

**GREENFIELD COMMUNITY PRESERVATION ACT APPLICATION FORM**

Submit this application **by November 30, 2022** to:

Greenfield Community Preservation Committee

% Christian LaPlante

14 Court Square

Greenfield, MA 01301

Or by email: [cpc@greenfield-ma.gov](mailto:cpc@greenfield-ma.gov)

Date submitted: by U.S. mail \_\_\_\_\_, email  \_\_\_\_\_, or in person \_\_\_\_\_

Project Title: <b>Safe Bicycle Link from Greenfield to Old Deerfield (and Points South)</b>
Applicant: <b>George Touloumtzis</b>
Are you an incorporated organization? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N If not, who is your fiscal sponsor? <b>Greenfield Recreation Department [letter attached]</b>
Contact Name: <b>George Touloumtzis</b>
Mailing Address: <b>27 Abbott St., Greenfield MA 01301</b>
Daytime Phone #: <b>(413) 772-8830</b>
Email Address: <b>gtouloumtzis@yahoo.com</b>
Date of Submission: <b>11/30/22</b>

Total Project Cost	CPA Funds Requested
\$50,000	\$24,500

CPA Category (Please check a minimum of one category below. Your project may involve more than one category (see CPA chart in application instructions). Please check as many as are appropriate. For instance, your project could be community housing that renovates a historic building. In that case, you would check Historic Preservation and Community Housing.

Open Space

Historic Preservation

Recreation

Community Housing

PROJECT DESCRIPTION:

- All of the following must be answered in the space provided
- Include supporting materials as requested or as you believe necessary as attachments

1. Describe the Project

Conduct a feasibility study for creating a safer cycling route between Greenfield and Old Deerfield. Currently the only option is to ride on a three-mile stretch of Route 5/10 that has narrow shoulders and heavy, high-speed traffic. The intimidating nature of this section of roadway is prohibitive for a significant portion of cyclists using it as a connection between these two communities, thereby significantly limiting recreational cycling opportunities, including access to some flatter routes further south. An off-road option for connecting Greenfield and Old Deerfield has been proposed by multiple planning entities over the last two decades (see below): south of the Cheapside bridge (at the border of Greenfield and Deerfield) this proposed route would exit the roadway toward the west and link up with the existing (dirt) Old Ferry Road that goes into Old Deerfield. The purpose of this project would be to assess whether this envisioned optional route can in fact be actualized in the face of potential obstacles, such as wetlands and private property access, and – if deemed feasible – to recommend steps to create the primary portion of the route in Deerfield as well as to make adjustments to access/signage within Greenfield to support connecting with this new route.

2. What are the goals of the proposed project?

Determine the feasibility of this long-proposed off-road option for creating a significantly safer route that would accommodate bicyclists with a broader range of ages and cycling experience. Creating this safer link – eliminating this dangerous and daunting ‘pinch point’ of those three miles of 5/10 – would thereby greatly expand access to recreational biking opportunities between these two communities as well as to points beyond, so that many more could actively participate in this healthy and sustainable mode of recreation/transportation.

Clarification: Improvements to the 5/10 corridor itself – which is referenced in some of the attached documents – is also being pursued but is **not** part of the proposed feasibility study, as such changes would be worked on by the MassDOT\*. Analysis by FRCOG\*\* staff has indicated that there are limitations to the cycling accommodations that can be made on the difficult 3-mile stretch in question, with road-widening limited due to terrain considerations. So while such 5/10 improvements could increase the safety of more experienced, confident cyclists, it would continue to remain a barrier to less seasoned riders and families, which the off-road option would be intended to accommodate.

\*MassDOT = Massachusetts Dept. of Transportation    \*\*FRCOG = Franklin Regional Council of Governments

3. Who will benefit from this project and why/how?

Creation of this safer cycling connection would provide many more Greenfield residents (and visitors) with the option of traveling between these two communities (and additional cycling-friendly routes to the south) via this healthy, satisfying, and sustainable mode of recreation / transportation, accommodating a significantly broader range of ages and cycling experience, including families with younger children.

4. How will you measure your success?

The first measure of success would be clearly demonstrating that this safer off-road cycling link between Greenfield and Old Deerfield is indeed feasible.  
The second measure of success would be getting guidance on how to proceed: clarifying the necessary next steps, getting recommendations about how to best address the identified challenges, and identifying additional sources of funding, such as a MassTrails grant.

5. How does this project fit with the requirements of the Community Preservation Act? (See attached chart)

The project is an exploration into the eventual **creation** of a new bicycling option that – if deemed feasible – would substantially expand opportunities for broader participation in this sustainable **recreational** activity.

6. If appropriate, how does this project fit with existing City plans? (See GCPC Plan [hyperlink])

The 2014 Greenfield Master Plan (“Sustainable Greenfield”) transportation chapter includes the goal that “our town will be a place where people of all ages can safely use bicycles for transportation and recreation”, with a specific Implementation Action (page 248) calling to “explore improved on- /off-road bicycle connection to Old Deerfield”.

This being a cross-community collaboration, it seems reasonable to note that the 2000 Deerfield Master Plan also recommended, “as an alternative connection between Old Deerfield and Greenfield (rather than having to bicycle on Route 5/10), the construction of an off-road bike path to the south of the Cheapside Bridge and to the west of 5/10, linking to Old Ferry Road (an old 1732 county road)” – the same off-road route that would be explored in the feasibility study proposed here.

From a regional perspective (as this safer linkage will allow cyclists to access longer recreational rides beyond the borders of both communities), the 2020 FRCOG Regional Transportation Plan Update references this off-road option as well, referring to it as the “Route 5/10 Bypass”, noting that “there is currently a dirt road along a portion of this route that could potentially be improved as a bike trail. Further analysis of the feasibility of this route is needed to determine if an off-road bicycle path could be developed.”[see attached]

7. Who is encouraging you with this project? If you have letters from organizations or City boards, please attach them.

This proposed project has received enthusiastic support from:

- the City of Greenfield
  - Recreation Commission [letter attached]
  - Department of Planning & Development [letter attached]
- the Town of Deerfield
  - Open Space/Recreation, Energy, and Community Preservation Comms. [two letters attached]
  - Selectboard [letter attached]
  - A Deerfield resident has agreed to make a comparable application to the Deerfield CPC.
- the Massachusetts Bicycle Coalition [letter attached]

8. Budget:

Budget Summary

Total Budget	CPA Funds Requested	Funds from Other Sources
\$50,000	\$24,500	\$25,500

Complete Budget

Some definitions:

Personnel: Any paid staffing

Equipment: items with a useful life expectancy of more than one year.

Supplies: items with a useful life of less than one year.

Contractual: any work that is done for a limited period of time by a person/organization with specialized skills, e.g. lawyer, surveyor, etc.

Construction: all work done on a particular property or building including erecting, altering or remodeling.

Please leave any category blank that does not apply to your project.

Category	CPA Funds	Other Funds/In kind value (see below)	Total
Personnel			
Equipment			
Supplies			
Contractual	\$24,500	\$25,500	\$50,000
Construction			
Other			
TOTAL	\$24,500	\$25,500	\$50,000

Other Funds:

- Please identify the other sources of funding including federal, state, or local government or any other sources.
- Cash means that the source is providing funds.
- In kind means that the source is going to give labor or goods, but no cash. In kind support still has value. How much would it cost if you were to pay for the labor or goods?
- Confirmed means that the organization or business has made a commitment to supply the items, labor or funds

Organization	Item	Amount or value	Cash (Please check)	In kind (Please check)	Confirmed (Y or N)
Deerfield CPA funding (application deadline 3/1/23)	\$24,500		x		N
Mass. Bicycle Coalition mini-grant	\$1,000		x		N

9. Timeline:

Please provide a schedule for project implementation. Please include major tasks, e.g. survey, acquisition of historic documents, etc.

Task	Estimated Start	Estimated completion
Create RFP for feasibility study	award of CPA funding (July '23)	within 3 months (by Sept. '23)
Issue RFP	completion of RFP (by Oct. '23)	issued for approx. 4-6 weeks
Select consultant	6 weeks after RFP issued	by Nov. '23
Consultant conduct and complete feasibility study	date of hire	within 9-12 months (by fall '24)

10. Implementation:

If you have a project manager already in place, please provide the following information. If you do not yet, have that information, please discuss the process to move forward on that task.

Project Manager (Paid or volunteer)	Phone	Email

Plans for hiring a paid or volunteer project manager:

Will hire a transportation engineering consultant who designs multi-use trails to complete a feasibility study. The study would include looking at what permitting would be required, the possible route, potential difficulties of doing the design, and what would be involved in moving forward.

11. Maintenance (Leave blank if not applicable to your project)

If your project requires ongoing maintenance, who will be responsible for that for the 5 years after completion? How will that maintenance be funded?

Maintenance Budget

Year 1	Year 2	Year 3	Year 4	Year 5

To the best of my knowledge and belief, all data in this application are true and correct. This document has been duly authorized by the individual or governing body of the applicant.

Name of authorized representative: **George Touloumtzis**

Title, if appropriate

Email **gtouloumtzis@yahoo.com**

Phone number **(413) 772-8830**

Signature of Authorized Representative **George Touloumtzis**

Date Signed **11/30/22**



Roxann Wedegartner  
Mayor

City of  
**GREENFIELD, MASSACHUSETTS**

**DEPARTMENT OF RECREATION  
CHRISTY MOORE**

**Director**

20 Sanderson Street • Greenfield, MA 01301  
Phone 413-772-1553 • Fax 413-7723-0115  
[christy.moore@greenfield-ma.gov](mailto:christy.moore@greenfield-ma.gov) • [www.greenfield-ma.gov](http://www.greenfield-ma.gov)



*Recreation Commission:*  
DuSell, Donna (2023)  
Hochstetler, Danica (2024)  
Hoffman, Jennifer (2023)  
Jaquay, Myrt (2022)  
Phillips, Mary (2024)  
Valenta, Heather (2022)  
Zaccheo, Barbara (2022)

November 29, 2022

Dear Community Preservation Committee,

The Recreation Department supports George Touloumtzis's CPC application to establish a cycling connection from Greenfield to Old Deerfield.

Greenfield and Franklin County at large is well known for its active cycling community and brings tourists from around the region to the area with our rolling hills and beautiful scenic vistas. In Greenfield cycling is an active mode of transportation for many community members who have no other means of transport.

Greenfield's Master Plan emphasized the importance to invest in planning for bicycle and pedestrian friendly communities while identifying projects that make connections within communities. George's application would create a safe connection from Greenfield to Old Deerfield. The creation of this transportation infrastructure also supports the reduction of greenhouse gas emissions.

Thank you for your consideration of this project and all the projects that have been submitted in the effort to enhance Greenfield's recreational facilities.

Sincerely,

Christy Moore  
Recreation Director

**FRCOG 2020 Regional Transportation Plan Update  
Bicycle & Pedestrian Facilities chapter excerpt (pages 8-9)**

**Greenfield to Whately/South Deerfield**

Route 5/10 is a popular travel and commuting corridor for bicyclists. There are businesses, attractions, and large regional employers located along the route that are destinations and potential destinations for bicyclists. In addition, the Whately Park and Ride Lot that is serviced by FRTA and PVTA on Route 5/10 to the south in Whately. Over the years, interest in roadway improvements and/or the development of alternative routes to better accommodate bicycle travel from Greenfield to Deerfield and Whately has been expressed. Improvements along this route will better connect the Environmental Justice areas in Greenfield and northern Deerfield to South Deerfield and Whately.

Improvements on Route 5/10

There is a wide right-of-way in the southern section of Routes 5/10/116 in South Deerfield (from the Whately Park and Ride Lot at the intersection of Route 5/10/116 and Sunderland Road to the traffic light at the intersection of Route 5/10 and Conway Road) which allows for more flexibility in designing options for bicycle accommodation. The construction of an improved wide shoulder, separated bike lane or separate bike path are possible options for providing a more comfortable bicycling atmosphere in this section.

The northern section of Route 5/10 in Deerfield, from the intersection of Route 5/10 and Conway Road (Route 116) to Greenfield, has a narrower right-of-way. A separated bike lane was added on the section of Route 5/10 from just north of the intersection with Route 116 (Conway Road) to just south of the intersection with North Main Street/Mill Village Road. The roadway and shoulders narrow to the north of the separated bike lane, and while a separated bike lane may not be feasible but restriping or shoulder widening to better accommodate bicycles may be an option.

Route 5/10 Bypass

As an alternative to bicycling on Route 5/10 in Deerfield, the Deerfield Master Plan (April 2000) recommended the construction of an off-road bike path to the south of the Cheapside Bridge and to the west of Route 5/10. The proposed route travels near the Deerfield River to Pine Hill Road (or Old Ferry Road which is an old 1732 county road), and would provide a connection for bicyclists into Historic Deerfield. There is currently a dirt road along a portion of this route that could potentially be improved as a bike trail. Further analysis of the feasibility of this route is needed to determine if an off-road bicycle path could be developed.





Roxann Wedegartner  
Mayor

City of  
**GREENFIELD, MASSACHUSETTS**

**DEPARTMENT OF RECREATION**

**CHRISTY MOORE**

**Director**

20 Sanderson Street • Greenfield, MA 01301  
Phone 413-772-1553 • Fax 413-7723-0115  
christv.moore@greenfield-ma.gov • www.greenfield-ma.gov



*Recreation Commission:*  
DuSell, Donna (2023)  
Hochstetler, Danica (2024)  
Hoffman, Jennifer (2023)  
Jaquay, Myrt (2022)  
Phillips, Mary (2024)  
Valenta, Heather (2022)  
Zaccheo, Barbara (2022)

Greenfield Recreation Commission  
20 Sanderson Street  
Greenfield, MA 0131

November 18, 2022

**Re: George Touloumtzis CPA Grant Application**

Dear CPA Committee,

We, the below listed members of the Greenfield Recreation Commission, write to express our support for George Touloumtzis' Community Preservation Grant request to investigate the feasibility of establishing a bicycle link from Greenfield to Old Deerfield and points south. This project is in-line with CPA criteria of recreation.

This project is an effort to close a significant gap in the biking route between Greenfield and Old Deerfield, which currently requires traveling three miles on a daunting portion of Route 5/10 that has heavy, fast car/truck traffic and narrow shoulders. Creating a link that would open up significant additional recreational opportunities by giving greatly improved access to Old Deerfield and other great cycling options to the south, such as Mill Village Road toward South Deerfield and River & Long Plain Roads into Whately.

We understand that the Greenfield Recreation Department will collaborate with George and other interested parties to support the study.

We appreciate Mr. Touloumtzis recognizing this value of this project to the citizens of Greenfield. The Recreation Commission and Department stand ready to assist.

Sincerely,

*Donna DuSell, Barbara Zaccheo, Myrt Jaquay, Jennifer Hoffman, Danica Hochstetler, Heather Valenta and Mary Phillips*





Roxann Wedegartner  
Mayor

City of  
**GREENFIELD, MASSACHUSETTS**

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**PLANNING AND DEVELOPMENT**

**ERIC TWAROG**

Director

City Hall • 14 Court Square • Greenfield, MA 01301  
Phone 413-772-1549 • [eric.twarog@greenfield-ma.gov](mailto:eric.twarog@greenfield-ma.gov) • [www.greenfield-ma.gov](http://www.greenfield-ma.gov)

November 22, 2022

Community Preservation Committee  
Attn: Travis Drury, Chairperson  
City of Greenfield  
14 Court Square  
Greenfield, MA 01301

Dear Committee Members:

On behalf of the Department of Planning and Development, I offer my complete support for the proposal submitted by George Touloumtzis for a feasibility study to look into increasing bicycle and pedestrian opportunities between the communities of Greenfield, Deerfield, and Whately. The Bicycle & Pedestrian Facilities chapter of the Franklin Regional Council of Governments (FRCOG) 2020 Regional Transportation Plan Update identifies the need for this. Greenfield's 2014 Comprehensive Sustainable Master Plan Transportation Chapter also identifies the need for expanding pedestrian and bicycle opportunities.

Route 5/10 is a popular travel and commuting corridor for bicyclists. There are businesses, attractions, and large regional employers located along the route that are destinations and potential destinations for bicyclists. Over the years, interest in roadway improvements and/or the development of alternative routes to better accommodate bicycle travel from Greenfield to Deerfield and Whately has been expressed. Improvements along this route will better connect the Environmental Justice areas in Greenfield and northern Deerfield to South Deerfield and Whately. As an alternative to bicycling on Route 5/10 in Deerfield, the Deerfield Master Plan (April 2000) recommended the construction of an off-road bike path to the south of the Cheapside Bridge and to the west of Route 5/10. The proposed route travels near the Deerfield River to Pine Hill Road (or Old Ferry Road which is an old 1732 county road), and would provide a connection for bicyclists into Historic Deerfield. There is currently a dirt road along a portion of this route that could potentially be improved as a bike trail. Further analysis of the feasibility of this route is needed to determine if an off-road bicycle path could be developed.

Thank you for considering this request from George Touloumtzis, and please don't hesitate to contact me for additional information on the region's transportation plan.

Sincerely,



Eric Twarog, AICP  
Director of Planning & Development



Date: November 26, 2022

To: Deerfield Selectboard, CCI, Planning Board

From, Alan Swedlund, Chair, Deerfield Open Space and Recreation Committee

Re: Request from George Touloumtzis

At the Deerfield Open Space and Recreation Committee meeting of November 22, 2022 a motion was made, seconded, and approved by all members present to endorse the feasibility study that Mr. George Touloumtzis and the Greenfield Open Space and Recreation Committee are submitting to the Greenfield Community Preservation Committee.

The purpose of this proposal and application is to conduct a feasibility study to develop a safer bicycle connection between Greenfield and Old Deerfield. This feasibility study would explore both a potential off-road option as well as the option of significant improvements to that section of the Routes 5/10 roadway.

With regard to the option of creating improvements to 5/10, based on the reported recommendation of FRCOG staff (Senior Transportation Planners Megan Rhodes & Beth Giannini), we ask the Selectboard to write a letter to the MassDOT District 2 Director requesting and strongly supporting that bicycle accommodations (already made in the South Deerfield vicinity) continue north when they are designing improvements to that section of roadway (including the section from the Deerfield/Greenfield town line to the Main St. entrance to Old Deerfield), and further indicating that the Selectboard would like to be included in and provide input into the design.

We are aware that the Deerfield Community Preservation Committee, and the Deerfield Energy Committee, are also in favor of supporting this study, and recognize its significance for Deerfield, especially considering that the majority of the project would be along routes 5 & 10 in Deerfield. We are also aware that representatives from these and other Deerfield committees are already stepping forward to collaborate with Mr. Touloumtzis and the other applicants to Greenfield.

We respectfully request that the Deerfield Selectboard join in the effort to support this study in the hope that Deerfield can become a partner in efforts to improve the bikeway in our town.

Thank you for your consideration, Alan Swedlund, Chair



**Town of Deerfield  
Energy Committee**

Deerfield Municipal Offices  
8 Conway Street  
South Deerfield, MA 01373  
Ph: 413-665-1400  
Fax: 413-665-1411

In Re: Bike Lanes

November 30, 2022

To the Greenfield Community Preservation Committee:

At our most recent meeting, the Deerfield Energy Committee voted unanimously to write this letter of support for a feasibility study of bike lanes to connect Old Deerfield and Greenfield.

The more cars we can get off the road, replacing polluting vehicles with bicycles, the better for our climate future. Electric bicycles are becoming more common and increasingly offer a practical alternative to cars.

A bike lane is essential to safely accommodate both motor vehicle traffic and bicycles on Route 5&10. Old Deerfield draws hundreds of riders annually to Franklin Land Trusts' "D2R2" event. Safe bike lanes to Greenfield would certainly be welcomed by those riders and would add interest for tourists throughout the year.

Sincerely,

Laurie Boosahda and David Gilbert Keith  
(For the Deerfield Energy Committee)d



**Town of Deerfield  
Office of the Selectboard**

Deerfield Municipal Offices  
8 Conway Street  
South Deerfield, MA 01373  
Ph: 413-665-1400  
Fax: 413-665-1411

The Deerfield Selectboard, at its meeting on Nov. 29, 2022, voted to provide a letter of general support for the idea of a feasibility study conducted by and on behalf of Greenfield and aimed at developing a safer bicycle connection between Greenfield and Old Deerfield.

It is our understanding that Mr. George Touloumtzis and the Greenfield Open Space and Recreation Committee are submitting a proposal to the Greenfield Community Preservation Committee for funds to conduct a feasibility study that would explore both a potential off-road bicycle connection option as well as an option to significantly improve the section of the Routes 5/10 roadway between Greenfield and Old Deerfield.

The Deerfield Selectboard is happy to support the effort of Mr. Touloumtzis and the Greenfield Open Space and Recreation Committee, which promises to help make cycling in this area safer for all bicyclists.

Trevor McDaniel, Chair

Carolyn Shores-Ness

Timothy Hilchey



November 29, 2022

To the Greenfield Community Preservation Committee,

I am writing on behalf of the Massachusetts Bicycle Coalition to enthusiastically support George Touloumtzis' application for Community Preservation Act funding to conduct a feasibility study into the possibility of creating a safer, off-road cycling link between Greenfield and Old Deerfield. This option would bypass what is recognized as a very challenging section of Route 5/10 that discourages many riders from biking between these two communities and accessing additional routes to the south.

This proposal strongly resonates with MassBike's mission of promoting broader access to bicycling for a wide range of bicycle users. We know that the majority of people are interested in bicycling for everyday use, but are hesitant mainly because of the dangers of riding in traffic. This pathway, if realized, would unlock the potential for everyday bicycling for people across the region. We also know that trails and shared use paths bring riders of all ages, abilities, races, genders, and backgrounds, and by facilitating the development of a new trail you would be opening up outdoor space to many people who otherwise feel disconnected from the benefits of bicycling. The health of a cycling ecosystem is determined by there being safe options for riders of all ages and abilities, and this proposed alternate route would significantly contribute to a healthier cycling network.

We do hope that the Greenfield CPA Committee will favorably view this proposal and we can move forward to work with other partners to realize this trail.

Thank you for the consideration of this request.

Sincerely,

Galen Mook  
Executive Director  
Massachusetts Bicycle Coalition