



Bruce Freeman Rail Trail Design Task Force Recommendations Report

March 21, 2017
Board of Selectmen Meeting

Outline

- Task Force Overview and Goals
- Task Force Methods and Outreach Efforts
 - Task Force Meetings
 - Outreach to Interest Groups
 - Meetings with Abutters
 - Public Information Meeting
- Recommendations
 - Alternative Routes
 - Rail Trail Surface
 - Rail Trail Standard Width
 - Treatment in Challenge Areas
 - Roadway Intersections
 - Additional Investigations



BOS Mission Statement for Task Force

The responsibilities of the Task Force will include the following:

- Gathering input from Town Boards and Committees including the Conservation Commission, the Community Preservation Committee, and the Park and Recreation Committee;
- Gathering input from the Town's public safety and engineering staff concerning traffic and safety issues with the BFRT, especially where the rail trail intersects with roadways;
- Soliciting community input through open and noticed meetings; Facilitating meetings of the Task Force with trail abutters to discuss design elements of the project that specifically affect them, which will be in addition to the meetings contractually required of VHB;
- Documenting concerns and requests of abutters, businesses, and other residents;
- Recommending to the Board of Selectmen potential design elements that would advance the goals of the Sudbury Wetlands Administration Bylaw, and developing alternatives along with cost estimates as feasible;
- Recommending to the Board of Selectmen any specific design elements, mitigations, or realignments to address resident concerns (including those of abutters), safety concerns, or environmental concerns, along with cost estimates for such design decisions as feasible;
- Submission of a report of its findings to the Board of Selectmen.

Task Force Membership

Name	Position	Appointed by
John C. Drobinski	Chair	BOS
Daniel E. Carty	Vice-chair	Planning Board
Charles Russo	Clerk	Conservation Commission
Robert C. Beagan	Member	Parks and Recreation Commission
Lana B. Szwarc	Member	Friends of BFRT
Robert Schless	Member	BOS
LeRoy Sievers	Member	BOS

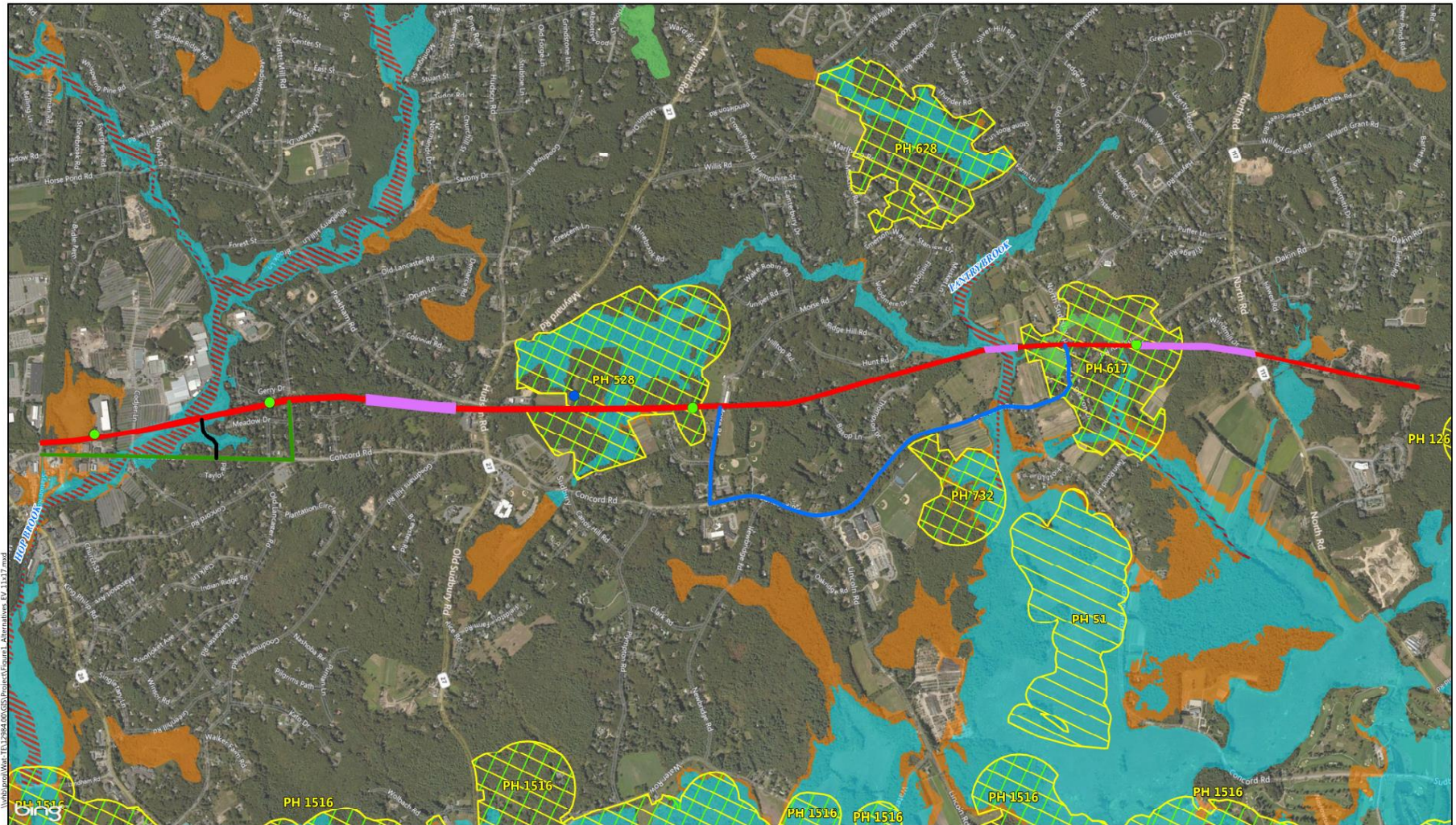
Task Force Methods and Outreach Efforts

- Task Force Meetings
 - January 17, February 2, February 16, March 2, March 16, March 20, 2017 (6 meetings)
 - Sixteen meetings and/or presentations for the BFRT Design Task Force took place since the Task Force formation
- Outreach to Interest Groups (6 meetings)
 - Received input from DPW and Fire Department: February 2, 2017
 - Board of Health: February 14, 2017
 - Planning Board: February 22, 2017
 - Historic Districts Commission: March 2, 2017
 - Council on Aging: March 9, 2017
 - Conservation Commission and Parks and Recreation Commission: March 13, 2017
 - Also engaged: Chamber of Commerce, SPS, LSRHS, Agricultural Commission, and Energy and Sustainability Committee
- Meetings with Abutters: March 2, 2016 (approximately 50 attendees), plus additional two individual abutter meetings with Task Force representation
- Public Information Meeting: March 9, 2017

Alternative Routes Considered



January 26, 2017 | FIGURE #1



Bruce Freeman Rail Trail | Sudbury, Massachusetts

Figure 1 - Alternative Routes & Environmental Constraints

Source Info: Bing Maps, NHESP, FEMA, VHB

* Based on 2015 Vernal Pool Investigation*

Recommendations: Alternative Routes

- Alternative Routes –None of the presented roadway alternative options are considered feasible
 - Infeasibility is based on limited right of way, lack of abutter support, cost, safety concerns at the roadway intersections and the numerous driveway intersections, and lack of desired trail user experience
- It is recommended that the Design Team continue to collaborate with the concerned businesses abutting the rail corridor to identify potentially more feasible alternatives

Union Ave



Alternative Route

Concord Road



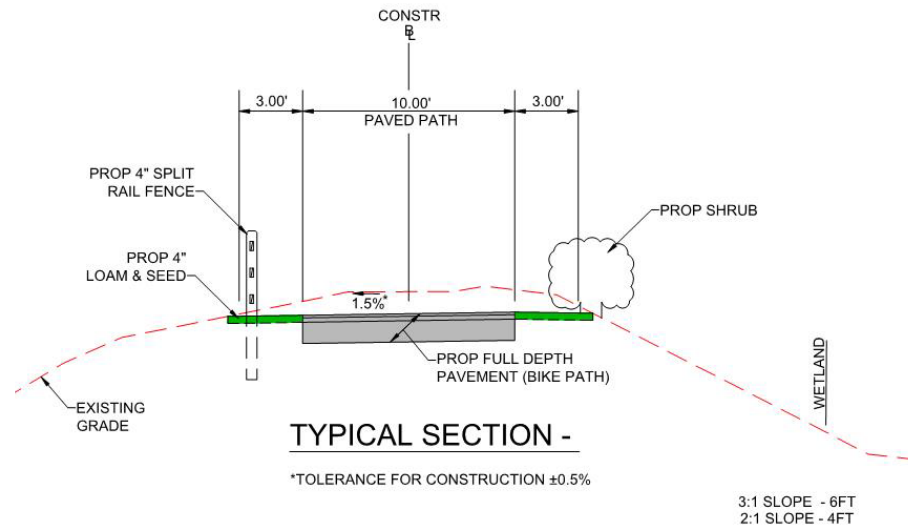
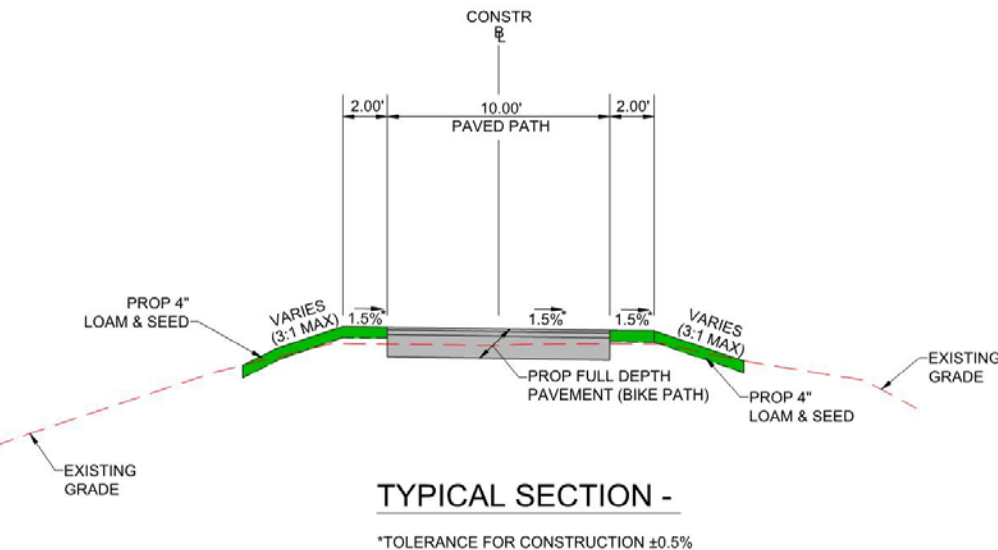
Recommendations:

Trail Surface

- Paved Surface
 - Considers the safety of users on a uniform surface, facilitates safety vehicle access, provides greater ease of maintenance, continuity with the BFRT to the north, and the greatest containment of potential rail road contaminants.
 - Bridge surface is anticipated to be paved and boardwalk surface is yet to be determined.

Recommendations: Standard Trail Width

- Standard approach: 10-foot path standard with 2-3 foot shoulders (depending on the slope adjacent to the path and the need for a barrier). This represents a 14 or 16-foot wide layout

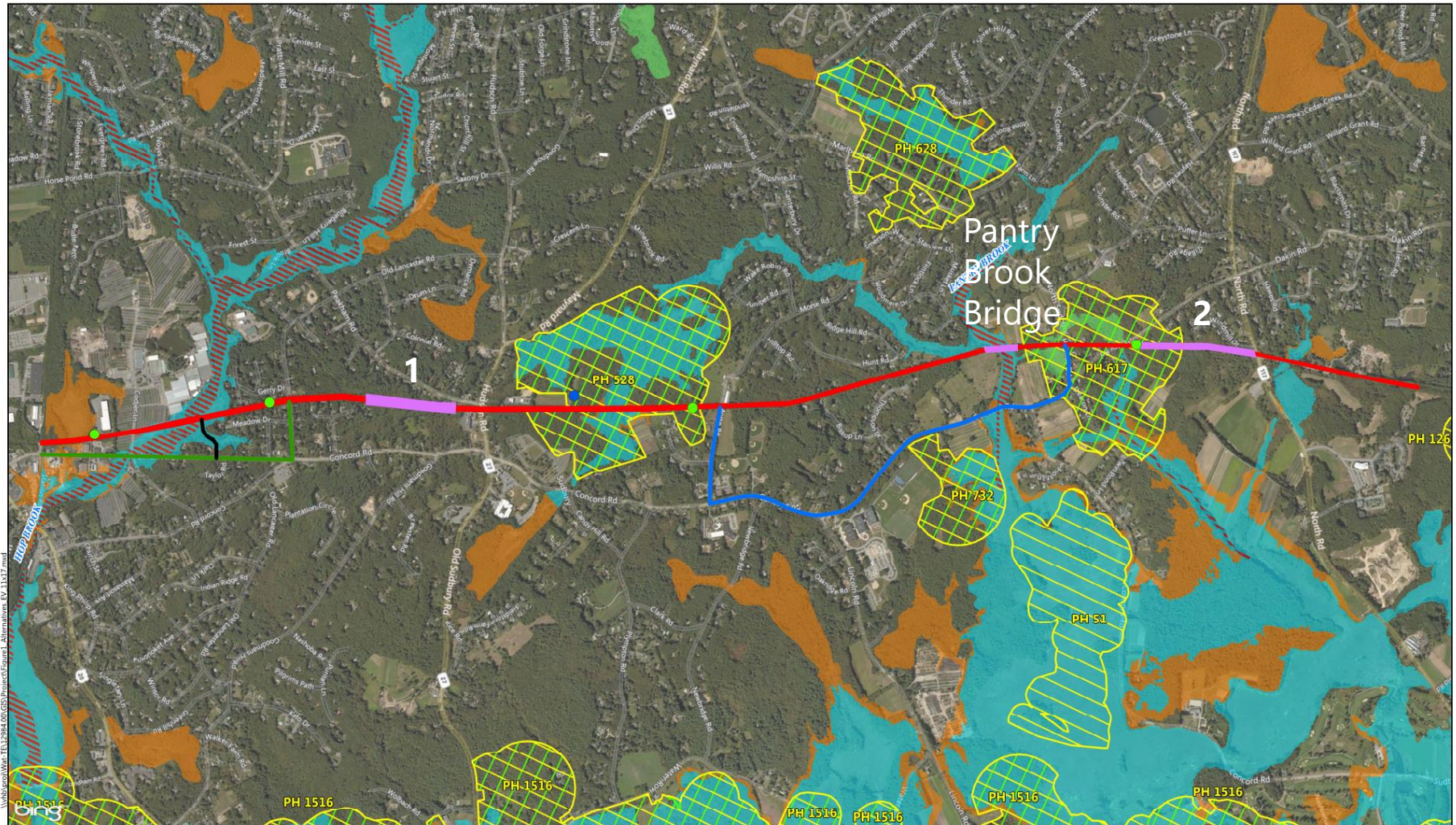


3:1 SLOPE - 6FT
2:1 SLOPE - 4FT

Challenge Areas (in pink)



January 26, 2017 | FIGURE #1



- █ Project Location
- Certified Vernal Pool*
- Potential Vernal Pool*
- Alternate Route 1
- Alternate Route 2
- Alternate Route 3
- NHESP Priority Habitats of Rare Species
- NHESP Estimated Habitats of Rare Wildlife
- Challenge Areas

- 100-year Floodplain, with BFE
- 100-year Floodplain, no BFE
- 500-year Floodplain

Bruce Freeman Rail Trail | Sudbury, Massachusetts

Figure 1 - Alternative Routes & Environmental Constraints

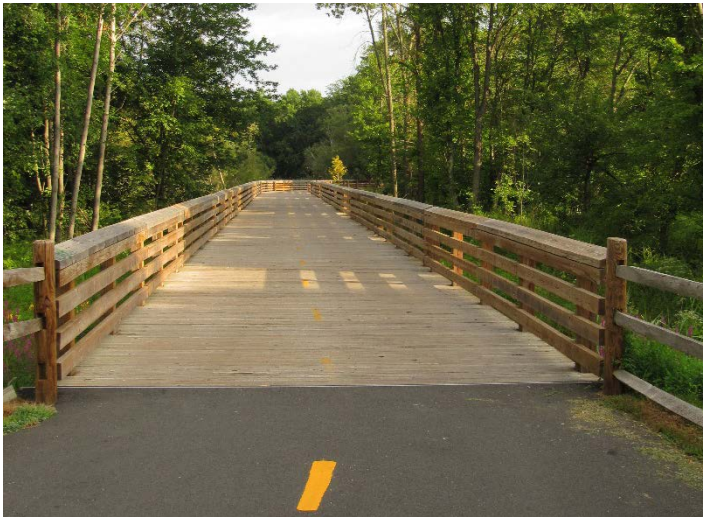
Source Info: Bing Maps, NHESP, FEMA, VHB

* Based on 2015 Vernal Pool Investigation*

Recommendations:

Treatments in Challenge Areas

- Challenge area (#1) south of Hudson Road (650 ft): 14-foot elevated boardwalk
- Challenge area (#2) south of North Road (1200 ft): Reduced width and retaining walls. 10-foot paved path and 1-foot shoulders.



Roadway Intersections

- Standard Pedestrian crossing - Methods Driveway, Codjer Lane, Morse Road, and Fairview Farm Driveway
- Rectangular Rapid Flashing Beacon - Old Lancaster Road, Haynes Road, and Pantry Road
- Pedestrian Signal - Hudson Road and North Road



Recommendations:

Roadway Intersections

- Roadway Crossings
 - Hudson Road: Avoid the large overhead mast arm for signals, if possible
 - Morse Road: consider supplemental signage to slow down vehicles and bicyclists
 - Pantry Road: consider supplemental signage to slow down vehicles and design needed to allow safety vehicle access
 - Peakham Road: concern with proposed elimination of right hand turn lane; determine appropriate intersection mitigation to protect path users; conduct further investigations of impacts to traffic; possibly look at traffic data available from proposed Sudbury Station development

Recommendations:

Additional Investigations

In the next design phase (75%):

- Prepare natural resources technical memo consolidating information to supplement wetlands permitting process (see Concord example)
- Upgrade culverts as needed and where there are opportunities to improve the environmental condition of streams and adjacent wetlands
- Identify environmental impact mitigation options
- To extent possible reuse the exiting stones from the Pantry Brook abutments and retain the cattle passages
- Clarify if boardwalk design will meet H10 or H20 loading



Recommendations:

Additional Investigations

Ongoing

- Continue to coordinate with abutters and identify suitable mitigation, in particular Cavicchio and Method's Machine
- Identify opportunities for improving the environmental condition adjacent to the corridor
- Conduct outreach to interested groups and relevant Town Committees on parking and trail interconnectivity (especially schools and Parks and Recreation Commission)
- Outreach to Chamber of Commerce and remaining business community
- Respond to comments received

Follow Up Questions

- Seek clarification of final report expectations
- Determine next steps for Task Force