

The DCR Neponset River Trail

Central Avenue to Mattapan Square



Public Meeting
Tuesday, August 30, 2011 - 7:30 pm – 9:00 pm
Foley Senior Residences Dining Room
249 River Street, Mattapan



DCR MISSION STATEMENT

*To protect, promote and enhance our
common wealth of natural, cultural and
recreational resources.*

Consultant Design Team:



Crosby Schlessinger Smallridge, LLC – Landscape Architects
Deneen Crosby – Principal-in-Charge/Project Manager



AECOM – Structural Engineers
Bob Hajjar – Project Engineer



BSC Group – Civil Engineers
Peter Reed – Project Engineer



Epsilon – Permitting
Mike Howard – Project Manager



Nitsch Engineering – Surveyors
Paul LeBaron – Project Surveyor



Commonwealth of Massachusetts

Governor

Deval L. Patrick

Lieutenant Governor

Timothy Murray

Energy and Environmental Secretary

Richard K. Sullivan, Jr.

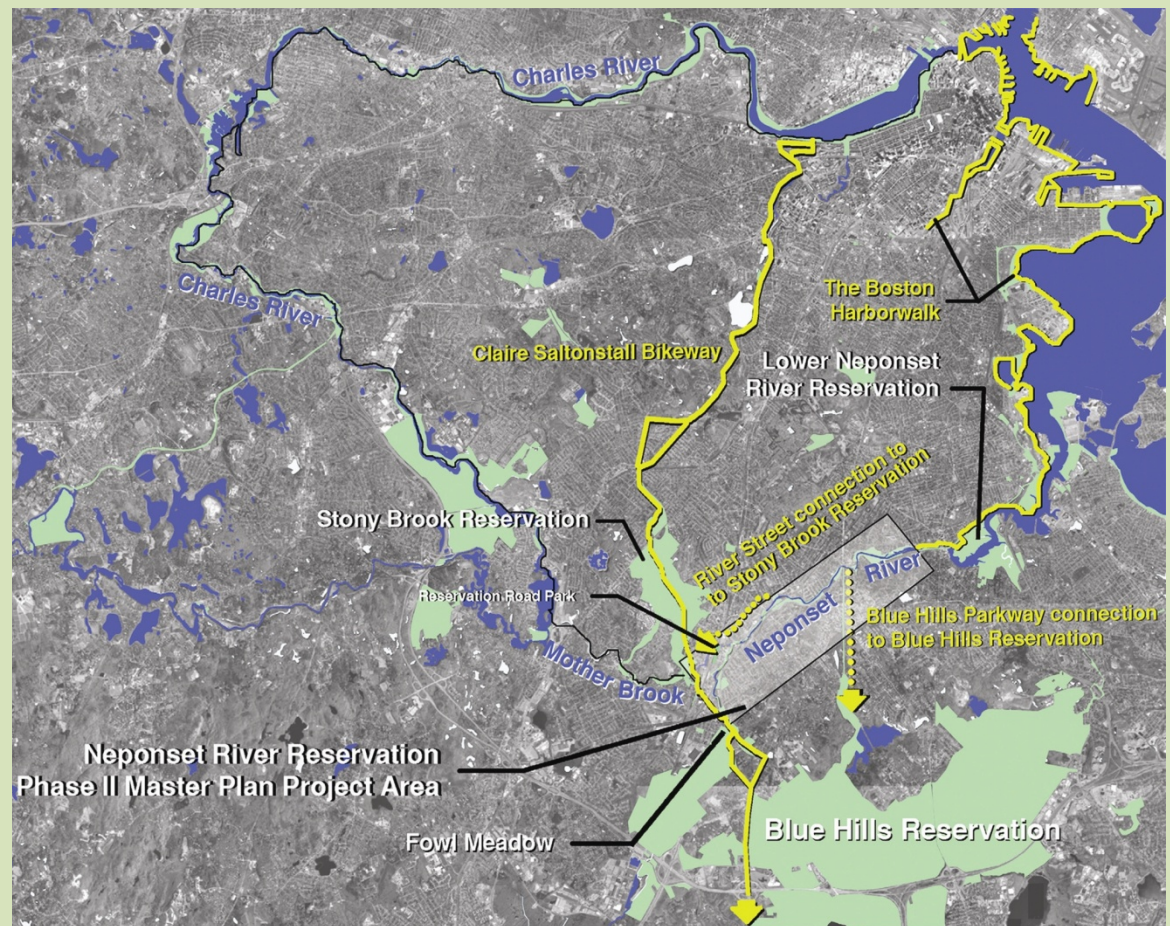
Department of Conservation and Recreation Commissioner

Edward M. Lambert, Jr.

The DCR Neponset River Reservation

Regional Connections

- Lower Neponset River Reservation – Phase I
- Upper Neponset River Reservation - Phase II
- Upper Neponset River Master Plan - 2006
- Neponset River Esplanade Project – Completed Fall 2010
- Esplanade Extension Project – Under Design
- Central Ave to Mattapan Square – Under Design



Commonwealth Investment in the DCR

Neponset River Reservation

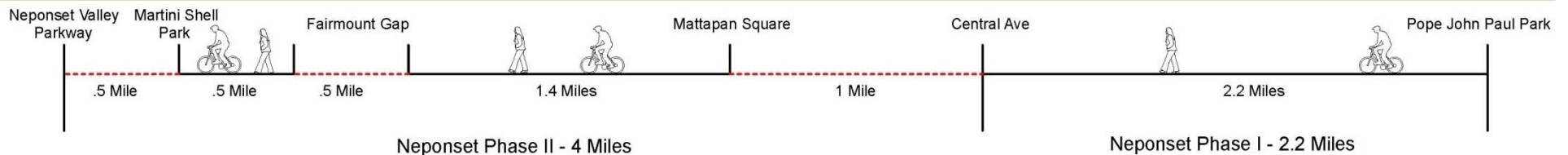
- DCR has already made an investment of \$7 million for the Neponset River Trail
- The additional cost for the construction of the Neponset Trail between Central Avenue and Mattapan Square is:

\$7 Million - \$9 Million
- DCR has also made a significant financial investment in the following parks along the trail:
 - Pope John Paul II Park
 - Neponset Park
 - Neponset Salt Marsh Restoration
 - Ryan Playground
 - Kennedy Playground and Gardens
 - Neponset Esplanade Park
 - Martini Shell Park



The DCR Neponset River Reservation

Regional Trail – Filling in the Gaps

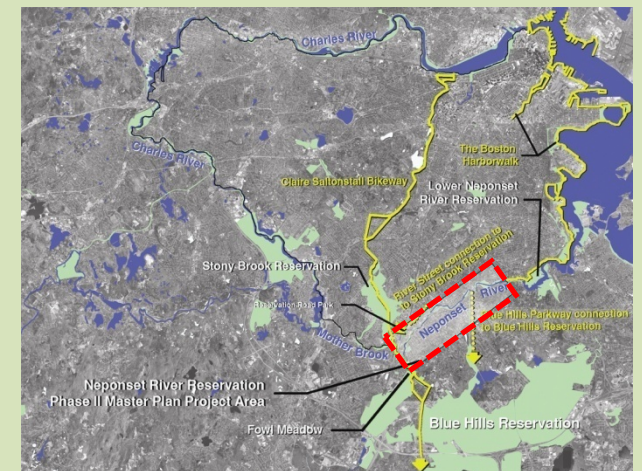
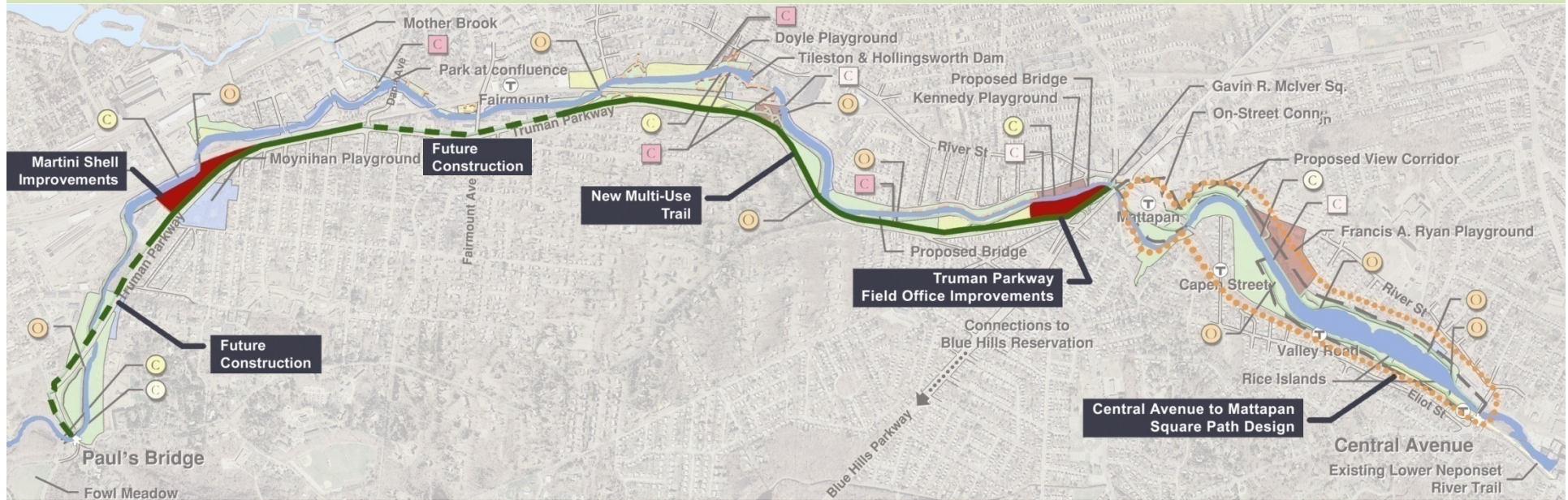


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The DCR Upper Neponset River Master Plan

Completed 2006



Project Goals

- Continue development of a greenway corridor and a continuous multi-use pathway system through the reservation
- Connect to a regional pathway system
- Provide access to the river's edge
- Improve management and operation of The DCR Neponset River Reservation by providing staff with continuous access to The DCR Neponset River Reservation
- Ensure public safety
- Provide universal access



Project Scope

- Construct a 10' wide multi-use path along the Neponset River
- Provide universal access along the Neponset River
- Install trail signage
- Install fencing for security
- Install boardwalk and bridge connections



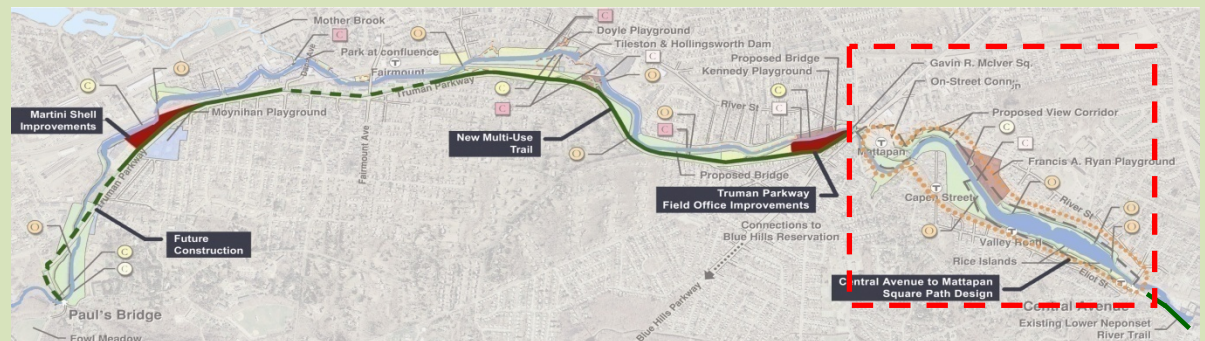
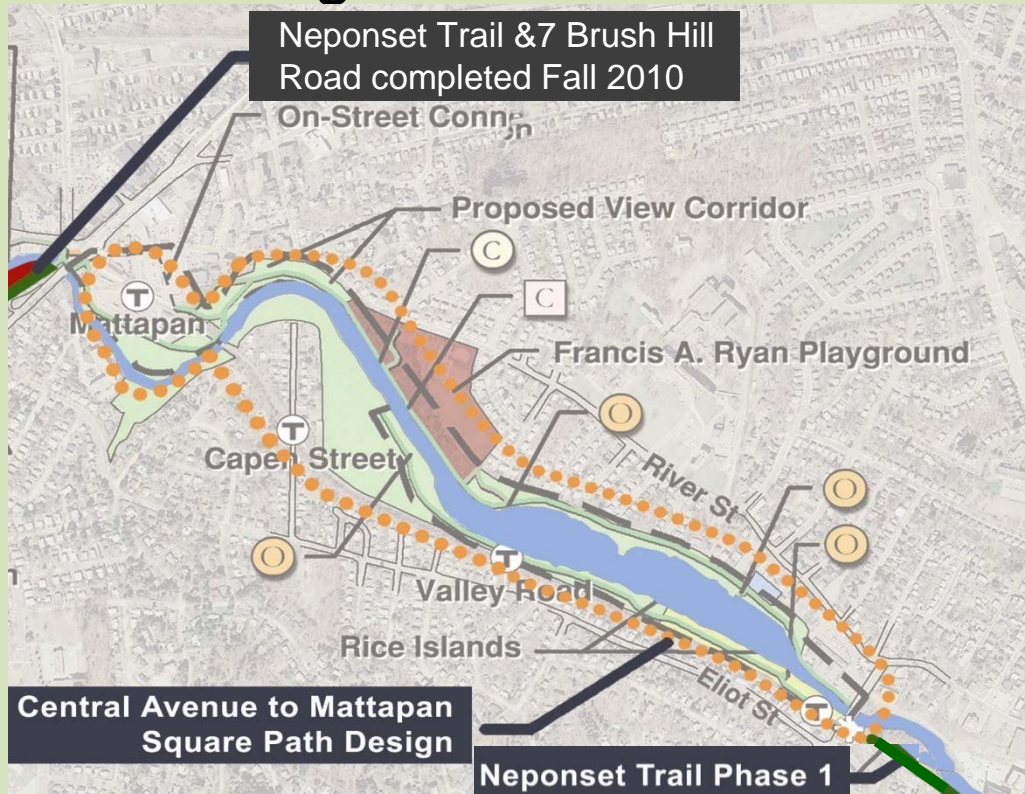
Meeting Objectives

- Review previously presented alternatives
- Review proposed option
- Discuss next steps/schedule



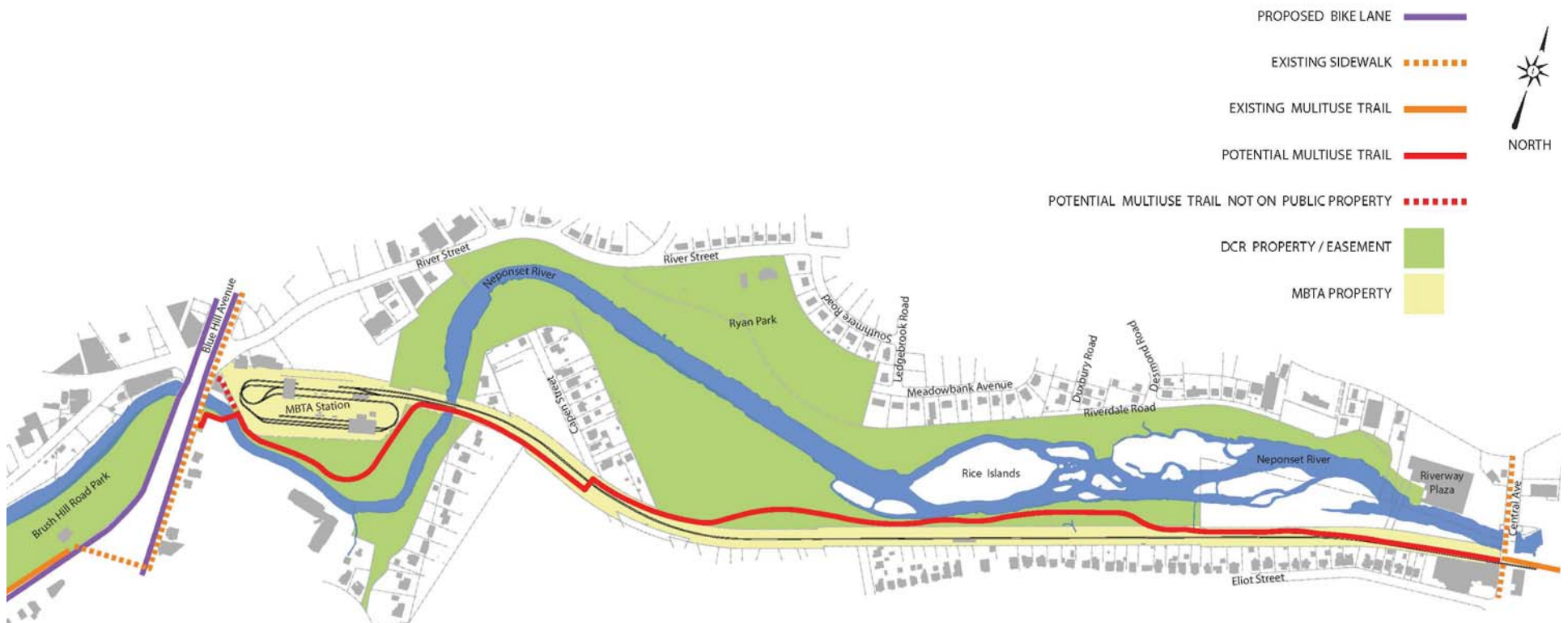
Project Site – Central Ave to Blue Hill Ave

The Missing Link



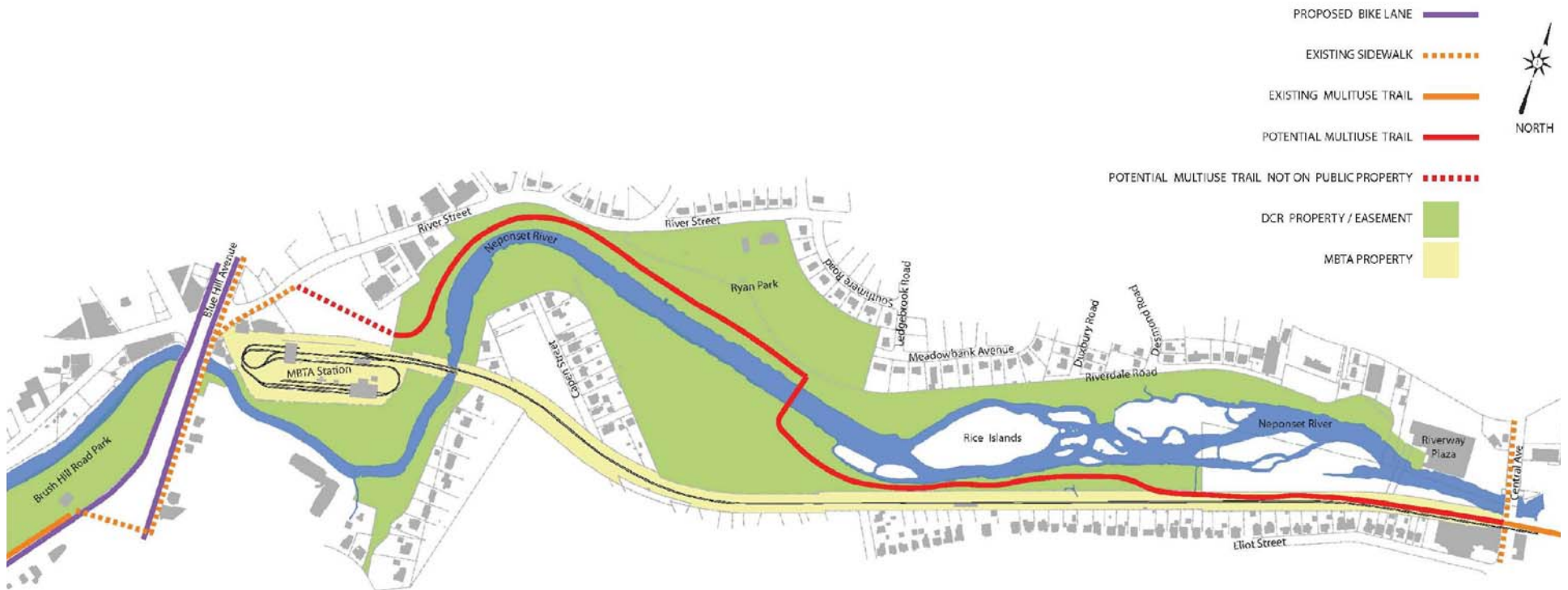
OPTION A

Primary Trail - South of Neponset River



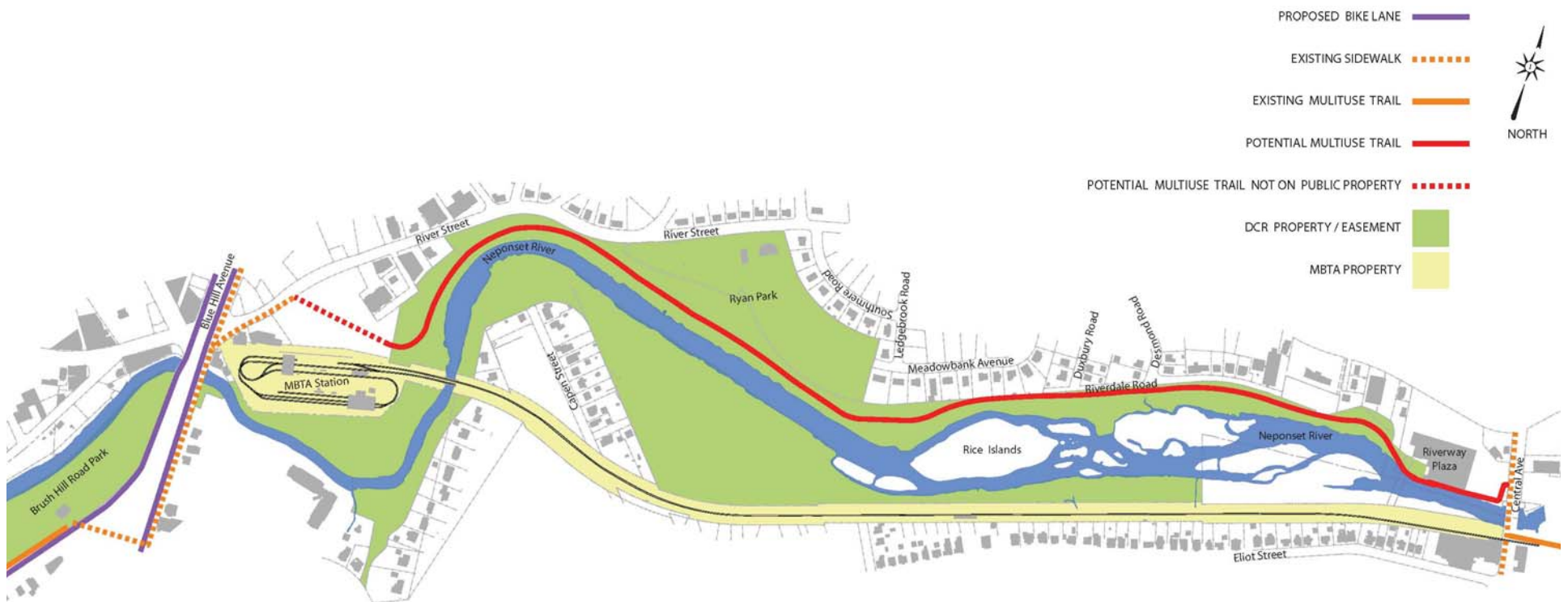
OPTION B

Primary Trail South and North of Neponset River



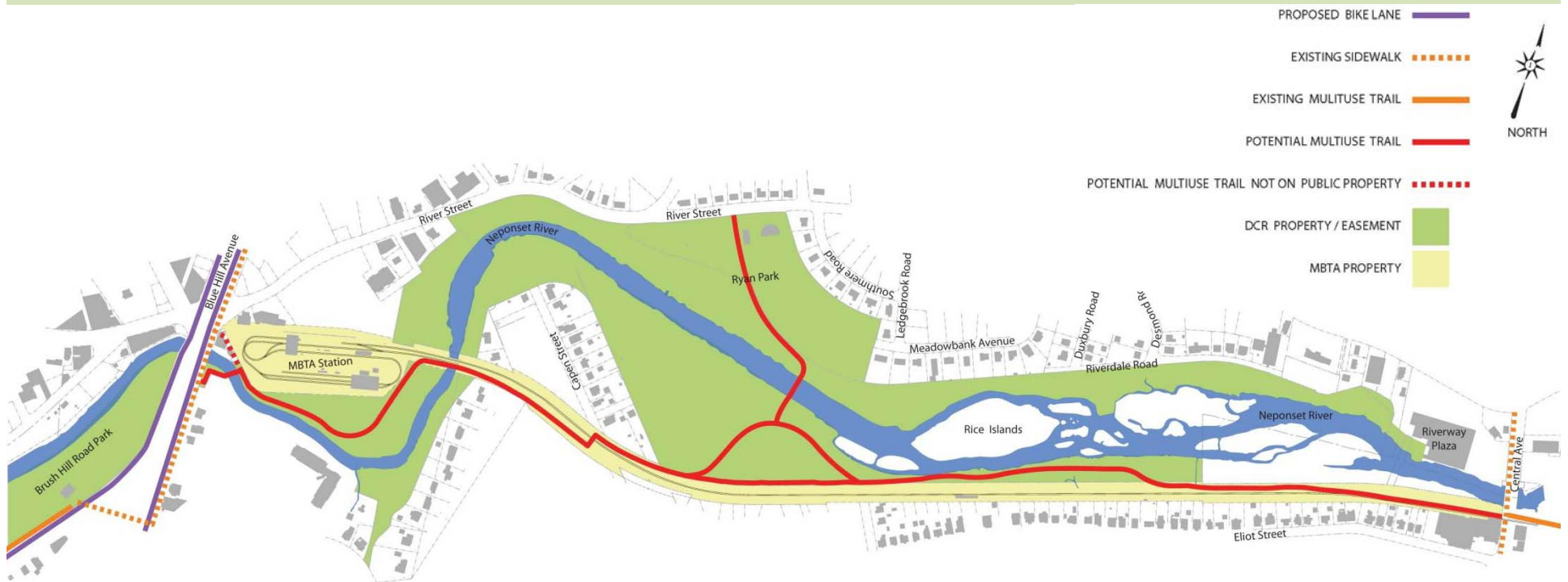
OPTION C

Primary Trail - North of Neponset River



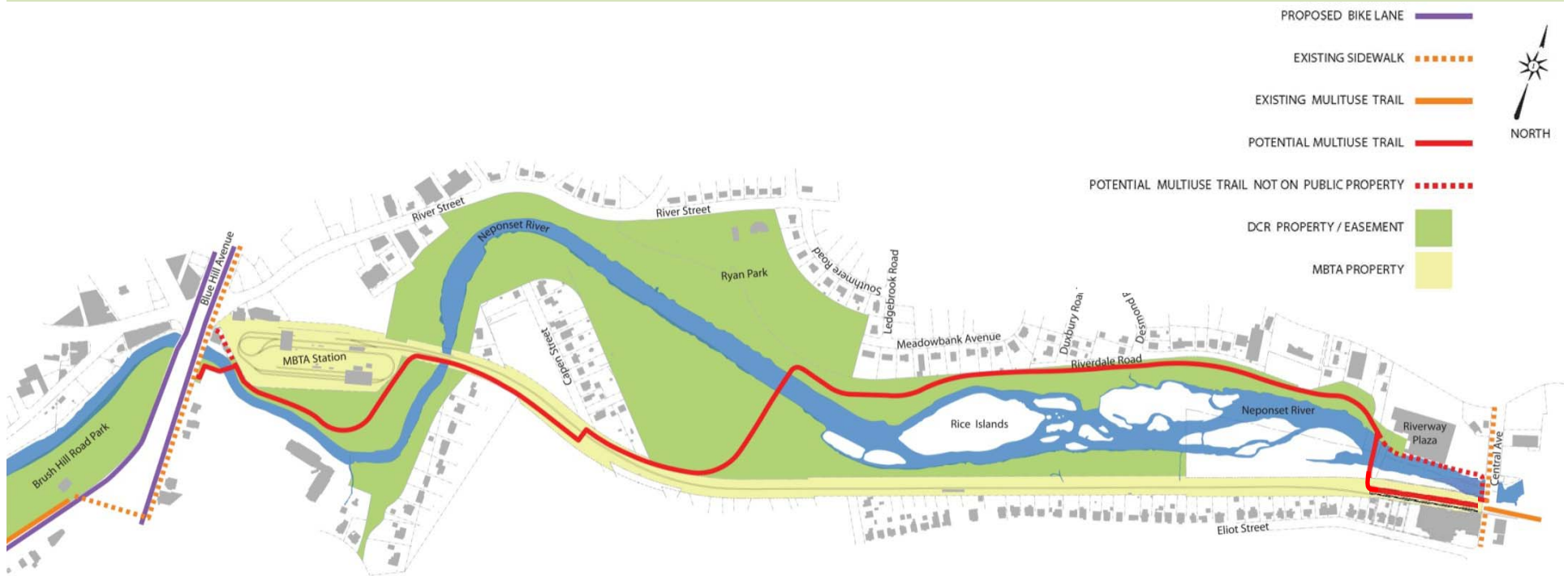
OPTION D

Primary Trail - South of Neponset River with Connection to North Side of River

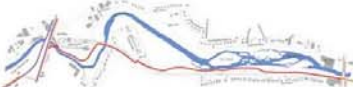

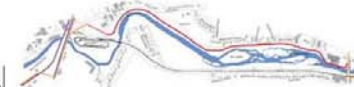

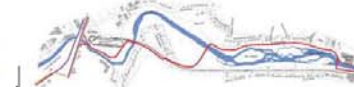


OPTION E

Primary Trail North and South of Neponset River



Public Input – Comments Received

OPTION A Southern Trail	<u>VOTES</u> FOR = 6 AGAINST= 14	OPTION B North South Trail I	<u>VOTES</u> FOR = 34 AGAINST= 2	OPTION C Northern Trail	<u>VOTES</u> FOR = 28 AGAINST= 5	OPTION D Southern Trail with Connection	<u>VOTES</u> FOR = 13 AGAINST= 13	OPTION E North South Trail II	<u>VOTES</u> FOR = 7 AGAINST= 13
									
<ul style="list-style-type: none"> + Exit at Mattapan Sq. is safer + Gateway through Mattapan Sq. is a celebratory entrance + Simple, direct, maximum safety (traffic-wise for cyclists and pedestrians) + Access – connection to Central Ave. business district, The DCR Blue Hills Reservation + Traverses already disturbed land + Avoids archaeological & contaminated areas of the river 		<ul style="list-style-type: none"> + Equity for Mattapan & Milton + Will activate/connect Ryan Playground + Increased access from Mattapan + Does not impact abutters + Proximity to the river 		<ul style="list-style-type: none"> + Equity for Mattapan residents + Proximity to the river + Path along park, not on train tracks 		<ul style="list-style-type: none"> + Will activate/connect Ryan Playground + Connects Milton & Mattapan + Access from both sides + Gateway through Mattapan Square is a celebratory entrance + Gives Boston residents easier access to trolley line + Proximity to river + Better connection to existing trails + Minimizes traffic issues at Mattapan Square 		<ul style="list-style-type: none"> + Will activate/connect Ryan Playground + Equity for Mattapan & Milton + Access from both sides of the river + Gateway through Mattapan Square is a celebratory entrance + Path along park instead of train track + Proximity to river + Milton side of MBTA minimizes traffic concerns in Mattapan Square 	
<ul style="list-style-type: none"> - Trail will impact abutters* - Ledge removal* - Tree removal* - Milton only/doesn't connect to Mattapan - Too close to trains/concrete/infrastructure - Too much along train track, lack of view - Parking on residential streets 		<ul style="list-style-type: none"> - Connection to River Street is unsafe - Exit into Mattapan Square is unsafe - Crossing in a remote area – safety concern 		<ul style="list-style-type: none"> - Connection to River Street is unsafe - No trail on the south side - Disturbs archaeological sites - Appears to use more roadway, which is more hazardous - Parking on residential streets - Trail will impact abutters - Easement over private land required (DCR Concern) 		<ul style="list-style-type: none"> - Trail will impact abutters* - Ledge removal - Tree removal* - Crossing in a remote area – safety concern - Not enough river views - Parking on residential streets 		<ul style="list-style-type: none"> - Trail will impact abutters* - Ledge removal* - Tree removal* - Cost - Parking on residential streets - Crossing in a remote area – safety concern 	

*Comments via email

Comments in **BOLD** were received by more than one person

Additional Evaluation Criteria from Public Meeting Input

- 1) + Equity for users on both sides of the river
- 2) + Consider neighborhood and abutter concerns
- 3) + Minimize trail user-parked cars in neighborhoods
- 4) + Water access to canoe launches
- 5) - Safe access to Mattapan Square
- 6) - Minimize habitat impact



OPTION B *REVISED* — Preferred Alternate



Archaeological Impacts of Preferred Alternate

- *All potential sites avoided with current path alignment*

Alternative Crossing Analysis:

- 1) At-grade crossing
 - Safety
 - Jeopardizes funding eligibility
- 2) At-grade crossing within station
 - Conflict with trail users and station traffic
 - Safety
 - Inefficient
- 3) Pedestrian tunnel
 - Safety
 - Flooding issues
 - Permitting
- 4) Rail overpass
 - Cost
 - Lapse in Trolley Service during Construction
- 5) Under existing trolley bridge over the river
 - Safety
 - Flooding



6) Pedestrian overpass

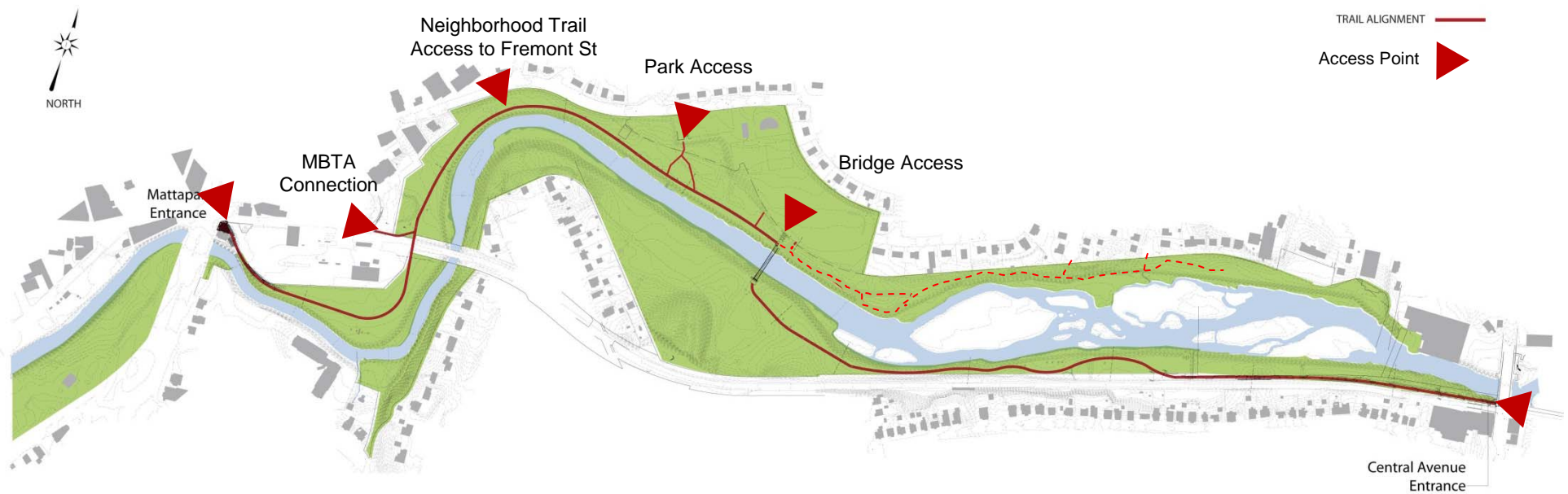
- + Higher visibility
- + No dangerous at-grade crossing
- + Enhances funding eligibility

Pedestrian Overpass — Safety and Security Possibilities:

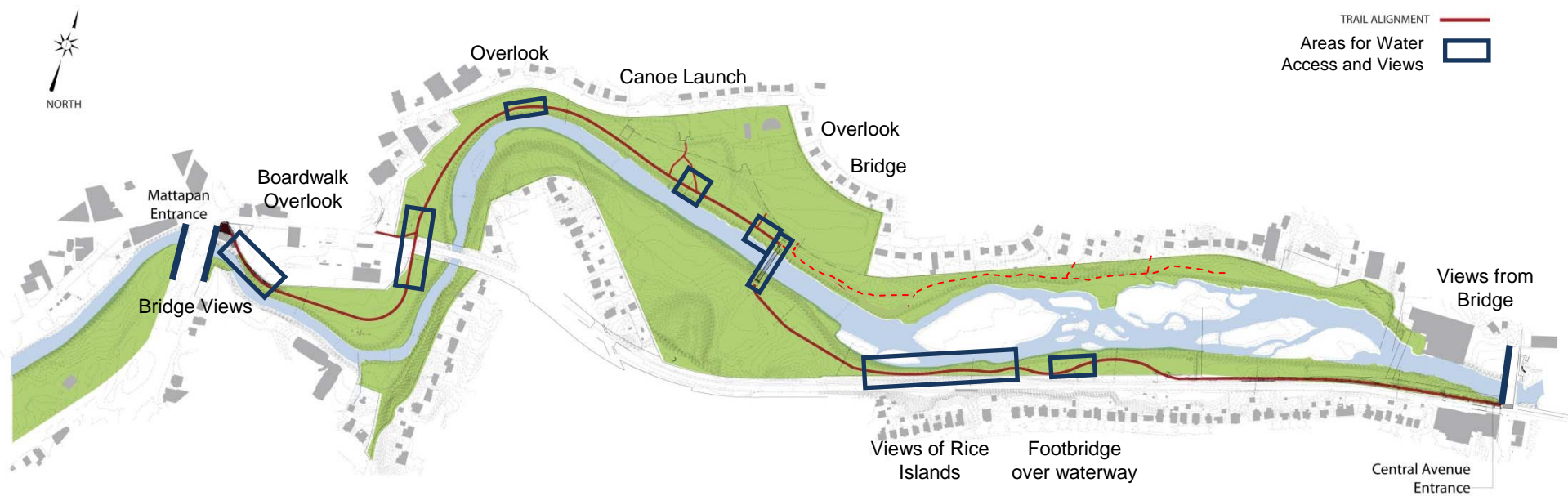
- 1) Surveillance cameras
- 2) Contact station in historic building for DCR staff or a potential vendor
- 3) Possible low level lighting
- 4) Access ramp into Mattapan Station
- 5) Wireless police boxes (under discussion)



Preferred Alternative Trail Access



Preferred Alternative Water Access and Views



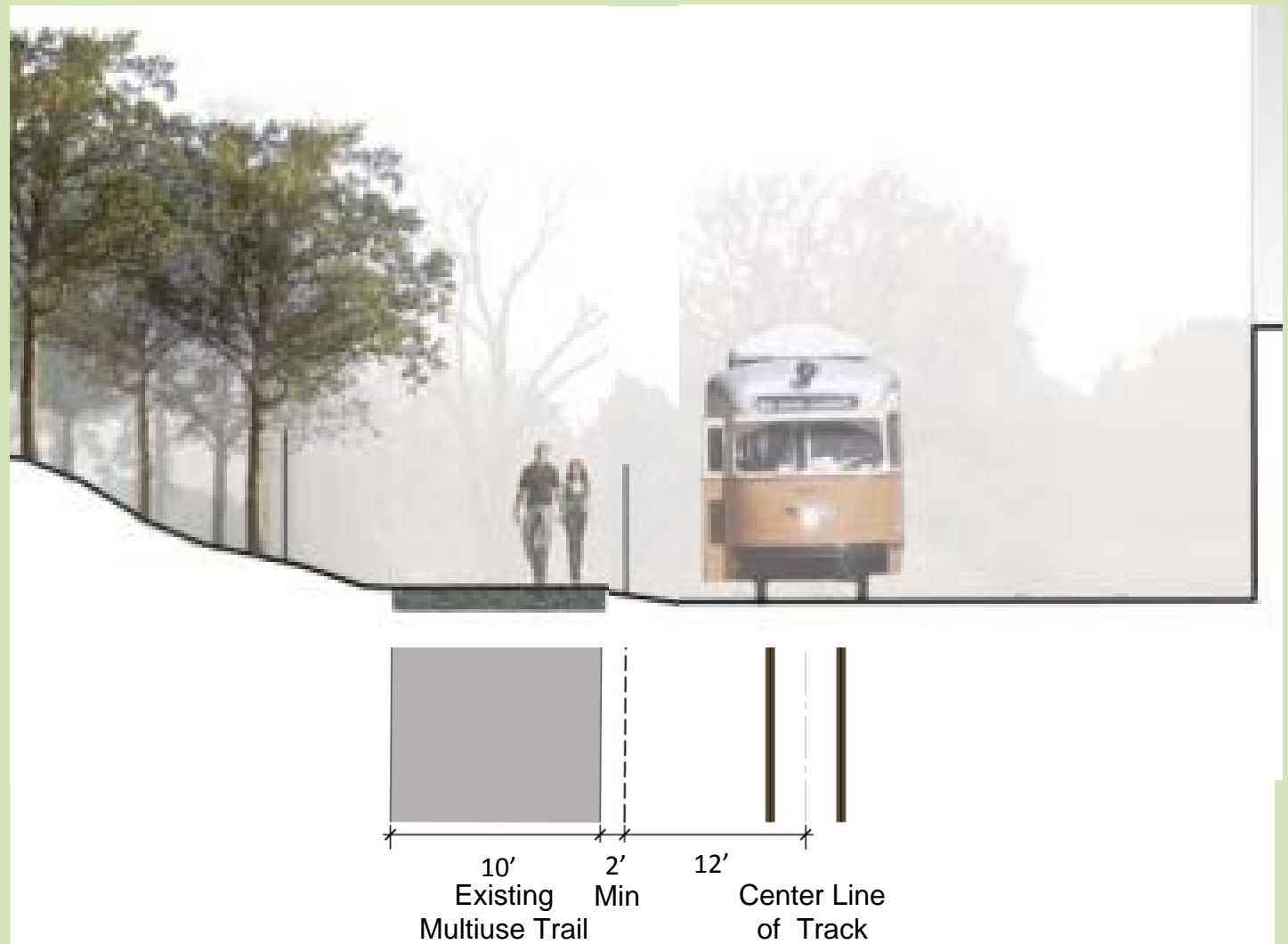
Central Avenue Access



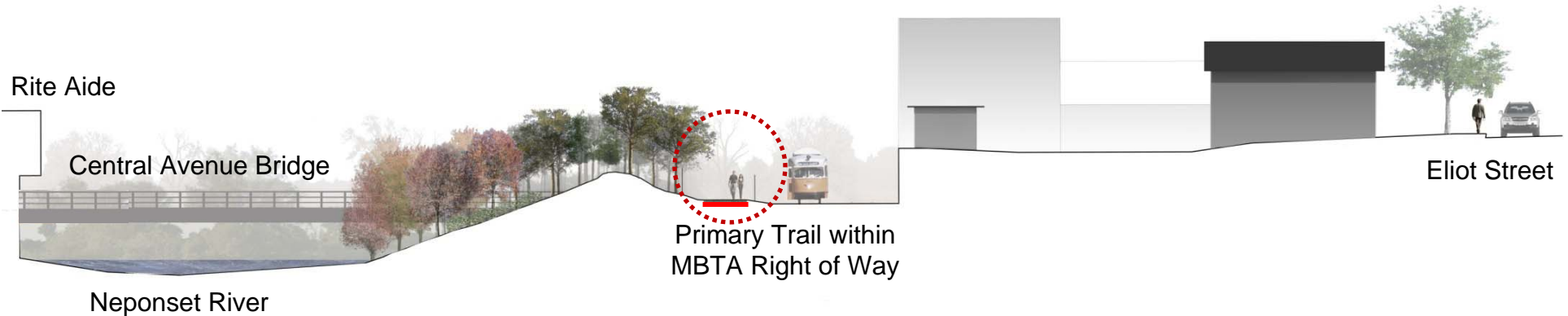
Preferred Alternative Along MBTA Line Detail



Proposed
Trail
Section



Preferred Alternative Along MBTA Line



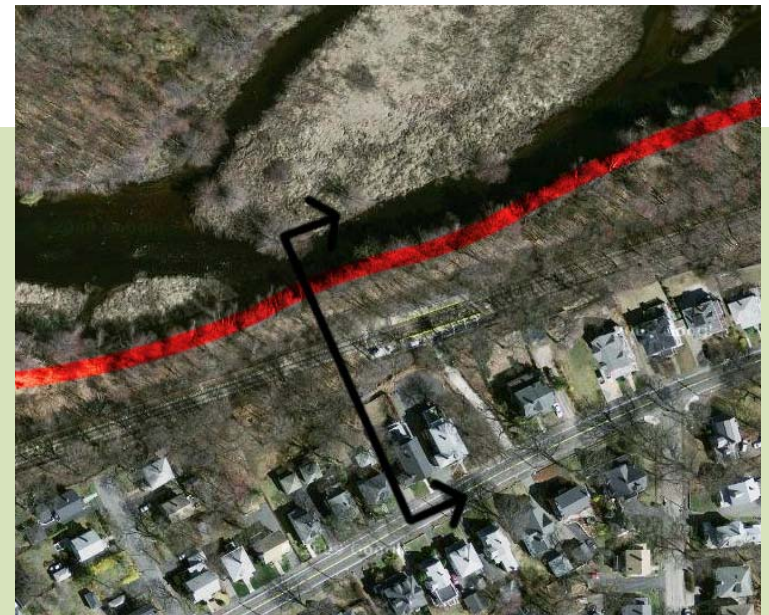
- Continues the existing trail across Central Avenue
- Follows the trolley line for safety
- Exists within MBTA Right of Way
- Separated from houses by railway and embankment



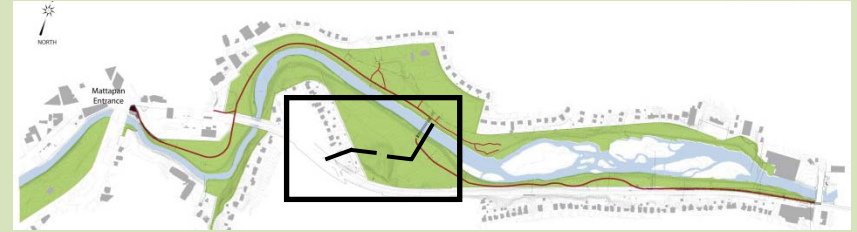
Preferred Alternative Rice Islands



- Follows the river
- Separated from housing by railway, grade change and fencing
- Access at Central Ave. and Ryan Playground
- Provide additional fencing for safety and security as needed



Preferred Alternative River Crossing



- Bridge to cross the Neponset River
- Separated from houses by fencing and vegetation



Bridge Precedent Images



Blue Heron Bridge at The DCR Upper Charles River Reservation
10' wide x 140' long (Watertown, MA)

Bridge Types

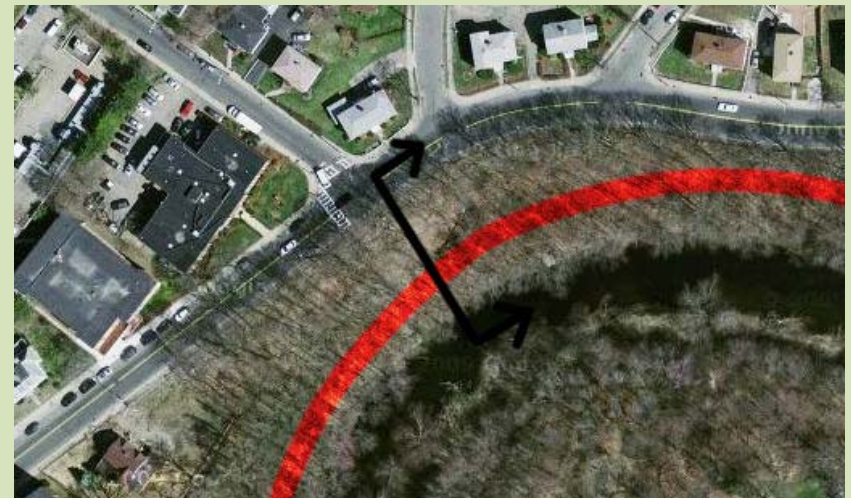


Preferred Option

River Bend



- Separated from housing by River Street
- Path connects trail to local community



Rail Crossing



Canopy Walk



Rail Crossing and Canopy Walk



Preferred Option

Mattapan Station



- Separated from residences by vegetation and the river
- Allows for river views
- Visible from the station



Northern Trail

Mattapan Square

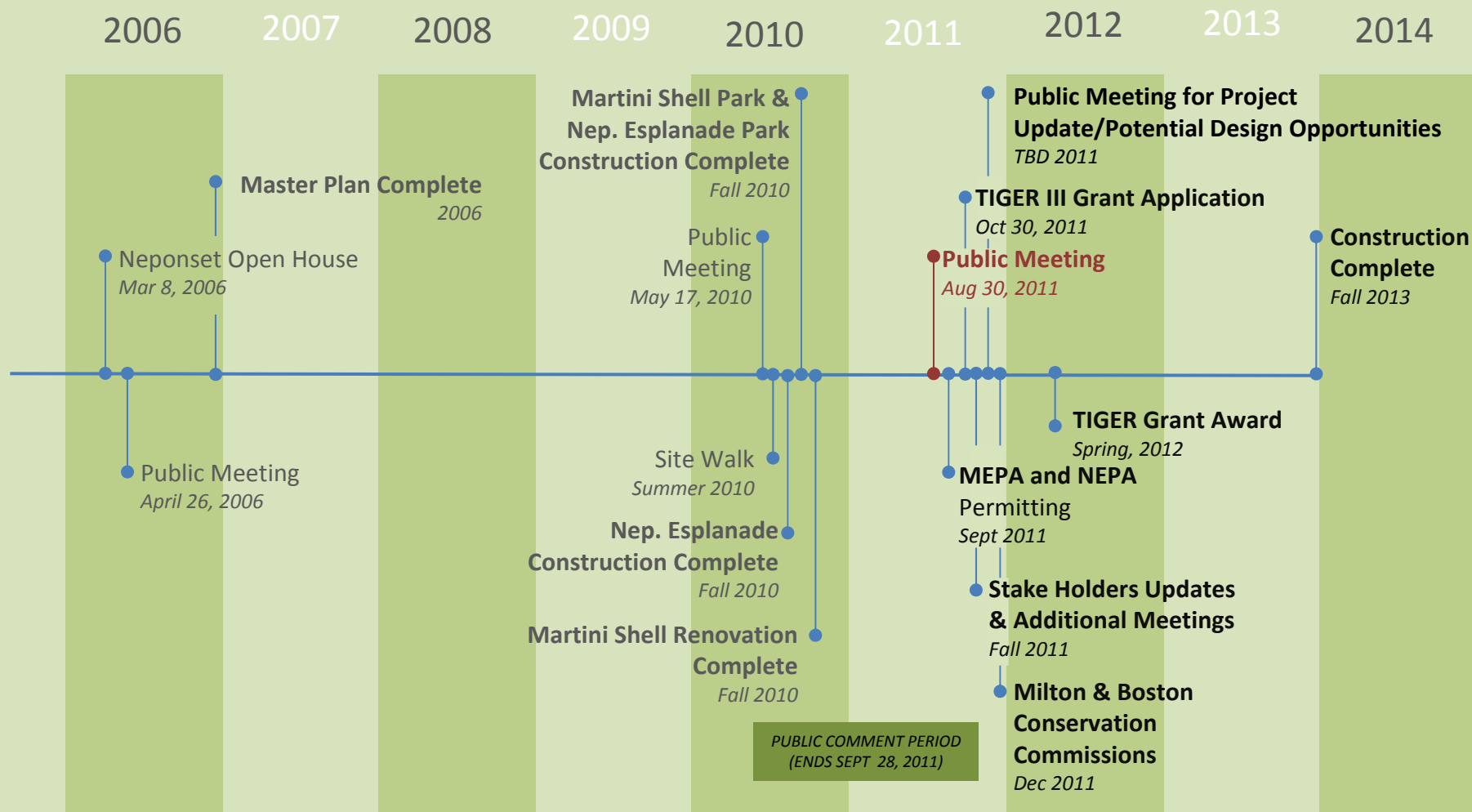


Mattapan Square



Central Avenue to Mattapan Square

Overall Project Work Completed



Questions and Discussion



Additional Information

WEBSITE:

<http://www.mass.gov/dcr/news/publicmeetings/greenwaysgeneral.htm>

COMMENTS AND/OR SUGGESTIONS:

Phone: 617-626-4974

Email: dcr.updates@state.ma.us

Write: Department of Conservation and Recreation
Office of Public Outreach
251 Causeway Street, Suite 600
Boston, MA 02114

NOTE:

Public comments submitted to DCR by email or letter will be posted on the DCR website in their entirety, and no content, including personal information, will be redacted.