599	$ 348,584	$ 56,230	$ 404,814	$ 40,481	$ 40,481	$ 485,777
4	Broadway Crossing	$ 690	$ 14,497	$ 2,339	$ 16,836	$ 1,684	$ 1,684	$ 20,203
	Sub-Total	$ 17,290	$ 363,081	$ 58,569	$ 421,650	$ 42,165	$ 42,165	$ 505,980
5	**Binney Street to Cambridge Street**	$ 40,566	$ 851,880	$ 115,719	$ 967,599	$ 96,760	$ 96,760	$ 1,161,119
5	Binney Street Crossing	$ 8,934	$ 187,612	$ 25,485	$ 213,098	$ 21,310	$ 21,310	$ 255,717
	Sub-Total	$ 49,500	$ 1,039,492	$ 141,205	$ 1,180,697	$ 118,070	$ 118,070	$ 1,416,836
6	**Cambridge Street to Gore Street**	$ 4,490	$ 318,810	$ 35,187	$ 353,997	$ 35,400	$ 35,400	$ 424,797
6	Cambridge Street Crossing	$ 3,133	$ 317,453	$ 35,037	$ 352,490	$ 35,249	$ 35,249	$ 422,988
	Sub-Total	$ 7,623	$ 636,263	$ 70,224	$ 706,487	$ 70,649	$ 70,649	$ 847,784
	GRAND TOTAL	$ 171,445	$ 5,524,255	$ 1,030,655	$ 6,554,910	$ 655,491	$ 655,491	$ 7,865,892