

Community or project name	2002	2004	2006	Miles currently open
Boston/East Cambridge	<p>Nashua Street Park Boston is under construction. Ground-breaking on North Point park was held June 13, 2002.</p> <p>Spaulding & Slye are proceeding with environmental permitting for the 45-acre North Point mixed-use development. The Mass Central Rail-Trail (MCRT) is a featured part of the design, and part of the development's transportation plan, along with a relocated Green Line trolley.</p>	<p>There are four major trail systems which converge in the North Point area of the Charles River's Lower Basin. However the connections needed to bring these systems together are not yet in place. Currently, advocates are working to ensure that two essential bridges, the Inlet Bridge and the Swing Bridge, are put in place in North Point Park. It is very important that these bridges become a priority for construction before the opportunity to create this wonderful network of trails is lost.</p>	<p>The huge private North Point development project is under construction. The final 0.5 miles, almost to the Charles River, will be constructed in the next few years or so. However, the final connection to the Charles River is not set yet.</p>	
Somerville: (Somerville Community Path)	<p>A preferred alternative has been identified for an extension with partial design funding in place from the city, and discussions are underway with the Massachusetts Bay Transit Authority (MBTA) for access to land. For a number of months now, a series of still on-going community outreach meetings have shown strong local support for extending the path.</p>	<p>The 2.75-mile Somerville Community Path is the centerpiece for a \$200,000 Robert Wood Johnson Foundation grant awarded to the city of Somerville -- in partnership with Groundwork Somerville, Friends of the Community Path and other groups -- on how to increase physical activity through community design. The next half-mile leg of the Path, for which the city is negotiating the Massachusetts Bay Transit Authority (MBTA) lease, is close to 25 percent design. An expanded feasibility study for a separate 1.5-mile segment is about to begin.</p>	<p>There is a 25% design completed for improvements of this section that includes a better crossing of Mass. Ave., a route through Davis Square, and construction of a 1 mile section of path along the existing Fitchburg commuter train line which is actually the abandoned ROW of the Central Mass railroad and in use today as an unimproved trail. However, because of various disagreement over the particulars of the design, the funding may lose priority in the Transportation Improvement Program (TIP), thereby significantly delaying implementation.</p>	2 miles

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Belmont: (Wayside Rail Trail)	<p>Somerville/North Cambridge/Belmont: MassHighway File #600811 has been reactivated for critically needed improvements to the intersections along this segment, including construction of a missing bridge and connection to the Minuteman Commuter Bikeway.</p> <p>Belmont: MCRT The original rail bed was sold to private interests long ago. The Belmont Bikeway Planning Committee continues to seek an alternate route through Belmont. Redevelopment plans at McLean Hospital offer an opportunity for a connection.</p>	<p>Approximately two years ago Belmont Friends of Community Paths was formed to support the efforts of Belmont's Bikeway Planning Committee. This group advocates for the Mass Central Rail-Trail (MCRT), although recently their attention has been focused on the Belmont-Somerville extension of the Minuteman Bikeway, which will connect the Belmont section of the MCRT to the Alewife area of the Minuteman Bikeway. In May 2003 a project was led to clean up and improve the 700-foot-long Belmont end of the extension. Volunteers removed trash and cleared excess vegetation. An increase in trail usage has already been seen. This year the organization will return focus to route selection and the design process for the Belmont section of the MCRT.</p>	<p>A very thorough analysis of the options and alternative routes are found in an article in the Belmont Citizens Forum. Link here: http://www.belmontcitizensforum.org/newsletters/2006/nov/BCFNov06.pdf</p>	
Waltham (Wayside Rail Trail)	<p>MBTA and the city are currently in negotiations to turnover the corridor to the city of Waltham. Dealing with the various encroachments are among the items for discussion.</p>	<p>The design of the three-mile section of trail is nearly complete. Negotiations with MBTA are making progress. The city hopes to soon get a long-term lease of the three-mile section of the corridor. Applications for federal highway advancement funding for the completion of the trail are also in progress.</p>	<p>City hopes to begin construction by spring of 2007</p>	
Weston: (Wayside Rail Trail)	<p>In 1997 they chose not to participate in the Wayside Trail. We respect their decision.</p>	<p>No news to report.</p>	<p>There is the embryonic beginnings of a new rail trail group there.</p>	

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Sudbury and Wayland: Wayside Rail Trail	<p>Wayland (Wayside Rail Trail) has been working with MBTA and the Bay Circuit Trail to lease a segment of the Mass Central line for use by Bay Circuit. Regular trail clearing by local volunteers characterizes this project as a hands-on trail.</p> <p>Sudbury (Wayside Rail-Trail): Sudbury has been working with MBTA and the Bay Circuit Trail to lease a segment of the Mass Central line for use by Bay Circuit. Regular trail clearing by local volunteers characterizes this project as a hands-on trail.</p>	<p>Trail supporters from Sudbury and Wayland have been meeting regularly for joint planning because the issues in the two towns are very similar. The Wayland Historical Commission is planning to establish an historic area of railroad facilities alongside the trail near the intersection with Routes 27/126. An old railroad section house has been refurbished alongside the trail near the Route 20 crossing in Sudbury. Encouraging MBTA to offer a reasonable lease to the towns is a major thrust. Meanwhile, plans are being made to spruce up the trail clearing done earlier for the Bay Circuit and to clear the rail bed for walking in the two towns. Major progress has been made toward building the second phase of the north-south Bruce Freeman Rail-Trail that will intersect the Mass Central Rail-Trail in Sudbury.</p>	<p>Sudbury has been focusing on the n-s oriented Bruce Freeman Rail Trail in recent months.</p> <p>Wayland has recently voted to allow construction of the Wayland Town Center project which will build a downtown adjacent to the corridor of the MCRT.</p> <p>In fact, the developers are prepared to spend \$250,000 towards the design/planning/construction of the rail trail.</p>	
Hudson (Wayside Rail Trail)	<p>Hudson is at the intersection of both the Wayside and the Assabet River Rail-Trails. Assabet River Rail-Trail (ARRT) has been active with a recent agreement between the town and MBTA to turn over a segment to the community for the north-south oriented ARRT.</p>	<p>Construction work, begun September 2003, continues on Hudson's three-mile section of the Assabet River Rail. This trail, expected to open in spring 2005, is currently taking up the time of the volunteers, and muni - level staff. A change of focus to the east-west oriented Wayside Rail-Trail, part of the MCRT, can't be expected for a year, at the earliest. Go to their Web site at www.arrtinc.org for great construction photos.</p>	<p>The Assabet River Rail Trail section in Hudson opened in September of 2005. A change of focus to the east-west oriented Wayside Rail-Trail, part of the MCRT might now be considered.</p>	
Berlin (Wayside Rail Trail)	<p>Nothing new to report.</p>	<p>The town of Berlin is working to purchase the corridor within the town. They have applied for state funding to purchase a privately-owned section of trail. Some residents in town are concerned with the idea of a trail running so close to their yards and possible ways to re-route the trail away from the original line to gain distance from yards have been discussed. Right now trail advocates' focus lies in getting the necessary funds to purchase the route in order to preserve it from abutters and protect the viability of the path.</p>	<p>Nothing new to report</p>	

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Clinton: Clinton Greenway	The Clinton Greenway Conservation Trust, Inc., has begun to investigate possible trail routes through town and to build the coalitions necessary to move things ahead.	The Clinton Greenway Conservation Trust, Inc., (CGCT) continues to investigate possible trail routes on the west side of the Wachusett Reservoir. Background work on owners and rights-of-way on the trail from Berlin to the tunnel is in progress. The CGCT is building the coalitions necessary to move things forward.	The CGCT has begun initial discussions with Guilford Rail Systems—owners of the former B&M RR assets in town including the 1,000 foot tunnel.	
Sterling (Wachusett Greenways)	The former Fitchburg & Worcester Rail Road is now being cleared for walking, biking and cross-country skiing. The trail runs from Sterling Center at the old Cider Mill to Bean Road between the Quag and West Lake Waushacum.	Quag Bridge is in place and complete, except for dressing-up approaches. The 1.6 miles in Sterling is therefore walkable and mountain bike-able only. Two log bridges over cattle passes -- like culverts with no cover pieces -- are in place. Trail surfacing is expected to be done this year.		WG miles open in total. 10
West Boylston (Wachusett Greenways)	(3.5 miles). Bridges donated from the "Big Dig" by Kiewit Corporation await installation. Open stone-dust trail runs 7,000 feet along the Quinapoxet River between Thomas Street and the Holden/West Boylston line.			
Holden (Wachusett Greenways)	Currently open is a short 0.2-mile stretch from River Street to the Jeremiah Kaplan Bridge. Another section of the Central Mass corridor from the West Boylston line to Jeremiah Kaplan Bridge -- 1.7 miles -- will be open later this summer. A connector from River Street to Manning Street to Mill Street, 2.2 miles, is also open. In the fall of 2001, the 60" Jeremiah Kaplan Bridge was installed over the Quinapoxet River near River Street. The 90' Charlotte Kaplan Bridge was installed June 20, 2002.	Approximately two miles of trail (including the Jeremiah and Charlotte Kaplan bridges) are open, from River Street connecting to the West Boylston town line. An additional 2.2-mile connector is open from River Street, crossing Manning Street, then to Route 31. Work continues at the Springdale Mill Historic Site. This past spring Americorps volunteers installed granite posts on which historical signage will soon be mounted. A dedication of the Historic Site is planned for October 2, 2004.		
Rutland (Wachusett Greenways)	The one-mile section from the Holden line to Wachusett Street is open. A new 1.2-mile section from Rutland to Glenwood Road to Pomogusset (Route 56) will be open by fall of 2002.		The Gengel section, from Glenwood Road to Route 56, is now upgraded with a new surface installed in early 2006. Tunnel at Charnock Hill Road complete.	

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Oakham/Barre (Wachusett Greenways)	A recent Wachusett Greenways-sponsored bicycle tour from Rutland to Barre -- passing through Oakham -- found it passable on foot and partially with mountain bikes. Ties are still in place and the route is wet in places. Beaver activity and the 1938 hurricane created some open culverts so new structures will be needed as the trail is developed here.	No news		
New Braintree/ Hardwick: Ware River Rail Trail	This group has recently focused only on the water trail segments and will be refocusing on the rail-trail segments again later.	The Ware River Valley provided the resources for the development of a unique recreational opportunity: A parallel canoe and multi-use trail. In 2001 a feasibility study was accomplished with funding from DEP, setting the stage for the engineering phase of the project. More funds need to be raised to perform the final engineering study that will qualify us for federal funding to complete the section of trail between Gilbertville and Wheelwright, villages of Hardwick. Congressman John Olver has brought a great deal of support to the project by designating \$750,000 for the Hardwick section of the MCRT as a special earmark.	<p>A short 350 yard section of the MCRT was sold off in the summer of 2005. This was the impetus for the creation of a new land protection entity in Mass—Central Highlands Conservancy LLC. [http://www.chc-llc.org] which bought all the remaining 3.5 miles in the two towns.</p> <p>CHC will sell to the East Quabbin Land Trust and EQLT has a fund-raiser underway to allow the EQLT to purchase the corridor.</p> <p>CHC is in discussions with other land owners in the area to reclaim the lost corridor.</p> <p>This segment is particularly scenic with 3 major crossings of the Ware River.</p>	
Ware: Ware River Rail Trail	The project is currently at 25 percent design stage and discussions are underway with the few landowners including Mass Electric who own segments of the line.	The phase two segment (south-side of town) may be built before phase one. The southern section of the MCRT in town is the prime route of a future sewer line that the developer of a proposed Lowe's Home Improvement Center will probably build. The upgrade from a finished sewer line route to a nice, soft surface trail will be an easy construction job.	Town Select Board has instructed the Town Counsel to begin negotiations with National Grid and two private owners to reacquire the lost right of way.	
Palmer	No news to report. The project is largely dormant at this time.	Two abutting commercial enterprises have stepped forward to assist in making the trail a reality and the railroad owning the former MCRT alignment through town has expressed an interest in selling part of it.	New town manager has convened a working group to examine opportunities for economic development in town and included is the idea of the MCRT.	

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Belchertown: Belchertown Greenway	No news to report. The project is largely dormant at this time. Project voted down in 1996.	A linear thinking land trust has been formed. The Belchertown Land Trust [BLT] has begun to reacquire the long lost corridor.	BLT has put 6 of the 9.5 miles of the MCRT into protected status and will begin to develop the corridor as a greenway trail with volunteers in 2006.	6
Amherst: Norwottuck Rail Trail	The one-mile spur/extension into the University is nearly complete and will be officially opened this summer.	No news	See below	
Hadley: Norwottuck Rail Trail	Looking to build a safer trail, DEM is working on widening the curve on the west side of the tunnel/culvert under Route 9 near the Buffalo farm. Other maintenance in 2002 will include repairs of the bumpiest root-damaged sections.	No news	See below	
Northampton: Norwottuck Rail Trail ext.	<p>In late April, 2002, the city held a meeting to show MassHwy that there was city-wide support for bringing the Norwottuck Trail across Damon Road at grade to Woodmont Avenue -- even though a tunnel under the active Guilford Rail Systems (ex B&M RR) is still a few years away.</p> <p>At the end of May, 2002 the city acquired from Mass Electric the right-of-way adjacent to the active railroad all the way to Union Station, approximately one mile. The trail corridor will undergo design in 2003. Union Station in Northampton was the historic "end of the line" or Mile Post 104/0 for the Mass Central.</p> <p>Beyond here, the city has also recently acquired another mile of ex-New Haven Railroad corridor from Mass Electric. This project will connect with the Manhan Trail in Easthampton.</p>	No news	<p>The one-mile extension of the Norwottuck Trail from Damon Road to King Street is under construction and should be open in the summer of 2006.</p> <p>Congressman Olver has brought forth about 4 million for Norwottuck Trail upgrades/paving and for new connections into downtown Northampton.</p> <p>A plan is being brought forward to widen the trail to a conventional 10 feet width, but environmentalists and others would rather leave the width at 8 feet—and develop more mileage on the west side of the river and connect into downtown Northampton. It is unclear at this time which will happen.</p> <p>Marvin Ward was chosen to be the Chair of the Norwottuck Rail Trail Adv. Board—a group set up to assist DCR.</p>	10
Northampton: City Connector/ex New Haven RoW and other links.	The city has also recently acquired another 2 miles of ex-New Haven Railroad corridor from Mass Electric. This project will connect with the Manhan Trail in Easthampton—and to points south in CT.	The city is very slowly making progress to construct the necessary connection between its two existing rail-trails.	Another 1 mile section of former railroad corridor starting in downtown should begin construction in the spring of 2007 as a connection to a major development project underway. Also in 2006, Friends of Northampton Trails and Greenways came to life and one of the first tasks was to put together a newsletter and to publish a map and brochure of the oldest muni-built rail trail in southern New England.	