

Belmont Community Path Implementation Advisory Committee

Update to Board of Selectmen
December 14, 2015

Outline

- CPIAC's Work to Date
- General Overview of Route and CPAC-Recommended Route Segments
- Next Steps and Proposed Timeline
- Funding Mechanics and Prospects
- Additional Detail on CPAC-Recommended Route Segments
- Questions?

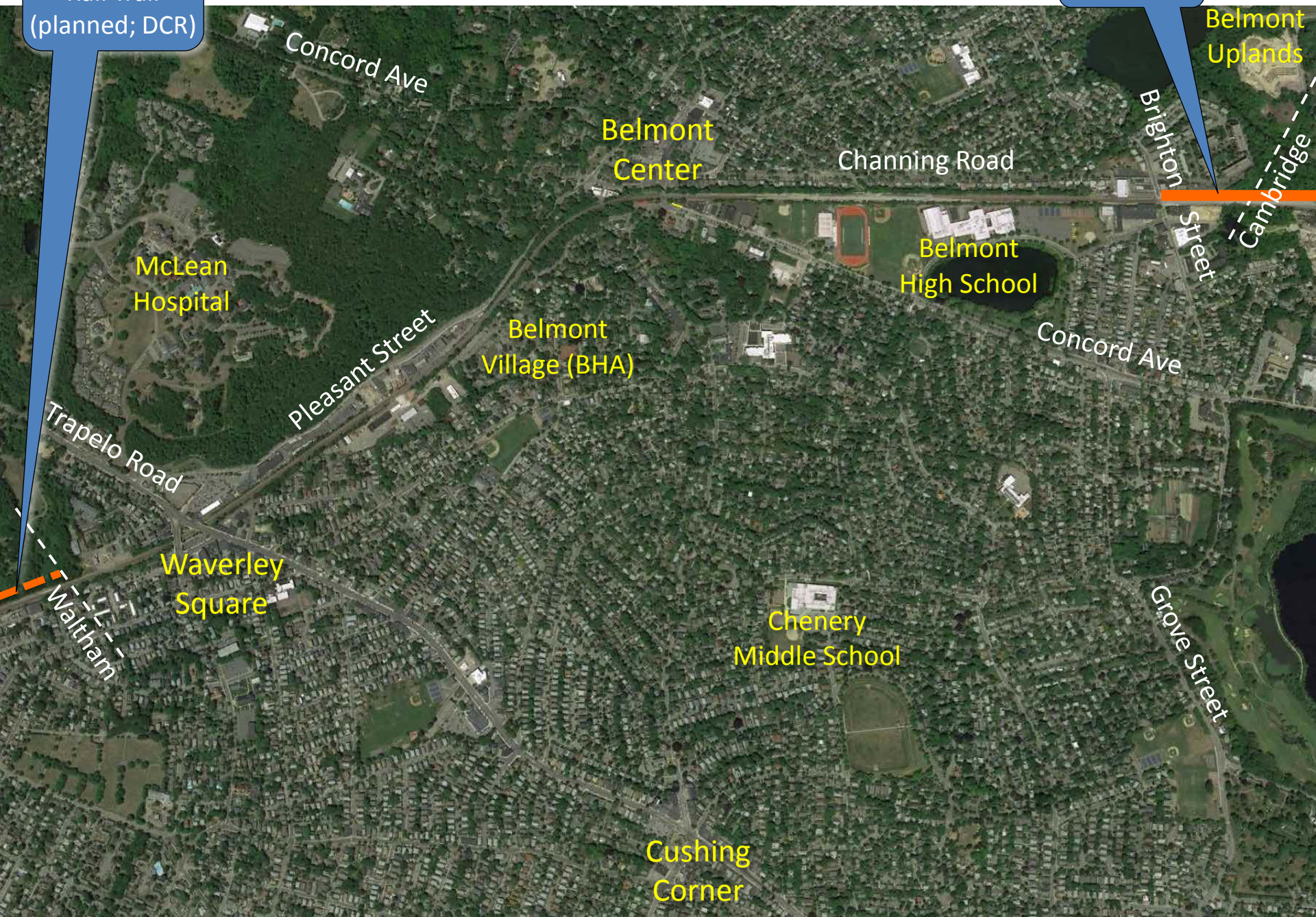
CPIAC's Work to Date

- Guiding Principles
 - “Don’t reinvent the wheel!”, but . . .
 - Provide the Selectmen the information they need to select a route
- Deep dive on CPAC-recommended route segments
 - Focused attention on “choke points” – generally road or track crossings, tight spots or difficult terrain
 - Walked each segment with BOS liaison Mark Paolillo
- Outreach to Town Stakeholders
 - Meetings with School Committee, Housing Authority, Department of Public Works, Conservation Commission, Historic District Commission
- Development of Request for Proposals (RFP) for Feasibility Study
 - Feasibility Study to be funded by \$100,000 appropriated by Town Meeting, and *possibly* an additional \$100,000 state appropriation
 - Draft RFP is nearly complete

Overview: East & West Path Connections

Mass Central
Rail Trail
(planned; DCR)

Fitchburg
Cutoff Path



Belmont
Uplands

Cambridge

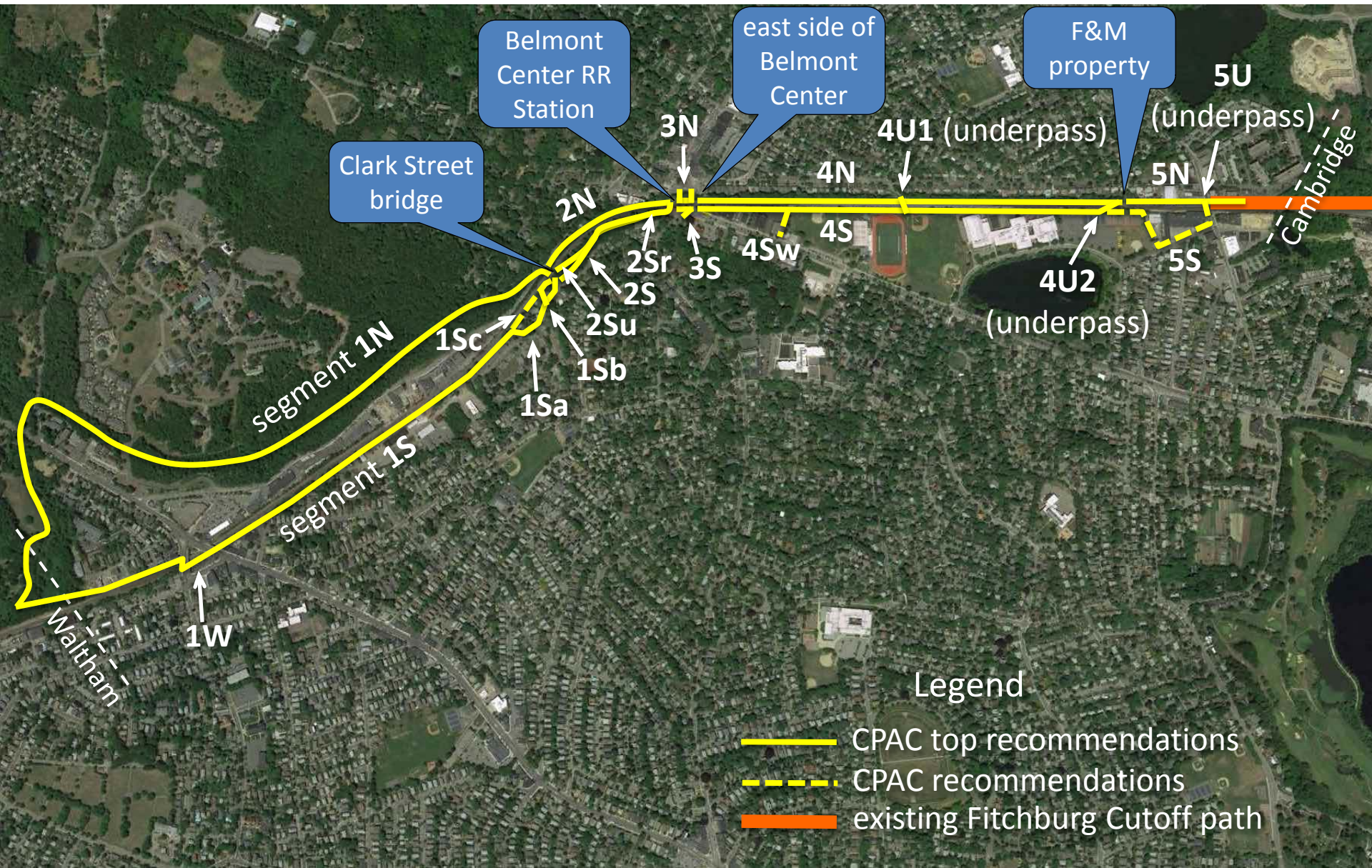
General Route Segment Overview

Five path segments, roughly divided by significant changes in geography, land use or land ownership, and/or existing roads and railway crossings



CPAC-Recommended Route Segments

From [CPAC Final Report](#), June 7, 2014



Next Steps and Proposed Timeline

- Immediate Next Steps
 - Finalize RFP: January-February 2016
 - Now is the time for the Selectmen to provide guidance regarding the scope of the feasibility study
 - Issue RFP: February-March 2016
 - Review proposals and award contract: April-May 2016
 - Consultant conducts feasibility study: June 2016-January 2017
 - Final CPIAC recommendation to BOS: Spring 2017
- Once BOS Selects a Final Route:
 - Seek CPA and private funding for “25% design” (estimated cost: approximately 10% of total project cost)
 - Issue RFP and hire firm for 25% design work
 - Initiate dialog with Boston MPO regarding application for federal Transportation Improvement Program (TIP) funding

Funding Mechanics and Prospects

- Most likely funding source for community path construction: federal Transportation Improvement Program (TIP) funds
 - Essentially, a pot of federal highway funds administered by the State (specifically MassDOT)
 - Applications for TIP-funded projects are evaluated by Regional Metropolitan Planning Organizations , in our case the Boston Region MPO
 - The State’s TIP is updated annually (each December-June), and has a four-year time horizon
 - In general, TIP funding can cover all costs of a project beyond 25% design
- Prospects for funding: Excellent!
 - State’s most recent TIP includes a number of community paths and MassDOT has called for \$430M to be spent over the next 10 years for constructing and improving bicycle and pedestrian facilities (see also TIP evaluation criteria)
 - Boston MPO’s own planning arm has designated a portion of the proposed Belmont community path as one of the highest priority “gaps” in the entire regional bicycle transportation network
 - Critical link between planned Mass Central Rail Trail and City of Boston

TIP Evaluation Criteria

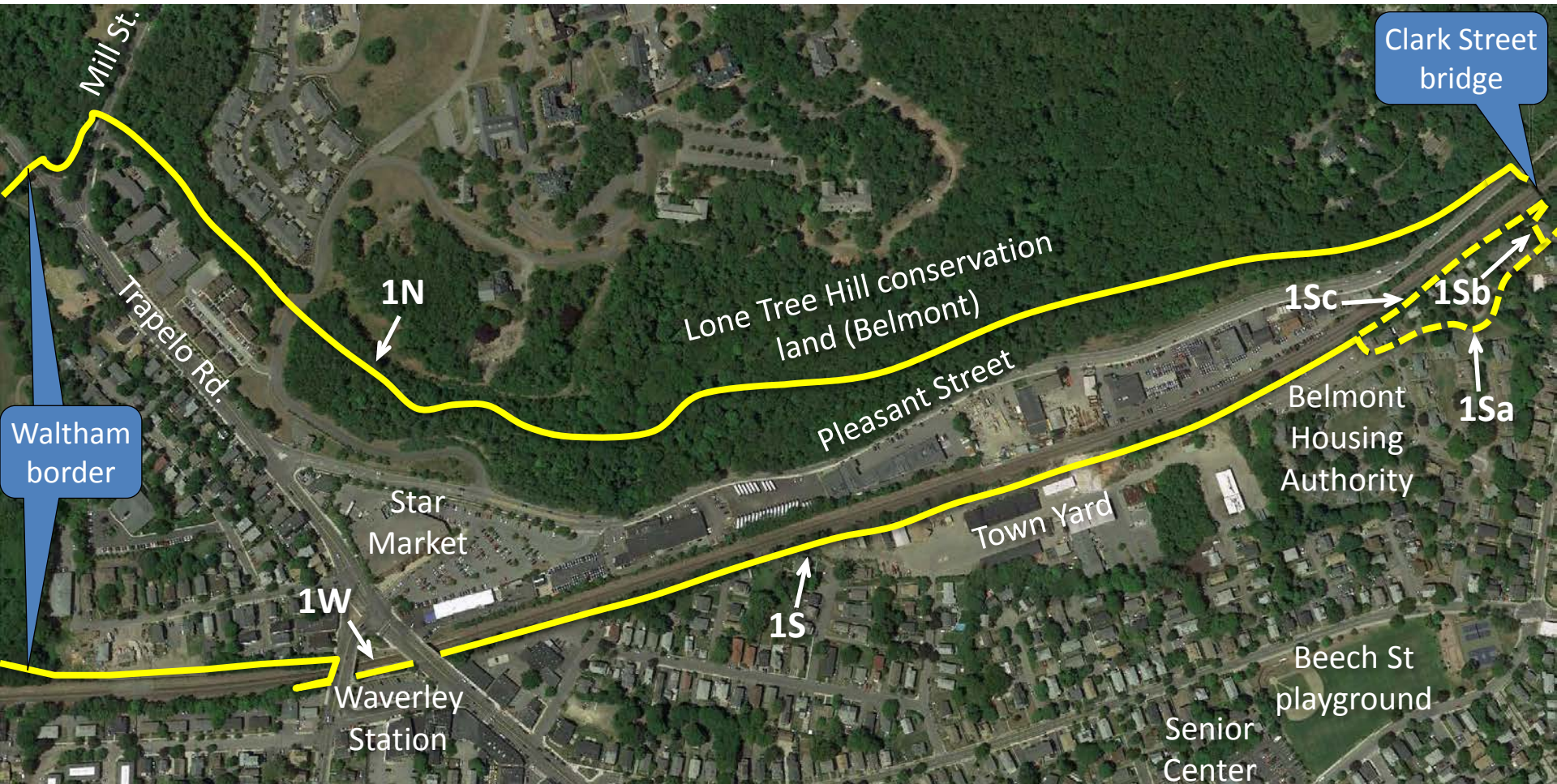
		SUBCATEGORY	CATEGORY	Project Rating
Improved access to Waverley, Belmont Ctr, and Alewife		<ul style="list-style-type: none"> Improves substandard pavement Improves substandard signal equipment condition Improves traffic signal operations In a Congestion Management Process identified area Improves intermodal accommodations/connections to transit Implements ITS strategies other than traffic signal operations 	System Preservation, Modernization and Efficiency	36
Access to 2 town centers + other town amenities		<ul style="list-style-type: none"> Design is consistent with complete streets policies Provides multimodal access to an activity center Reduces auto dependency Project serves a targeted development site Provides for development consistent with the goals of MetroFuture Improves the Quality of Life 	Livability and Economic Benefit	29
Improved pedestrian/bicycle access and walkability		<ul style="list-style-type: none"> Existing peak hour Level of Service (LOS) Improves an MPO or State identified freight movement issue Improves proponent identified primary mobility issue Improves MPO identified mobility issue Project reduces congestion Improves transit reliability 	Mobility	25
Enhanced recreational opportunities/walkability		<ul style="list-style-type: none"> Air quality (improves/degrades) CO2 reduction Project is in an EOEEA certified Green Community Project reduces VMT/VHT Improves identified environmental impact 	Environment and Climate Change	25
Decreased car trips		<ul style="list-style-type: none"> Improves transit for an EJ population Design is consistent with complete streets policies in an EJ area Improves an MPO identified EJ transportation issue 	Environmental Justice	10
Green certification		<ul style="list-style-type: none"> Improves emergency response Improves ability to respond to extreme conditions EPDO/Injury Value Improves proponent identified primary safety need Improves MPO identified primary safety issue Improves freight related safety issue Improves bicycle safety Improves pedestrian safety Improves safety or removes an at grade railroad crossing 	Safety and Security	29
Improved access for Belmont Village (BHA)				
Off-road design + improved road/track crossings				
Underpass or signalization at Brighton St.				

Additional Detail on CPAC-Recommend Route Segments

From [CPAC Final Report](#), June 7, 2014

CPAC-Recommend Route Segment Detail

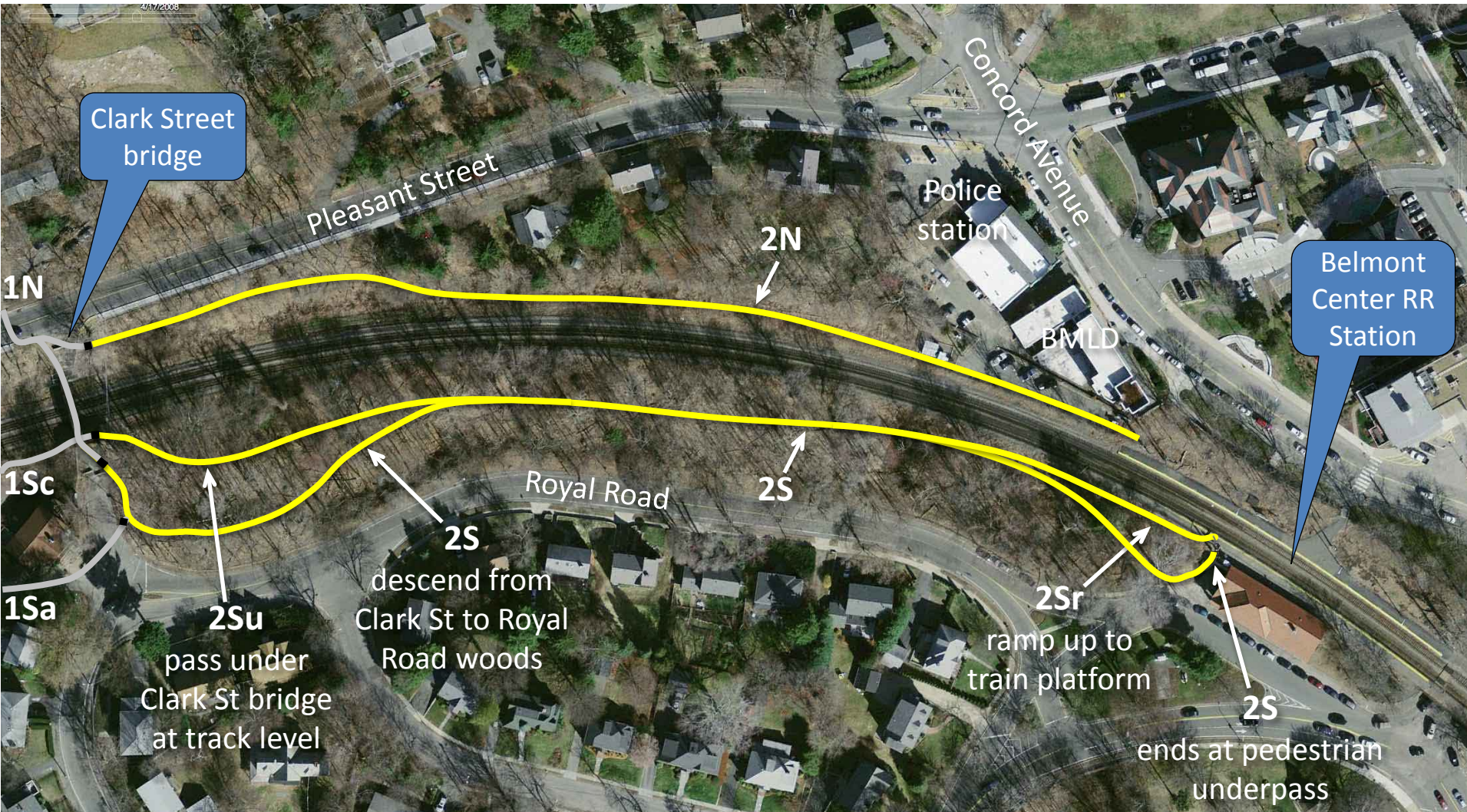
Segment 1: Waltham border to Clark Street bridge



Both **1N** and **1S** start in Beaver Brook Reservation. **1S** crosses the Fitchburg Line on the Lexington Street bridge sidewalk, turns west, then makes a hairpin turn east while descending ~10 ft and passing through Waverley Station ~8 feet above the train platform. There are 2 main options in the east: **1Sa** along or parallel to Clark Lane, and **1Sc** along the tracks, below Clark Street bridge. **1Sb** connects **1Sa** and **1Sc** at 104 Clark St. **1Sb** provides a level off road route.

CPAC-Recommend Route Segment Detail

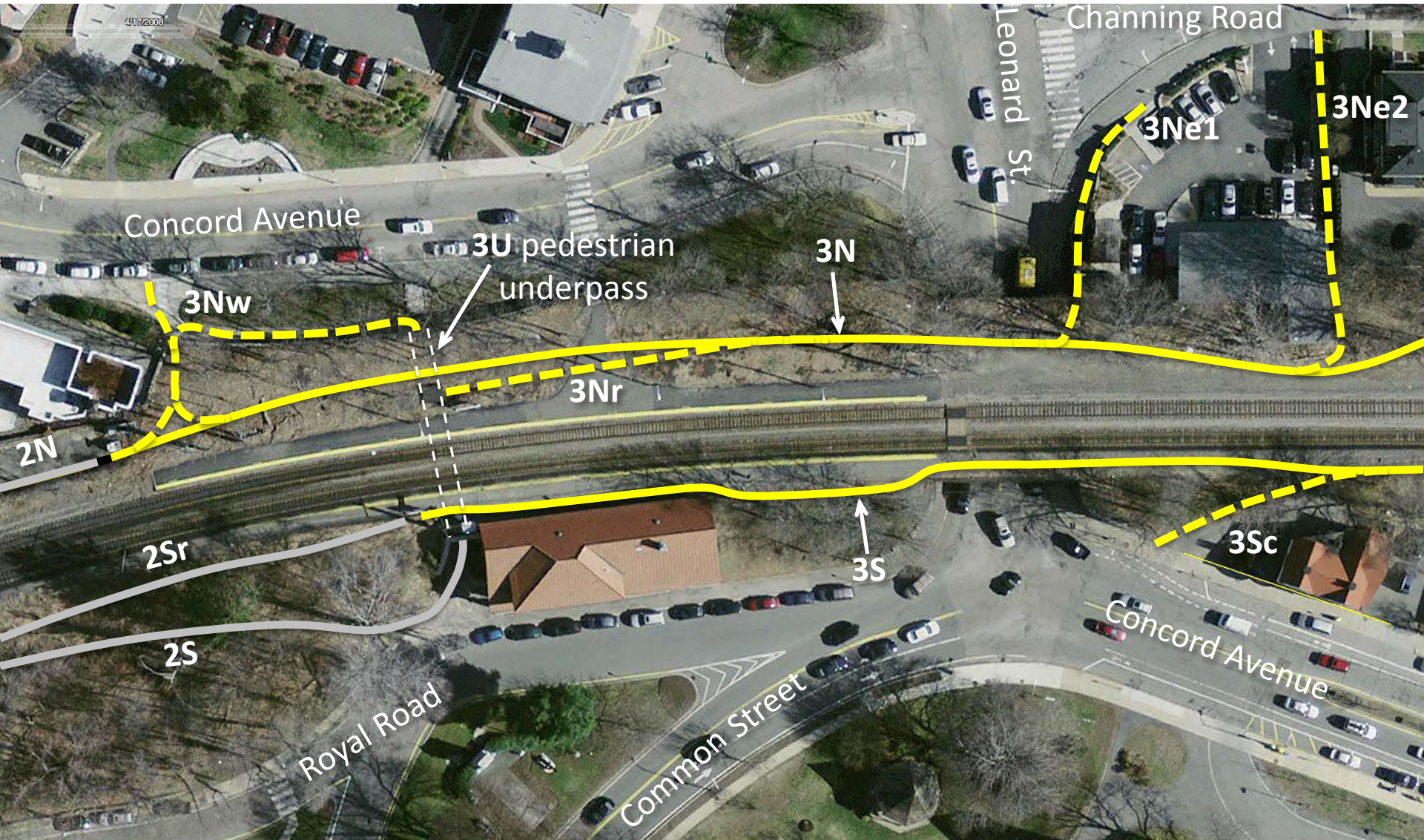
Segment 2: Clark Street bridge to Belmont Center



2S is the trunk route on the south side of the tracks. It descends from Clark Street into the Royal Road woods, connecting to the Belmont Station underpass. Route **2Su** connects to **1Sc**, providing a flat, off-road route. Route **2Sr** provides access to the south train platform via a ramp.

CPAC-Recommend Route Segment Detail

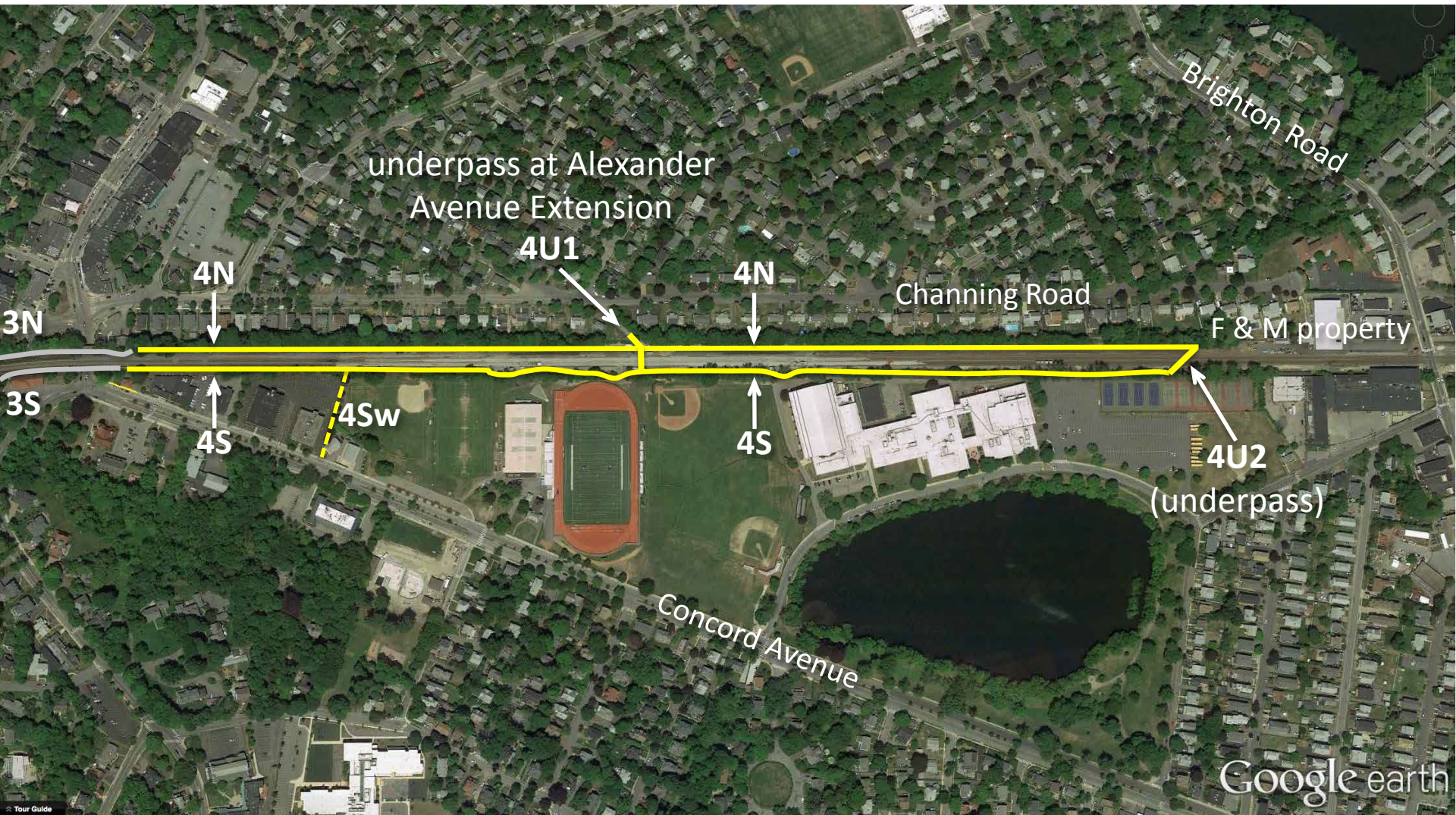
Segment 3: Belmont Center Station



3N connects to Concord Ave and the underpass via **3Nw**, to the underpass via **3Nr** and to east Belmont Center via **3Ne1** or **3Ne2**. **3S** connects to Concord Ave via **3Sc**, a steep hill on MBTA land.

CPAC-Recommend Route Segment Detail

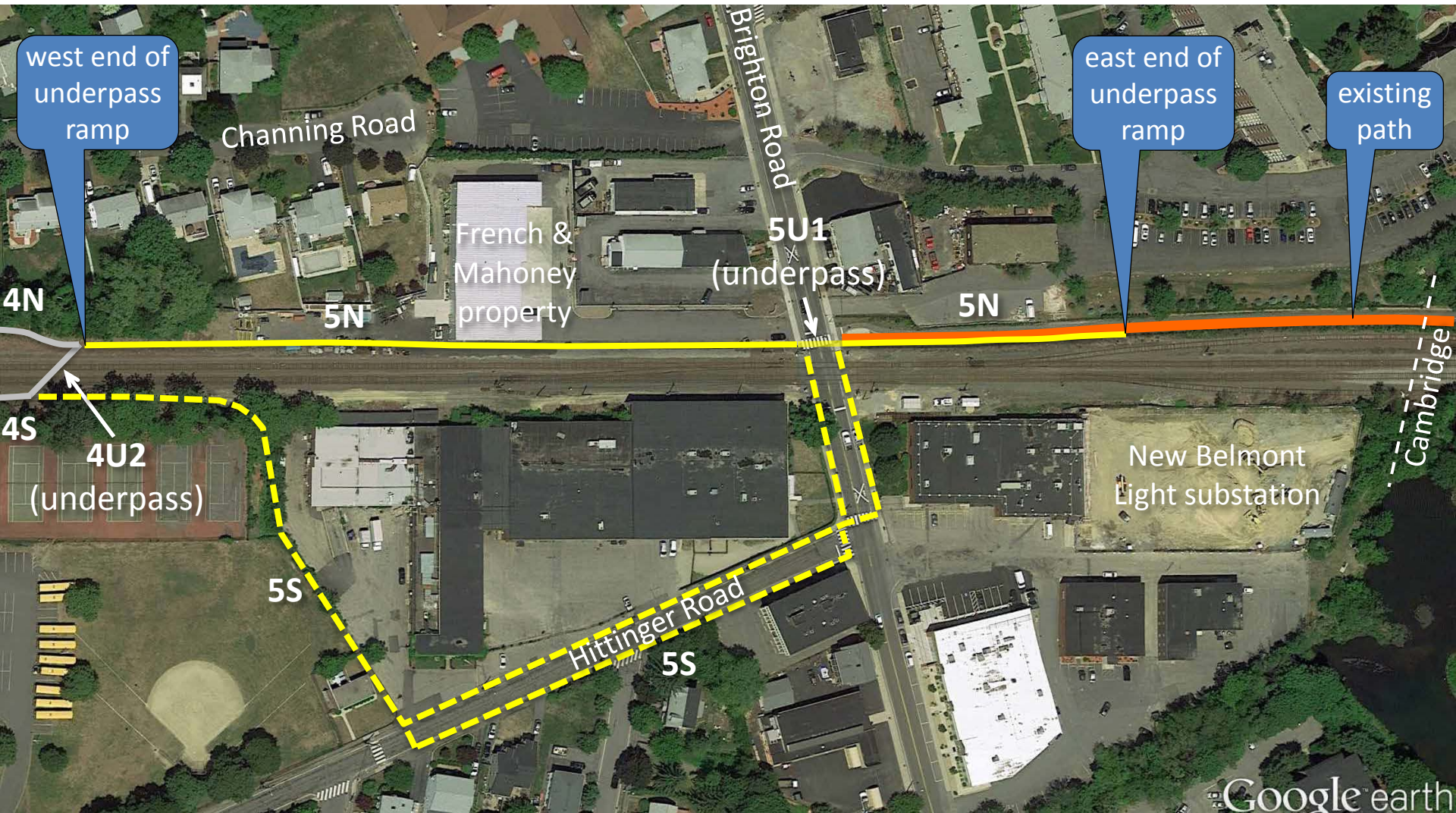
Segment 4: Belmont Center Station to East Belmont



Both **4N** and **4S** are almost entirely on MBTA land. The **4S** corridor is narrower, and deviates south onto the edge of the Belmont HS campus at 3 MBTA signal houses. **4U1**, unlike **4U2**, connects to Channing Rd. Either underpass could connect a north-only segment to a south-only segment. 14

CPAC-Recommend Route Segment Detail

Segment 5: East Belmont to Cambridge Border



West of Brighton Road **5N** passes along the south edge of the F&M property via an easement. To improve separation from the Fitchburg Line the entire 748 ft segment is depressed, leading to the Brighton Road underpass. The underpass ramp to the east is parallel to the existing path. The southern route passes along the east edge of the Belmont HS campus to Hitinger Rd.

Questions?