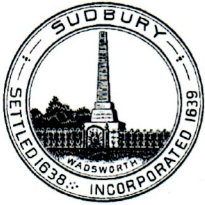


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10/12/21



# Town of Sudbury

## Community Preservation Committee

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

cpc@sudbury.ma.us

www.sudbury.ma.us/cpc

### PROJECT SUBMISSION FORM

Applicant: Leonard Simon

Submission Date:

Group or Committee Affiliation (if any):

Applicant Address:  
40 Meadowbrook Circle

Purpose (please select all that apply):

- Open Space & Recreation
- Community Housing
- Historic Resource

Applicant Email & Phone Number:  
lensimon@comcast.net  
978-443-4206 (H)

Project Manager Email & Phone Number:

Project Name: Comprehensive Plan, Bruce Freeman Rail Trail Extension and Pocket Park

Project Description: There are 2 parts. The first part is to extend the Bruce Freeman Rail Trail from the diamond, that is, the intersection of the BFRT with the Mass Central Rail Trail. The second part is to acquire the defunct gas station at the southwest corner of Rt. 20 and Nobscot Rd. and turn it into a pocket park for all residents and for rail trail users. Please see attached documents and PowerPoint. Please see attached sheet entitled "cost estimates".

Costs:

Fiscal Year	Total Project Cost	CPC Funds Requested	Other Funding Sources (Amount and Source)
2023	\$164,000.00	\$164,000.00	
2024			
2025			
2026			
2027			
<b>Total</b>			

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

Please see attached memos. The extension of the BFRT will significantly enhance this major recreational amenity. It will connect with another rail trail, the Mass Central, add to safe uses of the two rail trails by avoiding users needing to travel roads without walkways, and encourage non-motor vehicle transportation. The BFRT has been identified as a significant component of the Master Plan for transportation and recreation. It will link several open spaces and recreational amenities, including athletic facilities along the BFRT corridor.

The project is economical, as state and federal funds will pay for construction after the town completes the design. This model is already well under way in Sudbury for the 4.6 miles of the BFRT north of the diamond. This funding model has received strong town support since 2014. It will provide opportunities for passive recreation and environmental education.

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.

Yes.

Conservation Commission presentation - generally favorable response. No formal written response.

Planning Board presentation - generally favorable response. No formal written response.

Select Board presentation - generally favorable response. No formal written response.

Park and Recreation Commission presentation - generally favorable response. No formal written response.

For Community Preservation Committee Use:

Form Received On: \_\_\_\_\_

Project Presented to CPC On: \_\_\_\_\_

Reviewed By: \_\_\_\_\_

Determination: \_\_\_\_\_

## Responses to questions in Project Submission Form

### Project Description

There are 2 parts. The first part is to extend the Bruce Freeman Rail Trail from the diamond, that is, the intersection of the BFRT with the Mass Central Rail Trail to route 20.

The second part is to acquire the defunct gas station at the southwest corner of Rt. 20 and Nobscot Rd. and turn it into a pocket park for all residents and for rail trail users. Please see attached documents and PowerPoint. Please see attached sheet entitled "cost estimates".

### How does this project meet the General Criteria and Category Specific Criteria for Preservation Community Projects?

Please see attached memos. Also, the extension of the BFRT will significantly enhance this major recreational amenity, It will connect with another rail trail, the Mass Central, add to safe uses of the two rail trails by avoiding users needing to travel roads without walkways, and encourage non-motor vehicle transportation. The BFRT has been identified as a significant component of the Master Plan for transportation and recreation. It will link several open spaces and recreational amenities, including athletic facilities along the BFRT corridor. The project is economical, as state and federal funds will pay for construction after the town completes the design. This model is already well under way in Sudbury for the 4.6 miles of the BFRT north of the diamond. This funding model has received strong town support since 2014. It will provide opportunities for passive recreation and environmental education. It will serve all Sudbury residents of all ages, including those with disabilities, year-round. In particular, it will provide a safe,100% emergency vehicle accessible off-road corridor for walking, running, bicycling, and other forms of recreation. It will be available for as a safe corridor for community group fundraising, such as a walk/run fundraiser. By providing a paved corridor it will avoid cut through traffic and damage to natural resources along the 0.22 miles between the diamond and Rt. 20.

*Does this project fall within the jurisdiction or interest of other Town Boards, Committees, Commissions, or Departments?*

Yes.

Conservation Commission presentation - generally favorable response. No formal written response. Planning Board presentation - generally favorable response. No formal written response. Select Board presentation - generally favorable response. No formal written response. Park and Recreation Commission presentation - generally favorable response. No formal written response.

MEMO

From: Len Simon

To: Community Preservation Committee

Date: September 24, 2021

**NOTE: THIS IS AN UPDATE TO PREVIOUS MEMOS**

**COMPREHENSIVE PLAN FOR BRUCE FREEMAN RAIL TRAIL, MASS CENTRAL RAIL TRAIL, A CONNECTION TO ROUTE 20, A POCKET PARK, AND PLANNED DEVELOPMENT IN SUDBURY'S COMMERCIAL DISTRICT**

MASS CENTRAL RAIL TRAIL - Developments since May 4, 2021:

1. The Massachusetts Supreme Judicial Court rejected Sudbury's appeal of the Siting Board decision which claimed that the Siting Board erred in allowing Eversource's application for a 100% underground electric transmission line. This appears to be the Town's last legal challenge to Eversource's project.
2. Eversource intends to begin construction of the underground transmission line in the fall of 2021 or spring of 2022 along the MBTA owned corridor. source: Eversource website and personal communication.
3. Construction of the underground transmission line will take two years.
4. As part of the Eversource project it will construct a gravel service road.
5. Upon completion of construction of the underground transmission line and service road the Mass. Department of Conservation and Recreation, DCR, will pave the service road.
6. DCR has secured funding for paving the service road.
7. The paved service road in Sudbury and Hudson will become part of the Mass Central Rail Trail.
8. Parts of the Mass Central Rail Trail have been completed in Wayland and Weston.
9. The Bruce Freeman Rail Trail is supposed to begin construction in 2023 and will require two construction seasons to complete.

Summary: The entire Mass Central Rail Trail project, including paving the rail trail, is expected to take about 2 ½ years, finishing in late 2023 or mid-2024.

DEFUNCT GAS STATION AT 465 BOSTON POST ROAD - DEVELOPMENTS SINCE  
MAY 4, 2021:

1. No change in status.

## Comprehensive Plan Cost Estimates

For extension of Bruce Freeman Rail Trail from the diamond (intersection of the BFRT and the Mass Central Rail Trail) to Route 20.

Consultant*	\$60,000.00
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Design firm for the 25% design:	\$100,000.00
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Subtotal	\$160,000.00
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Real estate appraisal of the defunct gas station at 465 Boston Post Road, the southwest corner of Rt. 20 and Nobscot Rd.	\$4,000.00
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Total	\$164,000.00
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\*The consultant's time would be divided between the BFRT extension to Route 20, about 90%, and acquisition of the defunct gas station, about 10%.

## MEMO

From: Len Simon

To: Planning Board

Date: May 4, 2021

### **COMPREHENSIVE PLAN FOR BRUCE FREEMAN RAIL TRAIL, MASS CENTRAL RAIL TRAIL, A CONNECTION TO ROUTE 20, A POCKET PARK, AND PLANNED DEVELOPMENT IN SUDBURY'S COMMERCIAL DISTRICT**

#### INTRODUCTION

This memo will address multiple changes that are likely to occur in Sudbury's commercial district within the next 2 to 3 years. The purpose of the memo is to provide town planners, boards, commissions, and special committees, such as the Master Plan Steering Committee, with a common set of facts to allow them to develop an integrated plan, and keep current with multiple aspects of the Comprehensive Plan as it emerges. Adoption of a Comprehensive Plan will allow, for the first time, planning and implementation of changes that are on our doorstep, to optimize the appeal and vibrancy of central Sudbury.

One objective is to avoid the kinds of piecemeal changes that have plagued most of the Route 20 corridor, from Horsepond Road to Concord Road.

Within the next two to three years the following changes are likely to take place:

1. Construction of Phase 2D of the Bruce Freeman Rail Trail (BFRT), 4.6 miles, from the Concord/Sudbury line to the Mass Central corridor which should begin in the summer of 2022. Construction will require at least two construction seasons.
2. Construction of the Eversource underground high voltage transmission line, along the Mass Central right of way, from the Sudbury substation to the Hudson/Sudbury town line.
3. Upon completion of the underground transmission line, Eversource will install a gravel service road within the Mass Central right of way.

4. A hard surface will then be placed on top of the gravel service road by the Department of Conservation and Recreation (DCR) to serve as part of the Mass Central Rail Trail (Wayside Branch).
5. The (north-south) BFRT and the (east-west) Mass Central Rail Trail will form a T intersection at the 'diamond', a point 0.22 miles north of Rt. 20, along the (north-south) CSX corridor. The diamond is where the two railroad lines intersected. (See PowerPoint)

Now is the time to plan to upgrade the town-owned 0.22 mile of CSX corridor, which is now a walkable path, from the diamond to Rt. 20. The objectives are to:

1. Extend the aesthetic, safe, and functional design of the BFRT from the diamond to Rt. 20.
2. Avoid the need for BFRT and MassCentral Rail Trail users to divert onto Station Rd. and Union Ave., which are not pedestrian and bicycle-user safe.
3. Avoid the need for pedestrians and bicycle users to navigate the five driveway curb cuts between Union Avenue and the CSX corridor: Citizens Bank, West Sport, Jewelry Exchange, Sudbury Mobil Exxon Station.
4. Prepare for the eventual continuation of the BFRT south to the Framingham line.
5. Ensure the trail 100% emergency-vehicle and ADA accessible for all users.

Sudbury residents who have appropriated one million dollars for the design of the BFRT and voted for it at multiple town meetings and at the ballot box for more than 10 years, expect and deserve, safe and direct access throughout the full length of the rail trail.

Construction of the rail trail from the diamond to Rt. 20 will be paid by federal and state funds, just as the \$12,887,676 cost of the BFRT Phase 2D is now being paid for with federal and state funds.

In its current state, there is a direct, walkable path, varying in width, about 6 to 8 feet, from Station Road to Route 20. It was dry, end-to-end, when I walked and photographed it on March 26, 2021. When the BFRT and/or Mass Central Rail Trail users reach the location where the paths intersect, i.e., the diamond, trail users will use the readily visible, existing path to get to Route 20. However, it is not ADA compliant, nor emergency vehicle accessible. It will not be passable when foliated.



FOLLOW THIS LINK FOR PHOTOS OF CSX CORRIDOR FROM RT. 20 TO STATION ROAD, MARCH 23, 2021:

<https://photos.app.goo.gl/TtRz9XbHgbGTLb198>

Also, residents and visitors to the commercial district in Sudbury will have safe, direct access the BFRT and MassCentral Rail Trail. Upgrading to a MassDOT standard rail trail is safer and more direct than diverting along Rt. 20. to Union Avenue, turning north onto Union Avenue, then left onto Station Road. Union Avenue and Station Road do not have walkways.

Planning should incorporate access points and sufficient parking for both rail trails' users, thus avoiding interference with parking on existing commercial properties. A second, though no less important a consideration, is commercial development in the immediate vicinity of the CSX crossing of Rt. 20, next to Nobscot Road. A third set of considerations is the availability of sanitary facilities, bicycle parking, and ADA accessible amenities.

Existing pedestrian crossing and traffic controls at the intersection of Rt. 20, Nobscot Road, and the BFRT could be modified for access to the pocket park and the southward continuation of the CSX corridor.

It has been the practice of the Massachusetts Department of Transportation and the Department of Conservation and Recreation to include and fund trail access and parking needs in their rail trail designs.

The Department of Conservation and Recreation and MassDOT encourage the integration of spurs to increase accessibility and usage of rail trails.

#### A UNIQUE OPPORTUNITY

This is believed to be the first time two major multiuse paths, under the jurisdiction of two distinct public agencies has occurred. The expertise of both agencies should be combined and integrated with the Town's vision for a once-in-a-generation opportunity to enhance Sudbury's attractiveness and livability.

#### SPECIFIC OBJECTIVES:

1. Design and construction, to Mass DOT standards, of the 0.22 miles (1,200 feet) of the CSX corridor from the diamond to Rt. 20 to be part of the BFRT.

2. Incorporate, by design, a gate or similar structure at the southern end of the BFRT to prevent bicyclists and pedestrians from proceeding directly onto Rt. 20.
3. Confirm that MPO will approve funding for this multi-use trail, and that MassDOT will award the construction contract for this section of the BFRT.
4. Preserve historical significance of the area immediately adjacent to the diamond to make it a destination, similar to the pedestrian mall in West Concord where historical artifacts are displayed.
5. Acquisition of the former gas station located at the southwest corner of Rt. 20 and Nobscot Road for a 'pocket park', with provisions for use as a rest stop for trail users, bicyclists, and automobile and bicycle parking.

FOLLOW THIS LINK FOR PHOTOS OF ABANDONED GAS STATION AT INTERSECTION OF ROUTE 20 AND NOBSCOT ROAD:

<https://photos.app.goo.gl/dENrRy8H3tPg94zS6>

Summit Realty Partners Website for 465 Boston Post Road, Sudbury  
<http://www.summitrealtypartners.com/Sudbury%20MA%20%20465%20Boston%20Post%20Road%2010.16.2019.pdf>

6. Permanent, accommodating free-standing sanitary facilities for trail users, visitors, and shoppers, withing the 'pocket park' at the former gas station location. Not portable bathrooms.
7. Potential acquisition of additional parcels, or partial parcels, to augment rail trail parking and access, i.e., Interstate Oil and Sullivan Tire.
8. A comprehensive pedestrian crossing and traffic control system at the intersection of Rt. 20 and Nobscot Road.
9. Encourage small business development that would provide services desirable to rail trail users in all seasons.
10. Interim and long-term planning for the 1.1-mile portion of the CSX corridor south of Rt. 20 to the Framingham line.

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