

## **Town of Sudbury**

Bruce Freeman Rail Trail Advisory Task Force

Tuesday, March 2, 2021 at 7:00 PM

### Minutes of the Virtual Meeting

#### Task Force Attendees:

John Drobinski, Charlie Karustis, Richard Morse, Glenn Pransky, Lana Szwarc, Frank Vitale, and Dick Williamson

#### Staff:

Beth Suedmeyer, Environmental Planner, Planning and Community Development  
Adam Duchesneau, Director, Planning and Community Development

#### Fuss & O'Neill Attendees:

Nick LaPointe, Arnold Robinson

Suedmeyer reviewed the discussion by the Boston Region Metropolitan Planning Organization of the readiness of projects for the 2022 Transportation Improvement Program. MassDOT has indicated that they support the Bruce Freeman Rail Trail Phase 2D stay programmed for FFY 2022 and that it would be ready for construction starting in 2022. It is anticipated this will be presented at the MPO meeting on Thursday.

Suedmeyer reported the March 1 Park and Recreation Commission meeting was generally supportive of the plans for BFRT design. Discussion of the BFRT will occur during upcoming Historical Commission, Historic District and Disability meetings.

Robinson and Lapointe led an extensive discussion of parking at Broadacres. The overall recommendation was that a parking lot be constructed with its long axis parallel to the rail trail and as close to the trail as allowed by wetlands constraints. A second concept reflecting this idea was presented. Detention basins will allow in-ground infiltration of storm water. Possible amenities including signage, restrooms, picnic areas and a pavilion were noted. Future meetings may look at EV charging. There will be impacts to the wetlands buffer area, but these can be mitigated. The Conservation Coordinator had suggested to Suedmeyer it may be better to move the toilet out of the buffer zone to the other side of the parking lot by the pavilion.

The concept for rail trail parking and access at the Parkinson's/Ti-Sales field was the same as for previous maps except that it is desirable to move the rail trail access path south to maximize field space.

Connection of the rail trail to the Davis Field parking lot will be via an 8-foot-wide paved path alongside North Road. Adding guardrail to the section along North Road was recommended. The Design Team will look into adding this.

The long list of potential amenities includes rest areas, kiosks, benches, bike racks, repair stations, picnic areas, play amenities, wayfinding (directional) and interpretive signage.

There was agreement that consistency with other sections is important. It is recommended that Sudbury use the BFRT logo and mile markers for consistency.

There was general agreement with using the same type of bike racks and benches as in Concord (metal with black paint). These are solid, durable options. There was a recommendation that wooden benches be considered for the more rural sections of the trail, especially at connection points to hiking networks for conservation lands.

It was suggested that an architectural standard and possible locations be adopted for memorial benches and the foundations for these can be prepared in construction. These have often been granite in other places.

More frequent benches are recommended to accommodate less mobile people and walkers who want to take frequent breaks. The Design Team will look at options to add more benches, maybe every half mile.

For signs, there was concern mentioned about too many signs clustered together at gateways that overwhelm users. When there is too much information, people don't read the signs. There was a discussion of QR codes helping convey information without overwhelming the signs.

It was recommended that a map be created to show the location of various amenities and use symbols for the different amenities.

A discussion of potential call boxes and considering how users are to report a need for maintenance.

The minutes of the February 23, 2021 meeting were approved.

During community input, resident Len Simon mentioned cycling injuries caused by turning from paved to gravel paths, a design that should be avoided. He encouraged rest areas at waterfront locations and a hydration station at the MCRT junction

Nat Welch, from the Concord BFRT Committee, commented automated traffic counters are helpful for planning, and suggested they be installed on the trail during construction. He acknowledges that signage in Concord is a problem and they are continuing to work on it. They are also working on a redesign of the junction in West Concord, because there is too much of a bottleneck.

