

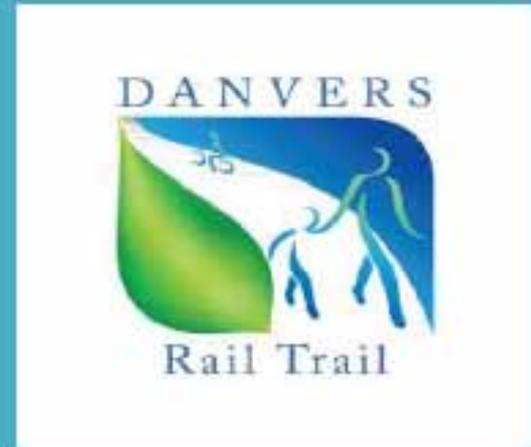
Working with
Iron Horse Preservation
The Danvers Experience



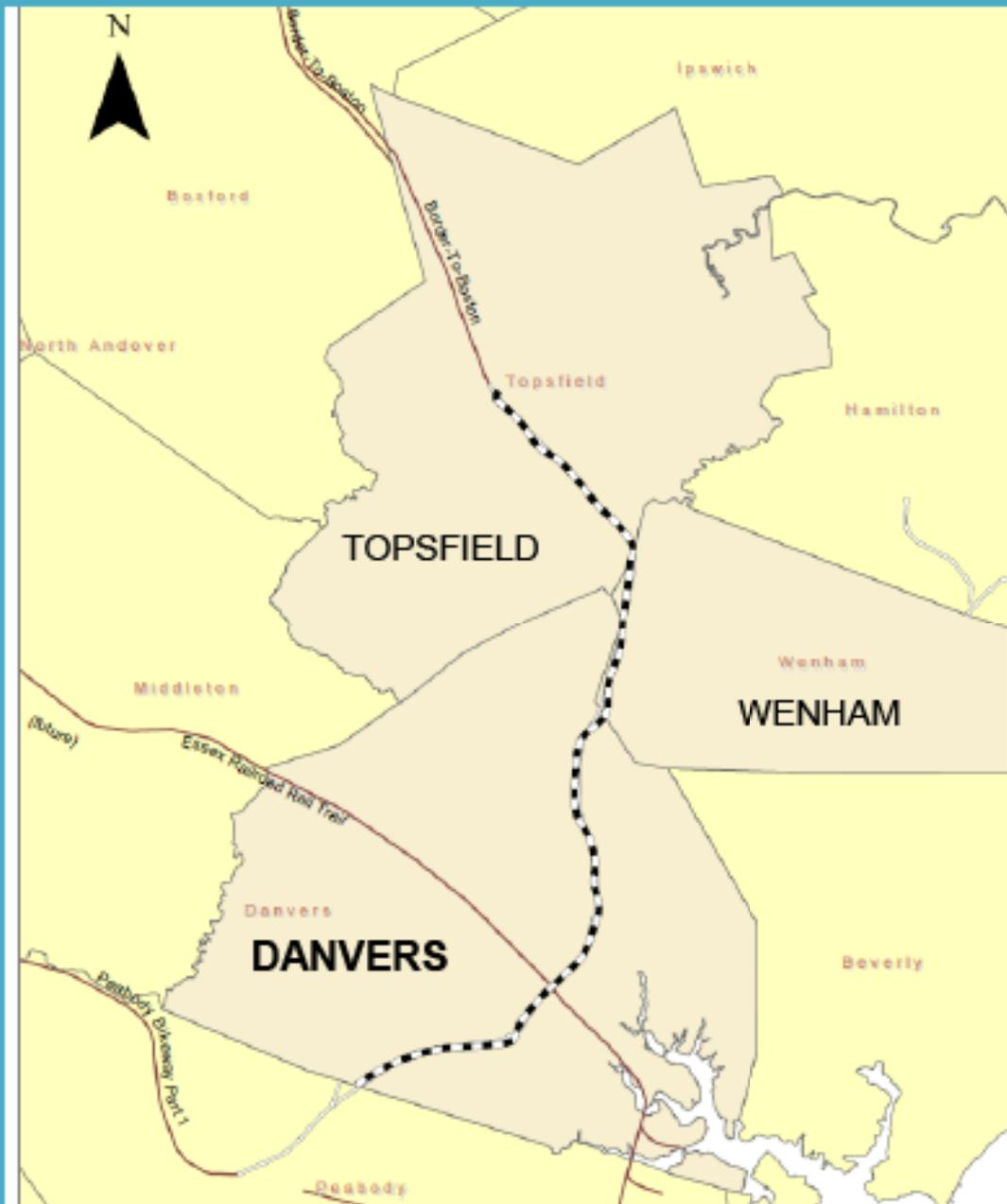
Kate Day
November 12, 2011



Danvers Rail Trail:



- 4.3 mile corridor
- Part of the Border-to-Boston trail
- Electric Division shares 3.6 miles of ROW
- MBTA 99-year lease signed in 2006
- Rail Trail Advisory Committee Fall 2009



Danvers-Wenham-Topsfield Connector: Border-to-Boston Trail

7.6 miles from
Peabody line to
Topsfield Center

Connecting with Iron Horse:



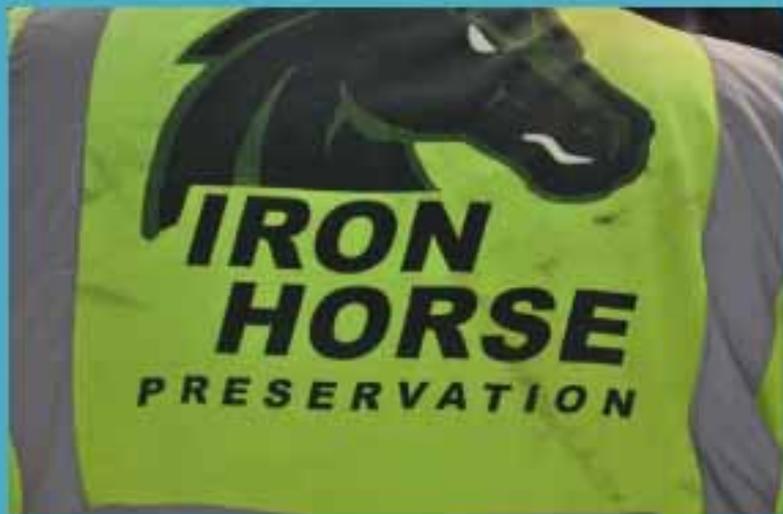
- Fall 2009 a volunteer found on internet
- Initial meeting November 2009
- Electric Division test area Feb 2010
- Scope of Services signed March 2010
- ConsCom permitting winter/spring 2010



Photo: Essex National Heritage Commission



Photo: Essex National Heritage Commission

























TRAIL RULES



Bicyclists yield to pedestrians
Trail users obey all traffic rules
Carry in, carry out
Clean up after pets
Dogs on short leash at all times



No smoking or fires
No alcohol
No motorized vehicles
No trespassing on private property

For Emergency - 911

**Welcome to the
Danvers Rail Trail**





**Danvers Rail Trail -
Iron Horse with
Electric Division
funding coarse gravel
surface: \$7,200/mile**



A paved path stretches into the distance, flanked by dense green trees and grass. The path is made of dark asphalt or concrete and is surrounded by a thick canopy of green leaves. Sunlight filters through the trees, creating dappled shadows on the path and the grass. The overall scene is peaceful and scenic.

Salisbury Rail Trail
\$1million/mile



Haverhill Rail Trail:
\$0/mile using recycled
asphalt surface and
Iron Horse Preservation



**Topsfield Rail Trail -
A hybrid approach
using DCR funds and
Iron Horse**

Working with Iron Horse

PRO'S

- **Trail in exchange for value of steel – low cost/no cost**
- **Timeframe: short +/-**
- **IHP interacts well with public**
- **IHP has learned about**
 - **Conservation issues**
 - **Trail construction**
 - **New England conditions**
during their work in Danvers, Topsfield, Wenham, Haverhill and others and elsewhere over 2 years

Working with Iron Horse

CON'S

- **Inexperienced with local permitting and regulatory requirements**
- **Timeframe: may be longer than they promise**
- **Expect equipment failures**
- **Staff or other monitoring time substantial**
- **IHP's model may not be sustainable:**
 - **They may re-evaluate commitments**
 - **Once rail is gone, no real leverage except good faith**
 - **Cost expectations and trail surface commitments may change over time**



Photos: Essex National Heritage Commission





The key to our success:



**A GREAT COMMITTEE AND
HARD WORKING VOLUNTEERS**

DANVERS



Rail Trail

www.danversrailtrail.org

