



DESIGN PUBLIC HEARING

THURSDAY, JUNE 13, 2013 AT 7:00 P.M.

AT

KEN OLSON CONFERENCE ROOM  
10 CLOCK TOWER PLACE, BUILDING 4  
146 MAIN STREET  
MAYNARD, MA 01754

FOR THE PROPOSED

ASSABET RIVER TRAIL (ARRT)  
Project No.: 604531  
Project Management

IN ACTON & MAYNARD, MASSACHUSETTS

COMMONWEALTH OF MASSACHUSETTS  
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION

FRANCIS A. DEPAOLA, P.E.  
HIGHWAY ADMINISTRATOR

THOMAS F. BRODERICK, P.E.  
CHIEF ENGINEER

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**PRESENTERS**

Michael Papadopoulos, Project Manager, Project  
 Management Section, MassDOT - Highway Division  
 Arthur Frost, District 3 Office,  
 MassDOT - Highway Division  
 Stephen Risotti, District 3 Office,  
 MassDOT - Highway Division  
 Linda Walsh, Right of Way Bureau,  
 MassDOT - Highway Division  
 Antonio Santoro, PE, Senior Project Manager, AECOM  
 Nicholas Rubino, PE, Associate Vice President, AECOM  
 Anthony Ciolfi, AECOM

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1 consultant is AECOM. And with us tonight we have Nick  
2 Rubino, we have Tony Santoro, and we also have Tony  
3 Ciolfi. We also have David Fraser, the  
4 transcriptionist from Arlington Typing and Mailing.  
5 He will be making a verbatim transcript of tonight's  
6 hearing. We also have with us tonight State  
7 Representative James Eldridge -- State Senator, I'm  
8 sorry. My apologies. We have State Representative  
9 Jennifer Benson. From the Town of Maynard, we have  
10 David Gavin, Board of Selectmen. We have from the  
11 Town of Maynard, the Conservation Agent, Linda Hansen.  
12 From the Town of Acton we have Roland Bartl, the  
13 Planning Director. And we also have Kristen Guichard,  
14 the Assistant Planner. We also have the Chairman of  
15 the Board of Selectmen, Janet Adachi.

16 The notice of public hearing appeared  
17 in the *Acton-Boxborough Beacon* as well as the *Maynard*  
18 *Beacon-Villager* on May 30<sup>th</sup>, 2013 and on June 6<sup>th</sup>, 2013.

19 A copy of this notice is included in  
20 the handout and will be attached in the final hearing  
21 transcript.

22 Page four of the handout explains the  
23 purpose of the hearing, which gives us an opportunity  
24 to make a formal presentation of tonight's proposed

1 project and, at the same time, allows us to record  
2 your input regarding the project.

3                   Construction funding for this project  
4 is currently identified as Federal Aid funding, with  
5 the Federal Highway Administration funding 80 percent  
6 of the total construction cost. MassDOT funds the  
7 remaining 20 percent.

8                   This project must be programmed in the  
9 statewide Transportation Improvement Program in the  
10 appropriate federal fiscal year in order for MassDOT  
11 to solicit bids for eventual construction. And it is  
12 currently programmed in the 2015 Transportation  
13 Improvement Program.

14                   The total estimated federal  
15 participating cost of the project at the present time  
16 is \$4.5 million. This does not include any right of  
17 way acquisition costs.

18                   The design is expected to be completed  
19 in the summer of 2015. Construction is expected to be  
20 completed within two years from the construction  
21 notice to proceed.

22                   At this time, I would like to ask Linda  
23 Walsh to explain the right of way procedure.

24                   LINDA WALSH: Thank you, Michael.

1                   When the Commonwealth, acting through  
2 its Massachusetts Department of Transportation -  
3 Highway Department, indicated it would accept this  
4 \$4.5 million project for funding under our Federal Aid  
5 Program, your municipality accepted certain  
6 responsibilities. One of those responsibilities is to  
7 acquire all the necessary rights in private and public  
8 lands for the design, construction, and implementation  
9 of this project.

10                   My function is to review and recommend  
11 procedures that your municipality will utilize in  
12 acquiring these rights. The procedures used must  
13 comply with both federal and state regulations.

14                   The current design plans indicate that  
15 there are approximately five fee acquisitions and/or  
16 permanent easements needed, and other areas will  
17 require temporary construction easements and/or rights  
18 of entries.

19                   Your municipality may acquire the  
20 needed rights through a combination of donations,  
21 eminent domain, deed grants, permits, or rights of  
22 entries.

23                   Frequently, local municipalities will  
24 appeal for donations. The donation procedure

1 minimizes the acquisition cost to your municipality,  
2 although donations and rights of entries are not  
3 required, and property owners are entitled to an  
4 appraisal and just compensation.

5           This project cannot be advertised until  
6 the new proposed Right of Way is secured, and the  
7 Right of Way Bureau issues a Right of Way Certificate.

8           Affected property owners' rights are  
9 protected under our Massachusetts General Laws,  
10 primarily Chapter 79. And because this project is  
11 receiving federal funds, the property owners' rights  
12 are further defined under Title III of the Real  
13 Property Acts of 1970 as amended.

14           I will be happy to answer any general  
15 questions concerning right of way activities during  
16 the open forum, and I will be available after the  
17 hearing for any specific questions you may have.

18           Thank you.

19           MODERATOR PAPADOPOULOS: Thank you,  
20 Linda.

21           Antonio Santoro of AECOM will now  
22 describe the Towns' project in detail for you. I ask  
23 that you hold your questions until he completes his  
24 presentation and I open the hearing to the public.

1                   ANTONIO SANTORO: Hi, everybody. My  
2 name is Tony Santoro.

3                   The PowerPoint, this is essentially the  
4 plans you see out back with some blow-ups and  
5 snapshots.

6                   This is the locus plan that you have in  
7 your handout. The job starts at the Maynard town line  
8 and works its way to the South Acton Train Station.

9                   This, again, is just the plan, a shot  
10 of the plans we have out back.

11                  We start at the Stow line and Maynard  
12 town line. And not far from the beginning is the  
13 brand new parking lot at the national refuge. And we  
14 work our way to -- this plan brings you to the DPW  
15 yard at Ice House Landing. Along this stretch there  
16 is an existing culvert at the bottom of this slide.  
17 That will remain. We'll add some safety rails, make  
18 it a little safer to get across it.

19                  Here at the DPW yard, we're proposing a  
20 parking lot. And we're doing two things. We're  
21 formalizing the entrance to the path, and we're adding  
22 19 parking spots, and we're separating those parking  
23 spots from the DPW yard. Right now, you have to go  
24 into the yard to get to that existing entrance to the

1 Ice House Landing.

2                   This is the first instance where we  
3 have to come out, be outside of the existing trail bed  
4 and adjacent to Winter Street.

5                   The shot up top is the retaining wall  
6 that we're building as we approach the canal, that  
7 Great Road at Route 117.

8                   The next is a blowup of that same  
9 intersection where, again, along Winter Street we're  
10 modifying the pavement there across a little bit.  
11 And, as you cross Route 117 -- let me get the pointer  
12 out -- at the moment, Pine Street is the triangular  
13 area here and it enters to Great Road.

14                   Thanks, Tony.

15                   And what we're proposing is to bring  
16 the path from the woods and use this existing stretch  
17 of road and close that off to vehicle traffic. This  
18 we're maintaining -- there's a residence there --  
19 we've maintained that driveway.

20                   With the new crosswalk here, we include  
21 that sidewalk. And this little connection to Pine  
22 Street would just be sort of a brick paver, no  
23 vehicles.

24                   And as we get across it, then we're

1 back into the existing rail.

2 I just wanted to show this. A lot of  
3 you on bike paths might be used to the bollards at the  
4 entrances. The trend today is to have what's called  
5 a trailhead. And it would be just a granite curbing  
6 with some foliage on top of it to discourage weeds  
7 from coming through. But the bollards have become  
8 problematic. In the winter, trying to get those --  
9 they are set up for emergency vehicles to come  
10 through, and there's a bolt on the bottom. And in the  
11 winter it ices over, and also bicyclists running into  
12 them. The state is discouraging those right now. So,  
13 the entrances to these pathways will look similar to  
14 this.

15 Again, we're on High Street as we work  
16 our way to Sudbury Road. We're within the existing  
17 railbed within the woods.

18 When we come to, let's see, I wanted to  
19 point out here along High Street we do come out along  
20 the street again. There is a separation with some new  
21 trees there and some widening going at the sidewalk to  
22 accommodate both the vehicles in the road and the new  
23 room for the path.

24 On Sudbury Street we essentially take -

1 - we stay on the existing sidewalk. In this area, of  
2 course, we're in downtown Maynard. Now, we're going  
3 to cross our way through downtown and get to the other  
4 end back into existing rail.

5                   So, let me start walking us through  
6 here. Sudbury Street, sidewalk, across the crosswalk.  
7 Here's the parking lot here at Clock Tower Place along  
8 Main. And then, again, we're crossing Main Street  
9 here to get to Railroad. In Railroad Street there is  
10 an existing grass strip. When we are there, we're  
11 occupying that area, we're not moving the curb line  
12 along Railroad Street.

13                   There are only two spots which we're  
14 modifying at the entrance on that corner. Right now,  
15 the front-end spots, we're rotating those to make them  
16 parallel. We cross Florida Road. We go through the  
17 existing post office parking lot, and then to that  
18 existing bridge.

19                   This is a photo of the existing bridge.  
20 The new will be a steel truss prefab bridge.

21                   Let's see. There was the blowup we had  
22 here on Main Street of the Clock Tower before we  
23 crossed and Railroad. So, when I say we're not  
24 modifying the curb, all these spots, we're not going

1 to change this here for those parked cars. And the  
2 two spots that I mentioned we're modifying are right  
3 there at the entrance.

4 And this is a photo of that grassy  
5 area.

6 Behind the post office, through the  
7 existing lot -- behind the post office, through the  
8 existing lot. We are modifying a little bit there.  
9 We gained some more parking spots back.

10 We have a proposed bridge where have  
11 the existing. It will be wider. It will be 16 feet  
12 wide. And we have a prefab truss bridge. There's one  
13 example of a prefab truss. Again, the existing down  
14 below and the proposed here.

15 Now we're in the parking lot behind  
16 Nason Street. We are currently proposed to come on  
17 this side of the parking lot. The benefit there is  
18 there is no right of way required. And we minimize  
19 any interruptions to the existing parking.

20 And this spot where we cross over is  
21 the back door of the Maynard Outdoor Store. When we  
22 get across here, I think it's Dunn Oil, the doorway  
23 and the stairs right at that spot.

24 What we wanted to show today was there

1 may be an alternative here, but it does require more  
2 right of way. And it does mean losing some of the  
3 parking there in the lot.

4           Coming to the left is the grassy area.  
5 There's parking. We'd come around to the front of  
6 Dunn Oil and take those spots, and then make our way  
7 back to where we're proposing today.

8           It's something being explored. We can  
9 talk about it a little more after when we get through  
10 this.

11           Let's see what we have for photos.

12           This is -- this photo here gives you an  
13 idea what we're talking, where we're proposing the  
14 existing right of way. There you can see the subway  
15 sign. And right about there is the Maynard Outdoor  
16 Store and you can cross back over.

17           The other end of the lot, we're  
18 crossing over. You may remember there is a wall here  
19 with a pretty significant drop-off. That's the reason  
20 we're coming across the other side.

21           As we approach Summer Street, we'll be  
22 crossing and, again, entry back at the new trailhead  
23 back into the woods.

24           This is just a broad shot all the way

1 to Acton Street and as we approach Haynes Square.

2                   The next blowup will be of Haynes  
3 Square.

4                   At this location, we're bringing the  
5 path over along Main Street. The thought there is the  
6 crosswalk should be as close to the existing  
7 crosswalk, to the edge, as possible.

8                   As you look at this, the natural  
9 progression of the path we'd want to go through. But  
10 it's a better situation for the pedestrians to come  
11 over here, closer to the edge where there's a  
12 crosswalk and a stop sign as it gets across.

13                   Again, the broad view from Acton Street  
14 all the way to Conant Street.

15                   The shot below is right there,  
16 standing, probably Christmas Motors I think it is.

17                   Now we're approaching the Acton town  
18 line. And this is at 18 Main Street. The right of  
19 way here is complex. Obviously this goes right  
20 through it. So, we're proposing to bring the path  
21 back along to Main Street. At this spot, there is a  
22 stone wall. We're are on the building side of the  
23 stone wall along there, so the stone wall will be  
24 between that pedestrian and traffic.

1                   This orange color, what that signifies  
2 is there's some drainage ditches here. There's a  
3 wetland. This will all be an elevated boardwalk.

4                   I think the next slide, yeah, it gives  
5 you a sense. So, it will be on pilasters. It  
6 minimizes the disturbances to the wetlands.

7                   And then we work our way back again to  
8 the wooded area, back on the trailhead, the right of  
9 way.

10                  Another broad shot taken.

11                  Sylvia Street in Acton. There will be  
12 access to the path and a handful of parking spots  
13 proposed to enter the path.

14                  We just thought that was a nice shot of  
15 the existing bridge. We wanted to add that to the  
16 list. And we're at Mill Pond in Acton as we work our  
17 way east.

18                  So there's the existing bridge.

19                  The plan here is you'll see that's the  
20 existing bridge with all of the pilasters in the  
21 water. We're proposing to leave it there and bridge  
22 from both abutments with a new prefabricated bridge  
23 similar to this.

24                  This photo is actually from Great Brook

1 Farm in Carlisle. And it turned out to be something  
2 similar to what we were looking at for that location.

3 By bridging both ends, you can leave  
4 this historic feature down below if they want.

5 This is the existing farmland in Acton.  
6 It hugs the edge of it. The goal there is to keep  
7 this contiguous and not interrupt the farmers'  
8 activities.

9 And we approach the terminus at Maple  
10 Street. Here's the South Acton Train Station. And  
11 this is also public parking that will be added to the  
12 trail.

13 So, I made it to the end. I guess we  
14 can start questions.

15 Mike?

16 MODERATOR PAPADOPOULOS: Thank you,  
17 Tony.

18 The plans presented tonight are not  
19 complete. The next step will be to review the  
20 comments received this evening, then amend and  
21 complete the plans for advertising and eventual  
22 construction.

23 Before we open the hearing to you, I  
24 will explain the hearing procedure. First, as stated

1 previously, the purpose of this hearing is to solicit  
2 your input regarding this project. As the plans are  
3 not yet complete, we may not be able to answer all of  
4 your questions or respond to all of your comments at  
5 this time.

6                   Next, we ask that anyone who wishes to  
7 have his or her comments entered into the official  
8 hearing transcript to please stand up, identify  
9 yourself by name and affiliation, whether you are an  
10 abutter, a local official, or a concerned citizen.  
11 And, please spell your last name. This is necessary  
12 in order for us to obtain a full verbatim transcript  
13 as required by law.

14                   As stated previously, the last sheet of  
15 the handout is a mail-in sheet. If you have any  
16 questions or comments which you would like to submit  
17 in writing, please use it for that purpose. You may  
18 leave this sheet with me tonight, or you may mail it  
19 into the Department within 10 days of this date and it  
20 will become a part of the official record.

21                   Finally, it is normal procedure to ask  
22 elected officials to offer their comments first. Are  
23 there any federal, state, or local officials who would  
24 like to speak at this time?

1                   Yes, Senator.  Senator Eldridge,  
2 please.

3                   SENATOR JAMES ELDRIDGE:  Good evening.

4                   Well, first of all, I want to thank you  
5 very much for holding this hearing here.  I am State  
6 Senator Jamie Eldridge, representing Acton, Maynard,  
7 as well as 12 other communities.

8                   And I'm not here to ask any questions.  
9 I really just wanted to be here to show my support for  
10 the project and express appreciation for DOT and its  
11 engineering team for the thought you put into the  
12 proposal.  I know it's a very complex one, given the  
13 density and some of the unique aspects of the paths  
14 that connect these rail trails.

15                   I would really just say, first of all,  
16 as somebody who grew up in Acton and who lives in  
17 Acton now, you know, more often than not, growing up  
18 in Acton, I would find myself going to Maynard to go  
19 to the Outdoor Store, to go get something to eat with  
20 my parents, with my sister.  And, the idea of this  
21 rail trail connecting these two towns is a very, very  
22 exciting one.  To be able to walk, to be able to use a  
23 bike to get between the two towns is very exciting.

24                   As a State Senator, I've already seen

1 the benefits of this rail trail east -- excuse me --  
2 west in the district in the towns of Hudson and  
3 Marlborough where the Assabet River Rail Trail  
4 currently exists. And I've seen the benefit is has  
5 had, particularly to residents of Hudson and  
6 Marlborough.

7                   The particular aspect that is critical  
8 and sort of highlights the importance of this project  
9 is the multimodal aspect of it. And the fact that the  
10 rail trail will connect to the South Acton Train  
11 Station, as someone who has worked very hard along  
12 with Representative Jen Benson, and the legislative  
13 delegation in general, for improvements to the  
14 Fitchburg Commuter Rail as well as more parking along  
15 the entire corridor, the idea of having a rail trail  
16 connected to a train station is also extremely  
17 important. So, I want to highlight that as well.

18                   Thank you very much for having this  
19 hearing. I just want to thank everyone for coming  
20 here tonight. It's a tremendous turnout. And I look  
21 forward to hearing more of the details and the  
22 comments from residents in town.

23                   Thank you.

24                   MODERATOR PAPADOPOULOS: Thank you,

1 Senator Eldridge.

2 Any other elected officials who would  
3 like to speak at this time?

4 Representative Benson.

5 REPRESENTATIVE JENNIFER BENSON: My  
6 name is Jen Benson. I live in Lunenburg, but  
7 represent the portion of Acton that the rail trail  
8 services.

9 And one thing I just wanted to add was  
10 -- I've been very excited about supporting this  
11 project -- the importance not only from a health and  
12 leisure aspect for residents, but the importance for  
13 economic development and actual transportation I think  
14 cannot be underrated.

15 I recently traveled to Helsinki,  
16 Finland, which is not necessarily the first place you  
17 would think of as using a bike for transportation, but  
18 they have a very, very extensive trail, bike trail  
19 system. And it is regularly used for going to work,  
20 and shopping, bringing kids to daycare, and all of  
21 those things. And it was amazing to me that even in a  
22 country where perhaps a vast majority of the year it's  
23 quite cold and poor weather, this is a very viable  
24 alternative to getting in a car.

1                   And so I'm very excited about the  
2 multimodal aspect of this. And I am also very happy  
3 to see so many people here. And I hope you all  
4 support the project.

5                   Thank you.

6                   MODERATOR PAPADOPOULOS: Thank you,  
7 Representative Benson.

8                   Any other elected officials?

9                   SELECTMAN DAVID GAVIN: Thank you, sir.  
10 My name is David Gavin. I am a member of the Board of  
11 Selectmen here in Maynard.

12                   And I'd first like to thank MassDOT for  
13 coming to Maynard this evening. It's an honor to have  
14 you here in our Town.

15                   Further, I'd like to thank Joe Mullin  
16 for offering his facilities here, Clock Tower Place.  
17 It's always a welcome opportunity to utilize this  
18 facility and give people an opportunity to see what a  
19 gem it really is for our community.

20                   I'd like to thank Senator Eldridge for  
21 his representation here tonight and for his leadership  
22 on this and other issues in our community, as well as  
23 Representative Kate Hogan, who is planning on being  
24 here later this evening. Kate is also a champion of

1 this and other causes for the Town of Maynard. And we  
2 very much appreciate her leadership. And, I'd also  
3 thank Representative Benson for being here this  
4 evening as well. It's nice to see you again. Thank  
5 you.

6                   We are a proud community here in  
7 Maynard, especially of our walkability. As a matter  
8 of fact, many of you who are here tonight from Maynard  
9 know that *Boston Magazine* recently named Maynard as  
10 the most walkable community in Massachusetts. And we  
11 are proud of that designation. And this project will  
12 go a long way to assist us to continue that legacy, to  
13 continue ourselves as we move forward.

14                   It's an opportunity, this project is,  
15 to connect ourselves as a region for economic  
16 opportunities, for transportation opportunities, and  
17 for recreation opportunities, giving people an  
18 opportunity to go from Maynard to other local towns  
19 and, more importantly, to allow people from other  
20 communities to come in and see our wonderful town that  
21 might not have seen it from the opportunity along the  
22 rail trail.

23                   We're excited about this project moving  
24 forward. We're hopeful that our community will

1 provide whatever assistance is necessary to make this  
2 a successful project. I'm sure that you will get  
3 cooperation from the Board of Selectmen along the way  
4 in many necessary areas. We'll certainly listen to  
5 the public's concern about any right of way concerns  
6 that were discussed earlier. That will certainly be  
7 something that we will consider and given an  
8 appropriate response to.

9                   We're continuing to be a community here  
10 in Maynard of progress, and moving forward on this  
11 project is consistent with our Community Development  
12 Principles, which were designed by a number of  
13 residents over the last several years and instituted  
14 in the last three or four years by the Board of  
15 Selectmen, which controls or directs our community on  
16 what we want to do and gives guidance to our  
17 community's growth and development. And this  
18 certainly falls into the category of being something  
19 that's supported by our Community Development  
20 Principles.

21                   So, again, I thank you for the  
22 acceptance of my comments into the record. I thank  
23 you for being here this evening, and thank you to the  
24 residents as well.

1                   MODERATOR PAPADOPOULOS: Thank you, Mr.  
2 Gavin.

3                   Any other elected officials? Yes?

4                   SELECTMAN JANET ADACHI: Hi. I'm Janet  
5 Adachi. I'm Chairman of the Board of Selectmen in  
6 Acton. And, I will, actually, be relatively brief.  
7 My letter from the Board of Selectmen is on the table.  
8 So anybody who's got it knows where our position is.

9                   The Board of Selectmen, through various  
10 changes in membership, has been pretty consistently  
11 supportive of the Assabet River Rail Trail in not only  
12 our town, but the entire project. So, this is the  
13 latest piece, and I think we're very excited about  
14 moving forward.

15                  What Senator Eldridge and  
16 Representative Benson said about the multimodality is  
17 absolutely true. I think that it will be very useful  
18 for people who want to catch the South Acton Train  
19 Station, the train, to have a way to bike there  
20 instead of driving. It will reduce our carbon  
21 footprint. We are one of the first green communities  
22 under the Green Communities Act, so we pride ourselves  
23 on trying to be environmentally friendly.

24                  And I do appreciate the opportunity for

1 everybody to have a chance to weigh in on the project.  
2 I know it's extremely complicated. I look forward to  
3 watching its progress as it moves forward.

4                   And I would add, on a personal note,  
5 that I grew up in north Sudbury. I probably spent  
6 more time in Maynard than I did in south Sudbury. And  
7 we actually started out with an 897 phone number  
8 before we were forced to switch to a Sudbury phone  
9 number. So, I have a soft spot in my heart for the  
10 Town of Maynard, and I'm delighted that we will be  
11 able to come together in this way.

12                   Thank you.

13                   MODERATOR PAPADOPOULOS: Thank you, Ms.  
14 Adachi.

15                   Any other elected officials who would  
16 like to speak at this time?

17                   (No response.)

18                   MODERATOR PAPADOPOULOS: This hearing  
19 is now open to the public, and we welcome your  
20 questions or comments.

21                   Yes, please.

22                   KATHIE LARSEN: Hi. I'm Kathie Larsen.  
23 That's L-A-R-S-E-N. I live at 13 High Street. And, I  
24 walked here this evening in the rain.

1                   And I have two selfish, self-centered  
2 questions. One of them is about parking along High  
3 Street, and the other is I have for many years taken  
4 the commuter rail and I would love to see this done so  
5 that I can ride a bike to the train and not have to  
6 drive to catch the first train in order to get  
7 parking. So, I'm interested in the bike spaces at the  
8 train station.

9                   MODERATOR PAPADOPOULOS: Mr. Santoro,  
10 Tony?

11                  ANTONIO SANTORO: Yes.

12                  MODERATOR PAPADOPOULOS: Do you wish to  
13 comment about the question for the lady?

14                  ANTONIO SANTORO: Bike racks? Are we  
15 going to provide bike racks, is that your comment, at  
16 the train station?

17                  MODERATOR PAPADOPOULOS: Yes.

18                  ROLAND BARTL: Yeah, maybe I can answer  
19 that question. The Town of Acton, as you might know,  
20 has bike racks on the north side of the station at  
21 this time, and has bicycle lockers. And the plan is  
22 to, once the state -- the station right now is under  
23 construction. There will be access from the south  
24 side. And there will be bike -- the plan is to have

1 bike racks and bike lockers on the south side, too.

2 So --

3 KATHIE LARSEN: And the first question  
4 was about parking on High Street.

5 STENOGRAPHER: Could you just identify  
6 who you are?

7 ROLAND BARTL: Okay. My name is Roland  
8 Bartl. I am the Planning Director in Acton.

9 KATHIE LARSEN: So the other question  
10 was about parking along High Street.

11 ANTONIO SANTORO: Is that High Street  
12 in Acton?

13 KATHIE LARSEN: Maynard. The trail  
14 goes down to High Street.

15 ANTONIO SANTORO: And the question is -  
16 - I'm sorry, the question was, again, just in general  
17 what's happening?

18 KATHIE LARSEN: Yes. I mean I have one  
19 sheet that says there will be public parking along  
20 High Street, but you didn't mention it. So what is it  
21 going to be? Will it be existing?

22 ANTONIO SANTORO: We are not adding any  
23 additional parking here, no.

24 KATHIE LARSEN: So there will not be

1 any new development there.

2 ANTONIO SANTORO: Right. The existing  
3 parking will remain.

4 ROLAND BARTL: On the north side of  
5 High Street --

6 ANTONIO SANTORO: Yes.

7 ROLAND BARTL: -- there's a wide dirt  
8 area --

9 ANTONIO SANTORO: Yes.

10 ROLAND BARTL: -- that may people park  
11 on nose in.

12 ANTONIO SANTORO: Okay.

13 ROLAND BARTL: And the question is is  
14 that going to be improved, left as is?

15 ANTONIO SANTORO: This one, we're not  
16 working in that area. Anything along the path, there  
17 are new trees being added along here. And those will  
18 extend it, add some foliage, and the tree line there  
19 that we'll connect those trees to. But, no, we are  
20 not proposing anything in that area.

21 KATHIE LARSEN: Because I have a  
22 document here that mentions parking.

23 MODERATOR PAPADOPOULOS: Next question.  
24 Thanks for your comments. Yes?

1                   BRUCE PEKKALA: I am Bruce Pekkala. I  
2 live on Winter Street. And let me preface what I'm  
3 going to say by saying I certainly support the concept  
4 of rail trail. I am an enthusiastic biker. And, in  
5 fact, I have walked, and run, and skied, and  
6 snowshoed, and biked this trail from Winter Street up  
7 into Stow for -- since I was in single digits. That's  
8 all I'll tell you.

9                   While the concept of the rail trail is  
10 great, those of us in the neighborhood of Ice House  
11 Park and Winter Street have some serious concerns, and  
12 we think there are some sensitivities that need to be  
13 addressed here.

14                   First of all, the proposed parking is a  
15 rather curious one in that why anyone would get in the  
16 car and drive with a bike, to a resident of Maynard,  
17 leave the car, and then proceed to make up that point,  
18 a half mile or three-quarters of a mile if anything,  
19 then traveling west again to get to Acton, doesn't  
20 seem to make much sense. I have a feeling that a  
21 parking lot there is not appropriate environmentally  
22 or to the security of the neighborhood as it has  
23 always been. It would not seem to serve any practical  
24 purpose and I would be very surprised if it gets much

1 use.

2                   Since one can access rails and trails  
3 from anywhere in Town, this is the most westerly point  
4 in Town, and it's not very likely that people travel  
5 west to leave their car to go in the opposite  
6 direction again.

7                   Another concern is on the other end of  
8 Winter Street widening the -- you know, Winter Street  
9 at the Great Road end, raises some questions in terms  
10 of encroaching on what at the moment is somebody's  
11 yard. And this questions why that would be necessary.

12                   I questioned earlier at another meeting  
13 in another place why this road has to be surfaced.  
14 Now, from the center of Maynard to Acton that makes  
15 perfect sense. It's a great idea. But certainly from  
16 Great Road to White Pond Road, it's not quite clear  
17 why that has to be surfaced and if, in fact, you could  
18 not use a soft surface and preserve the integrity of  
19 the environment in that stretch. That is, unlike the  
20 stretch from the center of Town to Acton, a beautiful  
21 country road. People walk it. They ride horseback.  
22 They walk their dogs. No one knows whether -- are we  
23 going to see horses there anymore? Are we going to  
24 see people walking their dogs? And what's permitted

1 and what's not in this area?

2                   And, lastly, for what we're seeing in  
3 other parts of the rails and trail, one of the main  
4 attractions for some is that they can rollerblade, or  
5 skateboard, or travel at higher speeds on their  
6 bicycles. And, at the moment, it's a great place for  
7 walking. Elderly people do it. They walk their dogs.  
8 And if we pave this and we increase speeding traffic,  
9 it really destroys the whole spirit of the area. And,  
10 again, I'm not talking about from the center of Town  
11 to Acton. No problems there.

12                   Another question is in the winter, is  
13 that area going to be plowed? From the center of Town  
14 to Acton it probably makes sense. But from Great Road  
15 from Ice House Park west, that's used for extensive  
16 snowshoeing, and skiing, cross-country skiing, as well  
17 as walking in the wintertime. And none of the current  
18 users will be very happy seeing that plowed.

19                   And heavy snows, the Town already has a  
20 problem financing the clearing of the roads, sanding  
21 and salting what have you. This adds to that if it's  
22 going to be maintained during the winter.

23                   So, these are just some of the  
24 questions that we on Winter Street in the neighborhood

1 are concerned with. We haven't seen them addressed.  
2 And while we support, speaking for myself, the concept  
3 of rails and trails, we do have some issues as I've  
4 outlined here that are very serious to us. And we  
5 would like this to be considered and, in particular,  
6 again, the parking lot, the widening of the street at  
7 the other end, and the possibility of an alternative  
8 surface in that stretch from let's say Ice House Park  
9 or Great Road as far as White Pond Road.

10 Thank you.

11 MODERATOR PAPADOPOULOS: Thank you.

12 Do you want to respond to any of the  
13 comments?

14 ANTONIO SANTORO: Briefly, sure.

15 The parking, the goal is to put some  
16 parking intermittently throughout. We have noticed  
17 some folks parking at the DPW. The goal was to  
18 separate that DPW traffic from those folks who visit  
19 that area.

20 The widening here, it's a balance  
21 between giving up the wider sidewalk with the  
22 desirable offsets to the curb line. There is that  
23 slope into the canal with the wall. We're just trying  
24 to balance all those pieces and making it work at the

1 intersection.

2                   The pavement surfaces, essentially it's  
3 for the ADA accessible. This path needs to be  
4 designed ADA accessible. And the gravel with the  
5 wheelchairs or any power chair wouldn't work. So,  
6 pavement, I don't believe there's an alternative to  
7 that on the path.

8                   Did I -- we have more questions out  
9 back, but did I answer your questions? I think I  
10 covered them.

11                   MODERATOR PAPADOPOULOS: Yes. The lady  
12 in the far back. We'll give you the microphone.

13                   LISA VERNEGAARD: My name is Lisa  
14 Vernegaard. I'm a resident of Shore Avenue in  
15 Maynard.

16                   And, so far, I'd like to concur with  
17 voices in support of this project. I strongly support  
18 the concept.

19                   On a specific response, I work with a  
20 conservation organization. We had to build several  
21 ADA trails that are made with stone dust. And so you  
22 can certainly find a way to make these pervious so to  
23 leave the standards that the other gentleman was  
24 talking about.

1                   And I would support for the stretches  
2 that are going, abutting the refuge, and perhaps even  
3 in sections of Acton -- I don't know this as well --  
4 to strongly consider, for the reasons that the  
5 previous gentleman discussed, about using non-asphalt.  
6 And, also, just honoring our desire to be a climate  
7 savvy community or communities, that also accomplishes  
8 much less carbon-intensive and keeps the character of  
9 the trail. So, there's certainly ADA compliant non-  
10 asphalt surfaces you can use.

11                   MODERATOR PAPADOPOULOS: Thanks for  
12 your comment. A non-asphalt surface will be  
13 considered in the design. Thank you.

14                   Any other -- yes, sir?

15                   DR. GILLIS: My name is Dr. Gillis. I  
16 live on the corner of Winter Street and Great Road.  
17 And I have a couple of concerns that I spoke to when  
18 we met earlier.

19                   I'd like to start off by saying that  
20 the concept, I also support that. And we had a  
21 meeting, a public hearing, I think it was six or seven  
22 years ago in Acton. And I voiced the same concerns  
23 there at that point.

24                   Back then, there was an alternative to

1 the Great Road junction with a bridge going over the  
2 canal and a crossing approximately 100 feet further  
3 west on Great Road. And that alternative was really  
4 safe. As you probably know, there is a hill on Great  
5 Road. And Great Road is a very busy road for traffic  
6 and speeding. And the hill obscures the junction, the  
7 space.

8                   We've lived there for about 10 years.  
9 And the only way to safely cross the road there is to  
10 run for your life. And that's not an exaggeration.  
11 So, we strongly suggest considering building a bridge.  
12 And we'd like to know why that option was scrapped.

13                   Thank you.

14                   ARTHUR FROST: So, as far as the  
15 bridge, we did look at it. There were a lot of  
16 environmental impacts with putting a bridge across the  
17 canal there. And the proximity to Winter Street added  
18 complexity to it, too, in how you bring the bridge  
19 down and bring it in past Winter Street. So, it was  
20 something we discussed quite a long time ago. And in  
21 the end, I don't know if the cost was fairly high on  
22 that bridge. So, we weighed a lot of different  
23 options there and ended up with going to the crossing  
24 of 117 as it's set up now.

1 DR. GILLIS: Can I ask what the cost  
2 difference is?

3 ARTHUR FROST: What's that?

4 DR. GILLIS: Can I ask what the cost  
5 difference is?

6 ARTHUR FROST: I don't know off the top  
7 of my head. It's been quite a number of years. We  
8 can take a look and find out what that cost is.

9 DR. GILLIS: I would appreciate it.

10 MODERATOR PAPADOPOULOS: Thank you. I  
11 would like to say now that the project now is at 25  
12 percent design. And because of the complexity of the  
13 project, we can't go too far afield in the design. We  
14 are here to get your input at the 25 percent level  
15 because it is a factor of design cost for the  
16 communities. You can't spend too much on the design  
17 and then present a project to the Department. So, we  
18 felt this was the right time in this design to come  
19 here and present what we have for you tonight as a  
20 proposal. So we are not going to be able to answer  
21 all questions regarding bridge costs, but we are here  
22 to get your input. Thanks for your comments, sir.

23 DR. GILLIS: I would only ask that you  
24 look at it and consider it because apart from the

1 traffic impacts, we also believe that aesthetically  
2 it's better for the nature of the trail. For the path  
3 to go into the street it kind of defeats the purpose  
4 of the rail trail.

5 Thank you.

6 MODERATOR PAPADOPOULOS: Your comments  
7 will be considered. Thank you.

8 Any other comments? Yes, sir?

9 DAVID MARK: David Mark. That's M-A-R-  
10 K, 10 Maple Street, Maynard, and a longtime rail trail  
11 volunteer.

12 The first thing I want to say, as a  
13 commuting option, there are always roads that  
14 bicyclists are happy with or not. And 27 north-south  
15 as a bicycle commute always makes my heart beat too  
16 fast because the drivers -- there's no shoulder. The  
17 drivers are trying to get somewhere. They're not  
18 fully attentive. And it's never felt like a safe road  
19 on a bicycle. So, having this as an option will be a  
20 real pleasure.

21 Secondly, and specifically, just after  
22 the trail in Maynard crosses Summer Street -- so if we  
23 can move this to that spot -- there's a point just  
24 past that. Okay. This is enough. If you look at the

1 picture at the lower left, on the right side you're  
2 very near a historic stone wall that went in a little  
3 bit earlier than 1850. So, I would presume that there  
4 would be a way of not damaging that stone wall which  
5 has been there for over 160 years.

6 Now, the other thing I want to suggest  
7 is that this be narrowed down max eight or 10 feet  
8 here because, otherwise, it cuts heavily into the  
9 community garden, which is the Maplebrook Park, which  
10 you'll see the blue sign. And I think this would also  
11 slow traffic from the south so people would slow down  
12 and not come to that stop right at this busy  
13 intersection at full speed. So, I think for safety  
14 and for beauty it might be nice if the trail was  
15 narrower than the 12 feet and that's for just 100  
16 yards or less right there.

17 MODERATOR PAPADOPOULOS: Thank you,  
18 sir. Your comment was noted.

19 Any other comments? Yes, the  
20 gentleman. Yes, right there.

21 SEAN HANLEY: Hi. Sean Hanley. I'm an  
22 abutter at 16 Maple Street in Acton.

23 Could you move to the last slide where  
24 it's in South Acton? On your plan right now, you show

1 right where it says 12-foot paved trail that runs  
2 along the tree line, and it takes a jog, and this is  
3 west, to the blue-shaded portion. And on the other  
4 map, on the stapled handout that you have, I'm also a  
5 member of the South Acton Train Station Committee. On  
6 this plan, you have it straight through the farm  
7 field, basically right underneath the D in paved  
8 trail, and there's an existing tractor path there that  
9 is already a pre-existing road. And I live right in  
10 one of those houses on the right side along there.  
11 And that section that goes straight towards the blue  
12 parking is literally directly on my back side of my  
13 lot. And right now I walk this path quite a bit. And  
14 if you come out of the clearing underneath K, 4K, it's  
15 much more comfortable to go straight. And I  
16 understand the reason for trying to I guess allow that  
17 that farm is now a cross area for us, but it's a very  
18 small area relative to the rest of the field. And I  
19 just would like you to take another look at perhaps  
20 bringing that straight through instead of having that  
21 L-shaped jog.

22 We're already being impacted severely  
23 where I live on the north side, just on the other side  
24 of the street there in Acton with the new train

1 station construction and quite a bit more traffic and  
2 south side access to the train station, which is all  
3 good things as well as the bike path, but I am one of  
4 those guys that I like to sit in my back yard and sit  
5 in my front yard and would just like a little bit of  
6 alleviation of pressure from the boundary lines with  
7 my house just to get a little more separation from  
8 this. I want everybody to be able to enjoy it and get  
9 where they want to be, but right now it's much more  
10 comfortable when I'm biking to look at and actually  
11 walk that section, and I'd like to revisit that.

12 MODERATOR PAPADOPOULOS: Thank you.  
13 Your comments are noted.

14 Any other comments, please? Yes, the  
15 lady.

16 REBECCA CHAFEL: Rebecca Chafel, Boeske  
17 Avenue in Maynard.

18 So, I live on the other side of the  
19 DPW. I'm very concerned about the environmental  
20 impact of putting a parking lot over there. I highly  
21 recommend that people take a walk down here because it  
22 is risky. I walk down here two or three times a day.  
23 And to destroy this beautiful wood acre and put a  
24 parking lot in -- one of my questions is why couldn't

1 we leave it as existing.

2 My second question is when the DPW  
3 leaves work at 3:30 in the afternoon, I kid you not,  
4 it is not a safe situation at 3:30 in the afternoon.  
5 And I personally go down there to 117. It's a  
6 dangerous intersection. I will take White Ave. or  
7 Driscoll Ave. off of 117 because that is a very  
8 dangerous area. (Comments are inaudible.)

9 ARTHUR FROST: So, can you hear me with  
10 the microphone? All right.

11 Let me summarize because we missed a  
12 lot of your comments up here.

13 So you're concerned with traffic.  
14 You're concerned with traffic when the DPW lets out at  
15 3:30 coming out to Winter Street. And then you're  
16 also concerned with cutting the trees for the parking  
17 lot down by DPW. Did I miss -- did we miss another  
18 big part of your comment?

19 REBECCA CHAFEL: No, the destruction of  
20 a very beautiful wooded area.

21 ARTHUR FROST: Okay. So it's a very  
22 beautiful wooded area and you're questioning putting  
23 in a parking lot where there's a beautiful wooded  
24 area. Thank you.

1                   MODERATOR PAPADOPOULOS: Your comments  
2 were noted. Any other comments? Yes, please?

3                   FRANCES CHAFEL: My name is Frances  
4 Chafel. And I live at --

5                   MODERATOR PAPADOPOULOS: Wait. Wait  
6 for the microphone.

7                   FRANCES CHAFEL: And I was just  
8 wondering what the average amount of people that ride  
9 their bikes to the train station now.

10                  MODERATOR PAPADOPOULOS: Can you please  
11 repeat your name? Can you please spell your name?

12                  FRANCES CHAFEL: My name is Fran  
13 Chafel, C-H-A-F-E-L. And I live on 47 Boeske Avenue.  
14 And I was wondering what the average amount of people  
15 is that ride their bikes to the train station now, and  
16 how much of an increase would you expect with the  
17 trail?

18                  MODERATOR PAPADOPOULOS: I don't think  
19 we have the count of the number of people that are  
20 riding now.

21                  ROLAND BARTL: We haven't had a count  
22 for that. What we do know is that we rent bike  
23 lockers at the South Acton Train Station. And I can't  
24 tell you exactly the breakdown, but people do come

1 from Maynard, people come from Stow, and there are  
2 Acton people. So, there is traffic, but I can't tell  
3 you, you know, how many people are just locking the  
4 bikes on the racks. We do have traffic coming out of  
5 Maynard using the racks, but I can't tell you the  
6 numbers.

7 MODERATOR PAPADOPOULOS: Yes, sir?  
8 Thanks for your comment.

9 DANIEL STUART: Hello. I'm Daniel  
10 Stuart. The last name is spelled S-T-U-A-R-T. I'm a  
11 resident of Maynard, and I'm also a member of the  
12 Garden Club.

13 I'd like to echo some of the comments  
14 that David Mark made. If you could go back to the  
15 slide that shows Summer Street and Maplebrook Park.  
16 That one.

17 ANTONIO SANTORO: Did you want this?

18 DANIEL STUART: Yeah. I understand at  
19 the 25 percent design plans, the trail in its width  
20 and the slopes goes approximately 10 or so feet into  
21 Maplebrook Park, which is to the left side on that  
22 photo down low. Do you see that blue sign, the sign  
23 that David and I just fixed up last month? The edge  
24 of the slope goes to that sign. So, if it actually

1 encroached that far into Maplebrook Park, it would  
2 require moving seven or eight major shrubs or trees in  
3 that park, which is most of the major vegetation,  
4 large-size vegetation in it. Maplebrook Park is a  
5 great community resource, much like this rail trail  
6 will be when built. I'm sure there's ways that we  
7 could make sure that they both continue to be great  
8 resources once this trail is completed.

9                   So, thank you for your time.

10                   MODERATOR PAPADOPOULOS: Thanks for  
11 your comments. Your comments were noted.

12                   Yes, sir?

13                   JOSEPH MULLIN: Joseph Mullin, and I am  
14 the landlord. Thank you for being here tonight. And  
15 I have three great comments.

16                   First, if I could see the slide on  
17 Haynes Street. That's where I grew up, Haynes Street  
18 and Concord Street. The next one over on the right.

19                   The Town of Maynard has been involved  
20 over really 10 or 15 years in terms of a redesign of  
21 the traffic configuration for this intersection. So,  
22 my common sense advice for you would be when you get  
23 to the building and construction to reflect the views  
24 of the Town and the Commonwealth as to whether there's

1 going to be a street redesign of that area as well as  
2 a bicycle trail redesign.

3                   To that point, I want to back up the  
4 gentleman from Winter Street because growing up there  
5 two of my siblings got hit by cars at that  
6 intersection. I don't think you can sacrifice safety  
7 in design. So I'm backing him up on that. State  
8 Highway, I really think that in terms of safety you  
9 ought to have the extra money that would be put in to  
10 protect the concerns he's bringing up.

11                   The third point I'd like to bring up is  
12 Clock Tower Place, if you wouldn't mind doing that.  
13 It's our side on the slide. And it would be on  
14 Railroad Street and Clock Tower Place. Go ahead.  
15 Back. There you are.

16                   The Town of Maynard approached us quite  
17 a few years ago at Clock Tower Place and said there's  
18 a bicycle path coming through, and some of it comes  
19 through your property. And, at the time, we talked to  
20 the Town Planner in the Town of Maynard and negotiated  
21 really what would be a limited effect on the parking  
22 spaces that you see there so that Clock Tower would be  
23 losing a minimum number of spaces. And, in exchange  
24 for that, we agreed to donate, to make a gift to the

1 Town, of all of the land that the rail trail would  
2 need for its purposes.

3 On the design plan, that plan or  
4 agreement between the Town and ourselves is not  
5 reflected. And it's much more of an impact on this  
6 plan than we negotiated with the Town. So I want to  
7 convey that that we want to protect our parking and  
8 it's not reflected in the design that you have before  
9 us today.

10 M-U-L-L-I-N. Thank you, sir.

11 MODERATOR PAPADOPOULOS: Thank you.  
12 Your comments were noted.

13 Any other comments?

14 DAVID MARTIN: I'm David Martin. I  
15 live in Acton. My last name is spelled M-A-R-T-I-N.  
16 I'm also on Acton's Train Station Advisory Committee.

17 I was wondering if you could bring up  
18 the slide at the Acton end of the presentation.

19 I was wondering how many spaces are in  
20 that proposed lot at the end of the trail?

21 ANTONIO SANTORO: Eight new parking  
22 spots.

23 DAVID MARTIN: Eight? Do you think  
24 eight parking spots is sufficient for the terminus?

1 Specifically, I'm concerned about that it's not  
2 sufficient and that people will park all over the  
3 neighborhood or park in the main Acton Train Station  
4 parking lot. Now, parking in the main Acton Train  
5 Station parking lot on weekends is certainly not a  
6 problem. There's plenty of space. But it's quite  
7 difficult to get safely from the main train station  
8 parking lot to the actual trailhead. You either have  
9 to go way around on one side or cross over the bridge  
10 on Main Street on the other side. There's no shoulder  
11 or sidewalks. It's okay for adult cyclists, but it  
12 would be very difficult for family groups.

13 MODERATOR PAPADOPOULOS: Thank you.  
14 Your comments were noted.

15 Any other comments? The lady in the  
16 far back.

17 DEB MEALEY: Hi. My last name is  
18 Mealey, M-E-A-L-E-Y.

19 And I was just wondering why on certain  
20 parts of the path it says eight feet and some parts  
21 say 12? And then, in addition to the 12, it says  
22 there's two-foot sections on each side as buffers.  
23 So, in some sections that's 16 feet compared to other  
24 sections of the path where it seems like it's

1 perfectly fine to have the eight-foot sections. So I  
2 was wondering why there is a difference for certain  
3 sections because that could be cutting into parts of  
4 the land to widen this when it seems unnecessary at  
5 other areas to have it that wide.

6 ANTONIO SANTORO: I'm going to try  
7 without the microphone. The desirable is the 12 with  
8 the two-foot offsets. And when we're in the railroad  
9 alignment in the trees and we have it, we do it. As  
10 we approach these crossings, and in balancing the  
11 path, the desirable offsets, and the right of way, we  
12 do -- it does get necked down. Each spot is unique,  
13 and they're all different. If you want to walk  
14 through it, I can do it and walk through the plans.  
15 But there's no one answer because each and every  
16 crossing is --

17 DEB MEALEY: So there's no actual  
18 reason why it has to be the 12-foot plus four.

19 ANTONIO SANTORO: There are design  
20 guides for all of these pieces depending on where you  
21 are. And we try to get the desirable numbers as often  
22 as possible.

23 MODERATOR PAPADOPOULOS: Thank you.

24 Any other comments? Yes, sir?

1                   ADAM BROWNSTEIN: Hi. My name is Adam  
2 Brownstein. I'm on High Street as well as Ms. Larsen.  
3 And I just wanted to follow up on her question. I  
4 just feel like it got kind of glossed over.

5                   In what we've seen, in every plan, it  
6 says right on it that access and parking will be  
7 provided along High Street. And you were just kind of  
8 like, "Oh, no, it won't be." But it's here in  
9 writing. And I'm a little concerned with that because  
10 it's a small quiet dead-end road with a lot of  
11 families with small children. And we have enough  
12 traffic coming down as it is. And we don't really  
13 need to add to it, in my opinion. And I just wanted  
14 to reiterate that because, like I said, I felt like it  
15 kind of got pushed aside.

16                   MODERATOR PAPADOPOULOS: Thanks for  
17 your comment. We will take your concerns in the  
18 progress of the design.

19                   Any other comments?

20                   KATHIE LARSEN: Kathie Larsen again, 15  
21 High Street.

22                   I just want to go on the record as I  
23 like the project. I think it's good. So, I wasn't --  
24 my comment wasn't objecting to the parking. Actually,

1 not many people park there now.

2 MODERATOR PAPADOPOULOS: Thank you.

3 Yes, miss. Wait until you get the microphone.

4 SUSAN SHAW: Susan Shaw. We're an  
5 abutter. My husband and I own land that abuts at 98  
6 Euclid Ave.

7 Other than tonight, this is the first  
8 we've heard that we want an alternative trail; instead  
9 of running behind Subway and CVS, you want to go  
10 across the parking lot. And we've been working for  
11 many years, for a year-and-a-half now, to develop that  
12 land. So I'm quite surprised that up until tonight I  
13 haven't heard a thing about anybody coming on that  
14 side. And you're going to eliminate parking spots,  
15 and the Town has a problem with parking at that parcel  
16 quite a bit. And anyone who comes across that bridge  
17 from Florida Court to the parking lot, they walk right  
18 down the middle. They don't go to one side or the  
19 other. It's right down the middle. They bike down  
20 there. They walk down there. They push the baby  
21 carriages.

22 So, I'd like a little more information  
23 on what's proposed on that side.

24 ANTONIO SANTORO: We were just looking

1 for feedback. That was the reason for putting it out  
2 there.

3 SUSAN SHAW: Okay. Okay.

4 ANTONIO SANTORO: We'd been discussing  
5 it.

6 MODERATOR PAPADOPOULOS: Thank you.

7 Any other questions? Yes?

8 BRUCE PEKKALA: A point of  
9 clarification if you would.

10 MODERATOR PAPADOPOULOS: Please state  
11 your name again, sir.

12 BRUCE PEKKALA: Oh, Bruce Pekkala.

13 As you go east on the current track  
14 road, when you get to Winter Street, where the track  
15 road intersects with Winter Street, it formerly went  
16 straight. That movement has been removed and so the  
17 road instead of going straight now curves slightly to  
18 the right and intersects with Winter Street. So, the  
19 proposal is the trail will utilize the northwesterly  
20 limit of the Winter Street right of way. My question  
21 is does this mean that the trail would go all through  
22 Winter Street and travel a couple hundred feet to go  
23 to Great Road or does it mean you would clear land  
24 between Winter Street and the canal? There are big

1 oak trees overhanging the canal. It's rather nice  
2 there. Chop all those down for the sake of a couple  
3 hundred feet and then go onto Winter Street? So, it's  
4 not clear at that point what we had in mind here for a  
5 proposal. And could you straighten that out?

6                   And, also, if the plan is to travel  
7 between Winter Street and the canal and clear some of  
8 those trees out, what is the advantage there instead  
9 of just going right onto Winter Street, saving the  
10 trees?

11                   MODERATOR PAPADOPOULOS: Mr. Santoro,  
12 can you respond to that question? Can you respond to  
13 that question?

14                   ANTONIO SANTORO: When we the exit, I  
15 believe there's an existing path, gravel path there  
16 now.

17                   AUDIENCE: We can't hear you.

18                   ANTONIO SANTORO: I'm sorry. When we  
19 exit there, I believe there's an existing gravel path  
20 there now. And I think -- I believe we're taking  
21 advantage of that when we come out onto Winter.

22                   DAVID MARTIN: Between the end of the  
23 gravel path and Great Road is what he's talking about.  
24 Are you going to take over the shoulder?

1                   ANTONIO SANTORO: We brought up this  
2 picture. That existing -- let's see -- that  
3 rendering. We're just widening a little -- we're  
4 essentially at the end of existing pavement, and we're  
5 flattening out. And this wall, it was chosen on  
6 purpose. Some walls will have a big footing on the  
7 bottom. This is a precast gravity wall. You'll  
8 notice the small block there. We're trying to  
9 minimize impacts closer to the river.

10                   So this is -- what you see is the bank  
11 now. The water will be down here. So we are  
12 cantilevering. So we are filling there to try to stay  
13 -- again, trying to balance the path with, the  
14 desirable path with existing road and fit it all  
15 together.

16                   So, yes, it would be -- this is all  
17 paved. I'm showing some stone dust and grass, but,  
18 yes, that would have to be clear to get through there  
19 from the existing, as we pop out. Again, I believe  
20 we're following existing gravel path to come out onto  
21 Winter Street, but that -- if there's any foliage, I  
22 don't believe the full width of that -- of this is all  
23 tree line. Will there be some? Sure.

24                   BRUCE PEKKALA: So you're between

1 Winter Ave. and the canal.

2 ANTONIO SANTORO: Yes, this is the  
3 canal here. So, as we approach within the existing  
4 trail bed, as you approach the canal, then you come  
5 out onto Winter Street.

6 ROLAND BARTL: And if I can just -- so,  
7 as you're approaching that, the trail is continuing  
8 between the canal and Winter Street, is that correct?

9 ARTHUR FROST: Yes.

10 BRUCE PEKKALA: And the advantage to  
11 that rather than going right onto Winter Street as the  
12 road does now, what was the advantage of that?

13 ANTONIO SANTORO: I'm misunderstanding.  
14 So if you were --

15 NICK RUBINO: Maybe I can help. To  
16 come out of the woods at that point and keep the trail  
17 on the street, we would then have to also accommodate  
18 Winter Street, which is going to move the pavement  
19 further in, probably over the right of way line onto  
20 private property. So, we're trying to balance both  
21 the trail and Winter Street and stay within the right  
22 of way that we have and not have to take private  
23 property. So, it's a balancing act. We're a little  
24 bit into the bank to build the trail, and a little bit

1 on Winter Street to keep the width what we need.  
2 We're trying to make all that fit into the right of  
3 way property that we have.

4 BRUCE PEKKALA: You're only a few feet  
5 from the water there.

6 NICK RUBINO: We are at the slope to  
7 the limit that the Conservation Commission has set for  
8 wetlands and banks. We're not impacting any direct  
9 resources of the canal. The wetlands are at the  
10 bottom of the bank. We don't impact the wetlands. We  
11 are into the slope as you can see with the wall. And,  
12 yes, there will be some vegetation cut down.

13 I agree with you on the bridge. You  
14 know, the bridge gives you a view over the canal.  
15 This would give you a view all along the edge of the  
16 canal. So you would have this railing that runs along  
17 the edge of the canal and you can view the canal from  
18 the trail. It's not as nice as being on a bridge  
19 going over it certainly, but it's a desirable area as  
20 well.

21 BRUCE PEKKALA: Yeah, it just does seem  
22 that for folks, and I'm one of them, that are  
23 interested in supporting environmental thinking, green  
24 and so on, that unnecessarily cutting down the trees

1 and everything doesn't make a whole lot of sense.  
2 It's such a tradeoff that may not in some cases be the  
3 most judicious. I mean that exposes both ends of the  
4 street here. To me, it doesn't make a whole lot of  
5 sense. And I also speak for a number of people in the  
6 neighborhood.

7 MODERATOR PAPADOPOULOS: Are those all  
8 your comments?

9 BRUCE PEKKALA: Yes, sir.

10 DAVID MARK: David Mark. It's M-A-R-K.

11 As a bicycle commuter, I just want to  
12 say I am strongly in support of 12-foot-wide paved.  
13 I've been on narrower trails. They are dangerous.  
14 You have traffic going in both directions. Sometimes  
15 people are riding side-by-side slowly when you pass  
16 them. I know it's nice to think of this as narrower  
17 will be less of an impact. But if people really want  
18 to try to use this to get from town to town, to  
19 commute, to get to the train station, to get back, we  
20 really need this full width. For spots, where as I  
21 said, it might be nice to save something, to make it  
22 narrower, slow traffic when you cross the street, but,  
23 generally, this is what you need to be a safe bicycle  
24 commuter multiuse path.

1 MODERATOR PAPADOPOULOS: Thank you.

2 Did you want to respond to the  
3 gentleman's comment?

4 ARTHUR FROST: I'm Arthur Frost. Just,  
5 you know, along Winter Street, one of the -- some of  
6 the discussion was that trucks are coming in and out  
7 of Winter Street and trying to separate the bike, the  
8 trail traffic, from the truck traffic so you didn't  
9 have that issue. And by going along the canal you can  
10 separate that. So that was part of it.

11 There's been a lot of discussion on  
12 this. And many of the views that have been pointed  
13 out tonight are things that have also been discussed  
14 between MassDOT and AECOM and the towns of Acton and  
15 Maynard. But the intent was to separate the trail  
16 traffic from the truck traffic, the street traffic.

17 MODERATOR PAPADOPOULOS: Thank you.

18 Any other comments? The gentleman in  
19 the back.

20 DOUG LYONS: Hi. Can you hear me?

21 MODERATOR PAPADOPOULOS: Please wait  
22 for the microphone.

23 DOUG LYONS: My name is Doug Lyons, L-  
24 Y-O-N-S. I live on 6 White Avenue in Maynard.

1                   Speaking specifically to Winter Street  
2 to the Stow town line stretch, not to beat a dead  
3 horse, but I think in this particular stretch of trail  
4 that you're proposing you're actually reducing  
5 recreation opportunities than increasing them. This  
6 stretch gives wonderful mountain biking opportunities  
7 that lead to the wildlife refuge and also lead to a  
8 long stretch that a private owner owns in Stow. It  
9 affords an opportunity for walking, skiing, as well as  
10 snowshoeing. And, in this particular case, you're  
11 kind of taking over a paradise in order to -- in order  
12 for what is viewed by some as an improvement, but this  
13 particular stretch of the trail I think you're  
14 actually losing the recreational opportunities than  
15 gaining them. And I'm not so sure that -- while the  
16 rail trail concept is wonderful, I'm not so sure that  
17 it's necessarily applicable to this particular  
18 stretch. And I would recommend that Mr. Eldridge and  
19 the other representatives to come there and take a  
20 walk down there and see what we're talking about and  
21 visualize it. It's a nice stretch of property and I  
22 think we could lose some opportunities rather than  
23 gaining in this particular case.

24                   Thank you.

1                   MODERATOR PAPADOPOULOS: Thanks for  
2 your comments. Your comments will be noted. Again,  
3 this is the 25 percent design. We will evaluate all  
4 these comments and we will address comments  
5 appropriately.

6                   Yes, sir?

7                   TOM KELLEHER: Hello. Tom Kelleher, K-  
8 E-L-L-E-H-E-R, Acton.

9                   You seem to be concentrating on Winter  
10 Street, so I'll jump in anyways. Just a reminder, it  
11 won't satisfy everybody tonight, but there is planned  
12 an on demand pedestrian crossing at the 117 crossing.  
13 At least it was in one version I saw. And I would  
14 strongly suggest that it stay in there. It doesn't  
15 make 117 absolutely safe, but it does help somewhat.

16                  The other comment I would make on that  
17 area is to remind everybody that the owner of 2.2  
18 miles in Stow right across the line has already signed  
19 an agreement with the Town of Stow, which will  
20 eventually add to the trail. So, we're literally  
21 talking about a section of the trail in Maynard, which  
22 some of you have opposed. I think it should be.  
23 That's a personal opinion. I'm not going to convince  
24 everybody.

1                   There already is a small parking lot at  
2 Ice House Landing. One thing I've observed going  
3 there myself is people complaining that it's not big  
4 enough because they want to go there, just go to Ice  
5 House Landing, where people park, bike, walk their  
6 dogs. So, I just wanted to point out that.

7                   Thank you.

8                   MODERATOR PAPADOPOULOS: Thank you.

9                   Any other comments?

10                  AMY RIDDLE: Amy Riddle, 16 Euclid  
11 Ave., Maynard, Mass.

12                  I have two bikes. And when I go to the  
13 Assabet Wildlife Refuge near Winter Street, I use my  
14 mountain bike. And I was intrigued by the comment on  
15 the possibility of using crushed stone as an  
16 alternative to paving it to a compromise. It seems to  
17 me if it's done right, and it's ADA compliant, that  
18 intrigued me and I think you should consider that.

19                  MODERATOR PAPADOPOULOS: Thank you.

20 Can you please repeat your name? We didn't get your  
21 name.

22                  AMY RIDDLE: Amy Riddle, R-I-D-D-L-E.

23                  MODERATOR PAPADOPOULOS: Thank you very  
24 much.

1 Yes, please.

2 SUSAN JUSSAUME: Good evening. Susan  
3 Jussaume. And it's spelled J-U-S-S-A-U-M-E. And I'm  
4 a homeowner at 14 High Street.

5 And I just want to back up my neighbors  
6 here. 14 High Street is a very narrow street. There  
7 are no sidewalks there currently. So what my concern  
8 is is that in the documentation you are stating that  
9 we are going to offer parking there. And I'm hearing  
10 tonight that, no, there's not going to be any parking  
11 offered along High Street. So, if that's the case, I  
12 think that legally what we need to do is as we go  
13 forward with the documentation for High Street, we  
14 need to make sure that the documentation is going to  
15 state that there will be no parking along High Street.  
16 On behalf of myself and my husband as homeowners  
17 there, we do support the project. And I think that  
18 environmentally, to reduce the carbon footprint is  
19 very important. And offering a facility or a place  
20 for people to enjoy the environment is wonderful. But  
21 I do think that we do have to pay close attention to  
22 all of our families that are going to be affected  
23 along the entire pathway.

24 So I would just hope that you would

1 take a look at all the wonderful comments that have  
2 been offered here this evening.

3 Thank you.

4 MODERATOR PAPADOPOULOS: Thanks for  
5 your comments.

6 SUSAN JUSSAUME: You're welcome.

7 MODERATOR PAPADOPOULOS: Any other  
8 comments?

9 BOB MANLICK: My name is Bob Manlick,  
10 M-A-N-L-I-C-K. I lived in Maynard for 19 years and  
11 I'm no longer a resident. I do use bike trails. I  
12 use them with my kids.

13 I think this is a great idea. I hope  
14 it goes through with pavement.

15 There's a few things that I'm kind of  
16 concerned about that I'd like to bring up on the  
17 slides.

18 The first one is a curiosity. And that  
19 has to do with the gigantic jog where the right of way  
20 goes through a building. How can a building be in a  
21 right of way?

22 ARTHUR FROST: You want me to --

23 BOB MANLICK: Yeah. I can queue up a  
24 whole pile of things or --

1                   ARTHUR FROST: No, I'll just -- the  
2 right of way was sold off in that area and a building  
3 was built on top of the existing right of way. So,  
4 then the original proposal was to do an 1,100-foot  
5 boardwalk around the back of the parcel. And then  
6 what we tried to do was come up with a solution that  
7 was more cost-effective than constructing a boardwalk.  
8 The long-term maintenance of a long boardwalk was  
9 challenging, along with building and the shadow  
10 impacts to the wetlands.

11                   ROLAND BARTL: That's right. That  
12 section of right of way was sold off before anybody  
13 was thinking about a trail, a rail trail.

14                   BOB MANLICK: Okay. Well, my other  
15 question had to do with was it sold or did somebody  
16 just kind of put a building on it and get away with  
17 it.

18                   ROLAND BARTL: No, there's actually a  
19 deed from the MBTA to the property owner who owns it  
20 now.

21                   BOB MANLICK: Okay. So the next thing,  
22 if you kind of continue along, I used to live on  
23 Concord Street. And so there's a piece, when the  
24 gentleman mentioned the change at the intersection of

1 Concord Street and I forget what the street is called.

2 ANTONIO SANTORO: Haynes Street.

3 BOB MANLICK: Yeah. And that is an  
4 incredibly dangerous spot. And I was thinking having  
5 it the way it is proposed right now where you jog out  
6 right against the street is just looking for trouble.  
7 I don't even want to walk there on the sidewalk going  
8 around the corner. I used to live three houses down.  
9 So that's one thing I would like you to consider,  
10 moving it into the middle more, at least getting it  
11 straight with the rest of the town if you're going to  
12 really develop that intersection. They had it at a  
13 town meeting and it got voted down.

14 There was another concern -- I don't  
15 remember your name.

16 JOSEPH MULLIN: Joe Mullin.

17 BOB MANLICK: Joe Mullin. You  
18 mentioned that there was some kind of an agreement  
19 made with the Town about cutting through the parking  
20 lot over here or going around it. It wasn't clear  
21 exactly what the plan was to make it because right now  
22 it shows it going on the sidewalk as far as I can  
23 tell.

24 JOSEPH MULLIN: If you go to the slide

1 -- if you go to the slide, it shows the 12 or 14-foot  
2 right of ways. There's our parking spots. So it's  
3 taking quite a few cars in that green space. So,  
4 that's into our parking space, our parking lot.

5 BOB MANLICK: Okay. So is the green  
6 space the problem that you're talking about?

7 JOSEPH MULLIN: Right.

8 BOB MANLICK: So you're opposed to the  
9 green spot?

10 JOSEPH MULLIN: It's not that we're  
11 opposed to it. The agreement with the Town didn't  
12 include the green space.

13 BOB MANLICK: Just the purple?

14 JOSEPH MULLIN: Right.

15 BOB MANLICK: If we backtrack down into  
16 behind the Subway, there was one person here that had  
17 mentioned it.

18 AUDIENCE: Sounds good to me.

19 BOB MANLICK: So, actually, the  
20 alternate route just feels like a more natural thing.  
21 The person over here said that people tend to go  
22 straight. And that's entirely true. I walk that a  
23 lot. I work here. So, tending to come out on the  
24 left and cut over to go where the sidewalk sort of is,

1 that's not continuous. And one of the little areas  
2 where you can step down, you always have to walk in  
3 grass or mud to do that stop. And then there's people  
4 driving like nuts going through the CVS area. It just  
5 feels like that's looking for more trouble -- putting  
6 it in the simple easy way that you have now rather  
7 than having automobile traffic. So my vote, not that  
8 it matters, I'm not a Maynard resident at the moment,  
9 is to get it away from the traffic area and push it up  
10 against where the grass is.

11                   And, finally, at the end where  
12 everyone's been talking about for the last hour, about  
13 the Ice House Landing, I used to throw my canoe in  
14 here when I lived in town. I tried to ride a mountain  
15 bike down the rail tracks. It was tough. I'm not  
16 that strong of a rider. I like paved bike trails. I  
17 take my kids on paved bike trails. Having it paved to  
18 the Stow line and then the other owner having it paved  
19 even further is probably closer to Lake Boon. And  
20 that just feels great. You can actually get a ride on  
21 it now instead of having it be piecemeal jogs with  
22 different surfaces. I think it's a great idea to pave  
23 it.

24                   MODERATOR PAPADOPOULOS: Thanks for

1 your comments. Any other comments?

2 ADAM CONN: Adam Conn, C-O-N-N, 93  
3 Acton Street. I'm an abutter.

4 Could we go to the -- to 14 Main in  
5 Acton?

6 ANTONIO SANTORO: How far did you want  
7 to go?

8 ADAM CONN: One more. Right. I want  
9 to know if there was consideration for going behind  
10 the building structure rather than straight on to near  
11 the very heavily trafficked 27 and going through some  
12 wet area? I think that should be something that  
13 should be looked at. Also, I think that would be a  
14 much more natural trail. But even with that stone  
15 wall that's existing, that's a very distracting area  
16 to drivers. It's about where the speed limit changes  
17 as well, so I would be concerned about going between  
18 the two buildings and also the amount of traffic that  
19 comes out of that building area could cause some  
20 potential safety issues.

21 In terms of other safety issues, a  
22 couple of people have already mentioned the  
23 Hayes/Concord/Brown Street triangle which is  
24 definitely one of the most dangerous intersections

1 I've ever seen in my life in a town this size. It's  
2 quite alarming. I go through there quite frequently  
3 with a big van. It's not easy.

4                   But my other question pertains to the  
5 actual construction process for the trail. And being  
6 an abutter, since this is my back yard, I wonder if  
7 there's any plans for how the construction is going to  
8 take place, if there's going to be notifications to  
9 the abutters prior to the construction actually  
10 beginning, and what sort of length of noise we can  
11 expect during it.

12                   I'm fully in favor of it. I'm looking  
13 forward to it. You know, the Freeman Trail and other  
14 trails I've experienced here in Massachusetts and even  
15 out of the country are wonderful additions to a town.  
16 I just want to make sure that I know as to, you know,  
17 when things begin. I know it's a couple of years out  
18 yet, but I want to be able to prepare and make sure  
19 that, you know, for example, I have dogs that will be  
20 driven nuts by the workers.

21                   So, thank you.

22                   ARTHUR FROST: All right. I'll work  
23 backwards I guess.

24                   As far as construction -- can you hear

1 me? Once we start construction, we'll have a  
2 preconstruction conference with our contractor. With  
3 that, we'll have the town to the preconstruction  
4 conference. And then we'll have a resident engineer  
5 for the project. And the contractor will give us the  
6 schedule of operations. So, assuming as on similar  
7 projects, what we'll have is contacts in Maynard and  
8 in Acton so that we can have a way of notifying people  
9 what the schedule is. So, you know, we'll do our best  
10 to get word out there as to what's being scheduled and  
11 when.

12 ADAM CONN: Since we're taking comments  
13 on that, having direct -- having direct contact with  
14 the abutters, keeping them in the loop, we'd  
15 appreciate it.

16 ARTHUR FROST: We probably would not  
17 contact each abutter directly. What we would -- a  
18 method -- I don't know whether the town has thought  
19 through this. Maybe I'll hand it to Roland.

20 ROLAND BARTL: I believe we've done  
21 direct abutter notices for this hearing. And it's not  
22 that big a deal. And once we know what the -- it's  
23 not that big a deal. We can make that notice. And it  
24 will also be posted on the Town website. And maybe we

1 can get something in the newspapers, too. It's a big  
2 event when something like this goes underway. We  
3 probably would want to have an article in the  
4 newspaper.

5                   ARTHUR FROST: So, as far as, you know,  
6 there would be that notification of the project  
7 construction actually starting. But then as we work  
8 along the project, we'd be working in different areas,  
9 I think that's where the website or what we've done  
10 with other project is have a schedule of events for  
11 the next couple of weeks and this is roughly what  
12 we're doing and what we'll be impacting.

13                   ADAM CONN: And also my question about  
14 14 Main Street.

15                   ROLAND BARTL: I can answer your  
16 question pertaining to it's Main Street, 20, or 14, or  
17 18, whatever the number is Main Street. As I  
18 mentioned earlier in this building, the right of way  
19 was sold off early days, before people were thinking  
20 about a rail trail this was built. We actually had at  
21 one point discussed and already acquired an easement  
22 for the trail to go around the back of this, certainly  
23 what you had suggested. The trouble with that is this  
24 is all wetlands from here to there.

1 ADAM CONN: Right.

2 ROLAND BARTL: And it would be a very,  
3 very expensive boardwalk to construct. The boardwalk  
4 would impact, as we found out, it would be so long  
5 that for various and reasons and standards that the  
6 Federal Highway Administration has, the boardwalk  
7 would have to be constructed to be -- to handle the  
8 load of an ambulance vehicle. So then you're really  
9 up there in the cost. So, at that point, we went back  
10 to the property owner and said, "What about going  
11 around?" And I think, as Tony mentioned, there is a  
12 stone wall, a pretty hefty stone wall. We're staying  
13 behind it. So we're not between the street and the  
14 stone wall, but we're going to be on the other side on  
15 the street. So I think it's actually a fairly safe  
16 design.

17 MODERATOR PAPADOPOULOS: Thank you.  
18 Any other questions?

19 (No response.)

20 MODERATOR PAPADOPOULOS: If there are  
21 no other questions or comments, I would like to remind  
22 you that the last sheet of the handout is a mail-in  
23 sheet. If you have any further questions or comments  
24 which you would like to submit, please use it for that

1 purpose. You may leave it with me tonight or you may  
2 mail it to the Department within 10 days of this date  
3 and it will become a part of the official record.

4                   Before I close this hearing, I would  
5 like to say that we will be here as long as you are  
6 interested in looking at the plans, and we will try to  
7 respond to questions that affect you personally.

8                   Thank you very much for attending and  
9 for providing us with this auditorium. I declare this  
10 hearing closed. Thank you all very much.

11                   (Applause.)

12                   (Whereupon, the proceedings were  
13 concluded.)

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C E R T I F I C A T E

I, Judith A. Luciano, do hereby certify that the foregoing record is a true and accurate transcription of the proceedings in the above-captioned matter to the best of my skill and ability.

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Judith A. Luciano

**\*\* ALL NAMES NOT PROVIDED WERE SPELLED PHONETICALLY TO THE BEST OF MY ABILITY**