





CITY OF NEW BEDFORD
COMMUNITY PRESERVATION FUND FY 2018

Project Application Cover Page

PROJECT INFORMATION			
PROJECT TITLE:	South Coast Scenic Greenway - Feasibility Study - New Bedford portions		
PROJECT LOCATION:	Municipalities of Fall River, Westport, Dartmouth, and New Bedford		
LEGAL PROPERTY OWNER OF RECORD	New Bedford portions - City of New Bedford		
CPA PROGRAM CATEGORY (Indicate all categories that apply)	<input type="checkbox"/> OPEN SPACE	<input type="checkbox"/> HISTORIC PRESERVATION	
	<input checked="" type="checkbox"/> RECREATION	<input type="checkbox"/> HOUSING	
ESTIMATED START DATE	June 2018	ESTIMATED COMPLETION DATE	Feb-March 2019
ONE SENTENCE DESCRIPTION OF PROJECT	Feasibility study evaluating the potential for a multi-use path through New Bedford portions of the proposed Greenway.		

APPLICANT INFORMATION			
THE APPLICANT IS: (Check only one)	<input type="checkbox"/> CITY BOARD OR DEPT	<input checked="" type="checkbox"/> NON PROFIT 501c3	<input type="checkbox"/> PRIVATE GROUP/INDIV
APPLICANT / ORGANIZATION:	South Coast Bikeway Alliance (SCBA)		
CO-APPLICANT NAME/ORGANIZATION: (If applicable)	City of New Bedford - Department of Public Infrastructure		
CONTACT PERSON:	Paul R. V. Pawlowski		
MAILING ADDRESS:	c/o SRPEDD, 88 Broadway, Taunton, MA 02780		
TELEPHONE #:	971-801-3583	EMAIL:	prvp7787@gmail.com

BUDGET SUMMARY	
CPA FUNDING REQUEST (must match CPA request in attached Budget Summary)	\$ 10,000
TOTAL BUDGET FOR PROJECT	\$25,000 to \$45,000

SIGNATURES		
I/we attest that all information provided in this entire submission is true and correct to the best of my/our knowledge and that no information has been excluded, which might reasonably affect funding. I/we authorize the Community Preservation Committee and/or the City of New Bedford to obtain verification from any source provided. I acknowledge and agree that a permanent restriction may be placed on the property as a condition of funding.		
NAME (printed) Paul R. V. Pawlowski	SIGNATURE 	DATE: 8 DEC 2017
NAME (printed) Manuel H. Silva	SIGNATURE 	DATE: 12/4/2017



Project Application

Submission Requirements Checklist

Application items should be presented in the following order. Please check each item included in your submission.

GENERAL	
<input checked="" type="checkbox"/>	Application Cover Page(form provided)
<input checked="" type="checkbox"/>	Submission Requirements Checklist (this form)
<input checked="" type="checkbox"/>	Narratives (prompts provided)
<input checked="" type="checkbox"/>	Project Schedule(form provided)
FINANCIAL	
<input checked="" type="checkbox"/>	Budget Form (form provided)
<input type="checkbox"/>	At least two written quotes for project costs. Detailed cost estimates and/or written quotes.
<input type="checkbox"/>	Proof of secured funding (commitment letters or bank statements), if applicable.
OWNERSHIP/OPERATION (NON-CITY)	
<input checked="" type="checkbox"/>	If the applicant is not the owner, attach documentation of site control or written consent of owner to undertake the project.
<input type="checkbox"/>	Certificate of Good Standing(if operating as a corporation)
<input checked="" type="checkbox"/>	501(c)(3) certification (if operating as a non-profit)
<input type="checkbox"/>	Purchase & Sale agreement or copy of current recorded deed, if applicable.
COMMUNITY SUPPORT	
<input checked="" type="checkbox"/>	Letters of support from residents, community groups, city departments, boards or commissions, etc.
HISTORIC RESOURCES PROJECTS	
<input type="checkbox"/>	Documentation that the project is listed on the State Register of Historic Places or a written determination from the New Bedford Historical Commission that the resource is significant in the history, archeology, architecture, or culture of New Bedford.
<input type="checkbox"/>	Photos documenting the condition of the property.
<input type="checkbox"/>	Report or condition assessment by a qualified professional describing the current condition of the property, if available.
PLANS & REPORTS <i>The following plans and reports, if available, will strength your application, (submit in digital format only). Applicants are encouraged to submit as much detail as possible.</i>	
<input checked="" type="checkbox"/>	Renderings, site plans, engineering plans, design and bidding plans, specifications, and any MAAB variance requests.
<input type="checkbox"/>	Applicable reports (21E, Historic Structure Report, appraisals, survey plan, feasibility studies, etc.)
VISUAL	
<input checked="" type="checkbox"/>	Map of the property location (if applicable, show wetlands and wetland buffers, flood plain, water bodies, parks, open spaces, rails, and other features pertinent to the project). Applicants may use the City's interactive mapping website .
<input type="checkbox"/>	Photos of the project site (not more than four views per site) Digital copies required.
<input type="checkbox"/>	Catalog cuts (i.e. recreation equipment) if applicable.

Project Description

1 GENERAL NARRATIVE (1000 Character Maximum)

Provide a description of:

- *The project's location, the property involved and its proposed use.*
- *The proposed scope of work.*

A bike/walking route through New Bedford is key to a Regional Scenic Greenway proposed by the South Coast Bikeway Alliance (map, pp 26/27). This route will expand the city's network of parks, open spaces, and trails - adding recreational, health, and transportation opportunities and access to the area's historical and cultural richness.

The next step is a Feasibility Study, for which we now seek CPA funds. The Greenway will eventually include Fall River, Westport, and Dartmouth (all being asked to contribute).

The New Bedford segment consists of a path on city streets from the Acushnet River west to Dartmouth, and an off-road path along the New Bedford owned water line in Dartmouth to Faunce Corner Road (map, p 28). This northern route could eventually connect to South Coast Rail's proposed King's Highway station and north to the New Bedford Business Park. The Feasibility Study will evaluate route options, identify conflicts, estimate costs, and propose funding sources.

2 COMMUNITY NEED (1000 Character Maximum)

- *What community need(s) will this project address? How does the project benefit the public and what populations(s) will it serve? If it serves a population currently underserved, please describe.*
- *How does the project preserve and enhance the character New Bedford?*

Trail systems are amenities in cities and regions worldwide. They enhance quality of life by providing transportation, recreation, and – when reaching into “wild lands” – exploration of natural worlds outside urban life. The proposed Greenway will allow a dense urban community and its visitors to access a new trail system and enjoy the unique tracts of conservation lands north and west of the City.

The New Bedford Open Space and Recreation Plan for 2014- 2021 determined that the city is significantly underserved with regard to both nature/hiking and bicycle trails. Recent initiatives to rectify this shortage include the Harbor Walk, Cove Walk, and the Blue Lane.

The proposed Scenic Greenway will extend these efforts through the North End. This project will make environmentally rich, non-urbanized sections of our city, like Acushnet Cedar Swamp, more accessible to all, improve biking conditions along the Tarkiln Hill Road corridor, and promote economic activity.

Project Description

3 GOALS & OBJECTIVES (1000 Character Maximum)

- *Describe the project's goals and objectives. The objectives must be specific, measurable, achievable and realistic.*
- *How does the project meet the general and category-specific priorities outlined in the Community Preservation Plan or other current relevant planning documents?*

The goal is a detailed report that will define an overall feasible route.

The Study will set forth a detailed and coordinated plan on City of New Bedford lands under the jurisdiction of our co-applicant the Department of Public Infrastructure.

The consultant will work with the SCBA Scenic Greenway Sub-Committee and city agencies in:

Review of local, regional, and state documents to understand environmental conditions and constraints including vehicular traffic issues;

Verify existing field conditions;

Develop preliminary concept sketches for routes and trail heads;

Clarify design, permitting, and right-of-way needs; and,

Provide Preliminary "Order of magnitude" construction costs.

This project will advance the first goal of the New Bedford Open Space and Recreation Plan - to Expand Outdoor Recreational and Open Space Opportunities for all New Bedford Residents, Regardless of Age or Ability - by adding to the city-wide multi-use trail system.

4 MEASURING SUCCESS (1000 Character Maximum)

- *How will the success of this project be measured?*

Success will be measured by the timely delivery of a detailed plan for the trail portions proposed for New Bedford and the other three participating communities.

Success will be assessed as follows:

Technical feasibility: Periodic check-ins with maps, environmental assessment, permitting, estimated costs

Coordinated planning: Each municipality assessed individually and as a continuous trail

Stakeholder involvement: Number and type of agencies, non-profits, and government offices consulted

Resident inclusion: Workshop attendance, neighborhoods and towns represented

Funding next steps: Robust list of sources, requirements, and calendar

The consultant and the Scenic Greenway Sub-Committee will provide periodic Project Status Reports that address each of these measures, on a schedule to be determined upon award of contract.

PROJECT NARRATIVES**Project Description****5 COMMUNITY SUPPORT (1000 Character Maximum)**

- *Explain the level of community support this project has received. If at all possible, please include letters of support from any groups or individuals who have endorsed this project.*

The SCBA enjoys strong community support, and we have generated significant enthusiasm for the Scenic Bikeway project.

Sponsors include YMCA, South Coast Hospital Group, and the Narragansett Bay Wheelmen. We have partnerships with groups encouraging bicycling for health, transportation, and recreation including Mass-in-Motion, UMass Dartmouth, Voices for a Healthy South Coast, and the Coalition for Buzzard's Bay. We maintain strong ties to the East Coast Greenway who added the "Old Colony Route" as a result of our advocacy.

SCBA events to date include seven annual summits and three summer bike challenges.

As noted in the New Bedford Open Space and Recreation Plan, the strengthening of bicycling and walking infrastructure is important to the city due to its positive impact on transportation, recreation, health, land use, tourism, and the economy.

See letters of support from local governments and organizations, attached (pp 14 to 22).

6 CRITICAL NEED (1000 Character Maximum)

- *Is this project of an urgent nature?*
- *Is there a deadline or factors not controlled by the applicant (i.e. opportunity for immediate acquisition, opportunity to leverage available non-CPA grant or other financial opportunity)?*
- *For historic resource applications, is the property at risk for irreparable loss? If so, please include a condition assessment from a qualified professional.*

An off-road trail from New Bedford to Fall River has challenges. As the rail line from New Bedford though Dartmouth to Westport is still active, rail-to-trail conversion is not possible and on-road routes are narrow, winding, and have increasingly high traffic.

The promise of the Scenic Greenway lies in the northern undeveloped public and conservation lands where passive recreation projects are appropriate and encouraged. Open Space acquisitions over the past 20 years have created a time-sensitive opportunity to connect the municipalities.

As not all the land is protected, it is imperative to designate a path and begin the Greenway before key parcels are lost. The Feasibility Study will allow us to understand the best routes, identify trail head parking sites, and evaluate the costs/benefits of trails through wetlands or on utility-owned land. The Feasibility Study will also put local planners on alert, as future development is proposed.

PROJECT NARRATIVES

Financial

1 FINANCIAL INFORMATION (2000 Character Maximum)

- *Describe all successful and unsuccessful attempts to secure funding and/or in-kind contributions, donations, or volunteer labor for the project.*
- *Will the project require funding over multiple years, and if so, provide annual funding requirements.*
- *What is the basis for the total CPA request?*
- *How will the project be affected if it does not receive CPA funds or a reduced amount?*

Open Space acquisitions by South Coast towns, the State, and conservation groups over the past 20 years have created a previously unrecognized and time-sensitive opportunity to connect the four municipalities, and the SCBA is ready to take a leadership role.

We believe that we must first identify a viable route to be eligible for state-sponsored design and construction funding, but cannot finalize an actual route without further analysis and study; and, we face difficulties obtaining feasibility grants from any individual city or town for what is, by definition, a project that extends beyond their boundaries.

Additionally, for any one community to commit resources or support, we need to show that the entire route is feasible. SRPEDD agrees that this Feasibility Study is necessary, but does not have funds we can access for this project.

From preliminary discussions with SRPEDD and the consulting firms VHB and PARE we believe that the Feasibility Study we need may cost between \$25,000 and \$45,000.

Accordingly, we made an unsuccessful request to the Crapo Foundation for partial support and are now requesting \$10,000 in CPA funds each from New Bedford and from the other three municipalities.

As shown on the Project Schedule, we expect that the Feasibility Study will start in July 2018 and be completed in February or March 2019. Any further work that results from this study would be the subject of subsequent funding requests from other sources.

In the event that we raise more than the minimum noted above, we will be able to add to the Scope of Work and make the study more detailed.

In the event that we do not achieve the minimum, we are prepared to seek funds from other sources and to adjust the Scope of Work to meet the limitations of funds raised but will be concerned about the comprehensiveness of the work if the minimum target is not achieved.

Project Management

1 APPLICANT INFORMATION (1000 Character Maximum)

- *Describe the applicant. Are they public, private non-profit, private for-profit, an individual, a partnership, or another type of entity? What is their history and background?*
- *Identify and describe the roles of all participants (applicants, architects, contractors, etc.), including the project manager.*

The applicant, South Coast Bikeway Alliance (SCBA), is a volunteer 501(c)(3) committed to advocating for and building networks of bikeways. Members come from ten nearby towns and cities.

With impetus from SRPEDD, the group began meeting in 2009 and was incorporated in 2014. Early energy was devoted to building membership, information sharing, mapping existing routes, and supporting trails already underway. Rail-to-trail conversions have been a priority, and multi-use trails are now well underway in Fairhaven, Wareham, and Mattapoisett.

The SCBA will contract with an experienced consultant firm for the Feasibility Study. The consultant will manage the research and outreach process, working in collaboration with the SCBA Steering Committee and the SCBA Scenic Greenway Sub-Committee as well as with pertinent municipal offices and community organizations in the region.

2 APPLICANT BACKGROUND (1000 Character Maximum)

- *Describe any past projects of similar type and scale, or experience that demonstrates the applicant's ability to carry out this project.*

SCBA leaders have professional experience in urban planning, transportation planning, landscape architecture, civil engineering, architecture, environmental engineering, municipal administration, and business management. Many of the group's members are familiar with regional and local planning practices and funding sources, having worked with local, regional and state agencies to build bikeways and other community projects.

In June the SCBA received a grant from MA DCR for training volunteers, and in October ran two professionally-led workshops whose participants used new skills to improve a badly eroded DNRT trail (p 30). Additional workshops are planned for spring 2018.

The SCBA maintains an active website, email list, and Facebook page with over 300 followers. Annual summits keep the SCBA members motivated, while monthly meetings get the work done.

After our April 2017 summit, SCBA refined potential Scenic Greenway routes and decided to pursue feasibility funding.

PROJECT NARRATIVES**Project Management****3 PROJECT FEASIBILITY (1000 Character Maximum)**

- *List and explain further actions or steps required for completion of the project, such as environmental assessments, zoning or other permits and approvals, agreement on terms of any required conservation, affordability or historic preservation agreements, subordination agreements, and any known or potential barriers or impediments to project implementation.*

The purpose of this project is to verify feasibility within New Bedford and the adjacent three communities.

The 2016 SMMPO Regional Bicycle Plan determined that the gap between New Bedford and Fall River was a priority, and identified three route options (map, p 23).

One, the “classic version,” traveled along the railway right of way. However, since much of the rail line is still active, this option is not possible.

The second option was entirely on roads, through a highly trafficked transportation corridor, and, while possible, is not desirable.

The Plan said that Option 3, the so-called northern route, was “highly conceptual and requires further study.”

Subsequent research by the SCBA found a route through predominantly city and town-owned land, mostly off-road. This northern route is what we now call the Scenic Greenway, and the proposed Feasibility Study is the next step in turning its concept into a reality.

4 PROJECT MAINTENANCE (1000 Character Maximum)

- *Please explain the long-term maintenance plan for the completed project.*

Short and long-term maintenance plans will be determined with New Bedford DPI, other government agencies, and related organizations. While the New Bedford Open Space and Recreation Plan prioritizes maintenance, the Feasibility Study will identify responsible parties and potential funding sources (both public and private) in New Bedford and each of the other municipalities.

The SCBA also envisions creating a trail stewardship program, as is found in cities and towns across the nation. Schools, businesses, scouts, churches, and other groups can sponsor a trail and involve members in regular clean-up and simple maintenance.

Therefore, an important ask of the scope will be to design a bikeway whose alignment and cross-section conditions are as natural and maintenance-friendly as possible. The bikeway should also be invitingly attractive to promote high user rates that will encourage sponsorships by private groups, companies, and individuals.

Historic Resources Rehabilitation Projects Requirements

CPA Compliance (1000 Character Maximum)

- Describe how the proposed project complies with the [*U.S. Secretary of the Interior's Standards for Rehabilitation*](#), as required by the CPA legislation under the definition of rehabilitation.
- Describe how the applicant will ensure compliance with these standards as the project is ongoing, including an identification of who will make historic preservation determinations.

Not applicable

Accessibility Requirements

CPA Compliance (1000 Character Maximum)

- Describe how the proposed project complies with the all [*ADA/MAAB Regulations*](#).

The alignment of the Proposed South Coast Scenic Greenway will be designed and located to comply fully with all ADA/MAAB Regulations. These regulations will be identified by the consultant and any environmental, design, or cost implications will be clearly explained in general for the overall project and specifically, where appropriate, for each Municipality.

Community Housing Projects Requirements

CPA Compliance (1000 Character Maximum)
<ul style="list-style-type: none">▪ Describe how the proposed project complies with CPA affordability requirements.(100%of AMI for New Bedford)▪ Describe the number and types of units (e.g.: 1br, 2br).▪ Provide a complete Development Budget and an Operating Budget (for rental properties).
Not applicable

PROJECT SCHEDULE

Please provide a project timeline below, noting all project milestones. Please note that because the City Council must approve all appropriations, CPA funds, if awarded, may not be available until up to two months following CPC approval.

	ACTIVITY	ESTIMATED DATE
PROJECT START DATE:	Finalize Scope of Work and advertise for Consultant Proposals	May 2018
PROJECT MILESTONE:	Consultant Selection and Award	June / July 2018
50% COMPLETION STAGE:	Complete Inventory and Analysis and Public Meeting #1	September / October 2018
PROJECT MILESTONE:	Draft Report and Review	November 2018 / January 2019
PROJECT COMPLETION DATE:	Submit Final Report after Public Meeting #2	February / March 2019

PROJECT BUDGET

Please include a complete itemized budget of all project expenses, including the proposed funding source for each expense, in your submission. Note: CPA funds cannot be used for maintenance.

FUNDING SOURCES		EXPENSES				
		STUDY	SOFT COSTS*	ACQUISITION	CONSTRUCTION**	TOTAL
1	NEW BEDFORD CPA	\$	\$ 10,000	\$	\$	\$ 10,000
2	Westport CPA	\$	\$ TBD	\$	\$	\$ TBD
3	Dartmouth CPA	\$	\$ TBD	\$	\$	\$ TBD
4	Fall River CPA	\$	\$ TBD	\$	\$	\$ TBD
5	Crapo Foundation	\$	\$ 0	\$	\$	\$ 0
TOTAL PROJECT COSTS		\$	\$ 25,000 to \$45,000	\$	\$	\$ 25,000 to \$45,000

* Soft costs include design, professional services, permitting fees, closing costs, legal, etc.

** Construction refers to new construction, rehabilitation, preservation, restoration work, and/or accessibility related expenses.

Project Cost Summary

Please explain the status of each funding source (i.e., submitting application on X date, applied on X date, received award notification on X date, funds on hand, etc.). For sources where funding has been awarded or funds are on hand, please include documentation from the funding source (e.g., commitment letter, bank statement) in application packet.

FUNDING SOURCE		STATUS OF FUNDING
1	NEW BEDFORD CPA	Grant Application to be submitted 11 December 2017
2	Westport CPA	Grant Application submitted 3 November 2017
3	Dartmouth CPA	Grant Application to be submitted 24 January 2018
4	Fall River CPA	Grant Application to be submitted 1 September 2018
5	Crapo Foundation	Grant Application submitted 30 September 2017 - unsuccessful



CITY OF NEW BEDFORD

Jonathan F. Mitchell, Mayor

Department of Public Infrastructure

**Manuel H. Silva
Acting Commissioner**

**Water
Wastewater
Highways
Engineering
Cemeteries
Park Maintenance
Forestry
Energy**

New Bedford Community Preservation Committee
Attn: Anne Louro

Dear Committee Members,

The Department of Public Infrastructure would like to formally endorse the South Coast Bikeway Alliance's Community Preservation Act application to fund the South Coast Scenic Greenway Feasibility Study. The South Coast Bikeway Alliance is an all-volunteer, non-profit organization acting on opportunities to share information across municipal boundaries, so that communities may work together towards creating a regional resource. The feasibility study will evaluate the potential for a multi-use path through New Bedford's portion of the proposed Greenway.

Sincerely,

Manuel H. Silva
Acting Commissioner

1105 Shawmut Avenue, New Bedford, MA 02746 Telephone 508-979-1550 Fax 1-508-961-3054

INTERNAL REVENUE SERVICE
P. O. BOX 2508
CINCINNATI, OH 45201

DEPARTMENT OF THE TREASURY

Date: **SEP 12 2014**

SOUTH COAST BIKEWAY ALLIANCE INC
88 BROADWAY
TAUNTON, MA 02780-0000

Employer Identification Number:
46-2312279
DLN:
26053639001014
Contact Person:
CUSTOMER SERVICE ID# 31954
Contact Telephone Number:
(877) 829-5500
Accounting Period Ending:
December 31
Public Charity Status:
509(a)(2)
Form 990/990-EZ/990-N Required:
Yes
Effective Date of Exemption:
October 9, 2013
Contribution Deductibility:
Yes
Addendum Applies:
No

Dear Applicant:

We're pleased to tell you we determined you're exempt from federal income tax under Internal Revenue Code (IRC) Section 501(c)(3). Donors can deduct contributions they make to you under IRC Section 170. You're also qualified to receive tax deductible bequests, devises, transfers or gifts under Section 2055, 2106, or 2522. This letter could help resolve questions on your exempt status. Please keep it for your records.

Organizations exempt under IRC Section 501(c)(3) are further classified as either public charities or private foundations. We determined you're a public charity under the IRC Section listed at the top of this letter.

If we indicated at the top of this letter that you're required to file Form 990/990-EZ/990-N, our records show you're required to file an annual information return (Form 990 or Form 990-EZ) or electronic notice (Form 990-N, the e-Postcard). If you don't file a required return or notice for three consecutive years, your exempt status will be automatically revoked.

If we indicated at the top of this letter that an addendum applies, the enclosed addendum is an integral part of this letter.

For important information about your responsibilities as a tax-exempt organization, go to www.irs.gov/charities. Enter "4221-PC" in the search bar to view Publication 4221-PC, Compliance Guide for 501(c)(3) Public Charities, which describes your recordkeeping, reporting, and disclosure requirements.

Letter 5436

**From the desk of
James D. Oliveira
City of New Bedford
Ward 1 Councilor**

December 5, 2017

New Bedford Community Preservation Committee
c/o Department of Planning, Housing, and Community Development
608 Pleasant Street, 2nd Floor
New Bedford, MA 02740

Re: South Coast Bikeway Alliance CPA Grant Application: Feasibility Study New Bedford to Fall River

Dear CPA Committee,

This letter highly supports a request by the South Coast Bikeway Alliance for funding to assist in undertaking a Feasibility Study for the South Coast Scenic Greenway proposed to route through northern New Bedford's Ward One and then proceed west to Dartmouth, Westport, and Fall River.

The New Bedford portions of this bike/walking trail on city roads will expand the network of trails through underserved North End areas adding recreational, healthy, and commuting opportunities providing overdue alternative access to some of our city's isolated historical and cultural neighborhoods.

The **2014- 2021 New Bedford Open Space and Recreation Plan** determined that the city is significantly lacking in both nature/hiking and bicycle trails. Recent additions of the Blue Lane, Harbor Walk, and Cove Walk reduce this imbalance in the South End and Downtown; the proposed Scenic Greenway will finally extend these opportunities to the North End.

Proposed to extend from River's End Park along Tarkiln Hill Road and King's Highway to Mt Pleasant Street, New Plainville Road and Shawmut Avenue this ped/bikeway will provide a safer route for bicycle commuters and recreational bikers to get to schools, work, reach the future South Coast Rail station at King's Highway, important regional open space, connect to our Downtown, and on to points farther east.

I welcome this effort and look forward to the findings and recommendations from the Feasibility Study. I strongly urge you to approve it.

Sincerely,

A handwritten signature in black ink, appearing to read 'James D. Oliveira', with a stylized flourish at the end.

James D. Oliveira



MASS IN MOTION NEW BEDFORD

Dawn DiMarco, BS, Built Environment Coordinator

OFFICE OF HOUSING, COMMUNITY DEVELOPMENT, & PLANNING
608 Pleasant Street – New Bedford, Massachusetts 02740
Tel: (508) 979-1500 Fax: (508) 979-1575

December 1, 2017

CPA Committees – New Bedford, Dartmouth, Westport, Fall River
c/o SRPEDD
88 Broadway
Taunton, MA 02780

Dear CPA Committees,

I am writing to support the South Coast Bike Alliance's proposal for the Feasibility Study for a scenic greenway between New Bedford and Fall River.

Mass in Motion is a statewide public health initiative with the representation in New Bedford and Fall River. For nearly 10 years, we have played an essential role in bringing different agencies together to encourage a healthy lifestyle, including working to remove barriers to biking and walking in our communities. Off-road biking and walking facilities are an important piece to this effort. Not only do biking and walking support healthy cities, we know that walking and biking facilities that are easily accessible to residents and visitors are hallmarks for improved quality of life that support economic development.

We are proud that the New Bedford and Fall River Mass in Motions spearheaded the creation of the South Coast Bike Alliance in 2010, when our two agencies collaborated on a bike event on the Old Fall River Road. This symbolic occasion featured a group of cyclists from New Bedford and a group of cyclists from Fall River meeting in the middle to announce the long term vision of uniting these two cities by a bikeway.

Following this event, the surrounding 10 South Coast communities (Swansea, Somerset, Fall River, Westport, Dartmouth, New Bedford, Fairhaven, Mattapoisett, Marion, and Wareham) along proposed the bikeway joined in this vision. I am pleased to support the South Coast Bikeway Alliance's grant request to fund a feasibility study that will transform our original vision into a reality. Thank you for your consideration.

Sincerely,

Dawn DiMarco, BS
Built Environment Coordinator, Mass in Motion New Bedford



Dartmouth Natural Resources Trust, Inc.

"To preserve and protect Dartmouth's natural resources for people and nature, forever"

November 29, 2017

New Bedford Community Preservation Committee
c/o Department of Planning, Housing, and Community Development
608 Pleasant Street, 2nd Floor
New Bedford, MA 02740

BOARD OF DIRECTORS

James Forbush
President

Lorraine Granda
Vice President

Gretchen Knowlton
Secretary

Steven Shuster
Treasurer

Jane Ashley
Bettina Borders
Robert Feingold
Peggy Gildersleeve
Susan Heide
Susan Jenkins
Michael Labossiere
Robert Ladd
Timothy Mahoney
Thomas Matthews
Nathan Rego
Haven Roosevelt
Clifford Tracy
Kate White
Lynn Wylde

STAFF

Dexter Mead
Executive Director

Linda Vanderveer
Land Manager

Deborah Cunha
Office Manager

Re: South Coast Scenic Greenway Proposal

Dear New Bedford Community Preservation Committee Members:

On behalf of the Dartmouth Natural Resources Trust (DNRT), I am writing to express strong support of grant request by South Coast Bikeway Alliance for a feasibility study for a proposed South Coast Scenic Greenway between the Quequechan River Rail Trail near the Fall River border and the proposed Acushnet River Riverwalk in New Bedford.

DNRT is a non-profit, accredited land trust founded in 1971. Since that time, it has helped protect more than 5,300 acres of land in Dartmouth and maintains more than 35 miles of hiking trails. Two of our reserves, Ridge Hill Reserve and Barzabel Washburn Reserve, will be evaluated as part of the feasibility study as locations for two important segments of the proposed greenway within Dartmouth.

DNRT is supportive of this effort for its potential to enhance outdoor recreation opportunities within its reserves and the larger region. The northern part of Dartmouth, Westport, Fall River, and New Bedford is fortunate to have a number of permanently protected lands. Establishing a continuous path linking many of these properties will allow for improved public access as well as showcase the scenic beauty of the area.

The proposed greenway could also help to further spur land protection efforts of high priority parcels in or near the proposed corridor of the greenway. The northern parts of Dartmouth and neighboring communities are currently under intense development pressure and are steadily being developed. Hence, the window to protect properties of a high conservation value and provide for an ecologically-valuable conservation corridor, especially between the Southeastern Mass Bioserve and the Acushnet Cedar Swamp, is dwindling. A continuous multi-use path could provide an important focal point for these efforts.

Once again, DNRT strongly supports this grant request and urge you to approve it.

Sincerely,

Dexter C. Mead
Executive Director

PO Box 70567 • Dartmouth, MA 02747 • 508.991.2289 • www.dnrt.org



Telephone: 508-910-1804
Fax Telephone: 508-910-1893

**Town of Dartmouth
Pathways Committee
400 Slocum Road, Room 119
Dartmouth, MA 02747**

Alan Heureux, Chairman
Gerald Koot, Vice Chairman
Lisa Koczera
Michael Labossiere
Marcia Picard
Lawrence Swartz
Gustavo Raposo

New Bedford Community Preservation Committee
c/o Department of Planning, Housing, and Community Development
608 Pleasant Street, 2nd Floor
New Bedford, MA 02740

Re: Feasibility Study – South Coast Scenic Greenway
Via: Hand Delivery

December 7, 2017

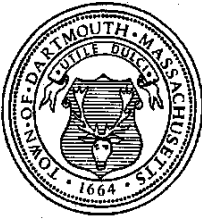
To Whom It May Concern:

The Dartmouth Pathways Committee strongly supports the South Coast Bikeway Alliance's proposal to begin a feasibility study for a new multi-use trail from New Bedford to Fall River, possibly connecting to the Southeastern Massachusetts BioReserve. This proposal is important because it will be a catalyst for impactful changes in the communities along the South Coast. The proposed greenway would allow people to experience scenic inland areas including views of several ponds. Reviewing the purposes of this proposal, we believe that this project, when complete, will offer important opportunities for recreation & exercise for not only residents of New Bedford but Dartmouth, Westport, Fall River and surrounding towns.

Sincerely,

Alan J. Heureux, PE, Chairman
Dartmouth Pathways Committee

The mission of the Dartmouth Pathways Committee is to improve bicycle and pedestrian infrastructure in Dartmouth through advocacy and education, while supporting coordinated regional efforts to link existing and future pathways throughout the Southcoast, improving recreational opportunities and fostering a healthier community for residents and visitors.



Town of Dartmouth
Massachusetts
Office of the Town Administrator
400 Slocum Road
Dartmouth, MA 02747
Tel: (508) 910-1813

December 6, 2017

New Bedford Community Preservation Committee
c/o Department of Planning, Housing, and Community Development
608 Pleasant Street, 2nd Floor
New Bedford, MA 02740

Dear New Bedford Community Preservation Committee Members:

I am writing to express the Town of Dartmouth's support of the grant request of \$10,000 from your committee by the South Coast Bikeway Alliance for a feasibility study for a scenic greenway between the Quequechan River Rail Trail near the Fall River border and the proposed Acushnet River Riverwalk (part of the Blue Lane) in New Bedford. The creation of a multi-use path known as the South Coast Bikeway has been a long-standing goal of the South Coast Bikeway Alliance. While tremendous progress has been made in the creation of the network particularly in the Towns of Fairhaven and Mattapoisett, much work remains.

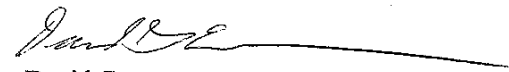
Communities such as Dartmouth and New Bedford pose a particular challenge since they lack an inactive rail line on which to build the path. Fortunately, in Dartmouth, there exists a continuous strip of protected land in the northern part of Town, going all the way from the Southeastern Mass Bioreserve in Fall River to the Acushnet Cedar Swamp in New Bedford, and owned or soon-to-be-owned by only five public or non-profit entities: City of Fall River Water Department, Dartmouth Natural Resources Trust, Town of Dartmouth Park & Recreation, Town of Dartmouth Conservation Commission, and City of New Bedford Water Department. Hence, the potential to create an off-road greenway in Dartmouth stretching from border to border, approximately 3.8 miles, and connecting large areas of protected land is a definitive possibility. To date, meetings on the subject involving the stakeholders have been characterized by a high degree of enthusiasm.

In New Bedford, the proposed 4.3 mile pathway, which will be mainly on-road unlike Dartmouth, takes advantage of land and road bordering the outskirts of the Acushnet Cedar Swamp and will connect up to the Acushnet River Riverwalk at a strategic point, while improving transportation options to two schools and large shopping center (and possible future home of a rail station).

This path is expected to significantly enhance outdoor recreational opportunities in the northern part of Dartmouth and New Bedford. Moreover, if the New Bedford and Dartmouth portions are linked to larger proposed greenway in northern Fall River and Westport, the path will fill in a major gap between the two completed segments of the South Coast Bikeway. The South Coast Bikeway when completed will stretch from Cape Cod to Rhode Island and allow potential tie-in to other regional trail networks on Cape Cod, Rhode Island, and beyond.

Hence, on behalf of the Town of Dartmouth, we hope you will approve this grant request.

Sincerely,


David Cressman
Town Administrator



Friday, November 24, 2017

New Bedford Community Preservation Committee
c/o Department of Planning, Housing, and Community Development
608 Pleasant Street, 2nd Floor
New Bedford, MA 02740

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Executive Director

Dennis Markatos-Soriano

Re: South Coast Bikeway Alliance CPA Grant Application: Feasibility Study New Bedford to Fall River

Dear CPA Committee,

The East Coast Greenway Alliance writes as a strong supporter of the South Coast Bikeway Alliance's grant application in the amount of \$10K to fund a feasibility study for a scenic greenway connection between New Bedford to Fall River.

Since 1991, the East Coast Greenway Alliance (ECGA) has worked towards achieving 3,000-mile vision to connect the communities along the Eastern Seaboard with traffic separated bicycling and walking facilities. Today, over 30% of the route is complete thanks to our partnerships with public agencies, grassroots organizations, and non-profit groups like the South Coast Bikeway Alliance (SCBA)

In 2013, the ECGA announced plans to develop a route connecting Providence, RI with Boston via the South Coast and Cape Cod, we refer to this route as the ECG-MA coastal route. It was the inspiring vision and leadership of the SCBA coupled with the strong tourism appeal that convinced the ECGA Board of Trustees and the Trail Council to adopt this new route into the East Coast Greenway (ECG) network.

The South Coast Bikeway (SCB) makes up over 50 miles of the 150-mile ECG coastal route. Currently bicyclists and pedestrians have no safe, contiguous connections linking New Bedford and Fall River. A feasibility study to fill this gap is critical to understanding the opportunities and constraints to make this critical connection for the ECG and SCB.

Sincerely,

Molly Henry
East Coast Greenway Alliance
New England Coordinator
166 Valley Street, Bldg 6M, Suite 103
Providence, RI 02909



LINKING COMMUNITIES FROM MAINE TO FLORIDA 5826 Fayetteville Rd. #210, Durham, NC 27713 | 919-797-0619 | info@greenway.org | www.greenway.org



SOUTHEASTERN REGIONAL PLANNING & ECONOMIC DEVELOPMENT DISTRICT
88 BROADWAY ♦ TAUNTON, MA 02780-2557

Acushnet
Attleboro
Berkley
Carver
Dartmouth
Dighton
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Fall River
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Marion
Mattapoisett
Middleborough
New Bedford
N. Attleborough
Norton
Plainville
Raynham
Rehoboth
Rochester
Seekonk
Somerset
Swansea
Taunton
Wareham
Westport

November 30, 2017

SRPEDD Commission
Southeastern Regional Planning and Economic Development District
88 Broadway,
Taunton, MA 02780

Bob Espindola, President
South Coast Bikeway Alliance
88 Broadway,
Taunton, MA 02780

Re: Feasibility Study for A Scenic Greenway, from New Bedford to Fall River

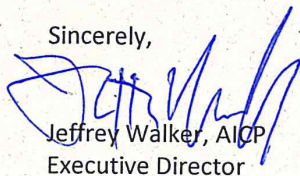
To whom it may concern,

SRPEDD enthusiastically supports the efforts of the South Coast Bikeway Alliance to undertake a feasibility study for a scenic greenway portion of the South Coast Bikeway. SRPEDD has identified the South Coast Bikeway, a regional network of bikeways from Swansea to Wareham with the overall goal of connecting the region to Rhode Island and Cape Cod, as a high priority in the SRPEDD Region through our 2015 Regional Bicycle Plan and several iterations of our Regional Transportation Plan spanning over a decade. The Bikeway also has strong support from local plans including community master plans and open space plans.

A feasibility study for this section of the bikeway is highly recommended as the planning of the trail involves several public land holding entities and state agencies and would help to streamline efforts across four of our communities. The study would also assist with seeking both design and construction funding for the project from various state and federal sources which prioritize projects that are clearly identified and provide regional connectivity. SRPEDD plans to support this effort by providing technical support in the form of maps and other data as well as playing an advisory role.

Walking, hiking and bicycle trails support economic development not only because of tourism, but because they are amenities that businesses recognize as attractive to workers, entrepreneurs and their families. SRPEDD has long supported the efforts of the South Coast Bikeway as an asset to the region's economic development and multimodal transportation goals.

Sincerely,



Jeffrey Walker, AICP
Executive Director

Voice: (508) 824-1367 ♦ Fax: (508) 823-1803 ♦ E-Mail: info@srpedd.org ♦ Website: www.srpedd.org



Town of Fairhaven
Massachusetts
Office of the Town Administrator
40 Center Street
Fairhaven, MA 02719
Tel: (508) 979-4023
Fax: (508) 979-4079
selectmen@Fairhaven-MA.gov

December 7, 2017

New Bedford Community Preservation Committee
c/o Department of Planning, Housing and Community Development
608 Pleasant Street, 2nd Floor
New Bedford, MA 02740

Re: South Coast Scenic Greenway Feasibility Study Proposal

Dear New Bedford Community Preservation Committee Members,

The Town of Fairhaven has long enjoyed our Phoenix Bike Trail that runs through town, en-route to Mattapoisett. People in our Town and neighboring Towns enjoy the scenic views while riding, walking, running, roller blading along the path. The path also leads to scenic views of Little Bay via a beautiful paved path and to Shaw's cove, via a beautiful, wooded nature trail. We believe linking on and off road activities increase the value of any pathway.

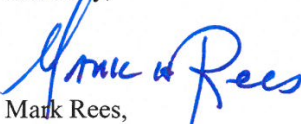
The South Coast Bikeway Alliance has kept us informed of their efforts to connect our trail to other paved and soft trails in the region. We have experienced, first hand, the economic benefit and rise and property values when these pathways are built. We believe the more links and interconnectivity between regional trails the more the benefit will be to everyone in the region, by encouraging healthy lifestyles, increasing tourism, increasing property values. A regional network of trails will most certainly benefit communities all along the South Coast, making our area an even more desirable place to work, live and play.

We see the Feasibility Study for which the South Coast Bikeway Alliance is advocating as a critically important step in the process of mapping out this connectivity. The study's Final Report will serve as a valuable tool in garnering additional support that will be required to make this regional connectivity a reality.

The South Coast Bikeway Alliance, working with Southeastern Regional Planning and Economic Planning District (SRPEDD), provides the right mix of talent and resources to see this project through.

We encourage your approval of their request.

Sincerely,


Mark Rees,
Town Administrator
Town of Fairhaven

CC: Board of Selectmen



December 6, 2017

To Robert Espindola
President
South Coast Bikeway Alliance
C/O Transportation Planner
SRPEDD 88 Broadway, Taunton, MA 02780

Re Scenic Greenway

Dear Mr. Espindola

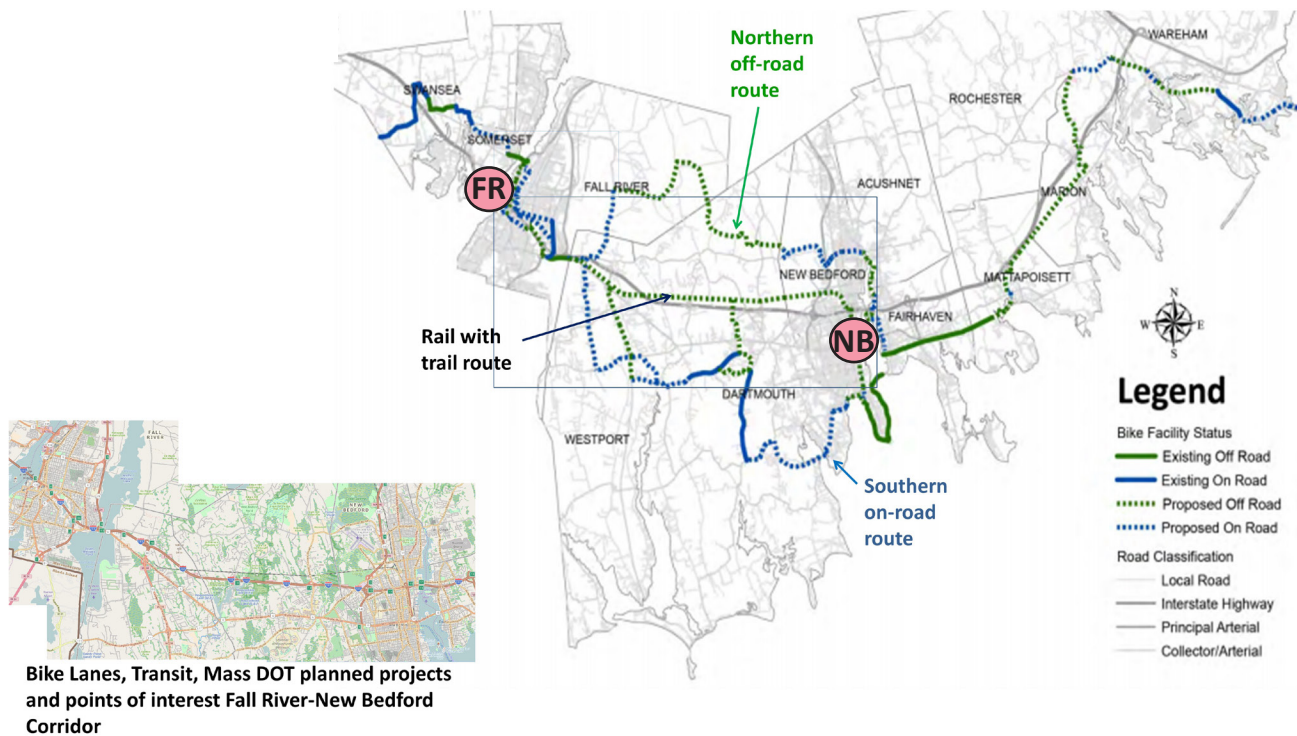
For several years now members of the Narragansett Bay Wheelmen, especially those who live and ride east of Providence, RI, have followed the development of the South Coast Bikeway and the advocacy efforts and events held by the South Coast Bikeway Alliance (SCBA) in the Greater Fall River and New Bedford area.

It is no secret to accomplished riders of our club that on-road bicycling in the South Coast is among the best in the state for recreational riders. The SCBA's work to improve biking for commuters and less confident riders who prefer a car free setting is work we have supported in our charitable giving program for over 12 years. Our charitable giving is derived from our very popular annual on-road ride known as the Flattest Century of the East. Proceeds from this ride, totaling over \$250,000 have been distributed to local programs like Friends of the Mattapoissett Bike Path Association, Fall River Bicycle Committee, RI Bicycle Coalition, Bike Tiverton and the Southcoast Bikeway Alliance. Cultivating all types of riders and helping riders of all abilities take advantage of bicycling's benefits are consistent with our club's purpose.

Therefore, the proposal for a car free multi-use path north of Route I-195 is of great interest. Possibly the route proposed is the only opportunity to expand a network that is becoming a great regional amenity. Your organization's ability to coordinate efforts across municipal boundaries and develop and maintain public and private support as well as momentum in planning processes should be vital for a successful outcome. As your project goes forward we hope to continue to be part of a growing group of local and state supporters who help ensure that this worthy project becomes a reality.

Sincerely,

Janice Velozo
Board of Directors,
Narragansett Bay Wheelmen



The 2016 SMMPO Regional Bicycle Plan determined that the gap between New Bedford and Fall River was a priority, and identified three route options shown above.

Option One, the “classic version,” traveled along within the railway right of way. However, since much of the rail line is still active, this option is not possible.

Option Two was a Southern route entirely on roads, through a highly trafficked transportation corridor of varying width, and, while possible, is not desirable and would require extensive easement or purchase negotiations.

Option Three, the so-called Northern off-road route, was “highly conceptual and requires further study.”

Subsequent research by the SCBA found a route through city and town-owned land, mostly off-road. This northern route is what we now call the Scenic Greenway, and the proposed Feasibility Study is the next step in turning its concept into a reality.

SCBA Sub-Committee Management

The South Coast Bikeway Alliance (SCBA) is a 501c3 non-profit corporation. Bylaws are available [here](#).

While the contract for a feasibility study shall be overseen by the SCBA Steering Committee and its Officers, it will be managed by a Scenic Greenway Project Sub-Committee. The Sub-Committee consists of one representative of each city or town, along with an advisor from the Southeastern Regional Planning and Economic Development District. There is an elected chairperson.

The Sub-Committee shall finalize the Scope of Work and issue a request for proposals to a minimum of three qualified consulting firms. Consultant proposals will be reviewed and evaluated by the Sub-Committee while also seeking comments from relevant Town agencies before recommending a consultant to the Steering Committee. Although the Sub-Committee will strive to make a Quality-Based Selection, cost will be an important concern in this evaluation and selection. The Sub-Committee shall then negotiate the final scope of services and deliverables for contract.

For the duration of the work, Sub-Committee members shall coordinate activities within their respective communities and be the prime contact for stakeholders. They will provide monthly progress reports to the Steering Committee and to officials in their respective towns, review and comment on any aspect of the feasibility study as it goes forward and on the draft final report. The Sub-Committee will assist the contractor in scheduling work, meetings, presentations, communications, and regular business.

During or after the completion of the study, as appropriate, SCBA may seek additional legal or planning assistance from such resources as SRPEDD, UMass Dartmouth Law School, and UMass Amherst Landscape and Regional Planning Program to further investigate issues that emerge through the study. To the extent that issues requiring resolution are restricted to publicly held land in any single Town or City, we may seek direct support from that municipality to assist in that resolution.

Feasibility Study for a Scenic Greenway:

Predominantly through undeveloped lands and partially on road in the towns of

Fall River, Westport, Dartmouth, and New Bedford

SCOPE OF WORK

The intent of this feasibility study is to validate a proposed South Coast Scenic Greenway for bicycle and pedestrian use. This greenway through the four towns of Fall River, Westport, Dartmouth, and New Bedford will facilitate through connections on multi-use paths east through Fairhaven on to Cape Cod and west through Rhode Island to Connecticut linking north and south to the East Coast Greenway.

The study will provide the technical data necessary to identify potential unforeseen conflicts and evaluate alignment options. It will allow the South Coast Bikeway Alliance (SCBA), the four towns, and private conservation organizations to confirm and move forward with projects of varying scope. The Final Report will identify a sequence of projects and an implementation schedule to secure design and construction funding from the Mass DOT TIP, the Trails Program of Mass DCR, and other public and private sources.

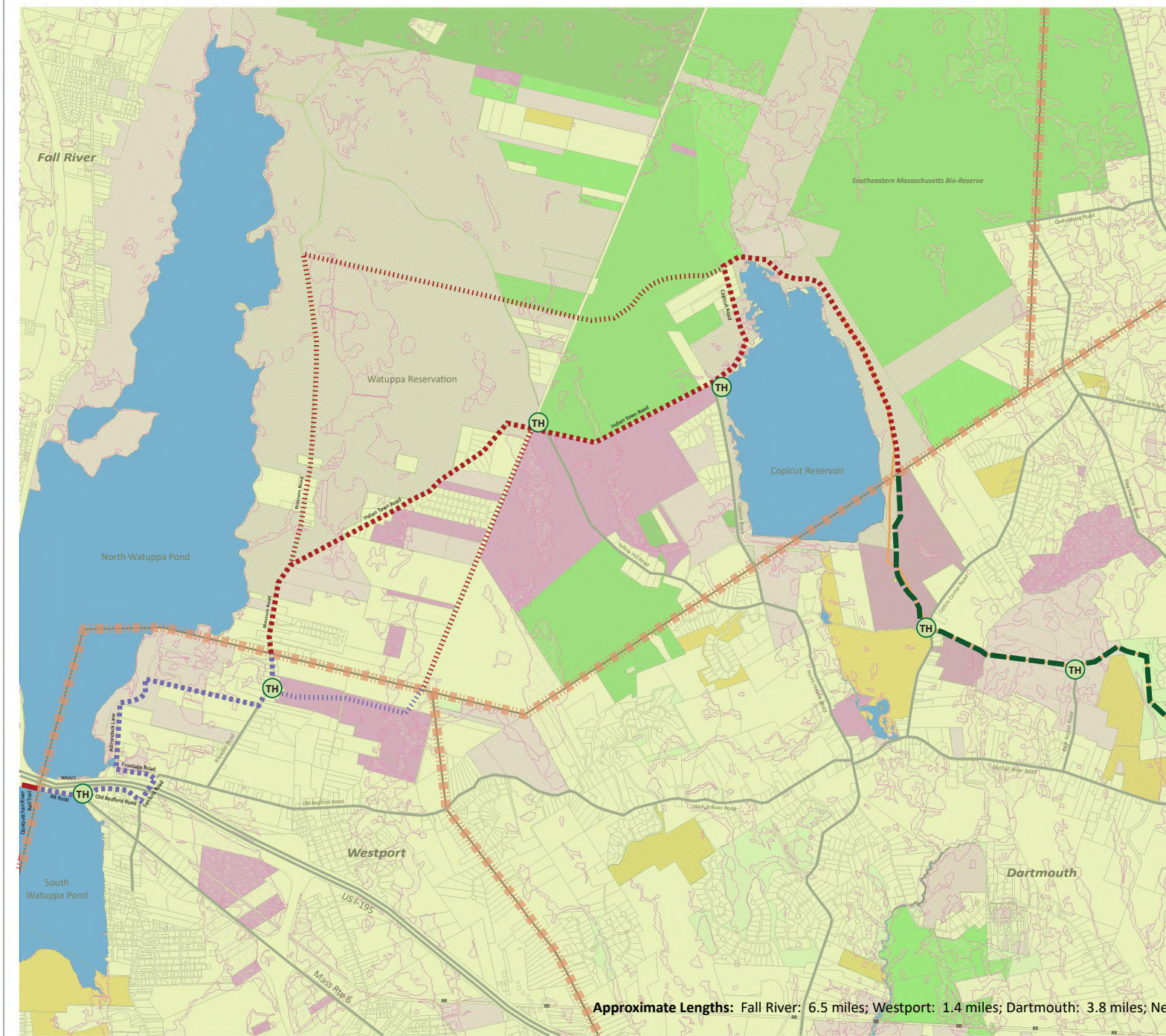
The study will include field verification and desktop reviews of local, regional, and state documents (maps, reports, and plans), research of existing conditions and constraints, concept sketches on aerial photo base maps for routes and trail heads, identification of pertinent issues regarding the design, permitting, right-of-way needs, and costs, and suggest preliminary construction cost estimates. It will include one joint coordination meeting with officials and stakeholders from the four towns. Working closely with SCBA volunteers, public workshops will be conducted in each town during the data collection phase to inform and gather community input to the study.

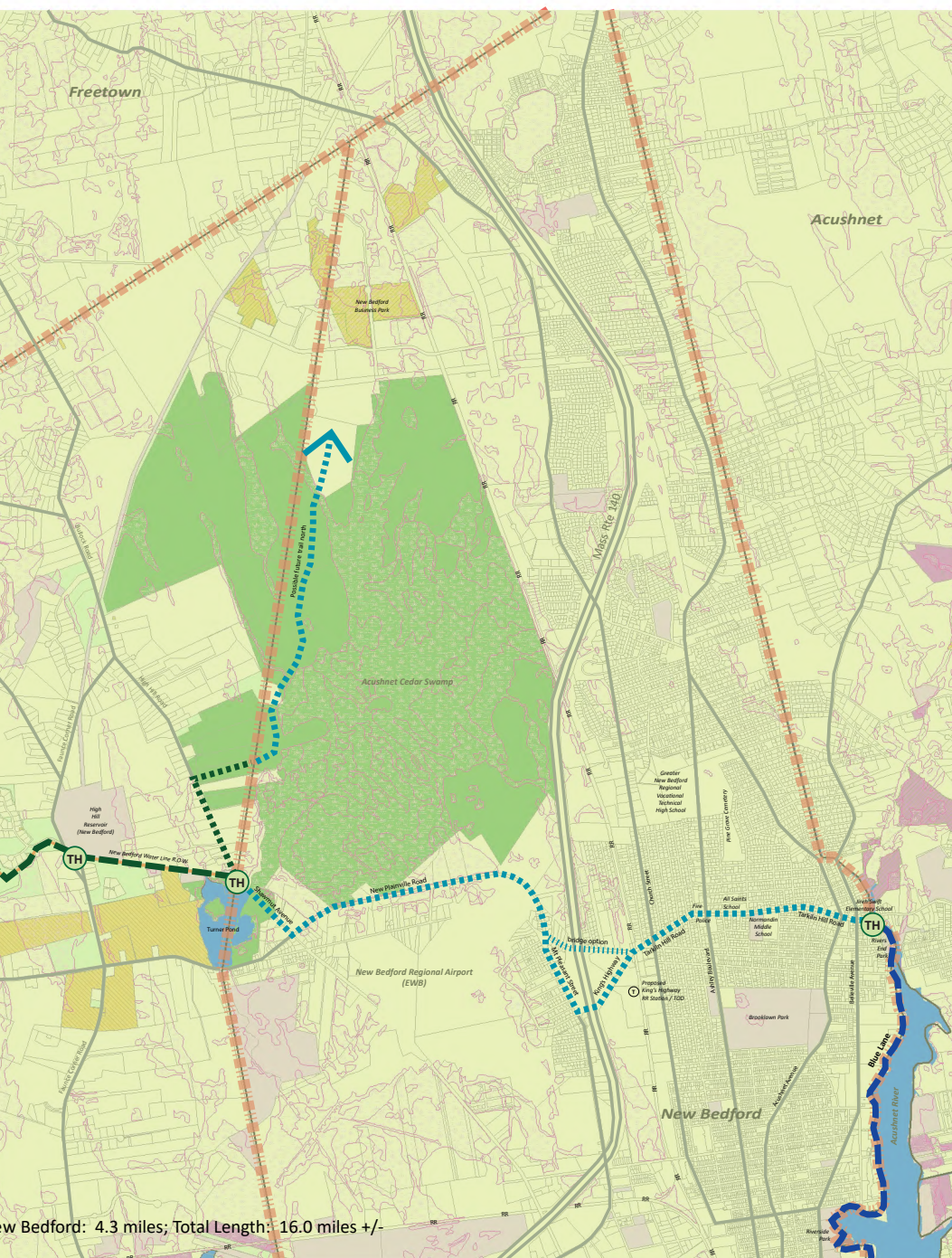
The study will utilize GIS-level information for the project area from each town and SRPEDD locating the initially proposed route(s) through the four towns. Project area maps of the bikeway corridor will be field verified. Specific information will include: parcel maps and rights-of-way; land use/open space; ownership/maintenance (public/private/non-profit); topographic character and features; water supply aquifers; watersheds and natural recharge areas; freshwater wetlands and floodplains; water supplies (storage and conduits); historic resources (natural and man-made); habitat areas for recognized threatened and endangered species; known and potential hazardous materials sites; existing and proposed bike features; functional classifications, road widths, and approximate traffic counts for roads in the on-road and cross-road segments; and, regional/local-serving above and below ground utilities. It is expected that the SRPEDD Regional Transportation Plan will be an important base reference for applicable local, regional, state and federal plans.

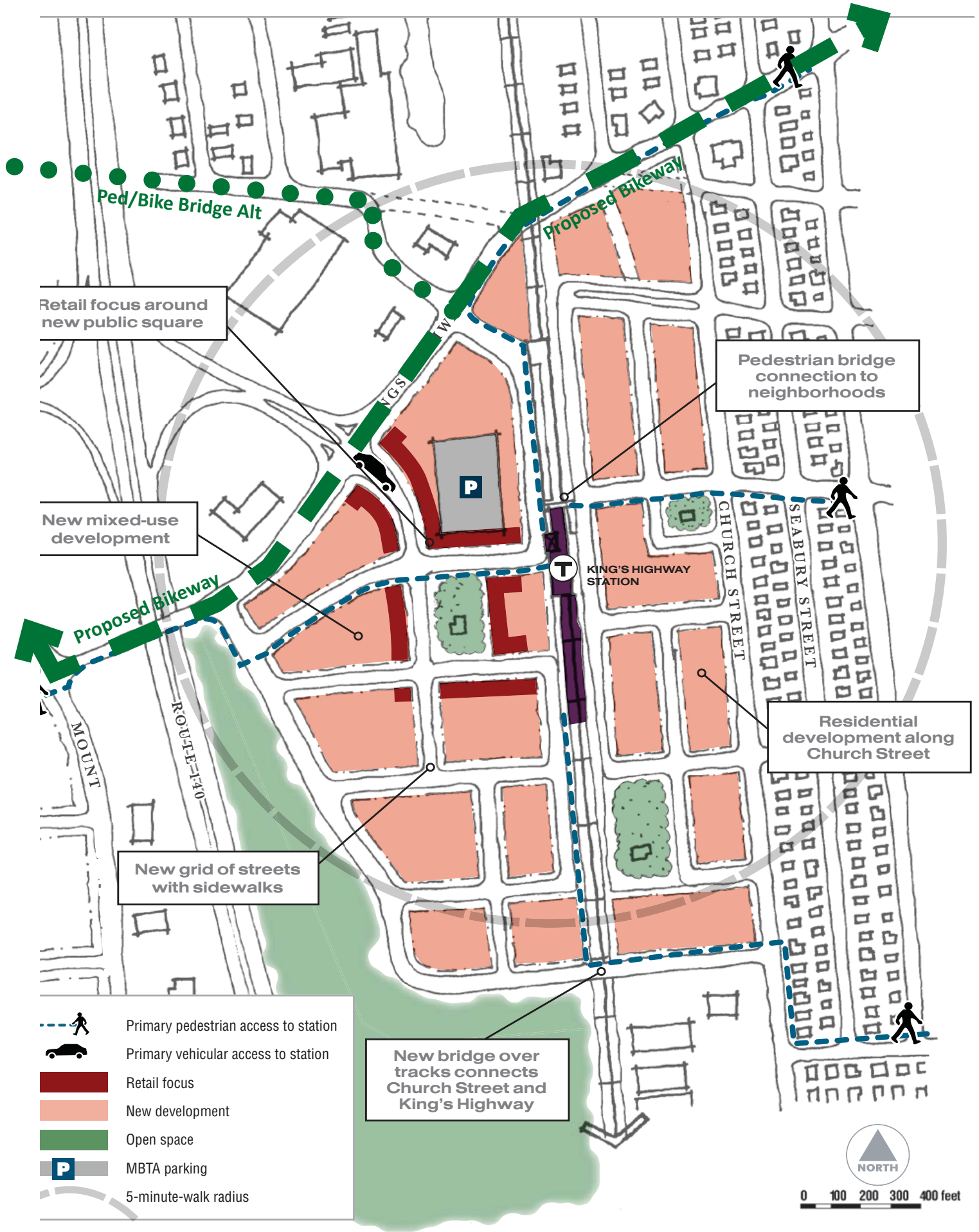
Following preparation of a draft report, one joint coordination meeting will be held with public officials and stakeholders from the four towns. In addition to the meeting with local officials, and again working closely with SCBA volunteers, public workshops will be conducted in each town to present the findings of the Draft Report.

The Final Report will present the above data and recommendations in an easily understood fashion that gives both a clear overall view for the full length as well as details appropriate for each Town through which the alignment passes. The Report will also identify potential funding sources and the “next steps” regarding more detailed planning, design, and permitting efforts required for the project to move forward to construction.

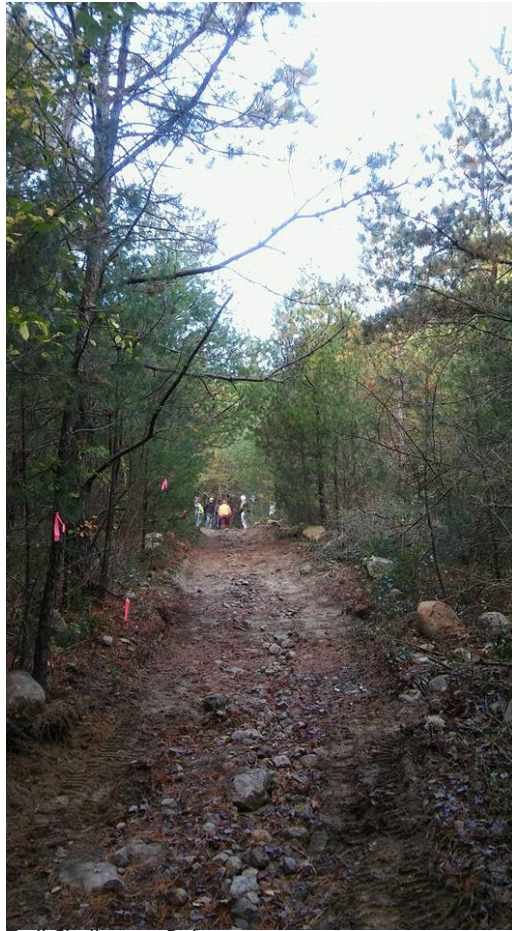
This study is expected to take 6 to 8 months including the noted public workshops, and may cost between \$25,000 and \$45,000.



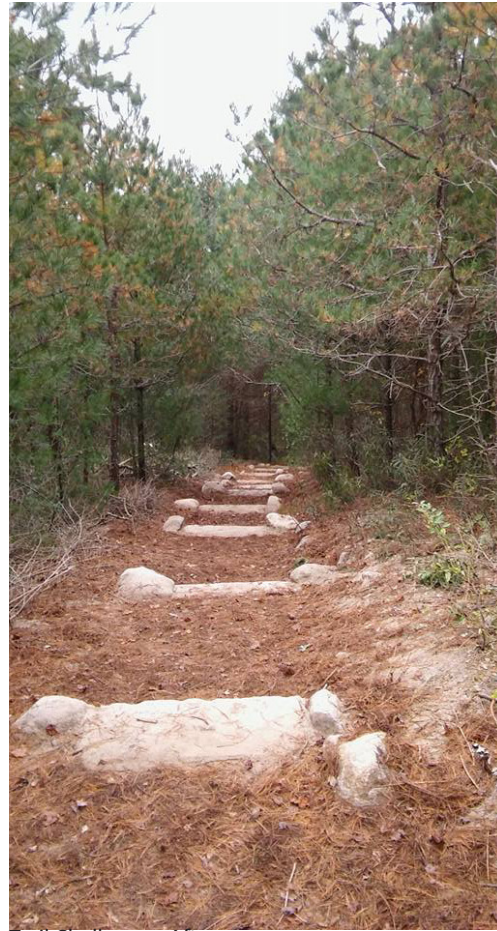




SCBA Recent Related Activity



Trail Challenge - Before



Trail Challenge - After

Trail Stewardship and Basic Skills Training Workshop #2

Saturday, October 28 & Sunday, October 29, 2017, 8:00 am - 5:00 pm

This two-day workshop focused on exploring the fundamentals of sustainable trail layout and design as specifically applied to tread and drainage structures for up to 10 participants. A basic understanding of hillside hydrology, how trails should work, developing trail eyes, structural options, construction tactics, proper pruning techniques for woody plants, restoration of damaged trails, and prioritizing maintenance through trail triage were the bases for this workshop. Participants demonstrated trail stewardship skills by applying knowledge learned thru hands-on demonstration throughout the workshop. Participants received direct feedback from the instructor on how to improve construction techniques.

Workshop #2 resulted in the setting of stairs on the DNRT Ridge Hill Reserve trail off Copicut RD in Dartmouth.

A special thank you to all who volunteered, DNRT for providing the site, project and materials, DCR for awarding SCBA the Educational Grant, and Erin and Carl from Peter S. Jensen and Associates for their instruction.