

**MASSDOT - HIGHWAY DIVISION**  
**Project Initiation Form**

Proponent: <u>Glenn R. Clancy, P.E.</u>	Title: <u>Director of Community Development</u>
Municipality: <u>Town of Belmont</u>	Email: <u><a href="mailto:gclancy@belmont-ma.gov">gclancy@belmont-ma.gov</a></u>
PNF completed by: <u>Amy Archer, P.E.</u>	Title: <u>Project Manager, Feasibility Study</u>
Phone: <u>(401) 334-4100</u>	Email: <u><a href="mailto:aarcher@parecorp.com">aarcher@parecorp.com</a></u>
Date: <u>June 12, 2018</u>	Organization: <u>Pare Corporation</u>

---

**Part I – General Information**

**Project Location:** Town of Belmont from Alexander Avenue to Concord Avenue and from the Clark Street Bridge through town center to Brighton St

**Scope of Work:** Describe the proposed improvements including limits of work, length of the project, major improvements, proposed cross-section, improvements to secondary assets, and related work. The description of improvements to secondary assets should include any proposed improvements to curbing, sidewalks, traffic signals, signs, lighting, landscaping, drainage, walls, etc. The scope of work for a multi-use path should also identify any proposed at-grade crossing treatments.

The Belmont leg of the Massachusetts Central Rail Trail (MCRT) will be implemented in a two phase approach, with Phase 1 being the stretch between the Fitchburg Cutoff Path at the Cambridge line to Belmont Center, and Phase 2 being Belmont Center to the Waltham line.

The proposed project constitutes Phase 1 of the Belmont leg of the MCRT, and will be an off-road, shared-use path, which includes a 0.18 mile north-south connector between communities and the town's many resources and amenities (A), which will provide safe, non-vehicular access under the active Fitchburg rail line to and through the high school campus (soon to be middle/high) and an east-west facility that would extend 1.11 miles from the Clark Street Bridge through town center to Brighton Street (B), connecting the Town's center to the existing Fitchburg cut-off path, which leads to the Alewife Station, the Minuteman Bikeway and other destinations Cambridge, Boston and beyond. The proposed connector (A) will consist of a grade-separated rail crossing, inclusive of drainage improvements, as necessary. A sump pump system is anticipated. This connector will also include a new, actuated pedestrian/bicycle crossing on Concord Avenue. The proposed connection from the Clark Street Bridge through town center to Brighton Street (B) will include improvements to the existing at-grade crossing at Brighton Street. The project proposes to install a fully actuated signal for all users/approaches, coordinated with the existing rail gates. Though more users will be crossing than exist today, the implementation of a standard signal system is expected to be more clearly understood by non-rail users, and therefore is expected to improve safety. As outlined in the Belmont Community Path Feasibility Study, based on anticipated user volumes combined with extensive public feedback, the path is proposed to be a 16-foot paved path with 2-foot grassed shoulders. Landscape improvements are proposed along the length of the path to improve the user experience and serve as a buffer to adjacent parcels.

**Regional Benefit:** Describe any regional benefits that would be realized should the Project Need be met.

The Belmont Community Path is intended to serve local residents as well as become a component of the Mass Central Rail Trail, serving users throughout central Massachusetts. The current proposal (B) will make immediate connections between Belmont Center and Brighton Street, connecting to the existing Fitchburg cut-off path, with connections to and beyond Waltham planned under subsequent phases. This connection will provide an alternative mode of transportation to Belmont residents as well as to those beyond Belmont. The path itself will serve as an alternate mode of transportation, and its connections to transit will further that initiative.

**Right-of-Way:** Identify how much right of way is anticipated to complete the project, including fee takings, permanent and temporary easements.

The connector (A) will require a permanent easement/agreement with MBTA as well as the school property and may require temporary construction easements along the two properties adjacent to the Alexander Avenue extension. The stretch of path between the Clark Street Bridge and Brighton Street (B), along its recommended route, may require temporary construction easements only along Channing Road properties, depending on the boring information obtained during preliminary design and the type of retaining wall selected accordingly; will require a permanent easement/agreement with the school property; and will require at least a partial taking of the property located at 30 Brighton Street, with fee to be negotiated. The contingent route, staying on the north side of the rail all the way to Brighton Street, would be accommodated at the east end within an existing easement, or may require an adjustment to the easement only, on the property located at 40 Brighton Street.

## **Part II – Project Costs and Responsibilities**

**Estimated Costs:** Provide available cost estimates or estimated cost ranges in current-year dollars and attach any cost estimate work sheets or summaries.

Estimates from the Feasibility Study are attached, and costs associated with Phase 1 of Belmont's Community Path are summarized on the following page.

## Highway Division Project Initiation Form

	Component	Value (A)	Value (B) *	Definition		
A	Office Estimate (construction items):	\$3.16 Mil	\$6.90 Mil	This is the portion of project cost based on definitive items of work. For conceptual project estimates, this value can be determined by making equivalencies to past projects. (character of work & lane miles)		
B	Design Contingency:	\$1.26 Mil (40%)	\$2.76 Mil (40%)	This value accounts for the risk and uncertainty inherent to design development. The amount is calculated as a percentage of the construction items (A), based on guidance from MassDOT		
C	Construction Contingencies:	\$0	\$0	This amount is calculated as a percentage of the construction items (A), and accounts for variation in quantities during construction. The following percentages should be used:		
				X	0%	NFA Maintenance Non-Site Specific
					10%	All Federal Aided Projects
					15%	NFA Site Specific
D	Traffic Police	\$0 (Included in the 40% project contingency)	\$0 (Included in the 40% project contingency)	This amount is calculated as a percentage of the construction items (A), and accounts for police details during construction. Refer to guidance from MassDOT.		
E	Construction Engineering:	\$0.16 Mil *	\$0.35 Mil	This amount is calculated as a percentage of the Construction Items & Traffic Police (A + D), and represents the cost of MassDOT construction management for the project. The following values should be used:		
					15%	Construction Items < \$1m
					10%	\$1m <= Construction Items < \$5m
				X	5%	Construction Items => \$5m
F	Utility Relocation:	\$0 (Utility relocations are not anticipated)	\$0 (Utility relocations are not anticipated)	This is the value of utility work necessitated by construction of the project. These costs are provided by utility owners once substantial design has been completed. During conceptual design, values are provided for specific projects, based on guidance from MassDOT		
G	Total Construction Cost:	\$4.58 Mil	\$10.01 Mil	This is the sum of lines A-F		
H	Consultant Planning/Design:	\$0	\$0	This is the value of Highway Division Consultant services necessary to deliver the project (if municipal consultant, reflect cost as \$0)		
I	MassDOT Project Development Costs:	\$0.14 Mil	\$0.30 Mil	This amount is calculated as a percentage of the total direct project cost (G) and represents the cost of MassDOT project development for the project		
J	Right-of-way:	\$0	\$0	Estimated State Right-of-Way costs		
K	Total Project Costs:	\$4.72 Mil	\$10.31 Mil	This is the sum of lines A-F, H-I		

\* - If the two components are funded and/or constructed separately, these values will increase.

**Anticipated Funding Program:**

Indicate all potential sources of funding that may apply to the project

☒ STP  
☒ TAP  
☐ NFA

☒ CMAQ  
☐ NHPP  
☒ Other

☐ HSIP  
☐ HPP

SRTS (after middle/high opens)

**Project Responsibilities:**

**Project Management**

**Design**

**Permitting**

**Right of Way**

**MassDOT**

**Community**

**Other (specify)**

	100%	
	100%	
	100%	
	100%	

## Part III: Project Description

### A. System Preservation

**1. Primary Asset and Condition:** Identify the Primary Asset included in the project area (e.g. roadway, bridge, or bike trail), condition of asset (specify if asset is a new facility), and what project improvements are anticipated by project.

The proposed project is the construction of a new shared-use path for all non-motorized activities. This would serve Belmont's residents as well as become a segment of the Mass Central Rail Trail, encouraging increased recreation as well as non-vehicular transportation.

**2. Proposed Treatment to the Primary Asset:** Describe the proposed rehabilitation methods that are being considered for the primary asset (e.g. overlay, reclamation, full depth reconstruction). Keep in mind that the final pavement improvements will be identified through the development of a pavement design submitted as part of the project design process.

The proposed project would include new construction of (A) an underpass structure, likely to consist of cut-and-cover installation with pre-fab members, and (A/B) a paved path with an anticipated paving structure of at least 4" Superpave over 12" Gravel Borrow.

**3. Describe Improvements to Other Existing Assets:** Identify efforts to retain or preserve existing Infrastructure. Other existing assets may include: signal reconstruction, signal upgrades or improvements, large diameter culverts (4'+), box culverts, retaining walls, sidewalks, ramps, guardrail, drainage, signs, and curbing (or bridges, paths, and pavement if not already the primary asset).

The proposed connection between the Clark Street Bridge and Brighton Street (B) would cross over the existing historic bridge located over Concord Avenue at town center. This structure used to carry two parallel rail lines, and now carries only the active Fitchburg rail line. It is therefore capable of bearing the additional load of the path, and improvements will be surface reconstruction only with no changes to the superstructure or façade. Additionally, at the intersection of the path with Brighton Street, a full signal is proposed that would be coordinated with the existing rail gate system. The proposed connector (A) would maintain the route of the existing active rail line with minimal disruption during construction and proposes to install a new actuated pedestrian/bicycle signal at Concord Avenue.

**4. Potential Impacts to Utilities:** Identify any anticipated impacts or complications the proposed improvements will have on utilities. List utilities that will be impacted.

No major utility conflicts or impacts are anticipated. This will be confirmed through survey efforts and preliminary design.

### B. Mobility

**1. Effect on Motor Vehicle Mobility and Congestion:** Describe how the proposed improvements will impact the mobility of motor vehicles. Please note the presence of bottlenecks or congestion, and include any traffic analysis, including LOS (Level of Service) data, if available. Please include existing and proposed LOS, delays, queue lengths, and travel time.

The active railroad corridor currently running east/west bisects the Town. With the Town's population density and few existing options for traversing north/south (Trapelo Road on the west side of town, Concord Avenue in town center and Brighton Street on the east side of town) these roads experience congestion throughout the day with extensive queues and delays during the peak hours. The proposed path (B) would greatly improve mobility by providing an off-road connection from the Clark Street Bridge through town center to and beyond the east end of town, connecting to the existing Fitchburg cut-off path. Additionally, the proposed project (A) would construct a grade-separated rail crossing at Alexander Avenue, providing a safe connection for students and families north of the rail to the middle/high school campus and to resources and amenities along Concord

Avenue including the town pool, the library and the music school. This connection is expected to reduce school-related vehicular trips on Brighton Street and Concord Avenue.

**2. Effect on Pedestrian Mobility and Accommodations:** Describe how the improvements are addressing pedestrian accommodation, including ADA/AAB requirements, through improving existing facilities, improving safety and traffic calming, or proposing new or expanded pedestrian facilities. HTP requires 2 sidewalks in urban areas. (Examples of improved pedestrian facilities are new or expanded sidewalks, crossings, pedestrian signals, RRFBs, shared-use paths, side-paths, etc.).

Pedestrian accommodations do not currently exist along the proposed corridor. Individuals trying to travel from the Clark Street Bridge through town center to Brighton Street or to and from the school campus/Concord Avenue amenities without a vehicle would have to walk partially on sidewalk and partially on-road. Sidewalks exist on Concord Avenue, Pleasant Street, Underwood Street and a portion of Channing Road (from town center to just west of Alexander Avenue) and Royal Road, but not along the east portion of Channing Road, the west portion of Royal Road or Hittinger Street. These routes with partial accommodation are adjacent to high-volume roadways and offer only a roundabout means of accessing the desired destinations. This has resulted in several individuals crossing the active rail tracks as an alternative, particularly near the school campus. The proposed path will be a shared-use path for non-motorized activities, constructed entirely to ADA/AAB standards.

**3. Effect on Bicycle Mobility and Accommodations:** Describe how the improvements are addressing bicycle accommodation through new or improved facilities. HTP requires a minimum 5 ft. shoulder for improved bicycle accommodations. (Examples of improved bicycle facilities are new or expanded 5' shoulders, marked or buffered bicycle lanes, shared-use paths, etc.).

Bicycle accommodations are more scarce than pedestrian accommodations. There are 5-foot wide bike lanes present on Concord Avenue from town center to Cambridge, sandwiched between vehicular travel lanes and on-street parking. Accommodations beyond this roadway consist of infrequent sharrows symbols. These accommodations are only used by avid roadway cyclists, due to the combination of accommodation type and the level of congestion, with over 17,000 ADT recorded by MassDOT over 20 years ago (count ID 202605). The proposed path (B) will provide an entirely off-road accommodation within this area, as proposed for the Mass Central Rail Trail, connecting Belmont Center and residential neighborhoods in the vicinity of the proposed route with Alewife Station, the Minuteman Bikeway and additional destinations in Cambridge, Boston and beyond.

**4. Effect on Transit Mobility and Accommodations:** Describe how the improvements are addressing transit mobility through new or improved facilities or accommodations. (Examples include dedicated bus lanes, transit signal prioritization, BRT, or new park & rides, bus stops, shelters, bump outs, etc.)

The addition of the path (B) would provide an alternate mode to and from the Belmont Center station as well as begin the construction of ADA compliant access, allowing many more individuals the opportunity to utilize the existing transit. This path will also connect to the existing Fitchburg cut-off path, with connections to Alewife Station.

**5. Connectivity:** Identify whether the proposed improvements will impact connectivity or access along the corridor or to other facilities. Please specify whether the project completes a link between existing bicycle and pedestrian facilities, or if the project creates new connections to businesses, residences, open space, transit stops, etc.

The project is aimed solely at providing and improving connectivity for pedestrians and bicyclists. Currently there is no safe, accessible route from the Clark Street Bridge through town center to Brighton Street. The project will also provide access to the Belmont (Middle/)High School site and amenities along Concord Avenue, which will help reduce vehicular traffic by providing improved pedestrian and bicycle accommodation, as well as reduce and hopefully eliminate all unsafe crossings of the active rail. Finally, the proposed path (B) will connect to the existing Fitchburg cut-off path, providing access to additional off-road networks in Cambridge and beyond, and will serve as one portion of the MCRT through Belmont, with western connections from town center to Waltham and beyond planned for later phases.

6. **Design Exceptions:** Identify whether any exceptions to MassDOT design criteria are anticipated, such as exemptions for meeting AASHTO 13 design requirements or HTP.

No design exceptions are anticipated.

### C. Safety

1. **Motor Vehicle Safety:** Describe any improvements that are expected to reduce the crash potential or improve the general safety for motor vehicles. Please provide any highway safety analysis that has been completed, including Road Safety Audits.

Though the construction of the path would offer many an alternate to traveling along Concord Avenue which currently is not listed as a top HSIP cluster, but experienced 90 incidents within the latest five-year period assessed during the feasibility study (0.72 mi stretch from town center to Underwood Street).

2. **Safety for Other Users:** Describe any improvements that are expected to improve the safety for other multi-modal users such as pedestrians, bicyclists, persons with disabilities, transit riders, school children, etc. Please provide any highway safety analysis that has been completed, including Road Safety Audits.

In addition to the safety improvements noted above, the construction of the proposed path would include a pedestrian and bicycle underpass under the active Fitchburg Line (A). This will alleviate the current situation of individuals, particularly students, crossing the active rail to the get to the (middle/) high school campus that is adjacent to the rail line and to the amenities and town resources along Concord Avenue, just south of the school campus.

3. **Evacuation Routes:** If the project is a known evacuation route identified at the state, local or private level, indicate how the project impacts the route.

The proposed route is not an existing evacuation route.

### D. Economic Impacts

1. **Economic Impact on a City, Town, or Village Center:** If the project is located within a city/town/village center, an area  $\geq 5000$  population per square mile, or is a roadway that provides an important connection to a city/town/village center or population center, please identify any economic impacts the project is anticipated to have on the city/town/village or population center.

The project will connect directly to the town center, providing access to the rail station and all of the businesses within this major commercial district of Belmont. On the east and west ends of the proposed alignment, the path will also connect to a smaller commercial district along Brighton Street and businesses along Pleasant Street respectively. Finally, the path will connect to the existing Fitchburg cut-off path, providing access to the town center to those outside of Belmont.

2. **Priority Development Areas:** Identify any positive impacts to a Priority Development Area(s), as well as any improved access to services, industry clusters, or job creation in the project area (including the number of jobs to be created, if available). Please note any other proposed improvements that reflect the Commonwealth's Smart Growth/Smart Energy programs or Sustainable Development principles.

The project advances eight of the Commonwealth's 10 Sustainable Development principles: 1) Concentrate Development and Mix Uses, which calls for the creation of pedestrian friendly districts and neighborhoods; 2) Advance Equity, which requires that the interests of future generations not be compromised by today's decisions; 4) Protect Land and Ecosystems, by increasing access to open space and recreational opportunities; 5) Use Natural Resources Wisely, by constructing infrastructure that conserves natural resources by reducing pollution; 7) Provide Transportation Choice, which calls for the expansion of transportation choice that maximizes mobility, reduces congestion, conserves fuel and improves air quality; 8) Increase Job and Business Opportunities, by expanding access to education, training, and entrepreneurial

opportunities; 9) Promote Clean Energy, by maximizing clean energy efficiency and reducing greenhouse gas emissions and consumption of fossil fuel; and, 10) Plan Regionally, by supporting implementation of local, regional, and state plans that foster transportation projects that have a multi-community benefit.

**3. Local Economic Considerations:** Identify if the project includes any improvements with the specific intent to fill vacant storefronts or office spaces in city/town/village center, or if it incorporates any amenities that improve accessibility, wayfinding, pedestrian accommodations, or beautification of a city/town/village center with the intent of attracting consumers. (Examples of amenities or improvements can be new or ornamental lighting, benches, bike racks, landscaping enhancements, new parking, wayfinding signs, etc.)

As noted in D.1., the proposed path has much potential to help the town center thrive. Specifically, the path will attract more residents and non-residents to Belmont Center via the path itself or by improved access to the existing transit station. Additionally, the proposed path includes wayfinding, benches, bike racks and landscaping enhancements at town center.

## **E. Environmental & Health Effects**

**1. Air Quality and Greenhouse Gases:** Indicate if the project is expected to produce an improvement to Air Quality or a reduction in Greenhouse Gases, confirmation pending completion of the Air Quality Analysis Worksheet. Please note any Traffic Operational Improvements, any increase to motor vehicle capacity, any expanded transit accommodations or park-and-rides that decrease motor vehicle miles travelled, and any new bicycle and pedestrian infrastructure proposed.

The proposed path (B) will provide an alternate mode of transportation between the Clark Street Bridge through Belmont Center to Brighton Street, connecting to and beyond the Alewife Station in Cambridge via the existing Fitchburg cut-off path, as well as provide a new, non-vehicular access from Channing Road and the Winn Brook neighborhood to the (middle/) high school campus and amenities on Concord Avenue (A). This will reduce vehicular traffic within the identified neighborhood, as well as along the congested roadways of Concord Avenue and Brighton Street.

**2. Stormwater Improvements/Impaired Waterbodies:** Indicate the potential impact to any impaired waterbodies or TMDL watersheds near the project, and list any proposed BMP's that will be included to improve stormwater treatment. State how the proposed BMP's will meet or work towards MassDEP stormwater standards or TMDL requirements. Also include whether the project is proposing to decrease or increase the amount of impervious cover.

Though there is currently no stormwater management along the corridor, the proposed improvements include the addition of a sump pump and associated drainage system for the installation of the underpass (A), as well as the addition of grassed shoulders and landscaping along the path (B) which will mitigate much of the runoff associated with the path area. The need for additional stormwater management will be evaluated during preliminary design, and a contingency for stormwater management is included in the current estimate.

**3. Wetland(s) and Resource Areas:** If there are any wetlands, watersheds, or resource areas adjacent to the project, discuss how the project impacts the identified locations. Include an estimate of the quantity of temporary and permanent impacts to any wetlands, and a summary of how impacts will be mitigated.

There are no wetlands or resource areas within the proposed corridor between town center and Brighton Street.

**4. Wildlife Habitat(s):** Identify any priority habitats within a 1/2 mile of the project limits, and discuss how the project may impact any locations identified. Include a discussion of temporary and permanent impacts, and any improvements that are being proposed. If project includes work on bridges or culverts, discuss if new structures will meet the Massachusetts River and Stream Crossing standards. (Examples of priority development areas include: Core Habitat and Critical Natural Landscape, Coldwater fisheries, diadromous fish runs, Vernal Pools, and NHESP Priority and Estimated Rare species habitat.)



The eastern limits of the project area are within a half mile (0.42 mi) of an NHESP priority habitat of rare species (PH 1387). There are not expected to be any impacts to this habitat. No other wildlife habitats exist within a half mile of the proposed project.

**5. Resiliency:** Indicate if the project is located within a 100-year floodplain or any area identified as vulnerable through a municipal, state, or federal vulnerability assessment. Identify any improvements to the system's resiliency to flood events and other climate change stressors through resiliency best management practices (BMPs) such as increasing the hydraulic opening of a bridge or culvert(s), armoring of hydraulic and/or hydrologic features, replacement of a standalone headwall, scour protection at a structure, or erosion prevention along a bank or shoreline.

The project area is not within any 100-year flood zone based on FEMA mapping, and is not in any known vulnerable area.

**6. Historic/Cultural/Archaeological Resource(s):** If there is any Open Space, National Register listed or eligible properties, or 4(f) or Article 97 protected land in the area, discuss any positive or negative impacts to these resources, including improved or hindered access. Please reference the MACRIS database to determine if any National-Register Listed or Eligible properties are located within the project limits.

As noted, the existing bridge over Concord Avenue at town center is a NR historic structure. The integrity of this existing bridge will remain, with surface improvements only. The path would end at the existing NR listed Clark Street Bridge, with no proposed improvements or alternations. Additionally, the project abuts the Municipal Light Building and the Police Station, which are contained in MHC's cultural resource database and is identified as being historically significant, and is just north of the Belmont Center Rail Station building, which is on the register. Finally, the project path (B) is within the Belmont Center area and the Centre Avenue Area and is within or abuts (pending final design location) the Clay Pit Pond Area, all of which are identified as being historically significant. The proposed north-south connector (A) would not touch any historic property and is not within a historic district.

**7. Hazardous Materials:** If there are any hazardous materials or sites adjacent to the project, discuss how the project will handle any hazardous materials.

There are no AUL sites or underground storage tanks within the project limits, as recommended. Therefore, there is no anticipated need to handle the removal of hazardous materials.

## **F. Social Equity**

**1. Environmental Justice:** If the project is located in, or within a ¼ mile of, an Environmental Justice area, please identify any elements of the project designed to decrease environmental impacts or improve the safety, sustainability, or mobility of the EJ community. Identify any improvements that involve community planning and equitable sharing of benefits/burden or are particularly targeted within an Environmental Justice area.

The project is within a ¼ mile (directly adjacent) to a census 2010 minority environmental justice population. This population, along with the rest of the community, will benefit from the construction of the proposed path as an alternate mode of transportation for errands and commuting, as well as the addition of opportunities for increased transit connection and recreational activity.

**2. Title VI:** If the project is located in, or within a ¼ mile of, a Title VI area, please identify any elements of the project designed to have a positive impact on the community through public outreach. Identify any improvements that involve community planning and equitable sharing of benefits/burden or are particularly targeted within a Title VI community.

The project limits are entirely within an LEP area. As elaborated under Section G.5., this area was included in notification for all public outreach and all meetings were held in accessible venues. This area could also benefit from the improved mobility that would be gained by the proposed project, as both an alternate mode of transportation and access to the (middle/) high school and resources and amenities along Concord Avenue.

**3. Regional Equity:** Please note the last project the proponent initiated seeking Federal Transportation Funds, along with the year initiated (other than this project). If any projects have been constructed using Federal Transportation Funds in the last 5 years, please identify along with the year completed. If this project is located in a rural area, discuss the importance of this project to the community or region.

Trapelo Road, Belmont Street Corridor Project. MassDOT # 604688. Project completed 12/1/2017.

## **G. Policy Support**

**1. Risk Assessment and Appropriateness:** Discuss any other alternatives considered, and how the chosen concept is the most appropriate solution to the projects needs and potential risks in comparison to other alternatives, if any. Identify whether the project involves any innovative or non-traditional design or construction techniques intended to improve safety, reduce costs, improve customer service, reduce environmental or climate impacts, expedite project completion, or enhance the statewide or national transportation system.

Through previous studies and most extensively through the recent [feasibility study](#), several alternatives were considered for the proposed path within each incremental stretch. Each potential alternative was developed to a conceptual design level to assess and compare impacts, costs and benefits. Based on feedback received at public meetings, through survey and by email, combined with input from MassDOT, MBTA, the MPO, the recommended route is well vetted. This phase of the path does not currently involve any elements that are considered to be non-traditional or innovative, though these may be considered during design.

**2. Statewide Policies and Plans:** If the project concept or location is mentioned or supported by any other MassDOT policy or plan not noted elsewhere, please describe. If the project is supported by any other state entities, please describe level of support. Examples of other state entities may be DCR, MBTA, RTA, etc. Statewide Plans may include, but are not limited to, the following: Bicycle, Freight, Pedestrian, Port, Rail or ITS.

The proposed project, which will become a segment of the Mass Central Rail Trail, is heavily supported by DCR, the MPO and the MAPC.

**3. Regional Policy:** Describe how the project meets regional policies or performance measures supported by a regional entity such as a Regional Planning Agency. Reference any regional studies or plans that include the project location. Identify efforts to coordinate with relevant government agencies, including RTA(s), DCR, regulatory agencies, or neighboring municipalities.

The MAPC promotes primarily smart growth and regional planning. The proposed path, with an intent to provide an alternate mode of transportation and increased connection to local and regional transit, will allow Belmont and surrounding areas to continue to grow in a connected way without worsening the congestion that currently exists on the roadway network. Additionally, the enhancement of pedestrian and bicycle facilities promotes the state-wide initiative of healthy living.

**4. Local Policy:** Describe how the project meets local policies. Reference any local studies or plans that reference the project or location. (Examples of local policies or plans may include the Master Plan, community compacts, livability plans, health assessments, local ordinances, bylaws, a designated Green Community, a Complete Streets Policy, etc.)

Some of the key elements noted in [Belmont's 2010 Comprehensive Plan](#) included a need to enable the town's commercial areas to thrive, an objective to ensure future livability and a desire to remedy the current issue that there is no significant system of commuter and community paths to public transit and schools. Additionally, Belmont is currently working to adopt a Complete Streets policy. The proposed path will go a long way to helping the town achieve these goals.

**5. Planning and Public Outreach and Support:** Describe any Public Outreach that has occurred. Include any public informational meetings, local mailings, workshops, planning documents, etc., where the proposed

improvements were specifically presented to abutters, businesses and/or the general public. Please note any local support or opposition to the project, including any local advocacy groups.

The Town's Planning Department has held several public meetings related to this project since the inception of the idea over 20 years ago. Notably, most recently, the feasibility study efforts were inclusive of 10 public meetings (including a workshop, presentations and public input), 2 site walks, an online survey for individuals that missed the workshop, documentation and consideration of all public comment received in writing over the course of the study, and a mailing to all Belmont addresses informing what the path was and what routes were being considered. Documentation further outlining these efforts can be found in the feasibility study (link above in G.1.). The town has voted a few times on the project, always in favor of continuing to move it forward. The Board of Selectman are largely in support of advancing this project, along with the Belmont Citizen's Forum, who secured some of the land for this use, and the Community Path Implementation Advisory Committee, who continue to devote hours of their time to ensuring this path comes to fruition. Some residents of Channing Road remain in opposition of the path (though it will not encroach on their properties), with concerns of noise, crime and reduced property values, which have been countered by research documentation nationwide.

**Thank you for completing this form. Please submit the PIF to the Regional MPO/RPA and the MassDOT Highway Division District office.**