

The North Suburban Regional Bicycle Transportation Plan
(prepared by Weston and Sampson, February 2005)

A Summary for the Town of Lynnfield

Summary prepared by The Lynnfield Recreational Path
Committee
Town of Lynnfield
September, 2017

EXECUTIVE SUMMARY¹

Background

The North Suburban Regional Bicycle Transportation Plan was initiated by the Town of North Reading in 1997 to construct a regional bicycle transportation system in the Towns of Lynnfield, North Reading, Reading, Wakefield and Wilmington. The five communities agreed that the Town of North Reading would serve as administrator for this project. Representatives for each community were referred to collectively as the Regional Bikeway Committee (RBC).

The project was subsequently approved for funding by the Massachusetts Highway Department (MassHighway) to include conceptual and final engineering under the Transportation Enhancements Program (TEP). Phase I included \$104,000 to prepare a master plan for use by the Regional Bikeway Committee (RBC). Phase II included \$210,000 for preliminary and final design of selected segments.

Development of the master plan for the RBC spanned two years and included data collection, field investigations, organizing town bicycle committees, public participation and selection of trail segments to be included in the system. As a result of meetings with (and subsequent recommendations) from the five town bicycle committees, 19 bike routes were identified. Although a majority of the routes are along existing streets (Signed Shared Roadway), several alignments are located on former railroad right-of-way and one is along the Historic Middlesex Canal System (Shared Use Trail).

Each route was separated into segments based upon location within the five towns. Each on-road segment was evaluated based on several factors with a primary focus on functional classification and traffic use, connectivity, available shoulder width and construction cost. Each off-road segment was also evaluated upon several factors with a primary focus on right-of-way, connectivity, environmental impact and construction cost.

Summary of Lynnfield segments

Of the 19 identified routes, there are four routes which include Lynnfield segments. These are:

Bike Route 1. Central Street (North Reading) to Peabody City Line.

Lynnfield segment is L-1. This segment is a Rail Trail.

Bike Route 8. Wakefield Center to Peabody City Line via Railroad Right-Of-Way.

Lynnfield segment is L-8. This segment is a Rail Trail.

Bike Route 9. Lowell Street (Lynnfield) to Abandoned Railroad Right-Of-Way via Water Co.

Lynnfield segment is L-9. This segment is a Signed Shared Roadway/ Shared Use Path.

Bike Route 19: Chestnut St. (Lynnfield) to Middleton Town line via Lowell/Main St.

Lynnfield segment is L-19. This segment is a Signed Shared Roadway.

¹ Summarized from The North Suburban Regional Bicycle Transportation Plan, Weston and Sampson, 2005

The Master Plan recommendations for the Lynnfield segments are summarized as follows:

*Lynnfield Segment L-1. **Not Recommended***

*Lynnfield Segment L-8. **Recommended***

*Lynnfield Segment L-9. **Not Recommended***

*Segment Lynnfield -19: **Not Recommended***

The Lynnfield L-8 segment was also recommended to be included as part of the Phase II design because it would add mileage to the bikeway system and would connect to the Peabody segment already under design as a future rail-trail. The MBTA was willing to cooperate with the Town of Lynnfield by entering a 99-year lease. The project would also involve environmental permitting, which may include preparation of an Environmental Notification Form, Notice of Intent, Water Quality Certificate and 404 permit.

Description and Evaluation of Lynnfield segments

Segment L-1

Status: Not Recommended

Type=Rail-Trail

Length=3,394 Ft. (1035m)

Description: Segment L-1 begins at the center of a bridge structure over the Ipswich River, which is also the line separating the Town of North Reading and Lynnfield. The structure connects a gravel access road from Concord Street (Rt. 62) located within the Town of North Reading to the abandoned railroad right-of-way. The road provides access to an existing pump station and water supply system that is operated and maintained by the City of Lynn. From the bridge, the proposed bike path continues easterly along the abandoned railroad right-of-way.

It should be noted the abandoned railroad right-of-way also extends westerly approximately 1795 Ft (547m) where it terminates at a residential development.

Right-of-Way:

The access road and bridge structure fall within an existing water supply easement owned by the City of Lynn. The easement begins at Concord Street (Rt. 62) in the Town of North Reading and travels southerly into the Town of Lynnfield, crossing the Ipswich River and railroad right-of-way owned by the Massachusetts Bay Transit Authority (MBTA) and continues through Lynnfield Center Water District property to the City of Lynn.

The proposed bike path travels easterly along abandoned railroad right-of-way, a portion of which is owned by the MBTA (1.20 ac), the Lynnfield Center Water District (4 ac) and Richardson Farms, Inc. (1.89 ac) to the Peabody city line. From this point, the former railroad right-of-way is located on land owned now or formerly of Bostik, Inc.

The west section is located entirely on abandoned railroad right-of-way owned by MBTA.

Environmental Impacts:

The proposed route including the west section is located on existing track bed that has been previously disturbed. As a result, there are no known direct impacts to existing bordering vegetated wetlands (BVW) or other resource areas. However, the proposed route crosses over a bridge structure and the Ipswich River, within 200 feet of a riverfront. In addition, the proposed route including the west section is located within 100 feet of existing wetlands at several locations.

Endangered Species:

Based on the Estimated Habitats of Rare Wildlife and Certified Vernal Pools Map, dated 19992001, the proposed route including the west section is not located within a rare wildlife habitat.

Conclusions and recommendations for Segment L-1

In order to provide access to the east, land takings and/or easements would be required from MBTA, Richardson Farms, Inc., Lynnfield Central Water District and Bostik, Inc. The MBTA has indicated a willingness to cooperate and the Lynnfield Water District has not objected to a lease agreement. However, Bostik, Inc. has indicated reluctance to a bike trail through their property. Richardson Farms, Inc. has not been contacted or approached.

Although the portion of Segment L-1 from the bridge to the Peabody City Line is owned by three separate entities, the critical link is the portion owned by Bostik, Inc., who is reluctant to grant access through their property that would provide a connection to abandoned railroad property on the other side in the City of Peabody. Costs associated with easement acquisitions and/or land takings could be substantial for the length of trail achieved. As a result and at the request of the Lynnfield Bikeway Committee, Segment L-1 is not recommended.

The westerly portion of Segment L-1 from the residential community end of the abandoned railroad to the bridge is also owned by the MBTA and could probably be acquired at a reasonable cost but with little benefit due to the terminus. In order to extend the trail farther west, several properties would be impacted, require extensive screening and easements and/or land takings required, resulting in escalated cost. As a result and at the request of the Lynnfield Bikeway Committee, this section is not recommended.

Segment L-8

Status: Recommended

Type=Rail-Trail

Length=13,577 Ft. (4139m)

Description:

Segment L-8 begins at the Wakefield town line and travels northeasterly along abandoned railroad right-of-way owned by the MBTA to the Peabody City Line.

Right-of-Way:

The proposed bike path travels northeasterly along abandoned railroad right-of-way owned by the MBTA to the Peabody city line. The railroad right-of-way continues into the City of Peabody.

Weston & Sampson Engineers, Inc. has contacted the Real Estate Division of the MBTA and has confirmed the railroad is prepared to enter a 99-year lease agreement with the Town of Lynnfield at the request of the town.

Environmental Impacts:

The proposed route is located on a railroad right-of-way that has been previously disturbed. As a result, there are no known direct impacts to existing bordering vegetated wetlands (BVW) or other resource areas. However, the proposed route crosses over the Saugus River, within 200 feet of a riverfront. In addition, the proposed route crosses over several small streams and is located within 100 feet of existing wetlands at several locations.

Endangered Species:

Based on the Estimated Habitats of Rare Wildlife and Certified Vernal Pools Map, dated 19992001, the proposed route is located within wildlife habitat #105 and #536.

Conclusions and recommendations for Segment L-8

Although this segment is located adjacent to existing BVW and through riverfront, the only major obstacle is right-of-way acquisition from the MBTA. The MBTA has been contacted and has confirmed the segment has been abandoned and is not programmed for reactivation. The MBTA is prepared to offer a long-term lease (ie. 99 years) to the Town of Lynnfield for use of the corridor as an alternate transportation facility at the request of the Town. The segment also meets the future rail-trail project in Peabody currently under design. Therefore, Segment L-8 is recommended.

Segment L-9

Status: Not Recommended

Type=Signed Shared Roadway/ Shared Use Path Length=7,543 Ft. (2300m)

Description:

Segment L-9 begins at Lowell Street, turns onto North Hill Drive and onto Glen Drive to a cul-de-sac. From this point, the proposed route becomes a bike path and travels northerly over property owned by the Lynnfield Center Water District and connects to abandoned railroad right-of-way owned by the MBTA.

Lowell Street is classified as an Urban Collector with a paved width of approximately 24 feet (7.32m) and curb/walk on one side. North Hill Drive and Glen Drive are considered local roads with very low traffic volumes and will not require and shoulder upgrades.

Right-of-Way:

The proposed shared road portion of the route is located entirely within existing town layout. The bike path portion of the route is located entirely within land owned by the Lynnfield Center Water District.

Environmental Impacts:

The proposed shared road portion of the route does not impact any water resource areas. However, the bike path portion of the route is located adjacent to several wetland areas and may impact existing bordering vegetated wetlands (BVW) or other resource areas.

Endangered Species:

Based on the Estimated Habitats of Rare Wildlife and Certified Vernal Pools Map, dated 19992001, the proposed route is not located within a rare wildlife habitat.

Conclusions and recommendations for Segment L-9

This segment serves as an alternative connection from Route 62 to abandoned railroad right-of-way in the City of Peabody via Lowell Street, allowing users to bypass the restricted access along the abandoned railroad as a result of Bostik, Inc. However, due to the potential impact to wetlands and the need for an access easement from the water company and at the request of the Lynnfield Bikeway Committee, Segment L-9 is not recommended.

Segment L-19

Status: Not Recommended

Type=Signed Shared Roadway
Length=10,560 Ft. (3220m)

Description:

Segment L-19 begins at Lowell Street near the entrance to Camp Curtis Guild Army Base and travels easterly along Lowell Street and northerly along Main Street to the Middleton Town line. The purpose of this segment is to connect Segment L-9 to the abandoned railroad right-of-way in the City of Peabody in order to bypass Segment L-1 due to the impass at the Bostik property (See Segment L-1).

Lowell Street is classified as an Urban Collector with a paved width of approximately 24 feet (7.32m) and curb/walk on one side. Main Street is classified as an Urban Minor Arterial with a paved width of approximately 30 feet (9.15m) and curb/walk on one side.

Right-of-Way:

The proposed route is located entirely within existing town layout.

Environmental Impacts:

The proposed route does not impact any water resource areas.

Endangered Species:

The proposed route does not impact endangered species.

Conclusions and recommendations for Segment L-19

This segment serves to connect Segment L-9 to the Peabody City Line. Lowell Street will accommodate bicycle traffic without shoulder widening. Main Street will require either a design waiver or an increased paved shoulder width of approximately 6 inches (150mm) either side.

However, due to the fact that Segments L-1 and L-9 are not recommended, and it has been recommended to extend Segment NR-1 approximately 1 mile along Rte 62 to the Middleton Town Line, Segment L-19 is not required. As a result, Segment L-19 is not recommended.

Evaluation of Alternative Lynnfield Bike Segments

Summarized from the North Suburban Regional Bicycle Transportation Plan (NSRBTP), Weston and Sampson, February 2005

Evaluation Criteria ²	NSRBTP Comments and Recommendations on Lynnfield segments			
	<i>L-1 (Not Recommended)</i>	<i>L-8 (Recommended)</i>	<i>L-9 (Not Recommended)</i>	<i>L-19 (Not Recommended)</i>
Available Land: Public versus Private	In order to provide access to the east, land takings and/or easements would be required from MBTA, Richardson Farms, Inc., Lynnfield Central Water District and Bostik, Inc. Costs associated with easement acquisitions and/or land takings could be substantial for the length of trail achieved. As a result and at the request of the Lynnfield Bikeway Committee, Segment L-1 is not recommended.	Weston & Sampson Engineers, Inc. has contacted the Real Estate Division of the MBTA and has confirmed the railroad is prepared to enter a 99-year lease agreement with the Town of Lynnfield at the request of the town.	The bike path portion of the route is located entirely within land owned by the Lynnfield Center Water District. However, due to the need for an access easement from the water company and at the request of the Lynnfield Bikeway Committee, Segment L-9 is not recommended.	The proposed route is located entirely within existing town layout. However, due to the fact that Segments L-1 and L-9 are not recommended, and it has been recommended to extend Segment NR-1 approximately 1 mile along Rte 62 to the Middleton Town Line, Segment L-19 is not required. As a result, Segment L-19 is not recommended.
Geometry/Traffic: Safety Factors	The Report does not discuss this criterion for this Segment.	The Report does not discuss this criterion for this Segment.	The Report does not discuss this criterion for this Segment.	This segment serves to connect Segment L-9 to the Peabody City Line. Lowell Street will accommodate bicycle traffic without shoulder widening. Main Street will require either a design waiver or an increased paved shoulder width of approximately 6 inches (150mm) either side.
Accessibility/Connectivity	The Report does not discuss this criterion for this Segment.	The segment also meets the future rail-trail project in Peabody currently under design.	The Report does not discuss this criterion for this Segment.	The Report does not discuss this criterion for this Segment.
Compatibility: Local/Regional/State Goals	The Report does not discuss this criterion for this Segment.	The Report does not discuss this criterion for this Segment.	The Report does not discuss this criterion for this Segment.	The Report does not discuss this criterion for this Segment.
Construction Cost	Information is outdated	Information is outdated	Information is outdated	Information is outdated

² Information is not available for certain Evaluation Criteria and/or Segments. In these instances, it is noted that "The Report does not discuss this criterion for this Segment."

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	<i>L-1 (Not Recommended)</i>	<i>L-8 (Recommended)</i>	<i>L-9 (Not Recommended)</i>	<i>L-19 (Not Recommended)</i>
Grades	The Report does not discuss this criterion for this Segment.	The Report does not discuss this criterion for this Segment.	The Report does not discuss this criterion for this Segment.	The Report does not discuss this criterion for this Segment.
Aesthetic/Visual: Bicycling Environment	The Report does not discuss this criterion for this Segment.	The Report does not discuss this criterion for this Segment.	The Report does not discuss this criterion for this Segment.	The Report does not discuss this criterion for this Segment.
Environmental/Historic Impact	<ul style="list-style-type: none"> no known direct impacts to existing bordering vegetated wetlands (BVW) or other resource areas. The proposed route crosses over a bridge structure and the Ipswich River, within 200 feet of a riverfront. In addition, the proposed route including the west section is located within 100 feet of existing wetlands at several locations. The proposed route including the west section is not located within a rare wildlife habitat. 	<ul style="list-style-type: none"> no known direct impacts to existing bordering vegetated wetlands (BVW) or other resource areas. The proposed route crosses over the Saugus River, within 200 feet of a riverfront. In addition, the proposed route crosses over several small streams and is located within 100 feet of existing wetlands at several locations. The proposed route is located within wildlife habitat #105 and #536. 	<ul style="list-style-type: none"> The proposed shared road portion of the route does not impact any water resource areas. However, the bike path portion of the route is located adjacent to several wetland areas and may impact existing bordering vegetated wetlands (BVW) or other resource areas. <i>Due to the potential impact to wetlands, the proposed segment is not recommended.</i> The proposed route is not located within a rare wildlife habitat. 	<ul style="list-style-type: none"> The proposed route does not impact any water resource areas. The proposed route does not impact endangered species.

Descriptions of Lynnfield segments³

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