

Lynnfield Recreational Path Committee

For Distribution- December 28, 2018

FAQ Update #1

Board of Selectmen Update from November 5th

The Recreational Path Committee was appointed by the Lynnfield Board of Selectmen in 2017 with the mission to identify linear corridors that offer opportunities for conversion into trails, assess potential for development and study the feasibility and design of such trail conversions. As the Committee continues to help identify and address the many questions and concerns that the residents of Lynnfield may have regarding any potential project, we are starting a continuous series of frequently asked questions to share with the community.

The Committee presented a status update to the Board of Selectmen at their meeting on November 5, 2018. The content focused around questions posed by the Selectmen during the March 2018 meeting as well as questions and comments shared at our community at recent monthly Recreational Path Committee meetings.

Highlights of the presentation to the Board of Selectmen included costs & funding opportunities, parking coverage, best management practices in the event of any potential contamination, and next steps to communicate updates. A few key milestones in 2018 were: 1) the March 27th Community Workshop where residents provided design input, 2) the publishing of a legal summary of the MBTA lease, and 3) updating the FAQs. Additionally, the Committee shared that the proposed Wakefield-Lynnfield Rail Trail project is currently awaiting a date for the 25% design phase public hearing in early 2019.

The full presentation from November 5th can be seen on: <https://vimeo.com/299291755#t=34m2s>

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Please join us at the next meeting on Tuesday, January 15th, at 7:00pm at Lynnfield Town Hall in the Maney Room.

Lynnfield Recreational Path Committee

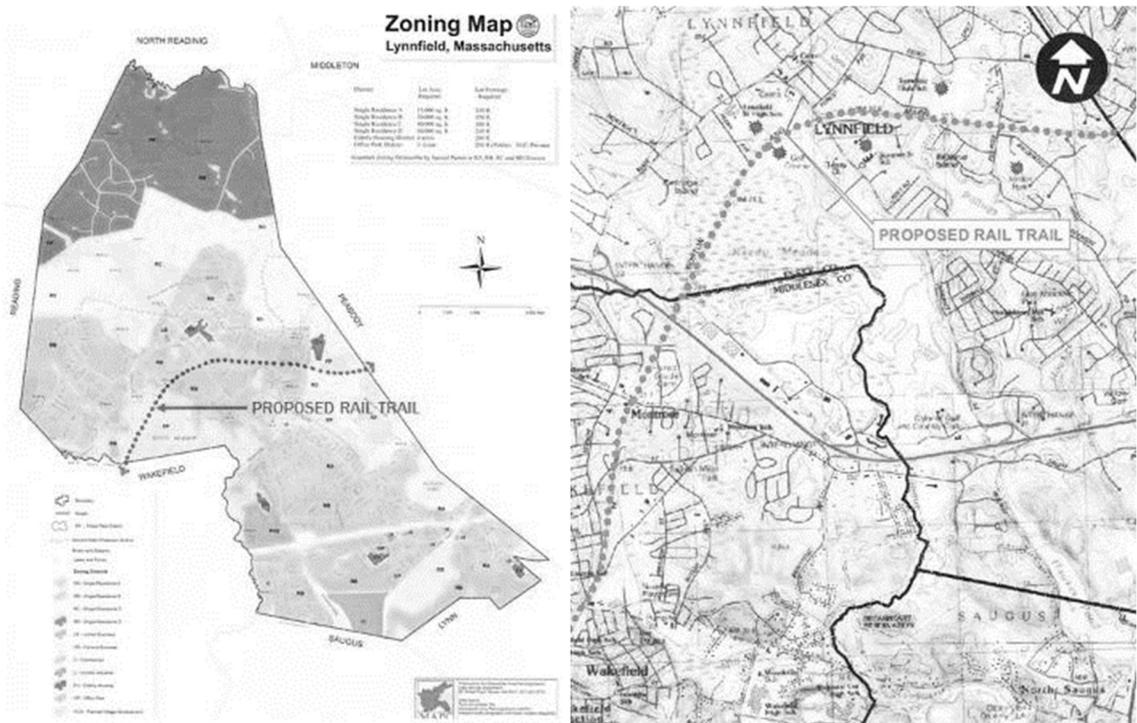
For Distribution- December 28, 2018

FAQ Update #2

Location of proposed Wakefield/Lynnfield Rail Trail

The Recreational Path Committee was appointed by the Lynnfield Board of Selectmen in 2017 with the mission to identify linear corridors that offer opportunities for conversion into trails, assess potential for development and study the feasibility and design of such trail conversions. As the Committee continues to help identify and address the many questions and concerns that the residents of Lynnfield may have regarding any potential project, we are starting a continuous series of frequently asked questions to share with the community.

The Wakefield-Lynnfield Rail Trail project is a proposed recreational path/park that would use approximately a 4.4 mile rail corridor that begins at the Galvin Middle School on Main Street in Wakefield and extends to Pillings Pond Road near Jordan Park. Approximately 1.9 miles of the proposed path is located in Wakefield and 2.5 miles in Lynnfield. The path would be 12-foot-wide and paved, except for a raised boardwalk through the Reedy Meadow wetlands. The project is the result of many years of study and planning to identify safe, off-road alternatives for residents of Lynnfield and Wakefield to bike and walk. The proposed project is currently in the preliminary design phase, often referred to as 25 percent design.



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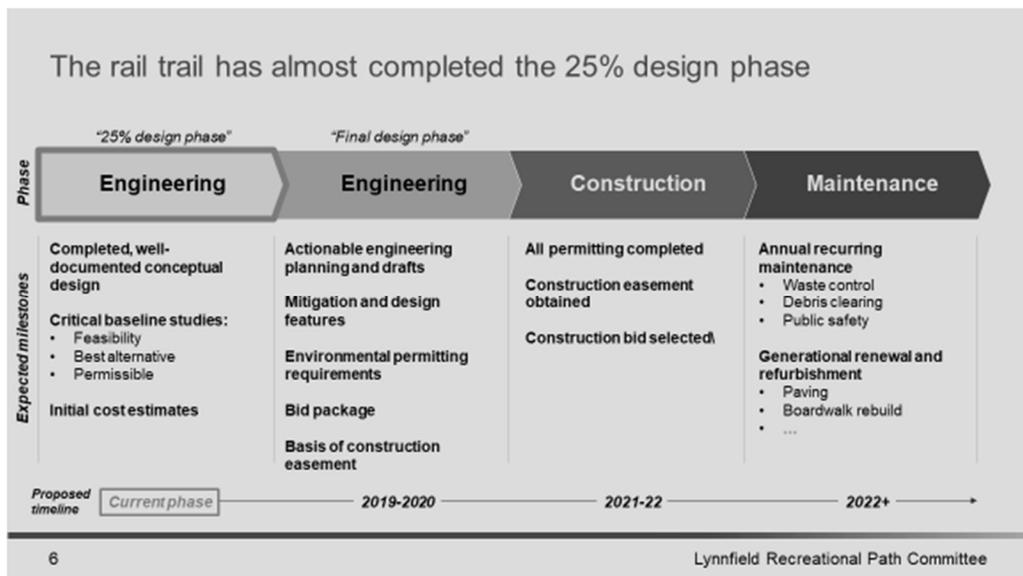
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Design Phase

The Recreational Path Committee was appointed by the Lynnfield Board of Selectmen in 2017 with the mission to identify linear corridors that offer opportunities for conversion into trails, assess potential for development and study the feasibility and design of such trail conversions. As the Committee continues to help identify and address the many questions and concerns that the residents of Lynnfield may have regarding any potential project, we are starting a continuous series of frequently asked questions to share with the community.

The project has several steps that include: Engineering (25% design phase, final design phase), Construction, and Maintenance. The 25% design phase includes well-documented conceptual design, feasibility, and initial cost estimates. It will be completed under the direction of MassDOT with the design team led by the engineering consultant WorldTech. There was a public session held in March 2018 to receive input to improve the design. The next phase is called the 75% design also known as the final design phase. The final design phase includes refining and completing the engineering design, obtaining various permits, and seeking DOT review/approval. Once finalized the package is put out for bid for construction.

Currently, the Wakefield/Lynnfield Rail Trail has almost completed the initial design called the 25% design phase and once complete there will be a public session.



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Lynnfield Recreational Path Committee

For Distribution- January 9, 2019

FAQ Update #4

Lease Summary

The Recreational Path Committee was appointed by the Lynnfield Board of Selectmen in 2017 with the mission to identify linear corridors that offer opportunities for conversion into trails, assess potential for development and study the feasibility and design of such trail conversions. As the Committee continues to help identify and address the questions and concerns that the residents of Lynnfield may have regarding any potential project, we are starting a continuous series of frequently asked questions to share with the community.

The town voted on April 2017 to allow Lynnfield to enter a lease agreement with the MBTA. The MBTA will provide Lynnfield and Wakefield a 99 year lease for one dollar (\$1) to utilize the linear corridor for a publicly owned recreational path. As the recreational path must be a public space, there can be no fees associated with utilizing it or restricting it to certain communities. A more detailed analysis of the lease can be found at the following link:

https://www.town.lynnfield.ma.us/sites/lynnfieldma/files/uploads/recreation_path_committee-_legal_summary_of_wakefield_lynnfield_trail_october_2018_1.pdf

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Lynnfield Recreational Path Committee

For Distribution- January 16, 2019

FAQ Update #5

Contamination

The Recreational Path Committee was appointed by the Lynnfield Board of Selectmen in 2017 with the mission to identify linear corridors that offer opportunities for conversion into trails, assess potential for development and study the feasibility and design of such trail conversions. As the Committee continues to help identify and address the many questions and concerns that the residents of Lynnfield may have regarding any potential project, we are starting a continuous series of frequently asked questions to share with the community.

The Town of Lynnfield and Wakefield are authorized to enter into a 99 year lease with the MBTA at the cost of \$1. Although the Lynnfield portion was a “rural rail line” and has no history of spills or contamination in Lynnfield, construction related activities will be managed to deal with potential contamination. The Massachusetts Department of Environmental Protection has developed Best Management Practices for rail trails that address rail trail construction activities and minimize risk from possible contamination. According to the best management practices, low levels of contamination are capped/immobilized in place, while serious contamination is removed from the site using standard practices. Testing for contamination along the right of way is permitted once Lynnfield and Wakefield enter into the lease agreement and environmental insurance is in place. The town is required to have environmental hazard insurance by lease terms which pays for most of the cost of cleaning up serious contamination. A link to Best Management Practices for Controlling Exposure to Soil during the Development of Rail Trails can be found through the following link:
https://www.town.lynnfield.ma.us/sites/lynnfieldma/files/uploads/recreational_path_committee_-_best_management_practices_for_controlling_exposure_to_soil_during_the_development_of_rail_trails_2018.pdf

As a result of the aforementioned efforts, the rail trail ends up safer than before construction as potential contamination that was unknown is addressed through isolation or removal.

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Lynnfield Recreational Path Committee

For Distribution- January 23, 2019

FAQ Update #6

Parking

The Recreational Path Committee was appointed by the Lynnfield Board of Selectmen in 2017 with the mission to identify linear corridors that offer opportunities for conversion into trails, assess potential for development and study the feasibility and design of such trail conversions. Based on a prior studies and input from local residents, the committee has focused on the Route between the Wakefield Junior High School through Lynnfield to the Peabody town line. As the Committee continues to help identify and address the many questions and concerns that the residents of Lynnfield may have regarding any potential project, we are starting a continuous series of frequently asked questions to share with the community.

Accommodating the parking needs of trail users is a critical step in building a successful recreational path. Although, the first phase of planning for the Wakefield-Lynnfield Rail Trail has focused primarily on the design of the trail itself, the Committee has identified potential parking areas sufficient to meet the anticipated parking needs. The final design will provide additional information about accommodating parking for trail users.

The parking experience of other similar trails can be used to provide guidance on what the likely use patterns will be for this trail. Both Lynnfield and Wakefield are above the 20-50 spots per mile recommended by Beals and Thomas for a study by the Town of Medfield. In Lynnfield, over the span of roughly 2.5 miles there are a potential 819 spots and in Wakefield over the span of 1.9 miles there a potential 270 spots. In Lynnfield, it is possible that parking lots at the high and middle schools abutting the proposed trail will be made available for trail users during non-school hours. Additional parking may be made available at other locations such as Town Hall, the Municipal Golf Course, and area churches. Parking design and implementation (including signage) will be coordinated with Town departments and the owners of potential parking areas on private property. The Lynnfield Police Department would be responsible for enforcing any parking regulations associated with the parking approach adopted by the Town. The Recreational Path Committee anticipates there will be posting on the Town website and at kiosks at main path crossings where recommended parking is available at various times throughout the week. The Committee expects that a more detailed parking plan will be developed during the Final Design phase.

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Lynnfield Recreational Path Committee

For Distribution- January 30, 2019

FAQ Update #7

Project Funding Update

The Recreational Path Committee was appointed by the Lynnfield Board of Selectmen in 2017 with the mission to identify linear corridors that offer opportunities for conversion into trails, assess potential for development and study the feasibility and design of such trail conversions. As the Committee continues to help identify and address the many questions and concerns that the residents of Lynnfield may have regarding any potential project, we are starting a continuous series of frequently asked questions to share with the community.

The Recreational Path Committee has worked to identify all costs associated with the project and provided cost estimates to the Board of Selectmen. Detailed cost information will not be available until the Massachusetts Department of Transportation completes the 25 percent design. In terms of costs incurred to date, planning and preliminary design have been completed at no cost to the Town.

The cost of building the path would also not be borne by the Town. State and Federal funds would be used to pay for all construction costs of the proposed 4.4-mile linear park/recreation trail. Preliminary estimates of project cost of construction of the entire Wakefield/Lynnfield rail trail is \$10.2 million. The acquisition of the right-of-way for the path construction is through a 99-year lease from the MBTA to the Town for a nominal (or no) annual fee (either \$1/year or \$0/year).

The costs the town would be responsible for include: 1) remaining design and permitting costs, 2) acquisition of construction (temporary) right of way, 3) environmental hazard insurance, and 4) maintenance costs. Based on the latest information the Lynnfield share of design and permitting costs would be approximately \$337,000, and temporary right of way costs are estimated to be \$6,000. The environmental hazard insurance has been estimated to cost approximately \$50,000. These three costs are "one time" (non-recurring) costs. However, the Lynnfield portion of the project has received a \$100,000 grant from the Massachusetts Department of Conservation and Recreation (DCR), and another \$250,000 may be made available for the Lynnfield portion of the project from a Massachusetts Environmental Bond Bill (funding is subject to appropriation). DCR and Bond bill funding would bring Lynnfield's share of the cost down to roughly \$43,000.

Based on other town's experiences and conversation with the Town's Public Works Department,, operation and maintenance costs are estimated to be \$8,000 per year. Long term maintenance (paving and boardwalk repair) have not yet been estimated, but would occur at least 10-15 years after completion based on the experience in other rail/trail projects.

Project funding update

	Total project costs	Lynnfield share of costs
Remaining design	\$675K	\$337K
Construction	\$10.2M	\$0
Other	N/A	Insurance: \$50K Temp ROW: \$6K
Operation & Maintenance	N/A	\$8,000/yr
Conditional grants & funding	MA bond bill: \$500K	MA bond bill: \$250K MA conservation grant: \$100K
Net total costs with cond. funds	>\$11M	~\$43K Excluding net recurring operating costs

Note: MA bond bill via Commonwealth Environmental Bond Bill. Grant via the Commonwealth Department of Conservation and Recreation and secured for Lynnfield only

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Lynnfield Recreational Path Committee

For Distribution- February 6, 2019

FAQ Update #8

Next Steps

The Recreational Path Committee was appointed by the Lynnfield Board of Selectmen in 2017 with the mission to identify linear corridors that offer opportunities for conversion into trails, assess potential for development and study the feasibility and design of such trail conversions. Based on a prior studies and input from local residents, the committee has focused on the Route between the Wakefield Junior High School through Lynnfield to the Peabody town line. As the Committee continues to help identify and address the many questions and concerns that the residents of Lynnfield may have regarding any potential project, we are starting a continuous series of frequently asked questions to share with the community.

The next significant step in this project will be the public hearing that MA DOT will host sometime early this year (2019). This hearing has not been scheduled yet but it is expected it will take place in March/April 2019. The hearing will be open to all residents of Wakefield and Lynnfield (this is a joint effort between the two towns). The purpose of the hearing is to share the results of the 25 percent design effort and to solicit input from residents in terms of their screening preferences. The hearing will also be an opportunity for residents to discuss parking alternatives and other matters that will be used as input to the following design phase (referred to as the 75 percent or final design stage). The meeting will be noticed locally and all residents are invited to attend this hearing to provide input to the next stage of design.

Both Lynnfield and Wakefield voters have approved acquisition authority for the rail trail right of way. Once the 25% design is approved, the final design and permitting work will need to be funded by the Towns of Wakefield and Lynnfield or other sources. The LRPC is working with the Selectman to identify potential funding sources. Any expenditure of Town funds must be approved through the normal budget process.

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