FROM PLAN TO PROJECT: FRANKLIN COUNTY, MA

A collection of success stories from projects around the region that promote physical activity within our communities

FALL 2013

Photos: Top (from left) - School Road, Bernardston; Unity Park, Montague; Leverett Trails Committee workday. Bottom (from left) - State Street, Buckland; Canalside Trail Bike Path, Montague; Riverfront Park, Orange.
**Purpose of this Project**

The focus of the booklet is on projects that have greatly improved the ability of residents to walk, bike, play, kayak, canoe, or otherwise get out into the community and the environment in a healthy way. It highlights the original need for the project, the people who made it happen, challenges faced along the way, and next steps. Approximate project costs and funding sources are provided when available. Finally, those involved in the project were asked to provide advice to other communities who may be pursuing a similar effort.

Thank you to the Franklin County town staff, volunteers, non-profits and businesses who contributed information for this project, and who are instrumental in improving the quality of life in our communities.

**About this Project**

This project was a collaboration between the Massachusetts Department of Public Health Mass In Motion Program, the Massachusetts Department of Transportation and the U.S. Department of Transportation. Prepared under contract 57373 in cooperation with the Massachusetts Department of Transportation and the U.S. Department of Transportation. The views and opinions of the Franklin Regional Council of Governments expressed herein do not necessarily state or reflect those of the Massachusetts Department of Transportation or the U.S. Department of Transportation.

**Notification of Protection Under Title VI**

The Franklin Regional Council of Governments does not discriminate on the basis of disability with respect to admission to, access to, or operation of its programs, services, or activities. Individuals who may need auxiliary aids for effective communication for FRCOG programs should call the FRCOG Main Office at 413-774-3167. (MA Relay System 800-439-2370). In order to comply with 49 CFR Section 21.9 (d), the Franklin Regional Council of Governments has posted information for the public regarding the Franklin County Transportation Planning Organization’s Title VI obligations and protections against discrimination afforded to the public by Title VI on the website.


<table>
<thead>
<tr>
<th>TABLE OF CONTENTS</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCHOOL ROAD IMPROVEMENTS</td>
<td>1, 2</td>
</tr>
<tr>
<td>STATE STREET RECONSTRUCTION</td>
<td>3, 4</td>
</tr>
<tr>
<td>LEVERETT TRAILS COMMITTEE</td>
<td>5, 6</td>
</tr>
<tr>
<td>CANALSIDE TRAIL</td>
<td>7, 8</td>
</tr>
<tr>
<td>UNITY PARK IMPROVEMENTS</td>
<td>9, 10</td>
</tr>
<tr>
<td>RIVERFRONT PARK AND BOATHOUSE</td>
<td>11, 12</td>
</tr>
</tbody>
</table>
SCHOOL ROAD IMPROVEMENTS BERNARDSTON

A collaborative project between the Board of Selectmen, Fire and Water District, Town Coordinator and the Elementary School

Contact Hugh Campbell, Bernardston Town Coordinator, (413) 649-5401, bos@townofbernardston.org

Project Need

Improvements to School Road in Bernardston had been discussed since the early 1980s. Approximately a quarter mile in length and located off of South Street (Routes 5 and 10) near the village center, the road serves residences as well as the Bernardston Elementary School. The road suffered from poor drainage resulting in annual flooding. The pavement and sidewalk were in poor condition, and the narrow roadway made it difficult for cars and school buses to pass each other during busy morning and afternoon pick-up times.

These conditions created a safety issue for children walking and biking to school. According to school officials, in 2010 approximately 21 students walked to school, and 51 rode bikes, on a daily basis. The poor condition of the road and the lack of a paved sidewalk were confirmed during a 2010 walkability site assessment conducted by the Franklin Regional Council of Governments (FRCOG) for the Franklin County Regional Pedestrian Plan. The need for better signage to slow motorists and alert them to the presence of pedestrians was also noted as part of the assessment. The 2009 Bernardston Community Development Plan recommended expanding the sidewalk on the north side of the road.

Implementation

The Bernardston Select Board tried twice, unsuccessfully, to secure grants to reconstruct School Road. The Town then decided to package two road projects together in an application to the MassWorks state grant program. The other project involved increasing safety at the intersection where the Kringle Candle Co.’s new retail store and restaurant are located. Kringle Candle donated significant matching funds for the intersection project, and added a job creation aspect to the grant application. Another critical piece to the School Road project was the willingness of an abutting property owner on South Street to grant a permanent easement across the property for the drainage line. Without the easement, the project would not have been possible.

The School Road portion of the project had a final cost of $489,990, and was funded in part by the MassWorks grant, as well as Town matching funds and a donation from the Bernardston Fire and Water District to upgrade the water lines under the road. The project was completed in the summer of 2012 and resulted in a new sidewalk along the length of the road and new signage alerting drivers of pedestrians.

Challenges

According to Hugh Campbell, Town Coordinator, the need for a wider road and improved drainage was met with universal approval. However, the removal of 16 mature oak trees was debated extensively. The trees were in various states of health, and their root systems had compromised the water lines. Keeping the trees also made it difficult to widen the road to the degree the Town felt was needed. In the end, the trees were removed and replaced with 16 smaller trees that should not impact the water lines or new sidewalk negatively.

Impacts on Physical Activity

According to the elementary school principal, there has not been a noticeable increase in students walking or biking to school over the 2012/2013 school year. However, school staff walk more when on breaks. The School Road project improves access to the school’s playground, where many improvements have taken place over the last few years through Town, business, and volunteer efforts. These include a new basketball court, tennis court, pre-k playground equipment, and k-6 playground equipment.

Next Steps

The school recently enrolled in the Safe Routes to School (SRTS) Program, administered by MassDOT, and has been promoting walking and biking through the school newsletter and health class. Schools enrolled in SRTS have access to technical assistance and resources to promote walking and biking, such as safety trainings, presentations to parents and community members, and help with organizing walking and bicycling programs to get students moving.

Advice for other Communities

Make sure to have local funding commitments when applying for any state or federal grants.
STATE STREET RECONSTRUCTION BUCKLAND

A collaborative project between the Board of Selectmen, Town Administrator, MassDOT, and the Franklin County Transportation Planning Organization (TPO)
Contact Andrea Llamas, Buckland Town Administrator, (413) 625-6167, twnadmin@buckland.ma.us

Project Need
State Street in downtown Buckland serves as the town’s “Main” street, with shops, restaurants, artist galleries, and the Town Hall located on either side of the street in the village center. State Street is also an important connector to Route 2, and is part of the Mohawk Trail Scenic Byway. Before implementation of the project, the road suffered from very bad drainage and pavement conditions, and the sidewalk was inconsistent and in poor condition. The Buckland State Street Reconstruction Project was proposed almost ten years ago, and called for sidewalk reconstruction, new sidewalks where needed, improved crosswalks to meet ADA (American with Disabilities Act) compliance, and bump outs in the village center to provide pedestrians a shorter crossing distance and make them more visible to motorists. Drainage and road conditions were also included in the improvements.

Implementation
The project was included in the Transportation Improvement Program (TIP) for Franklin County. The TIP is a prioritized, multi-year listing of transportation projects in a region that are to receive federal funding for implementation, dependent on available funding for each fiscal year. Any transportation project in Franklin County that is to receive federal funding must be listed on the TIP. Projects are chosen and prioritized by the Franklin County Transportation Planning Organization (TPO), which is made up of state, regional, and local officials and only certain classifications of roads can qualify. Towns are responsible for paying for design and any right of way work, but construction is funded 80% by federal funds, and 20% by state funds. The typical timeframe for a project listed on the TIP is ten years, but the payoff for a town is that the construction is paid for 100%.

The State Street project followed a typical TIP process. The Town Administrator and Board of Selectmen initiated the beginning stages of the project. The Town paid for engineering costs, which came out to approximately $300,000, and right of way work, which cost approximately $20,000. Construction began in the spring of 2011 and was completed by the fall, to a final cost of $2.8 million.

Challenges
The most challenging part of the project was going door to door to gain 24 individual easements from home and business owners for the sidewalk and drainage improvements.

Impacts on Physical Activity
The final result is an atmosphere that provides an inviting public space for pedestrians to linger in the village center, and a safer, consistent pedestrian connection from the village to homes and businesses along State Street to Route 2. Business and shop owners have personalized the spaces by adding plantings, outdoor seating, and sculptures, making the village an attractive space for residents and visitors to gather. The Bridge of Flowers alone typically has over 30,000 visitors annually who come to peruse the former trolley bridge that is now a beautifully landscaped pedestrian walk over the Deerfield River.

Next Steps
While the State Street Reconstruction Project is considered completed, there is still a need to improve other pedestrian connections in Buckland. Future projects include Conway Street, heading south from the village center along the Deerfield River. This section of roadway was flooded during Tropical Storm Irene and sustained major damage to the pedestrian infrastructure. Another project may include North Street and Route 112 (Ashfield Road), which connects State Street in the village center to the Mohawk Trail Regional School. Town officials and the public have expressed concerns about the sidewalk conditions on North Street and the high traffic speeds and lack of sidewalks on Route 112. It is a regularly traveled route for students walking to and from school. Sidewalk improvements to this route would have the potential to increase the number of students who walk or bike to school.

Advice for Other Communities
Franklin County towns that are interested in having a project considered for the Transportation Improvement Program (TIP) should contact the Transportation Planning staff at the Franklin Regional Council of Governments (FRCOG).
LEVERETT TRAILS COMMITTEE SNAPSHOT

Project Funding: (1) DCR Recreational Trails Grant $10,550 (2) Volunteers & Donations of Expertise and Equipment (3) Leverett Arts Council Grant: $900 (4) Community Preservation Act Funds: $3,500 Total Cost: $14,950

Supporting Plan: 2010 Leverett Open Space and Recreation Plan

After Photos: (Clockwise) Leverett Elementary School students; Bill Rivers Conservation Area; Poetry box.

Project Need

The 2010 update to the Leverett Open Space and Recreation Plan (OSRP) demonstrated strong support for preserving rural character, while also providing outdoor recreation opportunities. In 2010 the Select Board asked the Conservation Commission and the Rattlesnake Gutter Trust (RGT) to work together on an application for the Recreational Trails Grant Program, administered through the Massachusetts Department of Conservation and Recreation (DCR). The two groups focused the application on trail development in East Leverett, where there was already a cluster of properties protected by the town and the RGT. While working on the grant application, members of the two groups realized that there was a longer-term need for a self-sustaining committee that would work to develop a network of well-maintained, marked, and documented trails in town.

Implementation

The Leverett Trails Committee was formed to meet this need, and held its first meeting in April 2011. It has met once every three months since. The Committee is made up of members of the Conservation Commission and the Rattlesnake Gutter Trust, as well as members of the community with an interest in the trail network in town. The committee established goals to guide their work, which include creating trails for a variety of users with different interests and skills; making the trails inviting through maps, guides, and events; and making participation in the committee fun and rewarding.

The Town was awarded the Recreational Trails grant of $10,550 for trail building in East Leverett. Volunteers built the bridges, designed and cleared the trails, and the Highway Department supplied gravel for parking areas and bridge cribbing. The grant also covered the cost ($200) for a videographer to develop an oral history of the mills in East Leverett. Historical Society volunteers donated space and expertise for the project, and Amherst Media and Amherst College provided video resources. Another project was the construction of eight poetry boxes and accompanying benches by volunteers. These wooden, waterproof boxes are placed along trails throughout town, with extra paper and pencils for those who are inspired to write while on the trail. The grant provided funding to transport Elementary School students to the trails, but the idea to focus the students’ visit on poetry grew out of Trail Committee discussions on how to encourage the community to reflect on the natural world. Two Pizza and Poetry workshops were paid for through a Leverett Arts Council grant of $900, and three local businesses provided food for the events.

Since these initial projects, the Trails Committee has worked to design and clear a new trail at the Bill Rivers Conservation Area. The committee received $3,500 in Community Preservation Act (CPA) funding from Town Meeting to rebuild a trail bridge. The committee also facilitated a photography exhibit and contest at the Library with the help of volunteers in the spring of 2012. The community entered photographs taken along the trails, with prizes donated from three local businesses. The exhibit was so popular that it was done again the following year.

Challenges

Keeping people informed and involved in projects was addressed using as many forms of communication as possible, through websites, emails, signage, fliers, newsletters, events, and word of mouth. The challenge of finding the time to accomplish the larger tasks of trail building, and many smaller associated tasks, was addressed through being as efficient as possible. This included pre-workday preparation, mindful scheduling, and involving skilled volunteers. Finally, keeping the initial enthusiasm going has not yet been a problem, but will likely be a challenge in the future.

Impacts on Physical Activity

Prior to the formation of the committee and the Trails grant work, trailhead parking areas either did not exist, or were rarely used. These are now well used. Participation in numerous trail workdays has ranged from 8 to 20, and trail walks have had between 6 and 30 participants.

Next Steps

Next steps for the committee are to maintain the existing trails, create more trails and linkages between trails, encourage more projects related to the trails, and to not lose sight of the original goals set out by the committee when it formed.

Advice for Other Communities

“Trail building is about community building. It takes time, hard work, and patience. And it’s fun. Enjoy it.”
**CANALSIDE TRAIL BIKE PATH SNAPSHOT**

Project Funding: (1) State Transportation Bond; Design (2) Massachusetts Transportation Enhancement funds; Portion of ROW purchase (3) Transportation Improvement Program (TIP) Federal and State Funds; Construction (4) Congressional Earmarks; Construction; Total Cost: $2.800,000

Supporting Plans: (1) 2010 Montague Open Space and Recreation Plan (2) 2009 Franklin County Bikeway Plan Update (3) 1985 & 1993 Franklin County Bikeway Plans

Photos: (Top) During Construction, (Bottom) After Construction

---

**CANALSIDE TRAIL DEERFIELD & MONTAGUE**

A collaborative project between the FRCOG, MassDOT, Franklin County Bikeway Committee, Montague Board ofSelectmen, Deerfield Board of Selectmen, Massachusetts Department of Conservation and Recreation, FirstLight Power Resources, U.S. Congressman John Olver, Senator Stan Rosenberg and Representative Steve Kulik

Contact Beth Giannini, AICP, Senior Transportation Planner, Franklin Regional Council of Governments, (413) 774-3167 (x125), Giannini@frcog.org

---

The Canalside Trail Bike Path is located in the towns of Deerfield and Montague, and is part of the larger Franklin County Bikeway network. It connects Unity Park and the Great Falls Discovery Center in the village of Turners Falls in Montague to Monts Road Farm Road, located off of River Road, in Deerfield. The approximately four mile off-road bicycle path travels along the power canal in Turners Falls and an abandoned rail bed including a former rail bridge with a spectacular view over the confluence of the Deerfield and Connecticut Rivers.

Planning for the Canalside Trail Bike Path goes back to the 1970s, when the energy crisis prompted a group of Franklin County residents to look at ways to improve and encourage bicycling in the region as a form of transportation. The Franklin County Bikeway Committee was formed, and in 1985, the Franklin County Bikeway Plan, which included the Canalside Trail Bike Path, was submitted to the state but did not receive funding. After the Clean Air Act Amendments of 1990 were passed, which targeted the reduction of vehicular emissions to improve air quality, and the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 was passed, which provided funding for alternative transportation, the project was revived by the Franklin Regional Council of Governments (FRCOG) and the Bikeway Committee.

**Implementation**

The implementation of the project required the cooperation of many stakeholders, including: the Franklin Regional Council of Governments, which secured funding and oversaw completion of the design of the project; MassDOT; the Franklin County Bikeway Committee; town officials from Montague and Deerfield; the Massachusetts Department of Conservation and Recreation (DCR), who agreed early in the process to own and manage the path; FirstLight Power Resources, which granted a long term lease for the land along the power canal where the bicycle path is located; and the Franklin County legislative delegation including U.S. Congressman John Olver, Senator Stan Rosenberg, and Representative Steve Kulik.

In 1997, funding from a State Transportation Bond was secured for design of the path. Massachusetts Transportation Enhancements funds were used to purchase the portion of the path that travels along the abandoned railroad right of way. Federal and State Transportation funding was secured through the regional Transportation Improvement Improvement Program (TIP). Additionally, several Congressional earmarks were secured by U.S. Congressman John Olver for the construction. Construction began in 2005, and was completed in 2008 at the cost of approximately $2.8 million dollars.

**Challenges**

The process for developing a bike path in a community can be a long one. In addition to securing the right of way for the path, design and permitting can be complicated. For the Canalside Trail Bike Path, environmental permitting was particularly complex. Additionally, at this time there is limited funding available for the design of bike paths. However, once a design is completed there are some options for seeking funding for construction.

**Impacts on Physical Activity**

The Canalside Trail Bike Path is a well-used resource. In the 2010 Montague Open Space and Recreation Plan survey, 68% of respondents reported using the path, making it the most-used outdoor recreation resource in town. The Canalside Trail is one of two bike paths in the County, and draws bicyclists and walkers from beyond Montague and Deerfield. Bicycle counts conducted on the path in August 2011 by the FRCOG showed that usage of the path at one location over the course of a week was 950.

**Next Steps**

Ensure funding remains available for maintenance of the path into the future.

**Advice for Other Communities**

A project like the Canalside Trail takes staff and/or volunteers on the local level who can shepherd the project through to completion, even over the course of many years. Towns in Franklin County can utilize the Transportation Planning staff at the Franklin Regional Council of Governments to assist in their efforts to create a bike path. The best advice for communities who want to implement a similar project is to stick with it. It may take years to come to fruition, but the end result will be a great asset to the community.
UNITY PARK IMPROVEMENTS SNAPSHOT
Project Funding: Community Development Block Grant (CDBG) program: $1,060,000;
Total Cost: $1,060,000
Supporting Plan: 2010 Montague Open Space and Recreation Plan
After Photos (Clockwise): Accessible Sprinkler/Water Park, Accessible Garden Area, Accessible Playground. All photos credited to the Montague Parks and Recreation Department

UNITY PARK IMPROVEMENTS MONTAUGE
A collaborative project between the Board of Selectmen, Parks & Recreation Department and Commission, Town Planner, FCRHRRA, and residents
Contact: Jonathan Dobosz, CPRP, Dir. Parks & Rec., (413) 863-3216, recdir@montague-ma.gov

Project Need
Unity Park is an 8.25 acre, heavily used Town-owned park located in downtown Turners Falls, on the banks of the Connecticut River. It is the flagship facility for the Montague Parks and Recreation Department (MPRD). Prior to improvements, the park included a playground (with equipment dating to the 1960s), two ball fields, a basketball court, and a picnic area. The park presented substantial safety and accessibility issues that needed to be addressed.

Implementation
The Unity Park Improvement Project was first proposed in 2008. The Franklin County Regional Housing and Redevelopment Agency (HRA) administered the Town’s application for grant funding through the Community Development Block Grant (CDBG) program. The Town was awarded funding in 2009 to develop a master plan for the park, and the Unity Park Improvement Project Committee was quickly formed, which consisted of the Town’s Parks and Recreation Director, Planning Director, Parks and Recreation Commissioner, and two residents. The committee held numerous public meetings, where residents voiced their preferences on a number of items relative to a new design, and developed a plan for the project.

The project was initially rejected for CDBG construction funding in 2010. During this time the 2010 Montague Open Space and Recreation Plan (OSRP) was finalized, which included an action item to update the Unity Park playground equipment and improve accessibility. Sixty-five percent of respondents to the OSRP public survey identified Unity Park as an outdoor recreation resource they regularly use, making it the second most utilized resource in town (after the Canalside Trail Bike Path).

In 2011, the Town, through the HRA, reapplied and was awarded funding for the construction of Phase I of the project, with Phase II funding being awarded the following year. Total cost of the project has come out to approximately $1,060,000. HRA also provided an on-site project manager during construction, an essential component of project management.

Challenges
One of the few challenges faced by the planning committee was to determine the most critical needs and weigh the desires and interests of various groups against the project’s budget. During construction, the main obstacle was the disruption of MPRD programs and services housed at Unity Park. The department, for the most part, was able to mitigate disruptions by coordinating with the local school system and other youth-based organizations.

Impact on Physical Activity
Phase I, completed in August of 2012, included a newly designed playground area, paved parking lot, the installation of a rain garden, and landscaping around the park building. The playground, which includes a water feature in the form of a whale, has been a huge success with a considerable increase in use. Phase II, planned for fall 2013, will include a refurbished basketball court and two ball fields, a paved walking path with outdoor fitness stations, a butterfly garden, community garden, and a second rain garden and paved parking lot. MPRD anticipates a substantial increase in patronage in all areas of Unity Park.

Next Steps
Originally the project was going to encompass a new skate park, a facility that was defined as being of great need during the assessment phase. Unfortunately, the cost of a skate park was too high to include in the project and MPRD is now working with the local Skate Park Committee in finding a funding source. Additionally, MPRD is working with a local non-profit group to install a wheelchair swing adjacent to the playground. This non-profit group is spearheading a fundraising campaign for the project, in hopes of installation by the spring of 2014.

Advice for other Communities
Agencies need to be proactive about public outreach, providing opportunities for the public to be part of the decision-making process and displaying a willingness to entertain all ideas to gain broad-based support. Ensuring effective communication through the construction phase proves critical such as keeping the public informed by publishing photos on a Facebook© page. Internally, daily meetings between the agency and the project manager were invaluable, providing an opportunity for both parties to address issues and ensure a successful endeavor.
RIVERFRONT PARK & BOATHOUSE ORANGE

A collaborative project between the Orange Revitalization Partnership (ORP), Board of Selectmen, Riverfront Park Committee, FRCOG, Greenworks, Peak Expeditions, LLC & Millers River Watershed Council (MRWC)

Contact: Kevin Kennedy, Orange Community Development Director, (978) 544-1100 (x100), cddir@townoforange.org

Project Need
The idea for a park on the river in downtown Orange came out of the efforts of the Orange Revitalization Partnership (ORP), an organization established in the 1990s. The ORP looked at the river as an engine of economic development to draw people downtown. A committee was formed to look into opportunities along the waterfront, and the idea for a park on the river with canoe and kayak access was developed.

Implementation
The Riverfront Park Committee was formed by the Town to work on the project. The site identified for the park had once been a gas station, and later was the location of the town highway garage. In the 1990s, the garage was moved to the Orange Airport, and funding from the Franklin Regional Council of Government’s (FRCOG) Brownfields Clean-up Revolving Loan Fund was used to clean the site of contaminants. After a feasibility study and initial design work, the FRCOG assisted the Town with getting an Urban Self-Help grant (now the PARC grant) from the MA Division of Conservation Services and an s.319 grant from the MA Department of Environmental Protection, amounting to $500,000, for construction.

Phase 1 of the Park was completed in 2006, and included a public boat ramp and gardens, walkways, and grassed areas utilizing Low Impact Development (LID) techniques to protect the Millers River from pollutants. A public boat house was constructed using a building lot purchased with State appropriation funds and labor from students at the Franklin County Technical School. Sufficient funding was not available to complete the handicapped accessible bathrooms needed to run a canoe and kayak rental business as planned.

Challenges
In 2009 the town issued a Request for Proposals (RFP) for a business to operate out of the building. In return for a free lease for a number of years, the business would have to agree to complete the build-out of the boat house. There were no responses to the RFP.

In 2013, Greenworks, a 501(c)(3) non-profit based in Orange, received a $20,000 grant from a private foundation to conduct community outreach and engage volunteers in completing the build-out of the boat house. This initial investment led to approximately $60,000 in donated materials and volunteer labor to complete the build-out.

Impacts on Physical Activity
The public boat launch is a well-used resource from early spring to late fall. The annual River Rat Race from Athol to Orange attracts hundreds of participants and thousands of visitors each year. Along the same stretch of river is the Millers River Blue Trail, a six-mile water trail created by the Millers River Watershed Council (MRWC) and inaugurated in 2011. Paddlers of all ages can use this flat water section of the river, and MRWC hosts fun paddles, attracting 10 to 25 people, and river clean-up paddles, attracting 8 to 15 people.

In summer 2013, Peak Expeditions began operating kayak, canoe, and paddleboard rentals from the boat house. Orange residents, students, and seniors receive a discount on rentals. The company also runs an Outdoor Leadership Program over eight weeks in the summer. Fifty Orange 5th and 6th graders attended the 2013 program for free through a scholarship offered by the Town.

Next Steps
The Town is interested in continuing to build economic development around the riverfront and create activities for youth. One project is the development of a gazebo and docking system at the Park, part of the original design that has not yet been funded. A whitewater park just downstream of Riverfront Park is also a possibility.

MRWC volunteers conduct seasonal bacterial monitoring and basic trail care along the Blue Trail, and MRWC is planning additional Blue Trail segments and trail access points on the Millers River.

Advice for Other Communities
The Orange Riverfront Park has been an effort of many groups that has resulted in a key downtown recreational resource for Orange and the broader North Quabbin region. The Park will continue to serve multiple users for various activities into the future, and be an anchor for downtown open space and recreation activities.

RIVERFRONT PARK & BOATHOUSE SNAPSHOT

Project Funding: (1) Urban Self-Help grant and DEP s.319 grant: $500,000 (2) Private foundation grant: $20,000 (3) State Appropriation: $20,000 (4) Volunteer labor and donated materials: $60,000. Total Cost: $600,000

Supporting Plans: (1) 2005 Orange Master Plan (2) 2008 Orange Open Space and Recreation Plan

Photos: After Photos
RESOURCES

Safe Routes to School: www-commute-com-schools
Massachusetts Community Preservation Act: www-communitypreservation-org/
Massachusetts Division of Conservation Services grants (PARC, LAND, etc.): www-mass-gov-eea-grants-and-tech-assistance-grants-and-loans-dcs-grant-programs/
Massachusetts Department of Conservation and Recreation Recreational Trails Grant: www-mass-gov-dcr
Transportation Improvement Program (TIP): www-fr cog-org
Department of Housing and Community Development (DHCD) Community Development Block Grant: www-mass-gov-hed-community-funding-community-development-block-grant-cdbg-html