

Appendix A: References

2007 Massachusetts Bicycle Transportation Plan.
<<http://www.massbikeplan.org/index.htm>>, Draft report, 10th May, 2007.

Jack Clausen, Glenn Warner, Dan Civco and Mark Hood, University of Connecticut. *Nonpoint Education for Municipal Officials Impervious Surface Research.* 2003. *Impervious surface and water quality study.* <http://www.nemo.uconn.edu/tools/impervious_surfaces/literature>. [htm#clausen03](http://www.nemo.uconn.edu/tools/impervious_surfaces/literature)>. March 20, 2008.

Intergovernmental Panel on Climate Change. *Climate Change 2007 - Impacts, Adaptation and Vulnerability: Working Group II contribution to the Fourth Assessment Report of the IPCC Intergovernmental Panel on Climate Change.* Cambridge University Press, 2008.

Metro Area Planning Council. <<http://www.mapc.org/index.html>>, 21 March 2008.

The Trustees of Reservation. <<http://www.thetrustees.org/>>, 21 March 2008.

Wompatuck State Park. <http://www.mass.info/hingham.ma/parks/wompatuck_state_park.htm>, 21 March 2008.

Transportation Enhancements Program

Provides funding for facilities for bicyclists and pedestrians and for the preservation of inactive rail corridors.

<http://www.fhwa.dot.gov/environment/te/>

Jim Cope, TE Program Coordinator
Bureau of Transportation Planning & Dev.
MassHighways
10 Park Plaza
Room 4150
Boston, MA 02116-3973
Tel: (617) 973-7043 Fax: 617-973-8035
james.cope@eot.state.ma.us

Congestion Mitigation and Air Quality Program

Funding may be used for construction of bicycle transportation facilities and pedestrian walkways or for non-construction projects related to safe cycling.

<http://www.fhwa.dot.gov/environment/cmaqpgs/>

April Marchese, Director
(202) 366-2074
april.marchese@dot.gov

Safe Routes to School

Funds projects to increase walking and bicycling to schools.

<http://www.commute.com/default.asp?pgid=massrides/srsMain&sid=MRlevel2>

Ms. Davida Eisenberg, Safe Routes to School Coordinator
<http://www.commute.com/default.asp?pgid=massrides/srsMain&sid=MRlevel2>
MassRIDES
10 Park Plaza
Room 2180
Boston, MA 02116
(Phone: 617) 892-6096
davida.eisenberg@eot.state.ma.us

Scenic Byways Program

Provides merit-based funding for byway-related projects each year.

<http://www.byways.org/>

James P. Cope, Scenic Byways Coordinator
Office of Transportation Planning
10 Park Plaza, Room 4150
Boston, MA 02116
Phone: 617-973-7043, Fax: 617-973-8035
James.Cope@state.ma.us

Appendix B: Funding Sources

A list of possible funding sources for the development of alternative transport in the region appears to the left. Contact information was verified at the time of printing but may change without notice.

Regional Trails Program

Funds can be used to create trails for motorized and/or non-motorized users.

<http://www.fhwa.dot.gov/environment/rectrails/index.htm>

Paul Jahnige, Director of Trails and Greenways
Department of Conservation and Recreation (DCR)
136 Damon Rd
Northampton MA 01060-1818
Phone: 413-586-8706 ext 20; Fax 413-784-1663
paul.jahnige@state.ma.us

Department of Conservation and Recreation Trails Grant Program

<http://www.mass.gov/dcr/stewardship/greenway/regional-Grants.htm>

Paul Jahnige, Director of Trails and Greenways
Department of Conservation and Recreation (DCR)
136 Damon Rd
Northampton MA 01060-1818
Phone: 413-586-8706 ext 20; Fax 413-784-1663
paul.jahnige@state.ma.us

Department of Conservation and Recreation Trails and Greenways Grants Program

Supports innovative greenway and trail projects throughout Massachusetts. DCR will also consider requests of up to \$10,000 for multi-town greenway and trail projects.

<http://www.mass.gov/dcr/stewardship/greenway/grants.htm>

Paul Jahnige, Director of Trails and Greenways
Department of Conservation and Recreation (DCR)
136 Damon Rd
Northampton MA 01060-1818
Phone: 413-586-8706 ext 20; Fax 413-784-1663
paul.jahnige@state.ma.us

Communtiy Preservation Act

Provides funding to help communities preserve open space and historic sites, and create and recreational facilities.

<http://www.communitypreservation.org/index.cfm>

Stuart Saginor, Executive Director
Phone: 617-367-8998; Fax 617-367-8788
stuart.saginor@communitypreservation.org

Transit Oriented Development

Provides funding for pedestrian improvements, bicycle facilities, and preliminary design for bike and pedestrian projects,

http://www.mass.gov/envir/smart_growth_toolkit/pages/mod-tod.html

Todd Fontanella
Phone: (617) 973-7027
Todd.Fontanella@state.ma.us

Public Meetings:
Community Participation in Planning Process

A viable planning process does not occur in a vacuum. Community input is essential in grounding the process in the real needs and priorities of the community, promoting public buy-in and involvement. Several strategies were used to obtain community input including meetings with selected town residents and officials, two public forums, and a website (www.southshore.csld@gmail.com).

South Shore Greenway Committee

On January 10, 2008 seven representatives from the towns of Hingham, Hull, Norwell, Scituate, and Cohasset met for the first time as the South Shore Greenway Committee to discuss their vision of a greenway with the Conway School of Landscape Design (CSLD) planning team. The committee asked the planning team to produce a plan for a regional greenway network which they could use to generate interest, involvement, and funding. The committee’s goals for the greenway were to:

- Improve both public and environmental health.
- Increase the potential for local economic growth by overcoming limitations imposed by automobile-dependent development.
- Increase recreational tourism in the region.
- Ease traffic congestion.
- Serve as a model of a regional alternative transportation system.
- Begin a cultural shift by socializing the next generation to be physically active and emotionally connected to the outdoors.
-

The result of this initial meeting was the agreement among participants to meet again and schedule two public meetings to provide input to the planning process.

First Public Forum

The first public forum on the South Shore Greenway was held on January 29, 2008 at 7:00 pm in Norwell’s First Parish Unitarian Church hall. The forum was hosted by Sustainable South Shore and facilitated by the CSLD planning team. The purpose of the forum was to find out the wider communities’ vision of a greenway. To ensure a diverse audience, the CSLD planning team asked the South Shore Greenway Committee to extend personal invitations to individuals from local government, the business community, and recreational groups. The forum was also advertised in the local newspapers,

Fifty-four people attended the first public forum. Attendees were asked to sign-in and state their interest in the Greenway project. Individuals from all five towns attended with Norwell being the best represented. The majority (35) of attendees identified themselves as interested citizens. Several representatives from local governments and various not-for-profit organizations also attended.

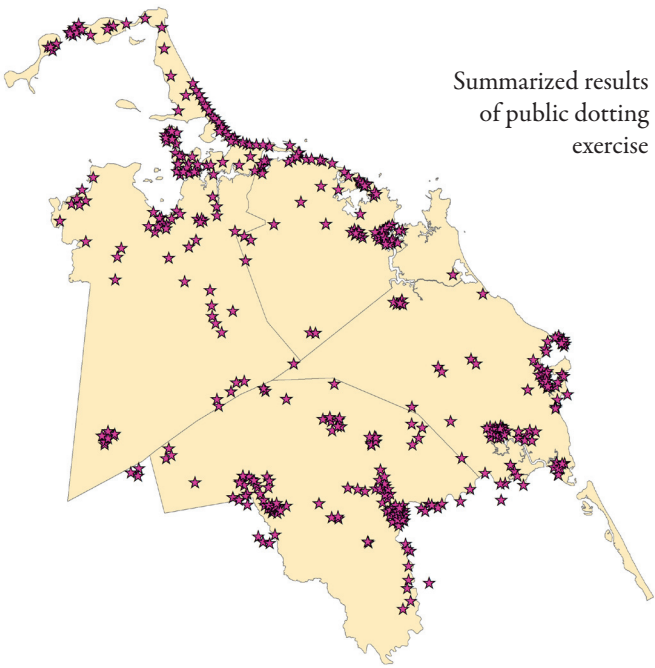
Attendees participated in a mapping exercise. Attendees were asked to place stickers on aerial images maps of the five towns showing places they would like to go on and the places they valued most.



Citizens label places of value on an aerial image.



Citizens label preferred destinations on an aerial image.



Summarized results of public dotting exercise

Attendees formed break-out groups to discuss their vision of a greenway. Each group generated a list and reported back to the entire audience.



Break out groups to discuss greenway vision.



A citizen reports back to the audience.

Participants articulated desired elements of their greenway:

- Rest areas with benches.
- Waste receptacles.
- Good signage and information kiosks.
- Semipermeable surfaces.
- Distinct spaces for cyclists and pedestrians.
- Lighting at all street crossings.
- Security phones.
- Restrooms.

In addition, they specified certain qualities of the greenway:

- Connect open spaces.
- Connect the harbors.
- Connect libraries, schools, and playing fields.
- Connect to ponds and rivers.
- Connect town centers.

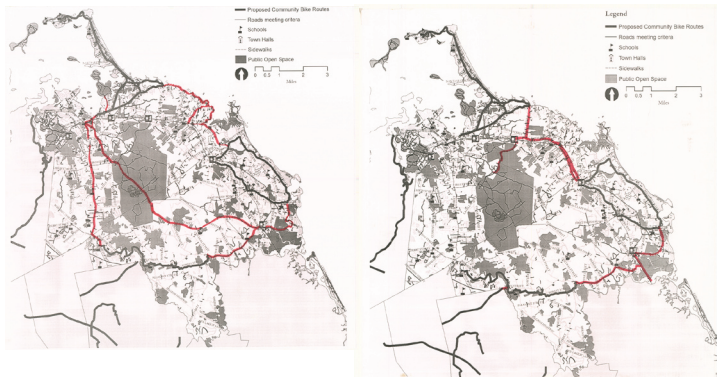
Second Public Forum

The second public forum on the South Shore Greenway was held on March 3rd 2008 at 7:00 pm in the Cohasset Town Hall. As before, the forum was hosted by Sustainable South Shore and facilitated by the CSLD planning team. The purpose of the forum was to update the community on the state of planning and obtain their response to a provisional greenway plan.

Thirty-four people attended the second meeting. As before, attendees were asked to sign-in and state their interest in the Greenway project. Individuals from all five towns attended although Hingham was poorly represented (two people) due to a conflict with the annual town meeting. The audience was fairly evenly split among the four remaining towns and included several selectmen and town planners.

Appendix C: Public Meetings

A short presentation was made by the Conway planning team on the process used and the criteria developed for routing the greenway. Attendees then formed break out groups to propose routes of their own using those criteria by drawing on maps of the region



Example maps of routes proposed by meeting attendees following Conway-developed criteria.

The routes proposed by the attendees were then collected and that proposed by the Conway team shown. A large degree of correspondence between the two—Conway and the public—was found. Differences were noted for future revision of the proposal. A short question and answer session followed before the meeting broke up.

Appendix D: Contacts

Government Agencies and Office Holders

U.S Environmental Protection Agency
Region 1: New England
<http://www.epa.gov/region01/index.html>
New England States
Phone: (888) 372-7341

U.S Department of Transpotation
Federal Highway Administration
<http://www.fhwa.dot.gov/>

Massachussetts Community Preservation Act
<http://www.communitypreservation.org/index.cfm>
Phone: (617) 367-8998

Congressman Bill Delahunt, 10th District
<http://www.house.gov/delahunt/>
Phone: 617-770-3700
Toll-Free: 800-794-9911

State Representative Garrett J. Bradley
<http://www.mass.gov/legis/member/gjb1.htm>
Phone: 617-722-2460
E-Mail: Rep.GarrettBradley@hou.state.ma.us

State Representative Frank M. Hynes
<http://www.mass.gov/legis/member/fmh1.htm>
617-722-2552
E-Mail: Rep.FrankHynes@hou.state.ma.us

State Representative Robert J. Nyman
<http://www.mass.gov/legis/member/rjn1.htm>
Phone: 617-722-2020
Email: Rep.RobertNyman@hou.state.ma.us

Advocacy Groups

Rails to Trails Conservancy
<http://www.railtrails.org/index.html>
1-202-331-9696

League of American Bicyclists (LAB)
<http://www.bikeleague.org/>
(202) 822-1333
Email: bikeleague@bikeleague.org

Massachusetts Bicycle Coalition
<http://www.massbike.org/>
617-542-BIKE (2453)

Pedestrian and Bicycle Information Center
<http://www.bicyclinginfo.org/index.cfm>

Critical Mass
<http://critical-mass.info/>

Adventure Cycling
1 800 933 1116
e-mail: gmacfadden@igc.apc.org
<http://www.americancycling.org/forum/>

Greenway proposed to connect 5 towns



The greenway would include this Weir River Estuary Park Committee)

By Robert Knox
Boston Globe Correspondent / February 17, 2008

To make it easier to walk and bike, including for commuters, environmentalists are proposing a greenway spanning five South Shore towns.

Proponents say a South Shore Greenway would build on substantial progress already made by the towns of Cohasset, Hull, Hingham, Norwell, and Scituate in creating safe pedestrian and bike ways within those towns. The plan would join the corridors and fill in gaps where needed.

Sponsors held a public meeting recently and scheduled a second for March 3 to present a report on the plan by students of the Conway School of Landscape Design.

That meeting will be at 7 p.m. at Cohasset Town Hall.

"All of these communities have some beautiful open spaces," said Judeth Van Hamm, president of the Sustainable South

Shore, the idea's originators. "It's not just that we're linking these paths together. They themselves link these beautiful parks, harbors, and waterfronts, along with the ferry and the train stations."

A greenway, according to the architects and environmentalists who pioneered the movement in the 1990s, is a network of natural corridors where people can walk, bicycle, and push a stroller. The "green" activities of walking and biking are linked with trains and boats - considered "green" transportation because they use less energy and pollute less than highway traffic.

Local residents who attended last month's meeting at the First Parish Church in Norwell said they were enthusiastic about a greenway that would cause visitors to stop and notice the scenic areas they drive by on their way to the Cape.

"One of the hopes people expressed was that it would draw people to the area," said Michael Lance, a graduate student of the Conway School, the only institution in the United States devoted to sustainable landscape planning and design. The three students working on the South Shore Greenway report conducted the meeting that drew 56 people, including some officials of the five towns. New to the South Shore, the students were impressed to find an "incredibly beautiful area" so close to Boston, the Conway School's Andrew Weir said.

Weir said "greenway" is an umbrella term for a corridor that would look different in different communities, ranging from densely populated Hull with its long sandy beach to Norwell's open space and grassy riverbanks.

"The whole idea of connections is central," said the school's Kathleen McCormick.

The greenway concept involves both transportation and recreation, Weir said. When people were asked at last week's meeting where they would like the greenway to go, a common response was a railroad station, Weir said.

Each of the five towns involved has been making progress in improving pedestrian and bike paths and linking existing corridors, greenway proponents said. Some improvements were inspired by, and even paid for by, the restoration of the Greenbush rail line that runs through Hingham, Cohasset, and Scituate. Roadway reconstruction along Route 228 has made it possible to bike long stretches of a major regional road that were dicey before, Van Hamm said. Improvements to old narrow roads have opened much of the Weir River Estuary in Hull, Hingham, and Cohasset for exploration by foot and bike, creating a "figure-eight" double loop of pathways with views of marshes and islands.

Sidewalk improvements have taken place in the three towns, and a planned road reconstruction at West Corner will knit the three together while improving a problem spot for bike riders and walkers.
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New sidewalks on Forest Avenue in Cohasset and a new bike path on an old railroad right of way create the possibility of linking Forest Avenue to the Cohasset rail station and nearby Wampatuck State Park, creating the kind of network of hiking trails, bike ways, and rail transportation that causes greenway advocates to wax poetic.

At the south end of the projected greenway, Scituate planners, led by the local citizens group People for Active Transportation and Health, or PATH, have created a loop of connected walkways called “the Driftway.”

Local government has made improvements for walking and biking a priority throughout the region, Van Hamm said. The Hull Bicycle and Walk Plan adopted by selectmen last May made goals of redesigning George Washington Boulevard to be bike- and pedestrian-friendly, creating safe bike and walk ways through the Nantasket beach front district, connecting sidewalks and providing corner curb cuts throughout town,

and creating “home zone” streets with low speed limits in neighborhoods with limited traffic.

Greenway proponents also have identified some stretches where improvements are needed, Van Hamm said. George Washington Boulevard, which connects Hingham and Hull, has stretches that are not friendly to either pedestrians or bikers, she said, and it needs to be “restriped” to create bike path shoulders on each side. The boulevard also has spots that offer attractive views but make it impossible to cross the roadway “without taking your life in your hands,” she said.

The Hingham Rotary also needs to be made safer. Reducing the speed limit on George Washington Boulevard, which feeds into the rotary, would help, she said. Greenway backers plan to ask the state to study the road for safety improvements.

West Corner, where the state plans to realign Rockland Street with Jerusalem Road, needs safety improvements for walkers and bikers, and a stretch of Jerusalem Road in Cohasset where people walk to Black Rock Beach lacks sidewalks and is dangerous, Van Hamm said. Greenway backers will ask the town of Cohasset to study that road.

Other Greenway improvements include building more sidewalks in Scituate, connecting Forest Avenue to the Cohasset train station, and building pathway links in Norwell.

Recognition of the South Shore Greenway by state and local government will lead to maps, signs, and physical improvements, supporters said.

“Maps are our thing,” Weir said. The Conway School design students said their report will offer recommendations towns and other backers can act on. In addition to Sustainable South Shore (a regional group of “green” activists), the study is being sponsored by Cohasset Cycle Sports, Jake’s Seafood Restau-

rant in Hull, and Scituate’s People for Active Transportation and Health.

“The idea is to link all these treasures that we have,” Van Hamm said. “There will be a map; people can follow it. We’ll be in line to get money to fill in the missing pieces.”

She also envisions a time when tourists can take their bikes on a train or boat from Boston to the South Shore, get off at the station, and ride.

Robert Knox can be contacted at rc.knox@gmail.com.
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http://www.boston.com/news/local/massachusetts/articles/2008/02/17/greenway_proposed_to_connect_5_towns/, March 20th 2008.

Enthusiasm abounds for South Shore Greenway

By Nancy White
The Cohasset Mariner

Thu Feb 07, 2008, 12:17 PM EST

Cohasset - The South Shore could have its own “emerald necklace” before too long. Enthusiastic support has been met with an idea to create walking and bike paths throughout five local towns including Cohasset. The pathways would connect conservation land and highlight points of interest in each town.

Judeth Van Hamm, president of Sustainable South Shore, and Steve Bobo, Board of Health member, came before the Selectmen to request the town’s support of the project as it gets off the ground. The Selectmen gave the South Shore Greenway the encouragement and support they desired.

“I consider (this project) a windfall for the South Shore towns,” said Bobo. The towns of Hull, Hingham, Cohasset, Scituate and Norwell are involved in the project. Right now, students at the Conway School of Landscape Design are drafting a master plan for connected greenways in all five towns.

While in some respects each town has been working on efforts in isolation, this project brings the towns together toward a common goal — and could possibly make for a more appealing grant application down the line. The combination of pedestrian access to the train stations and collaboration between several towns will make a compelling case, said Van Hamm.

“I see it as a major resource for residents and an economic boon for commercial interests,” said Van Hamm, “I believe it will help every commercial node in our towns.”

Cohasset’s recent efforts have included completion of the Forest Avenue sidewalk and a bike path connection to Wompatuck State Park beginning across from the train station. The rest of Cohasset’s greenway is already complete or in the works.

According to Bobo, it begins at the bike path to Wompatuck State Park across from the train station then will connect with the to-be-built sidewalk on Route 3A and King Street then pedestrians could have the option to continue to the waterfront and Hull via Forest Avenue or down North Main Street to the Village. Sidewalk connection then can take pedestrians or bike riders to the harbor or down South Main Street to the Cohasset/Scituate town line.

The town of Scituate is looking for funding to build a sidewalk on Country Way from the North Scituate train station to the Cohasset/Scituate town line.

“It will connect Cohasset residents to another train station,” said Bobo and connect Cohasset to North Scituate center and then other Scituate areas.

Van Hamm, who lives in Hull, tried for federal grant funds for a similar project in her hometown in 2005 and 2007, but was not awarded the funding either time. She began to think broader and was able to get a team of students at the Conway School to take on the South Shore Greenway master plan as a research project.

“The landscape architects are not just connecting bike paths, it’s connecting open space and greenspaces on the South Shore,” said Van Hamm. Last week, dozens of residents from all towns met in Norwell to discuss the greenway. “There’s a lot of enthusiasm for this project,” said Bobo.

Van Hamm and Bobo requested \$400 from the town to contribute to the growing fund to pay for the landscape ar-

chitects. Cohasset Cycle Sports has contributed \$100 already. With a draft plan in place, the hope is all five towns could apply for a funding grant to make the greenway accessible to residents with maps and signage.

“I think it’s a great idea,” said Selectman Fred Koed and the Board supported his sentiment unanimously.

The students from the Conway School of Landscape Design will present a draft plan at a meeting Monday, March 3 at Cohasset Town Hall.

<http://www.wickedlocal.com/cohasset/homepage/x1048104274>, March 20th, 2008.

Talks begin on South Shore greenway proposal

By Tessa Fitzgerald
The Norwell Mariner

Thu Jan 31, 2008, 03:12 PM EST

Norwell -About 40 residents from South Shore communities gathered at First Parish Church in Norwell Tuesday night to offer input on the South Shore Greenway Project.

The proposed project would connect five towns — Norwell, Scituate, Hull, Cohasset and Hingham — by pathways that residents could walk, jog or bike on.

Using stickers and maps, residents at Tuesday night's gathering marked off areas of the five towns they would like to see incorporated into the greenway. Areas like the shoreline in Scituate, Hull and Cohasset were marked off, as well as Wompatuck State Park in Hingham and the Norris Reservation in Norwell.

Some attendees indicated they would also like to see schools and businesses connected to the path network as well as access to the Greenbush commuter line in Scituate. On the other side of the maps, participants marked off areas of town they enjoy.

Residents were also asked to split up into groups and then give their input on the set up of the Greenway.

Some groups suggested having safety phones installed along the pathways, as well as areas to stop, maps and directions, an educational component and loops so a person would not have to go back on the same path they rode or walked out onto.

The students from the Conway School of Landscape Design, who ran the meeting, will put together the information they've gathered for a draft plan, to be presented at the next meeting, which will be held March 3 at Cohasset Town Hall.

The students working on the project are Andrew Weir, Kathleen McCormick and Michael Lance. For a longer version of this story, see our Web site later in the week, www.wickedlocal.com/norwell.

<http://www.wickedlocal.com/norwell/announcements/x1059371476>, March 20th, 2008.

Emerald path to connect 5 towns : 3 grad students in landscape design are working on greenway study

By Kaitlin Keane
The Patriot Ledger

NORWELL - Five towns, three students and one pathway.

The numbers behind the South Shore Greenway Study make one thing clear - the graduate students at the Conway School of Landscape Design have their work cut out for them.

The study, being conducted by Andrew Weir, Kathleen McCormick and Michael Lance, is the final project for the Conway students' second semester. The school says the 10-month graduate program is focused on landscape design that is ecologically and socially sustainable.

This project was a perfect fit for the school,” said Lance, who owns a residential landscape design firm. It’s such a great concept.”

The project, the South Shore Greenway Study, is to create a comprehensive plan for a bicycle and walking path that connects five South Shore communities: Cohasset, Hingham, Hull, Norwell and Scituate.

After meeting with about 60 residents and town officials from the five communities this week, the students have a better idea of what people want.

People who attended Tuesday's meeting, held at the First Parish Church in Norwell, offered suggestions on which landmarks should be connected by the path.

Many stressed a desire to use the coastline and waterways while also creating an alternative-transportation route, Lance said.

Creating pathways that lead to the Greenbush rail line was another priority, he said.

The project is generating a buzz,” Lance said. People like the idea of linking a community, creating connectivity and bringing everyone together.”

The students will aim to strike a balance between what people want and what is best for local wildlife, he said.

They will present a plan at a public meeting on March 3. Using that plan, towns will be able look into seeking state grants and other financing for the project, Norwell Town Planner Todd Thomas said.

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<http://ledger.southofboston.com/articles/2008/02/01/news/news13.txt>, March 20th, 2008.