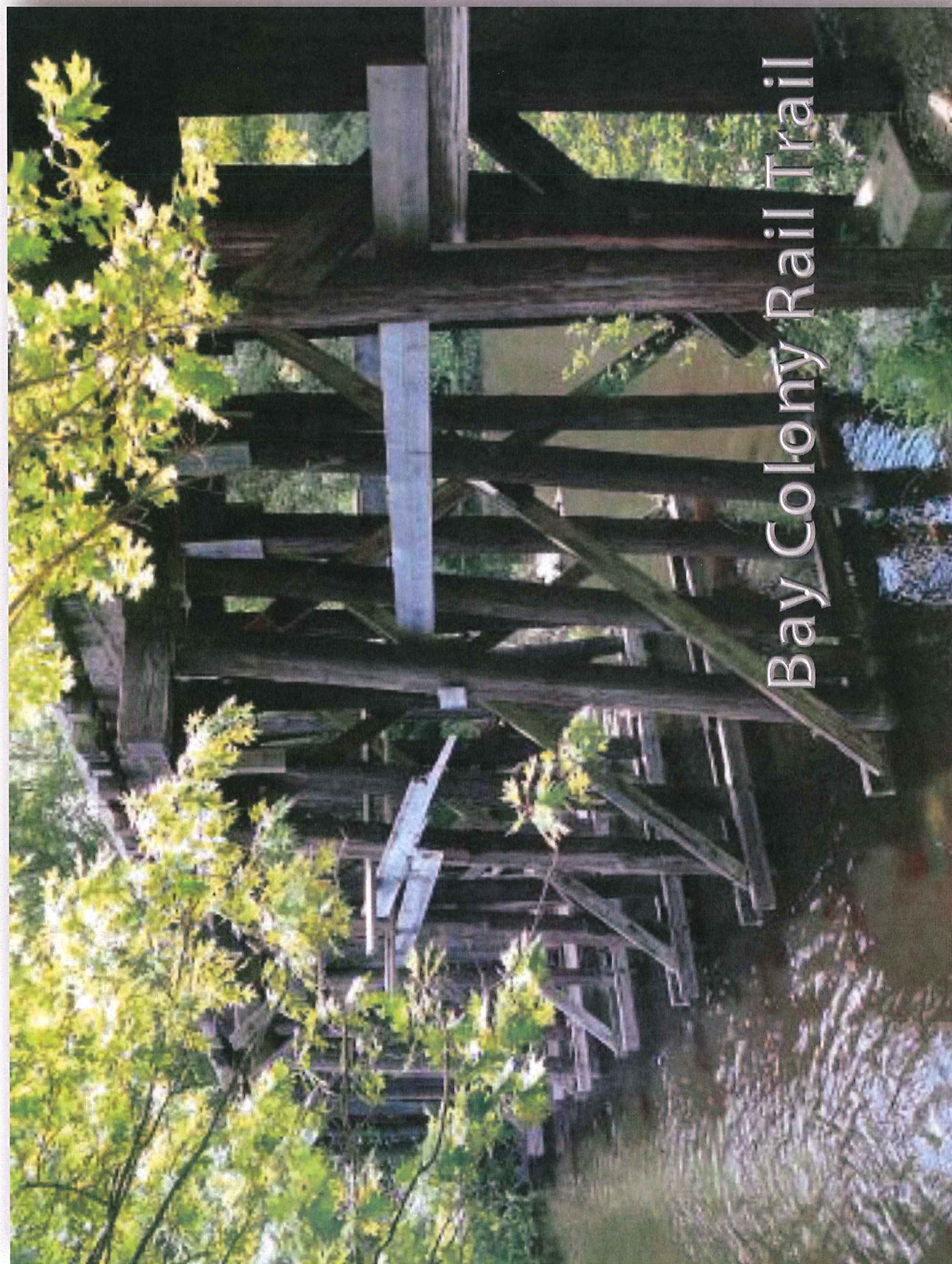


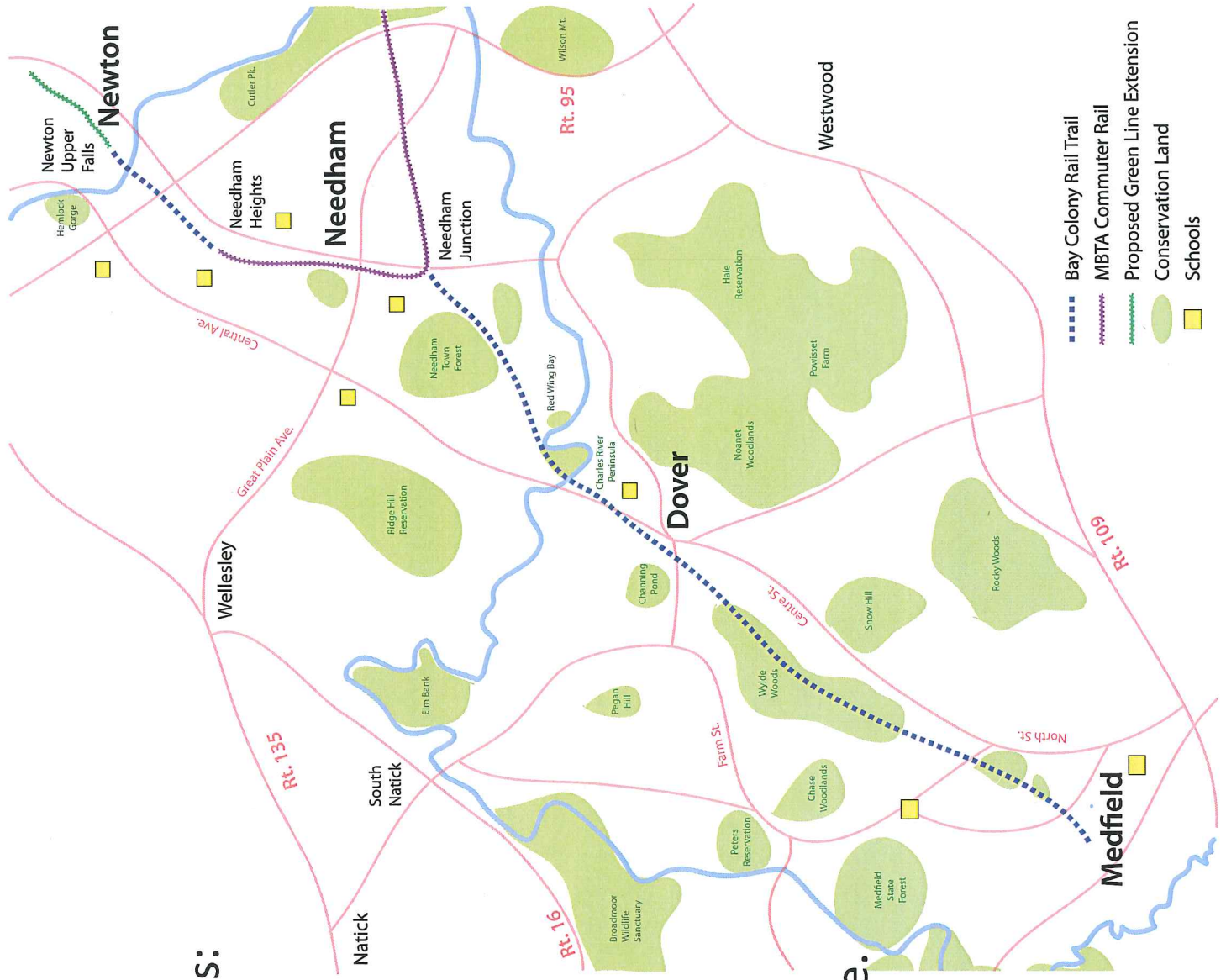


Bay Colony Rail Trail

Overview

The entire segment is 7 miles:

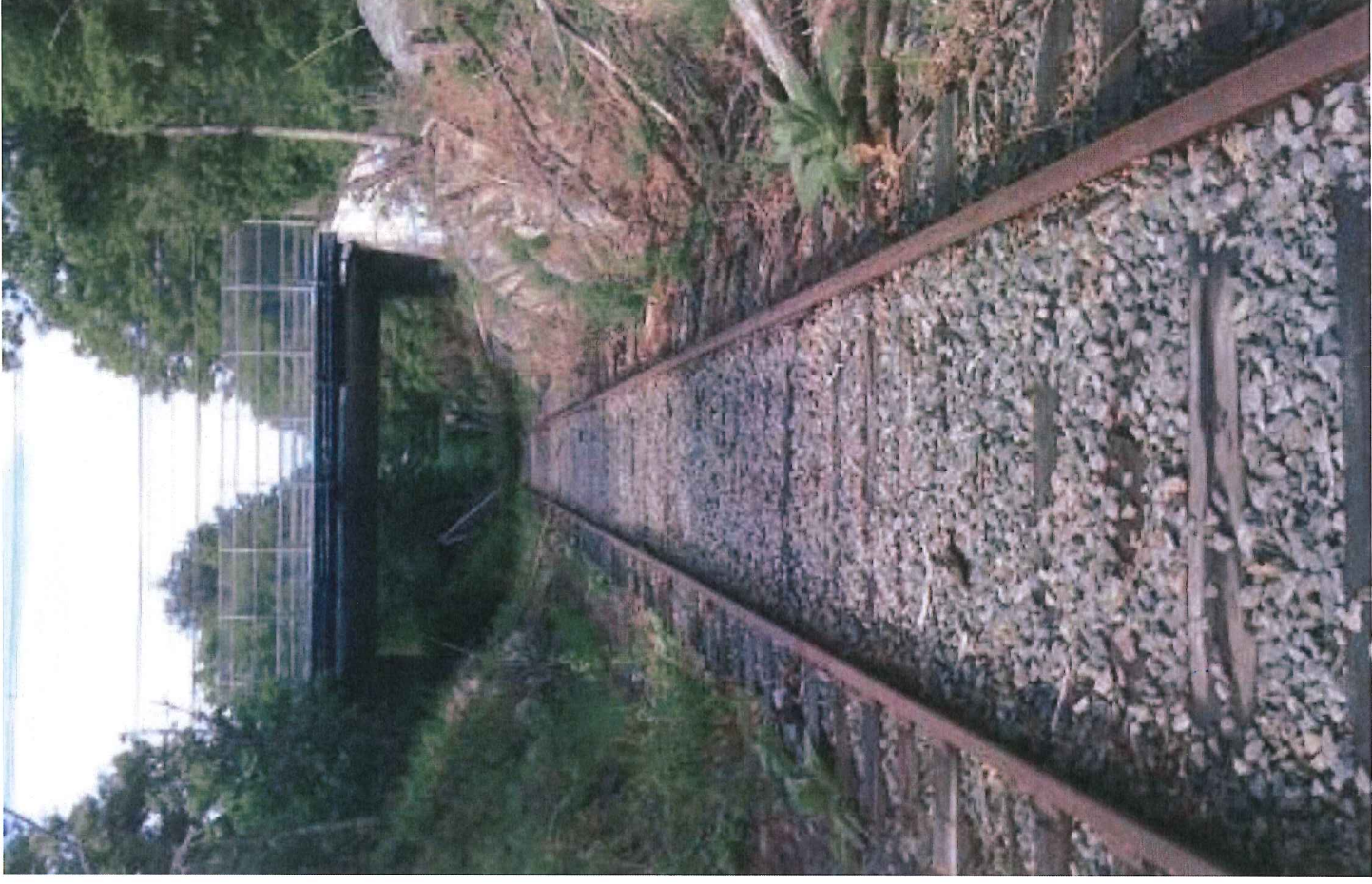
- Needham: 2 miles from Needham Junction to the Charles River.
- Trestle bridge over the Charles River will need to be rehabbed.
- Dover: 3.5 miles from the Charles River to Hunt Drive.
- Medfield: 1.5 miles to Harding Street.



State of the Corridor

- The MBTA owns the abandoned rail corridor from Needham Junction to Medfield and beyond.
- The current operator (Bay Colony Railroad) no longer uses that line.
- MBTA has no plans to re-instate rail commuter service – not on their transportation plan through 2035.
- The MBTA is interested in leasing the corridor to the towns through which it travels at no cost.
- The T would retain the option to revoke the lease if demand for rail transportation increases.

Abandoned tracks looking west under High Rock St.





Status of the Right of Way

- Abandonment issue has been resolved – at no cost to towns.
- BCRT Association (non-profit) has pro bono lawyer working through abandonment and lease issues.
- The MBTA is actively working to make the corridor available (which is in their best interest).
- Medfield and Dover have sent letters to MBTA to begin discussion on lease.
- Draft of the lease from MBTA is in hand, available for towns to review.

Needham Junction, looking west

Converting Rail to Trail

- Rail trails can cost up to \$1 million / mile to build.
- However, we have been talking with organizations that will take up rails and ties **for free**. (Salvage value covers cost).
- The result would be a crushed stone path, suitable for walking, jogging, etc.
- For an estimated \$20K/mile, it could be topped with hard-packed stone dust, which would enable biking, strolling, etc.
- This approach has been done recently in Danvers, Wenham, Topsfield, and many more local towns.

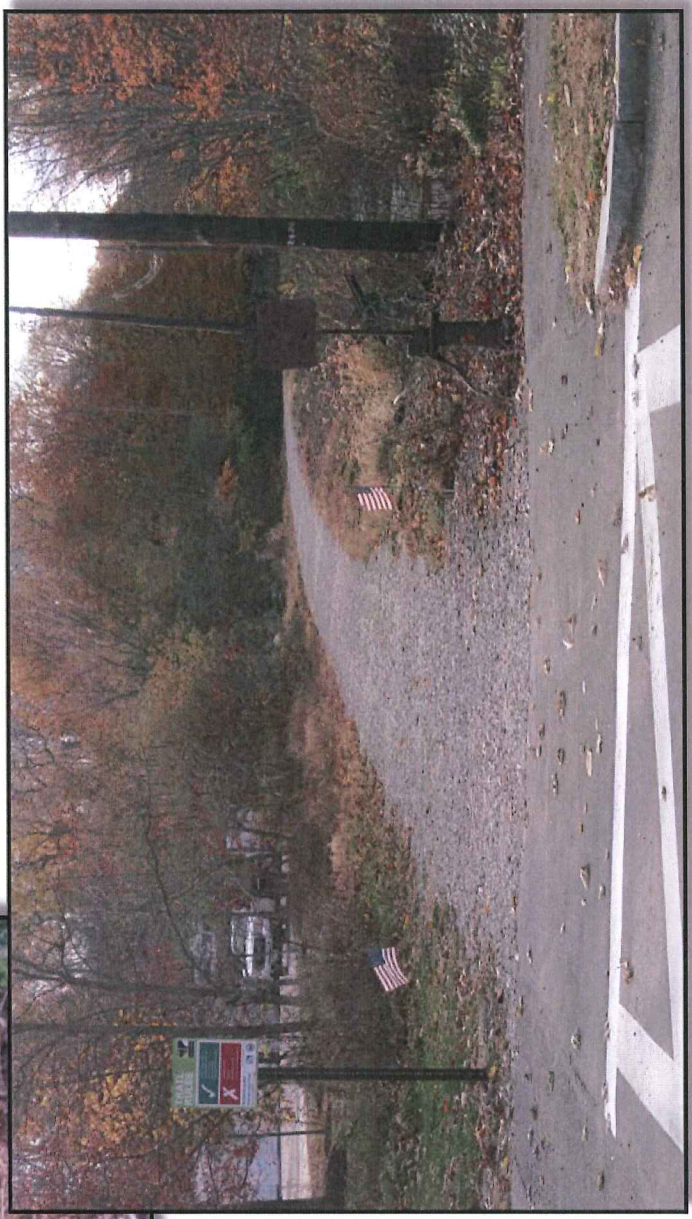


Bay Colony Trail, looking toward Needham from bridge

Case Study: Danvers Rail Trail

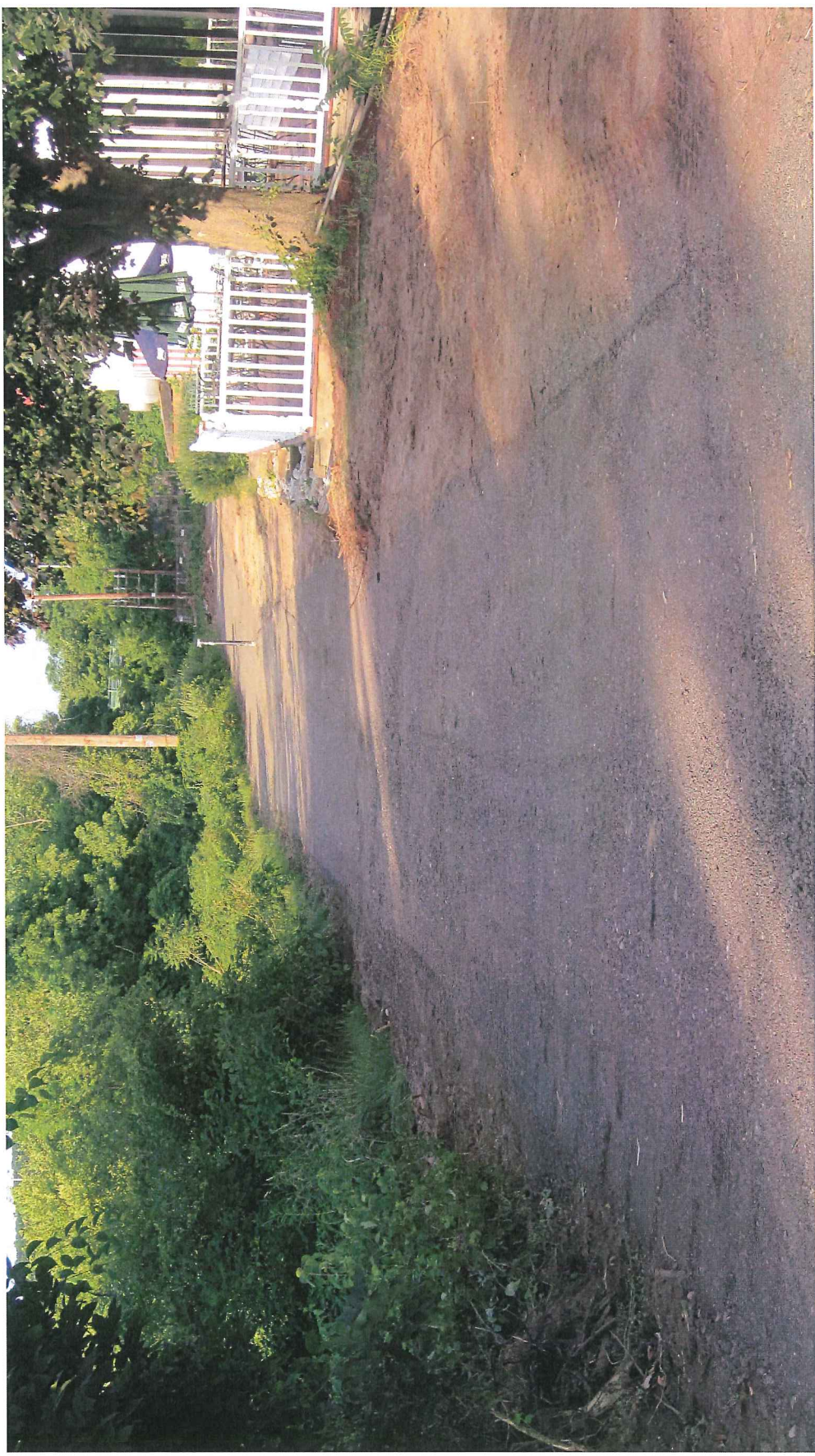


- Iron Horse Preservation Society removed rails and ties for free
- Additional coarse gravel added for \$7,200 / mile
- Stone dust planned to be added for another \$12-\$15K / mile.



- 4.3 miles, part of a 3-town 7.6 mile corridor.
- Great volunteer effort, funded by donations, residents are thrilled.
- Town's only formal effort was to paint road crossings

Case Study: Bradford Rail Trail (Haverhill)



\$0/mile using recycled asphalt surface and Iron Horse Preservation

Each Town Officially at Work – Separately and Together

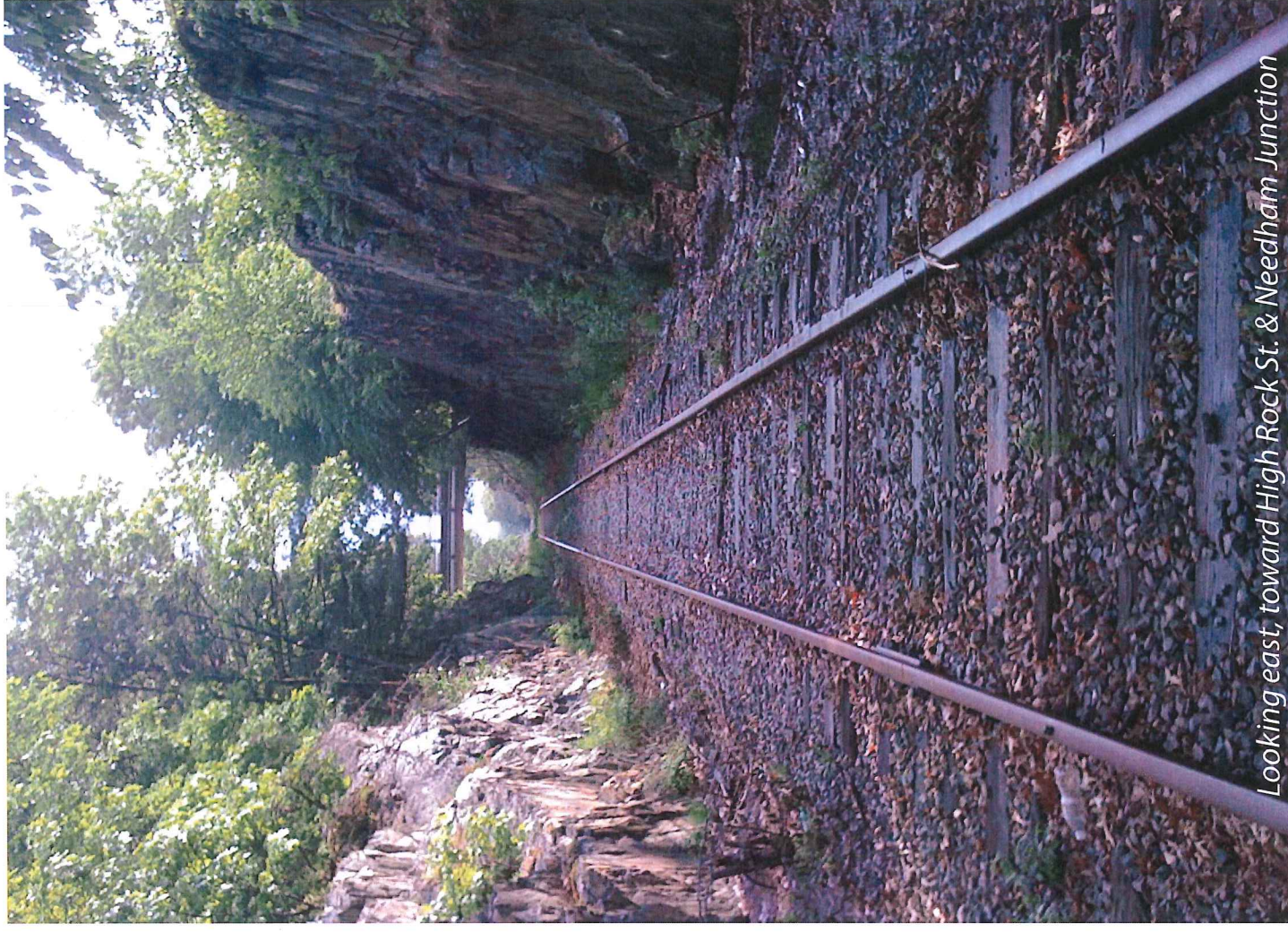
Chestnut St. The 2nd bridge is the start of the BCRT



- Medfield and Dover each have official town committees
- Needham has 20 – 30 active volunteers researching precedents and concerns
- 100 Needham High School students involved in a “service learning” project in support of the rail trail
- Cross-town meetings occur every 3-4 weeks to pool information, resources and share progress

Prospective Timeline

- 2012
 - Evaluate lease from MBTA
 - Public hearings with residents, especially abutters
 - Brief town departments (DPW, fire & rescue, conservation)
 - Determine liability issues
 - Define partnership with non-profit
 - Complete lease, if appropriate
- 2013
 - Design access and crossings
 - Non-profit will seek funds for finer surface, access and bridge repair work (CPA funds could help)
 - Remove rails and ties, complete surface
 - Enable access points and crossings
- 2014
 - Rehabilitate the bridge (presumably through private funding)
 - Ongoing maintenance & stewardship



Looking east, toward High Rock St. & Needham Junction

Next Steps:

- Submit letter to MBTA that simply expresses interest in, but not commitment to, leasing the corridor.
- Review the lease. Some work has been done on this by other towns.
- Formal town study committee?
- Gauge public issues
- Engage town departments
- Determine liability costs
- Participate in ongoing research



Trestle Bridge over the Charles River between Needham and Dover