

North Shore

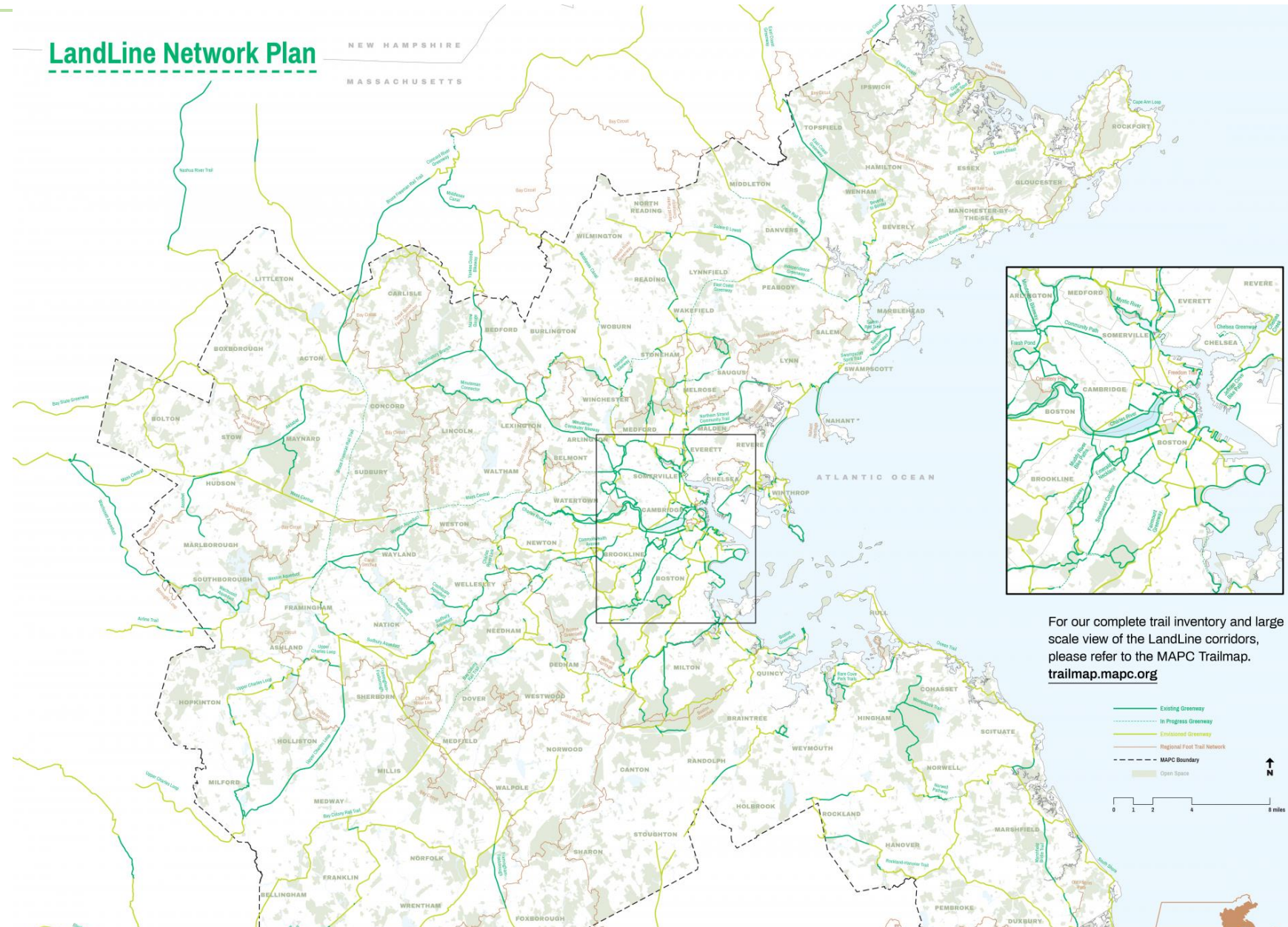
Regional Trail Update
September 2025



LandLine – MAPCs regional greenway vision

2018 LandLine Vision Plan

- Connected greenway network
- Goal of users separated from motor vehicle traffic
- Connects to transit, schools, shopping



Metro Boston Trail and Greenway Summit

- + Spring 2026
- + Highlight the success of the regional shared use path and greenway network that is being connected, for Legislative and Administrative leaders. Highlight how helpful MassTrails and MassDOT/MPO coordination and funding has been, and the need to keep it going.
- + Plug Environmental Bond Bill. Give opportunity for key Legislative, MassDOT, DCR, and EEA people to be recognized/contribute
- + Showcase MAPC's work identifying the regional vision and key gaps.
- + Celebrate our progress by bringing people across the region involved in this work together to build momentum to keep prioritizing these greenways!

Types of "trails" that are eligible for the LandLine Greenway

Shared Use Path

- + Hard packed surface
- + Surface quality and width varies



Bike Lane @ Sidewalk

Protected preferred
Buffer from travel lane



Types of "trails" that are eligible for the LandLine Greenway

Shared Streets

All users share the street

Low volumes (less than ~ 3000 ADT)

Speed limit 30 mph or less (ideally)

No center lines!



Types of "trails" that are eligible for the LandLine Greenway

Hybrid

Aqueduct trails

Surface quality and width varies

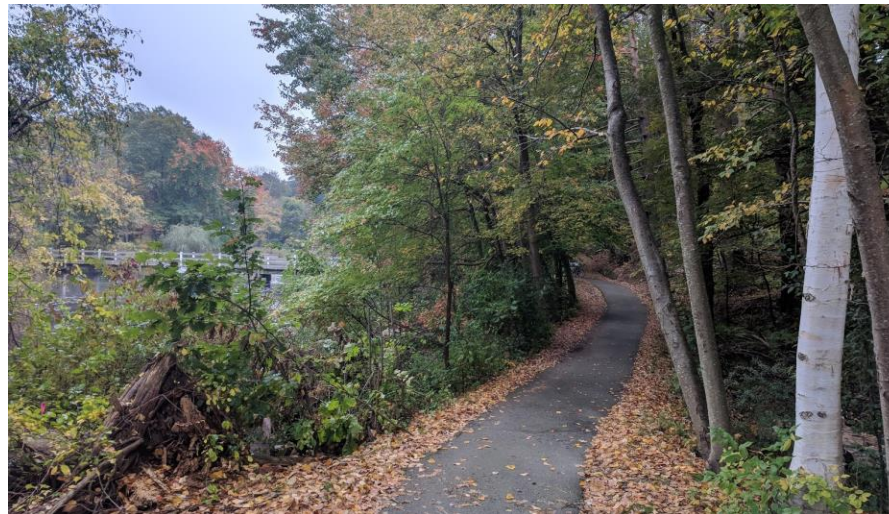


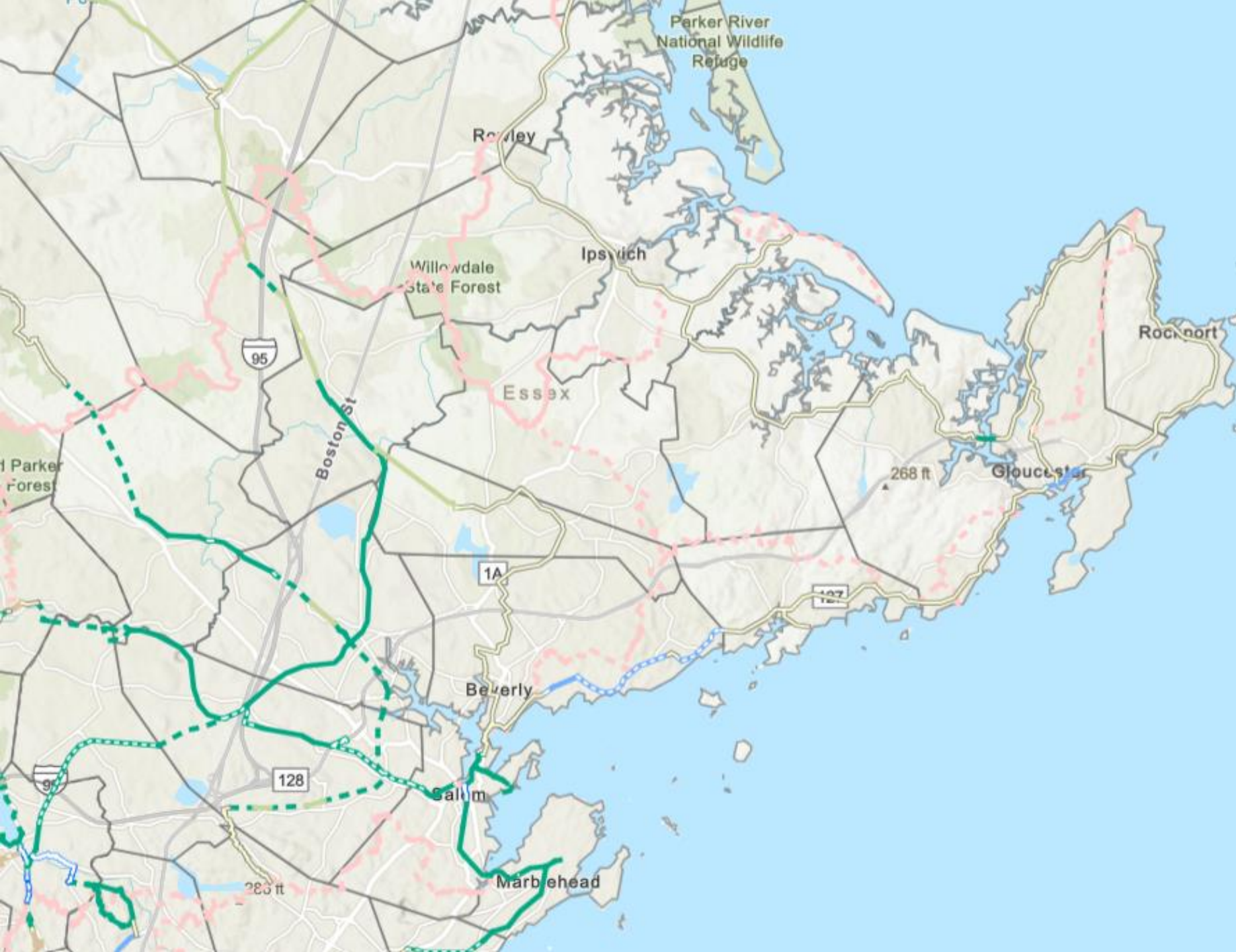
Regional Foot Trail

Surface varies

Walking allowed

May or may not allow bikes, dogs, horses





Trail Status

- Existing
- Design or Construction
- Envisioned

Trail Types

- Shared Use Path
- Protected Bike Lane
- Bike Lane
- Shared Street
- Network Gap
- Foot Trail



For more information, contact:
Tom Sexton, Northeast Regional Director,
Rails-to-Trails Conservancy | tom@railstotrails.org



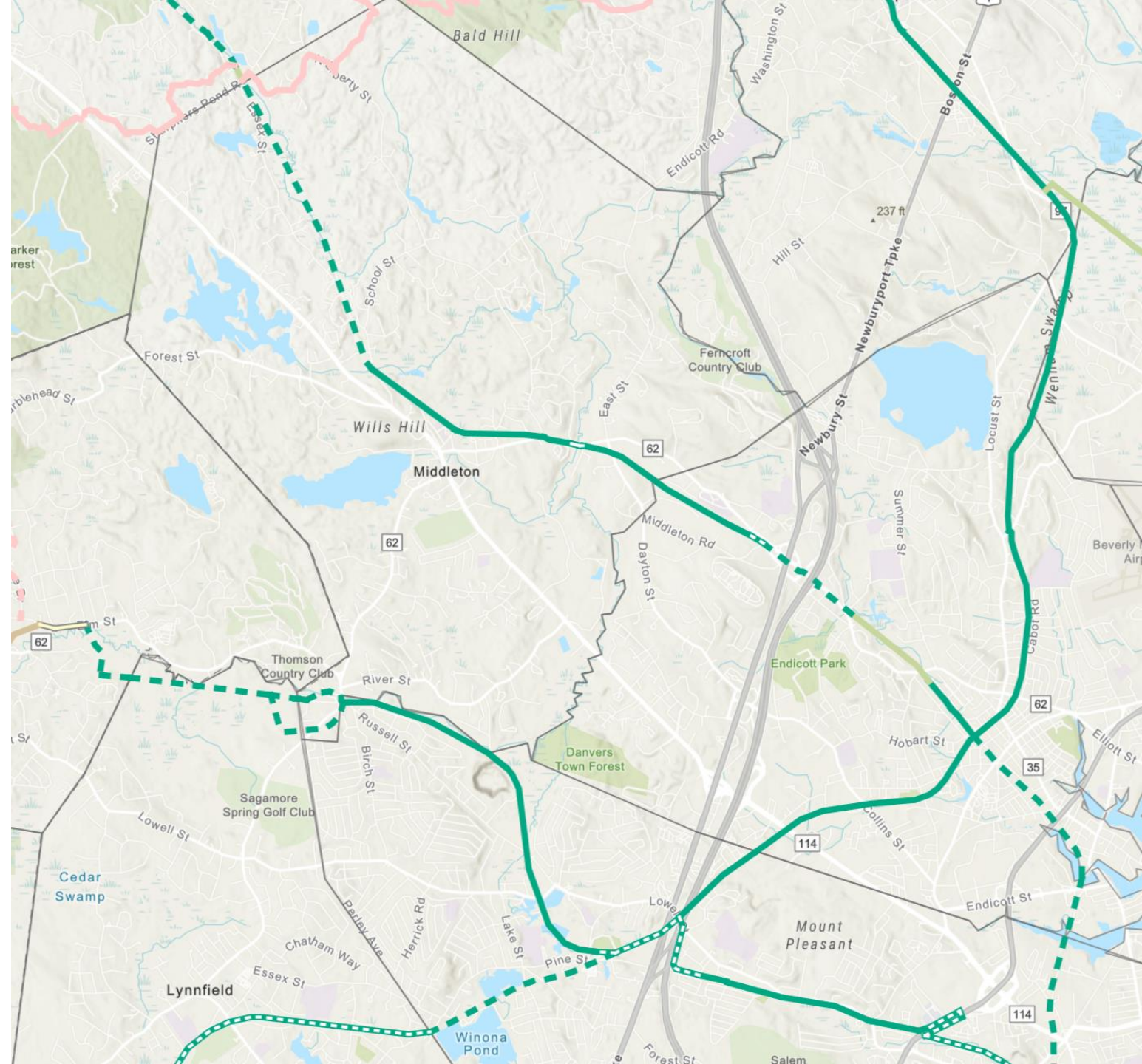
Border to Boston Trail

- Boston to NH
- Quarterly Call
- Progress in many communities



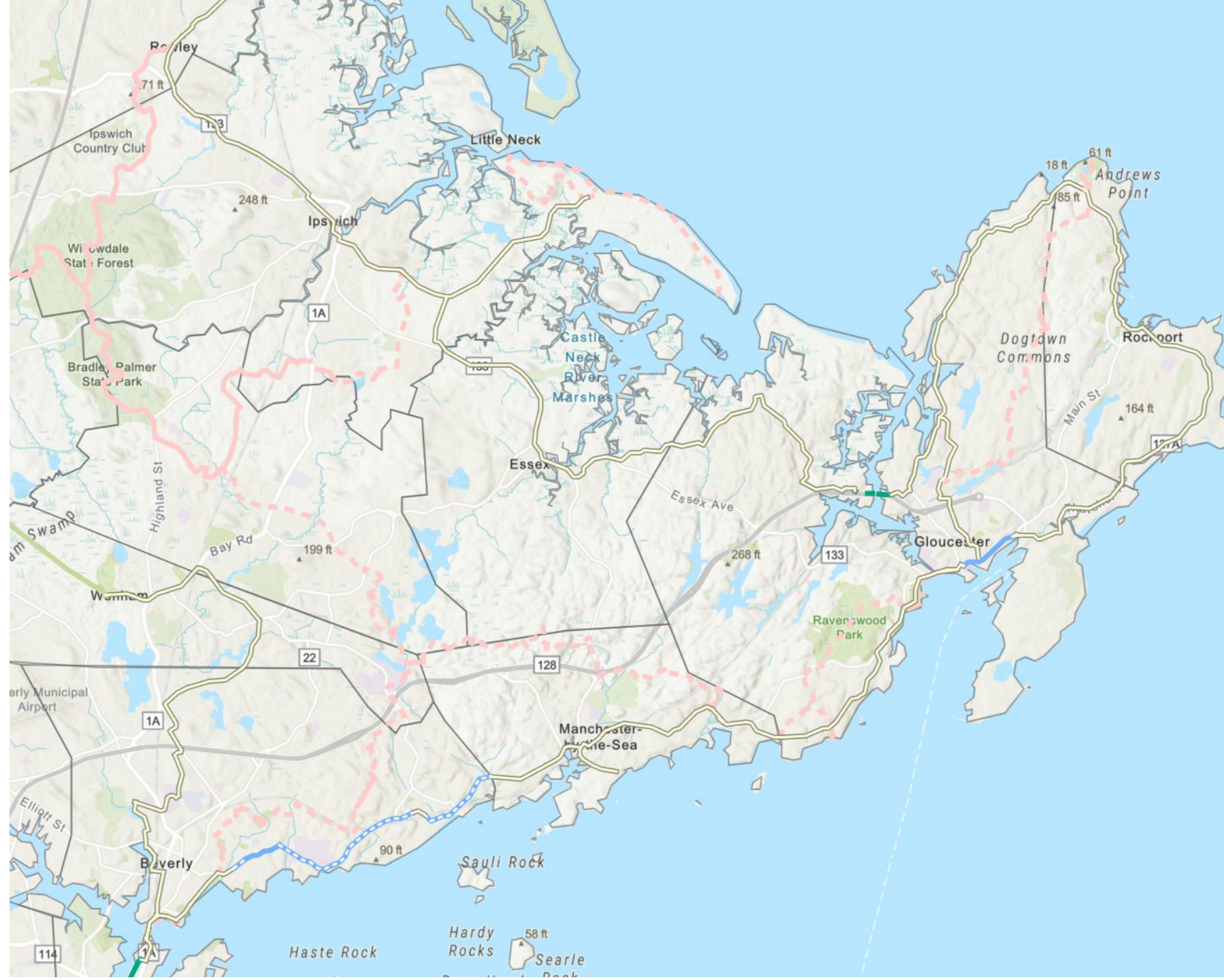
Danvers Middleton

- Significant progress in last few years with new additions
- MassDOT active project to close gap under 95/Rt 1



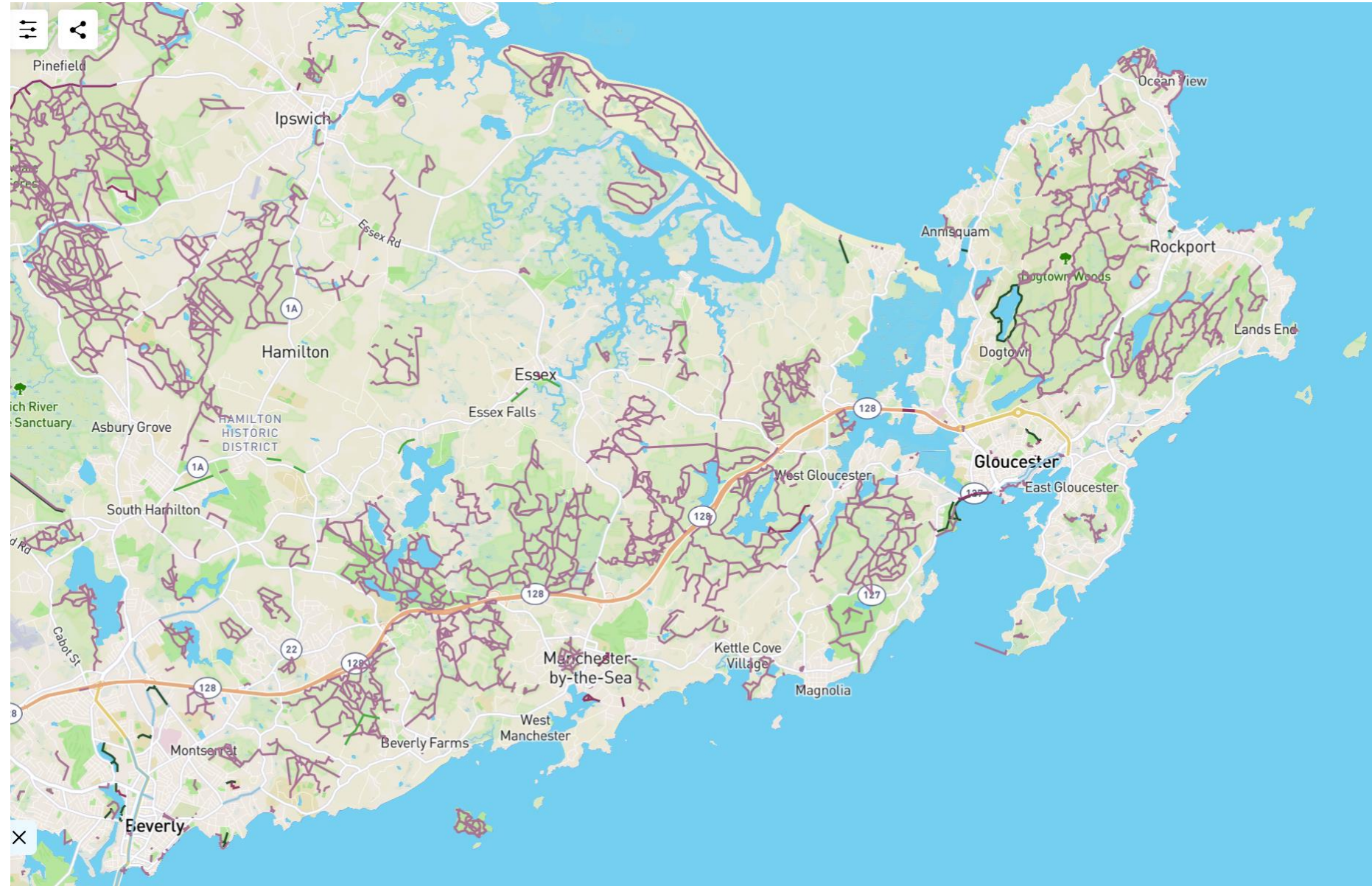
Coastal Route

- Lack of sidewalk or shoulder in sections



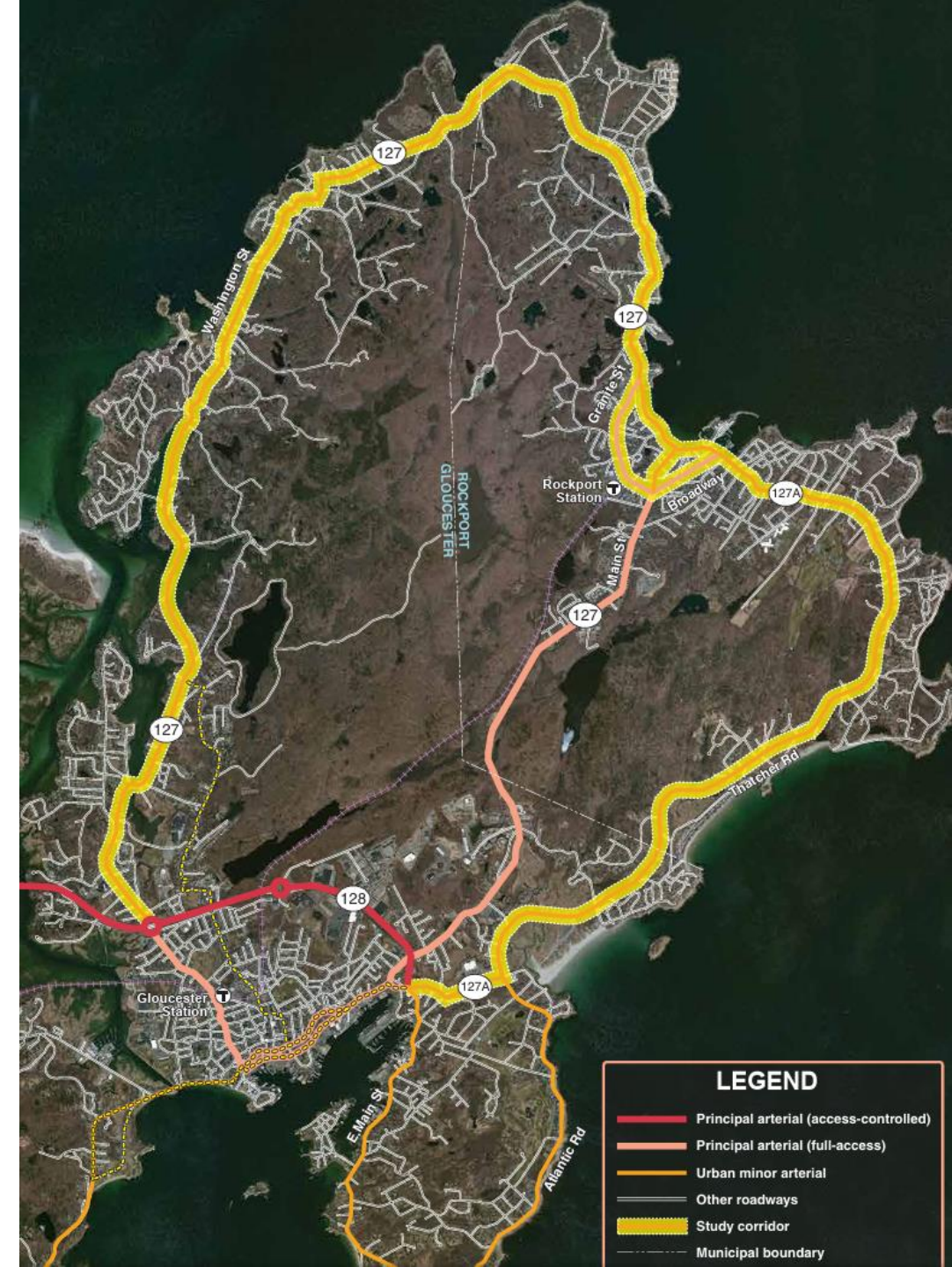
Cape Ann Trail (proposal)

- Designate a hiking and biking trail between Beverly and Halibut Point



Cape Ann Loop

- CTPS Study in 2014
- Widen shoulders where possible
- Advisory shoulders north of Rockport (my recommendation)



Bay Circuit Trail

- Status of Extension to Crane Beach?



Argilla Road

- Sidepath project abandoned years ago
- Current project to replace and raise bridge at Crane Beach
- No pedestrian accommodation?

1 Elevate the road

The first project strategy is to elevate Argilla Road by about two feet across a 0.45 mile stretch from the Crane Estate entrance at 290 Argilla Road to the Crane Beach entrance at 310 Argilla Road. The project also includes increasing the size of the Castle Neck Creek culvert that flows under the road, thus enabling 1.2 acres of salt marsh restoration on the north side of Argilla Road.

[Below: Test borings at the marked locations have found subsurface conditions typical of coastal areas, including: a layer of asphalt overlying fill, marine sand, marine clay, a thin glacial till deposit, and bedrock.]



2 Living shorelines

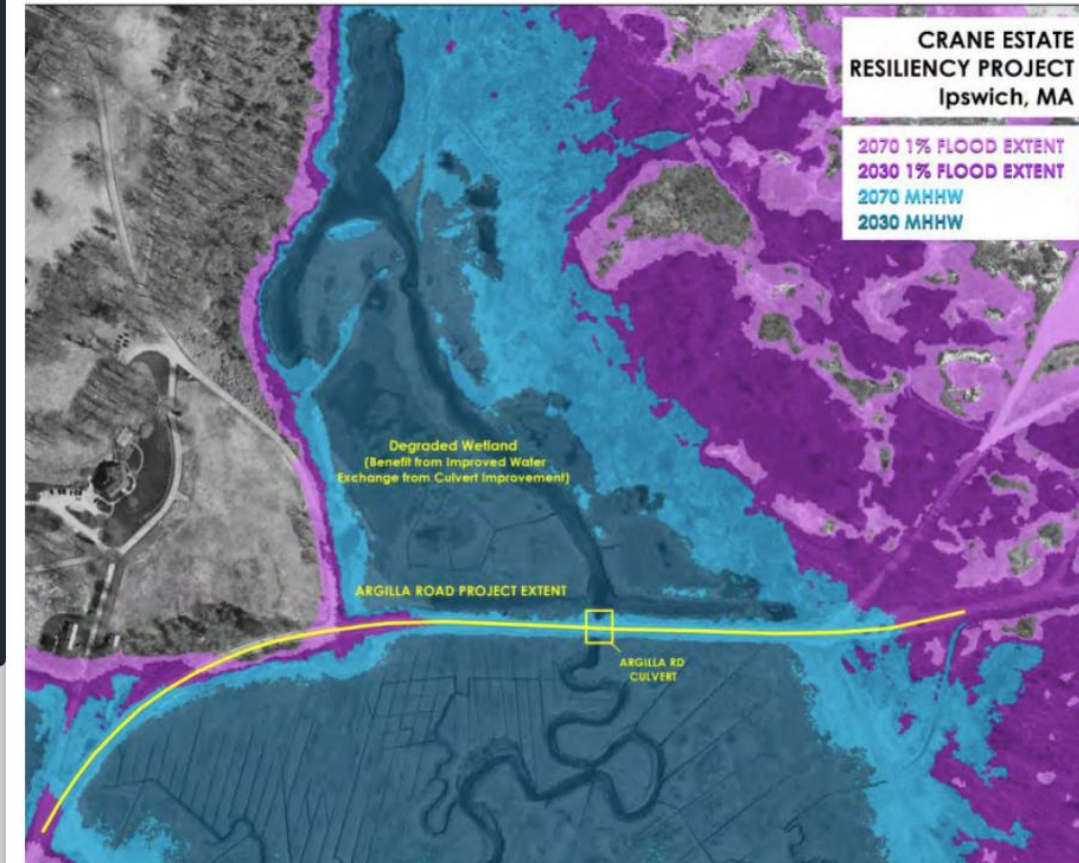


Figure B-3. Overview of Climate Vulnerability Assessment (CVA) results for the project area. The project is focused on the roadway highlighted in yellow and the adjacent roadway side slopes. (CVA, 2017)

QUESTIONS

