

Committee Kickoff Meeting

Rail Trail Design

Town of Swampscott



Agenda



Introductions



Design & Vision



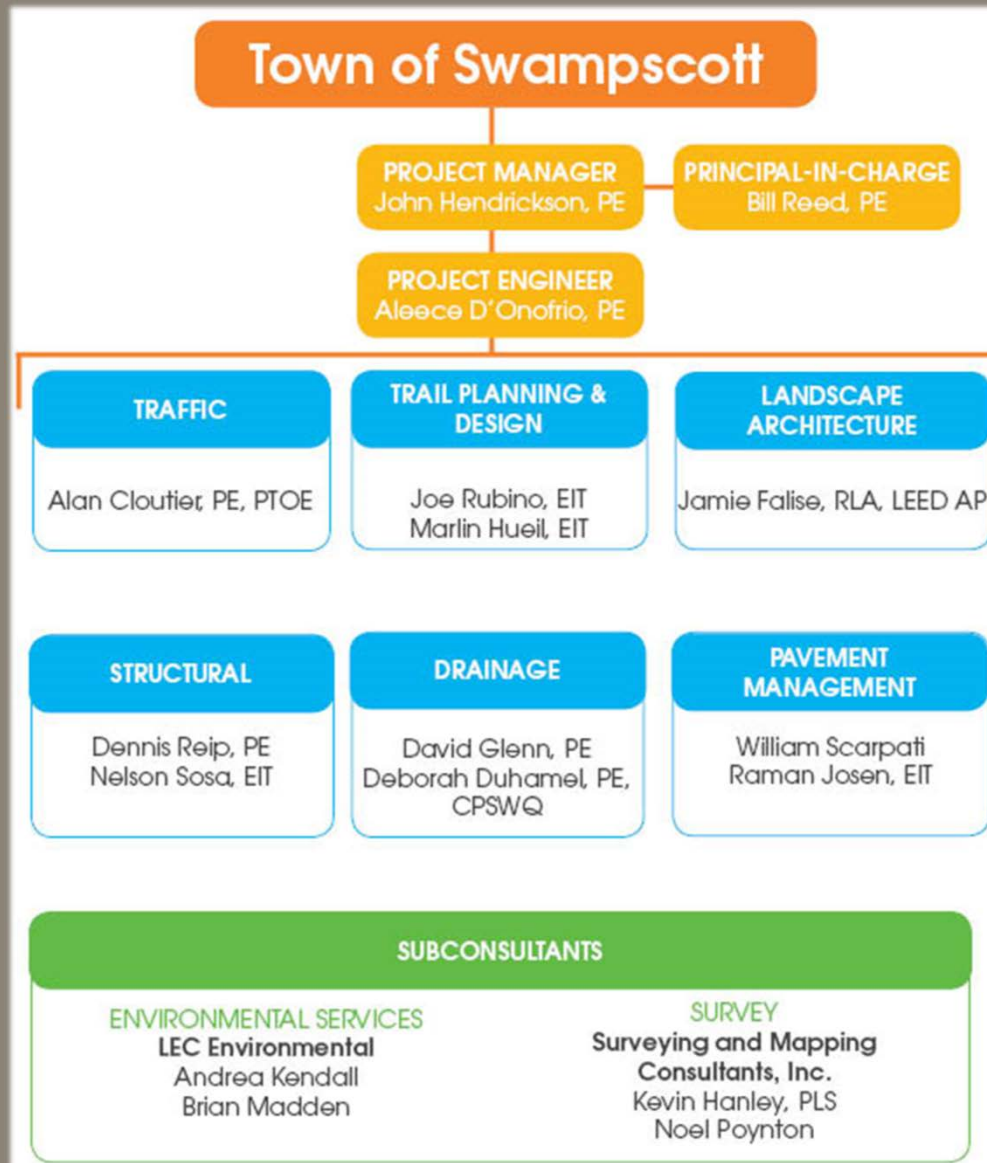
Public Participation



Work Schedule



Our Team

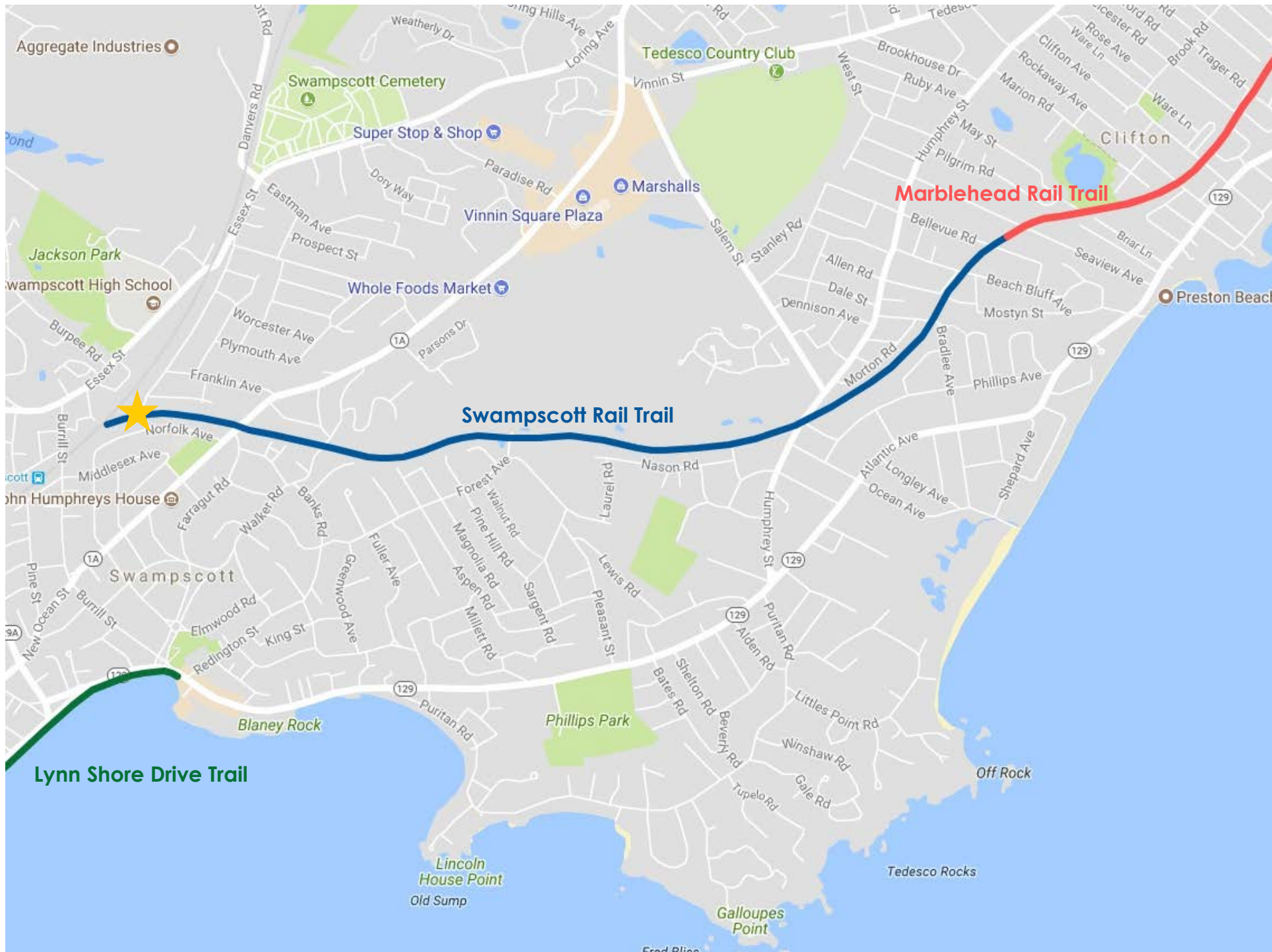




Trail Design & Vision



Quequechan River Rail Trail, Fall River



Lynn Shore Drive Trail

Swampscott Rail Trail

Marblehead Rail Trail

Swampscott

Clifton

Phillips Park

Tedesco Country Club

Jackson Park

Lincoln House Point

Galloupes Point

Preston Beach

Blaney Rock

Tedesco Rocks

Off Rock

Old Sump

Fred Bliss

Aggregate Industries

Swampscott Cemetery

Super Stop & Shop

Vinnin Square Plaza

Marshalls

Whole Foods Market

Swampscott High School

John Humphreys House

Phillips Park

Lincoln House Point

Galloupes Point

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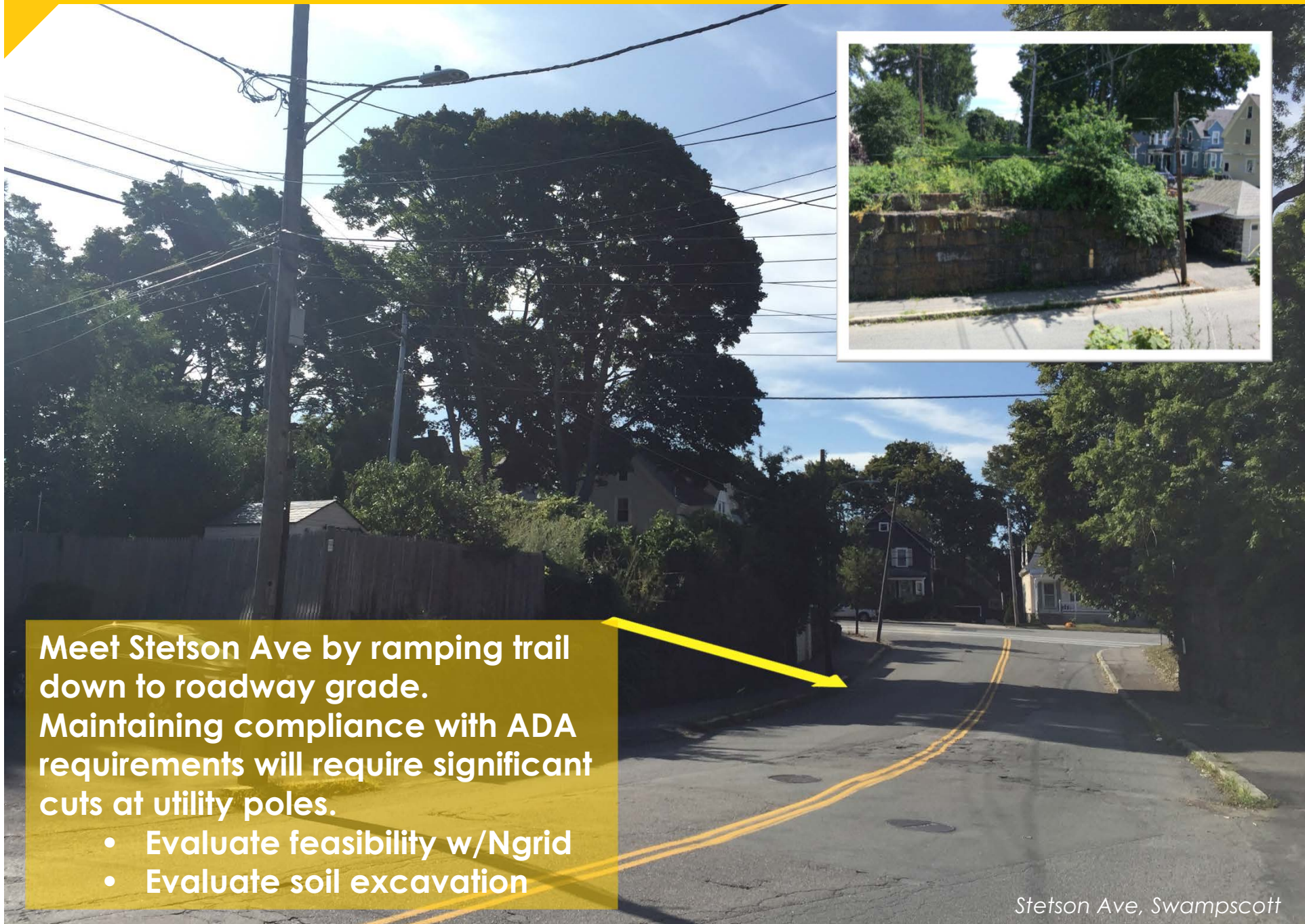
Marshalls

Whole Foods Market

Swampscott High School

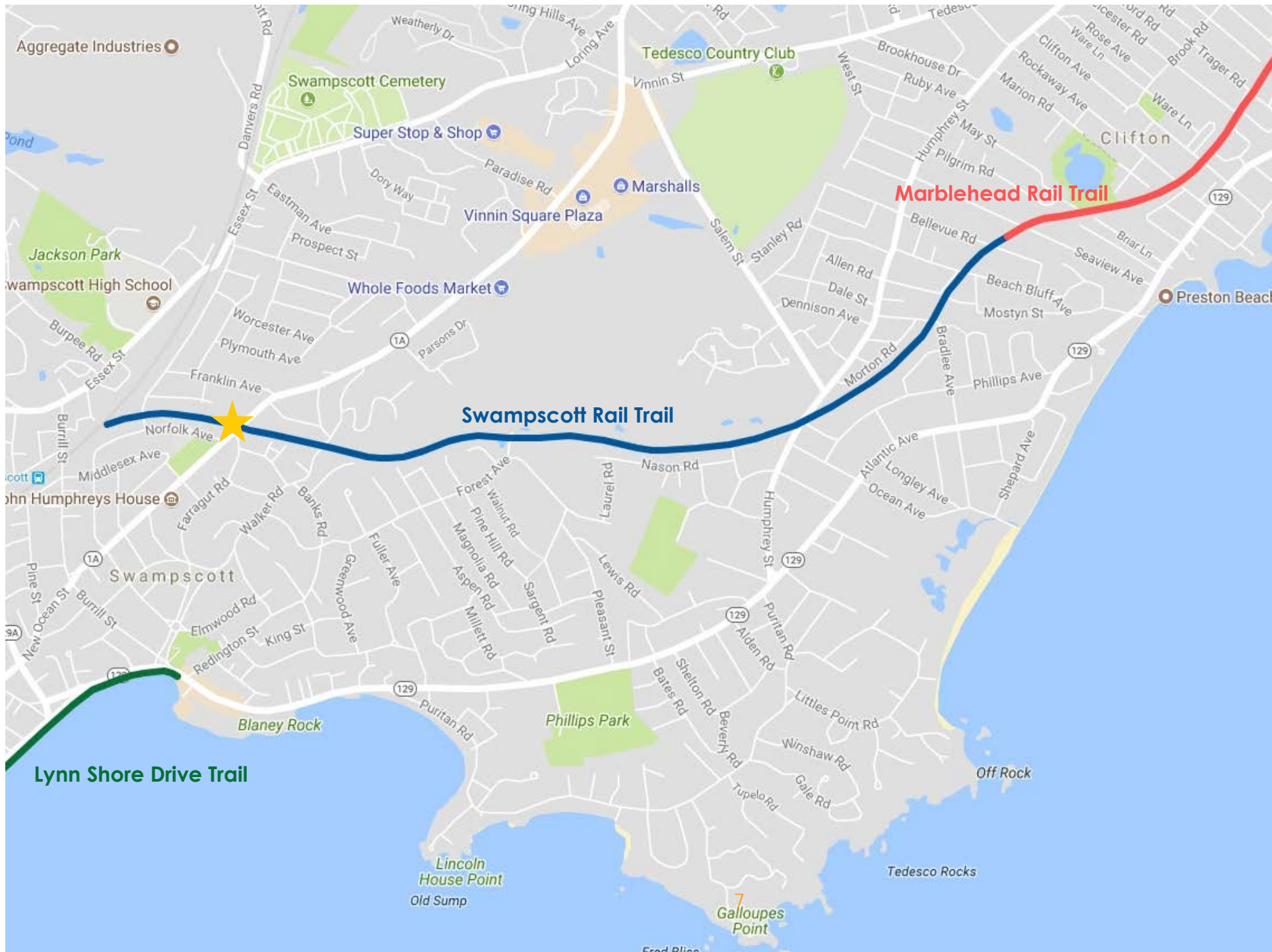
John Humphreys House

Stetson Ave Connection – Utility Coordination



Meet Stetson Ave by ramping trail down to roadway grade. Maintaining compliance with ADA requirements will require significant cuts at utility poles.

- Evaluate feasibility w/Ngrid
- Evaluate soil excavation



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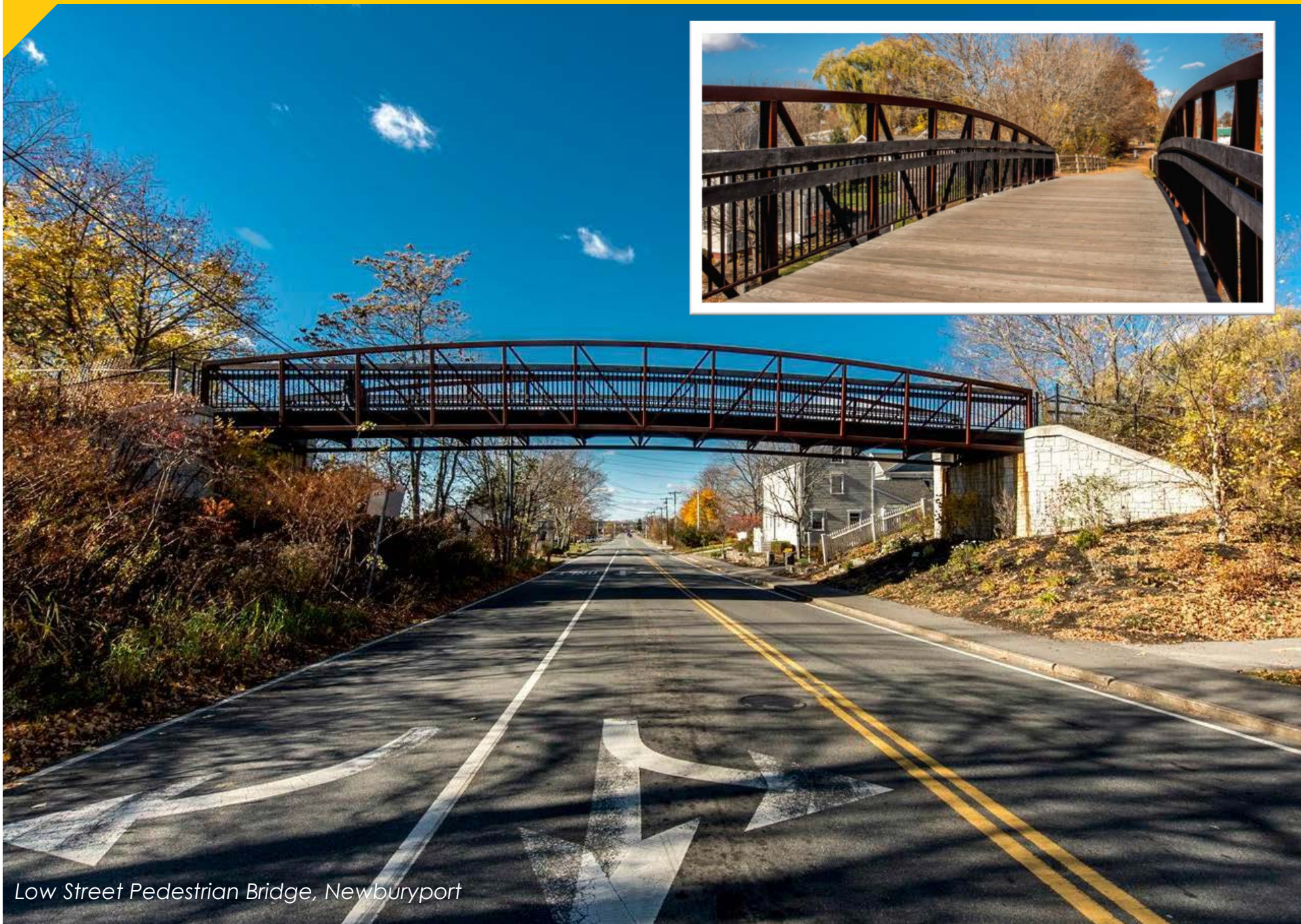
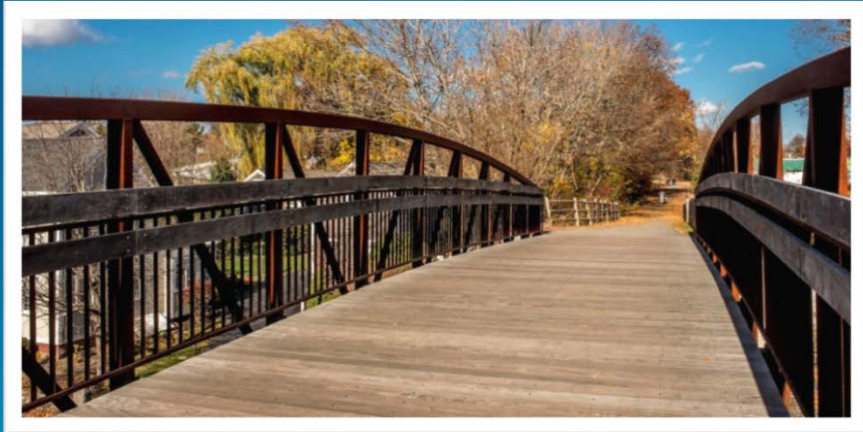
Paradise Road (Route 1A) – Bridge Crossing & Utility Coordination



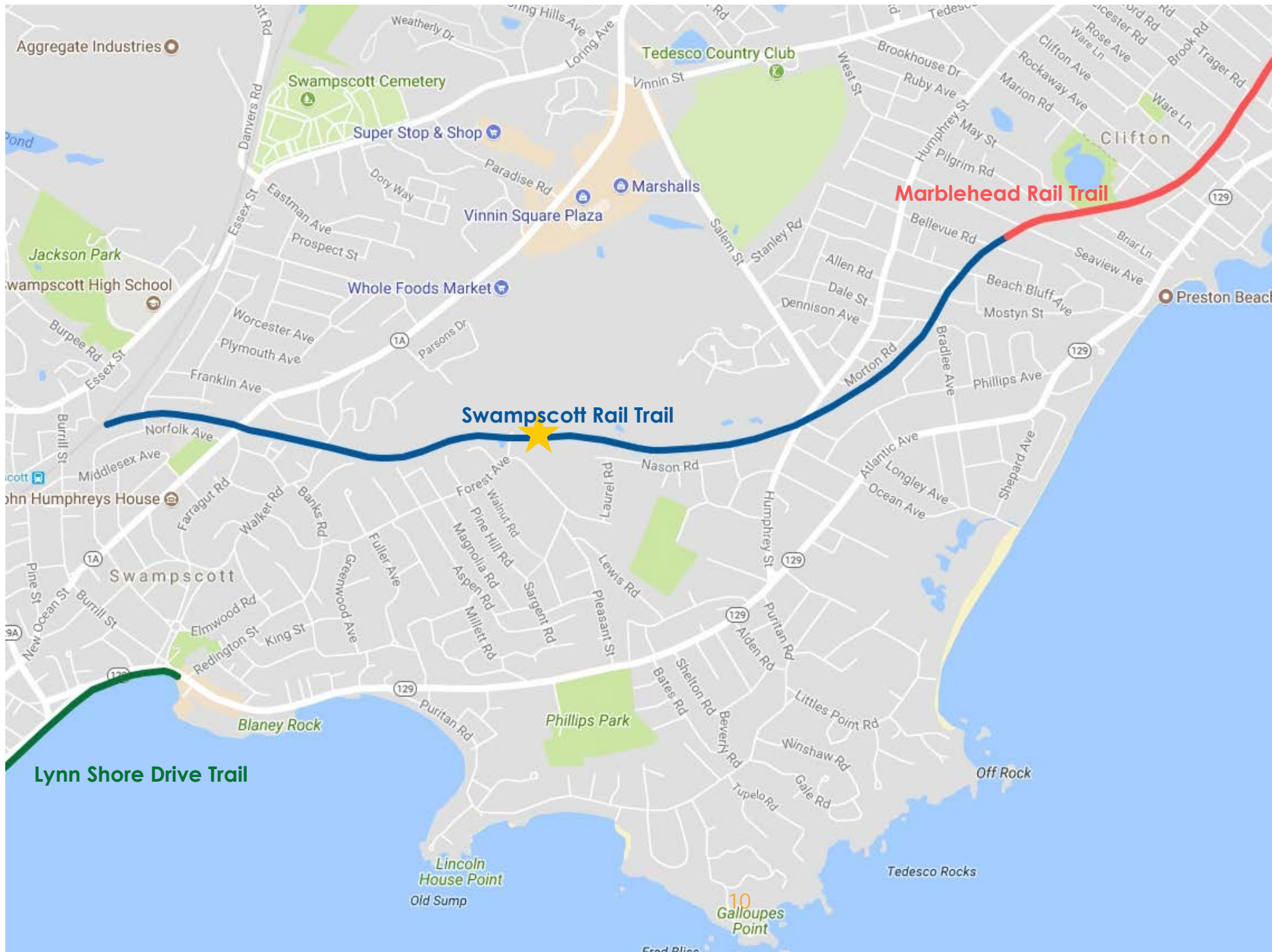
- Utility coordination and relocation will be required for Paradise Road Bridge Crossing.
- Access Permit from MassDOT required for work within State Highway Layout (SHLO)

Paradise Road (Route 1A), Swampscott

Paradise Road (Route 1A) – Example Prefab Pedestrian Bridge



Low Street Pedestrian Bridge, Newburyport



Lynn Shore Drive Trail

Swampscott Rail Trail

Marblehead Rail Trail



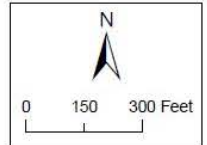
Connection through Swampscott Middle School



LEC
 Environmental Consultants, Inc.
 Wakefield, MA
 781.245.2500
 www.lecenvironmental.com

Swampscott Multi-Use Rail Trail
 (from the Swampscott Train Depot to the Marblehead Town Line)
 Swampscott, MA

August 18, 2017



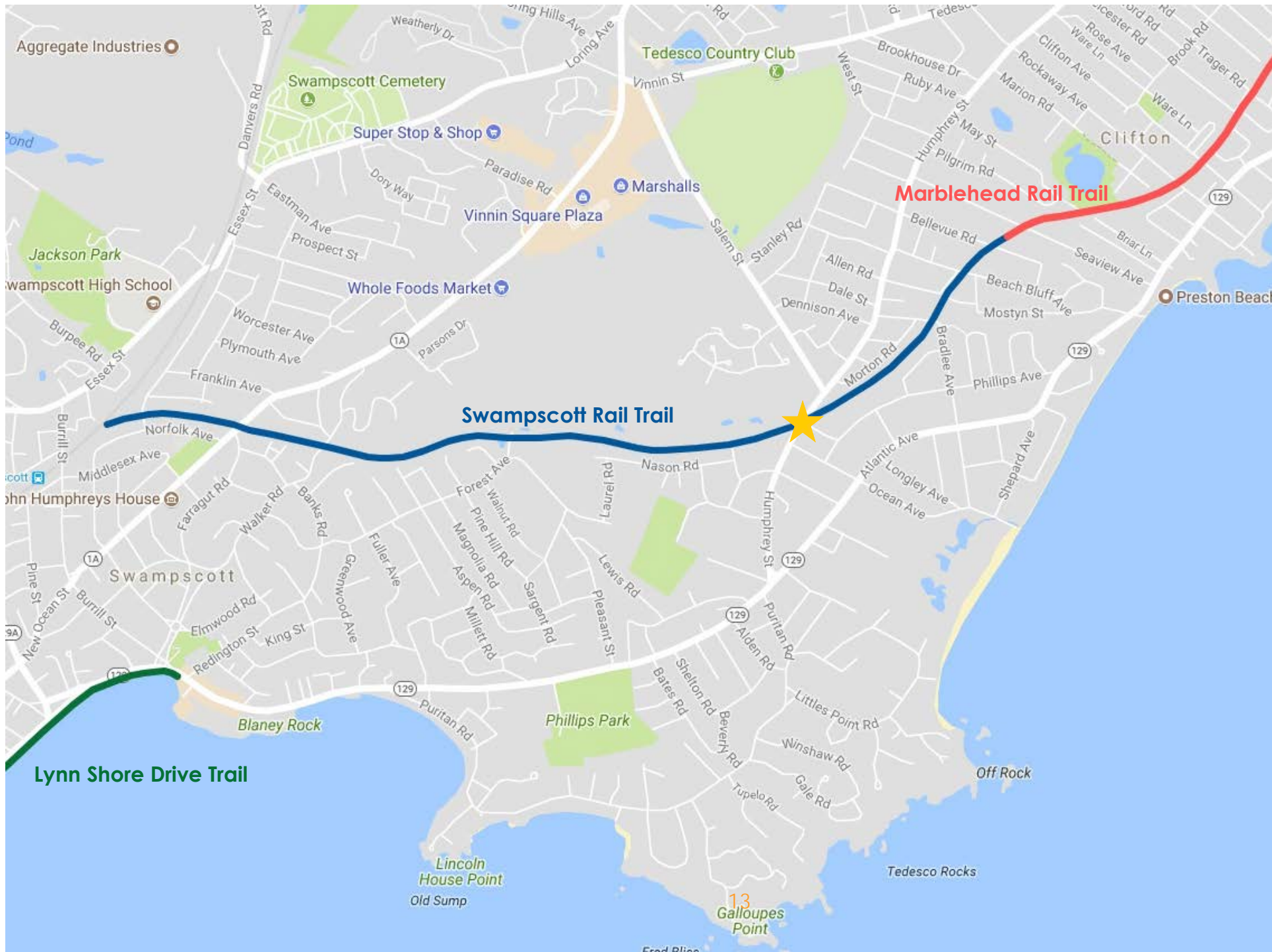
Connection through Swampscott Middle School



Mystic Trail, Medford



Swampscott Middle School Field, Swampscott



Aggregate Industries

Swampscott Cemetery

Super Stop & Shop

Tedesco Country Club

Marshalls

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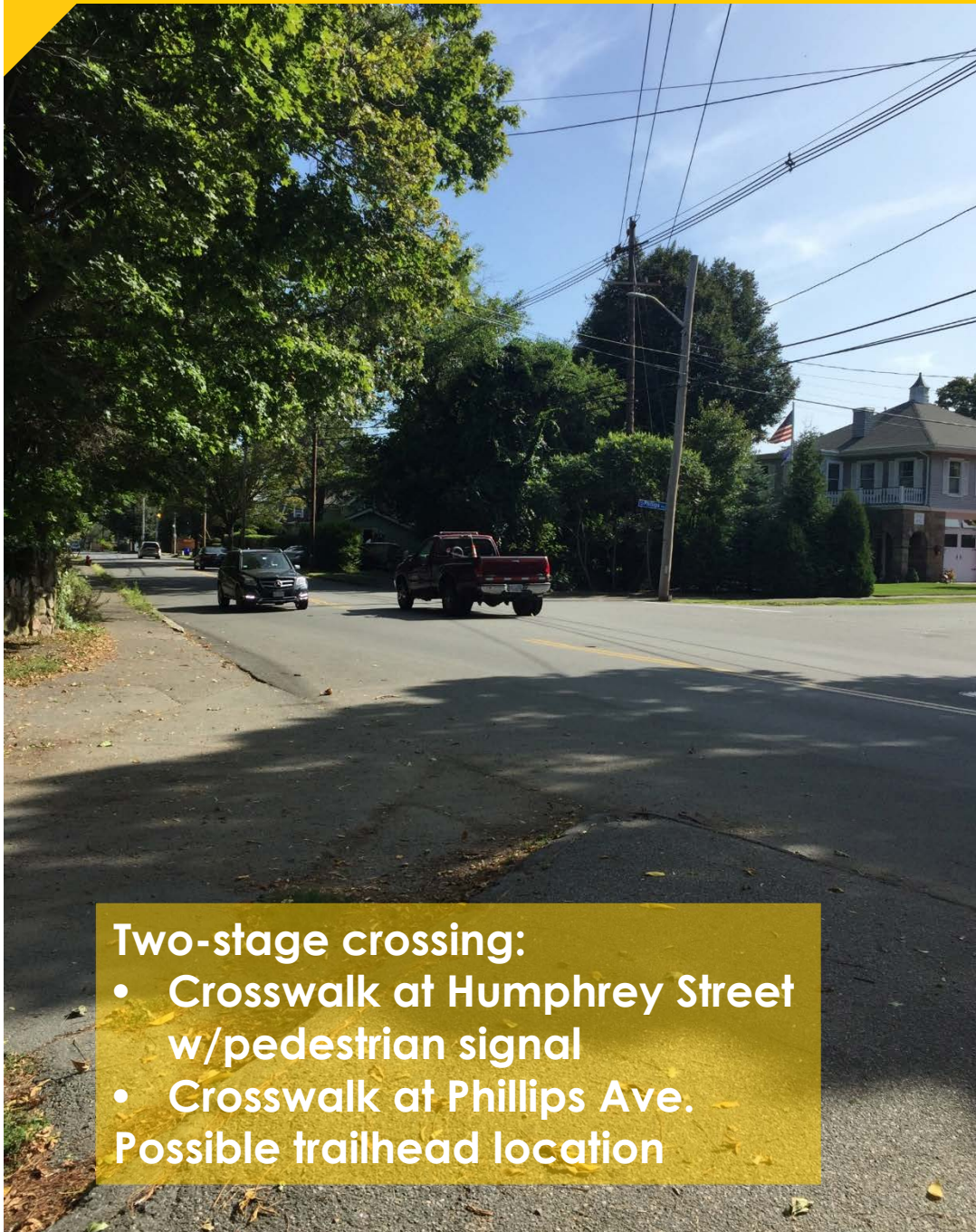
Lincoln House Point
Old Sump

13 Galloupes Point

Tedesco Rocks

Fred Bliss

Humphrey Street 'At-Grade Crossing'



Two-stage crossing:

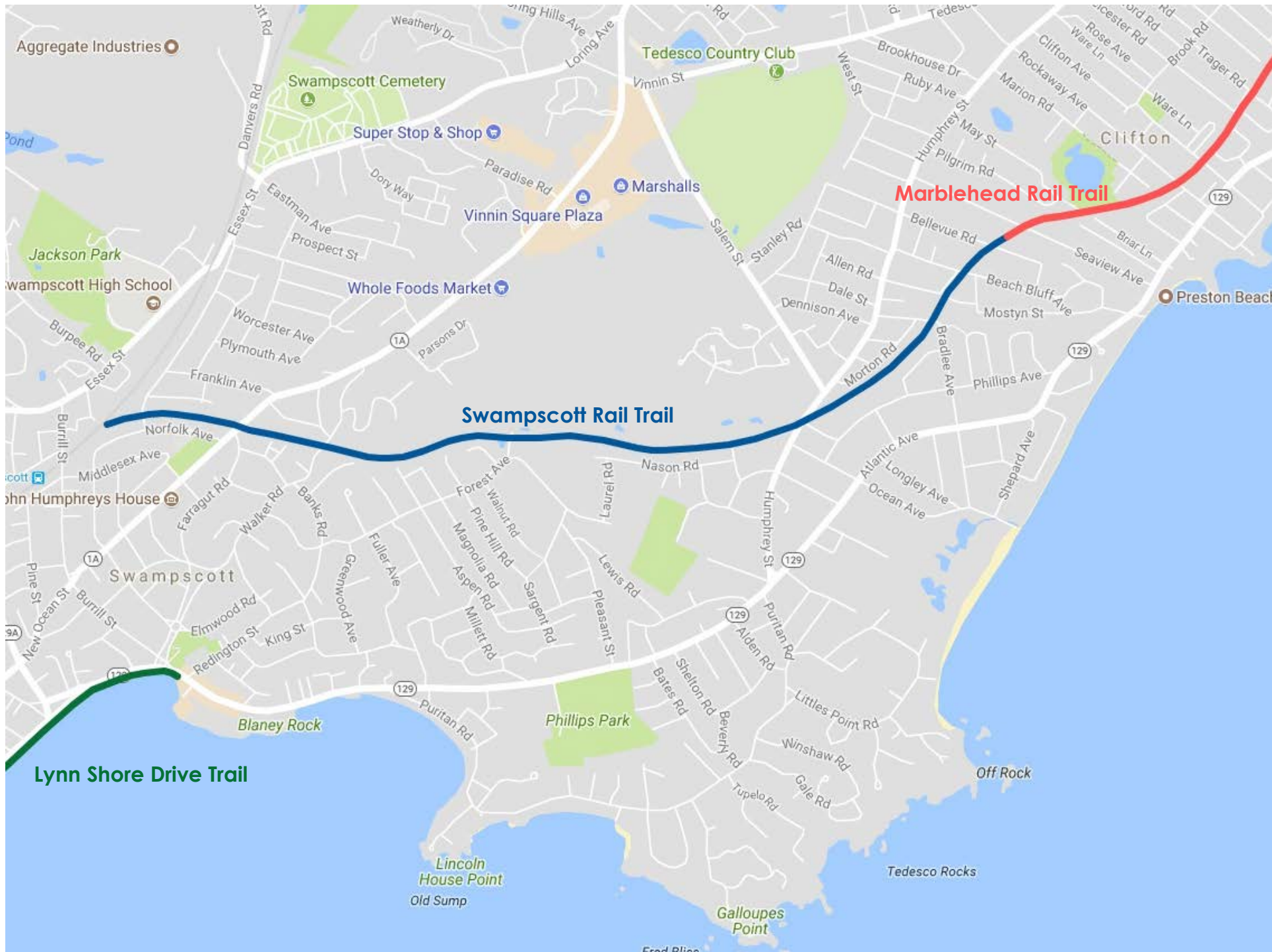
- Crosswalk at Humphrey Street w/pedestrian signal
 - Crosswalk at Phillips Ave.
- Possible trailhead location

Humphrey Street 'At-Grade Crossing' – Rectangular Rapid Flashing Beacon (RRFB)

- For midblock crossing locations
- Increased motorist yielding rates
- Pedestrian activated



Quequechan Street, Fall River



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Off Rock

129

129

129

129

1A

129

129

1A

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9A

Corridor Wide - Utility Coordination with National Grid



Obtain field wire measurements and submit proposed trail plans to National Grid for review showing wire locations along trail profile.

Corridor Wide - Utility Coordination with National Grid



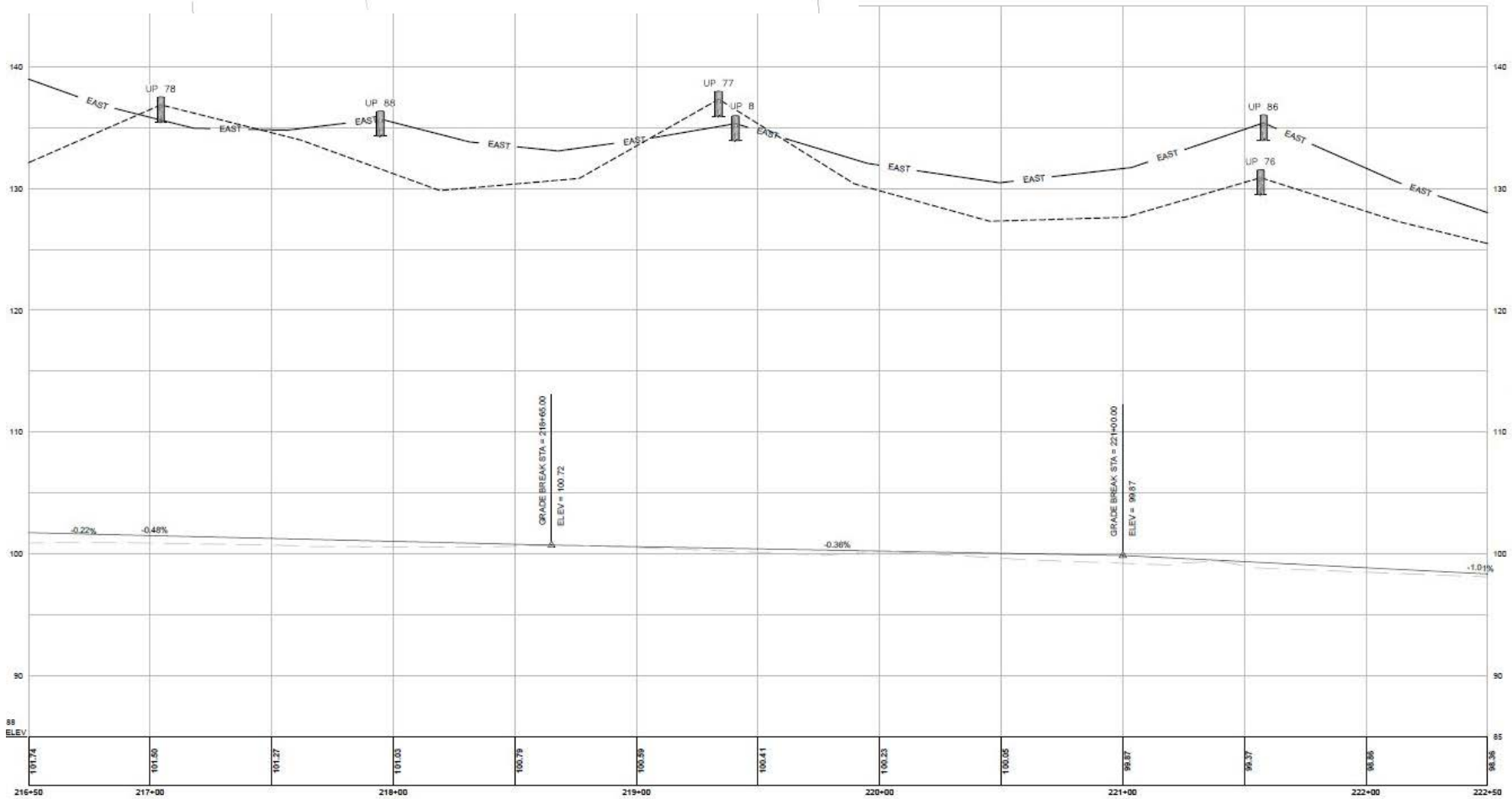
Wire Measurement Submittal:

- Wire Measurement Spreadsheet
- Plans and Profiles
- Field Data Logs
- Field Photos

GROVELAND
GROVELAND COMMUNITY TRAIL

DATE	ISS. ADDRESS	ISS. NO.	ISS. DATE
NA			NA
PROJECT FILE NO.			

PROFILED
PART 4 OF 22



Corridor Wide - Site Furnishings & Interpretive Features



Opportunity at Muskrat Pond to provide an overlook area and educational signage.



Corridor Wide - Site Furnishings & Interpretive Features



Bradford Rail Trail, Haverhill

Typical Right-of-Way (ROW) Process:

1. Title Research (currently being performed by others)
2. Review of Title Research Results by Town Counsel
3. Town Counsel makes recommendation for acceptable easement recording
4. Proceed to Town Meeting and easement acquisition

Corridor Wide – Obtaining Easements along Right-Of-Way

Example Val Map



Example projects that utilized this approach:

- Twin Cities Rail Trail – Leominster & Fitchburg
- Tri-Community Bikeway – Stoneham & Woburn

Option 1: Record easements along full width of corridor utilizing the existing Valuation Maps which denote the former railroad right-of-way along the corridor.



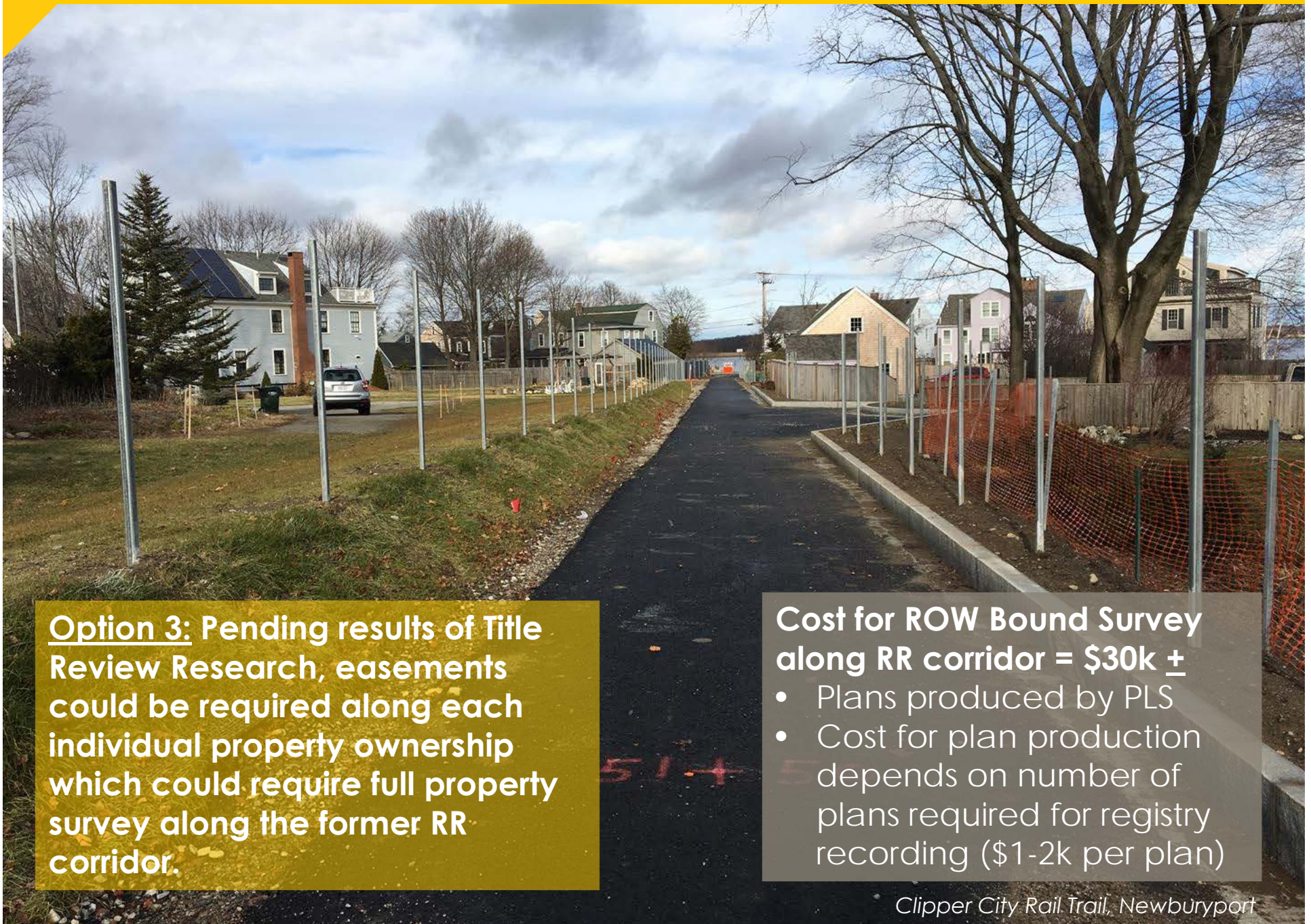
Off Bellevue Road, Swampscott

Option 2: Record easements along the proposed trail swath and tie them down to state plane coordinates and monuments at each road crossing.

Cost for ROW Bound Survey at road crossings = \$15k \pm

- Plans produced by PLS
- Necessary to tie easements down to roadway layouts as part of recordable plans requirements
- Cost for plan production depends on number of plans required for registry recording (\$1-2k per plan)

Corridor Wide – Obtaining Easements along Right-Of-Way



Option 3: Pending results of Title Review Research, easements could be required along each individual property ownership which could require full property survey along the former RR corridor.

Cost for ROW Bound Survey along RR corridor = \$30k ±

- Plans produced by PLS
- Cost for plan production depends on number of plans required for registry recording (\$1-2k per plan)



Public Participation



Quequechan River Rail Trail, Fall River

Public Participation



**Listen.
Learn.
Create.**

What differentiates good from great projects is how the community/stakeholders were involved in the process.

Public Participation



Common Questions: Property Value

Globe North West
BOSTON SUNDAY GLOBE NOVEMBER 6, 2005

Houses hawked on bikeway
Homeowners take advantage of high volume of passersby

“Being on or near the Minuteman Bikeway can increase the value of a home by 4 or 5 percent,” said Brian Greeley, a realtor with Bowes GMAC in Arlington.

“The old saying in real estate is location, location, location,” Greeley said. “The path is one of the crown jewels in the area. We’re in an age where physical fitness is a high priority. Having access to a bike path is analogous to years ago of having a house across from a park or playground.”

Stantec
BROWN, RICHARDSON & ASSOCIATES

Common Questions: Crime, Litter & Privacy

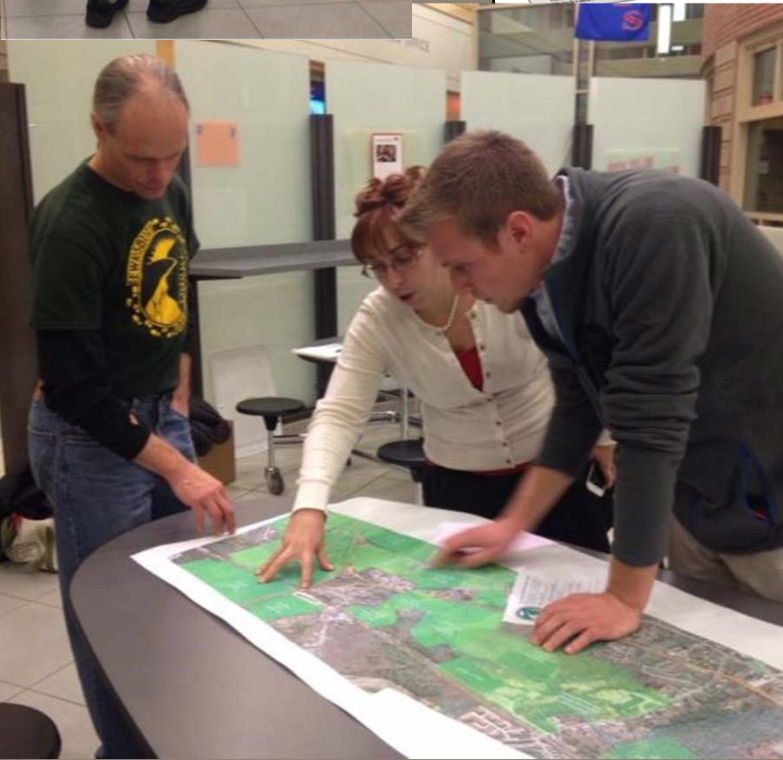
Nothing but praise for Salem bike path

Salem Evening News, November 2005

“Several years ago, we received notice about a proposed plan to convert the former rail bed to a bike path. As abutters we were extremely apprehensive about this proposal. We envisioned that such a path would open access to undesirable activities such as drugs, drinking, graffiti, litter, gangs and neighborhood crime. We were also concerned about a lack of privacy, having streams of people walking and biking through our backyard.

As a result of these concerns, the city did provide a fence and some landscaping to minimize impacts to bike path neighbors. Having lived with the bike path now for several years, none of the above concerns have materialized. The bike path has instead become a haven for families; couples strolling hand in hand; mothers with strollers, children pushing doll carriages, families on bikes, joggers, serious cyclists, neighbors walking their dogs, Salem State sports teams working out, etc. In the winter, it is a popular place for snowshoeing and cross-country skiing.

Mostly, it has brought neighbors together with a passing hello or to stop and chat while out for a walk. I have never felt unsafe on the bike path, day or night, and we have never had to report a problem of any kind.”



- Site Walk with Town Departments
- Town/Committee Coordination Meetings
- Design Charrette Meeting
- Abutter/Resident Meetings
- Public Information Meeting





Work Schedule



Rehab of Nahant Beach Reservation, Nahant

TASK	ANTICIPATED COMPLETION SCHEDULE
Notice to Proceed	October 2017
Site Walk with Town Departments	October 2017
Delineate Wetlands	November 2017
Design Charrette with Public	November 2017
Complete Survey/Base Plan*	January 2018
Abutter Meetings**	February 2018
Preliminary Design Submission to Town	February 2018
Public Information Meeting	March/April 2018
Final Design Submission to Town	June 2018
Develop Bid Docs (Plans/specs/estimate)	July/August 2018

THANK YOU!

