

2015 NOV 18 AM 11:06

Community Path Implementation Advisory Committee

Meeting Minutes, 25 March 2015

Location: Belmont Town Hall

1) Meeting called to order at @1800

Attending: CPIAC members R. Leino, V. Stanton, B. Burke, H. Ivester, M. Cicalese; and J. Wheeler, Belmont Office of Community Development
Meeting Secretary, M. Cicalese

2) Meeting commenced by Mr. Stanton regarding his research on the **Capital Budget Comm.** (CBC), Ann Marie Mahoney, Chair; \$100K proposal needed from CPIAC to CBC; timeline advanced from June to 27 March 15, 0800; Due to the abridged timeline, Mr. Glen Clancy, presenting.

Mr. Wheeler continued by distributing two documents:

- a) Office of Community Development Memo, dated 30 Jan 15, from G. Clancy to D. Kale, requesting \$100K, Capital Project Template.
- b) Belmont Community Path, Feasibility Study Task and Fee and Sample table of Contents (from 2014).

General/roundtable discussion ensued, regarding: Public Biding Law needs to be followed; first time Belmont Community Path being discussed at CBC, due to short timeline, need to be prepared to answer questions, re-active vs. pro-active; Mr. Leino, planed on attending.

Mr. Stanton reiterated (from prior meeting discussions) that \$100K was only the first step to apply for state and federal funding, to move the path from present concept stage to engineering, design, feasibility and finally construction.

Ms. Ivester added that Town owns cost of design phase, regardless of DCR, Mass DOT or TIP funding.

Mr. Stanton continued by giving addition cost information regarding Bruce Freeman Rail Trail @ Lowell, \$23M, for @ 7.5 mile segment.

Mr. Leino continued that it would be good to contact rep of Bruce Freeman Trail effort to gain process knowledge, and compared it to Milford Trail Development Primer (which he displayed).

Mr. Burke discussed funding and construction efforts by the Commonwealth's DCR.

Mr. Wheeler added that many people are watching Belmont as one of the final links to connect Fitchberg to Boston via community paths.

Ms. Ivester continued that TIP should be funding construction costs but that "structures" cost money, usually more than a flat, paved trail, and DCR may own but does not maintain.

The committee discussed the merit of contacting various officials including Rep Rodgers and Sen. Brownsberger for funding sources. All thought it was best to postpone any official communication until

final path designs were approved and requests were targeted for construction dollars to the end product.

The committee also discussed the merit of raising private funds as was recently achieved for the Underwood Pool construction “gap”, and Joey’s Park.

Mr. Burke suggested that CPIAC reach-out to undergrad and graduate design programs at Harvard and MIT to assist the committee. Discussion ensued with pros and cons, mainly agreeing that town folk could misinterpret such an effort as falling short professionally, understanding that there were already many path choices and that previous comm path efforts did not fully examine problematic areas (such as links/intersections) to fully advance the effort, and where professional engineering skills were needed to solve such hurdles. However, there was general agreement that it would be worthwhile to get additional information from the programs, and to further consider possible ways they might be able to assist the committee. Mr. Burke agreed to reach out.

The committee also discussed that the MBTA was improving/updating many stations to include ADA and general pedestrian accessibility and that comm path efforts may coincide but should not surpass or encroach on MBTA property lines, otherwise path efforts would assume costs of accessibility upgrades. Also need to review public way for commuters weighed against comm path on town land. Mr. Stanton enhanced this discussion by producing tax assessment maps from 1998 showing the two Belmont MBTA stations and their surrounding properties, versus the presently proposed paths choices.

2) At @ 1915, a review of **path choices and challenges** commenced, beginning with the rail-trail north of the tracks choice, behind the Coldwell Real Estate office, near town center. As spacing and width was questioned near the bridge, Mr. Stanton reviewed that Belmont Citizen Forum owns @ 30 feet of land from the yard/fence line up the slope towards the track, and then the MBTA owns the remainder, mostly flat, @ 40 feet to the track. Also reviewed was fencing, walls, barriers, along the yard lines and tracks.

3) At @ 1945, **Minutes** from 11 March meeting were reviewed and then unanimously accepted.

4) The **April meetings** were also then scheduled:

- a) Friday, 10 April, 0800-0930
- b) Thursday, 23 April, 1800-1930

5) Ms. Ivester then suggested that at the next meeting in addition to continuing with path “choices and challenges,” and results of the CBC, CPIAC needed to **create a timeline** to include: recommendations to selectmen; getting consultants onboard; various funding documents, proposals, ...

6) Meeting adjourned, @1925.