

Community Path

Board of Selectmen's Meeting
Monday, November 19, 2018

Belmont Gap

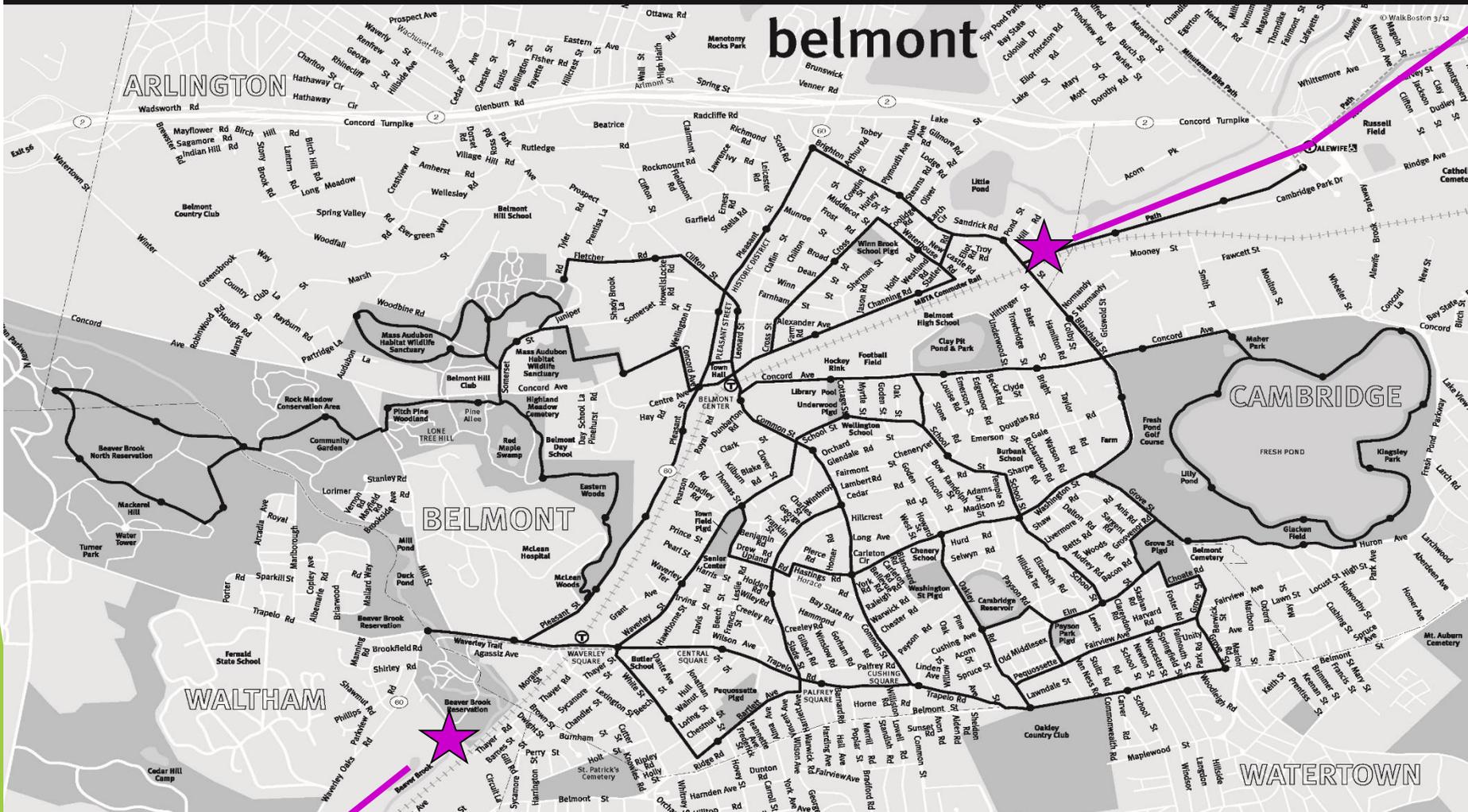
5 min walk / .25 mi



23 | WALKING ROUTES

walkBoston

belmont



FEASIBILITY ALIGNMENTS – EAST END



PARE Report

Recommended routes from Belmont Center to Brighton Street:

1. North side of railroad tracks to Alexander Underpass to south side of tracks to Brighton Street cross the railroad tracks to the north side (Score: 76)
2. Stay on the north side of the railroad tracks through to Brighton Street (Score:74)

TIP Funding

(Transportation Improvement Plan)

- ▶ On July 26, 2018, MassDOT determined that the Community Path was eligible for TIP funding with the following caveats:

“If within two years of the date of the letter, the Municipality has not accomplished the following three milestones, the project will be deactivated unless the project is resubmitted to the PRC for continues project eligibility:

- 1) received MassDOT approval of the project’s Scope/Workhours;*
- 2) secured a signed contract with their design for the entire design process; and*
- 3) identified design funding.”*

- ▶ Final route must be decided to facilitate design

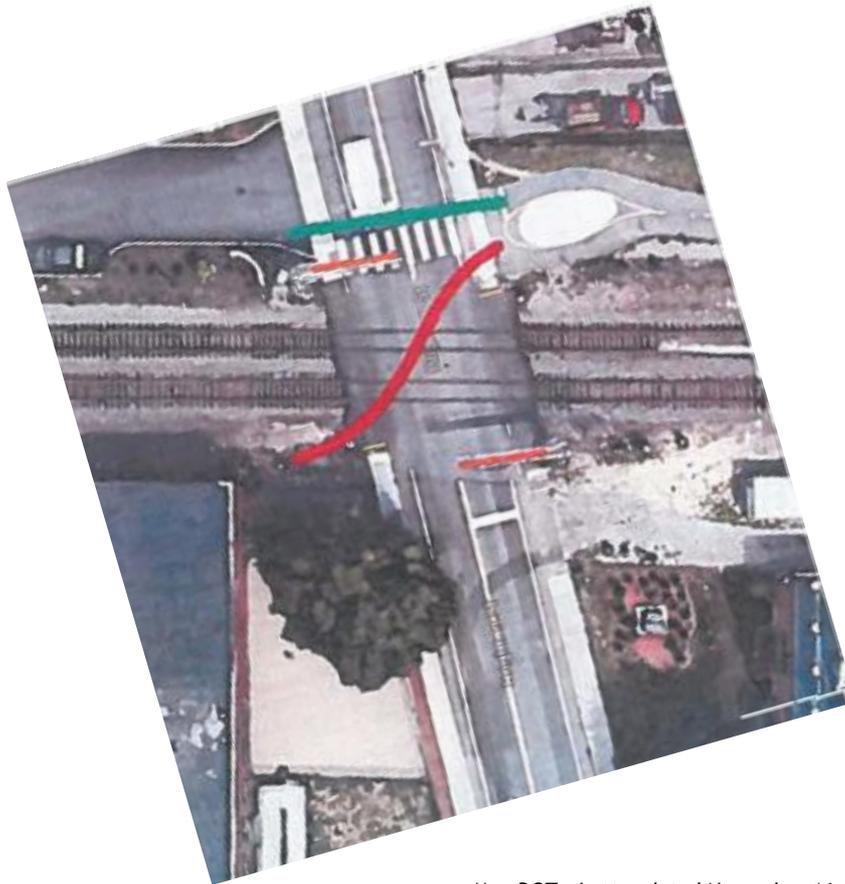
MBTA Response

- ▶ MBTA has indicated that they will not support crossing the railroad tracks at Brighton Street from the south of the railroad tracks (behind the high school) to the north side of the tracks to connect to the Central Mass Rail line.

“It quickly becomes apparent that a child or other person distracted or unaware of the tracks could venture out into the path of a train without encountering a crossing gate. While the bell would be ringing and the flashers flashing, a cell phone or headphones could create a distraction or interfere sufficiently to contribute to an otherwise needless accident. This accident scenario would be avoided by keeping the bike path on the north side of the track and using the underpass to connect to the high school.”

- ▶ TIP funding is in jeopardy without MBTA support.

At-Grade Crossing Railroad Crossing at Brighton Street



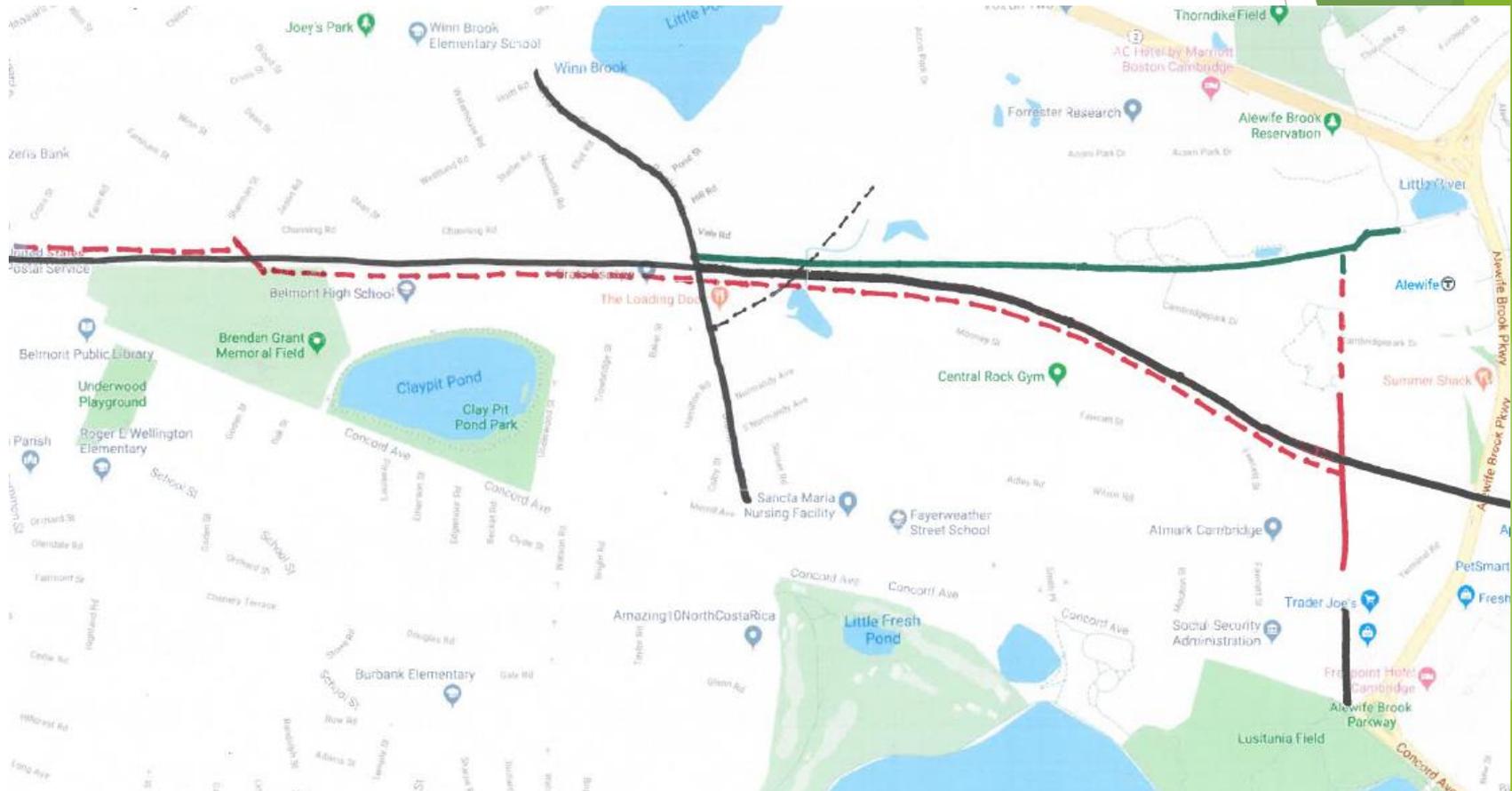
MassDOT - Letter dated November 16, 2018

Reconsideration by the CPIAC

(Community Path Implementation Advisory Committee)

- ▶ In response to MBTA's review of the Path from Belmont Center to Brighton Street, the CPIAC reconsidered the south and north side route.
- ▶ The CPIAC voted 3-2 to continue its support for the south side of the railroad tracks.
- ▶ The vote also included investigating the path on the south side of the railroad tracks through Cambridge to connect with the propose Alewife pedestrian/bicycle bridge

Southside Route Proposed by CPIAC Member



Some Resident Concerns

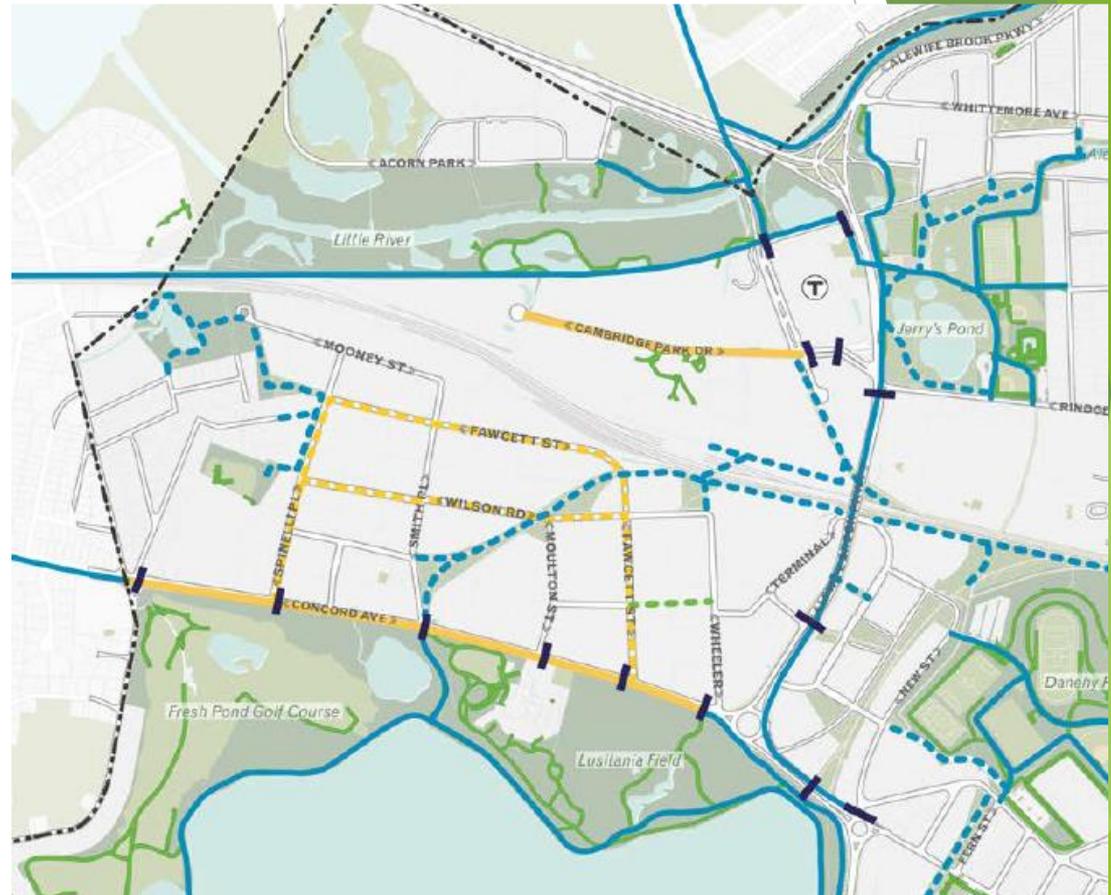
- ▶ Environmental (hazardous materials)
 - ▶ 3 recent Environmental Studies were conducted
 - ▶ One report found no reportable levels of toxins found on the site
 - ▶ Further testing will have to be done during the design phase
- ▶ Public Safety
 - ▶ Neither the Police nor Fire Chief have a preference to route
- ▶ Fencing/Screening/Access will be determined during the design phase

Current City of Cambridge Proposal

Alewife District Plan

Bike/Ped Bridge

- City committed to bike/ped bridge connecting Quad to Triangle
- Current plan is to start construction in next 6-7 years but is contingent on development happening
- Design is a 3-yr process
- Assuming even pace of development, bridge would be constructed at approximately 40% buildout.



Proposed Alewife Pedestrian/Bicycle Bridge



South Side Route through Cambridge

- ▶ Funding of the Pedestrian/Bicycle Bridge is subject to future residential development fees.
- ▶ Construction of the Bridge is expected to start within 6-7 years.
- ▶ *Envision Cambridge* looks to improve pedestrian/bicycle connections to the Alewife 'T' Station and the rest of Cambridge.
- ▶ South side path is not on any current City of Cambridge plans.
- ▶ There is no indication that a south side path would be supported by the City.

Questions

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