



CITY OF CAMBRIDGE

Community Development Department

Iram Farooq

*Assistant City Manager for
Community Development*

Sandra Clarke

*Deputy Director
Chief of Administration*

To: Louis A. DePasquale, City Manager

From: Iram Farooq, Assistant City Manager for Community Development

Date: September 27, 2017

Re: Council Order #11 dated September 25, 2017 to report back with a synopsis of specifically what the City needs from MIT to fully realize its vision for the Grand Junction railroad

Aside from the state, MIT is the largest landowner within and surrounding the Grand Junction corridor (see attached map). At public hearings for the Volpe/PUD-7 zoning, MIT has noted their willingness to “work towards a cooperation agreement and contribution for the Grand Junction Path.” This memo is intended to provide a synopsis of specific elements that the City would need in the section of the Grand Junction corridor owned by MIT to fully realize the vision of a Grand Junction multiuse path. These include the following:

- **Design** -- Complete 100% design of the Grand Junction multi-use (pedestrian/bicycle) path with an unobstructed width of 18 feet, including 14 feet for the two-way path and two two-foot shoulders (except as necessary at high severity conflict points such as existing buildings that are expected to remain), providing for its safe operation alongside the active rail line, retaining the potential for future two track rail service.
- **Right of Way** – Convey the right of way required for the multi-use path to the City. It is important to note that in some sections of the corridor, this could involve modifying an existing MassDOT easement on MIT property.
- **Construction** -- Construct and maintain the multiuse path or contribute to the construction of the multi-use path. MIT’s 2014 report assessing the feasibility of constructing the path along the portion from Memorial Drive to Main Street estimates the cost of construction for this length to be \$13,500,000 in 2014 dollars. This includes construction cost of \$6,000,000 for the section from Pacific Street to Henry Street, the bulk of which is owned by MassDOT. Construction cost estimates for the remainder of the corridor, largely in MIT ownership, were \$7,500,000, broken down as follows:
 - Main Street to Mass Ave: \$3,600,000
 - Mass Ave to Pacific Street: \$3,300,000 (requires changing MassDOT easement from 18’ to 10’ from the centerline of the track)
 - Traffic Signal Improvements at crossings: \$600,000

