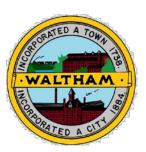
# WALTHAM COMPONENT OF THE WAYSIDE TRAIL

(Note: The bridge over Rt. 128 is going to be designed by others in conjunction with the State and will be updated once bridge plans are finalized.)

Public Meeting #2 – Abutters

March 1, 2018





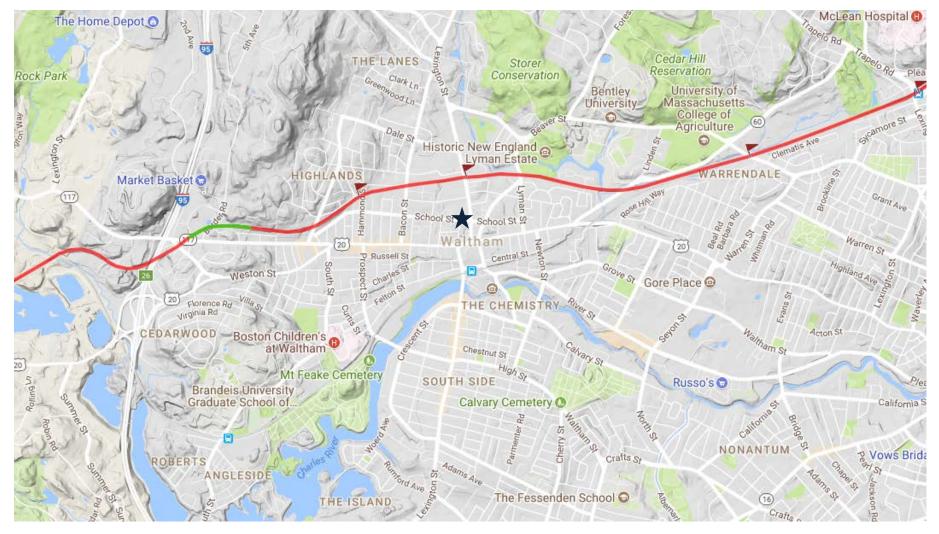
#### AGENDA

1. Introduction	City of Waltham
2. Path History/Alignment	Amy Archer, Pare Corporation
3. Public Engagement Plan	Amy Archer
4. Design Details/Proposed Elements	Amy Archer
5. Public Comment	Breakout Stations
6. Next Steps	Amy Archer

### **HISTORY AND PATH FORWARD**

- 2009: DCR performed Phase I ESA
- 2010: DCR signed 99 year lease for abandoned CMRR corridor (Waltham to Berlin)
- **2013:** DCR submitted an EENF to MEPA (to Beaver St)
- **2014:** Waiver obtained from MEPA
- **2017:** City of Waltham bid the design for the Waltham Component of the Wayside Trail (Weston to Belmont)

#### **HISTORY AND PATH FORWARD**



## **PUBLIC ENGAGEMENT PLAN**

# ENGAGEMENT GOAL

- Consult with Stakeholders
  - To inform stakeholders of project related information in a timely manner to ensure understanding.
  - To obtain stakeholder feedback on the design process that will be considered moving forward.

### ROLES & RESPONSIBILITIES

engage in the process in a manner that promotes respectful civil discourse and enhances mutual understanding of <u>all</u> stakeholder viewpoints.

# **DESIGN DETAILS**

# PLANTING GOALS

- Retain as many existing trees as possible (specs for minimally invasive construction methods)
- Replace trees over 14" caliper
- Mitigate impacts to Resource Areas (i.e. wetlands)
- Shrubs for added erosion protection as needed
- Regular intervals of shade in non-wooded areas

# WAYFINDING AND TRAILHEADS

#### TRAIL ENTRANCES may include:

- Trail identification sign
- Trail destination/distance sign
- Information kiosk with map







# **DESIGN DETAILS**

# TRAIL AMENITIES

**REGULARLY SPACED:** 

SPACED WHERE APPROPRIATE:

Emergency call boxes

- Mile markers
- Benches
- Shade



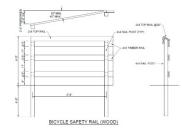


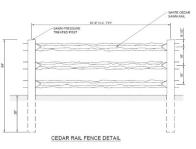


# **DESIGN DETAILS**

# EDGES

- Bridge crossings
- Steep drop-offs
- Wetlands
- Needed pedestrian/vehicular separation
- Needed pedestrian/rail separation







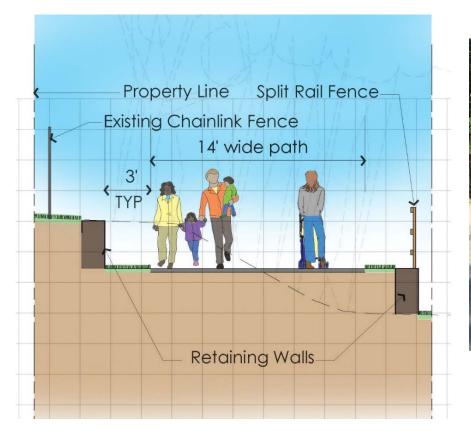
## **AASHTO GUIDELINES**

Elements of Design	Standard Value
Width	10' – 14' (11' for passing, 8' in pinch)
Shoulder	2' – 5' (adj. slope 1:3 max)
Object Offset	3' minimum*
Vertical Clearance	8' minimum (10' recommended)
Design Speed	18 mph
Curve Radius	60' minimum
Cross Slope	2% maximum (1% recommended)
Running Grade	5% recommended maximum (ADA)
Structures	Bridges preferred to underpasses

## **PROPOSED ELEMENTS**

#### Cross Sections

#### Location with narrow ROW and buried rail

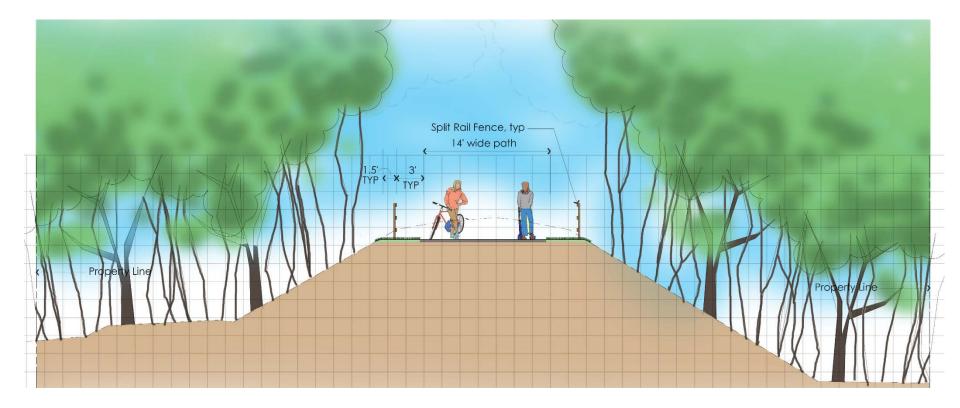




### **PROPOSED ELEMENTS**

#### Cross Sections

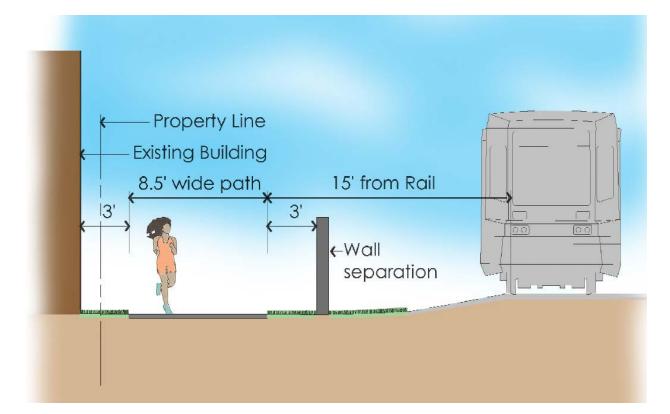
#### Location with steep slopes

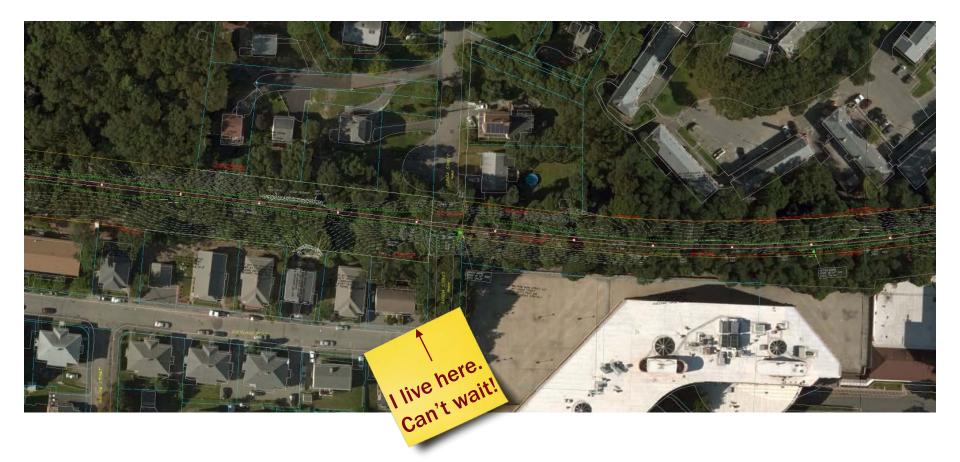


### **PROPOSED ELEMENTS**

#### Cross Sections

#### Location along active rail





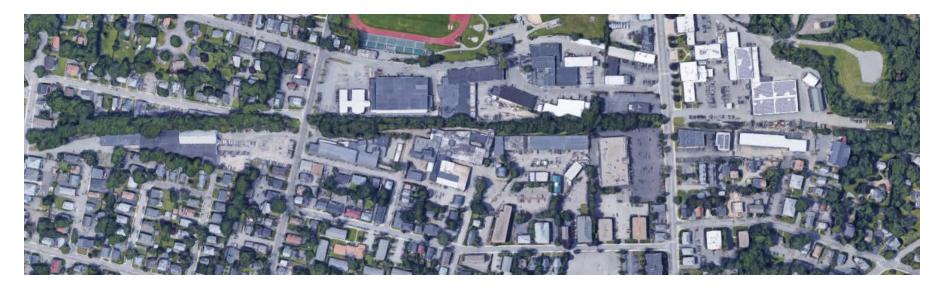
#### **STATION 1** – Weston Town Line to East End of 1265 Path



#### **STATION 2** – East End of 1265 Path to Hammond Street



#### **STATION 3 – Hammond Street to West of Lyman Street**



#### **STATION 4 – West of Lyman Street to East of Linden Street**



#### **STATION 5 – East of Linden Street to East of Beaver Street**



#### **STATION 6** – East of Beaver Street to Belmont Town Line



### WHAT'S NEXT?

- Consultant Team advance to Preliminary (25%) Design
- Design Presentation and Discussion:
  - May 2018

## **THANK YOU!**

- Project Information & Online Comments on Planning Department Healthy Transportation Website
  - <u>http://bit.ly/walthamhealthytransportation</u>

Additional Comments can be mailed or emailed to:

 Catherine Cagle – Planning Director City of Waltham Planning Department 119 School Street, Suite 25 Waltham, MA 02451 ccagle@city.waltham.ma.us



#### Please sign in, if you haven't already!

## **RESOURCES ON COMMUNITY PATHS**

<u>Belmont Community Path Advisory Committee – Final Report</u>, June 7, 2014, Chapter 6: Overview of Reports on Crime, Economic Impact, and Safety of Multi-Use Paths

<u>http://www.belmont-ma.gov/sites/belmontma/files/file/file/belmont-</u> <u>community-path-advisory-committee\_final-report\_2014-06-07.pdf</u>

#### CRIME

Study Title	Authors	Sponsoring	study	Pub
		organization	years	year
Rail-Trails and Safe Communities: The		Rails to Trails		
Experience on 372 Trails		Conservancy & National		1998
		Park Service		
http://www.ralistotralis.org/resourc		ce_docs/Safe%20Commu		
Preliminary Assessment of Crime Risk	Walter Martin, Tom	Univ. of North Carolina	1994-1996	
along Greenways in Charlotte, North	Ludden, Owen Fur-	at Charlotte	2001-2004	2005
Carolina 1994-2004	useth, Shane Nixon			
http://carolinathreadtrall.org/assets	/files/Safety Greenwa		CC.pdf	
Evaluation of the Burke-Gilman Trials		Seattle Engineering		
Effect on Property Values and Crime		Department, Office for		1987
	stration and the	Planning		
http://www.brucefreemanrailtrail.or	rg/pdf/Burke-Gilman.j	<u>adf</u>	0	S.
The impacts of rail-trails: a study of	Roger Moore, Alan R.	Pennsylvania State		
users and nearby property owners	Graefe, Richard	University and the		1992
from three trails				
http://www.nps.gov/ncrc/programs		act railtrail final odf		
Bicycle Plan 1999; Reviewing the Past.		City of Vancouver	1990s	1999
Planning the Future		Engineering Services	Ivarious	
http://velobg.org/docs/Vancouver	1999 bike plan.pdf		1	-
Recreation Trails, Crime, and Property		Brown County Planning	1980-1998	1998
Values: Brown County's Mountain-Bay		Commission	(various)	
Trail				
http://www.foxrivertrail.com/fox_riv	ver trail.odf			
Omaha Recreational Trails: Their Effect	Donald L. Green	Univeristy of Nebraska	Late 1990s	
on Property Values and Public Safety		with support from the		2000
		National Park Service		
http://atfiles.org/files/pdf/omahasti	idy.pdf			
The Impact of the Brush Creek Trail on	Michelle Murphy	Sonoma State University	1983 - 1992	1992
Property Values and Crime				
http://www.brucefreemanrailtrail.or	rg/pdf/brushcreek fin	al sm.pdf		
The Effect of Greenways on Property	Sydney S. Macy,	The Conservation Fund		
Values and Public Safety	Leslee Alexander.	and Colorado State Trails		1995
	Stuart MacDonald	Program		
http://www.broward.org/Greenway	s/Documents/colorad	ostudy.pdf		
Effects of Three Cary Greenways on	Lauren A. Tedder	Univ. of North Carolina at	carly 1990s	1995
Adjacent Residents		Chapel Hill		

#### ECONOMIC IMPACT

Shody	Shidy	Sample	Shudy	Trail Prochoity	Effect of Instil Proximity
authors	VISITS	Sevel s	Ana	Massire	llone Prices
Correll (1996ch) Sincell (1978) University of Colorado	1975	36 31 18	Within 3,200 Get el Unres Uralle in Ranhke, Galan-da	Network distance te trail ecitrance	Home power increased 54.2: every foot cloner to a trail entrance in the 3 study areas combined (areas 1: increased \$16.20 /0, area 2: increased \$1.00/0, area 3: increased \$1.00/0, area 3: increased \$1.00/0, area 4: increased \$1.00/0, area 5: increased \$1.00/0, are
Denon County Plenning Countie rhan (1990)	lane 1990k	10	Montais-Ray Trail war Grann Ray, Withoutan new hauring development	adjacent to trail vs.lats bother away	by \$3.40 (71) Household Instantial adjacent multi sold for an overage of S (295) more then buts of simi- sive and elements for her set The adjacent for also sold for
Endseyer al. (2004) Purdue University	1991	9,348	Tesil acteants In Marton Comity Indiana (Indianapolis) Including the Monon Tesil a cath-tesil		142) of the sales price of he within a 147 mile of the Mo- Trail was anythmable to promitive to the trail. There no significant effect of trail promitive on house values in other (less used) trails
Schellen				Network distance	Property prices increased by
Compton (2005) Tenos AleM	1997. 2011	234 240 236	Three different reighborhood clin Austin, Texas	to trail entrance. (Pairses were up to second miles from the traff.)	\$3.97 per every lost a losse 1 trail in one neighborhood, h other neighborhood, he im of trail perchaity was not eignificant.
Magash, Nitack B, Lorisson (2005) and Sitteck (2006) Usay, of Manyseta	2011	33,00%	Minucopalis - Sr. Faul, Minuesata and scionths	Straight-line distance to mail	In this day providently to one of recent to it is measured to cover a by \$2510, while in the subart land no effect. Providently to recariside traffit had a negative effort in bach eity and valuer \$2,272 in the effet, ~51,050 in subarchet.
Normi (2090) Reed Gollege	Jan 1993 - Dec 2001	1,100 cases 39,071 controls	Portland, Gregon	Stratght-line distance to traff	Property value decreased by 6.62% when located within, feet of a trail, but increased , when the distance was betw. • ½ mile.
Hacca & Uchants (2006) Only of Delastate	2015	904 cases, 49,657 controls	Recreational traffs in New Castle County, Delaytore	straight line distance to taul	Hornes within 10 m of a path at least \$0,000 more expone than control homes ( <0.5% exponence, given median ho- price of \$197,[17]
<u>Carabell</u> <u>&amp; Munrue</u> (2007)	2042- 2040	33,562		distance to trail	Home prices increased 0.03 every 50 feet (1.5) increases door to a trail Drusse with 5.000 fl of the trail were we \$3,200 more than similar proportice fundad for the re-
<u>Korolenta</u> (2006) Uriscol Chairmati	3010- 3015	376 Sugdo Gamily Invests	Within 1 mile of an entrance to the Little Microi Suscie Troil, suburbs of Cincismoti, Ohto	teal entrance. Disen distance	Home power increased by S (0.00379) for every first da a trail contractor. (The mean price in the study area was \$703,596.)
Asalam & A Hallman (2001) Temple U. <u>Davin &amp; A</u> (2017) Univ. of Chichmett	April 3001- V.ech 2012.	10,000 horns sales 1,762 single femily houses	San Antonio, Taxos Within 10,000 Dolom cetrosce to that Jacks Marri acente Traff, Ch	Network distance to a need contractor	Homopoins increased by 2 when these tree to itself, 42) of chirat to a general-di junt 5% chirat to a general-di junt 5% chirat to a tall within a gene librare praces increased by 5% for every factor these to a the nettoewn. Dhis stanly analys different segment of the 120 thereit within the study by Karadenity.)

#### SAFETY OF MULTI-USE PATHS

Table 6-4: Deaths of pedestrians and cyclists by year (state data: link; county data: link)					
	2008	2009	2010	2011	2012
MA pedestrians	76	46	68	69	72
MA pedal-cyclists	10	6	7	5	15
MA other (undetermined)	3	0	4	3	2
Massachusetts totals	89	52	79	77	89
Middlesex County totals	20	10	10	12	13

#### Table 6-5: Railroad accidents, deaths and non-fatal injuries - total and subset at road crossings.

Year:	2008	2009	2010	2011	2012
Total railroad accidents	12,944	11,227	11,555	11,066	10,747
Road-rail accidents	2,429	1,931	2,017	1,963	1,960
Total railroad deaths	803	696	726	712	705
Road-rail deaths	290	249	257	251	233
Total railroad non-fatal conditions	9,056	8,000	8,307	8,033	7,940
Road-rail injuries	989	741	853	977	921

#### SOLID AND HAZARDOUS WASTE SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to solid or hazardous waste (see 301 CMR 11.03(9))? \_\_\_\_Yes X\_ No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to solid and hazardous waste? \_\_\_\_ Yes
\_\_\_\_ No; if yes, specify which permit:

C. If you answered "No" to <u>both</u> questions A and B, proceed to the **Historical and** Archaeological Resources Section. If you answerd "Yes" to <u>atther</u> question A or question B, fill out the remainder of the Solid and Hazardous Wasts Section below.

Figure 6-8: Massachusetts DCR findings re: hazardous waste along the former Massachusetts Contral Railroad right of way (<u>link;</u> see page 32).

For proposed routes in Belmont that utilize the MCRR corridor, it is encouraging that no significant environmental contamination issues were found in these eight other towns through which the MCRF also used to run.