

Sudbury Center Improvement Advisory Committee
Minutes
July 21, 2006

PRESENT: Jody Kablack, Scott Carpenter, Frank Riepe, Joe Sziabowski, Rich Davison, June and Clay Allen, Deborah Kruskal, Carole Wolfe (filling in for Jim Hodder), David O'Connor and Steve Cecil (Cecil Group), Mark Howland

The meeting was called to order at 8:30 am. A quorum was present.

The Cecil Group produced an agenda for today's meeting. A handout describing the various scenarios was also produced.

1. Design Alternative Matrices: The Cecil Group had produced 3 design scenarios based on comments received at the visioning session and comments from the Committee. These were all laid out on the base map, which gives a realistic perspective on roadway widths and location of property lines.

Baseline Improvements – this scenario showed what should be done to the town center even if no further funding is sought by the town. All items in the handout under column A are recommended by the team, including reversing the in and out directions at the Village Green property; redesigning the driveway entries at the Noyes School, Loring Parsonage and First Parish Church; signage changes for clarity, scale and visual character; reminder signs at crosswalks; thermoplastic markings at all crosswalks; rerouting walkway in Grinnell Park.

Regional Network Alternatives – this scenario explored the 4 other intersections studied, including Old Lancaster Road/Union Ave/Concord Rd; Peakham/Hudson Road; Maynard/Hudson Road; and Old Lancaster/Peakham Road. Some work at each location, in the combination suggested in the handout, will alleviate some of the congestion in the center. However, if nothing is done in the town center, it is likely that doing the network improvements will have little impact on the town center traffic.

Design Alternatives at Sudbury Center – 3 separate sketches were completed (1 simplified and 2 significant). All alternatives involve some expansion of the road width onto private property. All alternatives include the baseline improvements mentioned above. The simplified approach keeps the town common essentially in the existing location, but realigns the intersection by moving pavement onto the First Parish property. Other baseline improvements are also recommended, including removal of the driveway in front of Town Hall. Walkways and crosswalks are added to increase pedestrian movement in the center. The first significant approach slightly changes the shape of the town common, but keeps all roadways around the common. The second significant approach eliminates the roadway in front of Town Hall, thereby attaching the town common to the Town Hall. This alternative also creates an expanded roadway between the Grange and the side door of Town Hall, and realigns it with the First Parish driveway.

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This creates better opportunity for pedestrians walking between the Town Hall parking lot and First Parish. The Cecil Group also indicated that restriping the Town Hall parking lot will increase the number of spaces in that area, which they will create a plan for.

The committee had comments on the alternatives. Frank Riepe expressed concern for losing the parking directly in front of the Town Hall. He wanted the possibility of connecting the Town Hall driveway with the Parsonage parking lot to be investigated. The Cecil Group will look for alternate parking in close proximity to the front doors of Town Hall. This may be parallel parking along the expanded roadway, or some perpendicular parking in that area. The Cecil Group wants to avoid the possibility of any connection between Concord Road north and this driveway so that a cut through road isn't created. The team will also calculate the amount of land area needed from First Parish to accomplish the different alternatives. The level of service was also requested to be calculated for each option. There was a discussion on the types of signals that could be used in the center. Post signals were favored, as opposed to large arms with the signal hanging from them which Wayland has recently installed on Route 20.

The committee briefly discussed the request from the Rail Trail Conversion Advisory Committee to provide input for the feasibility study. It is unlikely that bike lanes will be added in the center, due to the narrow width of the right of way and the need for 3 travel lanes in many areas. Parking for the rail trail should be encouraged behind Town Hall, and it may be possible to widen the walkway system between Town Hall parking lot and Peakham Road along Hudson Road to accommodate rail trail users. The Rail Trail consultant should identify any other feasible routes from Town Hall to the rail trail in the town center in case there are better access points.

Dates for the next meeting were discussed. An email will be sent out asking whether Sept. 7 or Sept. 11 is the better date. At this meeting, we will review the final design sketches, and plan for the public meeting, which is scheduled for September 20th.

The meeting was adjourned at 10:45 am.