

Community Path Advisory Committee						
Dated: 7 May 2013; rev. 28 May 2013; rev. 19 July 2013; rev. 24 Sept. 2013						
List of Potential Community Path Routes Through Belmont						
Route Neighborhood	Route Name	Route Label	Route Description (defined west-to-east)	Primary Route Type	Land Rights	Primary Use
West Belmont	"Beaver Brook"	1-A	MCRR former right-of-way to Beaver Brook; northward through Beaver Brook Reservation, Across Trapelo Road, across Mill St., southward behind Senior Housing through McLean Conservation Land; ends on northern side of Rt. 60/MBTA tracks	Off-Road Path	Town + State + MBTA	Bike only (grade)
West Belmont	"Waverley Trail"	1-B	MCRR former right-of-way to west end of Moraine Street, Moraine out to Trapelo/Lexington intersection, Trapelo Rd. to White St., right on Grant, left on A or B St., then behind DPW yard on south side of MBTA tracks	Bicycle Lane	Town + MBTA	Bike only
West Belmont	"Waverley Trail"	1-C	Same as 1-B, but remain on MCRR until Agassiz Ave., then get out to Moraine St.	Bicycle Lane	Town + MBTA	Bike only
West Belmont	"Waverley Trail"	1-D	Same as 1-C, but remain on MCRR until Lexington St., then get out to Lexington St. and cut over to Trapelo Rd. using small park above MBTA Waverly Station	Bicycle Lane	Town + MBTA	Bike only
West Belmont	"Beneath Lexington/Trapelo"	1-E	Similarly to 1-D, utilize MCRR former right-of-way all the way up to Lexington St.; at Lexington St. have wrap-around on a cantilever attached to western side of bridge over tracks; cantilever section then turns 90 deg. eastward and goes *underneath* Lexington St. and Trapelo Rd. bridges; path (cantilevered or re-graded) extends all the way to space behind DPW yard	Off-Road Path	MBTA	All
West Belmont	"Flatlander"	2-A	Connect from 1-A, 1-B, 1-C, 1-D, or 1-E behind DPW Yard utilizing space behind DPW fences; remain parallel to MBTA tracks until Pearson Rd.; utilize north-west side of Belmont Housing Authority (BHA) parking lot area to run trail on road/parking lot; cut through on road to Clark Lane until come to Clark St. Footbridge	Off-Road Path	Town + State + MBTA	All
West Belmont	"Flatlander"	2-B	Same as 2-A up to Pearson Rd.; remain parallel to MBTA tracks until near BHA office (which comes close to right-of-way); then come out to parking lot or Pearson Rd. and follow same route in (2a) up to Clark St. Footbridge	Off-Road Path	Town + State + MBTA	All
West Belmont	"Flatlander"	2-C	Same as 2-B except return parallel to MBTA tracks prior to #104 Clark Street (BHA Facility) using shared-lane access through BHA driveway; then continue eastward parallel to MBTA tracks and go "underneath" Clark St. Footbridge on south side of tracks	Off-Road Path	Town + State + MBTA	All
West Belmont	"McLean Land"	2-D	Connect from 1-A above, and remain on north side of Pleasant St., using McLean Conservation lands woods; uphill to center of area (location near James W. Flett) then downhill to Snake Hill Rd. area; cross Pleasant St. near Clark St. Footbridge; ends on north side of tracks but south of Pleasant St.	Off-Road Path	Town	Bike only (grade)
Belmont Center	"Behind Police/BMLD"	3-A	Connect from 2-A, 2-B, or 2-D, cross Clark St. Footbridge, then use MCRR former right-of-way to Belmont Station (north of and parallel to MBTA tracks); from Clark St. Footbridge to Belmont Station is downhill section; utilizes space behind Police Station and retired BMLD building near Belmont Station; in case of 2-D do not cross Clark St. Footbridge since already on north side of MBTA tracks	Off-Road Path	MBTA	All
Belmont Center	"Royal Road Woods"	3-B	Connect from 2-C at railroad level, and enter into Royal Road woods; then continue through Royal Road woods on boardwalk sections (through swamps) to Belmont Station Pedestrian Underpass at Belmont Lion's Club	Off-Road Path	Town	Foot traffic
Belmont Center	"Royal Road Woods"	3-C	Connect from 2-A, 2-B, or 2-D with a downhill into Royal Road woods, then go through woods; boardwalk sections (through swamps) to Belmont Station Pedestrian Underpass at Belmont Lion's Club	Off-Road Path	Town	Foot traffic
Belmont Center	"Historical Railroad Bridge"	3-D	Connect from 3-A through Belmont Station along MCRR former right-of-way, out to Coldwell Banker building	Off-Road Path	MBTA	All
Belmont Center	"Historical Railroad Bridge"	3-E	With 3-D approach, provide access to Channing Road from MCRR former right-of-way using Historical Railroad Bridge; use space directly to the east of Coldwell Banker building	Off-Road Path	Private	Foot traffic
Belmont Center	"Old Stairway"	3-F	Possible tunnel connection using former MCRR stairway	Off-Road Path	MBTA	All
East Belmont	"West Channing Road"	4-A	Using access provide in 3-E, then connect out to Channing Road and install bicycle lanes along Channing Road to Alexander Ave.	Bicycle Lane	Town	Bike only
East Belmont	"Pedestrian/Bicycle Connection Between High School and Winn Brook"	4-B	With 4-A, at Alexander Ave. pass below-grade of MBTA tracks using underpass, then continue behind Belmont High School eastward	Off-Road Path	MBTA + Town	All
East Belmont	"MCRR Alignment"	4-C	Continuing from 3-A or 3-D, remain along MCRR former right-of-way to Alexander Ave.	Off-Road Path	MBTA	All
East Belmont	"MCRR Alignment"	4-D1	Continuing from 4-C, remain along MCRR former right-of-way to Brighton St., and connect into trail to Alewife Station. At-grade crossing of Brighton St. using traffic signal	Off-Road Path	MBTA	All
East Belmont	"MCRR Alignment"	4-D2	Continuing from 4-C, remain along MCRR former right-of-way to Brighton St., and connect into trail to Alewife Station. Below-grade crossing of Brighton St. using underpass for cyclists and pedestrians beneath Brighton St.	Off-Road Path	MBTA	All
East Belmont	"East Channing Road"	4-E	With 4-A, at Alexander Ave., remain in bicycle lanes along Channing Road, and utilize easement through French-Mahoney parcel (adjacent to church) to get out to Brighton St., and connect to trail to Alewife Station	Bicycle Lane	Town + Private	Bike only
East Belmont	"High School"	4-F	Continue from 4-B, utilize Fire Lane behind Belmont High School, go behind tennis courts, then come out to Hittinger St.; path goes down Hittinger St., then left onto Brighton St., then right onto trail to Alewife Station	Bicycle Lane	Town + School	Bike only
East Belmont	"Concord Ave"	4-G	From 3-B or 3-C, go across Common St./Concord Ave. intersection, and merge into Concord Ave; utilize bicycle lanes along both sides of Concord Ave; continue all the way to Orchard St., then turn into Belmont High School driveway, go behind Belmont High School, and follow remainder of route in 4-F behind tennis courts, on Hittinger St., and on Brighton St. to trail to Alewife Station	Bicycle Lane	Town	Bike only

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East Belmont	"Concord Ave"	4-H1	Similar to 4-G but stay on Concord Ave. until Underwood St.; make Underwood St. into two-way bicycle lane (currently one-way road); connect on road to Hittinger St., Brighton St., then to trail to Alewife Station; this route already exists except for two-way bicycle lane on Underwood St.	Bicycle Lane	Town	Bike only
East Belmont	"Concord Ave"	4-H2	Same as 4-H1 using existing bicycle lanes, except creates trail parallel to Concord Ave. through High School Athletics Field and Clay Pit Pond area. Could include extension to Brighton St. along Concord Ave.	Bicycle Lane	Town	Bike only
East Belmont	"Concord Ave / Sports Fields"	4-I	Similar to 4-G but turn left off Concord Ave. at Cottage St., then go on west side of Ice Rink adjacent to practice fields, behind track, adjacent to Baseball Fields, and then out to High School Fire Lane	Bicycle Lane	Town + School	Bike only
East Belmont	"Clay Pit Pond"	4-J	Use south side of "Ruth Ippen Tree Walk", adjacent to Clay Pit Pond, to connect from Orchard Street to Hittinger St., via new paved 12-foot path in Clay Pit Pond area.	Off-Road Path	Town	Foot traffic