

Responses to Open-Ended Questions in 2013 Belmont Community Path Questionnaire	
Belmont Community Path Advisory Committee	
Do you have specific suggestions for what the Community Path Advisory Committee should focus on? - Open-Ended Response	Do you have any other general comments or concerns regarding a community path in Belmont? - Open-Ended Response
I think it's great for any new path to connect with other existing paths, which allows for longer runs & bike rides while minimizing costs.	We have such a beautiful town; it makes sense to get more people outdoors & enjoying it.
Try to keep bike paths off roads, or if necessary, do as in Cambridge along Concord Avenue near Fresh Pond...very well done for an extremely busy and dangerous road.	The town will get only what it works toward and is willing to pay for. If the work is done with haste and for the lowest bid, we will definitely regret the results.
Focus on the availability for families and the safety of the trail.	I think it is past time we as a community followed through with this plan we have investigated it to death and talked about it for decades.
Comfortably wide path to accommodate the mixed use. It's difficult to pass on a narrow path when walkers or bikers are riding next to each other.	It's a wonderful idea!!
Economic benefits. Track record (safety, neighborhood reaction) of other paths.	Nay-sayers are still causing frustration, especially Channing Rd residents.
Connecting with other community paths in the neighborhood.	
beautify existing un/underused land with nice paths, benches, bike racks, exercise stations and lots of new trees and shrubery, adding beauty, color to belmont. as a property owner, paths connected to mbta, transit, other bike paths and commerce makes belmont a more desirable place to live.	don't skimp on the budget. the path will be here hopefully forever, so put in the investment now and sit back and enjoy an awesome path and new, healthy, active outlook in belmont.
I think that focusing on a future goal of having the Belmont bike path help connect the Minuteman path and the Charles River path would benefit everyone traveling around Boston on bike.	
Enabling both recreational and commuter use	I strongly support it! Am an enthusiastic recreational user of the Minuteman and Charles River paths.
	Dogs must be allowed on the path - have a local vendor sponsor dog bags for pickup
Keeping expenses to a minimum.	
I think creating a path with natural beauty is important for the rider experience as well as enhancing property values of the residents located near the path. Just look at Lexington Center and those house near the path, they are very desirable.	My only concern would be educating drivers as to what their responsibility is and what the bikers responsibilities are, with regard to traffic management and pedestrian safety.
	Let's do it!
Getting it done.	A path is a good idea. It makes all the sense in the world. The arguments against it spring from fear and selfishness.
connecting to other paths to create a seamless network.	biking to work in Boston is my goal. Not every day, but as frequently as possible.
Improve safe connecting paths to Alewife from Belmont Center	It would be nice to have the connection from Belmont center to the Minuteman Bikepath
	Takeing this survey is a joke It is set up not to take any negative response in most of the feilds
getting it done	di it right, don't skimp
	thank you for your efforts.
	We often bike on the Minute Man trail, and the bike path from Hill's Crossing to Alewife station.
1) Good and lasting quality of the pavement is important. The Minuteman Bikeway with all the cracks and roots has become embarrassing. 2) Few stops and traffic lights would be important.	
Saving money	See no need to spend fuynds at this time
Connecting Belmont to places in Cambridge, e.g. Harvard Square / Porter Square. Connection towards Charles River reservation.	
No	No

Personally, I prefer a walking path but I understand that cyclists will be very happy, too. So...can we do it so that walkers aren't terrorized by cyclists (as they so often are)? Possibilities: signage that notes that it is a shared path; please be courteous, etc.	To selectman Jones and CPAC chair and all: thanks for doing this work, thoughtfully, to benefit Belmont and the larger community.
If it's next to an active rail line, then noise should not be an issue - I'd be using the path with young children or running along it and don't want thundering train noise. I'm very excited about the idea of a trail near my home! When I lived in both Arlington and Somerville I used the Minuteman bike path several times a week for running and loved it.	
	Great idea
Connecting Belmont to adjacent communities/paths. This would not only allow Belmont residents better access to excellent bike paths in the area, it would open up Belmont and its businesses to surrounding communities.	way over due.
	Highly in favor
NO	Please keep the cost very low After the Feds and State take there share little is left for the town.
Please focus on getting it done.	This is a great idea!
This is a difficult task and I'm sure the guidance you receive will not all point in the same direction. If we think about this long-term, most people should come to the conclusion that our fuel consumption and transportation norms of today won't hold up over time. We're overweight and in need of exercise. Let's make this a central component of our community, it will do us all a world of good. Thank you for your service.	Cant' wait for it to come!
	It would enhance Belmont's landscape like other towns and cities.
Use for Belmont residents for exercise, recreation and access to the public facilities on Concord Avenue. I am not concerned at all for commuting or other communities.	I live on Channing Road and without specific designs for which I have input I will fight a path along the rail line in court. Design considerations need to meet the needs of the abutters first before it can even be considered.
	It has been a boon for Lexington. Let's bring one to Belmont!
	I love the idea of extending the bike paths. We used to live near the Minuteman Trail, and it was fabulous. I'd love to see something similar in Belmont.
"Damage control" if the project goes forward: 1. how to avoid destruction of trees; tree replacement insufficient as it is, & trees make all modes of travel in town more pleasant/interesting; 2. how to avoid infringing upon homeowners rights/interests in privacy.	Please take a hard look at purpose of this initiative in context of very rich resources already available in Belmont and in adjacent and surrounding communities for "natural beauty"; e.g, I use trails and rivers to walk, canoe, & kayak in Wayland, Sudbury, Concord, Lincoln, Charles River Watershed as well as Audubon-Habitat, McLean, Rock Meadow in Belmont, and I also enjoy urban walking in Cambridge and Boston. Does it make sense to pile on/reinvent mostly recreational resources for town/area already rich in them? Project seems to me duplicative and aiming to fix what isn't broke (in semi-urban Belmont). My sense is that few would actually benefit much except perhaps from direct bike ride to Alewife, and as a taxpayer I am very concerned with the "forever" revenue stream needed to support maintenance. If the project does go through, I would strongly opposing parking for path users which seems totally contrary to the idea of facilitating other transportation modes (by foot and bike) in town. I would support access to other existing paths to maximize benefit and possibly share costs if connections cross town borders.
no	no
As much off-road design as possible.	I think it is a great idea and will enhance the quality of life in the town and even the value of the real estate.
Would dogs be able to be off leash? I would hope not so that the path can be more kid friendly.	

I'm not sure the 'root' cause, but you might want to compare the section of the Minuteman path between Arlington center and Alewife and the other parts of the path. I've found a large amount of cracks and bumps due to root damage. I'm not sure if the construction was different in that section or not (ie. trees closer to path or site prep) but it impacts the use and overall maintenance costs. It's always best to learn lessons from other projects and do things right the first time.	
safe/efficient street crossings, if path will cross streets. Avoid messes like the Minuteman/Lake St. intersection.	It would be nice if the path could connect either with Alewife, the Fresh Pond trail or both.
To be used by families with young children the path needs to be paved. Also with all the rain and snow paving the path extends the use of the walkway. Otherwise it is just full of mud.	Keep the dog poop out! I'm all for a separate gated dog park for all those unleashed dogs that are not picked up after. It's really not appropriate that I have to hose down the wheels of my baby carriage every time I attempt to walk Beaver Brook and other places. I realize irresponsible dog owners are another discussion but lets make this a toddler friendly family path. My kids shouldn't have to exercise in a dog toilet.
	Would like to be able to walk my dog.
Do not try to impose will onto others.	We do not NEED one.
It would be great to have as broad a use as possible for all the usual reasons but also for safety reasons. The more people regularly on the path the safer it will be for children, etc. as it will help deter unwanted activities.	Even if it starts small, it would be a great asset to the town. It could grow later perhaps as use becomes more focused.
Build it now!	Desperately needed!!!
Safe path under the railroad tracks to the high school from the Winn Brook neighborhood and a safe connection to the bike path to the Alewife T	
Meeting the needs of the community at large and not just those of a few home owners that fear change and incorrectly assume it will hurt their property values. The idea of running the path down Channing street instead of along the track is just plain silly, and much more dangerous for cyclists. I'm surprised Channing homeowners would prefer to risk hitting a little kid on a bike while backing out of their driveway than have a path behind their yards.	Let's get the construction started!
	We have enough to take care of in this town with out adding a cut through for the entire area. As it is our own citizens don't pick up there trash and sidewalks. Who is going to be responsible for the additional trash from this path. Will this also require additional police details. Our tax dollars are already stretched to the limit!! I
	A path such as this would be a huge asset to the community. I appreciate the time and effort already put in and the long hours that will be spent by this committee to see this project through.
Along MBTA train tracks to link Brighton St to downtown Belmont	Complete Western Greenway
	I love the idea. I love the minuteman bike trail and the somerville bike trail.
Connecting Belmont to Alewife and providing non-street paths that connect Belmont neighborhoods are key to me. The path should be continuous, and is significantly better if it doesn't involve path-to-street-to-path transitions.	I think the [Lexington] police representative said that the Minuteman trail is a great benefit to their community and there were little/no significant security concerns. The value of the path to families and Belmont residents on the whole far outweighs any possible negative, and apparently non-existent, consequences.
How many residents of Belmont will actually use path to Alewife? Should we be concerned about and cover costs of path that will benefit residents of other towns?	proximity to homes on channing road in unfair to residents because of privacy and safety concerns; cost to plow in winter, when sidewalks in town are not even done.
MAKING IT HAPPEN!	the arlington bike path as one of my friends who lives in Arlington states, gave the town its "soul". belmont is a small town close to the city and we should try to make it as safe as possible for folks to commute, live and recreate on their own speed

We live in Belmont and we could not possibly love it more, but we have a young child and there are literally no sidewalks and no way for her to get to town or school or anywhere except a car seat in our car. We bike with a bike seat anyway, but it's dangerous and nerve wracking on Marsh, Concord, and all the adjoining roads. I also jog. And I walk to the Commuter Rail down Concord ave every day, and cars have to slow down or stop if there are two passing at once. I'm huddling on the shoulder, and getting wet if there's rain, and not easily seen on the fast road even if there isn't. This is the single most important safety thing I wish Belmont would offer. We don't want to have a car based lifestyle.	Would love if it connected Rock Meadow and other recreational areas to town so people could walk there -- and so we could walk to town.
	Do not agree with putting the path next to the train tracks - too many safety issues
Connections to Fresh Pond path and to Alewife T station should be emphasized (a connection to Alewife would also connect to the Minuteman Path and Somerville Community Path) finish and light existing half done path to alewife	behind the high school is just too dangerous!
Widen and clearly mark road shoulders, paint in bike lanes wherever possible, put in new sidewalks in areas of the town where walking is a life-threatening situation. Bridge the gaps between various existing walkable areas. Connect to other community paths.	I think we should be planning as many community paths as possible. Belmont is a beautiful town with residents young and old who would love to walk and bike safely, but are unable to because of the dangerous roads, narrow shoulders, and lack of sidewalks. All of these should be priorities. Please and thank you!!!
Ignore the busy body townies and get the job done.	The new path that goes to Alewife station from Brighton is huge improvement over the dirt path that I've traveled on for years. Thank you.
safety, accessibility	would love a pedestrian tunnel under railroad by high school!
Should have advertised for interestd/qualified people for this committee.Would have led to more useful and accurate data and results	Final decisions should be result of more and varied citizen input. they pay the bills!!!
Minimal cost. Belmont has a habbit of letting projects get out of hand	see #8 comment
Protection from tree roots which are serious impediments on the Paul Dudley White and Minutman paths. Provision for snow plowing.	
get this done on a timely basis!	no
Plowing the path in the winter months is important to me.	
Location	I would be very disappointed if a path is being considered very close to our home.
continue path on Concord Ave in Cambridge on to Concord Ave in Belmont.	I would not use a path next to the commuter rail, would not be enjoyable with loud roaring trains. What would the cost be to the town?
Impact on commuting capabilities, including promoting the accessibility and use of existing MBTA stations in Belmont. Ensuring that the path is able to evolve with the needs of the community as business locations, demographics, and transportation norms evolve. Is lit, but utilizes solar lighting where possible to avoid additional burdens on CO2 emissions. Supports a positive image for Belmont in the region and showcases a forward thinking community willing to invest in the future. Having the path include seating areas at various points helps to support usage.	
Getting it done in a reasonable amount of time. 12 - 18 months tops. Not years int the making please!	Belmont needs to consider the greater good associated with the best possible option, that is to say the concerns of a few abutters should not derail the project for the vast majority of the town.
Safe routes to schools, rapid implementation, durability. I recommend talking to [name and phone number deleted] . He can help with minimum design standards, trail widths, ADA accessibility - things to think about for planning and implementation.	This is much needed!
Easy commuting to ease car traffic but to be done safely	
Consensus of neighbors	no
explore all options, considering cost, ease to build, and connectivity to town resources, as well as other existing neighboring paths, as Lake Street, Concord Ave, Pleasant Street	
We live in the Winn Brook area. If it were possible to get from Channing Road to the bike path to Alewife, it could save us a cumbersome detour that adds an additional 10 minutes to the walk to Alewife.	

A smooth path. Belmont sidewalks are all heaved and it's hard for kids, strollers, bikes etc to navigate.	No
-WHY -I DONT SUPPORT A BIKE PATH -TOO MANY INJURIES OF BIKERS -TOO CLOSE TO CARS AND MAJOR ROADS -NO MONEY	-DO WE HAVE THE MONEY WITH NO BUDGET AND THE SEQUESTER BUSINESS -WILL ANYONE ACTUALLY USE A BIKE PATH -WHAT ABOUT INJURIES AND CRIME ON THE PATH FROM PUNK KIDS
Safety concerns of crime on the path. Criminals will use it to rob homes	
access to Alewife	
Education of bicycle users. My experience is that most cyclists don't know and don't care about the rules of the road.	keep it safe
	If there is an extension of the Minuteman path to Belmont center, it will definitely help with local businesses and community inter-connectedness!
It should be wide enough for multiple people side by side.	
N/A	This path is a bad idea. It will continue to increase the amount of crime and break ins that are occurring in Belmont. It will allow thefts and criminals easy access and a getaway that no one can follow/chase. This project will cost us significant money in a time of budget concerns and other more important projects. Many schools need redoing and the ROADS are in disarray. We need to focus our time elsewhere.
As a parent who takes his three kids (12, 10, 10) on their bikes, I feel we should leverage what is already here. From exiting Alewife Brook Trail, cross Brighton Street and down the street to the high school, cross and go along the pond with a trail and come out onto the side walk at Concord. If you were then able to cut a path behind the Mobil station and in the outfield of the softball field, you could have a path run parallel with the tracks for only a short distance to get over the "bridge" intersection and out the other side to Royal Road, where someone could go through the existing tunnel to get to the center or up the hill to where the Police Station is. Model it after the one in Arlington and we'll have a beautiful path!	
Getting it done!	
	I don't think you have designed question 6 as a good question.
[phone number deleted]	I enjoy walking and walk quite a bit, but I do not like to share a walking path with cyclists or inline skaters. I would not use such a path.
	Path does not belong next to the rail lines. Significant safety hazard. Also destroys values of houses along Channing Road
Fastest and easiest route to existing paths.	
None	Any type of additional trails only serve to make our communities more healthy, pleasant, vibrant and attractive as a town.
I think connecting Belmont Center to the Alewife T would be a very important path...	
Start with getting Belmont Center to Alewife working. Easy-on access at Belmont Center and a better crossing at Brighton Street. That's the 90% solution.	
Speed. This is such an incredible project, but I hope it doesn't get mired in endless planning and talking. Other development projects in Belmont have been paralyzed by red tape.	LOVE IT! This would be an AMAZING addition to our town.

For me the biggest benefit would be to see a network of safe bike paths that spread throughout Belmont, so my son could bike to work. As it is now, Grove street is insanely busy with commuter traffic, and while there is a bike path, I don't feel comfortable with my 12 year old riding on that road. We live on the outskirts of town, near the Cambridge & Watertown borders. I drive him to Chenery everyday, but I'd love for us both to be able to hop on our bikes: me to work and he to school in the mornings. We'd do it, if the paths were built with safety for kids in mind. That means barriers from car traffic and drivers who are desperately trying to get to work, and may not notice the kid on the bike. Along Concord Road, the bike path was lifted onto the sidewalk, which I think is great. I'd be even better if there were posts spread out along the perimeter of the sidewalk, like you'd find in europe that just provide a strong visual separation from car traffic and bikes.	Belmont is a place that people go to raise their kids. I'd love to see community paths sprawling throughout, so that anywhere you live, you could get from A to B safely on a bike.
Would there be after dark lighting on this pathway?? Would there be any "call Boxes" for emergency use? Would there be ways to enter and exit the pathway, along the way, and not just the beginning and the ends?	Who would "Police" it, if needed? Is it "town" property, or private?
I'd suggest focusing on completing a path that connects directly to Alewife, and not focusing too much on embellishment. See the Minuteman path for a good example.	None really; the concerns I've heard voiced seem to be based on irrational fears more than proven grounds from other paths that have been implemented.
getting it built in this century!	
No	This is important
Ignore NIMBY's get it done	DO IT
	Proximity to residential back yards -- do not want to compromise their privacy.
Linking to the current trail from Brighton St to Alewife would be extremely helpful. I commute by bike to the T and having this trail connect to Belmont Center would be very helpful.	I recognize the sometimes homeowners adjacent to community paths are concerned about a loss of privacy. I think working on how one can shield residences with hedgerows or other aesthetically pleasing divides might help lesson the concerns.
It would be good for the path to be multi-use friendly (bike, pedestrian, skaters).	
Please have lighting on the path. I love the pathway that connects Brighton St to Alewife but its dangerous at night because its pitch black with no lighting on the path. Please put lights on this path and I can guarantee you more people would use it more	Lights and benches or picnic tables
Safety - I would love it if the path could have emergency call boxes, similar to the closely-spaced ones on the short path linking the Alewife Station and the Acorn Park access road	Show naysayers hard data regarding real crime rates in other local bike paths - and how such paths affect property values positively - but keep open the dialog about how to address both real (and imagined) safety concerns
Bike traffic is increasing along with safety concerns (both from drivers and bikers not following the laws) - it's also contributing to the traffic problems in Belmont with reduced travel lanes - this should be an off road plan.	
linking with other trails so that it's possible to travel between towns by bicycle.	Wonderful idea, we are fully supportive.
Path should be off road so that it can be used by children, as the Minuteman trail is, and should connect places that people want to go to, such as the Belmont commercial districts, and other paths	
The path should be wide enough for comfortable two-way traffic and passing within one direction. The path should link all the way to a major anchor destination (for example, Alewife to Belmont Center). Make sure the path is smooth and well-maintained for kids to use. Don't ignore the landscaping: people will visit it more and care about it more if it has lots of shade trees and perennial flowers.	I think that the path could encourage more economic activity anywhere that it links to. Right now we drive the kids and their bikes up to Arlington so we can use the minuteman trail - it would be great to ride here; Could the rental bikes http://www.thehubway.com work for daily commuters between Belmont Center and Alewife (in the spring/summer/fall)?
costs and maintenance, considering the deplorable condition of streets and roads, left of DPW and OCD given the ongoing lack of attention, and please no whining about money given salaries	not a huge priority as town cannot maintain that which it has been entrusted to.
	safety... some of our current paths have no lights, or emergency call boxes
	Would be great if a part of it goes uphill for those who want to jog with incline.

	is there a possibility of a 'drive to bike' arrangement where bike leasing racks are provided at a couple of key spots; families could drive, park, and rent the bike (as in the systems in place in Boston and other cities), It would promote use overall for those that don't have adequate bikes (renters? others?) and in turn create possible better volumes of use for whatever paths you do create.
Please encourage Watertown and Cambridge to turn the abandoned train tracks that connect Fresh Pond to the Watertown Greenway into an off-road path suitable for runners and bicycles.	
Urgently build a community path that has access to other paths and trails	it is very important for people living in Belmont
Building and maintenane costs	
	The town should ABSOLUTELY!!! put in this bike path. The benefits to the health of the town, decreased use of automobile, and connections to other communities far out weigh the risks.
	sounds like a great idea!
	would it be patrolled by police from time to time for safety or have surveillance of some kind? would it have emergency call system?
Completing the path as soon as possible.	Great use of resources, general and dramatic improvement in quality of life.
its not only dedicated community paths -- a lot would be gained to knit a tight (and marked) network of sidestreets where bikers and pedestrians can do shortcuts. The sidewalks and roads of these street must be well maintained. In our part of Belmont walking with a stroller on the sidewalk is impossible, the sidewalks are broken and trees have lifted parts of the sidewalk by almost 1 foot! Likewise, side roads have potholes that are certain to make a biker fall. I recommend to fix roads and sidewalks along a biker-pedestrian road network, impose a speed limit of 20 mph, make sure that traffic lights along the path take bikers and pedestrians as equally important as cars (wait times, access!), exempt bikers from one-way street regulations, and open passages in fences and roadblocks to bikers.	talk with golf course, cemetery and country club owners if they would not be willing to allow bikers and pedestrians access ONE dedicated path along their property. These are huge areas of land requiring a huge detour - not a big deal by car, but enough to make biking unattractive. A possible network path would connect the Beaver Brook Reservation with the Grove Street Playground via side roads (i.e. NOT a bike path on Trapelo road)
Lighting and signage	
Persistence.	Good luck. I hope it becomes a reality.
	I have three small children so being separate from road traffic is my biggest priority. We walk around town often and around Fresh Pond almost weekly. We would love a traffic-free space in our town where we can walk, jog, scooter, and learn to ride bikes.
	I think this is a great idea! Belmont really does need its own bike path, and I think a lot of Belmont residents (including families with young children) would take advantage of this for recreational purposes in good weather, and commuting convenience year-round.
the safety of the students biking from and to school	
	I'm VERY glad to hear this discussion of a community path. I bike to work daily, even in rain and snow, and I would like more safe biking options. It might be beneficial to paint a yellow line down the middle so people tend to stay to the right. Make it wide enough for bikes to pass without danger.
Make sure it will be cleared of snow within 24 hours after snowfall.	
I would like to see the path not only lead to Belmont's centers of commerce, but also that there be bicycle racks at these locations. Belmont Center isn't the greatest place to try to lock up a bike, nor is Cushing Square or Waverely Square.	To make it useful for commuters and people who would like to do errands by bike as opposed to merely recreational. To encourage people to use it year-round, it should be kept clear of snow in winter. I know that this is a tall order, but it should be wide enough so that adults who want to get somewhere on it, commuters etc. are not deterred from using the path because it is clogged with people and their kids going very slowly. I love the Minuteman Path, but at some times of day, especially on weekends, it just isn't worth the aggravation, because of the crowds of slow walkers, tricycles and families with kids. I know that it is challenging to make one path serve the needs of such a wide variety of users.
Better access fir	Should be wide enough to accommodate walkers as well as bicyclists and skaters.
An active rail line is no public place for a community path, you are putting people at risk! Security, littering, cost, maintenance, liability issues, intersection modifications, traffic, and parking	costs need to be determined before any paths are built need to consider how any path constructed would affect peoples privacy lining along the route

Focus on connecting the path to existing path we have to Alewife and Minuteman Trail and others in the area	People coming from other towns to use the path thus causing more congestion on Belmont roads and parking which is already congested enough
Safety. I'm worried less about the train itself then about what I assume to be the path location, which seems isolated and sketchy. Unlike the Minuteman, I would have real misgivings go there in anything less than full daylight.	I really don't have a good idea where the stop / starts would be. Simpler, easier to read map would be a start.
	If the path is accessible after dark, especially for MBTA access needs to have lighting. Its path should not be too distant from residences and or businesses for safety reasons.
educating Channandler RD residents about the actual end result, and privacy and safety reality	Safe road crossings where required
	Would like for the path to extend at least to Waverly Square
	Great idea!
	A great idea. Long overdue. It would also be great to have it easily connect with the Minuteman trail.
Accessibility for emergency vehicles (Police/fire/ambulance) Video surveillance for public safety?	Posted rules for pet clean-up and enforcement.
	Sounds like a great idea. And in my neighborhood!
Don't do it	Don't do it
	A wonderful idea!
Getting a path!!!! It would be so great to have a path in Belmont. I love biking on the Minuteman.	
Safety, benefits for Belmont businesses, mitigation for abutters.	
Seek consensus by emphasizing unifying shared goals with the community.	
Getting moving. The time is now!	It would increase business sales, physical health and property values.
	I think it would be nice but feel the roads especially side roads and streets in Belmont need to re-paved and that to me is a concern especially after the winters we have had in the past couple years.
	number one is safety: lighting/accessability.... if individual were to have a problem..... would anyone know? that is the one advantage to having it adjacent /open to streets.
Crossing railroad tracks at High School	
Work out the simplest possible change of grade (if required) at Belmont Center. It should be straightforward, very usable, not contorted.	I think landscaping will be very important between path and the live rail. This can happen with minimal space by the use of various deciduous and non-deciduous vines.
It would be great to have a bike lane on Trapelo Road to Belmont Street down to Mt. Auburn.	
Public education. The Minuteman Bike Path had some opposition from abutters before it was built, but it has been a great success and has raised property values.	I think we'll need to do a lot of work to overcome Nimby opposition.
I thing you are doing a great job and you should continue actively pursuing the idea of building the path.	no
Keep it off Road ways	
Sound, Visual and Security 'buffering' between the path and abutting neighbors	
Never Build one !	Community paths impeed on Traffic conditions. To many people have stop for pedestrians and bikers to cross, adding to the already heavey traffic conditions in belmont.
Anything to avoid or minimize both the impact to existing roadways and any kind of shared access to roadways would be my chief focus. I wouldn't want to impact existing traffic negatively nor would I want to increase the number of pedestrians in areas exposed to motor vehicle use. I would much prefer it be near the rail lines which get much less use are more isolated and are essentially fixed in terms of traffic patterns (trains don't turn unexpectedly!)	I think it would be a great thing to have! Anything to encourage more exercise and outdoor activity has my strongest support. Personally, I don't think there are nearly enough recreational options in our town.
	abuters must approve
Keeping path clear in winter	
	One concern is in Belmont Center: navigating the Concord/Common/Leonard intersection is difficult enough for cars and hazardous for everyone else.

	The state of the roads in Massachusetts is horrendous. It's practically impossible to ride on a road bike without having to swerving around a number of potholes on the way and you can imagine how dangerous that is when bike share the lanes, please fix the bike lanes.
spending money in a more productive way	crime and a place for older children to hang around. it will also be a direct link to the projects in cambridge
I've love to see Belmont participate in the Mass Central Rail-Trail project.	I am an runner and a cyclist. I am a regular user of the minuteman trail etc. I'm also very impressed with the recent path improvements around Alewife Brook. I would love Belmont to have some similar options.
	I would want to use the path with my small children. So it would be extremely important that the path be safe for kids, most especially if it were next to the rail line.
Definite need to connect to existing off road paths.	Long over due!
No	No
	Connection to Waverly and Cushing areas, as well as Watertown
	I think that this project would have a very high return for Belmont residents. I would support such an investment, even if it meant higher property taxes to fund/maintain this investment.
Please give us a path that goes right to the Red Line from Belmont Hill. It stinks to have to drive there.	I would be concerned if it leads to an increase in crime for homes/businesses near the path.
The fact that anyone can walk that path at any time of night; I find it very dangerous in terms of not having any control of who goes on it, what they are doing on it; I find bike paths very dangerous	I am so against this bike path; it is proposed that it would be behind my house. I am very worried of the safety of my children, people walking by looking into my yard. Anyone can walk behind my house; I feel it is fully invading my privacy. I'm sure people who are for the bike path will not have to deal with it in their backyard! I do not want it!!!
Completing a bike path without continuous interference with public hearings and unproductive meetings that cause confusion and delays	
no	no
Decide on a plan that can get support and move it forward. This has been discussed and studied for way too long.	
	Great idea! Make it happen.
Getting it done quickly	Can't beleive we do not have one through Belmont yet!
Connecting Winn Brook neighborhood to high school, library and post office. Minimizing noise and litter for nearby residents. Connections between Alewife and Belmont Center.	Make sure it is well lit.
Opening up areas of Belmont that have no sidewalks or safe ways to walk or bike	
Sidewalk repair	If the sidewalks in Belmont were repaired, they would be safe and substantial for pedestrians....
how to make it the most attractive yet safe pathway.	
n/a	n/a
strategic destinations, educational signage of significance, e.g. water, historical, flora, fitness...access to other existing paths, e.g. Minuteman, McClane (sp?)	a path thru/up Belmont Hill probably will NOT be practical due to slope - up OR down.
Don't try to do too much too quickly. Boston has come a long way in the last few years and more and more people support bikers' access. Don't spend too much money, rather establish the access and develop future plans based on use and input from users.	
State of the art signage concerning safety and community sharing aspect and behavior expectations	Would love to see the abutters bend to the common good on this
	I'm very supportive!!!
other local successes on similiar projects.as you know there are many of them. (also examine problems and failures on other similiar projects)	wonderful idea. how can I help?
Allowing connections for bicycles where only a dangerous or high traffic road is the alternative.	It has to have a connction to the MBTA in my opinion and ideally to Arlington town center as well.
I strongly favor any plans to increase pedestrian and cycling access in Belmont.	
Link up with Minuteman Trail--connect Alewife Station with Belmont Center.	

	I think this is a great idea. If there is a safe way to connect to the high school so kids (maybe a tunnel/bridge) would stop crossing the tracks that would be great
	Major concerns as to negative economic impact and decline of quality of life for those property owners and residents who live adjacent to the path. Major concerns as the cost to the town for security, plowing, maintenance, trash pickup, safety to those using it as well as those on roadways that the path would cross and the like.
a paved path is preferred versus a stone path	It should not be a shared path with cars
If a path were adjacent to train track and residences, obtain video comments from people in Arlington whose home or apartment is adjacent to walking trail focusing on the SAFETY concern to them and their homes.	Is this plan for a single community path similar to the bikeway that runs on the old railroad path from Somerville through Arlington to Lexington and beyond? or something else? where would it link with and to/from? I guess your communiques and drawings in the newspaper has not been clearly delineated and specific to enable me/others to 'see' the options.
Bike/walking path is needed.	
quality construction, attractive and inviting some lighting if possible and as wide as possible few benches....	good luck go for it!
Think future, not cost!	Do it! Great idea.
N/A	N/A
Safety for all is the primary concern - that you wouldn't be afraid to walk on the path alone.	In the snow and ice, will there be a need for some snow removal or other maintenance for safety?
Trying to get he bikes off the road and on to paths. Remove Bike lanes on streets for safety and to keep the traffic moving past cars turning left.	Divide the bikes from other use so the bikes will get off the roads
Sealed (not dirt) path to use with strollers very important, as getting to and from shops and library and most places is difficult due to inconsistency of present sidewalks. Also, getting from Winn Brook School area to Library very difficult as no access under/over railway line, it is a long way around past Brighton Street or Leonard Street. Please provide a pathway under/over railway line for more direct access to the library from this side of Belmont.	
Linking up Channing Rd. to Brighton St. for bicycles and foot traffic would be good for kids walking to HS, commuters going to and from Alewife Station and to/from the 84 bus stops, and provide a link to Belmont Center. It seems like a short step for a lot of benefit, but I have no idea what the land issues are there. I think Channing Rd. folks would rightfully have concerns about riffraff using it as a path or even a destination. Maybe locking a gate there from 9 p.m. to 5 or 6 a.m. would help that. The ride/walk to and from Brighton St. to Alewife is beautiful. It looks like the nature walk/park area will be a nice destination for people coming from either way. May be smart to try to pull them up to Belmont Center to spend some money as they explore the area.	I just moved to Belmont a couple of years ago, but as an Arlington native, I witnessed how much the Minuteman bike path helped transform that community from "20 pizza places" to a destination. Allowing alcohol was a huge step, which raised the restaurant levels, but bringing all that foot traffic is important. It raises property values if connected to Cambridge and Boston by non-auto transportation.
Getting it done, even if not perfect.	Barrier to trains would have to be foolproof.
Make it safe with good lighting and wide enough with ramps for strollers and kids on bikes	
	It is a great idea to link the existing minute man path to Belmont so you don't have to ride on busy roads from Belmont Center to get on it
If the alewife bike path is extended to Belmont center then there should also be a better pedestrian crossing at Brighton st. Flashing lights, ped. stop light. raised road. or similar.	Right of way or access from alewife bike path to Channing road would also be nice. Right now you have to go around and down to elliot rd.
I would LOVE a path that connects the path from Brighton St to Alewife to Belmont center. Also, a tunnel under the railroad tracks to the high school would be top of my list too!	I think it is an awesome idea.
	I think this is a fantastic idea and certainly a project that would benefit the residents of Belmont for years to come!
Focus on getting the majority community behind it	-
	Seems the current focus is on path to existing bikeway to Alewife (which is great) but I'd love better access to get to Arlington, Waltham and Watertown by bike!
It would be nice if the path passed or was in the vicinity of some parks. Also, reseach should be done to find out if there is a way to connect it to the bike path that runs through Somerville, Arlington, etc.	I think it is an excellent idea.

Concord ave intersection before and after the Belmont center train overpass is a nightmare for pedestrians and cyclist. Even w/o my kids I feel I am gambling whenever I am crossing. Brighton crossing is also challenging somewhat , but there is nothing we could do there. Possibly coordinate with Cambridge and place more signs or pedestrian triggered stop light. It would be very nice if Channing touches Brighton, (around the church) for pedestrians and cyclists. Just by that, "low-cost" bike path connectinhg Belmont center and Alewife can be created. Maybe something can be done to safely integrate Channing into bike path. Ideally I would like to see a path connecting Shaw's area through Belmont center to Alewife station. This way Belmont citizens could get their groceries and commute to Cambridge/Boston w/o a car. Pluss ease of Trolley/Bus /Beaver Brook areas access . I strongly believe that such bike path is a must if we want to keep Belmont a desired area to live.	Concord ave intersection before and after the Belmont center train overpass is a nightmare for pedestrians and cyclist. Even w/o my kids I feel I am gambling whenever I am crossing. Brighton crossing is also challenging somewhat , but there is nothing we could do there. Possibly coordinate with Cambridge and place more signs or pedestrian triggered stop light. It would be very nice if Channing touches Brighton, (around the church) for pedestrians and cyclists. Just by that, "low-cost" bike path connectinhg Belmont center and Alewife can be created. Maybe something can be done to safely integrate Channing into bike path. Ideally I would like to see a path connecting Shaw's area through Belmont center to Alewife station. This way Belmont citizens could get their groceries and commute to Cambridge/Boston w/o a car. Pluss ease of Trolley/Bus /Beaver Brook areas access . I strongly believe that such bike path is a must if we want to keep Belmont a desired area to live.
	It is very important to connect or link the Brighton-Alewife path to Belmont center , along the railroad, the same as Brighton/Alewife
Moving it away from the railroad tracks completely	
	It would be wonderful to have a community path in Belmont!!
High priority is connecting Belmont center with the bike bath on Brighton. Another wonderful amenity would be a cycle track down Concord Ave in Belmont too the cycle track in Cambridge on Concord. NOT bike lanes!	A safe point to cross the rail tracks to allow for access to the high school/Concord Ave from Channing.
We need a path to Alewife that goes all the way there and is maintained year round	
Lighting for safety	
Extend the trail to Belmont hill	Build an overpass at the commter railvbridge at town center
Smart design to allow for multiple uses - recreation, a path to get from point a to point b, walkers, families.	We think it's a great idea and would love to see a bike path here. One concern, would it be possible to have a lane dedicated to serious bikers & one for everyone else. This is a major concern for us as we don't like to take our children in the Minuteman path due to the high volume of intense/speeding bikers. It is not safe for walkers or people with children or even slower bikers.
A volunteer safety committee to patrol the trail and raondom times. They have this at the W O&D trail in Va and its great and makes us feel safe	
	While I am a strong supporter of a path, I urge the committee to recognize that abutters have legitimate concerns. While my family and I would enjoy such a path frequently, abutters have to live with the path continuously. I recognize the difference.
Not using the schools (email from the principal) to push the pro bike path agenda. There are many people in the town opposed to this path and so sending this via the principal/school d list is inappropriate	
Safety.	
	This is a fabulous idea
	Please don't forget the only elementary school south of trapelo. It would be unfortunate if a path were to benefit some but not all the schools.
Trail would be a positive asset for Belmont community	Thanks for your efforts on this great project, and working to help make it happen.
bike route from waverly square to alewife	N/A
I would love to see the path connect Beaver Brook, go behind the elderly and affordable housing on Trapelo road, go along Pleasant Street on the MacLean property, cross Pleasant Street at or around Snake Hill Road and go either side of the tracks to Belmont Center. I am also really eager to see Trapelo Road improvements made that would permit better cycling. I would also think a bike path along the Commuter Rail from Belmont Center to Blanchard Road would be a low-cost way to get a nice trail that hooks up to the existing trail; if needs be, I assume a low-cost solution could be provided for drainage.	I am willing to pay a little extra in taxes if need be for the path and am not concerned with safety, drainage and these kinds of concerns for the Channing Road proposal. I think these are made-up concerns that serve the purpose of disrupting what would be a low-cost and highly beneficial route of the path.
It would be great to have a path kids could use to bike to Middle school with limited risks from car traffic.	

	I think a bike trail through Belmont is a great idea. I would encourage the committee to find a way to make this a reality.
Advocate for more pedestrian friendly Belmont in general. We have allowed our streets to become racing mini highways for people trying to cut through our town on the way to work, etc. To cross a street is a ten-minute chore even at traffic lights. You press walking sign at the intersection, and then wait, and wait and wait forever, for traffic light to cross the street. Why cars in Belmont always have right a way in the community that is lot more urban than rural/suburban? We need wider sidewalks and not highway-friendly car traffic in general.	Nothing is ideal. Keep it simple and humble and go from there. Thank you!
	If the path intersects with Cushing Square, the traffic lights and the timing of those lights need to be updated. As they are at present, it is extremely unsafe.
	Where would this path be located?
Asap	
	I think it would be great - thanks to the group for working on this!
	There doesn't seem to be enough space through the town to truly make a useful path between the schools, which is what would be great.
It would be fantastic for the kids to have a safe way to travel to and from school and avoid major streets.	
getting it done!	Just that the positives (more exercise, less traffic) far outweigh the negatives. Might be good to look at how other communities got it done (best practices). Barrington, RI did an amazing job implementing theirs and working with neighboring communities (e.g. East Providence and Warren).
I would like an off road path that connects up to other paths. Places with robust bike paths are healthier and encourage local recreation and local business use.	I am strongly in favor of an off road path.
I think safety for bikers should be a focus, in terms of automobiles and roadways. There are many bad drivers, so some type of segregation from cars is a good idea.	I think the more bike path availability in Belmont the better. It is great for kids and exercise.
Off the road, connect the Paul Dudley to the Minuteman trail	
The stretch of off-pavement path that Cambridge built along Concord between Fresh Pond and the Belmont line would be a great model to aspire to.	
	Build it and we will come. More directly connecting Belmont to Alewife would make our bike commute to work much safer (thank you).
a triagle path connecting belmont center, cushioning sq, and waverly sq.	
It should benefit all areas of Belmont not just concord ave corridor. Maybe something connecting trapelo road area to beaver brook behind McLean	
Connecting Cambridge bike path with Alewife, Belmont, Watertown and Waltham	If you can help fix the main roads in Belmont it would be terrific - most of the streets are covered with potholes
1. integrating the path so that it does not impact aligning neighbors 2. wide enough for several people to fit sideways 3. lighting along the path 4. fencing to keep small children from running onto rail tracks 5. connecting Belmont Center and Waverley Square 6. if created, keeping a close eye on it at the beginning to ensure that crime is not brought up the path 7. material used for the path should be something permeable for water to penetrate to ensure that ice does not form 8. keep in mind that it could be used in winter for cross country skiing and could possibly be used by the high school to form a xc ski team 9. budget for a snow roller rather than plowing - if you've ever been to St. Moritz Switzerland in winter, you'll see that all the bike paths connecting villages are "rolled" in winter and the snow compacted - this allows bikers and skiers to use the path and does not tear up the path material 10. Committee will need to keep adjoining neighbors in the loop about what is going on with the path 11. Perhaps the town can offer a tax abatement to these neighbors who will now be sharing their backyards with the world	I guess I said them all above

Yes, the path could cross Brighton St at Hills Crossing and continue on the right hand side of Hittinger St. Then continue into the Clay pit area and up onto the Right Side of Concord Ave to Belmont Ctr area. There are no streets on the right hand side except for the High School exit. There is already a bike lane on concord ave.	
I would like to see a community path with separate lanes for walking/running and biking. When you are biking for commuting/transportation or a workout, it is both frustrating and dangerous when pedestrians dominant the path or act unexpectedly (veer into the middle of the path, walk multiple people across, etc).	Lighting for use after dark is important to commuters.
Bringing Belmont Center to bike path is a must! Belmont Center to Alewife Connection will be very useful.	Speed it up
Focus on recreational use and ability to access easily	Focus on safety of users
Putting in sidewalks where needed.	
Yes DO NOT put near an active rail line. Insane	A community path should be created with community in mind. To create a path the inconveniences even one taxpayer is unacceptable. The immediate abutters should be the sole focus of a path creation.
Safe street crossings	I think it is an awesome idea.
who will perform the maintenance	safety of children and families available emergency communication stations
	it would be great!
	Already the rail line provides significant drainage issues for home owners in that area.
Cost to taxpayers, considering projected costs for town needs, especially considering the economic crisis, which will not be easily resolved, as hoped.	
I would like to see a path across train tracks from Channing to the high school	Belmont residents do not have a safe access to bike paths. I believe building one is much-needed health investment in our youth.
pedestrian tunnel/ bridge between HS and Channing road to Winn Brook area student can walk/bike safely to school Improve concord	Bike and pedestrian safety of Concord / Channing intersection (under the bridge). Possibly add clearly visible crossing pedestrian triggered sign for safe crossing.
Getting this done.	
have the existing path on Concord Ave in Cambridge run along Concord Ave in Belmont up Royal Road over the Clark Street Bridge along Pleasant Street to Beaver Brook into Waltham.	No part of the path should be adjacent to a live rail. To many issues involved including, safety, liability, fire and police access to name a few.
	I'd be happy to be part of any committee working on it.
	Alternate railway crossing closer to high school as part of this project
1) Data and evidence-based assessments of alternatives (e.g. on privacy, security, etc., as well as post construction usage measurements to evaluate success). 2) Tunnel under the tracks: this will be key to safety and pedestrian traffic flow. 3) Parking 4) Whether current loitering along the tracks will change with a path (e.g. teenagers by high school fields; can we measure a "before" picture for this?)	I am enthusiastic for the town to do our part to facilitate getting people out of cars.
Getting something done ASAP	We'll never have one if the NIMBY crowd continues to hold up the discussion
Access from Brighton to end of Channing Safe crossing of rail tracks from Winn Brook Neighborhood to High School	Do it!
Finding a better location for a path than the proposed location.	I'm a big fan of the minuteman trail. But next to live train tracks doesn't seem like a good idea. In the proposed area I also think it is too close the backyards of the residents along channing road. I am a big trail user but I don't think I would use a trail that ran through Belmont - it is just too congested. I like the minuteman trail but not the part that crosses mass ave.
I really want a place that is safe enough (won't get hit by a car) for my kids to ride their bikes around town, to teach them the car is not the answer for everything. That would really make this a unique and special community.	
	Good luck! This is a wonderful proposal.

	Pleased that there is an effort to link our community via walking paths; policies need to be clear regarding dogs (on leashes I hope) and cycling (where there is adequate width of the path and safety rules)
there are so many positive rail to trail and community path stories to tell personally have a hard time understanding opposition Nope.	
Suitability for families with young children, smooth surface for strollers, bicycles	It would be just wonderful to have that. There is really nowhere in Belmont where parents with strollers could walk safely and smoothly for a longer stretch, no place for kids (and grown-ups) to ride their bikes safely.
getting it done	belmont has a tradition of a very few opponents messing up a greater good. Limit the accommodation to the whiners.
Is there any way to use Channing Rd itself for the path (road and sidewalk) to save on costs -- by connecting it to the existing path to Alewife?	A tunnel connecting the Winn Brook neighborhood to the high school would be a great addition.
Keeping the MOST affected people (the abutters on Channing Road) totally in the loop and keeping their concerns at the TOP of the list of concerns!	Great idea...very problematic routing through Belmont, however
	If the town does build a new library at the proposed location, it would be great if the path could access the library by crossing the railroad tracks.
	Let's get on it!! We are so far behind the curve in comparison with other communities.
I would be willing to contribute to the planting and care of edible landscaping along the Path (see http://www.kickstarter.com/projects/290256474/helpyourself-public-gardens-and-fruit-trees-in-nor?ref=live for an example of a similar project in Northampton, MA)	
Buffer zones must be included to ensure the path does not infringe on abutters' sense of privacy --the community should have access to public rights-of-way but fencing, screening are an appropriate public responsibility and expense. Fear of loss of privacy for a few should not become the justification for failing to pursue a project that is otherwise, overwhelmingly in the public interest for the many.	Belmont critically needs a network of walkable/bikeable off-road paths. In addition to an off-road trail that forms a spine through town (e.g., parallel to Fitchburg line), town planners should pursue a few strategically-located miles of designated pedestrian/cycling paths, on existing ROWs but protected by curbs, that ultimately connect to key destination points (e.g., our elementary schools and retail districts). A well-designed network would allow the overwhelming majority of residents, especially students, to get about town (including to/from school) safely on foot or bicycle. This would cut down on unnecessary traffic congestion, expand recreational opportunities, and strengthen our sense of community. The need for non-vehicular access around town will only intensify over time as fuel prices rise and climate concerns intensify. It will take years to realize, but town planners and leaders can move early to study, develop and formally designate an overall network design based on rights-of-way available to public use, and then build it out as infrastructure rebuilding projects (e.g., sidewalk reconstruction, street repaving, water main expansion) arise over the next couple of decades. Imagine if as little as 5% of Belmont's street network, including lightly-trafficked streets, were converted to one-way car traffic, with segregated walking/biking paths constructed in the parallel lane. This approach could enable fairly rapid development of a network reaching close (perhaps within 1/2 mile) to every Belmont residence, providing safe pedestrian/cycling access while preserving access by motor vehicles. Belmont is historically a walking community. Bicycle traffic has been consistently rising in recent years. Since our town is pretty fully built-out, the best and perhaps only way to prevent conflicts between pedestrians/cyclists and automotive traffic (with tragic consequences as seen recently, e.g., in Boston, Wellesley) is to provide safe, separate paths that are fully off-road or parallel to yet segregated from existing roads.
I would like to see	I think a path would be great for our community. It would provide safer transportation routes to students riding their bike to the high school and would make taking the train from Alewife easily accessible to a wider group of citizens.
	I think it would be an asset to Belmont and our property values
We should invest to ensure privacy and security for adjacent residential properties. But everyone should realize that nearby access to a good bike path increases property values and community spirit.	I'm very excited about the possibility of a bike path connected to the minuteman system.

environmental and community health benefits We live very close to the Minuteman Bike Path and all three of us use the bike path for commuting, errands and recreation. It improves our health (we all bicycle mostly) and lessens our use of a car, lowers negative impact on the environment and lessens wear and tear on vehicular roadways.	
Please do not spend any money on a path. Belmont is already strapped for cash and there are a number of nonessential projects being proposed (such as a new library), with money being wasted on feasibility and architecture studies. Money was also wasted on too grandiose fire stations and the Wellington school. Belmont should currently limit all spending to essential infrastructure, with roads and sidewalks and probably the town yard (DPW dept.) high on that list. On the horizon are hundreds of new children in the school system from the O'Neil property and the awful urbanization of Cushing Sq. This is no time to be dreaming about "paths" that we don't need.	very much in favor Belmont is only 4 square miles and except for green space it is completely covered by roads and sidewalks. What would we need a "path" for? We can already get to anywhere in town we wish to go, whether on foot, by bike, or by car. We take a daily walk for about an hour, walking mostly on side streets and to a lesser extent on the sidewalks (because sidewalks have more tripping hazards due to panels raised by tree roots). Walking in the neighborhoods is fun -- we get to know our neighbors and meet their pets. Random encounters on a path would be less interesting. Also, we very often walk at night, and we would never, never walk on a path at night. In fact, I think paths can be frightening even in the daytime, especially for woman walking alone. Houses along a walking route are a welcome source of security. We have to pay with our taxes for recreational facilities we have never used -- including now a lighted field that is often illuminated when it is not even being used. More than enough money is already being wasted on special interests and unneeded facilities. A path would add to that list.
I think it is quite appropriate for the path to border the back yards (and side yards) of private homes. Simple fencing should protect the privacy of such residences and define their property lines. That is not unlike sidewalks along the front of houses.	
Please consider Rail-Trail. It's an extremely efficient use of space and can be done safely (take a look at the Green Bay Trail connecting Chicago to Wisconsin-it's been next to the train for over 50 years!) Take a look at the film about the building of the minuteman. it took 17 years, and those abutting came around to really enjoying the access they have to the rail trail. We have no sidewalks on Winter Street or access to public transit. It would be TERRIFIC to be connected to the rest of Belmont!	It would be great for Belmont to support bikers walkers, and runners, on street or when possible off-road! So glad the committee is (re-) convened! [name deleted]
Let's make the path happen ASAP!	Connections from the Winn Brook neighborhood to the High School and the Fitchburg Cut-Off need to made and facilitated. For example, a safe crossing of the commuter rail line from the end of Alexander Ave to the High School and from the end of Channing to the Fitchburg Cutoff and nearby shots. Better cyclist connectivity from downtown/Leonard St to Concord Ave is also needed (this intersection is scary enough in a car, much less a bike). A path with new/better crossings of the rail line could help facilitate safer access from downtown to Concord Ave. Thanks!
Defining the options for a barrier between the trail and the rail line	
I would like any sort of bike path in Belmont --- along Royal Road and the commuter line would be nice	Hurrah for a bike path in Belmont!!!
MCRT and connecting to the Western Greenway	
	Thankyou, this is great and needed and superuseful and good for belmont and surrounding towns, reducing automobe use and traffic and pollution and increasing health, and happiness.
Please talk with the DCR folks who are working on the Waltham bike path to make sure the two paths connect easily.	Thank you!
	For my family, it would be valuable to have a convenient safe way to walk, run or bike from Belmont Center to Alewife. For any other path, I don't know. It all depends on where the path goes.

Getting a bike path open and in use	1. Along the edge of Royal Road. This is probably the cheapest option to build, as there is a thin shoulder on which the trail could be constructed. 2. Through the woods, with a winding ramp up to the level of Clark Street as you approach the Clark Street bridge 3. Through the woods, then wrapping around the stanchion of the Clark Street bridge at the level of the tracks (19 feet separate the stanchion and the tracks), then crossing back to Clark Lane or Pearson Street through Belmont Housing Authority owned property. This would be the flattest route.
part of the path should be adjacent to Royal Road and use the recreational land that is wetlands and is between the commuter rails and Royal Road	I think that it is important to create a community path in Belmont in a timely fashion ----- more quickly than slowly
safe cycling and walking paths	Would be delighted to have this in our town!
1. An off-road trail is the number one priority. 2. Think of a network of trails rather than a single trail, so the path can be useful to the largest number of citizens. 3. The central trunk of the network should be along the railroad line because that is a flat route (avoids Belmont Hill and the hill on which Cushing Corner lies) and is also the most efficient way to connect people to business centers and existing transportation links along Blanchard, in Belmont Center and in Waverley Square. 4. Think about how to connect playing fields (Winbrook, Beech Street, Pequotsette) to the path. 5. Use landscaping to protect the privacy of adjacent homes. This is the best way to address abutter concerns and should be a priority.	
the value add paths give to communities	has there ever been a community that closed a path or whose expectations were not met - i doubt it
Maximum access to make it feasible to get around town without a car - with a family over 12 years old.	
getting existing trail as far as Waverly Sq. to access Belmont center w/out traffic or steep hills. Getting it done.	great idea. Please do this!!
Focus on getting the path done! That means minimizing committee work and start actual design and construction ASAP.	Don't present options for public comment without at least a rough price estimate. People who want to see this path built know that it will never happen if it's too expensive. Therefore feedback on individual options needs to be based on estimated cost of each option.
	The more offroad paths, the better! We all need to walk and cycle more and stay out of our cars!!
A community path - especially one that serves as a useful link in a greater network - creates economic opportunity for that community. More people will come to/through that community and spend money at local shops and restaurants without the need to widen roads and for people to cruise for parking.	I get round primarily by bike. I make a lot of money, and like to dine out and go shopping in communities by bike. I don't go anywhere without adequate infrastructure. I am the new American, who eschews strip malls and car centric communities, instead visiting nice walkable and bike-able places.
Making this path connect to current and future bike / walking paths.	I am a regular bike commuter and would love to have a good connection to shops in Belmont that connects to the Alewife area.
	Get it done!
I would like to see an extension of the new path from Alewife to go to Belmont center.	
Very important it links to existing off road paths	Encourages access to Belmont business and public resources from residents of neighboring communities.
Relative safety for the path users. And the ability to access town(s) center	
maintenance of the Brighton Road to Alewife path (once construction is finished) (i.e. clearing snow); connecting to existing paths (Audobon Habitat, Rock Meadow)	I see no issue with a path extending from Brighton Street to Belmont Center and beyond (along the rail track). I used the dirt path to Alewife for years with no issue.
	Good luck! it would be fabulous to have a path through Belmont
	Highly supportive; would increase quality of life here in Belmont
Offer to plant foliage between the path and the homes of citizens who oppose the project.	Keep providing evidence (to those opposed to the project) that a Community Path actually increases the value of homes in near proximity!
The path chosen will be dangerous for youth in Belmont to access the high school.	The path will not be used by the majority of Belmont residents. Where is the cost coming from? Have residents abutting the path been listened to.
	thank you for working on this, it is a benefit that will last a long time.

	strongly support the idea!
	Strongly support - great idea!
wide enough for both walkers and cyclists	
access, safety & beauty	that it be well kept & maintained, & with direction signs as needed
Connectivity to other bike trails with links to local businesses.	Anticipate growth in the number of users over time.
a connection from Belmont Center to the Alewife path is critical. A connection to the Western Greenway and the MCRT going east is also key.	Community paths have been very successful and well received in other areas. Given the Belmont logistics, some on-road sections would be fine if they included some protection from auto traffic.
	Make it happen.
Thanks for pursuing	Have call boxes for emergencies
Stay close to RR track because this is the easiest to accomplish soon	South of Belmont Center On the McLean side of Rt 60 would be best
	Please build bike paths, its very important to the health of the community
Integrating bicycle traffic into normal street and bike paths	We are well behind the curve in integrating this into our town.
connections to existing paths	I would use it but I already use exisitng sidewalks and nature trails in Belmont without problems
extending the path	
	Need to understand negative concerns
I just want a safe place for my family to bike, walk and run miles. I don't want it to connect to T routes, that would bring crime, I just want space access for health and happiness.	My family would use it daily if there were one nearby.
	Need trash and recycling bins
	Costs for construction and maintenance imo are two different things. If initial somewhat higher construction costs assure lower future maintenance costs, the payback will be worth higher construction costs.
	Although I don't live in Belmont, I frequently bike to or through town. I would do so even more and frequent local businesses such as coffee shops if there were an off-road path equivalent in quality to the Minuteman.
	I am very supportive.
	I live in Boston and really cycling on the Minuteman Path to Lexington. I will be using the path from Alewife to visit Belmont center. And I very much intend to use it to get to my doctor's office at [address deleted] . Thank you!
Get It done!	Will enjoy the expanded connectivity with the Minuteman Bikeway
creating a low maintenance path, and keeping it clear year round. Tricky I know.	Macadam paths crack and roots do a lot of damage. I suggest hard packed earth. It will slow cyclists down (and I am one) and make a friendlier path.
A simple but rational grade transition at Belmont Center, if it is necessary to have such. I know this is a tricky place, but have not seen up close plans so far. exactly what the proposals are.	I think it will be a tremendous asset for everyone, including Channing Road residents.
a rail path connecting to Minuteman	Plan a bus trip for the opponents to walk on the Minuteman-offer them a bike ride!
	75% of my transportation needs are met by cycling or walking. It is healthy and beneficial to both the local and world community. Any mechanism that encourages these forms of transportation is a good investment.
	Belmont is overdue for joining the bike path communities in this area. Let's make it happen!
	pathway to crime
to avoid crowding and scooters, rollerblades, skate boards, speeding bicycles, anything motorized. be aware of abutting homeowners and their desure for peace and quiet.	will be a great asset for the town.
	glad that this is being considered. There is a need for a trail that continues from the trail that ends at Brighton Ave.
no	no

Why it is important, to whom, how feasible int terms of getting rights of way, and realistically how expensive to build and maintain. Even if safe and the easiest solution, running it along the railroad does not appeal to me.	Cannot begin to evaluate without seeing maps of possible routes and termini
connection to western greenway	
Rules of use, hours that are most safe, & of course safety & a place to call for help. Also, light well.	I've heard some people don't take into account others enroute. Maybe some rules should be posted and manners remembered.
	The path would be a wonderful benefit to Belmont.
get and use easement to use rail line as much as possible	no
	about time
	Let's do it!
	I am eagerly awaiting its existence.
	Very important for Belmont's quality of life, and therefore for Belmont's property values (and tax base).
no	waste of time and resources
	Looking forward to its completion!
A pleasant place to be, easily accessible to residents.	
Stay away from R/R tracks	na
Run the path across the bridge over Concord avenue so that it can also be used as a pedestrian crossing. The present pedestrian situation at Concord Ave/Common Street is very dangerous. I'm far more worried about the present situation there than any concern about locating the path next to the rail line.	This is the single most important project in town, in my opinion.
	The Minuteman path seems to ahve been very good for Arlington
moving ahead at a steady pace	
	A bike path would be a wonderful addition to Belmont. My husband drives to Lexington to use the off-road path there...crazy, really. We need a path in Belmont, too.
	It will help connect parts of Belmont, and residents, to each other. Do not cater to abutters who have extreme concerns and fears. The path in Arlington works beautifuly, for example.
Maximum safety at street crossings.	Long overdue!
Making a choice for the route between Brighton St and Belmont Center and getting this done	
From Belmont to City of Cambridge or Arlington, any pathway must be heavily planned according to environmental needs and functions. Area covered with wetlands and vital woodlands.	Has many public and private advantages which should be developed with environmental concerns foremost.
Promoting connections to Alewife Station, Minuteman Bikeway, Davis Square. Keeping pavement relatively free of potholes that makes many Belmont streets dangerous for cyclists. Making as much of the pathway as quiet as possible consistent with other goals. Restoring public access to Fernald grounds so that walkers can continue from Rock Meadow paths; guards told me when I was looking for trail on Fernald grounds that I was trespassing.	Great project.
Keep path off roads	Keep path off roads
Not building it	
I would love to see a true multi-use path, like the Minuteman Bikeway or Somerville Community Path section--specifically, adequate width and center-striping so that walkers, runners, and cyclists can all use and pass safely and easily. Also, bike and pedestrian connections to Fresh Pond/Concord Ave cycle track would increase path viability.	Thanks for your work, look forward to supporting continuing efforts!
	Yes, I do not want it to be an impervious surface. We don't need more of that in our landscape.
Educate the community (especially the naysayers) on how they will benefit from having the path even if they are non-users.	"pave it and they will come." I have ridden on the dirt and now paved path from brighton st to alewife for years. The number of cyclists, walkers and runners who use the path since it was paved and made into a real path has increased at least 10 fold.

	long overdue; it would be a major improvement to life in Belmont and increase its attractiveness to new residents
How would this impact foot traffic to and from BHS?	There is basically a "double-width" road near the tracks. Possibly the train schedule could be posted: a "heads up" for train travel.
It would great if new path could connect to Western Greenway Trail, and personally it would be great if it could connect to Waverly Square	My only concern is it's taking too long to start
Develop in such a way to keep pedestrian/bike traffic off the roadways at the intersections of Leonard/Channing/ Concord and Concord/Common St.	The notion that will be raised by some that it will increase crime has not been borne out by paths in other areas, particularly on the Minuteman Path.
all of the above	These community paths allow residents to get from one city to another for work, recreation, shopping and dining. They tend to be an economic boon, as well as a significant life style boom.
Keep pushing that other working examples are well-received in their communities.	I'm SO tired of the Channing Rd neighbors whining.
People should use also the sidewalks!	
	in view of the limited space in town, i can't imagine where the path could be located
multi useage	it is a great idea!!!!
	People will be fine with it until it is in their own back yard.
	It would be a tremendous asset for the town.
	Thank you for working on this project.
I particularly am a bike commuter around Belmont and would love to see better connections between Belmont Center and bus/train facilities or other community paths such as Alewife, Waverly, and the Minuteman bikeway (aka Alewife).	
separating path from traffic is the most important. Designing a path that is aesthetically pleasing and attractive to wildlife. Connecting to the Minuteman in the east end and to the rail trail being developed in Waltham at Beaver Street/Waverley Oaks/Lyman Street on the West. A bike path was recently built on Nantucket and much of the funding was raised privately by small donations given by neighbors and supporters of the path. If the path costs get too high I would suggest tapping the community for donations.	It will create a very positive community space. It will have positive social affects in the town by allowing people in town opportunities to be outdoors and meet each other.
	I think a path is a great idea! It's good for all of our health, our sense of community and our carbon footprint. Thank you for your efforts on this.
If the path is a shared use, such as Concord Ave, sharing with cars, forget about people coming out to use it. Particularly families. I run along Concord Aves "shared use " bike path and feel like my life is hanging in the balance every time I'm out there.	I'm hoping the path follows the existing former rail line - connecting it to the Brighton/Alewife path. I would ask the neighbor's on Channing Rd to explore the path in Arlington -particularly the stretch from Lake St to Arlington Heights. There are people of all ages out enjoying the path, commuters safely away from cell phone/texting distracted drivers - not the crime that is feared. When we were looking for out first house we looked in Arlington, specifically along the bike trail.
Be sure it connects to other trails/bike paths	No
	I do not like the idea of a path sharing the road with cars. It's a bad idea and should be avoided.
Use current roadways	We cannot afford it
Healthy outdoors exercise	It is nor critical as we have established community paths in nearby towns
Keep cars and bikes separate. It's become way to dangerous already with the mix.	Yes, I don't believe we can afford it.
	I think it is much needed and would enhance the quality of life in Belmont.
You need to accommodate bicycles.	
Publicising it I have no idea how to find the paths they have now in Belmont. I do know where to park and access the one in Lexington.	
getting it done and not spending alot	
No	No
Ignoring the NIMBY people and doing what is best for the entire community; connecting existing pathways; making sure there is room for walkers as well as bike riders. Some people don't walk on bike paths because they fear being run down. Safety is a priority, in all aspects.	Long overdue!

Getting the path built soon!	
	I think it would be helpful to be wide enough to support both bikers and walkers. Also, lighting so people can see better if using it in the evening.
	A safe, offroad community path will connect Belmont to Alewife station to the east, and begin a connection to other paths in the west. Given the importance of reducing carbon emissions, encouraging more cycling via safe routes is an important priority for Belmont and beyond.
	Let's get it done!
On road designated path	
	People don't realize how much benefit drivers would get from eliminating more cars from the road by letting those of us who want to walk and bike do so more easily. Provision for clearing snow should also be included.
	I have been hoping that Belmont would have a bike path.
Making the Brighton Ave to Belmont Center path on the railroad right-of-way a reality.	An obvious community good.
Likely eventual reduction in auto traffic on bright rd, concord, ave. in belmont center, around waverly	The akuto traffic isridiculous in belmont, esp concord and in center. I ceased renting an office in the Center because traffic delays. Despite my strong desire to support Belmonts businesses and commercial tax base, I now avoid belmont businesses on Trapelo and in Center because the travel delays due to auto traffic make it more efficient for me to shop in Cambridge and Watertown.
	This would be a major quality of life asset for the town of Belmont. I am envious of the wonderful path that residents of Arlington and Lexington have enjoyed for quite some time.
no	
	Make it fun - try to wind it through nice seantry
Biking, walking, general exercise. Go to the Arlington/Lexington path on a nice Saturday in the fall - you will want one of your own!	
finding an alternative to putting it ANYWHERE near the live rail. There is already a path along concord ave, work with that option, build out a sidewalk like cambridge did and make room for bikes on it.	It should NEVER go near a live rail. I've run along the alewife path, and when a train goes by the noise level is incredibly high, that would not be comfortable for anyone.
	I think it would be a great thing for our town.
	Neighboring towns of Somerville, Cambridge, Arlington, Lexington, Concord, and Bedford have all seen the tremendous value of recreational corridors through their communities.
The death of any path would be sharing it with a busy street (Concord) or requiring it to make a zigzag route. It should be straight like the Minuteman bikeway	Just understand that while one section of town - really one neighborhood - shouldn't dominate the debate even if they are abutters. Remember that abutters are not owners. While they must be heard, they do not hold sway over the process.
Whatever the final design of the path, there is no excuse for not immediately opening up the Channing St. right-of-way for access to Brighton St. (and, more importantly, the existing path to Alewife). This would make it so much safer for cyclists and pedestrians who currently use the existing path to Alewife, and could be done at minimal cost. Over the long term, I would really like to see a tunnel under the rail line to connect the path to Concord Ave. become a part of this project. This would make it an even more valuable community resource than it already will be.	For those of us who commute by bicycle already, every day that passes without this path in place literally puts our safety, and maybe our lives, at risk. To connect to Alewife, we are forced to ride down Brighton St., which is clearly not designed for cyclists. Every time we make the turn on or off Brighton we risk being hit by a car, no matter how safely we ride, how much reflective clothing we wear, and how many lights adorn our bikes. I am quite certain the motorists would rather have us on a dedicated path as well. This is the real safety issue, not some made-up concern about a trail next to an active rail line. Let's get real, and get this done!
	I support this whole-heartedly!

Please note that currently with a bike path that ends in the middle of nowhere (i.e. Brighton St), bike commuters currently have to make dangerous turns across a busy Brighton St when returning from Alewife (because you can't cross right at the tracks and then continue north on Brighton on the wrong side of the street). This extension is critical to the safety of bike commuters from Belmont neighborhoods using the path. At a minimum, it seems like a right of way could be negotiated from Channing Street through to Brighton Street while the details of the path along the tracks are being worked out. On an unrelated note, though I know connected to this project, I strongly support an underpass connecting the Winn Brook neighborhood to Concord Ave.	After living in Arlington and enjoying the Minuteman for biking, jogging, and walking, I am confident this extension could only help Belmont center and Belmont residents (including those who live on Channing -- property values would go up and people do not loiter and stare in backyards while using the Minuteman). It would be a great way for others to access the center, and for Belmont to feel more connected to the communities around it. It would also help solve some of the parking problems in Belmont Center by providing another means for people to access it. Finally, it would be great for Belmont residents to have a safe and easy way to access the rest of the bike path system.
Look years ahead. The completion of the path from Brighton Street to Alewife will in a decade or two attract bicycle enthusiasts to the Channing Road neighborhood. At that point the question of using the right-of-way behind Channing will be answered.	
off road path only	other communities have retail center benefits and transportation benefits. both would be very important for belmont
	I think it would enhance the quality of life in Belmont, and reduce traffic.
	Please, please do it!! Tell us how to help, or help maintain it!
1. Accident risk in general, but particularly the safety of our children when using bicycles in town. Families need a safe place to ride/walk together. 2. The value of paths for commuting (e.g. access to Alewife). 3. The increased property/rental values that come with doing 1 and 2 well. We previously rented in Arlington next to the Minuteman and it definitely was a premium to be close to the path.	Please communicate when there are meetings to gather public support, etc. I will "vote with my feet."
A trail from downtown Belmont to Alewife	The new connect (starting in front of Nicolas Market) is spectacular. My boys are used it every weekend last summer. I don't think alot of people know about it.
Making Route 60 a consistently 'Pleasant' street to cycle and walk on.	
Limit crossing of streets (use over paths, under paths). Provide easy access from feeder neighborhoods.	
Connection to destiations and other trails	We bike all the time w/our kids in the spring/summer/fall and would love more paths in Belmont.
Easy access to path. Safety of users.	
It is difficult enough to get around town without adding the path	I do not think it would be safe
Try to get it done in my lifetime.	
Make sure the path is wide enough for people on bikes to pass pedestrians, etc., safely. Path should be at same level as ground to avoid bikes crashing.	
Getting buy in of Channing rd residents	Better publicize the success and happiness of Arlington path abutters
	Would love to connect to other paths
Finding another area for the bike path.	I do not think that having a bike path located next to an active rail line is a responsible choice with the safety concerns, the lack of privacy to those abutters to the path, possible destruction to private property and cost of maintaining the path as well as clean-up of the path.
There should be a focus on safe bicycling generally in Belmont. It should be safe for the children to ride to school and for everyone to be able to ride to a bike path and not have to drive and park in order to ride. Connections to a path are important.	If the path is next to the train, there must be a tunnel for the students to use to cross the tracks; otherwise they will cut through any barriers as they do now.
Yes. While doing this, it would be important to provide access to the trail from Belmont High School. Students would use it a lot. Such an overpass over the railway would also provide access to the High School for students living on the other side of the tracks -- eliminating the dangerous temptation for someone to cut a path through the fence. I see such an overpass as an essential part of any such plan. Have thought so for some time.	I love the idea of more community pathways in Belmont and will gladly support the effort to make them happen, especially the trail to Belmont Center -- with the High School access overpass.
Get the project completed	

Beware of trying to be all things to all people: in line skating and jogging are at odds with biking and walking in actual use per ex. Connecting business and open space are also a challenge. I am appalled that people think that a painted line on live traffic roads constitutes a safe bike lane. There are only two perfect bike paths recently built for perfect models: MIT/Vassar Street section and Concord Ave from Belmont to Fresh Pond. Get bikes OUT OF THE ROAD for everyone's safety. What is the plan for Trapelo road...i fear another painted line!!	With barrier, area along rail line is ideal and allows abutters a chance for some protective landscaping from the current noise. Accidents in the past are due to people crossing or walking on the railbed: avoided with a barrier.... Ideal to connect with Minute Man somehow and important to connect to Alewife on already existing path (?)
	Hope so much it comes to fruition! John and I would be happy to join in support as needed.
It would be excellent to connect East Arlington with Belmont by a walking/bike path. We live on the Minuteman Path and use it almost everyday in the warmer months. We frequently walk to Arlington business and would extend our visitors to Belmont business ALL THE TIME if we could get there by foot.	We have a child and are constantly walking with the stroller. Belmont moms and Arlington moms would be able to connect without having to get in the car - excellent! My number one issue is safety - that the path is free of hazards (cars, dangerous cyclists), and I'd be too scared to walk next to an active rail line, though I understand and respect the convenience of clearing the path that a rail line would have (in terms of linear rights-of-way already being available).
	About a barrier between rail line and trail: they have a big fence on the Brighton st. path to Alewife T, and it prevents wildlife from crossing. That's a problem.
Present to Belmont town meeting.	
	Smooth pavement, and root barriers to minimize maintenance
Listening to a butters who would potentially have this path near or behind their home	
I really like the relatively new path from Bright road to Alewife along the rail road track. It's a major boon to my commute, and I love taking my toddler daughter there to walk (in nice weather).	I don't know where exactly you can put it, but a dedicated bike/walk path, as opposed to a little lane on a regular road is really a different kind of community asset. Bike *lanes* are also nice, but if there's an option for a separated bike/walk path that connects some useful things, it will be great.
	Go, Belmont! If you connect to Arlington, we would certainly patronize local businesses via the path... would be a fun, non-car, family adventure!
	I think this would be a valuable asset for the town.
Get the path done!! I have been waiting for some time and I just want a path to Belmont.	
	Connecting the Center to Alewife is really important since there isn't really a connection now. Should be kid friendly so HS kids as well as younger kids can use it too.
Keeping cars (and opening car doors) away from cyclists is always important. It is also might be nice to have designated lanes for faster and slower traffic (commuters on bikes keep left perhaps, joggers/walkers keep right).	This is a wonderful addition to Belmont.
Making the path link to key locations (Alewife and local businesses)	Love it!
I would love a quiet path that I could take from Belmont Center to the Fresh Pond shopping area. While it is possible to walk or bike there now, it NOT pleasant because of traffic on Concord Ave.	
Safe street crossings, if applicable	Very excited about project. I'd love a better route to Belmont center. That intersection under the RR at Concord ave is deadly!
Making the path longer and well connected so that it forms a network with existing paths and public transportation will make it an attractive recreational opportunity for residents from neighboring communities.	
	I love the Minuteman bike path! I use it to commute by bicycle to work and school or to do errands, to ride my bicycle recreationally, and to jog. The path has been vital to my ability to bike commute, which preserves my health and helps the environment. A path provides a safe, sheltered environment to ride and increases convenience by eliminating time stopped at traffic lights. My only concern is that the path would be wide enough. I find the Minuteman can get crowded.
Limit major intersections and avoid traffic if at all possible. Try to connect it to other paths or transportation routes (that are good for cycling) to make it convenient to use/incorporate into commuting.	

Dismissing the idea that the town has to be responsive to the concerns of a small minority of abutters.	
limiting traffic/major intersections as much as possible	looking forward to it!
Provide root guards to decrease future maintenance.	
Cost	Not on live rail
cost to taxpayers	
	Think about how people will get to the path. For instance, for me to get to the current path at Brighton, the best, calmest, safest route has me doing about 100 feet going the wrong way on Orchard (off of School). I don't like doing it but every other way from my house to the bike path has much more traffic and I feel much less safe. Are there on-street routes that can allow us to connect to the path safely (and that kids could use safely)? Parking for bikes is also an issue once I get to where I want to go.
Actively exploring options that are not in close proximity to a live rail line.	Safety before all other concerns
n/a	n/a
Please make the path connect from homes to businesses so that bicyclists can access local stores without having to bike on roads with no shoulders	As long as it is better maintained than Trapelo Road, then no
work on creating a network of paths and public transportation so that people can get around from start to finish without needing a car	
Commuter bike lanes	I strongly support the implementation of a community bike path as I see myself and my family using it frequently!
Extend the Fitchburg Cutoff path to Belmont Center. Get cheap cycletracks (with floating parking lanes) set up on Concord Avenue by the school.	Another possibility is to have a short paved connection from the end of the Fitchburg Cutoff to the eastern end of Channing Road and then to add bike priority lanes to Channing.
	No doubt the point has been brought up but I figure it is best to state. I can't understand why a neighborhood would need to be affected when you have an alternative. Coming off Alewife Brook Trail onto Brighton Street, you can cross the tracks, ride or walk the side walk down Hamilton, in front of the school, onto the sidewalk and bike lane on Concord, and into Belmont Center. If the plan is to go over the tunnel, then create a path between the outfield of the High School softball field and the Mobil Station. Then along the tracks and create a switchback or trail down to Royal Road.
	Having my house broken into while I was home and living in the Winn Brooke school neighborhood my big concern is the path turning into a highway for thieves. People could rob a house and disappear very easily by using the path.
	Putting a path next to a live rail is extremely dangerous! As someone who has lost a friend who was hit by a train, allowing people access to this area is incredibly dangerous and does not have the community's safety in mind.
Timely completion of path extension and plans for further extension west	I believe this project is long overdue and will prove to be a considerable benefit to the immediate neighborhood as well as for the larger surrounding community.
	I believe it would be a great enhancement to Belmont provided it is 150% safe especially from the trains.
Please don't leave the idea of basic transportation out of the thought process. While many people do use cycling, jogging, and walking for recreation and fitness, many are beginning to use them for transportation and commuting. A multi-use path like this is a key part of a transportation infrastructure that moves people and not just cars.	I don't live in or around Belmont, but I have family who does. I would love to be able to visit them by bike more safely and I think this would help. Keep up the great work!
	GO FOR IT!!
Securing funding . Getting endorsements from elected officials as well as those with their hands on the levers of power.	
Would be good to have it wide enough for double strollers, with enough space for bikes/runners to over take.	Make it kid-friendly :) That means water fountains, benches, access to restrooms, perhaps even small playgrounds along the way. Perhaps that is going beyond your scope, but making it kid-friendly will attract tons of folks from these areas.
Gain local and abutter support on a person to person ask	

	Any path is good!
	if it will be used for commuting, adequate lighting for nighttime use
Finding solutions to avoid minuteman pathway/mass ave intersection scenario	
	With respect to on-road/off-road, I think this is not necessarily the most important distinction: on-road can be good (cycletracks or generous bike lanes); off-road can be terrible (paths diverted to sidewalks as Arlington Center). A continuous route for bike traffic with minimal conflicts, whether on-road or off, is best.
Before building the full path, please restore and pave the path from Brighton Street to the end of Channing Road. It has been fenced off and unusable for at least a year now.	
	More bike paths - anything done by bike is better!
Making continuity with existing bike paths!	
The path should also include a way to cross the railway tracks safely whether underneath or overhead so that it can connect the Winn Brook Area to the recreation areas of town	
1. Don't underestimate the need to reassure abutters that the path will be a "good neighbor," and design/screen the path accordingly. 2. Reject Alt. 3A as too damaging to conservation land and too costly due to extensive excavation and retaining walls.	1. Talk to Lexington and Arlington, consider their experiences in developing the Minuteman. 2. Design underpasses to minimize potential for crime.
I strongly believe the path should be as off-road as possible. The more accessible the path is to all users (including strollers, young kids learning how to bike, the elderly, etc) the better it will be and the more it will be used.	I believe a safe community path is long overdue in Belmont. It would be a huge benefit to the town in terms of increased safe, free form of recreation, encouraging commuting by foot or bike, T use, decreasing traffic.
	Because it is hard to drive from East Arlington to Belmont (I always seem to end up in traffic no matter the time of day) I prefer to bike, picking up the Alewife Brook Greenway, to the Alewife Station to the cut-off park that takes you into Belmont. Much pleasanter and much faster.
Expediency	I think it's an excellent idea. I will use the path often
Being able to transit Belmont without riding down Trapelo Rd would be fantastic. Especially the area near waverly oaks and trapelo and further east into belmont is positively terrifying on a bike (spoken as a daily commuter, even in winter).	
Connection to existing path (Fitchburg?) is critical to make it possible to access from Cambridge and Somerville.	
Please find a way to include dogs.	
Consider plowing in the winter and maintaining benches for walkers. Provide bike racks where the path approaches Belmont Center and other business areas.	Although I live in Lexington, I regularly bike to and through Belmont.
Know very well safety concerns of commuters on bikes, children riding to school.	Will it be accessible to people who are blind? How can I access the path coming along Common Street?
	An excellent idea. These trails are tremendous assets for our citizens
Just get it done	Extend beyond Blanchard Road to connect with future Mass Central Rail Trail
A path that connects the brighton alewife path with belmont center would be a huge asset to the community. Beyond that, it would be terrific to connect belmont center and waverly sq. divide pedestrians from bicycles path	Very enthusiastic supporter!
	along the rail connecting Belmont Center with Alewife

(1) The Committee should prominently display the many bicycle/community paths all over the country that are adjacent to rail lines, with very tall & sufficient barriers that cannot be penetrated or climbed over to prevent access to the rail line; and the good safety record of those paths. This safety issue has been used as false premise by opponents of the path that would run behind the Channing Road residences, which is the most realistic, if not the only realistic, route for a path through that part of Belmont. (2) The Committee should also display fencing and/or evergreen vegetation to provide complete visual screening so that path users cannot look into the windows at the rear of the adjoining residences. (3) The Committee should demonstrate how other paths are, and how this path can be, maintained and patrolled and cleared of debris and snow at low cost to the Town of Belmont. (4) Demonstrate the successes of paths at other locales, the increases in values of adjacent properties, testimonials of adjacent residents to the benefits and qualities of life that a community path provides to its abutters and to the Town as a whole - e.g., the Minuteman.	
Being careful not to disrupt or hurt the natural environment while building the path.	It is long past time for this path to be built through Belmont. Thank you for your efforts.
	A bike path is a positive attribute to ANY community. Easy access to a bike path encourages everyone to get outside and enjoy their community, support local businesses, and interact with their neighbors.
It would be nice to have a path protected or isolated from noise and pollution (e.g. engine exhaust)	One big problem I have as a cyclist with the river paths in Boston is with people not keeping to the right, clusters of people stopped to chat while blocking the path, walking four abreast, not looking where they are going, generally with thoughtless unsafe obstruction. Also in some places, those paths are too narrow.
It would be great if something could be done to avoid the climb on Winter Street between Mill St. and Rt. 2. The road is quite narrow, and with the grade getting passed is frightening.	I am very excited about the prospect of a path. Road travel in Belmont is bad enough on my car's shocks; cycling on the roads is treacherous due to their general lack of upkeep.
connect to the park on trapelo; I like to cross country ski there	
Clear the path of snow to the same standard as the Minuteman path in Arlington. Put signs up to direct to local businesses	Sooner the better
Making it safe and wide enough for both walkers, dog walkers, and cyclists.	
Linking to Cambridge would be a huge plus. We need more off-road paths like the Minuteman Bike Path	
get this project started quickly!	I would spend more time in Belmont if I could easily bike there without safety concerns
Safety re: Bikers and other modes: i.e: walkers, skaters; others. And, cars at intersections.	DO IT!
	There are many great examples of a well used trail being located next to an active rail line, including the current Fitchburg cut-off trail. This is simply not an issue, and should not be used as an argument in a discussion about placing the trail next to the Fitchburg line where space is available.
safety-would not be ideal next to train tracks as i wish to keep my kids away from them at all ages; natural beauty-to include trees, gardens, benches, play areas	
figuring out how to get through Belmont center and railroad bridge	the alewife bike path is already next to the track, so if that happens on the next section it shouldn't be a problem. This will be amazing if we can get a path through Belmont. It's been talked about for years.
This path is a no-brainer so it should happen soon. Opposition by those who abut is simply misguided, especially now that the wonderful path from Brighton to Alewife is nearly completed. I'd love to own a house where I could take my bike through my backyard and quickly get to Alewife or Belmont Center and beyond. The walkability/bikability of Belmont is one of the towns greatest assets.	The path from Alewife to Brighton st will be beautiful once fully complete, providing access to a major subway line. Opening up Belmont pedestrians and cyclists to Alewife with a path to the center will really help the town. It is so close, and driving to Alewife (and parking) during rush hour is a big hassle. This is also a public safety issue. Dumping everyone into a horrible st for biking (Brighton st) is quite unsafe particularly when a small path can easily bring cyclists right to Belmont Center. Brighton St backs up with cars during rush hour and is a huge hazard for cyclists who (legally) pass stopped cars on the right. School kids particularly at risk. I cycle to Boston each day and the most dangerous part of my commute is Brighton st during rush hour because cars are stopped and drivers can get impatient and quickly decide to take right turns or drift into the bike lane.

Connecting other trails to this one would be great! Given how much the Minuteman is used I am certain this would be a much utilized trail as well.	
Working with other towns for a big picture plan	No concerns...Build it!
Intersections, Issues with the Minuteman mostly have to do with road crossings	Great Idea, 24 hour access is not required but access till 10 or 11 at night is important
Bridging the Route 2 chasm between Arlington and Belmont. I would love to walk into Belmont Center, but walking along the Rte. 2 overpass feels dangerous and unpleasant, due to traffic, litter, and narrow sidewalks with no barrier.	None!
destinations and nice views should be a priority. I would like to be able to bike to Belmont Center with my children without too much worry..or connect to the MinuteMan or other bike Paths in Watertown too...possibly to Green spaces(Rock Meadow).	
Interconnection with other bike paths (Minuteman and Linear, for instance) would make this a wonderful addition to the local bikeways and would draw commercial traffic to Belmont businesses.	
	I'M STRONGLY SUPPORTIVE! Would be a huge asset to all of us who commute to Cambridge! Thanks.
	LIKE
	the minuteman path shows a boost to the community in business and safety rather than a security issue--this should be stressed
	It would be nice if the bike path can have road light. In the late fall and early winter, the day gets dark early.
	Path should be paved.
This seems to be really difficult around here, but if you could somehow get an overhead walk light for the crossing walk across Brighton Street that would be fantastic. It's difficult to get across there when you exit the current stretch of bike path to bike up Brighton Street towards Concord St.	This is great news that you're considering this. I bike from Watertown to Burlington to get to work, and I believe this could make for a safer route. In particular I could avoid the stretch of Brighton Street leading to Concord Street where I was struck (not seriously, but still) by a car last year.
	I'm so pleased to hear about this planned extension!
solar lighting and reflective markers for night use	
Asphalt	
Focus on off-road connectivity. Give bicyclists, pedestrians, and joggers a way to travel for errands, commuting, and recreation without fighting traffic (especially in darkness or bad weather).	
Accessibility, multi-use	Definitely would improve quality of life
Accessibility	No
	As a bike commuter, Trapelo Road/Belmont Street presents MAJOR safety concerns because of its design (e.g., cars considering it a 4-lane road and even passing on the right) and because of the terrible condition of the road. Although I am supportive of a community path, the town's first priority should be to address the problems with this major thorough-fare.
Providing commuting, recreation and ties to existing other paths would be great.	I bike 2 miles from Arl to Alewife twice a day year round. This is actually one of my favorite things about living in Arlington. I do love cars, just not to commute in. I hope that your path will be recreational and a viable commuting option too!
	Although not in Belmont's jurisdiction, the Cambridge portion of the Fitchburg Cutoff Bikepath (Cambridge Park Drive or formerly accessible dirt track) leaves much to be desired for access to/from Alewife station.
	I think I've used this path before, not realizing that it was off-limits to the public (the signage on the Alewife end was lacking). It was great - got me where I needed to go, well-maintained. I was sorry to learn that I shouldn't have used it.
	It's a great idea!

Determine an appropriate town-owned parcel adjacent to path and build a pergola/locale as an open air meeting spot with permanent tables, benches and to provide rain cover for pop-up showers.	As a resident of Arlington, the extension of this path would entice me to visit and shop in Belmont Center - something I would not do by car, and rarely do by riding on streets. Thank you for moving this forward!!!
Stopping points available along the route; toilets and water fountains	
Connecting to more paths, providing safe area to cross 128 and major routes	
	It will be an assess to the community and a vital part of a regional system of trails.
Business tend to think that less parking = less business, but I'm pretty sure that research shows easier bicycle/foot access could gain more customers. If business owners push back on "what about cars!?", would be good to have that research handy.	Very important to have clear signs for turning cars at intersections to yield. Drivers aren't used to looking for bicycles at intersections (especially on separated bike lanes/paths that look like sidewalk from the road) and are terrible at gauging cyclists' speed. This could help with 'right-hook' and 'left-hook' accidents, where a turning car hits a straight-away cyclist.
you seem to be headed in the right direction	No, it seems to be a great addition for a safe way to the minuteman trail, somerville community path and the Alewife Red Line Station
Build it wide like the Minuteman Bikeway so that 2 cyclists can ride next to each other both ways.	Build it and they will use it!
	It would be great!
Convincing the neighbors that paths increase the value of their property rather than lowering it!	
Getting abutter buy-in will probably be key. I would suggest that the places the paths will be built are probably already being used, but not by people you want to be there. By improving the path, you will improve the whole feel of the neighborhood. Also, please make sure a plan is in place to maintain the path once it is built.	When will it be done? I can't wait to use it!
In my opinion, the path should help people use bicycles, instead of driving, for short-distance errands to shops, etc. To encourage convenient, sustainable transportation, the path would seamlessly connect to the Minuteman Path and to the MBTA.	
I'd like an easiest way to go from Fresh Pond to the Minute Man.	No.
If built, an agreement for snow-removal (similar to what is in place for the Minuteman path in Arlington and Lexington) by the town of Belmont should be sought to make the path usable year-round	
Link the Alewife path to Belmont Center and beyond.	
	This is a no-brainer. Considering how much is spent on cars, parking, traffic, etc. there should be no discussion at all about whether to spend money on bicycle paths. Just do it!
Well marked street crossings for both cyclists and drivers.	
Commuters *and* recreational users.	
Should accommodate multiple uses. Should be low cost/affordable for the community. Should focus on the benefits of higher activity for children (not just for adults).	n/a
The MinuteMan is an excellent example of a successful path, imo.	
Connecting to other paths and methods of transit, primarily as a means of reducing automobile usage and improving air quality.	
Maximizing access points to the path to optimally integrate neighborhoods.	
The town of Davis, California has a well used and beautiful pathway system that would be a good model.	I think access to Alewife is key since really there is no good way to get there from Belmont, yet many people use that T station.
Connecting Belmont Center to Alewife would be lovely. Any connections that might tie into the proposed trail to connect Watertown to Fresh Pond would also be welcome.	I strongly support this!
Be sure you have the town DPW, Board of Selectmen, and town manager behind you, that'll help alot in the long run.	
	I think anything that promotes out-of-car transportation or recreation can be positive for getting people out and building a stronger sense of community.

Safety!! Since I have lived in Belmont 3 young people have died on the railroad tracks--from my own experience I know how tempting it is to young people to not be aware of safety issues with a live railroad.	Last evening as I sat in my house 2 trains passed right behind my house--the noise is deafening and the speed of the trains was drowning out all conversation in the house--and this is in winter with all windows closed--my back yard is not usable weekdays for 2 hours in the morning and again for 2 hours in the evening due to the noise of the trains.
Look at the intersections of the trail and roads - Arlington community discusses problems that arise at such intersections: absence of lighting creates problems, need for stoop signs or warning signs, clear view of the path from the road.	I hope it will happen soon!
Good sign for cars to stop when path needs to cross roads	community paths enhance the livability of an area. Just look at the Minuteman path and how well it is used on a nice day
Do not mix a recreational use path with a bike commuter path; the two uses create conflict. Bike commuters feel like they have the right of way and make using the path with children a safety issue. Sometimes I can't even walk side by side with my friend in Arlington without some crazy person swooping close by scaring us.	Great idea!
- Make sure there is plenty of bike parking at the Belmont end. (And possibly a hubway station) - Ensure there are plenty of places to get on and off between Belmont Center and Alewife (so people can better commute to the Redline via the path) - Make sure there are no obstacles on the path (people have been injured by the "safety" measures on the Minuteman bike path while riding at night). - Install a walk signal at the Brighton Street crossing.	This path will be successful only if it offers practical utility as a means of transportation and recreation. I grew up in Belmont, and much as it pains me to admit it, Belmont Center is not going to be a draw for cyclists. However, if the end of the community path served as a hub for other on-road paths, it could be extremely useful. To that end, Belmont should consider creating on-road bike lanes that integrate with the end of the community path. For example: - A bike lane along Royal Rd/Clark St/Thomas St/Beech St which would connect the path with Trapelo Road (and Belmont Wheelworks) - Other "Edge Line" paths should be expanded into full bike paths where the width of the road permits, such as along Cross Street.
I don't see mention in this survey of issues that children have - getting to school safely, etc. It should be year-round, and therefore plowed in the winter.	Sounds great and I look forward to many more trips to Belmont when it is ready to go!!
	Question 6 combines sharp turns and hills which are very different obstacles. Hills I think are less of an issue for cyclists while sharp turns require substantial changes in speed in close quarters.
Connecting to the existing path on Concord Ave in Cambridge	Should not be near railroad tracks it will be creating a dangerous situation and who will be liable? This town does not need any added financial burdens.
Repairing the condition of the bike lane on Concord and extending it under the bridge and along Leonard st.	As a bike commuter, I've seen how dangerous the Minute Man and the Charles River paths can be when the "multi-use" comes in to play. I support bike lanes and sidewalks, but walkers and bikers on the same path is best avoided.
Connects to other major bicycling (commute) routes like Concord Road. The ridiculous intersection of Common, Leonard and Concord is a death trap every time I ride through it; a way around that should be considered.	Thank you for doing this. Trapelo Road and Belmont St are a major commute route to Cambridge and Boston but that street is a mess. A route that allows people to ride, generally, in that direction would be great.
getting it done and done well	unless connected to Minuteman in some way not worth the effort
A path that is supported by abutters	A community path should not be an imposition to the residents of the community whether it be to abutters or financial
Winter snow and ice clearing needs to be addressed. It's a struggle for the Minuteman and Charles River paths, which are heavily used.	
Path should have a paved surface so all users can enjoy rather than stone dust which needs annual maintenance.	While it is important to avoid hills for young users, I would rather see a hill worked in than switchbacks or sharp corners as those are dangerous in their own way for all users.
I think careful thought should be given to the landscape design. Natural beauty will need to be balanced with practical low-maintenance plantings. Shade trees would make the path more desirable in the summer months. Plantings can also be used to create a visual barrier between the path and the train tracks.	
Safety has to be a major concern. There have been numerous issues with similar projects in the past as it relates to crime and other safety issues. All of those need to be considered carefully with the planning.	It will run through the High School which could make this a gathering area for young kids increasing safety concerns.
	I would really like to see this happen. It would be an asset to our town and help get people off of the increasingly crowded roads to commute by walking/biking.

If the trail were next to a rail line, the barrier should be one that neither a toddler or headstrong teenager could easily cross.	
Environmentally Friendly Construction	Great Idea! Thank you!
Access to public transport and access to local businesses--- this will encourage more occasional bike riders to increase their biking for commuting or doing business locally.	I'm very in favor of this. As a Belmont home owner, I am delighted that some of my taxes would be spent on building bike-friendly infrastructure. Trapelo Rd is the worst road I ever cycle on, and it embarrasses me as a Belmont resident. We should support local business and those who want to improve their health and be in better touch with their community. A bike path will be a big step in that direction.
enforce helmet and respect for locals rules	no, we should do it, we should encourage people to ride their bikes whenever possible. it is important we diminish car traffic if we have the possibility.
Ensure that Google maps knows about the path as soon as it is completed. Connect with Cambridge and Boston Bikes Advisory boards for updates and progress reports	Make it happen - this is awesome!
I wasn't aware that you existed, but I'm glad you do!	re: the Alewife Spur (I'm assuming that's what you're talking about with active rail lines), you could market it to parents of train-loving toddlers/pre-schoolers. That was my first thought when you mentioned it ("oh, that would be a great place to ride so Joey could see the choo-choos")...I guess my kid is obsessed!
I feel the path should NOT be next to a live rail . If it were to run below the rail (behind the high school that has parking I would support it 100 %)but not on a live rail , I have lost two friends to being hit by trains up there and with the kids going to the high school I feel a barrier would not stop them from crossing .. I know I was one of them when the school thought the fence would stop us .	
Stay on safe and scenic area	safe connection
Cost , water drainage concerns depending on location	It is important that neighbors to any path location be consulted to address concerns before location is chosen
Not infringing on property rights	The people who are going to be impacted the most do not want a bike path in their back yards and no one seems to be listening
clear marking and wide enough so that it is clear that travel should be on the right side with slower traffic further right so bikers/runners don't have problems passing walkers.	
1. Concord Ave seems the best route. 2. they should focus on options for the path that will not interfere with residents' right to privacy	1. Concord Ave seems the best route. 2. path proposal should not infringe on rights of residents and home owners to enjoy their privacy and quiet enjoyment of their property.
Connect to Fitchburg cut-off and Minuteman if possible. Lighting, signage, emergency boxes are good!	Use all natural surfaces to build it, as possible. No astroturf or foam, etc.
Safety and the potential for increased crime	
Direct outreach to abutting property owners. Clearing any people using land outside of their backyards first, before other trail planning happens.	
	TRAFFIC AND PARKING IS ALREADY REDICULOUS
The Minuteman Bikeway is great (except crossing Mass Ave). Emulate it.	Put the path along the railroad tracks by the high school with a good barrier fence, and build an underpass so students can SAFELY get to school. The current situation, where students are killed every few years is UNACCEPTABLE! [Also, re: question 2, School and Concord Sts do not intersect.]
	The Belmont end of the Fitchburg Cutoff Bike Path is next to an active rail line, and it's fine. Would the Belmont Community Path be a similar distance from the rail line? I like the proposal I've seen with a tunnel under the rail line -- this would provide a safe connection between my neighborhood, Winn Brook, and the library/high school.
	I take the bus through Belmont at least 3x week to work in Waltham and often remark on the shops there in the squares and how I ought to bike to them someday...but never do, because I mostly stick to bike paths. I think it would be tremendous benefit for Belmont to move forward with this.
	I work at Alewife and already use the existing path to access business on Brighton St. I would love to have the path extended to Belmont Ctr and beyond.

Could we use this plan to fix the pedestrian access at the underpass?	
Make path wide enough for mixed use - e.g., bike lanes and walking lanes	
	I think a bike path linked to Alewife would be a terrific asset for Belmont.
minimize traffic interference with existing traffic mess in belmont	
Convincing the nay-sayers that this is needed, wanted, safe, and a benefit to all the surrounding communities.	I can't wait for this to be finished!
Stay on course use concord ave natural beauty at its best	
A route that is not along side live rails.	I am strongly opposed to having the path run behind my house.
It should NOT be along the railway path. This is totally unsafe even with fences. I would suggest having the existing path go along Brighton St., briefly turn right onto Hittinger St and follow the road straight directly in front of Belmont High School and then use the sidewalk or the bike lane on Concord Ave and then create the bike path from there, totally avoiding the railroad track path. Enough people have already been killed in that area and I also think it would encourage the high school students to try to cross the railroad tracks! This seems like a very bad choice for a bike path to me. .	It needs to be in a highly visible area, well lit and well maintained with emergency communication devices available ideally (boxes, etc).
Get it done first and foremost.	Would love to convert the wetlands along Royal road to parking facilities
	Just moved to town. It would be a huge asset for the community. I have small kids, so the barrier next the RR tracks would have to be impenetrable.
	Would love to be able to bike to new path from home (on Trapelo between Waverly and Cushing Squares). Are there marked bike paths to get there? Keep up the good work!
	There is no reason the path can not run on Channing Road as it is on Concord Ave. This would be a more cost effective way to do it and keep the residents happy. Also a path along the active rail would limit access to police and fire in case of emergency.
Abutting neighbors concerns	
I would really like to see a way for the Winn Brook kids to walk more directly AND SAFELY to the middle school and high school. The temptation to cross the tracks or even just walk along them is way too high.	
the cost of such a trail	Should not be next to a live rail who is going to be liable if ther ever is a train related incident
	A path would be awesome!
Lets get going finally!	
Connecting to Alewife from belmont Center and Ideally some how to Belmont/Trapelo I think you should focus on how this will help local businesses and somehow make projections on how this will increase revenue to local businesses (maybe they can adopt a mile type strategy). Would drive business to the ctr etc. If you get the business support, the resident support will follow. offer a one time tax break to abutters as incentive for support.	Thanks for all your hard work. I would use this all the time! Its too far to walk to alewife from my house and driving there is awful. Would be thrilled to ride there safely and connect to the minuteman path. Would also really like to use this with my small children.
Great idea!	None
	I honestly don't understand what the concern regarding a trail next to an active rail line should be - this is common practice in many places world wide and I have never heard of any problems. Trains will stay on the track (in contrast to cars and trucks). I heard concerns that rocks or branches might be thrown by the trains, but I doubt that this is a real risk rather then a perceived one - again, this is more likely to happen on a busy road. Furthermore, a sturdy fence would offer protection.
- Completion of bike path from Alewife to Belmont center - Connection from Belmont to Fresh Pond path through golf course (e.g. from Washington street)	
Parking near entrance and not just residents like Cambridge.	
connectivity	Great idea
Adequate lighting, especially in Alewife area.	

Lose your arrogance/ignorance about invading the privacy of other Belmont residents along Channing Rd. and use Concord Avenue for the path which already exists. It is safer, well lit, well-patrolled and much more cost effective.	All proponents of a public path abutting Channing Rd. should move to properties located on Channing Rd. and live there. Pushing baby carriages along a public path adjacent to live train tracks (seen in your literature) that also about the high school and playing fields? Do your research and find out how many kids/adlts have already been killed on those tracks, including a Belmont High School student suicide 2 years ago. Build a fence? They will climb it. Get real. This is an insane notion.
	It would add value to the community.
	I do not want to see it on an active rail road line
doing it soon	my concern is that it be as wide as possible because people walking are afraid of people going fast on bikes & it is not fun to walk
	I don't use the Blanchard/Brighton to Alewife path because it feels so isolated. I hope that an extension into Belmont is not as isolated.
I think connections (to form part of an area network) is important. I did not see, but think it is important, that we think about easy access to the path in general; I think this means a tunnel under the RR tracks at Alexander. I think we also need to separate de facto use from official use. Officially, the Minuteman Trail is closed after dark. Unofficially, it's not, though the police have the option of kicking you off the trail after dark because it's officially closed. This works, and we should pay attention to what works. I am torn on the car parking issue. I have no use for it, and in principle I think it is a bad idea. However, I know full well that some people will drive to the path for recreation, and if not given a reasonable place to park, will improvise, perhaps to the detriment of any abutters. Another option is to provide local parking permits to make it clear that this is discouraged.	I am very very tired of hearing people complain about "crime" and bike paths. It's been studied in other places, and the Minuteman Trail in Arlington is a very good model for what we might expect. I ride the MM trail regularly, I frequently see women walking unaccompanied after dark near Alewife, and sometimes riding bicycles or roller-blading well after dark. They feel safe. Furthermore, I realize that there is some concern about "those people", and rather than argue about whether such a concern is justified, I can tell you that the demographics of that path match the demographics of the community, and it has regular users. There is a blind woman who walks on the MMTrail (she feels safe, apparently). There are retired "regulars" out for walks, and there are employees of local businesses. High school kids use it; better that, than driving.
I am so excited!!!	Sooner the better
	Love it! Belmont feels decidedly behind the times on issues like community paths. Let's keep our town looking appealing and bolstering property values by staying appealing to bike commuters, people who want a place their kids can bike, etc.
	I think this is a great idea!
A live rail trail will be dangerous to mischevious and deliquent kids, be frightfully loud when a train is passing, cause health issues to users due to air born dust created by trains, cause privacy issues to abutters, and cost far more than a non live rail trail.	
please focus on existing paths including concord avenue which is already clearly marked and in use	I am not in favor of a bike path along a live railroad
The connection across Brighton Street is important, as is the connection to Belmont Center. Would be good to anticipate some sort of future connection across or under the rail tracks to the high school.	I use the Brighton Street-Alewife trail a few times a week, adding connectivity to the Center would be a real plus.
The existing MBTA right-of-way currently makes a 1.5 mile boundary between the Cambridge town line and Belmont Center without any legal pedestran crossings. A community path project must go hand in hand with pedestrian access from the north side of the tracks to the south side. This is especially important with limited parking for single-occupant junior operators at the high school.	
Getting it done. cut through red tape, fund it, do it.	Allow for upkeep so it stays beautiful, smooth, usable in winter, etc.
Don't add more parking. There's underutilized parking in the center that path users can take advantage of.	Would love to see a community path on the woodland parcel adjacent to Royal Road.
Making the path have access to areas of the town that are resources like underwood pool, library, post office, underwood playground.	Having a path next to a live commuter rail. There was a derailment last year on the train tracks. A barrier(chain link) fence is not going to stop a train from crashing into the community path. Is it unlikely yes, but it has occurred and could occur again. The cost of maintaining the path and the ability of the path to be patrolled by the police for safety. If it is to open for 24 access will there be lighting? What is the path going to be connected to? It would be a waste of money to build it and have it be the path to no where just so we can say we have a path.

Keep the community informed. Give them specific things to do to support the path (e.g., letters of support or comment letters). Give supporters specific suggestions for contacting elected officials and asking for their support (and to get funding).	As a member of the Friends of the Community Path (Somerville), former member of Cambridge Bike Comm., and a civil engineer, I would be glad to meet with the trail proponents to discuss any technical issues, if my assistance might be helpful. Also, a walking/bike tour of the proposed path route is a great idea.
I have to assume there will be many concerns from abutters. I hope we can involve these people as early as possible, hear their concerns and work together with them to come up with solutions that will benefit abutters and the rest of the community alike.	I would love to see this. I used to live very close to the Minuteman in Arlington Center and it was a fantastic resource that I used more than any of the public parks. Imagine a summer day with a family or teenagers grabbing some ice cream at Ranc's and taking a walk in the sun on the path. It's a real treat and contributes a lot to a feeling of small-town, neighborhood and community.
Please focus on finding pedestrian/bike routes that minimize risk to traveler safety (esp w/r/t routes with heavy car traffic, major intersections, etc.) by virtue of location, effective traffic calming or if needed, signage/signalling. Drivers don't like to slow down, even for marked crosswalks.	I would love to see a companion effort to educate drivers about how to share the road without blowing a gasket. So many drivers seem to feel that only cars should be on the road, and I have had many close calls as a runner and cyclist - my biggest worry is for children who cannot be as easily seen or who do not predict driver behavior as well as adults do. But I strongly believe we can and should have better pedestrian routes to connect Belmont's centers of activity.
I vaguely knew it was being "worked on" and I am happy to be asked for input. I hope it can happen soon. We are soooo behind Arlington, Lexington, Cambridge etc.	
	I would love to see this happen! Thanks for your efforts.
Continue the path on Concord Ave in Cambridge into Belmont cost effective	Should not be next to a live railway, many safety concerns, and liability issues
Your survey doesn't even mention the most important issue -increased crime! For this reason, Channing Rd residents are strongly opposed to any path whether on rail or street.	Your survey doesn't even mention the most important issue -increased crime! For this reason, Channing Rd residents are strongly opposed to any path whether on rail or street.
Winning hearts and minds will be your biggest challenge. A group of residents on Channing Road have been very opposed in the past.	This would be so important. Belmont is a great walking town, but NOT a great biking town. Kids really can't get around safely and easily on their bikes. Making it safe for kids to bike to schools would be especially great.
Garnering enough strategic town wide support to face down the Channing Road naysayers.	Makes so much sense. Feels like what's missing is strong town leadership at the level of the board of selectmen.
I think the main issue is the last little bit of connection between Brighton and the Belmont Center side. The road is usable up until a point. If just that little bit were made accessible, I think there would be a great increase in use there.	Very very important, especially considering the decreasing availability of bus options and the possibility of the commuter rail skipping Belmont Center (it keeps getting discussed)
	Very supportive of the idea
	Community paths are needed in all towns- I have friends and activities in Belmont that I drive to, but would much prefer a safe bike route.
	I would love a path through Belmont!
	It's time to make this happen.
	Can't wait - we need it!
	I like the last item of question 6. Particularly, the idea that maintenance costs should be considered and limited.
Please don't worry about having the path next to rails. Look into the Great Allegheny Passage rail with trail. That doesn't even have a barrier! http://travel.nytimes.com/2009/10/23/travel/escapes/23passage.html?pagewanted=all	Please design primarily as a transportation asset not purely recreational. Ensure connections to businesses, transit and neighborhoods.
Should plan for snow clearing. Possibly for lighting. Should definitely provide for connection between Winn Brook neighborhood and high school.	This can't happen soon enough. This should be high priority of town and state.
Rail trail seems like a wonderful option. I don't like the designated pathways on the roads that have been kicked around.	I wish we had a resource like the Minuteman Trail through Arlington, it's a wonderful resource for the community.
Safe crossing of intersections with roads. Adequate width for safe passing.	It doesn't have to connect directly with other paths as long as there are connections by roads which bicyclists will use.
I am very much in favor of a community path, however I really like the Concord Ave Brighton Street to Fresh Pond bike/walk path for easy commuting and wish we could have both!	

Creating the connection from Brighton Street to Belmont Center. Over or underpass to the high school will dramatically improve connectivity and enhance safe routes to schools.	Creating connections from Minuteman path and Somerville path at Alewife to path to the west is very important. Connection from the area near Brandis and the Paine estate to Belmont Center is desirable. If sections there are tricky sections (logistically or politically) that require that the path be constructed on roads, that should not be a deal killer. Data has shown that property values are positively effected by paths abutting property.
Safety Including neighbors in discussion Noise and light control for neighbors (Belmont has a lousy history of protecting abutters rights when building new things -- Senior Ctr, Wellington, etc.)	Very important to improve walkability, keep our community fit
Getting it done as soon as possible. Make surface smooth (not stone dust) so in-line skating is possible.	I've used the path as it is from Brighton St to Alewife for years and years, Can't wait for a real connection to Belmont Center.
I do believe the residents of Channing rd (although I am not one at all) have legitimate concerns about their properties and I am not convinced that having a bike path through your backyard really does increase your homes value. I also have serious concerns about the path following 'train' tracks, as my kids are young and already I have had conversations with them that we never ever ever go near them, since we have the station at Waverly Sq, I don't wan them to think that is a hang out in their 'teen years' or its a quick way to walk to the high school along the tracks, I just think a bike-path ALONG tracks (even with a fence) is scary (think about a baby on a bike seat and having a HUGE train rush by!).	I stated my concerns above
Street crossings are key and must be carefully designed. The Somerville Community Path is an excellent example, particularly crossing Willow Ave, where it has a raised crossing and excellent ped/bike crossing signage for approaching motorists. The path should be well lit like the Somerville Community Path as well. This allows it to be used safely any time of day or night. Direct connections into neighborhoods and to local businesses are important as well. More points of access means you never feel too isolated or secluded.	I am totally in support of one. The Minuteman and Somerville Community Paths are extremely popular and are generally well-loved by their neighbors (even those who may have been against them when they were proposed).
One used to be able to get from the Brighton St end of the Alewife Path to Channing Rd but now it's blocked off. Can that at least be opened up in some way?	I know the Channing Rd folks are very vocal about not wanting a path behind their homes. I don't understand how someone can buy a home with an active rail line behind it yet object to a bike path!
safe access to Alewife, connections to Waltham, Beaver Brook, practicality	We used to live in a rental property right along the Minuteman Path, and it was heavenly. I think it will be a real benefit.
My only suggestion is that Belmont is such a family and dog oriented town and I hope that the future trail will serve the same purpose as the town itself is,.	
I would love a straight path from Belmont center to Brighton street. Think it would be hugely beneficial!	
Existing organizations (e.g. massbike, rails to trails) are a fantastic source of information on developing paths.	
Bicyclists who prefer to use a shared use path rather than streets need as few street crossings and discontinuities as possible. However local street connectivity is also important. Shared use paths should be as direct as possible.	Shared use paths are not a substitute for on street riding. Although shared use paths may be more comfortable for some cyclists, it may be more effective to operate in the street due to faster speed, or a more direct route. A shared use path should avoid paralleling a road in close proximity.
Keep it off road as much as you possibly can!	I think it will be a great connection from Alewife to Belmont Center to Waltham and points west.
There are over 200 rail w trail projects in the U.S. and they are much safer than the previous situation before the buildout of the formal pathway.	It will become the best loved place in town and RE values will become higher for properties near to the path.
Providing a practical and safe connection between Waverly Square and past the Belmont train station to the existing Alewife path -- making the connection to complete the eastern end of the Mass Central Rail Trail. My safety concerns about a trail next to the rail line would be addressed by providing safe crossings and especially, an underpass to the High School at Alexander Avenue. See my photos at http://john-s-allen.com/galleries/Belmont%20Bikeway/index.html	I favor the proposed route which goes south of the railroad tracks, as it avoids the steep hills north of Pleasant Street (including dangerous descent to Pleasant Street), and also is shorter and provides access to residential neighborhoods. I do NOT want the path to use the existing tunnel under the tracks at Belmont Center--OK for pedestrians but inadequate for cycling.
connecting Belmont Center to High School and path at Brighton St. to Alewife	hoping for success in the near future
	An alternative to Blanchard rd would be great

Focus on implementing interim sections of the path in the short term. Sections that have broad community support.	Keep a close watch on any development proposals along potential path locations to look for opportunities to implement sections.
use CPA funding	Plowing in winter should be part of plan Include lighting for night time use and security
	A community path in Belmont would be great. It would connect to the Minuteman trail.
We should focus on getting some section of the path done. I'd rather see an unconnected segment from Waltham to town center than no path at all, assuming that the Channing Road resistance is a deal breaker. Then, later we may connect the path up.	It would be great if we could include an underpass to the High School as a part of the planning for this project.
Get trail constructed as soon as possible	Should minimize roadway crossings and driveways if possible, particularly busy streets like Leonard St. and Concord Ave.
Connections to the Mass Central Rail Trail, off road alignment, as much as possible, is critical to me.	No concerns whatever