



Town of Sudbury

Rail Trails Advisory Committee

railtrails@sudbury.ma.us

Flynn Building
278 Old Sudbury Road
Sudbury, MA 01776
978-639-3387
Fax : 978-639-3314

<https://sudbury.ma.us/bfrt/>

MINUTES

December 10, 2025 – 7:30 PM

HYBRID MEETING with the COMMUNITY PRESERVATION COMMITTEE

The Rail Trails Advisory Committee called its meeting to order at 7:25 p.m.

Members present: Glenn Pransky, acting Chair; Chris Menge, Ken Holtz, and Laurie Eliason

Marcia Rasmussen, Interim Trail Coordinator, presented a joint Community Preservation Committee (CPC) proposal from the town's Planning & Community Development department and the Rail Trail Advisory Committee for accessible parking and access to trails west of Dutton Road on the Mass Central Rail Trail (MCRT).

One question was asked about using the CPC funds that have been allocated to the Bruce Freeman Rail Trail (BFRT) to design and construct these connections on the MCRT. Ms. Rasmussen responded that those funds have been specifically allocated by the CPC and Town Meeting only for the BFRT, and they are being used toward construction and amenities not covered by the Massachusetts Department of Transportation (MassDOT) contract. She noted that the majority of remaining funds are allocated for either additional features on BFRT Phase 2D or for design of BFRT Phase 3 (to the Framingham town line). The MCRT is a second rail trail in the community and this current request is for that rail trail.

Ms. Rasmussen clarified that additional parking other than what's proposed for handicapped access in this area is not needed because there are other places to park nearby on Dutton Road.

When asked about construction funds for the trail in Memorial Forest, Ms. Rasmussen noted that the grant application before the CPC is only for design and estimate at this point and that Sudbury Valley Trustees (SVT) may be able to access other grants for construction once the design is developed and cost estimate prepared.

Ms. Rasmussen clarified that the intention is to accommodate all current users with the planned designs and construction. A member of the CPC requested that the ADA Coordinator review the plans to ensure compliance with ADA and 521 State requirements in the design stage, and that the Commission on Disability also be included in the design process. Ms. Rasmussen assured that this would be done.

Ms. Rasmussen added that currently upkeep for the trails in the Hop Brook Marsh Reservation are undertaken by the Department of Public Works (DPW) and Conservation Department, and that SVT maintains the trails in Memorial Forest. The proposed work associated with this grant proposal would not change this situation.

Ms. Rasmussen, also presented the joint CPC grant proposal from the Planning & Community Development and the Parks, Recreation, and Aquatics departments for improvements to the driveway and parking area serving Parkinson Field and the Bruce Freeman Rail Trail handicapped ramp. Ms. Rasmussen provided background information about the design/engineering consultant TEC, Inc.'s work preparing a preliminary design for the driveway and field in September with an estimate of \$1.4M for the project cost. The plan includes 69 parking spaces (of which 4 are accessible spaces), a stormwater retention basin, underground electricity and lighting, water supply, landscaping, and a porta-potty pad. The plan is preliminary – awaiting a conversation with Ti-SALES about the driveway access, to see if it's possible to exit through the Ti-SALES property to the traffic signal, which would enable the narrow access drive to be a one-way driveway. Otherwise, a more complex driveway engineering approach is needed and it may be necessary to require right turn only for those exiting from the existing driveway at Hudson Rd.

Questions from the CPC included whether this was the optimal use of funds for improved access and parking, and whether there was a possible lower-cost option. Ms. Rasmussen recalled that for the 2024 proposal for design funded by CPC, Town Boards and Committees wanted to include paving the driveway and parking lot to make it easier to plow and more user friendly, a hydration station, lighting to allow later use of the field and trail, a pad for a porta potty, and improved stormwater management; this proposed design is intended to meet current and future needs and optimize the use of the field. Removing lighting, underground electric, water, and other amenities might reduce the cost by approximately \$400,000.

Ms. Rasmussen mentioned that one of the adjacent landowners has received the preliminary plans and that she will reach out to the other two. Lighting will be designed to be dark sky compliant. It is unknown whether wetlands replication is needed or if additional stormwater management is needed. This will be answered during permitting review by the Conservation Commission and the Planning Board. The details of the plan have not yet been discussed with the Conservation Commission, other than the request for determination of applicability (RDA) to allow digging test pits in the wetlands buffer zone. Laurie Eliason, member of the Park and Recreation Commission (PRC), discussed the position of the PRC that Parkinson Field is a key field that they would like to develop in the future which has excellent potential for greater use but is now limited by the current driveway and haphazard parking situation, and lack of porta potty and hydration station. She noted that Parkinson Field used nearly every day by a Lincoln-Sudbury team (ultimate frisbee). Further development of Parkinson Field has been considered and there has been discussion about future improvement of the field.

The potential for additional requirements and associated costs will be better understood in spring 2026. Permitting could occur over the summer and construction could start in the fall of 2026. There is some contingency built into the \$1.4M cost that could cover some additional unforeseen costs for stormwater / wetlands mitigation. There are alternative approaches that could generate flexibility if additional cost reductions are needed.

A question was raised about the use of a pervious surface instead of paving. Ms. Rasmussen noted that a paved surface was the preference when the 2024 proposal was being reviewed by various Town Boards and Commissions, but observed that a pervious surface could be considered.

One question was asked whether there was the possibility of using CPC funds to create more links to rail trails through construction of sidewalks; with the acknowledgment that CPC funds cannot currently be used to construct sidewalks. Ms. Rasmussen commented that there may be other sources of funding such as the State's Safe Routes to School program and other similar grants might support these desired sidewalks and other linkages.

Another question was raised whether the town would need to pay property owners for easements if it was not possible to construct a two-way driveway over the existing town-owned land. Ms. Rasmussen stated that separate funding would be required to acquire any easements needed for the proposed project.

A motion to adjourn the joint meeting was unanimously accepted at 8:36 p.m.