



Belmont Citizens Forum

What Will Our Future Commutes Look Like?

By Meg Muckenhoupt

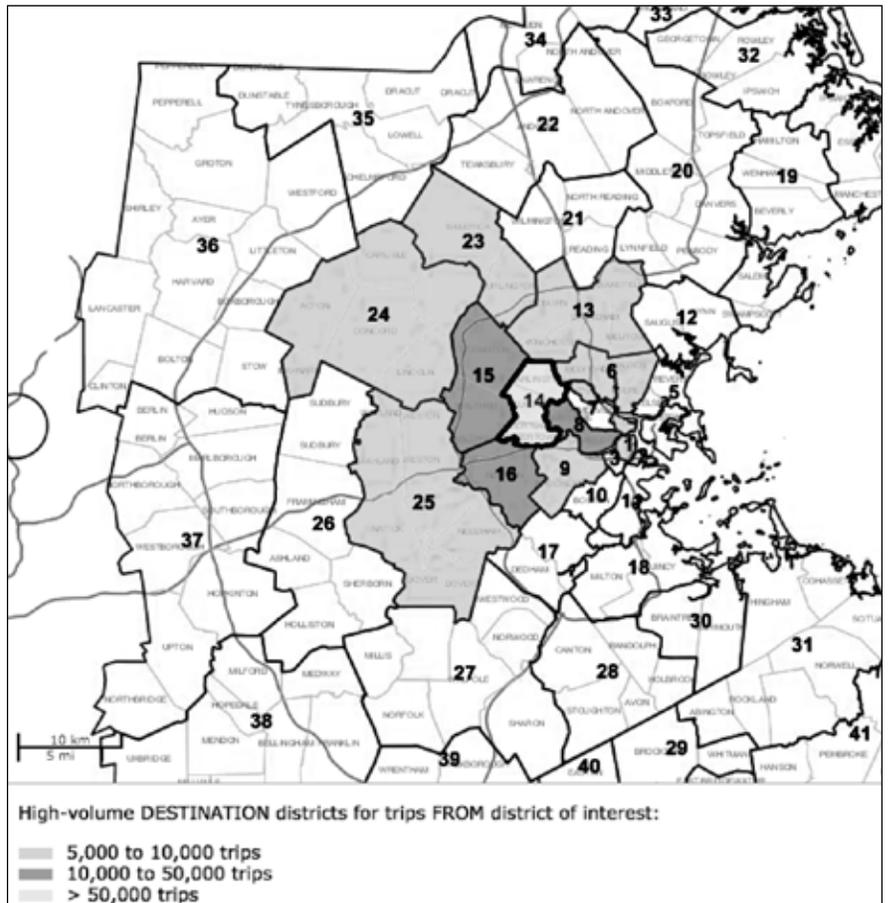
Where will residents of Belmont and neighboring towns travel in 2030, and how will they get there? Last winter provoked massive debate about the MBTA's failure to transport hundreds of thousands of commuters to jobs and schools. But in January, before the snows started, Waltham mayor Jeannette McCarthy raised some eyebrows by announcing that she supports building an elevated electric monorail to run from Burlington through Waltham to the Fitchburg/South Acton commuter rail and beyond to Westwood. Will our future hold decrepit, decaying subways and clogged roads, futuristic transport fit for Epcot Center, or some mix of the two?

Last winter's woes have highlighted just how much Bostonians rely on public transportation, and how fragile that transportation system is. Within the city, mass transit accounts for an average 138,000 trips per weekday into the Boston Business District (Back Bay, the South End, downtown and the Seaport.) Highway travel to that area accounts for 298,000 trips per weekday. The suburban pattern is different, according to State Senator Will Brownsberger and the Center for Transportation Planning Studies (CTPS).

In eastern Massachusetts, a consortium called the Boston Region Metropolitan Planning Organization (MPO) conducts the federally required metropolitan transportation-planning process for

101 urban and suburban communities. The CTPS is their professional support staff. The suburban pattern is different. CTPS has analyzed current transportation patterns for greater Boston and made predictions for 2040 based on population growth and other trends. The CTPS has analyzed trips originating in 54 districts of communities in the MPO's purview.

In District 14, which consists of Arlington, Belmont, and Watertown, about 410,000 trips leave each day, and 355,000 arrive. Of all trips starting in District 14, 77% are made by car, 7% by transit, and 14% by walking. By destination,



Map of the destinations of drivers leaving Belmont, Arlington, and Watertown (14 on the map) on weekdays.

CTPS

the vast majority of transit trips (78%) remain within District 14, and Cambridge or Boston. Fewer car trips go to those places, just 60%. Another 14% of trips go to Waltham, Lexington, and Newton, while the remaining 29% scatter among surrounding communities, with no other district getting more than 3% of daily car trips (see map on page 1.)

Drivers coming from District 15, Waltham and Lexington, span a wider range, with 51% of drivers staying in the district or traveling to Arlington, Belmont, and Watertown, and 25% arriving in towns along Route 128 and

Cambridge. All other districts receive less than 3% of trips from Waltham.

Within Belmont, vehicles are traveling close to 500,000 miles a day, according to the CTPS models (based on 2009 data). That number includes traffic on Route 2.

The Future: Gridlock

Under a “no build” scenario—no new highway lanes or transit—CTPS estimates that the number of cars and transit users entering and leaving District 14 will increase by 12% by 2040, and 16% in District 15.

The Way Forward, a 2013 study by the Massachusetts Department of Transportation, made dire predictions about the Commonwealth’s transportation future: “Without additional investment, however, MassDOT analysis shows that the average driver on the Commonwealth’s congested roads will experience a 23% increase in daily delay between now and 2023—in other words, a 30-minute drive today will require 36.9 minutes 20 years from now. Less than one-third of the estimated demand for public transit in the state will be met. Local roads will also suffer, with deteriorating surfaces and additional delay.”

Regionally, Route 128 has been on the verge of gridlock for years. In 2007, the segment of Route 128 between Lexington and Weston was operating at over 125% of planned capacity, and even minor road accidents could produce massive traffic delays, according to the CTPS. As of 2010, 128,000 employees were commuting to work along Route 128 between Burlington and Weston daily, and 80% of those workers lived in towns outside that Route 128 corridor.

In their 2011 study, *Route 128 Central Corridor Plan*, the CTPS also predicted that Route 128 traffic would just get worse. “Future job growth, necessary for continued economic vitality, threatens to exacerbate these traffic problems. According to the Metropolitan Area Planning Council (MAPC), over the next twenty years. . . population within the corridor will increase by 13,500 and employment will grow by over 8,600 jobs, generating between 100,000 and 200,000 daily auto trips . . . [There are] fifty developments that have been either recently completed or proposed for completion over

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Belmont Citizens Forum Inc. is a not-for-profit organization that strives to maintain the small-town atmosphere of Belmont, Massachusetts, by preserving its natural and historical resources, limiting traffic growth, and enhancing pedestrian safety. We do this by keeping residents informed about planning and zoning issues, by participating actively in public hearings, and by organizing forums. Our *Newsletter* is published six times a year, in January, March, May, July, September, and November. Published material represents the views of the authors and not necessarily those of the Belmont Citizens Forum.

Letters to the editor may be sent to P. O. Box 609, Belmont MA 02478 or to info@belmontcitizensforum.org.

Weekday vehicle miles of travel for Belmont (2009) including Route 2

Mode	6AM-9AM	9AM-3PM	3PM-6PM	6PM-6AM	Daily Total
Single occupancy vehicles	68,194	100,970	85,949	80,294	335,407
High occupancy vehicles	14,556	31,083	22,248	26,452	94,339
Trucks	10,817	23,131	11,375	10,473	55,796
Total for all modes	93,567	155,184	119,572	117,219	485,542

the next decade, with the potential to create thousands of new jobs. All these developments combined have the potential to increase trips by 77% in addition to existing traffic conditions.”

Solutions

The future doesn’t have to consist of gridlock and disabled trains. The question is, what is the best way to get Massachusetts residents to their daily destinations? How can we transport more people more quickly? Can we stop increasing greenhouse gas emissions, and make sure that Massachusetts residents of all income levels can get where they need to go?

Solutions for the MBTA

MBTA ridership grew at the rate of 1.2% per year between 2000 and 2012, to 1.28 million trips per weekday according to the Urban Land Institute’s 2012 report *Hub and Spoke: Core Transit Congestion and The Future of Transit and Development in Greater Boston*. But the system is already congested. There are more riders on the Red Line than the system can transport even when there are no catastrophic snowstorms. The Red Line is rated as “over capacity,” which means that peak hour ridership consistently exceeds its trains’ and signals’ collective “crush capacity.” “Crush capacity” is just what it sounds like: calculated as the number of seated passengers plus the number of standees, at 1.5 square feet of floor space per standing passenger.

If ridership growth continues at 1.2%, the MBTA will provide 1.4 million trips per weekday by 2021, leading to more delays and frustration. The Urban Land Institute observed, “Congestion relief has long been a priority for highway spending—it is past time to recognize that addressing congestion is equally important for

the transit system.” To reduce congestion, the MBTA needs enough trains, and also the signals to send trains through tunnels more frequently. The MBTA is in the midst of a multiyear project to upgrade Red line signal cables. (For more details on Red Line congestion, see “Housing Boom Comes to North Cambridge,” Belmont Citizens Forum *Newsletter*, September 2013.)

Solutions for Waltham and Route 128

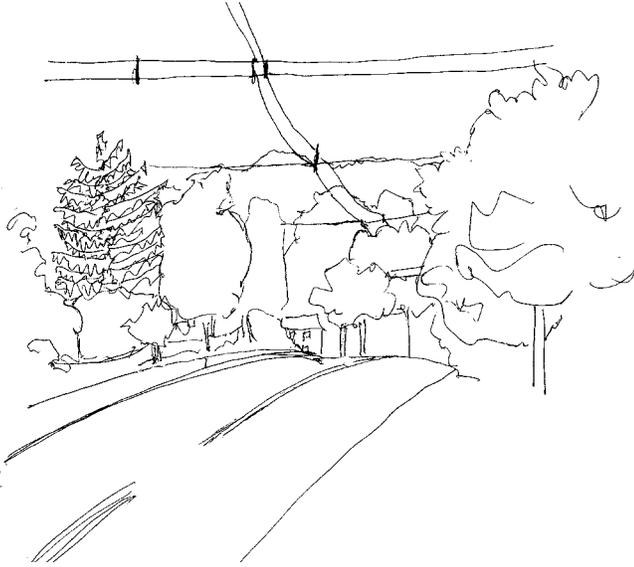
Build on Existing Transit

No one agency oversees or coordinates all the public and private buses already running on Route 128. Of the 18 different buses and trains, half are privately run by employers, private transit companies, hotels, a residential development, and the Route 128 Business Council, a traffic management agency that uses both public and private funds to provide transit. Coordinating schedules and service areas could make transit to Route 128 faster and more accessible.

One possibility for public-private cooperation is an express bus-on-shoulder line, which would run on the highway shoulder during rush hour to transit hubs. Although bus-on-shoulder lines could provide excellent transit, municipalities must cooperate to ensure that changes to Route 128 access ramps, bridge repair, and road construction do not disrupt service.

Create a New Fitchburg Line/ Route 128 Multimodal Transit Center

The MAPC has proposed a new multimodal transit center on the Fitchburg Line in Waltham, to be built on the west side of Route 128 somewhere between the Kendall Green and Brandeis/Roberts stops. The idea is to provide



a central spot for auto pick-up and drop-off, shuttles, taxis, commuter rail, and pedestrian and bicycle travel, with good access to Route 128, Route 20, Route 117, and the Mass Central Rail Trail bikeway.

In that context, Mayor McCarthy's monorail idea makes sense. A new transit center with ample parking, bus, bike, and pedestrian access would provide a hub for the monorail. Unfortunately, the MassDOT has not yet begun a planned feasibility study for alternatives for the Route 128 corridor, much less studied the transit center proposal.

Coordinate Mitigation

Many programs and infrastructure changes could ease traffic congestion along Route 128, according to the MAPC's 2011 Route 128 Central Corridor Plan, including

- Coordinating reverse commuting options so that residents can use shuttle services to reach transit hubs;
- Eliminating pedestrian and bicycle barriers by ensuring safe access across Route 128 and along roads servicing commercial areas;
- Establishing consistent land use policies for commercial zones to encourage a mix of uses, such as retail services (dry cleaning, banking, pharmacy) close to office space so employees do not need their own cars to conduct routine chores;
- Developing common site design requirements to bring buildings close to service roads and thereby more amenable to pedestrian and shuttle drop-off access.

Intelligent Transportation

Route 128 is "America's Technology Highway," and there is technology available to ease transportation. According to the Route 128 Business Council, "Information collected from loop detectors, cameras, and GPS and cellular data can be used to monitor traffic conditions in real-time. This will allow transportation officials to adjust speed limits, traffic signal timing, and implement ramp metering systems to control roadway volume. ITS technologies are far more cost effective and adaptable than most infrastructure projects, making them a better investment that can be implemented in a much shorter time frame."

Any solution will require more tax funding. In Massachusetts, income from road-related taxes and fees—the gas tax, license taxes, tolls and such—only covers 59% of the cost of building and maintaining roads in the state. Nor does it begin to cover societal costs of cars—the increased health costs due to air pollution from car exhaust, the drag on the economy from climate change due to greenhouse emissions, and so on. The gas tax, \$0.24 per gallon of gasoline, has risen just \$0.03 since 1991; thanks to inflation, its purchasing power has been cut in half.

With a few exceptions, transit riders are subsidized too. Although Silver Line SL1 and SL5 buses turn a slight profit, in 2012 the MBTA estimated subsidies per trip for other transit riders range from \$.17 to \$10.51. The MBTA has eliminated several of the highest-subsidy routes since then. As State Senator Will Brownsberger wrote on his web site, "Buses are the most deeply subsidized mode of transit, with fare revenues covering roughly 25% of operating costs. The several rail components of our transit service — commuter (at 48%), subway (at 61%) and 'light rail,' i.e., the Green Line, (at 51%) — cover more of their costs, but their ridership would decline without feeder buses, so it's hard to tease apart relative cost-efficiency."

Meg Muckenhoupt is editor of the Belmont Citizens Forum Newsletter

Belmont Farmers' Market Begins 10th Season Thursday, June 11

The Belmont Farmers' Market opens on Thursday, June 11, 2-6:30 pm, in the Belmont Center municipal parking lot, rain or shine.

An all-volunteer organization celebrating its 10th year, the Market offers a variety of organic and conventionally produced food in a range of prices. Find everything you need for a healthful and satisfying dinner. Visit www.belmontfarmersmarket.org for vendors and updates.

Food Assistance Programs Benefit the Community

The Market accepts SNAP benefits (food stamps) and matches up to \$25 for each SNAP shopper each week, thanks to generous donations to the Market. Benefits are processed quickly and easily at the blue Market tent. Please let your friends and neighbors know about this service so that we can better serve the community.



The Market also works with Food for Free, which collects unsold produce and bread from vendors that would otherwise be wasted and donates it to food pantries and shelters in the greater Boston area. In addition, the Market tent is a weekly collection point for non-perishable food for the Belmont Food Pantry. Check their web site for what's needed: sites.google.com/site/thebelmontfoodpantry

For weekly Market news during the season, including performances, guest vendors, and seasonal recipes, sign up for our weekly e-Newsletter at www.belmontfarmersmarket.org. We are an all-volunteer organization, so if you'd like to join our team as a market manager, sign adopter, performance organizer, photographer, newsletter writer, or have an idea about organizing a food/farm-related class, e-mail belmontfarmersmarket@gmail.com.

The Belmont Farmers' Market is a project of the Belmont Food Collaborative, Inc., a 501(c)(3) nonprofit organization.



Lone Tree Hill Volunteers Clean Up

On May 9, a warm, sunny, Saturday, 30 volunteers arrived at Belmont's Lone Tree Hill conservation land for the Belmont Citizens Forum's third annual Lone Tree Hill Volunteer Day. They filled 12 garbage bags with trash and six boxes with recyclables and made the place more beautiful. Under the guidance of New England Mountain Bike Association members, the volunteers helped control erosion on upper Coal Road. Thank you to Andy Healy, Director of Facilities, McLean Hospital and McLean Hospital for their help with preparation of the work site and the donation of fill for Coal Road

This work day would not have been possible without the generous support of our sponsors. Thank you for your support.

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RADHA IYENGAR

The Beacon Community Church pitches in. From left to right: Xanne, Brian, Laura with 18 month Cecile, lead pastor Dane Helsing, Brian.



Left: a small sample of the trash gathered at Lone Tree hill. Right: Michelle Banker cleans up.



The Kabrhel Family takes a well-deserved break from clearing trails and hauling trash.

Path Neighbors Can Choose Trees For Privacy

By Meg Muckenhoupt

Community paths allow more people to travel without using cars—and a lot of people want to do just that. It is estimated that more than 2 million people walk, run, and bike the Minuteman Bikeway in Cambridge, Arlington, Lexington, and Bedford each year. Understandably, neighbors living in homes abutting new paths are often concerned about the effects of having so many visitors passing by their yards. Different communities have varying approaches to living with bike trails.

Today, 22 years after the Minuteman Bikeway officially opened, about a quarter of properties abutting the Bikeway in Arlington have no barrier between the bikeway and abutting buildings at all. Roughly 30% of single-family homes did not have any fence or screening. (See “Many Bikeway Abutters Forgo Trail Barriers,” Belmont Citizens Forum *Newsletter*, November/December 2013.) For buildings which did have

barriers, the material of choice was chain link fencing (46% of buildings), followed by wood fencing (23%). Only two percent of bike path neighbors chose to erect a stone wall.

According to trail planners at the National Trails Training Partnership and the Rails to Trails Conservancy, many community path neighbors choose to have no fencing at all. “The York County [PA] Rail Trail Authority gave three adjacent property owners \$1,500 to build whatever type of fence they wanted. None of them built any fence at all,” wrote Carl Knoch, Manager of Trail Development, Rails-to-Trails Conservancy.

Sometimes, abutters decide they want less fencing. In 2001, the residents of Avon, CT, asked the town to remove two miles of chain-link fencing that the town had erected along a new community path at the residents’ request. The residents asked the town to replace the fence with split-rail fencing to make the path more accessible. In the end, the town agreed that new



CARL KNOCH

Arborvitae vegetation screen along bike path, Heritage Rail Trail County park in York County, PA.



STUART MACDONALD/ NATIONAL TRAILS TRAINING PARTNERSHIP

Single-family homes along the Baltimore-Annapolis rail trail.

sections of path would have split-rail fencing, but declined to remove the existing fencing.

Beverly Woods, a Bruce Freeman Rail Trail advocate, wrote in 2003, “I recently received a phone call from an abutter in the Heart’s Pond neighborhood who has been a vocal opponent for years. His children have now reached the age where they have learned to ride bicycles. He spent this past summer taking them to various bike paths around the state and now thinks they are wonderful facilities. He can’t wait for construction of the Bruce Freeman to start and would like the fence he requested eliminated from the plan.”

Trees as Fence

Abutters sometimes erect fences on their property to block access from a path to their property. Very few homeowners build soundproof fencing along community paths; compared to the noises from a train or a busy road, the sounds issuing from community paths are quiet.

Instead, the path abutters who do build fences want to block the view of their yards. In

some cases, homeowners combine fences with trees or shrubs. Evergreens provide the best year-round screening. The National Arbor Day Society recommends American arborvitae (*Thuja occidentalis*), a giant green cone of a tree which can grow up to 30’ tall, and spread up to 12’.

However, a monotonous green wall can be unattractive, or just plain dull. Penn State University’s Extension recommends layered screening, placing smaller trees and bushes in front of the giants to provide variety and seasonal color. Smaller, fast-growing trees can also provide good screening while the big trees are just starting to gain height. Arborvitae is native to eastern Canada, but several Massachusetts native plants can also provide good screening and are recommended by the Penn State and Virginia Tech extensions. They include American holly (*Ilex opaca*), white pine (*Pinus strobus*), and great laurel (*Rhododendron Maximum*).

Meg Muckenhoupt is editor of the Belmont Citizens Forum Newsletter

Porous Pavement Can Drain Sloped Sites

by Kristopher Houle, P.E.

A longer version of this article, including several references, originally appeared on the Ecological Landscape Alliance's blog. The original article is available at www.ecolandscaping.org.

Many green infrastructure alternatives exist for reducing stormwater runoff. Porous asphalt is one that has clear benefits.

In New England, porous asphalt has been used successfully in sidewalks, parking lots, subdivision roads, and highways. Research has demonstrated its function for stormwater attenuation, recharging local waterways, runoff treatment, and chloride source control. As an engineer and practitioner, I commonly see projects that would benefit from its use, but porous asphalt has been excluded from the final design for reasons relating to the degree of slope. Although it may not be the solution for every site, we have strategies for dealing with slope constraints.

Case Study: Animal Rescue League

In 2010, the Horsley Witten Group, in partnership with ARQ Architects, was retained by the Animal Rescue League to redevelop its shelter facility in Dedham, Massachusetts. The league has a strong commitment to sustainable design; it set a LEED Gold certification goal for the project and showed interest from the outset in an innovative stormwater management approach.

The project involved an expansion of the existing structure, additional parking, a new driveway, stormwater infiltration systems, and other amenities to improve the overall experience for visitors and staff members. The facility is located atop a small drumlin hill in northwest Dedham. The slopes surrounding the site are steep, and bedrock outcrops are scattered throughout the property, creating a challenge for siting adequate stormwater management facilities. Because the project would increase impervious area (e.g., asphalt, concrete, and rooftop), stormwater had to be managed

to a degree that matched or improved the existing runoff hydrology.

During the initial site evaluation, the team discovered that despite the many outcrops, the site had primarily sand and gravel subsoil, making it suitable for stormwater infiltration in strategic locations. However, the numerous site constraints left only minimal area available for aboveground management facilities. Therefore, the design team considered permeable pavement for the proposed paved surfaces. After a thorough review of options, the design team selected porous asphalt for its cost, LEED credits, local availability, and documented effectiveness in runoff treatment and attenuation.

Slope Challenges

The proposed porous asphalt surfaces included the primary visitor parking lot and a driveway for secondary building access and solid waste pickup. Parking lot constraints included underground electric and water lines that would remain in place during and after construction. The driveway was surrounded by outcrops and the new building's foundation. The proposed pavement slopes were as high as 5%.

The literature suggests that permeable pavement should not be used on slopes exceeding 5%; however, little research has been



The finished porous pavement.

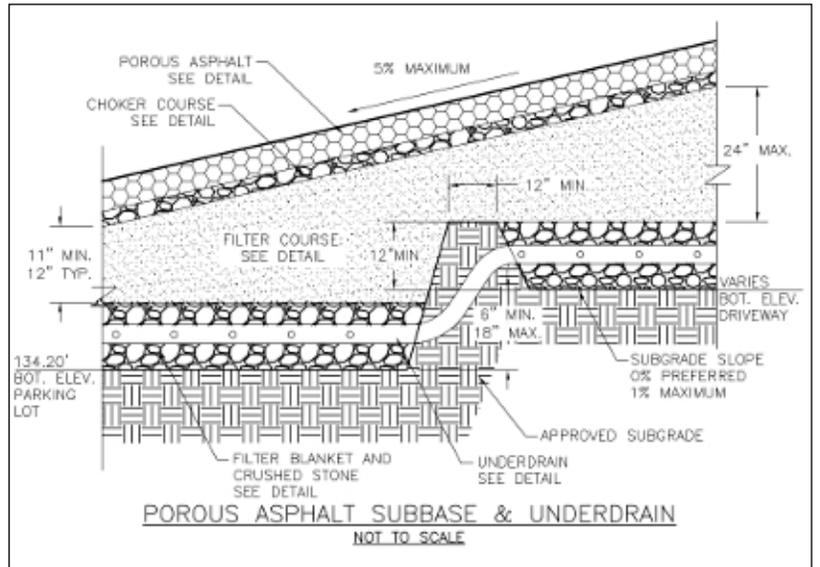
KRISTOPHER HOULE

done on how a system might function with slopes greater than 5%.

As the slope of a permeable surface increases, the potential for runoff from that surface also increases. At 10%, the potential is high, particularly after several years of use and gradual clogging of the permeable surface. At 5%, the correlation may not be as direct, and may depend instead on the maintenance regime and quality of the material installation. Subsurface erosion, settling, and clogging of the system subbase may occur if water does not collect and infiltrate evenly over the subsoils. At 10%, it may be cost prohibitive to construct a flat subbase to prevent subsurface erosion, but at 5%, design alternatives may be able to limit excavation and earthwork fees. One such strategy was employed for the driveway design at the Animal Rescue League site.

A Tiered Solution

Because the site's slopes were steep and the likelihood of encountering bedrock was high, Horsley Witten designed the driveway subbase as a tiered system, providing a uniform 2% slope of the pavement surface. The driveway profile



KRISTOPHER HOULE

Depiction of the tiered drainage underlying the Animal Rescue League's porous pavement.

includes a series of underground basins with flat bottoms to promote infiltration. The basins are separated by a low-permeability soil barrier to prevent lateral water movement.

Although a 5% maximum surface slope is generally preferred, this methodology can make slopes of even 7% or 8% acceptable for limited applications or in highly permeable soils. Although the Animal Rescue League project may be of small scale, the methodology can be transferred to larger sites, such as commercial parking lots, subdivision roads, and residential driveways.

Kristopher Houle is a project engineer at the Horsley Witten Group supporting civil engineering, ecological restoration, and stormwater management projects. He can be reached at khoule@horsleywitten.com

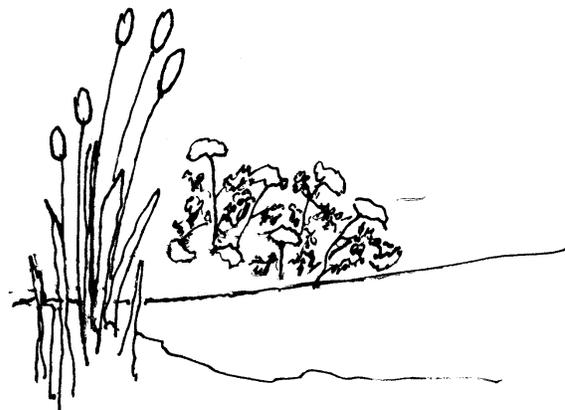
A Simple Approach to Rain

by Sumner Brown

I recently made a simple change to a rain gutter downspout. Rain that falls on a section of roof with a 360 square foot footprint previously went to a driveway that leads to Park Avenue and storm drains.

Now the rainwater goes to a section of yard behind a retaining wall that I now call a rain garden. Assuming we get 48 inches of melted precipitation a year, this simple change results in over 10,000 gallons of stormwater each year soaking into the ground instead of rushing down storm drains and into ponds.

Look for low-hanging fruit.



ANN COIT SIFNEOS

Mugar Site Plans May Mean More Flooding

Along the north side of Route 2 in East Arlington lie seventeen acres of wetlands almost entirely in the 100-year floodplain. Despite its potential for flooding, this parcel has been the subject of various development proposals over the years. Recently Oaktree Development of Cambridge showed Arlington town officials a preliminary sketch of a proposed 219-unit housing development on the parcel owned by the Mugar family and adjacent to the Alewife Reservation.

The Oaktree developer intends to invoke the state Chapter 40B statute to circumvent certain local permitting processes and bylaws by including a certain percentage of affordable

housing in the development. No official filings have yet been made.

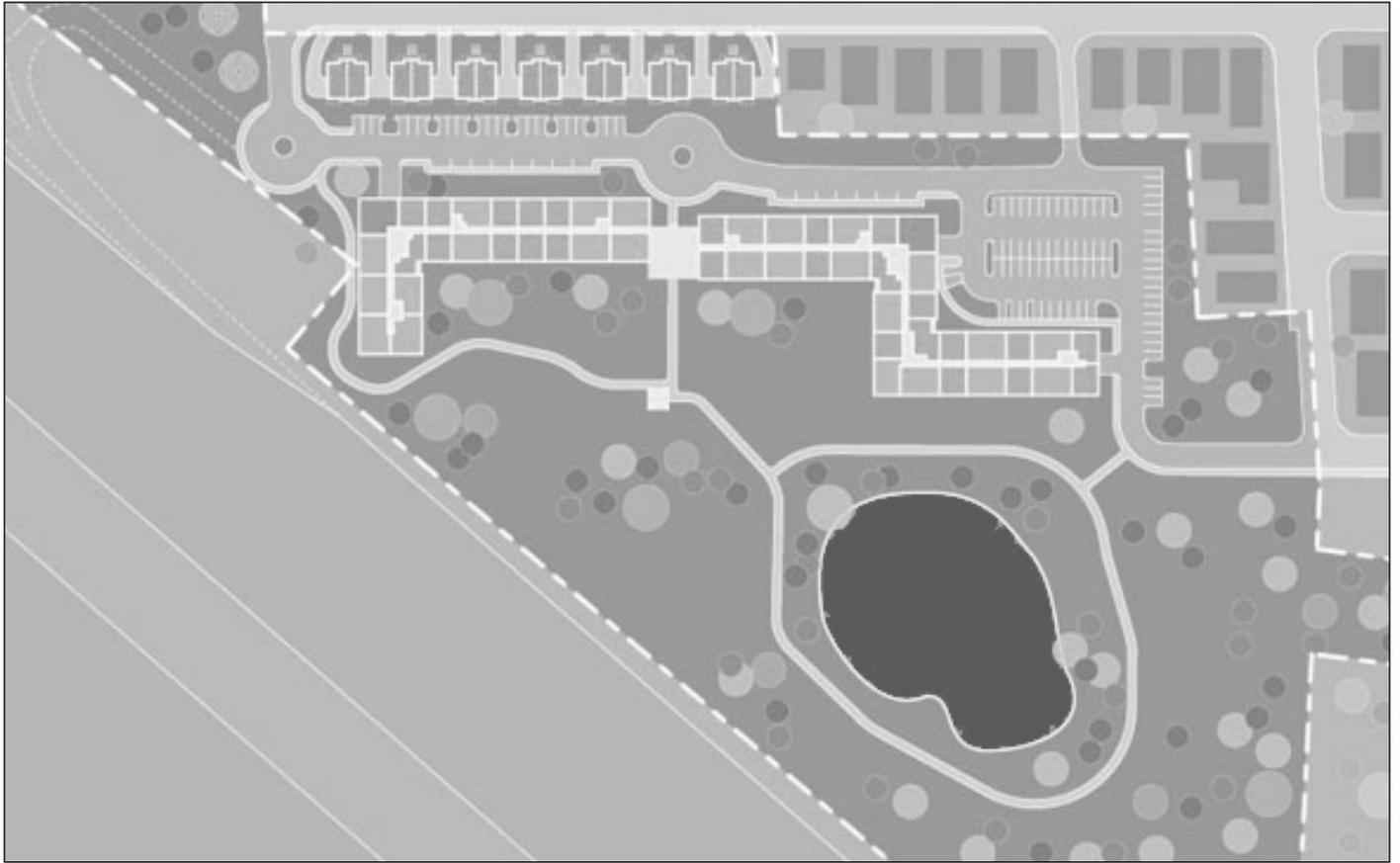
Arlington town officials have long expressed a desire to protect the parcel through both Arlington's Open Space and Recreation Plans since 1996 and the newly approved Arlington Master Plan. Repeated efforts by the town and nonprofit organizations to negotiate a conservation outcome with the Mugar family have been rejected. The Arlington Board of Selectmen has instructed the town manager to renew the conservation negotiations.

For more information about the Mugar parcel, and efforts to halt development on the site, see saveourwetlands.wordpress.com

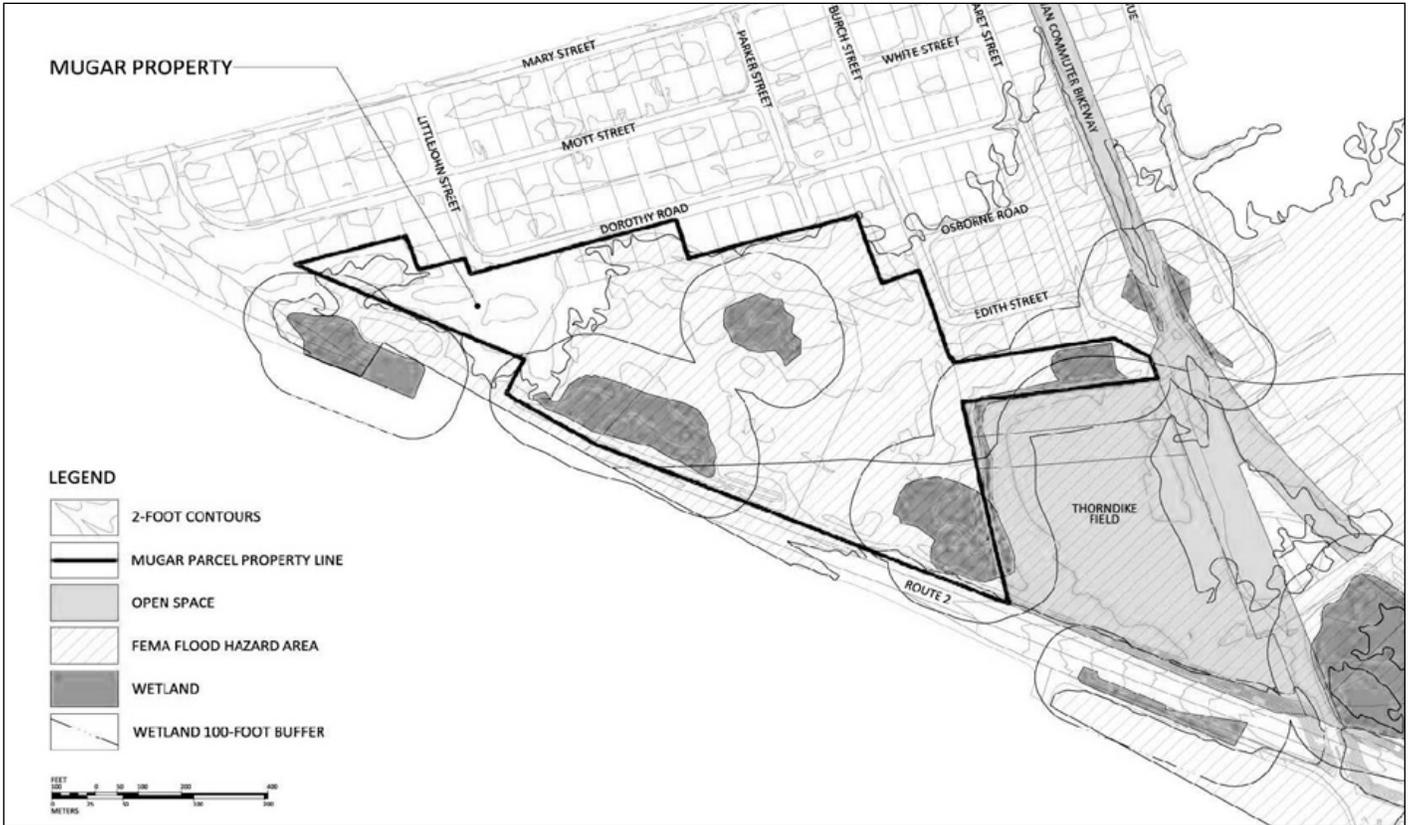


ARLINGTON LAND TRUST

The Mugar parcel, outlined in white, abuts Route 2 (center). This 2011 aerial photo also depicts the former Faces site and parking lot (bottom), now the location of the Vox on 2 apartments.



Oaktree Development’s plan for the Mugar site, which it calls “Thorndike Place.”



The Resource Plan for the Mugar site, outlined in black, showing the locations of wetlands and the Thorndike recreational field.

Environmental Events

Spring Celebration

Sunday, May 17, 8 AM–3 PM

Come spend the day at Habitat: Buy fresh, local, organically grown annual and perennial herbs from Gilson Greenhouses in Groton. Tour the Visitor Center (built in 1914), gardens, and grounds at 10 AM or 11 AM. Then welcome back Habitat's goats from 1–3 PM. Free. www.massaudubon.org. *Habitat Education Center and Wildlife Sanctuary, 10 Juniper Road, Belmont.*

Fish Ladder Open House

Sunday, May 17, noon–3 PM; Monday, May 18, 3–7 PM; Friday, May 22, 3–7 PM

The Upper Mystic Lake Dam was renovated by the DCR in 2011 to include a fish ladder and eel way. Stop by to witness (we hope!) the migrating herring as they make their way from the Atlantic up the Mystic River to the Mystic Lakes to spawn. You may also explore the mysterious American eel migration. mysticriver.org/herring-monitoring. *Upper Mystic Lake Dam, 1001 Mystic Valley Parkway, Medford.*

The History of the Belmont Historical Society

Wednesday, May 20, 7–9 PM

Viktoria Haase, curator of the Belmont Historical

We don't want to lose you!

If you're moving within Belmont or out of Belmont, please take a moment to let us know by emailing bcfprogramdirector@gmail.com or dropping a note to Belmont Citizens Forum, PO Box 609, Belmont.

You can help us keep our records up to date so that you don't miss an issue of the Belmont Citizens Forum Newsletter. And it will help us avoid those pesky return postage fees too!

Thanks for your help.

Society's collection of historical documents, images, and artifacts, will present a special program commemorating the 50th anniversary of the rejuvenation of the society. Also on the program will be the election of officers and directors for the coming year, presentation of the 2015 David R. Johnson Preservation Award(s), and distribution of the latest set of the society's Historic House Plaques. www.belmonthistoricalociety.org. *Assembly Room, Belmont Public Library, 336 Concord Avenue, Belmont.*

Explore Lone Tree Hill

Wednesday, May 27, 8–9:15 AM

Explore this Belmont conservation land with Roger Wrubel, director of the Habitat Education Center and Wildlife Sanctuary. Free; no registration required. www.massaudubon.org. *Meet at Belmont Hill Club parking lot, 825 Concord Avenue, Belmont.*

Fresh Pond Day

Saturday, May 30, 11 AM–3 PM

Celebrate the land, water, wildlife, and people that make Fresh Pond Reservation a unique and vital part of Cambridge. The festivities will feature bicycle and wildlife parades (for all ages); live music; kids' activities; live wildlife demonstrations by Mass Audubon; water treatment, restoration project, and nature tours; truck climb-boards; free etiquette clinics for dogs (dogs must be leashed), and more! Rain cancels. For full schedule, weather updates, and volunteering info, check out www.cambridgema.gov/Water/freshpondreservation/publicprogramsatfreshpond or contact (617) 349-6489, klindquist@cambridgema.gov. *Walter J. Sullivan Treatment Facility, 250 Fresh Pond Parkway, Cambridge.*

Sustainable Belmont Meeting

Wednesday, June 3, 7–8:30 PM

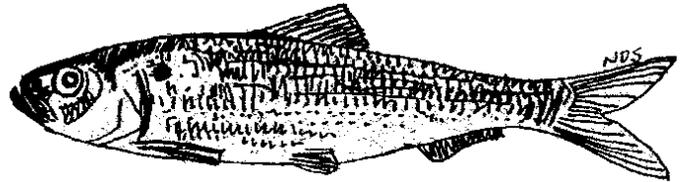
Join Sustainable Belmont to discuss initiatives in town. sustainablebelmont.net. *Assembly Room, Belmont Public Library, 336 Concord Avenue, Belmont.*

Western Greenway Hike

Saturday, June 6, 8 AM–12:30 PM

Have you heard of the Western Greenway but were wondering where it is or where it goes? Are you up for a 6.5-mile morning hike along well-

maintained trails through forest, meadow, and wetlands? Then join Roger Wrubel, director of the Habitat Education Center and Wildlife Sanctuary, for a late-spring walk along this special regional trail system that includes 1,100 acres in Belmont, Lexington, and Waltham as well as Habitat. Registration required. Fee \$20 for Mass Audubon members, \$25 for nonmembers. www.massaudubon.org. *Habitat Education Center and Wildlife Sanctuary, 10 Juniper Road, Belmont.*



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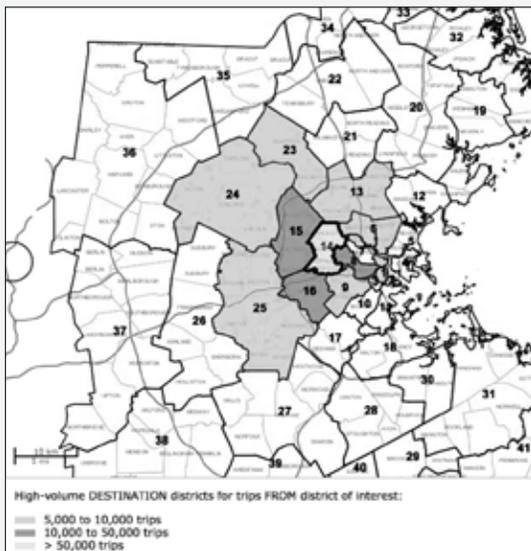
Join us in helping to maintain Belmont's small-town atmosphere.

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- Event organizing

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