

HEALTHY COMMUNITIES GRANT PROGRAM 2007

1. APPLICANT

Proposed Project: Zero Emissions Transportation Improvement Plan

- **Applicant:** Town of Hull, 253 Atlantic Ave., Hull, MA 02045
- **Contact:** Judeth Van Hamm, 781-925-5665, jvanhamm@town.hull.ma.us

2. SUMMARY BUDGET & PROJECT PARTNER INFORMATION

- **EPA Request and Total Budget:** \$35,000 for two years
- **Partnering Organizations:** Hingham, Hull Chamber of Commerce, Mass Highway, MBTA/ferry, and MA Dept. of Conservation and Recreation (DCR)

3. PROJECT SUMMARY INFORMATION

A. Proposed Project

The Project

- Through discussions, data collection, interviews, publicity, and demonstrations, build consensus among residents, businesses, visitors, Towns of Hull and Hingham, Mass Highway, MBTA/ferry, and DCR.
- Develop a “how to” plan for implementing zero emissions transportation.

Environmental and Public Health Problems to be Addressed

- In 2000, 84% of 5,779 working Hullonians commuted by car. Almost all beachgoers arrive by car. Parking includes 1730 public parking lot spaces. Trips on main road to Hull averaged 15,100 per day in August 2006.
- In 1999, Plymouth County ranked among the dirtiest/worst 10% of all counties in the U.S. in terms of PM-2.5 (particulate matter with median diameter less than 2.5 micrometers) emissions.
- Based on EPA's most current data, Plymouth County ranked among the dirtiest/worst 10% of all counties in the US in terms of an average individual's added cancer risk from air pollutants.
- Greenhouse-gas-caused sea level rise threatens the Hull peninsula and Hingham Harbor. Local sea level rose 10.6 inches in last century as opposed to 1inch per century from 1000 to 1800 A.D.

Project Goals

- Reduce particulates and toxic air pollution from car and bus fumes to protect health.
- Reduce greenhouse gases and inspire others to help stabilize climate.

Key Tasks

- Counts of people riding transit, bicycling, and walking, before, during, and after events
- Carry out consensus building, including summer 2008 & 2009 demonstrations of Home Zones, trolley system, ferry service, parking plan, and Rotary-Summer St.-G. Washington Boulevard reconfiguration
- Prepare Zero Emissions Transportation Improvement Plan deliverables below

Deliverables

Zero Emissions Transportation Improvement Plan, including:

1. Routes plan for transit-oriented, pedestrian and bicycle-friendly streets and paths, including Home Zone plans, Mass Highway plan for Rotary-Summer St.-GW Boulevard & DCR plan for Nantasket Reservation
2. Parking plan, including reduction policies for DCR parking and Town zoning parking requirements
3. Plan for expanded ferry service to Pemberton Pier and possibly Nantasket Pier
4. Transit plan, including federal and state funding requests for zero-emission trolleys and shuttles and financial and operating plan

Why Hull and its partners, Hull Chamber, Hingham, Mass Highway, MBTA, DCR, are appropriate

- Town of Hull wind turbines show Hull's commitment to being a model sustainable community. Hull Chamber of Commerce represents businesses served by transportation system. Town of Hingham shares train and bus service with Hull. Mass Highway is committed to study of ways to make the Rotary-Summer St.-GW Boulevard, the main car access to beach, more bicycle and pedestrian friendly. MBTA serves Hull and is committed to lowering emissions. DCR is creating a master plan for its Nantasket Beach Reservation.

Target Audience the project will serve: Hull/Hingham residents/businesses; visitors to Nantasket Beach.

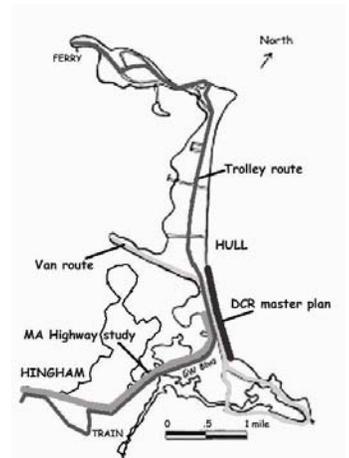
Target Investment Area: Place with High Risk from Toxic Air Pollution. See Problems above.

B. How the Project Addresses the Healthy Community Target Program Area

Target Program Area: Smart Growth. From 1870s to 1930s, Hull developed densely around the nation's first electric rail line. Goal is to restore transit orientation with a zero-emissions transit system connecting walking and bicycling paths, expanded ferry service, and reopened Greenbush rail line.

Short term measurable results in terms of environment and public health improvements

- At least 75% of Hull residents and businesses and Nantasket Beach visitors support transit-oriented, pedestrian and bicycle-friendly design of streets and reduction of on-beach parking areas.
- Increase non-car commuting from 16% to 25% of all commutes in 2010 U.S. Census.



Zero Emissions Transportation Improvement Plan

A: The Organization—Town of Hull

The Town of Hull lies on a small peninsula that closes in southern Boston Harbor. Originally called Nantasket, “the narrow place between the tides,” by Native Americans, the town was settled by Europeans in 1622 and named Hull in 1644. In the 1800s and early 1900s, Hull developed along the nation’s first electric railroad. Since the 1980s, Hull has added large condominium and apartment developments in its central area. Now, as a high-density linear community served by ferries at the tip of Hull and a new commuter rail line with a station nearby in Hingham, Hull is well suited to make zero-emission travel a significant part of transportation to improve air quality. Most homes are within a ten-minute walk of the main thoroughfare. In addition, Hull is poised for economic revitalization of its beachfront. Zero-emission transit connecting the ferries and trains would make it possible for commuters to mix-and-match ferry and train schedules and leave cars at home.

Hull is already making major headway reducing air pollution from producing electricity. To date, Hull has installed two wind turbines, which generate ten percent of the Town’s electricity. The Town is in the midst of permitting studies for four off-shore wind turbines, so that all of Hull’s electricity will come from clean renewable energy.

Two years ago, the Hull Selectmen appointed a Sustainable Transportation Committee (STC) to develop a town-wide approach to sustainable transportation. The STC, while small, represents a cross-section of the community. Among its five members are two bicyclists, one of whom does not own a car and who often rides the town bus, a T rider, a ferry rider, a condominium resident, the chair of the Beach Advisory Committee, the Hull co-chair of the tri-town Weir River Estuary Park Committee, and the President and Secretary of Sustainable South Shore, an affiliation of more than ten South Shore communities which in turn is a member of the Massachusetts Climate Action Network. The STC has 1) organized a Walkable Bikable Boulevard Workshop presented by the Metropolitan Planning Organization’s Central Transportation Planning Staff, which was attended by Mass Highway and stakeholders along George Washington Boulevard, the main entrance to Hull, 2) obtained traffic counts by Mass Highway along George Washington Boulevard and Summer Street, the Boulevard’s continuation in Hingham, 3) created the Hull Walking and Bicycling Summary Plan, which has been adopted by the Selectmen and submitted to the State Bike Plan Update, and 4) driven vans as an Endless Summer shuttle. STC members serve on the Department of Conservation and Recreation (DCR) Beach Master Plan Citizen Advisory Committee.

Judeth Van Hamm, chair of the Sustainable Transportation Committee, a Town employee, will serve as Project Coordinator. Trained and experienced as an urban planner, Judeth Van Hamm has helped the town protect and develop key resources, including the Point Allerton U.S. Life Saving Station, now the Hull Lifesaving Museum, Fort Revere Park on Telegraph Hill, and the Paragon Park Carousel, and most recently helped create the Weir River Estuary Park. For each of these endeavors she has helped organize community events to raise consciousness of the community’s resources. Her devotion to using Hull’s history and environment for children’s learning has led to her work with the Hull Public Schools.

B. The Partners

The project involves exactly the right partners able to increase the number of people walking, bicycling, and taking zero-emission transit.

Year 1 Partner

Alphabet Streets Design Study

The **Conway School of Landscape Design** is an accredited graduate school that works on sustainable urban design with real clients. Director Paul Cawood Hellmund is a nationally known landscape architect and planner who writes, teaches about, and designs ecological networks. The Conway School will be responsible for working with the Town of Hull and residents of the Alphabet Streets neighborhood to carry out a design study for bicycling and walking in the area, including temporary improvements for a Home Zone event in summer 2008. Home Zones, which originated in the Netherlands and England, redesign streets for neighborhood life as well as access to homes.

Year 2 Partners

Entrance to Hull

- **Mass Highway** owns the main entrance to Hull, the Hingham Rotary-Summer Street-George Washington Boulevard, while the **Town of Hingham** shares this roadway leading to Hull. At the request of Hull and Hingham Selectmen, the State budget currently being developed includes funds for a Mass Highway study of alternatives to make George Washington Boulevard-Summer Street-Hingham Rotary safer and more bicyclist and pedestrian friendly. Summer Street was widened and extended with George Washington Boulevard in the 1930s to accommodate traffic to Paragon Park, an amusement park at Nantasket Beach that closed in 1985. The Hingham Rotary at the start of Summer Street has had 17 serious traffic accidents. The now-four-lane Summer Street right-of-way barely has space for a narrow sidewalk. While the Boulevard portion of the road has a State bike path, cars on its four lanes usually exceed the 45 mph speed limit making it dangerous for pedestrians and bicyclists to cross the street. Two of the four stop lights along the Boulevard-Summer Street do not have crosswalks. Mass Highway traffic counts along Summer Street and the Boulevard during 2006 indicate that it may be possible to reduce the four lanes to two moving lanes and a turning lane, allowing room for bike lanes, and making crosswalks feasible.

Beach

- The **Massachusetts Department of Conservation and Recreation (DCR)** owns the first mile of the three-mile long Nantasket beach and is preparing a master plan for this public beach area. Members of the Sustainable Transportation Committee (STC) serve on the Citizens Advisory Committee (CAC) for the DCR master plan. The CAC is looking to create a 1.3 mile long board walk with more green space and amenities for walkers/beach goers and appropriate beach access for pedestrians including handicapped individuals and is recommending parking reduction.
- The **Hull Chamber of Commerce** represents member businesses, which rely on transportation for their customers who are Hull's residents and visitors. It sponsors an annual September "Endless Summer" event at Nantasket Beach. A Chamber member who operates both the DCR and Hull Redevelopment Authority beach parking lots has offered to collect data on where people who use parking lots are from.

Transit

- The **Massachusetts Bay Transit Authority (MBTA)** provides 1) bus service between Hingham Square and Pemberton Point through a four-year contract, 2) new train line, including Nantasket Junction station in Hingham, which will begin operation in fall 2007, and 3) subsidies to the Harbor Express ferry service, which connects Pemberton Point at the tip of Hull with Boston, Logan Airport, and Quincy.
- **Water Transportation Alternatives, Inc. (WTA)** owns and operates the Harbor Express ferries. Since WTA took over the ferry service to Hull the number of stops at Pemberton Point has increased from 2 to 7 per day. The WTA catamarans have cut direct travel time to Boston from 50 minutes to 25 minutes, which has helped increase use of the ferries.

The Year 2 partners will help design Car Free Days for a Friday and Saturday in June 2009. Before and during this event, they will collect information on Boulevard-Summer St.-Rotary traffic, parked cars, and transit ridership. The event design will include temporary reconfiguration of Boulevard-Summer St.-Rotary traffic lanes, reconfiguration of beach parking, bayside parking right-of-way access, and ferry service. For the event, the existing contracted bus, two rental trolleys, and a possible additional MBTA bus will increase the frequency and hours of service between Hingham's Nantasket Junction and Hull's Pemberton Point.

In conjunction with helping design Car Free Days, Year 2 partners will contribute to and review the Zero Emissions Transportation Improvement Plan, including helping design implementation of the plan.

C. Project Overview—Smart Growth to Reduce High Risk from Toxic Air Pollution

The Town's goal is to make Hull a transit-oriented, bicyclist and pedestrian-friendly community 1) to reduce particulates and toxic air pollution from car and bus fumes to protect health, as well as 2) to reduce greenhouse gases to inspire others to help stabilize climate and sea level.

The Target Investment Area is the town of **Hull, a place with high risk from toxic air pollution** from cars. Most people who travel within, to, and from Hull do so by car.

- In 2000, 84% of 5,779 working Hullonians commuted by car. Almost all beachgoers arrive by car. Parking includes 930 DCR and 800 HRA parking lot spaces. In August 2006, trips at Hull's main entrance averaged 19,900 per day on Summer Street in Hingham and 15,100 per day on George Washington Boulevard in Hull.
- In 1999, Plymouth County ranked among the dirtiest/worst 10% of all counties in the U.S. in terms of PM-2.5 (particulate matter with median diameter less than 2.5 micrometers) emissions.

- Based on EPA's most current data, Plymouth County ranked among the dirtiest/worst 10% of all counties in the US in terms of an average individual's added cancer risk from air pollutants.
- Greenhouse-gas-caused sea level rise threatens the Hull peninsula. Local sea level rose 10.6 inches during the last century as opposed to 1 inch per century from 1000 to 1800 A.D.

The Target Program Area is **Smart Growth, which combines dense development with walking, bicycling, and transit use.**

- From the 1870s to 1930s, Hull developed densely around the first electric rail line in the nation.
- Since the Town's sewage treatment facility was completed in 1978, Hull has experienced substantial growth in its central areas, including many large condominium and apartment developments.
- The project will develop a plan to restore a town-wide zero-emissions transit system, with electric trolleys, vans, and beach shuttles connecting walking and bicycling paths, expanded ferry service, and the rebuilt Greenbush rail line.

The project hopes to develop a consensus among residents, merchants, and visitors that using transit along with bicycling and walking is a better way to travel. The resulting Zero Emissions Transportation Improvement Plan will show how Hull can reduce toxic air through specific transportation improvements.

In the **first year**, the project will start by building an appreciation of neighborhood walking and bicycling, focusing on the Alphabet Streets neighborhood as a model. This area is Hull's most populated neighborhood, home to about 1000 of Hull's 4500 households. The center of the neighborhood is built around the Memorial Middle School, the town's main playing fields, and the site of the proposed new Hull Public Library. The neighborhood's mile-long section of the peninsula narrows from three blocks to one block in width. It has one continuous through street, a partial through street leading to the Memorial School, partial through streets along the beach and bay, and a Town-owned railroad right-of-way. Ideas for this area in the Walking and Bicycling Summary Plan were well received at the recent televised Selectmen's-meeting presentation. Particular interest was shown in the possibility of creating Home Zones. These ideas will be developed in detail by a team of one to three graduate students from the Conway School of Landscape Design working with groups of area residents. The project will culminate in a temporary Home Zone event in summer 2008.

In the **second year**, working with the six other partners, the project will then create a Car Free Days event to build a vision of being able to get to, from, and through Hull using transit along with bicycling and walking. Car Free Days will focus on 1) the main entrance to Hull, 2) the public beach, and 3) connections to the ferry and train. The event will include a Friday to involve commuters and a Friday evening and Saturday to involve visitors. Both days will involve residents of all ages traveling to their destinations within town.

Work on Car Free Days will include: outreach, planning, collecting data, running the event, interviews during the event, and evaluating the event. The process will provide input to the Zero Emissions Transportation Improvement Plan, which will be reviewed by the partners and the public.

Outreach will include publicity through Hull, South Shore, and Boston media, meetings with businesses and residents along the beachfront and Boulevard-Summer St.-Rotary, and interviews with event participants.

While virtually all Hull residents speak English, people from a wide variety of backgrounds visit Nantasket Beach. Publicity will be sent to newspapers published in a variety of languages. Data collection will be in the form of counting cars and people. For interviews during Car Free Days, the project will rely on volunteers and family members acting as interpreters where necessary.

The beach currently serves as inexpensive recreation for people with cars. While the project will support reduction of on-beach parking, driving a car and parking will remain an option. The project will work with a condominium association and a business to resolve their differences to allow opening a state-owned right-of-way connecting underused bayside public parking to the beach. In addition, the project will seek to provide a shuttle during Car Free Days to assist people who keep costs down by bringing coolers to the beach. The project will also expand access to the beach for people who do not have cars.

D. Project Deliverables and Results

Deliverables

The main deliverable from the project will be the Zero Emissions Transportation Improvement Plan, including:

- Routes plan for transit-oriented, pedestrian and bicycle-friendly streets and paths, including Alphabet Streets route details and Home Zone plans, Mass Highway plan for Rotary-Summer St.-GW Boulevard, and DCR plan for Nantasket Reservation
- Parking plan, including reduction policies for DCR parking and Town zoning parking requirements
- Plan for expanded ferry service to Pemberton Pier and possibly Nantasket Pier
- Transit plan, including federal and state funding requests for zero-emission trolleys and shuttles and financial and operating plan

The Plan will also include summaries of data collected on parking, traffic, and transit ridership and interview comments.

To insure that data and information are usable, 1) ridership counts will be collected by transit staff, 2) traffic counts will be collected by Mass Highway, and 3) interviews will be done by trained volunteers. Data and information will be summarized in the final Zero Emissions Transportation Improvements Plan accessible to the public on the Hull and Hingham websites and at the Hull and Hingham Town Halls and Public Libraries. Data and information used in the process of developing the Plan will also be shared in: 1) meetings with partners and residents, 2) televised meetings with the Hull Selectmen, 3) Sustainable Transportation Committee updates posted on the Hull web site, and 4) through the Sustainable South Shore newsletter, newspapers, and professional journals. In September 2008 and in July 2009, progress presentations will be made to the community and formal comments solicited.

The main short term measurable result will be a change in attitudes and travel patterns resulting in cleaner, healthier air and life styles.

- Based on project interviews, it is hoped that at least 75% of Hull residents and businesses and Nantasket Beach visitors will support transit-oriented, pedestrian and bicycle-friendly design of streets and reduction of on-beach parking areas. This support will provide the foundation for implementing Plan proposals.
- Based on transit ridership counts during the project, non-car commuting is expected to increase by half, from 16% to 25% of all Hull commutes by the 2010 U.S. Census.

In addition, the project aims to achieve several transportation improvements in the short term, including:

- Promotion of the existing bus connection to the ferry
- A bus route change to serve the new Nantasket Junction train station.
- Saturday and Sunday Pemberton ferry service
- Opening of the state right-of-way connecting the bayside DCR parking to the beach

Each portion of the project will include work on how to implement the plan.

- The Conway School typically works with clients on identifying funding sources. The Home Zone event will also include temporary changes that may lead the way to permanent improvements. For example, bike lanes marked with cones may become striped lanes. Temporary landscaping of Home Zones may become permanent installations.
- The Mass Highway study of alternative designs for the Hingham Rotary-Summer Street-George Washington Boulevard will lead to a State budget item for engineering design.
- DCR has already allocated \$80,000 for land-side use planning, to include a boardwalk, pedestrian amenities and reduced parking for increased green space. The Zero Emissions Transportation Improvements Plan will recommend future State funds to reconfigure parking lots and related streets.
- The Zero Emissions Transportation Improvements Plan will include a capital and operational financing plan for zero-emissions transit, using a combination of federal and state funds, possible fees, such as excise taxes tied to emissions, and fares.

The on-going implementation will take place in the context of Hull's efforts to revitalize the beach front area. Nantasket Pier development is underway. The 2007 Town Meeting authorized the town to seek transfer of unused DCR buildings. As the Town encourages more public beach access and tourism to historic venues, bringing people to town via transit becomes critical. The Town will likely seek financial resources via Mass Development Office targeting the Nantasket beach front area.

Within Hull, it is hoped that the Alphabet Streets Design Study and Home Zone event will inspire other neighborhoods to work with the Sustainable Transportation Committee to create improved bicycling and walking routes in their areas. On a world scale, the Zero Emissions Transportation Improvements Plan is part of Hull's strategy of serving as a model sustainable community to inspire others. Hull Wind 1 was the first wind turbine on

the East Coast and Hull Wind 2 was the first on a landfill in the U.S. Many other communities in Massachusetts and around the world have inquired about these wind turbines, saying, "If Hull can do it, we can do it." The Town hopes that its zero-emissions transportation improvements will have a similar effect.

E. Project Evaluation

Progress will be measured by:

- Turn-out at community meetings
- Effectiveness of Alphabet Streets working groups
- Community input at meetings
- Informal feedback from televised Selectmen's meetings
- Count of people passing the entrance of a Home Zone during the Home Zone event
- Comparison of ridership, traffic, and parking counts before and during Car Free Days
- Interviews during the Home Zone and Car Free Days events
- Progress presentations to the Board of Selectmen and community in September 2008 and July 2009 with requests for formal comments

The MBTA, Water Transportation Alternatives, Mass Highway, and the beach parking lot contractor are all experienced in taking counts. Members of the Sustainable Transportation Committee gained experience in takings counts when they helped with Sustainable South Shore's Sustainable Living Festival 2007, which drew over 800 visitors.

In 2000, 500 out of Hull's 5,800 workers used public transportation. Counts on the ferry, trolleys/buses, and trains during Car Free Days will show whether the goal of a 50% increase in non-car commuting may be met. The interviews during the Home Zone Event and Car Free Days will indicate whether the goal of at least 75% of those interviewed supporting bicycling, walking, and taking transit has been achieved.

These indicators of progress will be evaluated by the Sustainable Transportation Committee, which will make appropriate changes to the project and incorporate lessons learned in the Zero Emissions Transportation Improvement Plan. Lessons learned may range from how to build working relationships and what works best for outreach to public preferences for alternative bike and walking pathways and the timing and layout of transit routes.

F. Budget

EPA funding is critical to the Town carrying out this project. The \$35,000 two-year budget covers:

- 1) Personnel: Project Coordinator, \$16,000 for ten hours a week at \$16/hour for two years plus \$5,000 for Fringe Benefits at 25%. The Project Coordinator will bring together all the parts of the project.
- 2) Supplies: \$400 for printing the final Zero Emissions Transportation Improvement Plan
- 3) Contractual: Trolley rentals, \$7,600 for two trolleys, \$1900 for each trolley for 16 hours/day, for two days. The trolleys will draw riders by improving the frequency and hours of transit service in a fun way for the two-day Car Free Days demonstration.
- 4) Project partner: Conway School of Landscape Design, \$6000, which covers \$2000 for supplies and travel and \$4000 for staff. The Conway School will provide an intensive 11-week study of design alternatives using the skills of world-renowned staff and highly creative and motivated graduate students.

Because of decreases in State aid, the Town has had to cut almost \$1 million in expenses to balance its FY 2008 budget. However, the project budget is complemented by \$850,000 being spent by DCR on its seawall/dune design and master plan for Nantasket Beach and \$300,000 proposed in the current state budget for the Mass Highway study of George Washington Boulevard-Summer Street-Hingham Rotary design alternatives.

Attachment C: Work plan schedule

Objectives & Tasks	Contact Person	Deadline	Project Deliverables & Outputs
Objective 1 Set the stage: Expand residents' appreciation of walking and bicycling			
Step 1 Alphabet Streets Design Study			
1. Meet with Alphabet Streets residents to organize groups	Judeth Van Hamm, Project Coordinator	Spring 2008	Alphabet Streets working groups
2. Alphabet Streets Design Study, including design for Home Zone event a. Schedule activities b. Kick-off meeting c. Weekly working meetings d. Collect info e. Preliminary design f. Presentation meeting g. Final design	Paul Cawood Hellmund, Conway School of Landscape Design	June 2008	Alphabet Streets Walk/Bike Design Plan
Step 2 Alphabets Home Zone Event			
Home Zone event a. Publicity b. Construct temporary home zone c. Hold event d. Interviews during event e. Remove temporary features	Judeth Van Hamm, Project Coordinator	Summer 2008	1. Community comments. 2. Alphabet Streets Walk/Bike Plan adjustments
Objective 2 Tie together walking and bicycling with expanded transit and street and parking reconfigurations			
Step 1 Study Hull's main entrance, the Beach front, and transit			
1. Study alternatives for making the main entrance to Hull—the Rotary-Summer St.-Boulevard—bicycle, pedestrian, and transit friendly a. Televised community meetings b. Initial input c. Preliminary design d. Car Free Days design e. Observation of Car Free Days f. Follow up meetings g. Concept plan for redesign of Boulevard-Summer St-Rotary	1. Bernard McCourt, Mass Highway 2. Charles Cristello, Hingham Town Administrator	June 2009	1. Boulevard-Summer St.-Rotary concept plan 2. State budget request for engineering design
2. Develop a plan for the Beach front that encourages walking, bicycling, and use of transit a. Learn more about where people	1. Joseph Orfant, DCR; 2. Rick Lawrence,	June 2009	1. Information about people who park at DCR beach 2. Beach access plan

<p>who park at the beach come from and how they use the beach area Parking attendants collect information b. Interviews c. Analyze information and compare with potential alternative access d. Develop alternative access e. Analyze how to expand summer ferry service to weekends and evenings f. Study how to open state right-of-way between bay parking and beach g. Work out weekend use of Courthouse parking h. Investigate possible ferry connection from new development at Hingham Shipyard i. Parking reconfiguration plan</p>	<p>Parking lot contractor</p>		<p>input to DCR Master Plan 3. Open right-of-way to bayside DCR parking.</p>
<p>3. Develop a plan for zero-emission transit connecting residences, destinations, ferry, and train a. Design commuter destination data collection b. Carry out data collection through electricity bills, bus, ferry, and train c. Analyze data d. Design routes e. Develop financial plan, including: 1) Set goals for fares 2) Learn about sources of federal and state funding 3) Consider relating fees to emissions—parking, excise tax, fares 4) Consider use of hotel tax</p>	<p>1. Judeth Van Hamm, Project Coordinator 2. Sustainable Transportation Committee 3. Joseph Cosgrove, MBTA</p>	<p>June 2009</p>	<p>1. Estimate of how many residents work near train and ferry. 2. Zero-emissions transit plan.</p>
<p>Step 2 Car Free Days Event a. Design, including meetings with partners b. Collect counts of transit riders and cars c. Interviews with participants d. Analyze e. Use event observations to help create Zero Emissions Transportation Improvements Plan</p>	<p>1. Judeth Van Hamm, Project Coordinator 2. Sustainable Transportation Committee. 3. All partners.</p>	<p>June 2009</p>	<p>1. Counts of transit riders and parked cars 2. Community comments 3. Adjustments to Boulevard-Summer St.-Rotary concept plan, to beach access plan, and to transit plan</p>
<p>Objective 3 Provide a framework for building consensus and going into the future</p>			
<p>1. Publicity and outreach a. News releases to papers and community TV b. Televised meetings with Selectmen c. Page on Town web site</p>	<p>Judeth Van Hamm, Project Coordinator</p>	<p>Oct. 2007-Sept. 2009</p>	<p>1. News articles 2. Community TV reports 3. Web site</p>

2. Adjust project a. Monthly meetings of Sustainable Transportation Committee b. Meetings with Town Manager, Selectmen, and project partners	1. Judeth Van Hamm, Project Coordinator 2. Sustainable Transportation Committee	Oct. 2007-Sept. 2009	Record of monthly adjustments to work schedule
3. On-going community groups in Alphabet Streets neighborhood meet to implement permanent improvements	Judeth Van Hamm, Project Coordinator	Fall 2008 on	Walking and bicycling improvements in Alphabet Streets
4. Meetings with other neighborhood groups	Judeth Van Hamm, Project Coordinator	Fall 2008 on	Input to Zero Emission Transportation Improvement Plan
5. Write, review draft Zero Emissions Transportation Improvement Plan a. Write draft b. Review draft with partners c. Community presentation and comments d. Write final plan e. Distribute plan	1. Judeth Van Hamm, Project Coordinator 2. Sustainable Transportation Committee	Summer 2009	Zero Emissions Transportation Improvement Plan
As part of 5a. Progress presentations to the community and formal comments solicited	1. Judeth Van Hamm, Project Coordinator 2. Sustainable Transportation Committee	September 2008 July 2009	Zero Emissions Transportation Improvement Plan
6. Work with entities responsible for funding	Congressman William Delahunt, Senator Robert Hedlund, Representative Garrett Bradley, Town Manager Philip Lemnios	Fall 2009	Federal, state, and local budget recommendations

Attachment D: Budget Detail

Expenditures	Total Project Budget	Amount from EPA Grant	Other Resources (Cash or in-kind)
1. Personnel			
0.25 FTE, Project coordinator 10 hours/week @ \$16/hour for 2 years	\$16,000	\$16,000	
Total Personnel	\$16,000	\$16,000	
2. Fringe Benefits for personnel at 25%			
0.25 FTE, Project coordinator (\$16.00/hour)	\$5,000	\$5,000	
Total Fringe Benefits	\$5,000	\$5,000	
5. Supplies			
Printing of final report	\$400	\$400	
Total supplies	\$400	\$400	
6. Other expenses			
Project partner organization	\$6,000	\$6,000	
Total Other	\$6,000	\$6,000	
7. Contractual			
Trolley rental for 16 hours/day @ \$1900/day for 2 trolleys for 2 days	\$7,600	\$7,600	
Total contractual	\$7,600	\$7,600	
TOTAL PROJECT BUDGET	\$35,000	\$35,000	

THE COMMONWEALTH OF MASSACHUSETTS
EXECUTIVE OFFICE OF TRANSPORTATION
MASSACHUSETTS HIGHWAY DEPARTMENT

May 4, 2007

Mr. Philip Lemnios, Town Manager
Municipal Building
253 Atlantic Avenue
Hull, MA 02045

Re: EPA Healthy Communities Grant Zero-Emissions Transportation Improvement Plan

Dear Mr. Lemnios:

In Spring 2006 Mass Highway participated in the Walkable, Bikable Workshop at the invitation of the Central Transportation Planning Staff of the Boston Metropolitan Planning Organization. One of the major items discussed was means of improving bicycle and pedestrian safety along George Washington Boulevard in order to encourage greater use of these modes of transportation.

As a follow-up to the workshop, MassHighway conducted preliminary traffic counts on George Washington Boulevard and adjacent Summer Street in Hingham to determine if the number of travel lanes could be reduced thereby providing more space for shoulders and pedestrian buffers. This is merely one of several initiatives MassHighway will investigate with the towns to improve bicycle and pedestrian travel in this largely seasonal community.

MassHighway looks forward to working with the Towns of Hull and Hingham to help George Washington Boulevard and Summer Street safely serve all users and become an integral part of a low-emissions transportation system.

Sincerely,

Bernard McCourt
District Highway Director

*Massachusetts Highway Department, 1000 Count Street, Taunton, MA 02780
(508) 824-6633, FAX (508) 880-6102*

Commonwealth of Massachusetts
Massachusetts Senate
State House, Boston 02133

Senator Robert Hedlund
Minority Whip
Plymouth and Norfolk District
Room 313-C
617-722-1646

May 7, 2007

Mr. Philip Lemnios, Town Manager
Municipal Building
253 Atlantic Avenue
Hull, MA 02045
FAX: 781-925-0024

Re: EPA Healthy Communities Grant Zero-Emissions Transportation Improvement Plan

Dear Mr. Lemnios:

I write today in regard to the Zero Emissions Transportation Improvement Plan project under the Environmental Protection Agency's (EPA) Healthy Communities Grant. More specifically, I want to express my commitment to being a partner with the Town of Hull on this plan.

As I am sure you are aware, I have a strong interest in supporting Smart Growth transportation with low emissions. I currently serve on the Joint Committee on Transportation and was recently honored with an appointment to the new Senate Committee on Global Warming and Climate Change. Also, I attended the Walkable, Bikable Boulevard Workshop, secured traffic counts along Summer Street and the George Washington Boulevard and will be requesting funds in the Fiscal Year 2008 Senate budget for a Massachusetts Highway Department study of George Washington Boulevard and Summer Street.

For the proposed project, which will begin in October 2007 and end in September 2009, I commit to:

1. Follow the progress of Massachusetts Highway Department's study of George Washington Boulevard-Summer Street and the of Conservation and Recreation's master plan for the Nantasket Beach Reservation and assist where I can
2. Identify State implementation funds to leverage and help develop a plan for attracting potential funding
3. Review the draft Zero Emissions Transportation Improvement Plan

I look forward to continuing to assist Hull in becoming a model sustainable community with attractive facilities for walking, bicycling, and transit to lower toxic air pollution and help stabilize climate.

Thank you for your attention to this important issue. If you have any questions regarding this request, please do not hesitate to contact me.

Sincerely,

Robert L. Hedlund
State Senator
Plymouth/Norfolk District

dcr
Massachusetts

May 8, 2007

Mr. Philip Lemnios, Town Manager
Municipal Building
253 Atlantic Avenue
Hull, MA 02045

Re: EPA Healthy Communities Grant Zero-Emissions Transportation Improvement Plan

Dear Mr. Lemnios:

The DCR is committed to being a partner with the Town of Hull on its proposed Zero Emissions Transportation Improvement Plan project under an EPA Healthy Communities Grant.

DCR manages two facilities in Hull, the Nantasket Beach Reservation and Fort Revere Park. In addition, Hull's Pemberton Point pier serves the water taxi to DCR properties in the Harbor Islands National Park Area.

The proposed project is timely for DCR, which is developing a master plan for the Nantasket Beach Reservation. Beach access in keeping with the principles of Smart Growth is a key issue in the master plan. DCR views this proposed project, which will begin in October 2007 and end in September 2009, as an opportunity to work with the local community to integrate development and implementation of the Nantasket Beach Reservation master plan with Smart Growth transportation in Hull and Hingham.

As part of the proposed project, DCR is committed to:

1. Participate in planning and carrying out a demonstration event involving reconfiguration of beach parking and access;
2. Collect related data; and
3. Advise and review the Zero-Emissions Transportation Improvement Plan, particularly as it concerns beach parking and access.

DCR supports Hull's goal of increasing walking, bicycling, and transit use and improving air quality.

Sincerely,

Priscilla E. Geigis
Acting Commissioner

Commonwealth of Massachusetts, Executive Office of Energy and Environmental Affairs
Department of Conservation and Recreation
251 Causeway Street, Suite 600
Boston, MA 02114
617-626-1250 617-626-1351 Fax

TOWN OF HINGHAM
OFFICE OF SELECTMEN

Philip J. Edmundson, Chairman
Melissa A. Tully
John A. Riley

Charles J. Cristello
Town Administrator

May 8, 2007

Mr. Philip Lemnios, Town Manager
Municipal Building
253 Atlantic Avenue
Hull, MA 02045
FAX: 781-925-0024

Re: EPA Healthy Communities Grant Zero-Emissions Transportation Improvement Plan

Dear Mr. Lemnios:

The Town of Hingham is committed to being a partner with the Town of Hull on its proposed Zero Emissions Transportation Improvement Plan project under an EPA Healthy Communities Grant.

The Town of Hingham, its Police Department, and area residents are concerned about the design of the Hingham Rotary, the section of Summer Street that leads to George Washington Boulevard, and the portion of the Boulevard in Hingham. There have been 17 serious accidents at the Rotary. The narrow sidewalk on Summer Street next to fast moving cars feels dangerous to pedestrians and there is no space designated for bicyclists on Summer Street. Along George Washington Boulevard, it is dangerous to cross from the State walk-bike path to the Hingham District Courthouse.

For the proposed project, which will begin in October 2007 and end in September 2009, the Town of Hingham will provide:

1. Organization and observation of a demonstration event involving the Hingham Rotary-Summer Street-George Washington Boulevard to give experience with possible changes in configuration which could make the roadway safer and more pedestrian and bicyclist friendly
2. Assistance with public meetings as part of the study of George Washington Boulevard-Summer Street
3. Input and review for the proposed Zero-Emissions Transportation Improvement Plan, particularly as concerns George Washington Boulevard, Summer Street and the Hingham Rotary.

The Town of Hingham looks forward to working with Hull and Mass Highway to help create a safe lower-emissions connection between Hingham and Hull.

Sincerely,

Charles Cristello

Congress of the United States
House of Representatives
Washington, DC 20515

WILLIAM D. DELAHUNT
Tenth District, Massachusetts
617-722-1646

May 9, 2007

Mr. Philip Lemnios, Town Manager
Municipal Building
253 Atlantic Avenue
Hull, MA 02045
FAX: 781-925-0024

Re: EPA Healthy Communities Grant Zero-Emissions Transportation Improvement Plan

Dear Mr. Lemnios:

My office is committed to being a partner with the Town of Hull on its proposed Zero Emissions Transportation Improvement Plan project under an EPA Healthy Communities Grant.

The federal government provides funds for zero-emission vehicles through its Clean Cities program. It also funds bicycle and pedestrian path projects in conjunction with Massachusetts transportation entities.

For the proposed project, which will begin in October 2007 and end in September 2009, my office is committed to:

- Facilitate coordination with the harbor ferry system for the Car Free Days in June 2009
- Identify federal funds to leverage and help develop a plan for attracting potential funding
- Review the draft Zero Emissions Transportation Improvement Plan.

Thank you for your initiative in making Hull a model sustainable community for the rest of the nation.

Sincerely,

William Delahunt

The Commonwealth of Massachusetts
House of Representatives
State House, Boston, MA 02133

Garrett J. Bradley
Representative
(617) 722-2460

May 9, 2007

Mr. Philip Lemnios, Town Manager
Municipal Building
253 Atlantic Avenue
Hull, MA 02045
FAX: 781-925-0024

Re: EPA Healthy Communities Grant Zero-Emissions Transportation Improvement Plan

Dear Mr. Lemnios:

Please accept this as my strongest expression for the town of Hull's proposed Zero Emissions Transportation Improvement Plan project under an EPA Healthy Communities Grant. My office is committed to being a partner with the Town of Hull.

I have been working with Hull's Sustainable Transportation Committee to support passage of the Massachusetts Bicycle Safety Bill.

For the proposed project, which will begin in October 2007 and end in September 2009, my office is committed to:

1. Follow the progress of the Alphabet Streets bicycle and pedestrian safety study and demonstration event and the town-wide Car-Free Days demonstration event
2. Identify State implementation funds to leverage and help develop a plan for attracting potential funding
3. Review the draft Zero Emissions Transportation Improvement Plan

I look forward to continuing to assist Hull to develop walking, bicycling, and transit to lower toxic air pollution. If you have any questions, please do not hesitate to contact me.

Sincerely,

Garrett J. Bradley
State Representative
Third Plymouth District

WATER TRANSPORTATION ALTERNATIVES, INC.

703 Washington Street, Quincy, MA 02169

(617) 222-6999 – Fax (617) 222-6920

www.harborexpress.com

May 10, 2007

Mr. Philip Lemnios, Town Manager
Municipal Building
253 Atlantic Avenue
Hull, MA 02045
FAX: 781-925-0224

Re: EPA Healthy Communities Grant Zero-Emissions Transportation Improvement Plan

Dear Mr. Lemnios:

Water Transportation Alternatives (WTA) is committed to being a partner with the Town of Hull on its proposed Zero Emissions Transportation Improvement Plan project under an EPA Healthy Communities Grant.

WTA, as part of the MBTA system, currently provides seven ferry connections, Monday through Friday, between Pemberton Pier in Hull and Boston, Logan Airport, and Quincy.

For the proposed project, which will begin in October 2007 and end in September 2009, WTA will provide:

1. Selected counts of Hull passengers
2. An attempt at expanded Friday evening and Saturday ferry service for a two-day Car-Free demonstration event to promote transit use, most likely in June 2009, pending MBTA approval
3. Advice and review in developing a plan for expanded ferry service, covering routes, schedule, and finances.

WTA strongly supports Hull's goal of increasing transit use and improving air quality.

Sincerely,

Erik Johnson
Assistant Manager

Massachusetts Bay Transportation Authority

Daniel A. Grabauskas, General Manager

617-222-6100

May 11, 2007

Mr. Philip Lemnios, Town Manager
Municipal Building
253 Atlantic Avenue
Hull, MA 02045
FAX 781-925-0224

Re: EPA Healthy Communities Grant Zero-Emissions Transportation Improvement Plan

Dear Mr. Lemnios:

The MBTA is pleased to support the Town of Hull's proposed Zero Emissions Transportation Improvement Plan project seeking EPA Healthy Communities Grant funding.

Hull is within MBTA's service area and served directly by ferries operated by Harbor Express, Route 714 bus service contracted by A&A Metro, and the summer Harbor Islands water taxi. The Hull bus connects to the Route 220 bus line to the Quincy T operated by the MBTA and to two ferry lines serving the Hingham Shipyard. The new Greenbush train will stop at nearby Nantasket Junction station in Hingham.

For the proposed project, the MBTA is available to provide technical assistance including sharing ridership information and plan development review.

Thank you for taking the initiative in this effort. We hope to work with you toward the goals of increasing transit use and improving air quality.

Sincerely,

Daniel A. Grabauskas
General Manager

**HULL NANTASKET
Chamber of Commerce**

May, 2007

Mr. Philip Lemnios, Town Manager
Municipal Building
253 Atlantic Avenue
Hull, MA 02045

Re: EPA Healthy Communities Grant Zero-Emissions Transportation Improvement Plan

Dear Mr. Lemnios:

The Hull Chamber of Commerce is committed to being a partner with the Town of Hull on its proposed Zero Emissions Transportation Improvement Plan project under an EPA Healthy Communities Grant.

The Hull Chamber of Commerce represents over 150 businesses in the Hull community. Making transportation access easy and appealing is of vital importance to our Chamber members.

As part of the proposed project, which will run from October 2007 to September 2009, the Hull Chamber of Commerce is able to consider, when appropriate, assisting with the project. Such efforts could include assisting with the collection data pertaining to where people are from who park at the beach; and Furthermore, the Chamber can lend guidance to carry out a demonstration event providing new means of access to the public beach and other Hull destinations.

We believe that given the importance of transportation and parking to our members, the Chamber needs to be deeply involved with the development and approval of the Zero-Emissions Transportation Improvement Plan, particularly as it concerns beach parking and access to Hull businesses and attractions.

The Hull Chamber of Commerce supports the Town of Hull's goal of enhancing the appeal of our community, walking, bicycling, and transit, and the town's environmental well-being.

Sincerely,

Vinny Harte
President

CONWAY SCHOOL OF LANDSCAPE DESIGN

332 South Deerfield Road, PO Box 179, Conway, MA 01341-0179 | tel: 413-369-4044 | fax: 413-369-4032

May 9, 2007

Paul Cawood Hellmund
Director

Nancy E. Braxton
Administrative Director

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Ecological Landscape
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Nat Goodhue '91
Goodhue Land Design
Stowe, VT

Amy Klippenstein '95
Farmer
Ashfield, MA

Nicholas Lasoff '05
Lasoff Landscape Design
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Norwalk, CT

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Director, 1972-1992

Donald L. Walker, Jr.
Director, 1992-2005

Mr. Philip Lemnios, Town Manager
Municipal Building
253 Atlantic Avenue
Hull, MA 02045
FAX: 781-925-0024

Memorandum of Understanding

Re: Alphabet Streets Bicycling and Walking Design Project,
EPA Healthy Communities Grant Zero-Emissions Transportation Improvement Plan

Dear Mr. Lemnios:

It has been a pleasure speaking with Project Coordinator Judeth Van Hamm in regard to the possibility of the Conway School of Landscape Design creating a bicycle and pedestrian route study for the Alphabet Streets Neighborhood in Hull, in the context of envisioning Hull as a model sustainable community. We would be pleased to undertake such a study for the Town of Hull during our next spring term, mid-April to end of June 2008. The end product would be a set of design drawings for the Alphabet Streets Neighborhood directed toward accomplishing the following goals outlined in the May 2007 Hull Bicycling & Walking Summary Plan adopted by the Hull Board of Selectmen, among other objectives that may emerge by the time the project begins:

- Build on Hull's natural suitability to be a great place to bicycle and walk
- Extend Hull's tourism season into the spring and fall
- Reduce air pollution and greenhouse gas emissions.
- Make Hull a model sustainable community to inspire people to help stabilize climate and sea level
- Provide bicycle access to major destinations for residents and visitors, including trains, ferries, schools, beaches, and shopping.
- Connect to regional bike routes
- Ensure safety of all users of Hull right-of-ways
- Encourage people to live healthy life styles

A brief background on the school is set forth as Appendix A. Our website, www.csl.edu is also a good source of information about the school and the projects that are the heart of the program of graduate study.

A proposal is set forth below.

Proposal. During our 2008 spring term, Conway will create alternative design concepts and a recommendation for a model sustainable community bicycle and walking plan for the Alphabet Streets Neighborhood of Hull, an approximately 1-mile long section of the Hull peninsula. Our assignment will be to develop design alternatives for sidewalks, bike lanes, shared roads, Home Zone streets, and a neighborhood walk-bike path on the rail bed in the Alphabet Streets section of Hull. The project will include designs for temporary improvements for a summer 2008 demonstration event.

A team of one to three students will come to Hull in mid-April 2008 for an initial site visit and to speak with you, the Project Coordinator, and other leaders of the project you may designate to establish a more specific scope of services, which would be embodied in a final contract that they would draw up for your review, including a timetable for accomplishing the goals and a detailed budget.

The preliminary study will include regional/community context, history, environmental inventory and analysis, regulatory information, access, pertinent demographics, and identification of constraints. Analysis and preliminary designs would be undertaken in light of the Hull Bicycling & Walking Summary Plan goals set forth above, including consideration of the following possible Hull Bicycling & Walking Summary Plan steps outlined to date, as well as considerations set forth in "A Street to XYZ Street Bicycle Route Alternatives" (attached as Appendix B), and other base information you may provide and/or information the team would uncover:

- Mark bike lanes along street shoulders along A Street, Central Avenue, and Nantasket Avenue.
- Provide corner curb cuts for sidewalks along Central Avenue and Nantasket Avenue.
- Study the possibility of a bicycle and pedestrian path along the old rail right-of-way from A to XYZ Streets. Work with residents to build consensus.
- Based on residents' interests, create Home Zone Streets with low speed limits where the street is recognized as a neighborhood space for walking and playing as well as vehicular access to homes. Home Streets are appropriate where there is limited through traffic in neighborhoods, particularly for the Alphabet Streets on the ocean side of Nantasket Avenue.
- Develop design features to build multi-use awareness on shared-use through streets for walking, bicycling, and driving with appropriate speed limits.
- Choose locations for bicycle racks to use as a way to reach destinations or to stop to walk, sightsee, or shop, at least every quarter to half mile along routes as well as at Waveland, Bayside, and Allerton neighborhood business districts, the new public library, playfields, and A Street pier.
- Suggest ways to carry out an awareness program to promote safe bicycling.
- Include community input to all aspects of the project.

Under Conway's typical process, working with the Zero-Emissions Transportation Improvement Plan project coordinator and the Hull Sustainable Transportation Committee, the student team will prepare and conduct two meetings for Hull residents, one towards the beginning of the project to elicit input on visions, mission, and constraints regarding the bicycle and walking plan, and the other towards the end of the term to present findings from the study to date and receive further comments to inform the final designs.

The final plan set will include an evaluation of alternative concepts, a final design, some design details indicated by the analysis, and a CD-ROM of the material.

The Conway team will be available to meet with the Project Coordinator and other principals on several mutually selected days (most likely Tuesdays) during the 11-week term, or at other times that may be mutually agreed upon. Conway's study will be completed and delivered by June 30, 2008.

Reimbursement. The budget for this project will be \$6,000. Half of the agreed fee is to be paid at the start of the project (April 10, 2008) and the balance upon receipt of the final plans at the end of the term. The \$6,000 budget will cover mileage, prints, telephone and fax, production of the final plans, and time for faculty, staff, and project adviser support. We estimate the break-down of expenses to be as follows:

- Direct Expenses: \$2,000
 - Printing/Drawing Sets/CDs
 - Photocopies

- Postage
 - Supplies
 - Printed material (books, reports, maps,...)
 - Phone/Fax
 - Travel (lodging for overnight stays after meetings)
 - Aerial Photo, Geographic Information Systems, or other digital support data
- Faculty/staff/adviser support of this project \$4,000

Evaluation: The Hull Sustainable Transportation Committee will commit to completing a brief questionnaire assessing the Conway work and process, following receipt of the design set.

Confirmation of agreement. When the above terms are deemed satisfactory, the agreement may be confirmed by signing and sending to me two printouts of this proposal; I would sign and return one for your records.

It is understood by all parties that this Memorandum of Understanding and proposed compensation are contingent on the Town of Hull receiving the EPA Healthy Communities Grant Zero-Emissions Transportation Improvement Plan grant. The Town reserves the right to cancel this Memorandum of Understanding with 30 days notice.

Thank you for considering Conway's proposal for designing bicycle and pedestrian routes, including Home Zones, for the Alphabet Streets Neighborhood of Hull. We believe that the study will be an excellent learning experience for a team of Conway graduate students and, through involving Hull residents in the process of envisioning Hull as a model sustainable community, will enable you to move forward effectively toward that goal.

Sincerely yours,

Paul Cawood Hellmund
 Director and President

 Philip Lemnios
 Town Manager
 Town of Hull

Date: _____

Appendix A: Background on the school

The Conway School of Landscape Design is a unique, project-oriented, environmentally focused, 10-month Masters Degree program in Landscape Design accredited by the New England Association of Schools and Colleges. Now in its 34th year, Conway undertakes projects in New England and eastern New York for community, municipal and non-profit clients. While students are responsible for the project from the initial meeting through the final presentations, faculty with training in landscape design and planning closely supervise them, including Director Paul Cawood Hellmund and Kim Erslev, as well as adjunct ecology instructor Bill Lattrell, a wetlands specialist, and humanities/communication instructor Ken Byrne. The project is the student team's primary focus during the term. In mid-June, projects are presented to outside professionals in landscape architecture, landscape design and ecology for constructive comments that can be incorporated in the final plans/designs.

Appendix B: A Street to XYZ Street Bicycle and Pedestrian Route Alternatives

There are several groups of bicyclists and pedestrians to consider when designing bicycling and walking routes through the Alphabet Streets Neighborhood of Hull:

- Local bicyclists and pedestrians, including children playing, students going to and from the Memorial School, residents walking, people doing errands, and recreational bicyclists
- Serious bicyclists, including residents going to work and weekend visiting bicyclists
- Tourist bicyclists, including people choosing Hull as a vacation destination

Providing safe routes from A to XYZ Streets for these groups requires improvements.

Existing conditions from A to XYZ Streets include:

- Local bicyclists and pedestrians: There are no safe bike lanes for children bicycling on Central Ave. to the Memorial School. Sidewalks to the school are missing along parts of Central Ave. and N Street. For A-to-XYZ bicycling, while Beach Ave. and Cadish Ave. provide partial routes, there is no safe route between V Street and XYZ Streets on the bay side and no safe route between L and XYZ Streets on the beach side.
- Serious bicyclists: There is no safe route to serve people interested in bicycling quickly between A and XYZ Streets.
- Tourist bicyclists: There is no continuous route through Hull, including through the Alphabet Streets Neighborhood, to attract people to Hull as a bicycling vacation destination.

Minimum improvements from A to XYZ Streets include:

- Marked bike lanes on Central Ave. and Nantasket Ave.
- Improved bicycling and walking path from L to XYZ Streets on railroad bed
- Nantasket Ave. crosswalks for bicyclists and pedestrians exiting Cadish Ave. at V Street and exiting the railroad bed at XYZ Streets
- Sidewalk on Central from N to Q Street
- Continuation of N Street sidewalk to Nantasket Ave.

Visionary improvements from A to XYZ Streets would also include:

- Home Zones for Alphabet Streets between Nantasket Ave. and Beach Ave.
- Well-designed neighborhood bicycling and pedestrian path on railroad bed from A to XYZ Streets

Paul A. Cawood Hellmund

Director/President
Conway School of Landscape Design
Graduate Program in Sustainable Landscape Design
Hellmund@csl.d.edu

332 S. Deerfield Road
PO Box 179
Conway, MA 01341
413-369-4044 x 4

THE focus of Paul Cawood Hellmund's design research, practice, and teaching is fundamentally about improving the relationship between people and nature, especially in urban, suburban, and degraded landscapes. Prof. Hellmund is a nationally known landscape architect and planner who writes, teaches about, and designs greenways, ecological networks, protected areas, and related projects that seek to balance the needs of people with the functions of nature.

Paul Hellmund co-authored the 2006 book, *Designing Greenways* and co-edited the 1993, *Ecology of Greenways*, which was recognized by the American Society of Landscape Architects with a national award. He also was principal author of Colorado State Parks' widely circulated "Planning Trails with Wildlife in Mind."

He sees finding a balance between nature and people as a key factor in creating sustainable communities and collaborative design as essential to progress in sustainability. He has over twenty years of professional experience as a landscape architect and planner, helping envision new uses for such places as the former Rocky Mountain Arsenal and the Rocky Flats Plutonium-Processing Plant as national wildlife refuges, Denver's Stapleton International Airport and Lowry Air Force Base as mixed-use communities with extensive systems of open spaces with re-invented ecologies, and a former uranium tailings site as a new park for Grand Junction, Colorado. On other projects, such as the Chatfield Basin Conservation Network, he has helped design regional interconnected systems of open space as green infrastructure for future sustainable communities.

At the Conway Design School, Paul Hellmund teaches a wide range of topics related to sustainable landscape planning and design.

EDUCATION

2004-	PhD candidate, Wageningen University, the Netherlands
1986-1993	PhD candidate (all but dissertation), Harvard University
1981-1983	Master of Landscape Architecture, Harvard Graduate School of Design Final project: "Evaluating Landscape Change"
1973-1977	BS in Landscape Horticulture (Design), Colorado State University

ACADEMIC APPOINTMENTS

2005- present	Professor, Director and President Landscape Planning and Design Conway School of Landscape Design
2003 - 2005	Assistant Professor Landscape Architecture Colorado State University
1999-2002	Instructor (Parttime), Landscape Architecture Colorado State University
1990	Instructor (Parttime), Landscape Architecture Harvard School of Design
1983-1986	Assistant Professor Landscape Architecture Virginia Polytechnic Institute and State University

Selected Major Professional Projects

- Chatfield Basin Reserve Network Conservation Plan, Denver, Colorado
- Colorado State Parks "On Nature's Trail"
- Imperative 2000: A Vision for the South Platte River through Denver
- South Platte River Heritage Plan, Adams County, Colorado
- US Highway 85 Green Infrastructure Plan, Douglas County, Colorado
- Rocky Mountain Arsenal National Wildlife Refuge, Commerce City, Colorado
- Stapleton Landscape Guidebook: A practical guide to sustainable design
- City of Rocks Back Country Byway Corridor Management Plan, Burley, Idaho
- Douglas County Visual and Environmental Analyses, Colorado
- Clear Creek Basin Conservation Plan, Jefferson County, Colorado
- Highlands Ranch Outdoors Strategic Plan, Colorado
- Highlands Ranch Open Space Conservation Area Management Plan, Colorado
- Inland Sea Shorebird Preserve, Salt Lake City, Utah
- Loveland Natural Areas Study and Open Lands Plan, Colorado
- Maricopa County Desert Open Spaces Plan, Phoenix, Arizona

Selected Publication

- Hellmund, P. and D. Smith, 2006. *Designing Greenways*, Island Press, Washington, DC.
- Hellmund, P., principal author, 2000. "On Nature's Trail, A Guide to the Future of Colorado's Statewide Trails System.
- Hellmund, P., principal author, 1999. "Reading the Roaring Fork Landscape: An Ideabook for Interpretation and Environmental Education."
- Hellmund, P., principal author, 1998. *Planning Trails with Wildlife in Mind*, Colorado State Parks, Department of Natural Resources.
- Hellmund, P. 1998. Protecting "Green Infrastructure," *The Daily Journal*, Volume 102, No.112.
- Hellmund, P. 1998. "Protecting 'Green Infrastructure: The Chatfield Basin Conservation Network.'" *The Urban Design Forum*, Vol. 47, Fall 1998.
- Larsen, D. and P. Hellmund, 1997. *Stapleton Landscape Guidebook: A practical guide to sustainable design at Stapleton*. Stapleton Development Corporation.
- Hellmund, P., E. Russell, H. Ochis and A. Powers, 1997. *Visual Analyses of Douglas County, Colorado*.
- Hellmund, P., editor and principal author, 1996. *Comprehensive Management and Public Use Plan, Rocky Mountain Arsenal National Wildlife Refuge*. U.S. Fish and Wildlife Service. Evans, M. and P. Hellmund, 1995. *Protecting Denver's Natural Areas: Comparison of Ten Jurisdictions*. City and County of Denver, Colorado.
- Salazar, K. and P. Hellmund, 1995. *Imperative 2000: A vision for the South Platte River*. City and County of Denver, Colorado.
- Hellmund, P. and M. Zeller, 1994. *Clear Creek Canyon: Plan for the Future*. Clear Creek Land Conservancy.
- Hellmund, P. and K. Willer, 1993. *In the Nature of Things: Loveland's Natural Areas*. City of Loveland, Colorado.
- Hellmund, P. 1993. "A Method for Ecological Greenway Design." in D. Smith and P. Hellmund, eds., *Ecology of Greenways*, University of Minnesota Press, Minneapolis.
- Hellmund, P. 1993. "Going with the flow can mean swimming against the tide," *The [Denver] Urban Design Forum*, No. 35, February/March 1993.
- Smith D. and P. Hellmund, editors, 1993. *Ecology of Greenways: Design and function*

Judeth Van Hamm

One Hullportside

Hull, MA 02045

781.925.LOOK

hullportside@earthlink.net

2000-present Community Learning Facilitator, Hull Public Schools. Responsible for developing kindergarten to twelfth grade local history and environment field trips to bring alive curriculum frameworks for students.

2006-present Sustainable Transportation Committee. Chair. Promote zero-emissions transportation. Held Walkable-Bikable Boulevard Workshop. Obtained Boulevard traffic counts by Mass Highway. Through Hull and Hingham Selectmen, arranged Mass Highway request for State budget item to study alternatives for increasing bicycle and pedestrian safety on Boulevard, Summer and Rockland Streets. Developing Hull Bicycling and Walking Plan. Preparing 2007 EPA Healthy Communities Grant application for zero-emissions transportation improvements plan.

2006-present DCR Citizens Advisory Committee. Researched system for restoring dunes to replace seawall.

2004-present Sustainable South Shore. President in 2007. Working to create a model sustainable South Shore region to help stabilize world climate. In 2006, Hull adopted U.S. Mayors' Climate Protection Agreement and joined International Council for Local Environmental Initiatives (ICLEI) Cities for Climate Protection.

2007-present Hull Land Conservation Trust. Organizing and fundraising to help protect Hull open space.

2001-present Tri-Town Weir River Estuary Park Committee. Co-Chair. Requested Hull Conservation Committee and Selectmen to establish committee to bring recommendations to Town Meeting concerning Weir River estuary open space. 2004 Protected key lands through Towns, Trust for Public Lands, and Mass. Dept. of Conservation and Recreation. 2006 published Weir River Estuary Land Protection Plan prepared by Urban Harbors Institute. Supported CPA vote.

2001-2006 Environmental Service Club Advisor, Hull Public Schools. Established school paper recycling.

1997-2000 Teacher, Community Service Learning, Memorial Middle School, Hull. 1998 Massachusetts Provisional Teacher's Certificate. 5th and 6th grades. Curriculum for Hull's history and natural environment, hands-on environmental experience through vegetable garden for food pantry and student-designed community service projects.

1987-1990 & 1992-1997 Hull Planning Board. Member. Developed plan for Fort Revere Park and concept plan for Weir River Estuary Park. Interested Town in establishing Hull Village Historic District Study Committee. Created awareness of "Gentle Tourism" as economic development path. Liaison with National Park Service Boston Harbor Study.

1995-1997 Friends of the Paragon Carousel, Inc. In response to intention to sell 1928 hand-carved Carousel, founded Friends to keep Carousel at Nantasket Beach, generating love and joy for all. Responsible for guiding fundraising effort, negotiations to purchase, and business plan. Carousel purchased in April, 1996. April-Nov., 1996, executive director. 1984-1985: Successfully brought together investors, Metropolitan District Commission, and Hull citizens to keep Carousel in Hull when Paragon Park was sold. Carousel purchased at auction, moved to MDC property.

1979-1996 Hull Lifesaving Museum, Inc. Founded Museum which was incorporated in 1981. President of Board of Directors and Executive Director from 1981 to 1990. Then Museum Director. Responsible for guiding goal development, restoration of Point Allerton U.S. Life Saving Station, exhibits, educational programs, publicity, assisting fundraising, grant applications, and recruiting and guiding staff and volunteers, including volunteer gift shop manager. 1986-89 & 1993-95, ran children's summer Discovery Program. In 1995, catalyst for national conference on preservation of lifesaving stations sponsored by National Park Service and founding of U.S. Life-Saving Service Heritage Association.

1989-1995 Hull Heritage Celebrations. Co-chairperson, Hull Heritage Days, 1994-95. Steering committee, Old Nantascot Trails, 1992. Co chairperson, Joshua James Heritage Days, 1989-90, to celebrate Point Allerton U.S. Life Saving and Coast Guard Stations' 100th anniversary.

1990-1991 Hull Main Street Association. Manager. Helped bring business people together which later added new life to Hull Chamber of Commerce.

1988-1989 Fort Revere Park and Preservation Society, Hull. Founder and President. Society formed working partnership with Town of Hull and Metropolitan District Commission resulting in restoration of 1903 Fort Revere Tower, acquisition of 1903 Officers Quarters, acquisition of site of Revolutionary Fort Independence, and opening of Tower.

1965-1985 Town Planner. 1976-1985: Community Development consultant to Town of Hull. 1972-1976: Chief Planning Officer, Boston Redevelopment Authority. 1969-1971: Senior Planner, Eric Hill Associates, Atlanta, GA. 1966-1967: Planner, Marmon Mok Associates, San Antonio, TX. 1965-1966: Planner, Philadelphia City Planning Commission.

1976-present Hullportside: Vision Sharing. Planner-artist-writer-teacher. Led major Hull zoning changes. Hull history illustrated maps. Children's books, note cards, paintings, portraits. Tutor. 1997-98 Camp Judeth children's program. 1981-88 Taught art courses on visual imagery and color at South Shore Art Center and Hingham Adult Ed.

2006 Lifetime Achievement Award, U.S. Environmental Protection Agency

2004 New England Barnraiser Award, Yankee Magazine

2003 Hull History Hero Award, Fort Revere Park and Preservation Society

2002 Certificate of Excellence for Environmental Education, Mass. Exec. Office of Environmental Affairs

1997 Paul Harris Fellow Award for Community Service, Hingham-Hull Rotary Club

1996 "Women Mean Business" Award, South Shore Women's Business Network

1972 Master of City Planning, University of Pennsylvania

1964 Bachelor of Architecture, University of Michigan. AIA silver medal for highest ranking graduate.