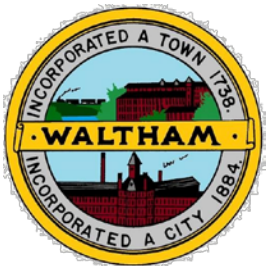


WALTHAM COMPONENT OF THE WAYSIDE TRAIL

(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



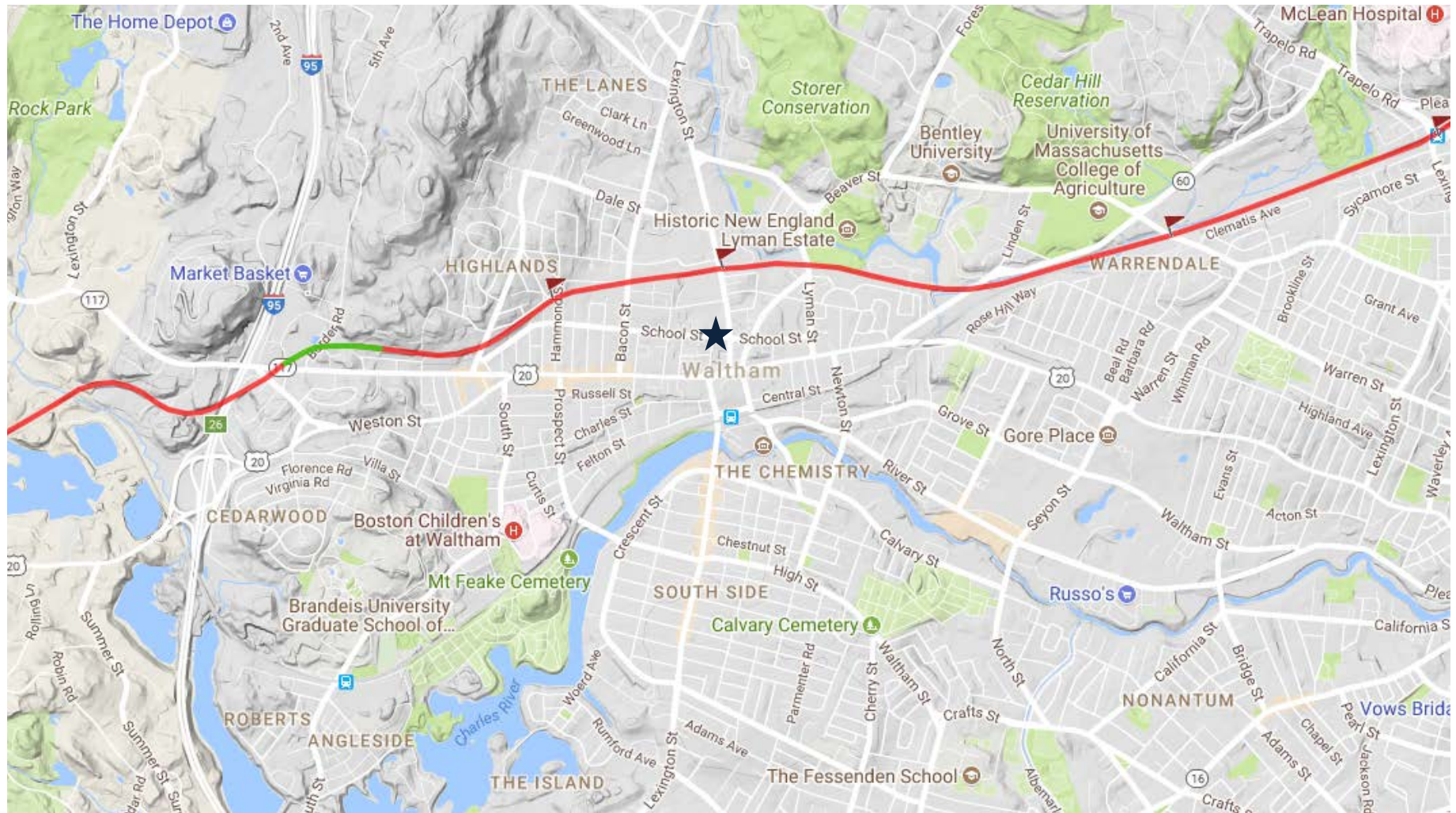
AGENDA

- | | |
|-------------------------------------|------------------------------|
| 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 all 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:

- Mile markers
- Benches
- Shade



SPACED WHERE APPROPRIATE:

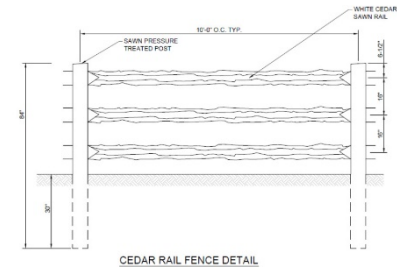
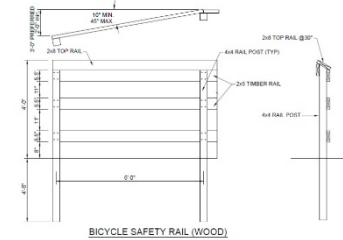
- Emergency call boxes



DESIGN DETAILS

EDGES

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



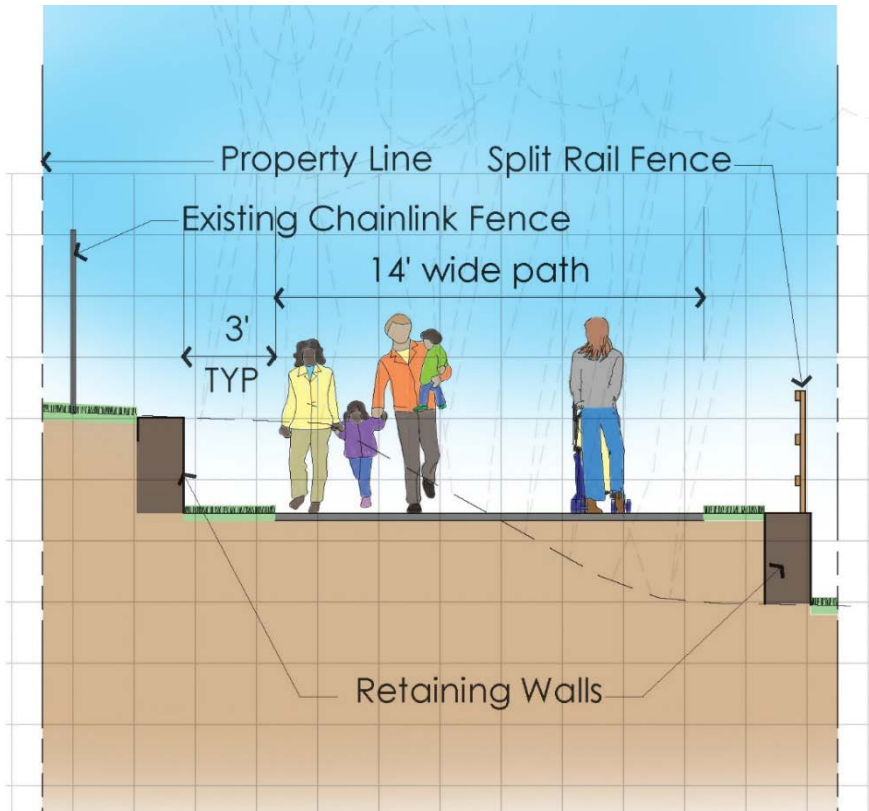
AASHTO GUIDELINES

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

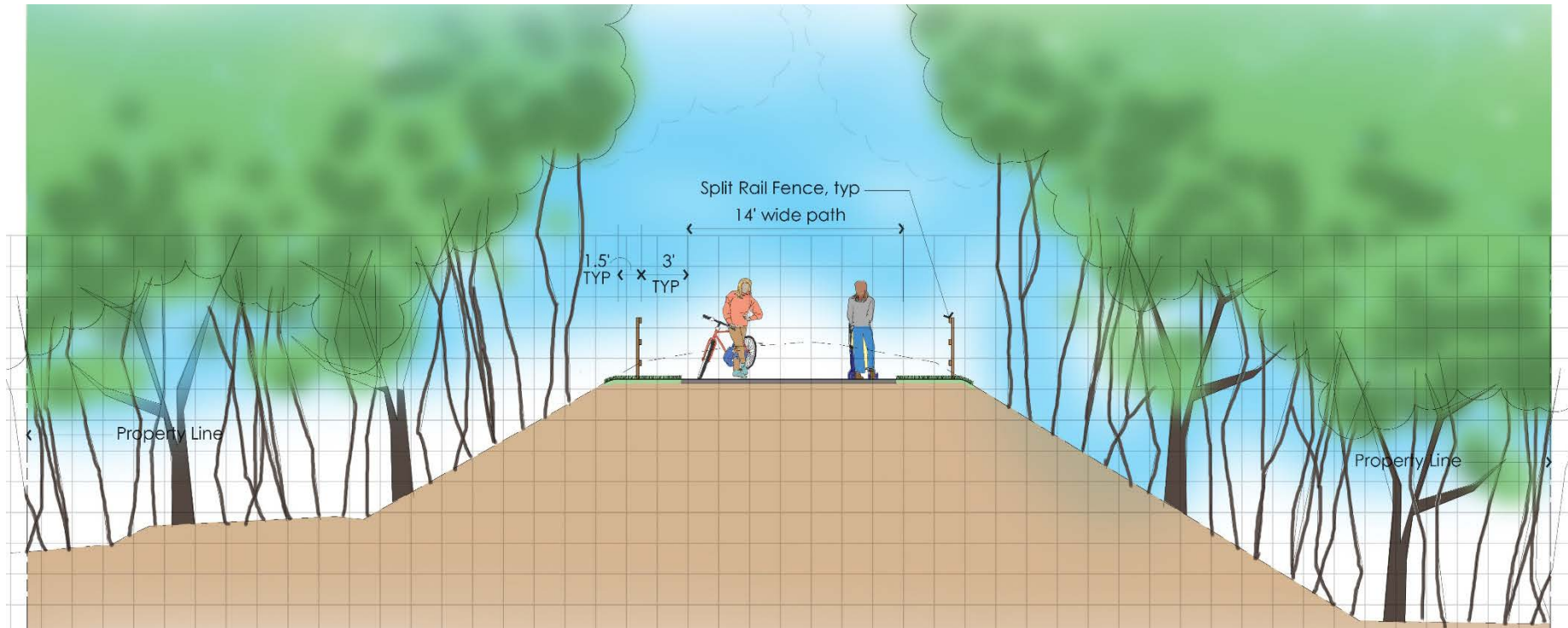
- Location with narrow ROW and buried rail



PROPOSED ELEMENTS

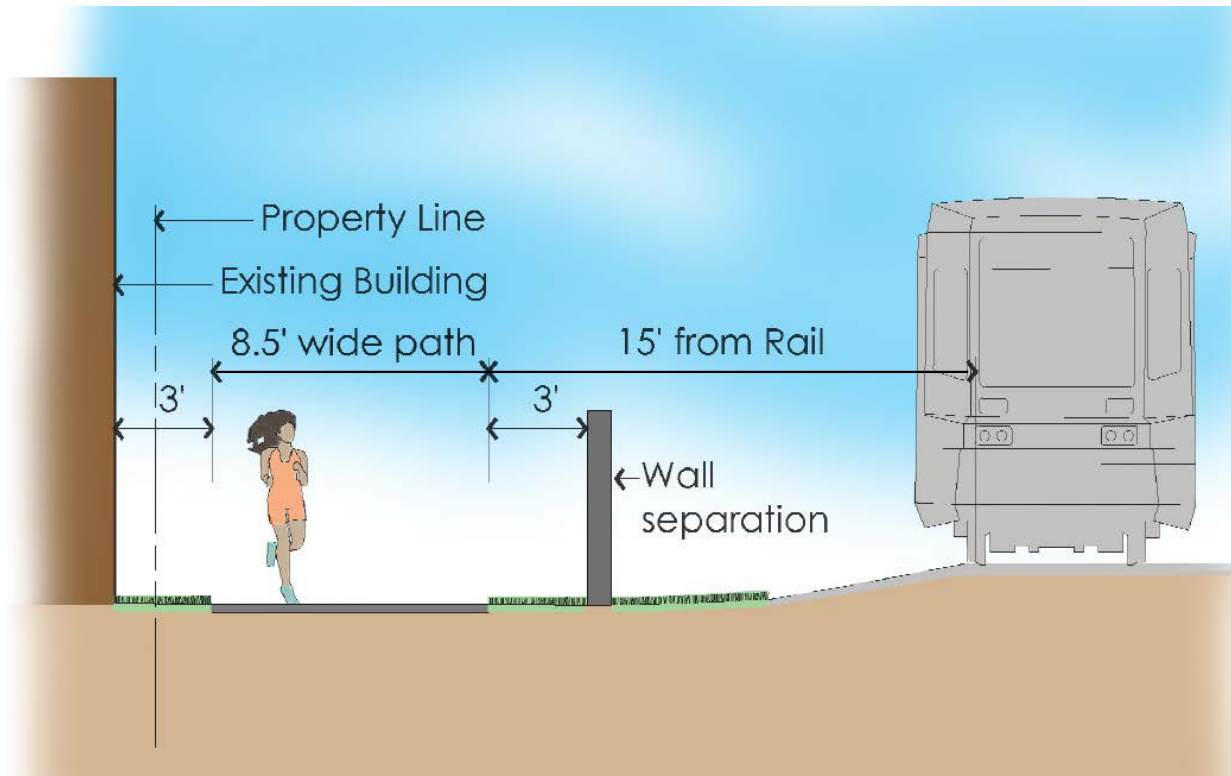
■ Cross Sections

■ Location with steep slopes



PROPOSED ELEMENTS

- Cross Sections
 - Location along active rail



BREAKOUT STATIONS



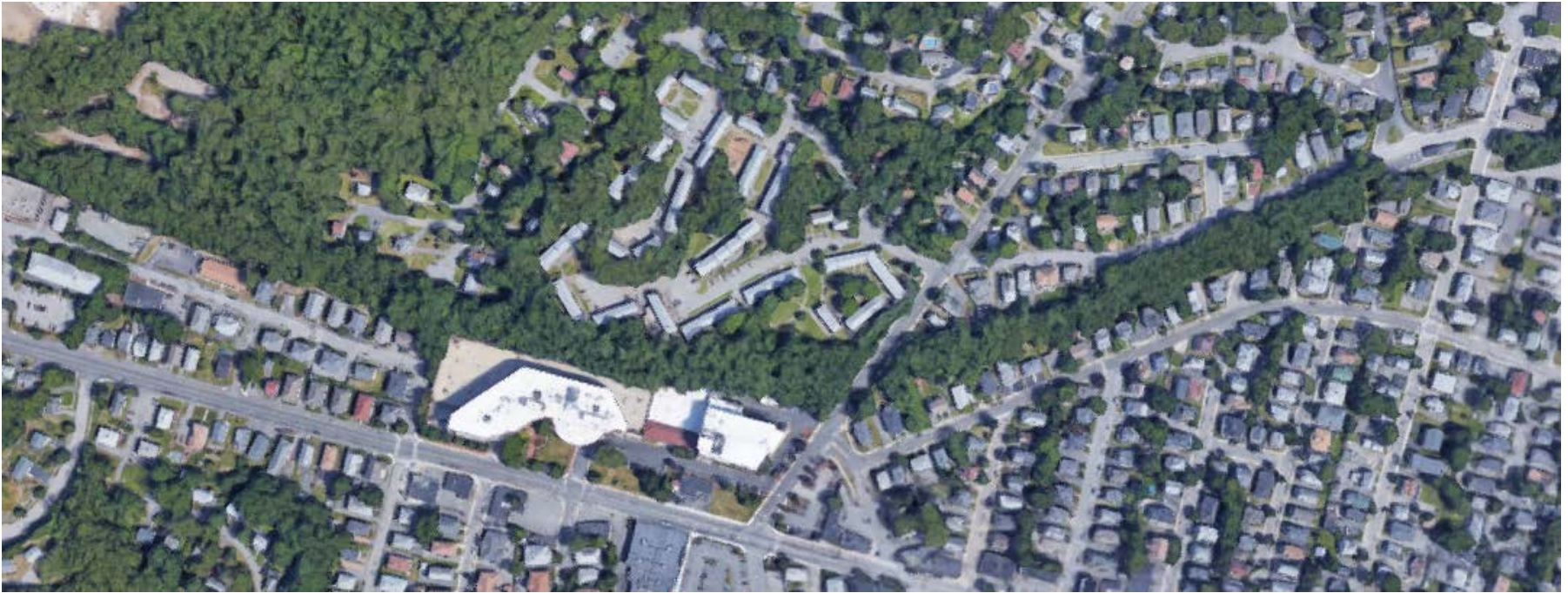
BREAKOUT STATIONS

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



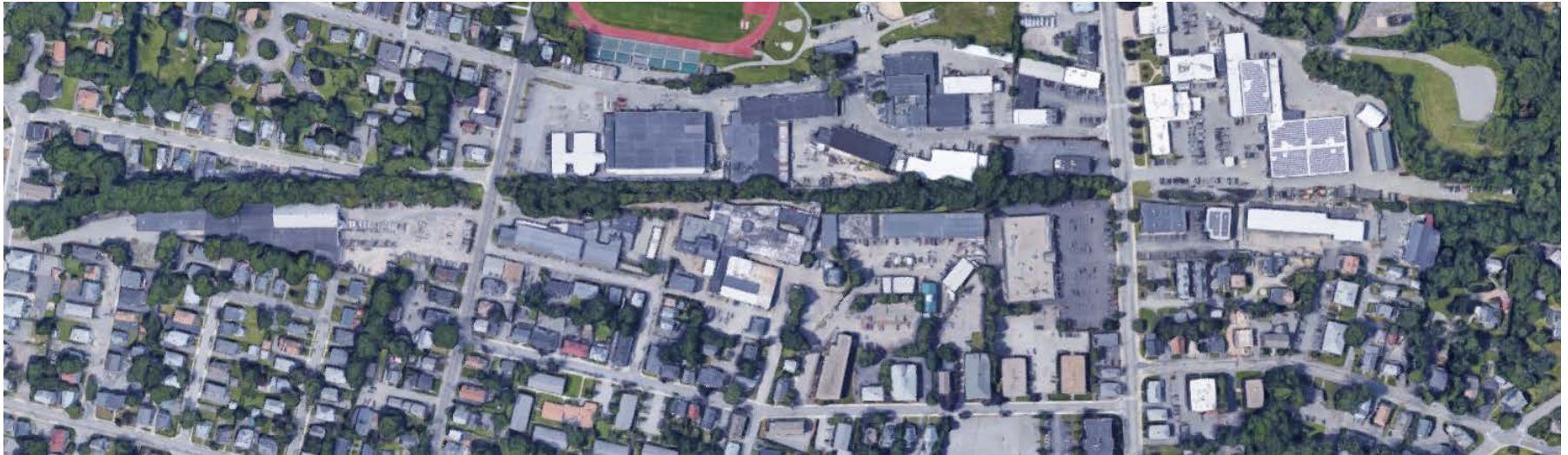
BREAKOUT STATIONS

STATION 2 – East End of 1265 Path to Hammond Street



BREAKOUT STATIONS

STATION 3 – Hammond Street to West of Lyman Street



BREAKOUT STATIONS

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



BREAKOUT STATIONS

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



BREAKOUT STATIONS

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
 - <http://bit.ly/walthamhealthytransportation>
- 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!



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

CRIME

ECONOMIC IMPACT

SAFETY OF MULTI-USE PATHS

[illegible]

Year:	2008	2009	2010	2011	2012
Total railroad accidents	12,944	11,227	11,555	11,066	10,746
Road-rail accidents	2,429	1,931	2,017	1,963	1,964
Total railroad deaths	803	696	726	712	70
Road-rail deaths	290	249	257	251	23
Total railroad non-fatal conditions	9,056	8,000	8,307	8,033	7,949
Road-rail injuries	989	741	853	977	92

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 X No; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Historical and Archeological Resources Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the **Historical and Archeological Waste** Section below.

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 MCRR also used to run.