

Brewster Trail Connection Partnership Project
deadline November 2, 2017

Topic	Comment	Name (First)	Name (Last)	Email Address	Address	City	State
	<p>Relative to the Proposed Bike Trail Connector at Nickerson State Park to Cape Cod Bay.</p> <p>I have lived in Brewster and worked at Camp Monomoy/Cape Cod Sea Camps for 45 years. I am pleased some progress is finally being made with the Monomoy Site. However, I think that an alteration of the proposed bike path is necessary. I believe that by using the existing roads in old Camp Monomoy as guides, you could construct a bike path with less impact on the existing forest. Even constructing the path alongside the existing drive to the Cape Rep Theater would be more advantageous. There exists an old Monomoy road from the north east corner of the Assembly Hall (recently renovated) to the lower tennis courts (overgrown). This would require the least amount of damage to the site and use existing and historic pathways. I believe this to be much more advantageous and less expensive to the overall project.</p> <p>My second and major concern is the plan to empty bike and foot traffic into the top of the Linnell Landing Parking Lot. This is simply unsafe and defeats the purpose of moving beach traffic away from an already crowded beach area during the peak summer months. All previous plans suggested having trails direct people to a point mid-way between Linnell and Crosby Lanes. From a planning point that would be the absolute best alternative. It has been stated that this would add cost to the project. That may be, but it also creates a better solution to direct beach goers to a portion of currently under utilized beach rather than overcrowding Linnell Landing. I have seen methods of constructing board walks over dunes throughout the country and feel this could be done in this location as well. Creating a boardwalk over sensitive areas to an observation area at the top of a Dune would be advantageous. From there, a ramp heading east along the face of this very stable dune would provide ADA access to the beach.</p>	David	Peterson	dave@capecodseacamps.com	PO Box 38	Brewster	MA
Brewster Trail Connection Partnership Project - deadline November 2, 2017	<p>I object to bringing the rail trail to the area east of Linnell.</p> <p>With the recent addition of a hundred or more parking spots to the Crosby-Linnell section of the beach, the entire character of that area has been changed for the summer months. During the summer, that area now looks more like the crowds on a Coney Island beach, rather than the beautiful Cape Cod bay. Anything that will increase the number of visitors to the Linnell-Crosby area during the summer is ill advised.</p> <p>There needs to be a town plan to distribute parking and access more equitably to all of the miles of Brewster beaches.</p> <p>If a bike trail is to be connected to the bay, do it elsewhere.</p>	Russell	Karasik	drmallard@gmail.com	24 Oak Lane	Brewster	MA

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Brewster Trail Connection Partnership Project - deadline November 2, 2017	Looks well-thought out to me. I like that it takes into account space for bike parking and, especially, a crossing light. Might help slow down traffic on 6A and make it a safer road. The fact that it will provide more parking at Nickerson (how much?) is an added bonus.	Sheila	Anderson	sheleon@comcast.net	484 Thousand Oaks Drive	Brewster	MA
Brewster Trail Connection Partnership Project - deadline November 2, 2017	I am writing in reference to the Trail that is being considered to connect the Rail Trail in Brewster to a new bike trail to end at the beach at Linnell Landing. I am all for giving more people access and would encourage bikes and walkers. The main issue is the crossing point on Rt 6A. We walked there recently to see what the crossing would be like. While is on a straight-away which is good for visibility, it would definitely be safer and less disruptive if a tunnel was used such as the one near Nickerson Park that goes under 6A. This would limit disruption and increase safety for sure. If this is to be a permanent and worthy fixture in the town, it might be worth the cost and an investment in the town infrastructure. All options should be considered to maximize safety and convenient for drivers and bikers/pedestrians alike. Thank you, Fran Yuan	Frances	Yuan	fthyuan@gmail.com	224 Crosby Lane	Brewster	MA

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Topic	Comment	Name (First)	Name (Last)	Email Address	Address	City	State
Brewster Trail Connection Partnership Project - deadline November 2, 2017	<p>I advocate for the following changes:</p> <p>1. That the proposed high-tech traffic light--a Pedestrian Hybrid Beacon, or HAWK--be replaced with an underground bike tunnel. A traffic light on 6A may be the most economical short-term solution, but it is not in keeping with the rural nature of our town, could create traffic backups, and would not eliminate the potential for bicycle-vehicle conflicts. In the long-term, a bike tunnel under 6A would be the least disruptive and safest solution.</p> <p>2. That the proposed beach access via the Linnell Landing parking lot be replaced with a new beach access point somewhere between Linnell and Crosby. While avoiding construction of an elevated boardwalk over the dune and onto the beach would be cheaper and easier to permit, ending the trail at Linnell Landing will increase crowding at that location and not bring trail users directly onto the underutilized state beach.</p> <p>3. That the abandoned tennis courts proposed for use in staging and storing fill be removed as part of the project, so as to replace asphalt and restore ecological functions.</p>	Stephen	Wallace	stephen@stephengraywallace.com	215 Sea Pines Drive	Brewster	MA

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Topic	Comment	Name (First)	Name (Last)	Email Address	Address	City	State
Brewster Trail Connection Partnership Project - deadline November 2, 2017	<p>I agree with the 3 issues raised by citizens at the public meeting held on Wednesday, Oct. 18., and noted recommendations below. I have lived at the top of Linnell Landing for close to 50 years and am very familiar with this DCR property, crossing 6A, and the bike trail.</p> <p>Citizens concerns</p> <p>1. That the proposed high-tech traffic light--a Pedestrian Hybrid Beacon, or HAWK--be replaced with an underground bike tunnel. it is not in keeping with the rural nature of our town.....</p> <p>note: The time frame in question is roughly 6-8 weeks in the summer. a more cost effective solution would be to put S gates as bikers exit the bike trail, making them stop, dismount and walk across the road. In this scenario the green 'stop for walkers' signs used elsewhere in Brewster would suffice. This S gates should also be used by the town at other road crossings, i.e., Millstone Road, Underpass Road and Rte 124. The bike trail is a mixed use trail for walkers and bikers and should not be treated as a speedway.</p> <p>2. That the proposed beach access via the Linnell Landing parking lot be replaced with a new beach access point somewhere between Linnell and Crosby.</p> <p>note: re-negotiate the lease with Cape Rep Theatre and the cottages at the end of Weathervane Lane and use these existing 'roadways' for the bike trail. There is very little traffic on either road, especially the driveway to Cape Rep during the day. The traffic there is at night for performances. when beach bikers would not be using it. We already have bikers riding on 6A itself and these two 'roadways' have minimal traffic.and linked by a new section would bring people out to an underutilized part of the beach, providing an incentive to use it.. a ramp up and over the dune would needed.</p> <p>3. agree. no recommendations</p>	Mary	O'Neil	oneil.m@msn.com	15 Eagle Wing	Brewster	MA

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Topic	Comment	Name (First)	Name (Last)	Email Address	Address	City	State
Brewster Trail Connection Partnership Project - deadline November 2, 2017	<p>I appreciate the opportunity to provide feedback on the proposed DCR Multi-Use Pathway Linking Cape Cod Rail Trail to Cape Cod Bay. The concept provides a welcome addition to the Cape Cod Bike Trail. I applaud the suggestions offered at the recent public hearing and would like to extend additional comments regarding the proposed bike and pedestrian crossing of 6A. The Town of Brewster is undergoing an extensive Long Term Vision project. As a part of of the vision process, residents have identified aspects of the town we most value. The results have identified "Community Character" as the town's single most treasured asset. Community Character being defined by such responses as "small town feel," "historic charm," "scenic Route 6A." Old Kings Highway, Route 6A, is a Historic District that is cherished by residents and visitors. The proposed HAWK pedestrian crossing system is distinctively urban and is not consistent with the inherent nature and spirit of either the Historic District or The Town of Brewster.</p> <p>The feedback presented at the public hearing was that a tunnel under 6A would be the safest and least disruptive solution. The tunnel option should be considered as a prudent long-term investment of our tax dollars. If there isn't a willingness to go forward with the investment of a tunnel, I would suggest other effective solutions to a safe crossing of 6A that would be more consistent with the rural nature of the town. I would consider as a back-up solution: 1) Lower the Speed Limit to 30 MPH between Millstone Road and Holly Avenue. The speed limit on sections of 6A in high pedestrian areas is 30 MPH so the change would be consistent with current practice. It would provide drivers with an easier yielding approach. 2) Provide enhanced, visible signage regarding upcoming crosswalk. 3) There are lighting systems that are effective but less intrusive, e.g.. Rectangular Rapid Flashing Beacon (RRFB). Thank you again for the support of this project.</p>	Jay	Olin	olinjay@gmail.com	130 Bayview D	Brewster	MA

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Brewster Trail Connection Partnership Project - deadline November 2, 2017	<p>I suggest you consider a round-a-bout, like the one in Harwich. Install it adjacent to the bathrooms and the crosswalk to Crosby Lane. Do not install a permanent traffic light. Instead look at a tunnel that would run northwest to the front of the Rep. Theater entrance. Run a bike trail along this road to the area by Crosby Mansion and bring bikes back onto Crosby Lane. Improve the State owned beach trail to the east of the Town Owned beach with expanded bicycle racks with some awnings for cover from sun/rain.</p> <p>If no tunnel is in the works, then use blinking LED lights at the Crosby crosswalk on 6A. Add a length of sidewalk on the north side of 6A to the existing entrance to the Rep. Theater.</p> <p>Improving the rest rooms at this round-a-bout would benefit all those who use the CCRT.</p>	Richard	Koch	rkoch@brewster-ma.gov	631 Harwich Rd	Brewster	MA

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Brewster Trail Connection Partnership Project - deadline November 2, 2017	<p>On behalf of the of the Brewster Bikeways Committee, I would like to support the proposed extension of the Cape Cod Rail Trail from Nickerson State Park, south of RT 6A, to access the beaches on Cape Cod Bay. Biking Brewster, the Town's strategy to enhance biking which was adopted by the Board of Selectmen in 2016, established five goals. The second goal, "Increase biking access to key destinations Brewster" underlines the importance of biking as an alternative to cars for getting to popular destinations in Town, including the many public beaches. As one of the long-term actions, the strategy specifically refers to encouraging discussions with the Division of Conservation and Recreation and MassDOT to build a crossing on Rt. 6A to improve access to Crosby and Linnell landings. The creation of a dedicated multi-use path across DCR land to accomplish this is a safe and efficient way to improve access to the landings and the long beach in between them.</p> <p>We note that the initial concept calls for a level crossing with flashing lights to channel biker riders and pedestrians across RT 6A to the multi-use path. While this would be safer than the configuration at many other road crossings, we strongly recommend that the project team explore the construction of a tunnel, similar to the current tunnel under RT 6A at Nickerson State Park, as a safer and more efficient means of crossing. The number of users of a crossing at this location will, in all likelihood, create considerable congestion during the summer months, given the heavy car traffic on Rt 6A. The existing tunnel provides a smooth flow of both vehicular traffic on RT 6A and bike traffic through the tunnel. In addition, we feel that a large flashing light system in a wooded section of the road and in a Town that has no stop lights and only one flashing light intersection would be contrary to the Town's character.</p> <p>Thank you for the opportunity to comment on this exciting project.</p> <p>Susan Riseman, Chair</p>	Susan	Riseman	susan.riseman@mfr.com	33 Derby Lane	Brewster	MA

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Brewster Trail Connection Partnership Project - deadline November 2, 2017	<p>Thank you for the opportunity to comment. I write here to reinforce some audience views/suggestions presented at the recent meeting. All relate to my strong wish to invest in maintaining the character of Brewster.</p> <p>(1). Put in a tunnel instead of the HAWK crossing light, which would be unattractive and out of character.</p> <p>(2) Include in the overall planning a roadway from 6A to the beach parking to relieve Crosby Lane of traffic. It would be good to maintain the lane feel of Crosby Lane.</p> <p>(3) End the proposed trail on the beach between the two landings. A boardwalk here would be attractive and help to spread out the beach goers between the two landings.</p> <p>Rita Stulin</p>	Rita	Stulin	rstulin@comcast.net	90 Hillbourne T	Brewster	MA
Brewster Trail Connection Partnership Project - deadline November 2, 2017	<p>I appreciate the effort by DCR on the preliminary design of the biketrail through Nickerson North to Cape Cod Bay. It is in the Town and DCR's best interest to increase the numbers of people accessing the beach without a car.</p> <p>I am concerned about the crossing at 6A and encourage DCR to work with the Town and the Mass DOT to pursue an access under 6A. I appreciate that it would cost a lot of money; however I believe the investment is worth it to protect lives and increase use of the trail. I also encourage DCR to look at access options with the Cape Rep. Theatre across their leased property. I would hope this discussion might lead to examining other access points off of 6A that might make a tunnel access under the state highway a more likely option.</p> <p>Folks at the public hearing encouraged DCR and the Town to take the long view and plan for potential future options that included potential parking/shuttle locations inside Nickerson North. I agree with this view.</p> <p>Brewster is a willing partner with DCR on this effort and I believe town leaders and voters will do what we can to work with DCR, Mass DOT and our legislative leaders to pursue a safe crossing of 6A.</p> <p>Thanks very much, Pat</p>	Patricia	Hughes	peh0511@hotmail.com	377 Tubman R	Brewster	MA

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Brewster Trail Connection Partnership Project - deadline November 2, 2017	I think the proposed trail is a very positive step toward the kind of sensitive beach access planning that Brewster sorely needs, and the design group's consideration for the environmental and historical features of the area is particularly commendable. My concern is that the road crossing with extensive overhead lights seems very out-of-place in a rural setting, particularly on a narrow road with low-speed traffic. I wonder if pedestrian/biker safety could be accomplished using a more subtle lighted crosswalk (similar to those along the rail trail on Millstone or Underpass Roads)..	Juliet	Lamb	juliet.lamb@gmail.com	1074 Main St	Hope Valley	RI
Brewster Trail Connection Partnership Project - deadline November 2, 2017	I am supportive of the plan to create a bike/walking trail from Nickerson to Linnell Landing beach; however, I am strongly opposed to the installation of a HAWK system to enable the crossing of 6A. Such a light system is consistent with a more heavily developed community and totally inconsistent with a historic road such as 6A and out of character with Brewster's semi-rural character. I think an installation such as exists in CCRT crossings in Harwich and soon in Brewster will safely enable bikers and walkers to safely cross 6A. I have travelled Route 124 often in the summer and have found the flashing light s activated when a biker/walker approaches does cause vehicles to stop and enable them to safely cross. The HAWK design is total overkill and inconsistent with the historic character of Route 6A.	Paul	Ruchinskas	pjruch@comcast.net	10 Bog Pond R	Brewster	MA
Brewster Trail Connection Partnership Project - deadline November 2, 2017	I support the bike trail, but think the bike trail should end in the middle of the beach between Linnell and Crosby landings. The public beach at Linnell is quite narrow and the private section owned by Linger Longer cottages blocks anyone from going to the west.	Betty	Zimmerberg	bzimmerb@williams.edu	55 Flying Mist I	Brewster	MA

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Brewster Trail Connection Partnership Project - deadline November 2, 2017	<p>I was pleased to see that DCR is considering a way to join the rail trail to te beach. It's good to have an alternative to cars for getting people to the beach and to help those who enjoy the bike trails to also be able to enjoy our beaches. However, I do hope that another way can be found to get people across 6A other than the proposed system. The beautiful scenic quality of Brewster and its roads would be spoiled by the hawk system that is a part of this bike trail connector. This seems much too big, flashy, and intrusive for a quaint Cape Cod town. Also, it's not 100% effective. There are bound to be serious accidents with the large numbers of bikers using this crossing on a busy road with people who are on vacation and unfamiliar with the area, or just not paying attention. It would be so much better to build a tunnel to get people safely across route 6A. I really hope this option will be explored before a lot of money is spent on the wrong solution.</p> <p>I would like to add that I appreciate you including stake holders at this point in the planning. People who live near a proposed project will have information and insights that can be valuable to planners and will be feeling some impact from projects. Thank you for reaching out and allowing us to comment on this project.</p>	Diana	Gaumont	diana@lambs.net	Crosby Lane	Brewster	MA

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Brewster Trail Connection Partnership Project - deadline November 2, 2017	<p>A bike trail spur to the beach in this area is a very good idea, and has been suggested often over at least the last eight years, to my knowledge. Thank you for listening to public input early in the design process, and for including this written input in the more detailed design. That is an established design best practice that we have rarely seen for public projects in Brewster.</p> <p>In that spirit, there are several issues that need to be considered carefully: I shall have to split them between entries because of the 2000 character limit</p> <p>1) First and foremost it is a planning folly to design something close to \$1 million without taking into account other impending changes in this same area. Brewster and DCR have already committed to doing much more in this same area that may be in conflict, or may be more efficiently and cost-effectively done simultaneously. When the article 10(i) was passed at town meeting in September 2015 authorizing the temporary additional parking arrangements near Crosby mansion, which then admittedly over-burdened narrow mixed-traffic Crosby Lane, article 10(h) was also passed, which committed Brewster and DCR to working on a safer longer-term arrangement for additional parking to supersede this, with vehicular road access directly from 6A close to the location of the proposed bicycle crossing. The two would likely interfere with each other.</p> <p>The other element needed in this aggregate plan is a flat mowed grassy recreation space for informal ball games (soccer, baseball, touch-football, catch, etc.) The grass field used for parking for Crosby Mansion used to provide this, but the surface has been destroyed by the intense traffic that comes with summer beach parking. At least two of these areas existed at the original Camp Monomoy in this area when it was taken over by Nickerson Park in the 1980s but they are now overgrown. Nickerson Park has no other such space, even though it is meant to be for recreation.</p>	John	Lamb	jlamb@lambs.net	154 Crosby Lane	Brewster	MA

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Brewster Trail Connection Partnership Project - deadline November 2, 2017	<p>Input part II</p> <p>(2) The HAWK crossing just does not fit on an historic highway or in a town distinguished for its rural character like Brewster. While it is clear that the wait time for bicyclists may be shorter at times (pedestrians here typically wait for 3-5 cars before one stops on 6A), It is still not clear that it will be safer for them. Currently traffic is more likely to stop when there is a gap, so they feel safer stopping. The lights would not pick that moment, so are more likely to stop cars in dense convoys, when the back up would quickly be to the blind hills and partial bends at Linnell and Crosby. There would likely be more rear-end collisions on the road than if the bikers wait for someone to feel it is safe to stop, in quieter traffic.</p> <p>The alternative would be to use the existing surface crossing until a tunnel can be built. It only needs to be a narrow tube, like the existing tunnel on the rail trail a third of a mile to the east. It would not need to be at the same location as the existing pedestrian crossing, so could be located for the better topography to reduce the cost.</p>	John	Lamb	jlamb@lambs.net	154 Crosby Lane	Brewster	MA

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deadline November 2, 2017

Topic	Comment	Name (First)	Name (Last)	Email Address	Address	City	State
Brewster Trail Connection Partnership Project - deadline November 2, 2017	<p>Input part III:</p> <p>(3) The discharge for the bike trail should be in the less-utilised beach area to the east of Linnell, just before the cottages. The bicycles could be parked on the harder surface east of the Linnell parking, and a boardwalk could run just above the dunes, and descend just to the north of them in a west-east direction. There is a neck of higher land midway between the dunes and wetlands that could be used to minimize the length of boardwalk needed. It only needs to be wide enough for two wheelchairs to pass safely. Additional toilet facilities are not needed here – a sign can direct people back to the Linnell parking area for these.</p> <p>(4) Many trees will have to be felled. It is important to recognize our effect in global warming, and consequent responsibility to make sure at least an equivalent number of new trees are planted nearby to mitigate this loss to a luxury bike trail.</p> <p>(5) The best place for a bike trail beach connector to use the nearby beach area that is least utilised is at Spruce Hill just to the east of this area, which would be on Town land. That ought to be evaluated in concept as an alternative.</p> <p>Thank you for giving careful consideration to these five proposed amendments to the approach!</p>	John	Lamb	jlamb@lambs.net	154 Crosby Lane	Brewster	MA

Brewster Trail Connection Partnership Project
deadline November 2, 2017

Zip	02631
02631	

October 30, 2017

Department of Conservation and Recreation
Office of Public Outreach
251 Causeway Street, 6th Floor
Boston, MA 02114

RE: Proposed Bike Trail Connector at Nickerson State Park to Cape Cod Bay – Brewster, MA.

I am writing to address the current proposal presented recently for the bike path to Cape Cod Bay through Nickerson State Park. As a long time resident of Brewster I am very familiar with the lack of access to the bay beaches in town and I support a proposal to provide additional access points. However, adding more bike and foot traffic to Linnell Landing which is already very narrow and overcrowded in the summer months does not meet the original intent of the project which was to utilize the area of beach between Linnell and Crosby Landing which is not being used currently. Beach overcrowding would only increase with this proposal as beachgoers would not be taking advantage of the underutilized portion of the beach but would be directed to the already overcrowded area at the end of Linnell Landing. The elevated boardwalk over the dune and onto the beach is the only solution that will provide access to the underutilized beach area.

In addition, placing a traffic light on 6A at the entrance to Linnell would result in significant traffic backups as well as safety concerns to an already busy stretch of route 6A. It also would present an eyesore to the rural nature of the town. Brewster voters have consistently valued and voted to preserve the historical feel of the town. While a tunnel under 6A may be more expensive in the short term, it would preserve the overall character of the town and provide a much safer access for bicycles and foot traffic.

The option to direct beachgoers to the underutilized area of the beach through an underground tunnel and over a boardwalk to the area fits with the intent to provide more beach access without disrupting the traffic on 6A and adding to the overcrowding of Linnell Landing beach.

Sincerely,



Carol A. Austin

213 Sea Pines Drive

October 25, 2017

Department of Conservation and Recreation,
Office of Public Outreach,
251 Causeway Street, 6th Floor,
Boston, MA 02114

Re: Proposed Bike Trail Connector at Nickerson State Park to Cape Cod Bay – Brewster MA.

My family once owned the property, Camp Monomoy, where the proposed bike trail connector from Nickerson State Park to Cape Cod Bay is being considered. I have also lived in Brewster and worked at Camp Monomoy/Cape Cod Sea Camps for more than 45 years as a third-generation business owner in Brewster.

Witnessing the improvements and use of the old Monomoy site over the last 34 years has been both pleasing and bittersweet, as you can well imagine. The proposal for the bike path seems to be a worthy and necessary improvement for the State, Crosby and Linnell area beaches as well as for the entire community.

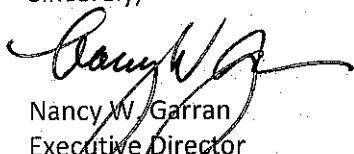
However, the proposal as presented recently may need further refinement to meet the needs of the area as well as the community. To reduce costs as well as impact on the environment, I would strongly suggest considering the use of historical roads and pathways already in existence on the property. Utilizing what already exists would be much more advantageous and cost efficient for the overall project.

In addition, the proposed plan to deliver bike and foot traffic to the top of the Linnell Landing parking lot seems short sighted and unsafe. Ultimately, the plan does not meet the goal of distributing beach goers to the underutilized portion of Cape Cod Bay beaches between Linnell and Crosby. The community has consistently voiced their concerns and made recommendations to have trails directed to the mid-point between Linnell and Crosby rather than connecting to the already well used and busy town beach landings. Directing pedestrians and bikers to the portion of the state beach, over the dunes in coordination with conservation requirements, seems a much more appropriate long-term solution.

Another request from the community is to eliminate the proposed high-tech traffic light and work towards constructing an underground bike tunnel. A traffic light on 6A may be the most economical short-term solution, but it is not in keeping with the rural nature of our town, could create traffic backups, and would not eliminate the potential for bicycle-vehicle conflicts. In the long-term, a bike tunnel under 6A would be the least disruptive and safest solution.

Overall, this project would be a positive addition to the community and a wonderful supplementary use of the former Monomoy property. However, the main purpose of this project is being overlooked which is to direct access to the underutilized beach section between Linnell and Crosby landings.

Sincerely,



Nancy W. Garra
Executive Director
Cape Cod Sea Camps

David L Peterson
PO BOX 38, 173 Linnell Landing Road
Brewster, MA 02631
508-896-3030
dave@capecodseacamps.com

October 23, 2017

Department of Conservation and Recreation,
Office of Public Outreach,
251 Causeway Street, 6th Floor,
Boston, MA 02114

Relative to the Proposed Bike Trail Connector at Nickerson State Park to Cape Cod Bay – Brewster MA.

I have lived in Brewster and worked at Camp Monomoy/Cape Cod Sea Camps for 45 years. I am pleased some progress is finally being made relative to beach access through the Monomoy Site. However, I think that an alteration of the proposed bike path is necessary. I believe that by using the existing roads in old Camp Monomoy as guides, you could construct a bike path with less impact on the existing forest. Even constructing the path alongside the existing drive to the Cape Rep Theater would be more advantageous. There exists an old Monomoy road from the north east corner of the Assembly Hall (recently renovated) to the lower tennis courts (over-grown). This would require the least amount of excavation to the site and use existing and historic pathways. I believe this to be much more advantageous and less expensive to the overall project.

My second and major concern is the plan to empty bike and foot traffic into the top of the Linnell Landing Parking Lot. This is simply unsafe and defeats the purpose of moving beach traffic away from an already crowded beach area during the peak summer months. All previous plans and community recommendations suggested having trails direct people to a point mid-way between Linnell and Crosby Lanes. From a planning point that would be the absolute best alternative. It has been stated that this would add cost to the project. That may be, but it also creates a better solution to direct beach goers to a portion of currently underutilized beach rather than overcrowding Linnell Landing. I have seen methods of constructing board walks over dunes throughout the country and feel this could be done in this location as well. Creating a boardwalk over sensitive areas to an observation area at the top of a Dune would be advantageous and a signature project worth creating at the site. From an observation deck atop the dune, a ramp heading east along the face of this very stable dune would provide ADA access to the beach.

By placing the trail alongside existing DCR roads/trails, the cost of clearing would be minimized and the savings could be directed toward appropriate access near wetlands and over the Dune. This could be a really nice inclusion to the beachfront and uplands in that area. Directing access to the space between Linnell and Crosby should be the priority here.

Sincerely,

