

Town of Sudbury

Community Preservation Committee

Flynn Building
278 Old Sudbury Road
Sudbury, MA 01776
978-639-3387
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cpc@sudbury.ma.us

www.sudbury.ma.us/cpc

PROJECT SUBMISSION FORM

Applicant:

Submission Date:

Group or Committee Affiliation (if any):

Applicant Address:

Purpose (please select all that apply):

Open Space & Recreation

Community Housing

Historic Resource

Applicant Email:

Applicant Phone:

Project Manager Email:

Project Manager Phone:

Project Name:

Project Description:

Costs:

Fiscal Year	Total Project Cost	CPC Funds Requested	Other Funding Sources (Amount and Source)
2026			
2027			
2028			
2029			
2030			
Total			

How does this project meet the General Criteria and Category Specific Criteria for Community Preservation Committee projects (see attached)?

Does this project fall within the jurisdiction or interest of other Town Boards, Committees, Commissions, or Departments? If so, please list the boards, committees, commissions, or departments, whether applications and/or presentations have been made, and what input or recommendations have been given.

For Community Preservation Committee Use:

Form Received On: _____

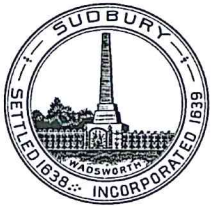
Project Presented to CPC On: _____

Reviewed By: _____

Determination: _____

RECEIVED
SEP 04 2024

BY: R. Poteat



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PROJECT SUBMISSION FORM

Applicant: Friends of the Bruce Freeman Rail Trail/Sudbury Board Member, John McQueen

Submission Date:

September 3, 2024

Group or Committee Affiliation (if any): Friends of the Bruce Freeman Rail Trail Board of Directors

Applicant Address: 265 Hudson Road, Sudbury, MA 01776

Purpose (please select all that apply):

- Open Space & Recreation
- Community Housing
- Historic Resource

Applicant Email: Jmacmq@aol.com

Applicant Phone: 617-216-3840

Project Manager Email: TBD

Project Manager Phone: TBD

Project Name: Civic Horticultural Enhancement Collaboration with Sudbury's Garden Clubs Focusing on Floral Beautification of Key BFRT Phase 2D Crossing Site at Morse Road (and, potentially at Hudson Road/Peakham Road).

Project Description: Civic Horticultural Collaboration with Sudbury's garden clubs to enhance BFRT Phase 2D crossing/parking area along the trail at Morse Road (and, potentially at Hudson Road/Peakham Road crossing area) for design, installation, and on-going maintenance of decorative plantings to "Welcome" trail users to Sudbury and BFRT at these key "Gateway" locations starting in calendar year 2025 and fiscal year 2026. Concept of collaboration and implementation to be similar to programs for sites administered by the clubs for civic beautification: e.g., Concord Road Town Center intersection plantings, Memorial Park (Town Center), Goodnow Library grounds, etc.
Required project quotes and project design/plan (including MOA) to be developed and finalized for Town's approval by December

Costs:

Fiscal Year	Total Project Cost	CPC Funds Requested	Other Funding Sources (Amount and Source)
2026	TBD by December 2024	<\$10,000.00	Amounts TBD. Friends of the Bruce Freeman Rail Trail, Thursday Garden Club, Sudbury Garden Club.
2027			
2028			
2029			
2030			
Total			

How does this project meet the General Criteria and Category Specific Criteria for Community Preservation Committee projects (see attached)?

- Recreation:
- Enhance and promote Sudbury and the creative use of railway and other corridors to create safe, scenic and healthful non-motorized transportation opportunities.
 - Jointly benefiting and beautifying Conservation Commission and Park & Recreation Commission initiatives by promoting passive recreation hiking, biking, strolling, x-country skiing, relaxing-in-Nature, etc. on Town-owned property.
 - Serve a significant number of diverse population residents and visitors of all ages.
 - Supports and encourages multiple recreation uses and programs.

Does this project fall within the jurisdiction or interest of other Town Boards, Committees, Commissions, or Departments? If so, please list the boards, committees, commissions, or departments, whether applications and/or presentations have been made, and what input or recommendations have been given.

Select Board (final approval before CPA Committee), Rail Trail Committee, Department of Public Works/DPW, Department and Committee for Parks & Recreation, Conservation Commission/Committee, Historic District Committee. Potentially, Sudbury Police Department and EMT services.

For Community Preservation Committee Use:

Form Received On: 9-4-24

Project Presented to CPC On: _____

Reviewed By: R. Poteat

Determination: _____

Title: BFRT Floral Beautification

Summary:

Civic Horticultural Enhancement Collaboration with Sudbury's Garden Clubs Focusing on Floral Beautification of Key BFRT Phase 2D Crossing Site at Morse Road (and, potentially at Hudson Road/Peakham Road).

Description:

Civic Horticultural Collaboration with Sudbury's garden clubs to enhance BFRT Phase 2D crossing/parking area along the trail at Morse Road (and, potentially at Hudson Road/Peakham Road crossing area) for design, installation, and on-going maintenance of decorative plantings to "Welcome" trail users to Sudbury and BFRT at these key "Gateway" locations starting in calendar year 2025 and fiscal year 2026. Concept of collaboration and implementation to be similar to programs for sites administered by the clubs for civic beautification: e.g., Concord Road Town Center intersection plantings, Memorial Park (Town Center), Goodnow Library grounds, etc.

Required project quotes and project design/plan (including MOA) to be developed and finalized for Town's approval by December 2024.

General Criteria:

Recreation:

- Enhance and promote Sudbury and the creative use of railway and other corridors to create safe, scenic and healthful non-motorized transportation opportunities.
- Jointly benefiting and beautifying Conservation Commission and Park & Recreation Commission initiatives by promoting passive recreation hiking, biking, strolling, x-country skiing, relaxing-in-Nature, etc. on Town-owned property.
- Serve a significant number of diverse population residents and visitors of all ages.
- Supports and encourages multiple recreation uses and programs.

Open Space:

- Provide opportunities for passive recreation and environmental education.
- Enhances, creates, and preserves scenic views...and, adds to Town of Sudbury's desirable rural and sylvan character/persona.
- Borders scenic and vital road(s) and enhances the scenic vitality of the rail trail's "roadway" corridor.

Jurisdiction:

Select Board (final approval before CPA Committee), Rail Trail Committee, Department of Public Works/DPW, Department and Committee for Parks & Recreation, Conservation Commission/Committee, Historic District Committee. Potentially, Sudbury Police Department and EMT services.

December 12, 2023

Enhanced for Attachment: Garden Clubs

From: John McQueen

To: John Drobinski, Glenn Pransky, and Marcia Rasmussen

Subject: Comments in RTAC 11/29/23 Meeting and Additional Operational, Program & Vision Inputs

Dear John, Glenn, and Marcia-

It was my pleasure to participate remotely as a Sudbury community member in the November 29, 2023 Zoom meeting of the Sudbury Rail Trail Advisory Committee/RTAC.

This document is being sent both as an email “letter” and as an attachment (to accompany the relevant photos and details).

The narrative is a lot to digest. Hopefully, you will find it worthwhile. Many aspects were covered in the meeting which triggered related input, amplification of expressed comment, inspired presenting new/latent programs...**for features, amenities, programming, partnerships, safety, concept development, community advancement...pre-construction of Phase 3, parallel to 2D Construction, and post-construction of 2D AND Phase 3.**

Background

According to the agenda, the content of the meeting was to cover and discuss items including: potential design & amenities for BFRT Phase 3 (including Rte. 20 issues), items related to CPA funds (e.g., Parkinson Field, plus design & construction of Phase 3), “maintenance” questions, and review of “wayfinding” considerations.

As observed, although the stated focus was to be on the to-be-designed BFRT Phase 3, it seemed informally **understood that discussions and ideas would and should broaden to include addressing features, enrichments, amenities, and programs that would/could benefit the entirety of Sudbury’s rail trail issues and opportunities (i.e., BFRT 2D plus BFRT 3, and to a degree DCR’s Sudbury Mass Central Rail Trail/MCRT segment).**

I appreciated being recognized to speak to provide commentary, additional perspective and/or suggestions and idea concepts for pre-construction as well as **post-construction operations, programs, features consistent with my involvements and vision for Sudbury BFRT.**

As introductory background, **my overall vision is** for: BFRT (and Sudbury’s rail trails in particular) to be universally embraced and cherished as a value-added, respected and actively supported **Healthy Transportation Asset that will be inherently “Magnetic” in its character of being Scenic, Open, Enriching, and Peacefully Welcoming To All Users** (pedestrians, bicyclists, skaters and boarders alike) that gracefully knits together the area’s rich Natural features with the history-rich community and diversity-rich region. To me, **Sudbury’s rail trails and its enthusiasts will quickly be woven into the fabric of the Sudbury Community as vital connective tissue for society, business, and culture to develop and to thrive at higher levels.**

Background...Overlap of Features, Partnerships and Safety Combine For “Magnetism” and Vitality

As part of Glenn’s initial presentation of ‘traveled’ South-to-North length of BFRT Phase 3, the point was made about various amenities planned to be strategically located along the trail, such as benches and ‘bump outs’ as well as a raised platform opposite the wetlands intended for bird watching.

This elicited my positive comment...about the thoughtful “Platform Amenity Feature” for trail user/”birders” viewing as well as regarding the added value of forming “Partnerships” in the community

with affinity-based organizations. In this case, I mentioned that as a board member of Friends of the Bruce Freeman Rail Trail that I'd had conversations earlier in 2023 with Birds Unlimited store (nearby Ph3 in Shaw's Plaza) and that the owner was excited to organize 'birding tours/expeditions' along Phase 3 once MassDOT opens the trail. I added comment that it might make sense pre-construction to engage with Mass Audubon Society (Lincoln, MA) to advise us a bit on the types of birds gather along Ph3, and possibly to coach our designers on the best bird-rich locations for placement of benches and observation platform.

Then that discussion led me to cite the appropriateness of identifying, securing pictures and assembling a "story" of the extensive indigenous birds/fauna/flora on interpretive boards on kiosk...similar to the "local species" depiction kiosks that DCR has placed along the Nashua River Rail Trail/NRRT in Pepperell, MA (see attachment of DCR/NRRT kiosk of local fauna).

Following that 'thought thread', I recall mentioning that in May 2023 I had connected with Sudbury Boy Scout, Troop 63 to recruit them as a "Partnership" for 2D & Ph3 which I envisioned could be a respected source of service-based assistance or enhancements to Sudbury's Ph3 rail trail but also could be recipients of experience and activities. As fact, in Acton the Boy Scout troop built bird houses and erected them along BFRT 2A as a service project; similarly, Boy Scouts built and installed a info kiosk and erected a bike repair station on BFRT 2B in W. Concord.

Also, having gone through these ideas for activating segments of Sudbury BFRT Ph3, the clear opportunity would be to first engage and implement the core of those "Features" and "Partnerships" (among others to-be-identified) in sooner-to-be-opened, nature-rich sections of BFRT 2D (eg, the Pantry Brook areas). The Boy Scouts could aid BFRT programs and facilities as a symbiotic way to earn various merit badges for nature, crafts and community service; 'birding' and naturalist tours could be organized; and, the Learning Aspect from detailed interpretive board Amenities could enrich the 'trail experience' of 2D users and even serve as class biology/science curriculum projects within SPS (as has been done in the Newburyport and Salisbury schools along Clipper City Rail Trail and the Bay Colony Rail Trail).

Back to Glenn's review of the trail northward, we arrived at U.S. Route 20, and its 'Gateway' site for crossing the highway to link Phase 3 with BFRT 2D and MCRT at "The Diamond" at Station Road. Upon reaching Rte. 20, the 11/29 RTAC meeting turned to items and issues of "Safety"...an essential component in order to gain trail user confidence and access which in turn will impact overall 'magnetism' and vitality for the full length of Sudbury BFRT 2D and Ph3.

The first issue raised was whether to remove "Right Turn On Red" privilege and signage for motor vehicles at the Rte. 20 intersection Nobscot Road. I cited that there is a growing movement in US and MA municipalities to ban 'right turn on red' as a measure to better protect pedestrians and bicyclists...who are often extremely vulnerable from collisions with and deaths from right-turning motor vehicles. In fact, the City of Cambridge city council banned 'right turn on red' throughout the city just weeks ago in November 2023 (see attachment for "No Red..." article). For me, I would firmly and clearly eliminate 'right turn on red' at the Rte. 20 intersection...given the volumes of traffic, the types of traffic and the intersection's geometry/ sightlines for vehicles and pedestrians, plus common sense to avoid any motorist's confusion. Also, with consultation of (several) certified traffic engineers, I would have them identify the best geometrical/most direct crossing for Peds and Bikes (even if 'takings' or negotiation needed with the bank on North side of road to gain space for more direct crossing).

Next, for clear consistent-yet-scalable communication to motorists at the Rte 20/Nobscot intersection, I would recommend a full, conventional stoplight system as the safest option with overhauled light system timings at that location instead of opting for a HAWK beacon system (see attachment for description and installation in Newton on Crafts Street) and would never opt for a traffic rotary...due to the complexity of the Rte. 20 intersection and the multiple needs and types of vehicular travel which will ‘soon’ need to deal with addition of significant ped & bike crossings particularly at sensitive times of day.

In terms of crossings and general bicyclist safety, I believe I mentioned that last spring I spoke with Chief Nix (and he agreed) that 1-2 seasonal “Bike Rodeo” instructional and safety sessions should be formally conducted at elementary/middle schools to teach Rules of the Road and how to safely operate bikes in a pedestrian environment and in a motor vehicle environment (on-road and at crossings). These sessions would also include representative trainers from MassBike.

Although the issues did not come up in the 11/29/23 meeting, there will need to be a complex examination (sooner than later) of the signal types, signal timings and timing-to-daypart-traffic-volumes for the Eastern areas of Rte.20 which will feed traffic into the Rte 20/Nobscot intersection ...from Union Avenue, at Rte20/Station Road/Lotus Blossom, Union Ave, Concord Road, Landham Road. To me, due to the road’s sightlines and variable traffic volumes but the need for a full stop when engaged, the DCR/MCRT crossing at Station Road would probably need to have a HAWK beacon equipment (not a full stoplight nor an RFB) that would be programmed and coordinated with all other Rte.20 signals. Plus, such an examination will need to factor in the changed motorist behavior from the “upstream” signaling changes made to accommodate safety and volume flow management for the complicated Town Center intersection (and new, first to come) BFRT 2D crossing at Hudson Road and Peakham Road (which may also need a ‘no turn on red’ established).

As the meeting moved on to “Parkinson Field trail access/parking lot access” and to the Morse Road crossing/“Gateway greeting”/parking facility, several topics emerged.

One of the first was that Marcia mentioned that one of the Sudbury garden clubs had reached out and left her a message. I began comment to this...that earlier in spring 2023 I had planned to contact the Sudbury Garden Club as well as the other club, The Thursday Garden Club...both of which appear have equally strong presence, with the Thursday Club apparently being the entity responsible for the planting and care of ongoing decorative displays in Town Center, Goodnow Library, etc.

“Gateway” Location Display Planting Amenity and Concept. Although I never was able to reach either club in April, I went on to say that **my reason for trying to contact them (ie, Thursday Club) was to discuss the partnership idea of their club taking on plantings and maintenance of decorative flower displays for at least the 3 major road crossing (i.e., “Gateways To Sudbury BFRT”), if not at all crossings, as an ongoing decorative Amenity for the BFRT 2D.**

From experience seeing similar projects, Nothing Would Say **“Welcome to Our Home (Our Trail)”** as thoughtfully, serenely, or emphatically as do beautiful arranged and curated colorful flower displays. (see attached minimum presence examples, and *imagine* a small in-ground ‘marker’ acknowledging the club). Such a special, natural amenity would be a distinctive and powerful statement by (and about) Sudbury and all associated with the BFRT. The appropriate siting for the displays would be at both road sides of a crossing entry (i.e., its GATEWAY to using or entering/leaving the BFRT 2D) on both sides of the pavement before the road. Conceptually, each planting area would be approximately 2’ x 2’...or four in total for each “Gateway”. Ideally, the

mouth of each road's "Gateway" pavement would be broadened somewhat to accommodate a raised & paved in-out 'path splitter' (as has been done in various locations on Norther sections of BFRT) with the planting areas flanking the full, paved mouth.

At least to start, the three "Gateways" would be: #1 Morse Road BFRT crossing (2D's most elaborate "Gateway"), #2 the Hudson Road Gateway (associated with Parkinson Field, hidden behind TI Sales), and #3 Station Road/The Diamond (as it has crossed the MCRT to reach Station Road). Ideally, but double the labor, volunteer, time, and material costs, would be the other "Gateways" (i.e., Old Lancaster, Haynes Road, Pantry Road, and Rte. 117) which could be added at a later date depending on what is identified as the "implementation costs" from the 3 major "Gateways" and learned about the user counts of the BFRT at those lesser locations.

In terms of Costs of Operation for this partnership, the principal expense would be volunteer labor; this could be from members of the Thursday Garden Club...or from both garden clubs if they agreed to delineate and share ongoing responsibilities. Such a publicly visible amenity would generate community approbation, which in turn could likely generate increased club membership in order to become "Gateway" volunteers. Another potential, reliable "partner" source of volunteer labor could be from Sudbury Troop 63 Boy Scouts or possibly Sudbury Girl Scouts (if there is a troop); as motivation, Scout's labor and floral engagement work could get each 'trooper' several merit badges (e.g, Community Service, Art/Design; Outdoor Park Maintenance, etc.).

"Materials" (i.e., flowers, plants) for the "Gateway" plantings would be another ongoing but more sporadic seasonal expense. Assuming that at least one of the garden clubs will contractually agree to be responsible for the planting amenity areas, a materials estimate for the (12) "Gateway" planting locations would need to be developed, again most expertly by the 'lead' garden club, there are a few potential sources of funding...1) potentially an 'enterprise partnership' could be reached with Cavicchio Gardens (a longstanding Sudbury wholesale business) to donate the flowers to the clubs for BFRT "Gateway" planting...especially if each "Gateway" planting location displayed an acknowledgement placard touting Cavicchio's good deed and local generosity; 2) under that arrangement if plants were discounted/not fully donated, or as a stand alone source, it might be realistic for The Friends of the Bruce Freeman Rail Trail to donate money to cover (or largely defray) the materials costs; 3) the Town of Sudbury could fund the "Gateway" plant materials through Sudbury's Community Preservation Act/CPC annual budget; 4) fundraiser events could be held for plant material funds, OR, local landscaper companies could be solicited donate \$\$ for materials.

Looping back to the topic of Parkinson Field, there was discussion about access and ownership of the road into the parking area that serves Parkinson Field...and the access/egress to the BFRT 2D from that location. Of the two roadways off the North side of Hudson Road, the Eastern one belongs to TI Sales (and is marked accordingly); the other, mere yards to the West, is owned by Town of Sudbury and is the preferred access to the Parkinson Field, parking lot, and entry onto BFRT; however, it is narrow and in disrepair. The Town needs to do a study on how and what needs to be accomplished to render that approach to be safe and adequate to serve the field and the added (new) traffic from BFRT 2D users. The Parkinson Field parking area (behind and North of TI Sales is owned by Town of Sudbury as is the entire plot of the playing field and its access to the rail trail.

Sudbury DPW and Park & Rec would be responsible for the upkeep of the field area, and implicitly for the staging/entry area for BFRT. For that 'staging area', various amenities would be appropriate to be continually available (at least for the primary trail usage season), such as bench seating, bicycle rack(s),

‘Porta Potty’, as well as probably a picnic table or to and a bicycle-repair-station. Funding for the ‘Porta Potty’ would be donated by the Friends of the Bruce Freeman Rail Trail as is their custom for the towns hosting BFRT phases 1, 2A, 2B, and 2C. Other items, such as bike racks and repair should also be in-place at the Morse Road and Station Road “Gateway” locations; plus those and other supportive amenity features could find funding through a CMAQ grant obtained through PCD applying to MassDOT.

The “Gateway” planting areas associated with Parkinson would be placed on either side of the completed BFRT pavement leading to the (signalized) crosswalk on Hudson Road, as well as flanking the BFRT pavement “Gateway” entry the South of Hudson Road. As a reprise of the earlier discussion of road safety, the ‘No Turn On Red’ should be the permanent new policy for vehicles turning from Peakham Road; plus that intersection should be served by a conventional **stoplight** which would need activation by trail users for crossings and which would have signal timings directly coordinated with the main Eastern road section traffic control system serving the Town Center intersection (i.e., Concord Road, Rte. 27/Hudson Road).

Another ‘amenity’ feature within Sudbury was raised briefly by me. This was relating in-general to “Wayfinding”...for bicyclists seeking to find and ride on the BFRT 2D; the other for motorists intending to find the 3 core “Gateway” or trailhead locations with parking. For motorists, the ‘wayfinding’ amenity can be planned for placement of road signs along the major entry-to-Sudbury roads that would steer drivers to the nearest “Gateway” and its parking lot (e.g., “Follow the Arrows to Nearest Parking for the Bruce Freeman Rail Trail”). Somewhat similarly for bicyclists who intend to reach the rail trail, but are riding on some secondary or residential “feeder” roads/streets, signs and or pavement markings (perhaps as part of sharrows) could be placed to guide riders to the best point of entry (e.g., on Eastbound Peakham Road indicating “Best Route to Bruce Freeman Rail Trail”, with it guiding the rider to Parkinson Field “Gateway”).

There was some interest from me in raising a few ideas related to “Programming” to activate, energize and link the once-opened, post-construction BFRT 2D to aspects of ‘community purpose/benefit’ which could be implemented by groups and coordinated/permitted by the Town of Sudbury. Such events could possibly occur as early as coinciding with 2D’s ribbon-cutting ceremony, but could be spread ad hoc, as-relevant throughout the year. Such ‘events’ could use the now-paved trail for positive, health-oriented events, for Town Awareness/We Together events or for fund raising events.

One BFRT fundraising event concept could be one that draws participants not only from Sudburyites but also from folks in the other BFRT towns and possibly even farther away. This one could occur as early as the day 2D and its 4.4 miles (or 7K one way) is officially and legally opened for use...perhaps late 3rd Qtr 2024. This event could be the “Walk or Ride 7K or 14K to benefit the Sudbury Food Pantry”. As with other such benefit events, participants can sponsor/commit \$XX/road K, with the collected proceeds being provided to the ever-needy, under-subscribed Sudbury Food Pantry. In fact, this walk/run event could be done multiple times (e.g. possibly quarterly) and theme-linked to a holiday or other significant happening (e.g. Summer Solstice, Thanksgiving, etc.).

Lastly, another aspect of Programming that I believe should become part of the discussion for adding Energy, Enrichment and Magnetism to Sudbury’s BFRT is the topic of intentionally planning to commission and place works of Public Art in strategic locations along the trail and at the core “Gateways”. As witnessed at other venues and rail trails, I am convinced in the value of public art (primarily statuary) to elevate, expand, and enrich the trail users’ visual outdoor experience and feeling of connection with the overall trail. **Examples of public art statuary are dramatic and fit**

well into the realm of active outdoor energy. The Assabet River Rail Trail prominently displays public art in Hudson; in Newburyport, the Clipper City Rail Trail has benefitted from the ‘creative surprise’ of public art in many locations along its path (see artwork attachments). Two years ago BFRT Phases 1 & 2 placed “Go Out Doors” art installations in about half dozen locations for a limited, 1-season exhibition; it drew much positive comment and joy. I believe that Sudbury BFRT could (and should) explore sources and types of outdoor public statuary art even before construction has been completed so as to be in position to acquire and place some works within the first couple years after opening. Potentially, a ‘partnership’ could be formed with Lincoln’s DeCordova Museum and Sculpture Park to secure statues either on a shared temporary basis, or as acquisitions possibly commissioned with their artists-in-residence. Funding could come from grants, task-specific donations, fund raiser 14k “Walk/Bike” events, etc.

#####

For the specific design(s) and placement of “Gateway” flower displays and splitters (of which, a portion of an at-crossing splitter is in one of the attached photos), I can in-person talk these through.

Thank you for this opportunity to address multiple aspects of planning for the Sudbury sections of the Bruce Freeman Rail Trail. I’m happy to discuss and spearhead any projects or initiatives associated to BFRT, 2D, Phase 3, and/or MassCentral.

*Respectfully,
John*

John McQueen
265 Hudson Road
Sudbury, MA 10776

Attachments
AsSent 12-12 -23 Images Attchd To Email