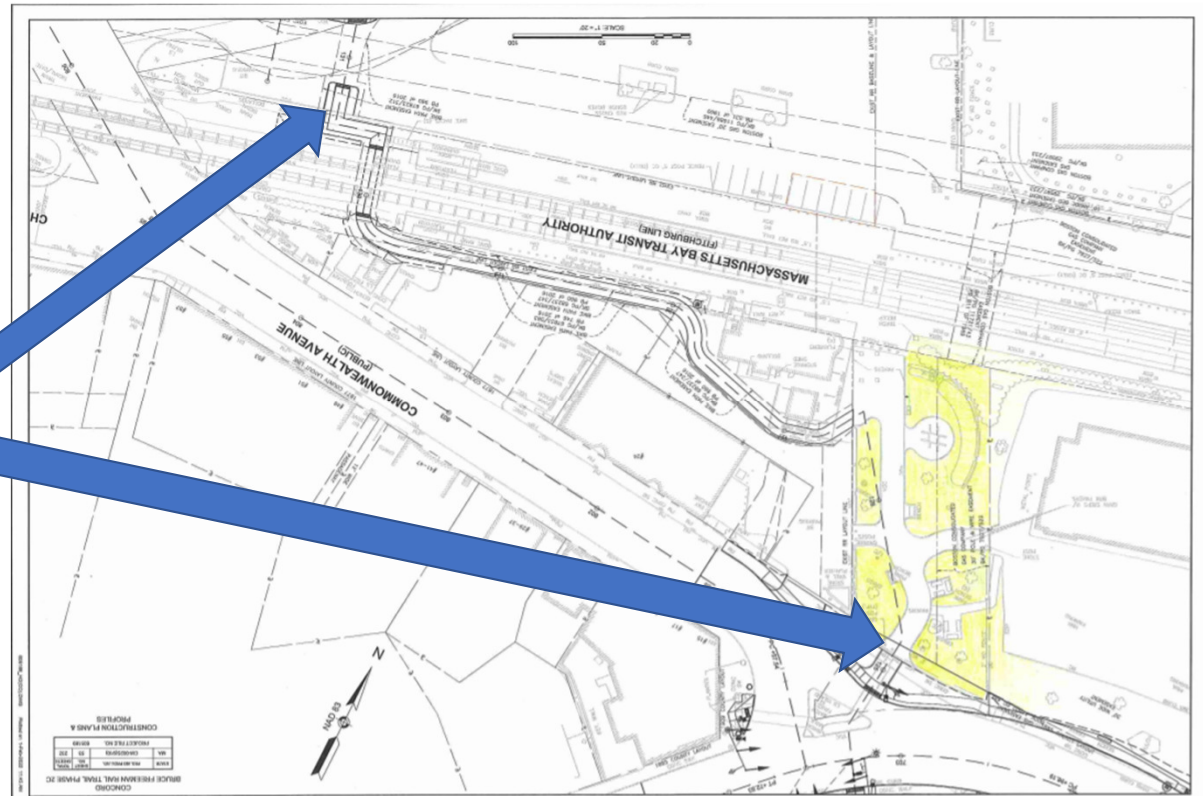


Short Term – Ballard & Chain Fencing

Adrienne Boardman

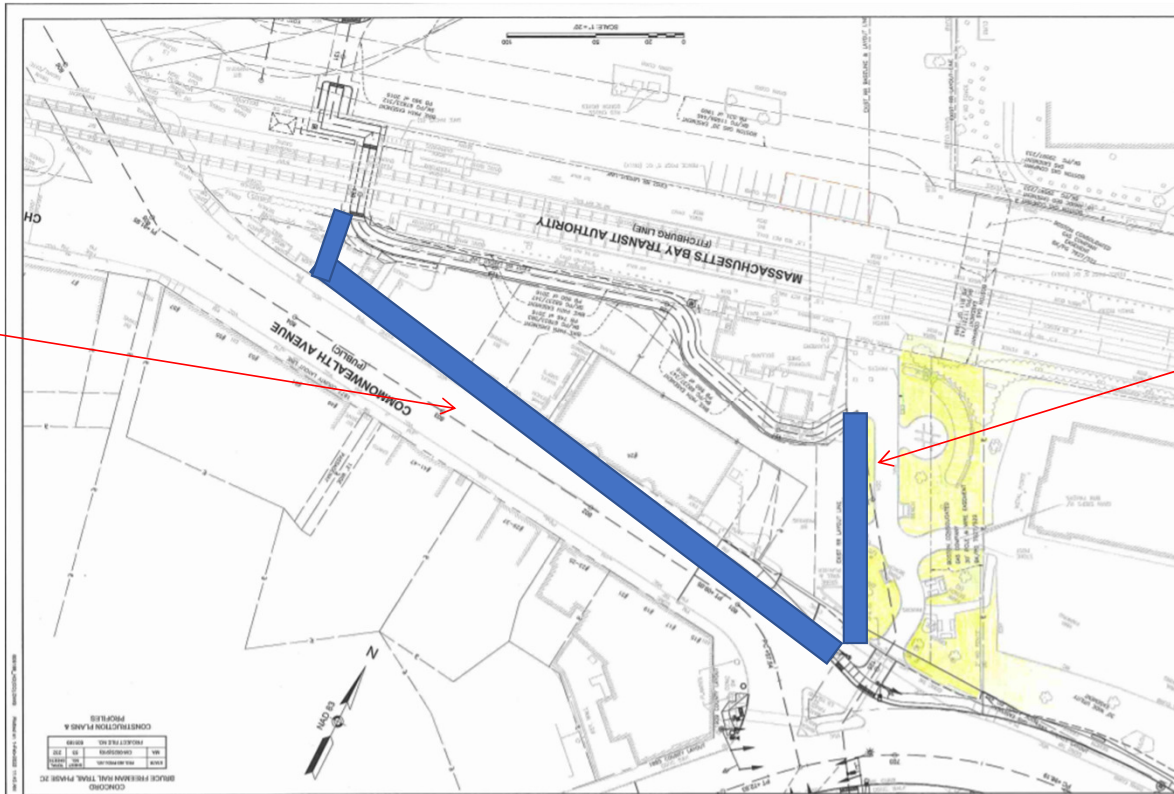


Visually and physically discourages on-wheeled access, while remaining passable for strollers and mobility support devices

Long Term – Separation of BFRT from Junction Park

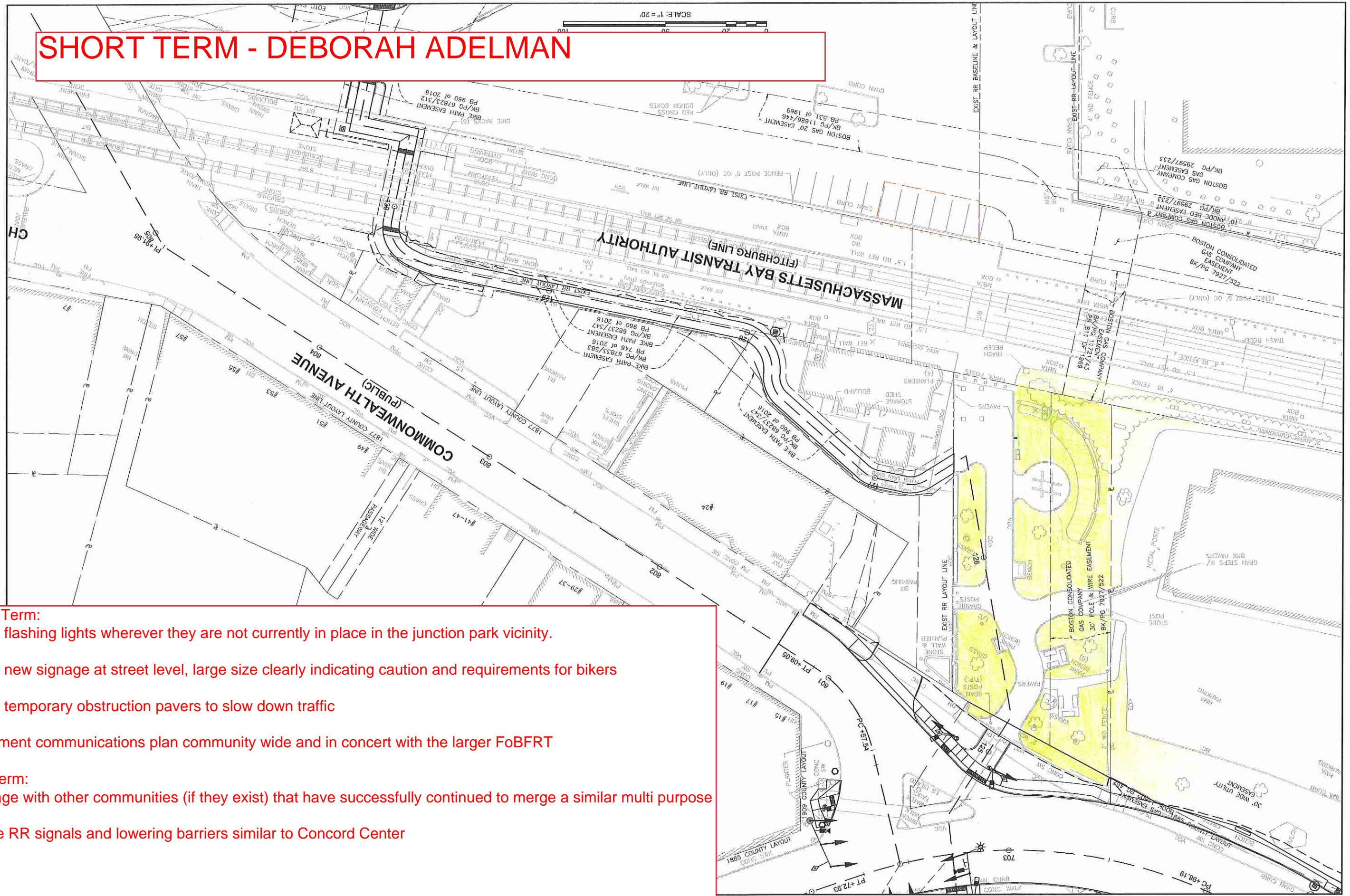
Adrienne Boardman

Option 2: BFRT runs perpendicular to Junction Park with a designated bike lane along Commonwealth Ave (Primary Con: loss of parking spaces)



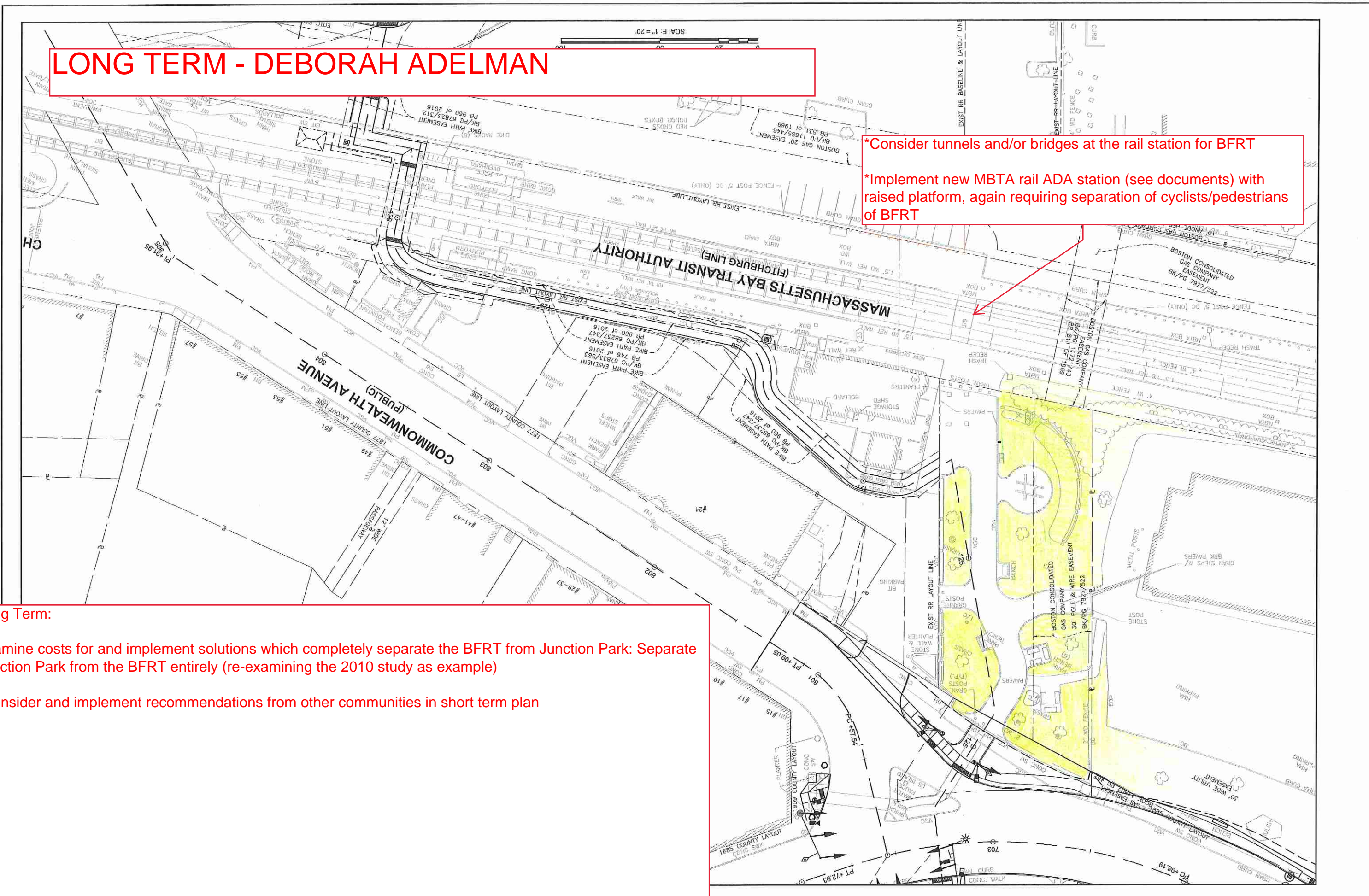
Option 1: BFRT runs parallel to Junction Park, with separation established with hardscaping and/or natural barriers (Primary Con: loss of garden area)

SHORT TERM - DEBORAH ADELMAN



- Short Term:**
- Install flashing lights wherever they are not currently in place in the junction park vicinity.
 - Install new signage at street level, large size clearly indicating caution and requirements for bikers
 - Install temporary obstruction pavers to slow down traffic
 - Implement communications plan community wide and in concert with the larger FoBFRT
- Mid Term:**
- *Engage with other communities (if they exist) that have successfully continued to merge a similar multi purpose area
 - *Place RR signals and lowering barriers similar to Concord Center

LONG TERM - DEBORAH ADELMAN



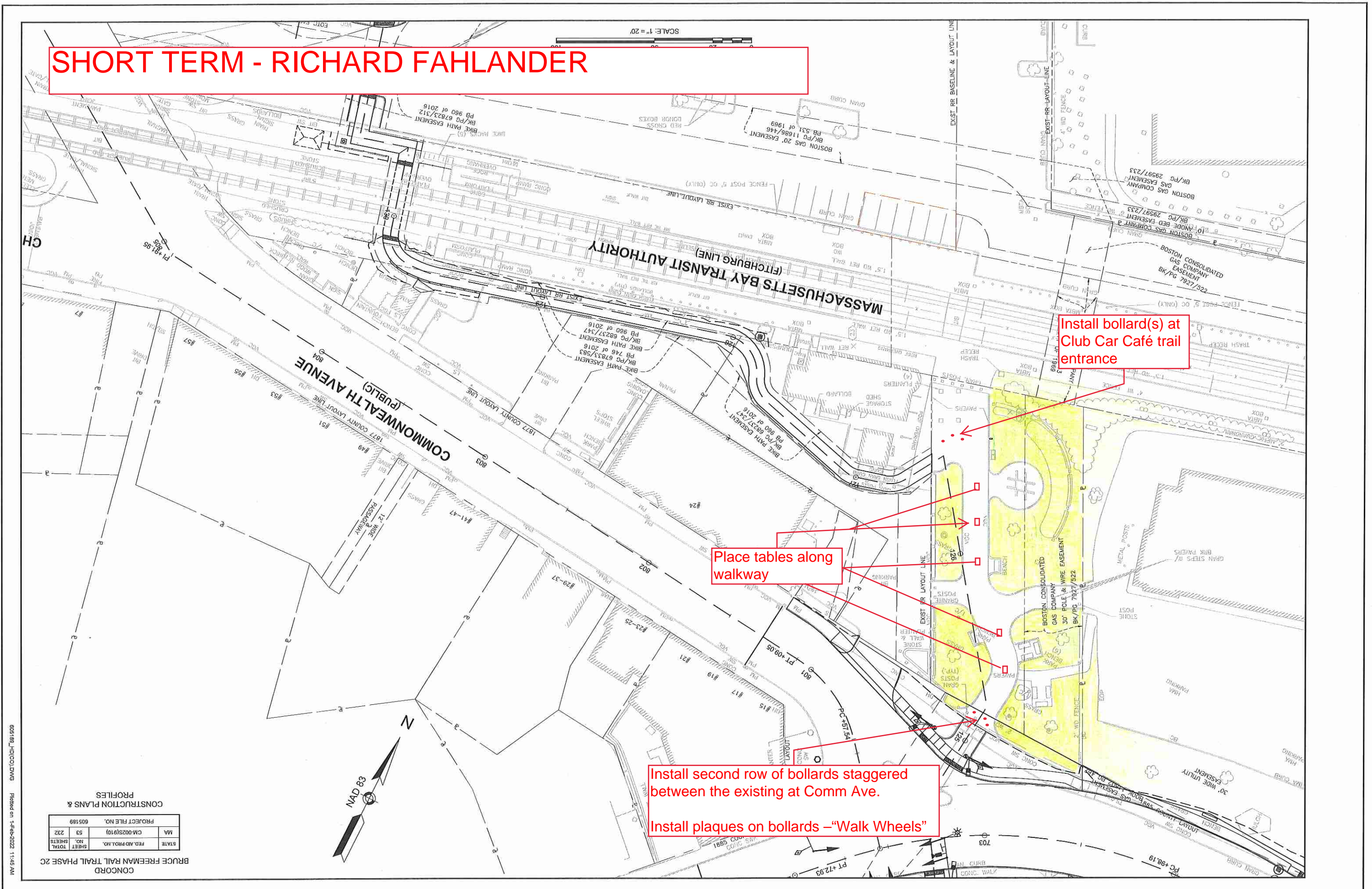
*Consider tunnels and/or bridges at the rail station for BFRT

*Implement new MBTA rail ADA station (see documents) with raised platform, again requiring separation of cyclists/pedestrians of BFRT

Long Term:
Examine costs for and implement solutions which completely separate the BFRT from Junction Park: Separate Junction Park from the BFRT entirely (re-examining the 2010 study as example)

*Consider and implement recommendations from other communities in short term plan

SHORT TERM - RICHARD FAHLANDER



Install bollard(s) at Club Car Café trail entrance

Place tables along walkway

Install second row of bollards staggered between the existing at Comm Ave.

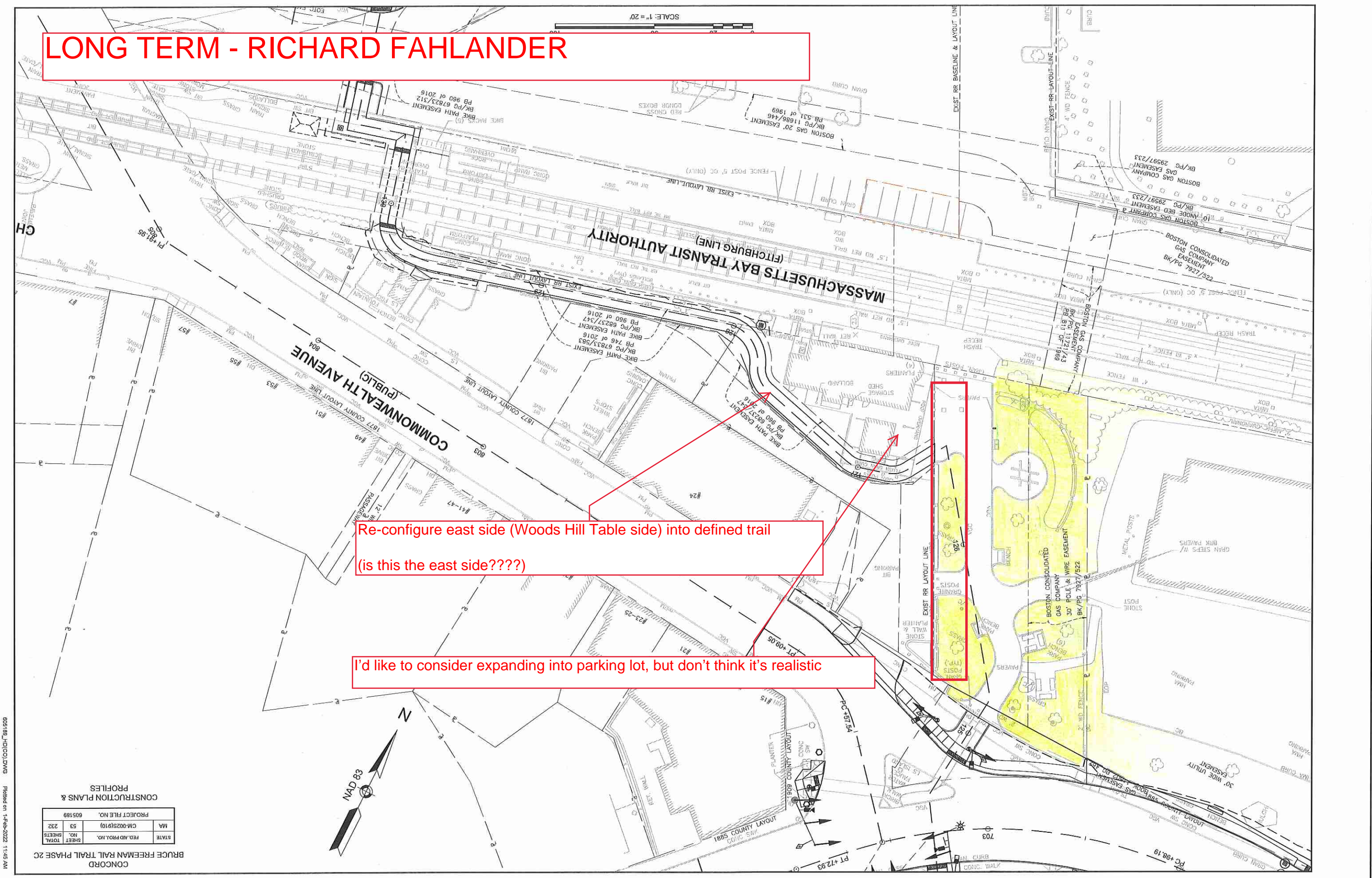
Install plaques on bollards – "Walk Wheels"

CONCORD
BRUCE FREEMAN RAIL TRAIL PHASE 2C

CONSTRUCTION PLANS & PROFILES	
PROJECT FILE NO. 605189	
MA	CM-2025(910)
STATE	FED. AID PROJ. NO.
TOTAL SHEETS	53
NO. SHEETS	232

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LONG TERM - RICHARD FAHLANDER



Re-configure east side (Woods Hill Table side) into defined trail
(is this the east side????)

I'd like to consider expanding into parking lot, but don't think it's realistic

CONCORD
BRUCE FREEMAN RAIL TRAIL PHASE 2C

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LONG TERM - ANN SUSSMAN

The BIG idea is to make it more obvious + less circuitous for bike and pedestrians to move through the space; so the path that hugs parallel to Club Car Cafe....stays straight heading right towards the historic junction rail installation; Bikers and pedestrians will see where they need to go; this may require bridging over and/or re-doing the drainage area...but the current path making people head towards the active rail line and then loop back away from it...makes no sense...it's why people don't use it; It doesn't feel right!

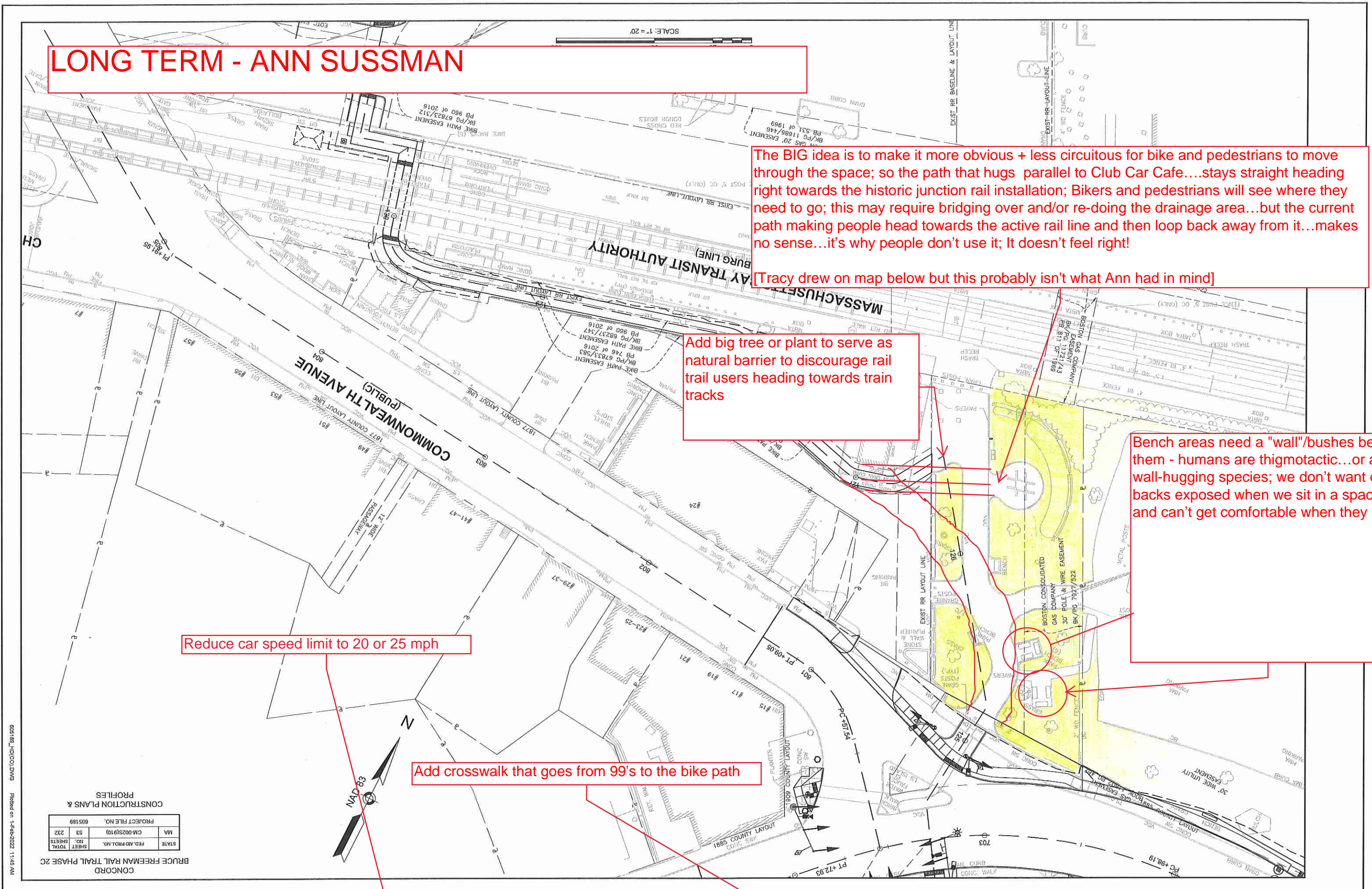
[Tracy drew on map below but this probably isn't what Ann had in mind]

Add big tree or plant to serve as natural barrier to discourage rail trail users heading towards train tracks

Bench areas need a "wall"/bushes behind them - humans are thigmotactic...or a wall-hugging species; we don't want our backs exposed when we sit in a space... and can't get comfortable when they are.

Reduce car speed limit to 20 or 25 mph

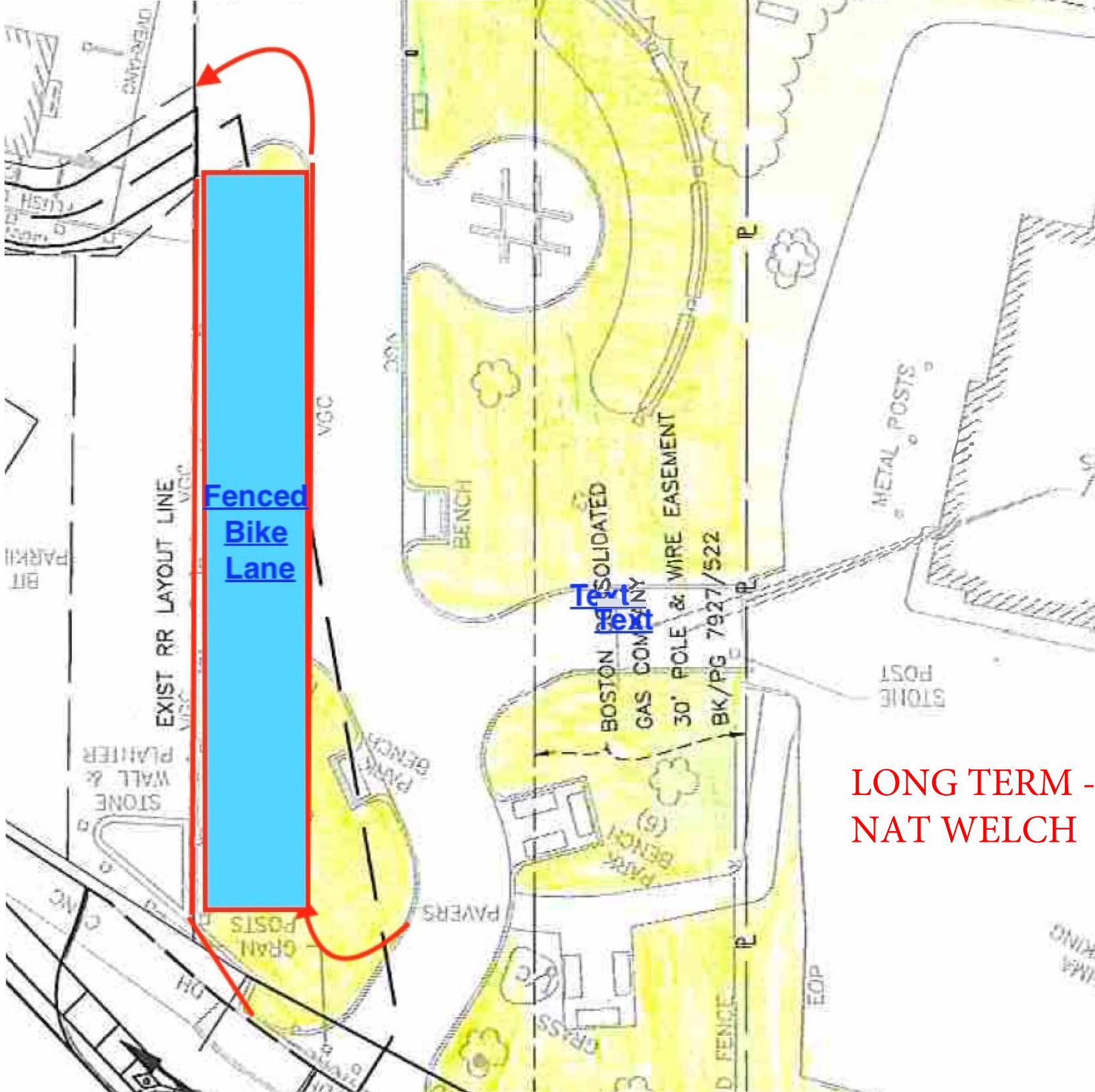
Add crosswalk that goes from 99's to the bike path



CONCORD
BRUCE FREEMAN RAIL TRAIL PHASE 2C

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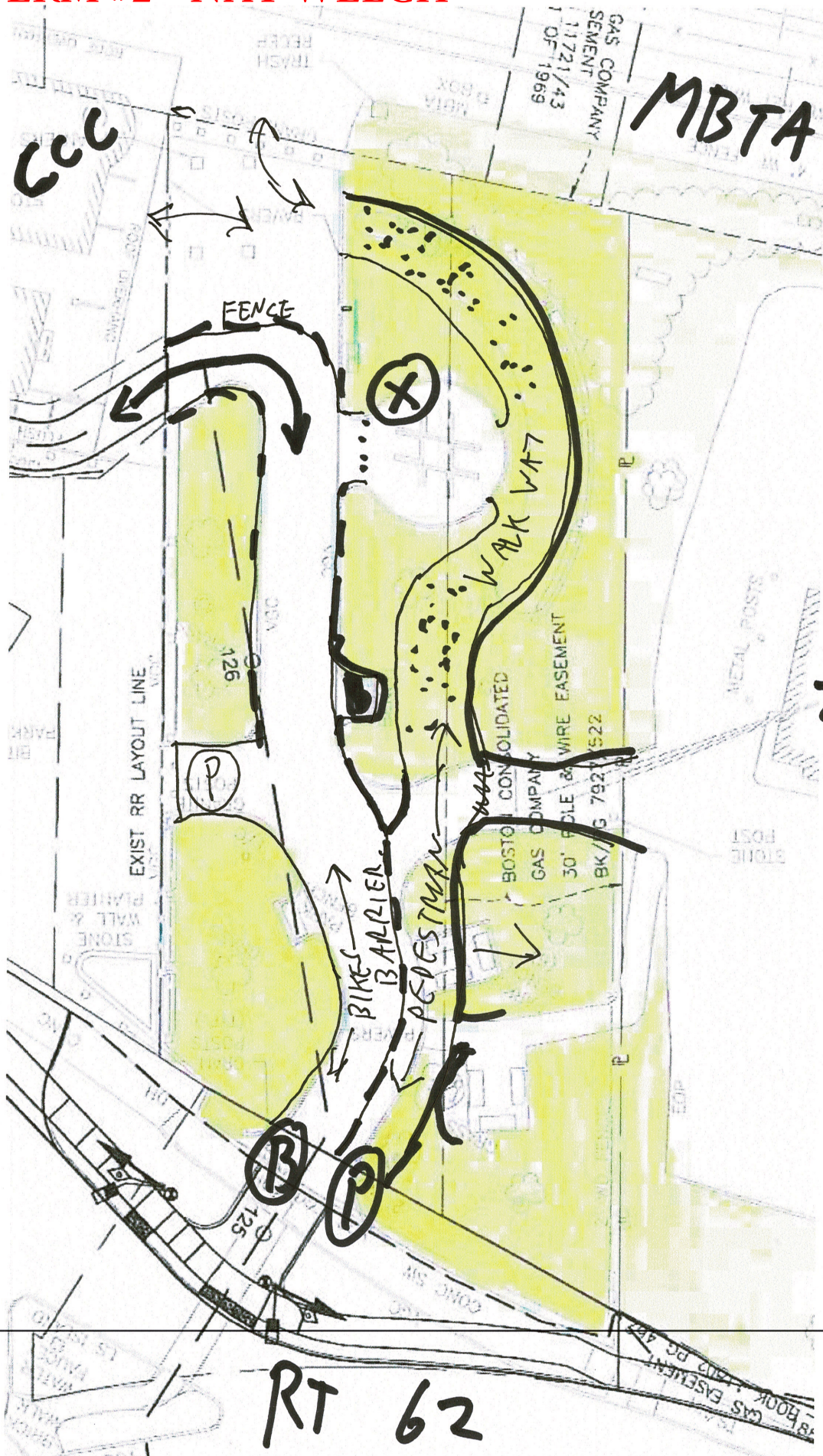


Fenced
Bike
Lane

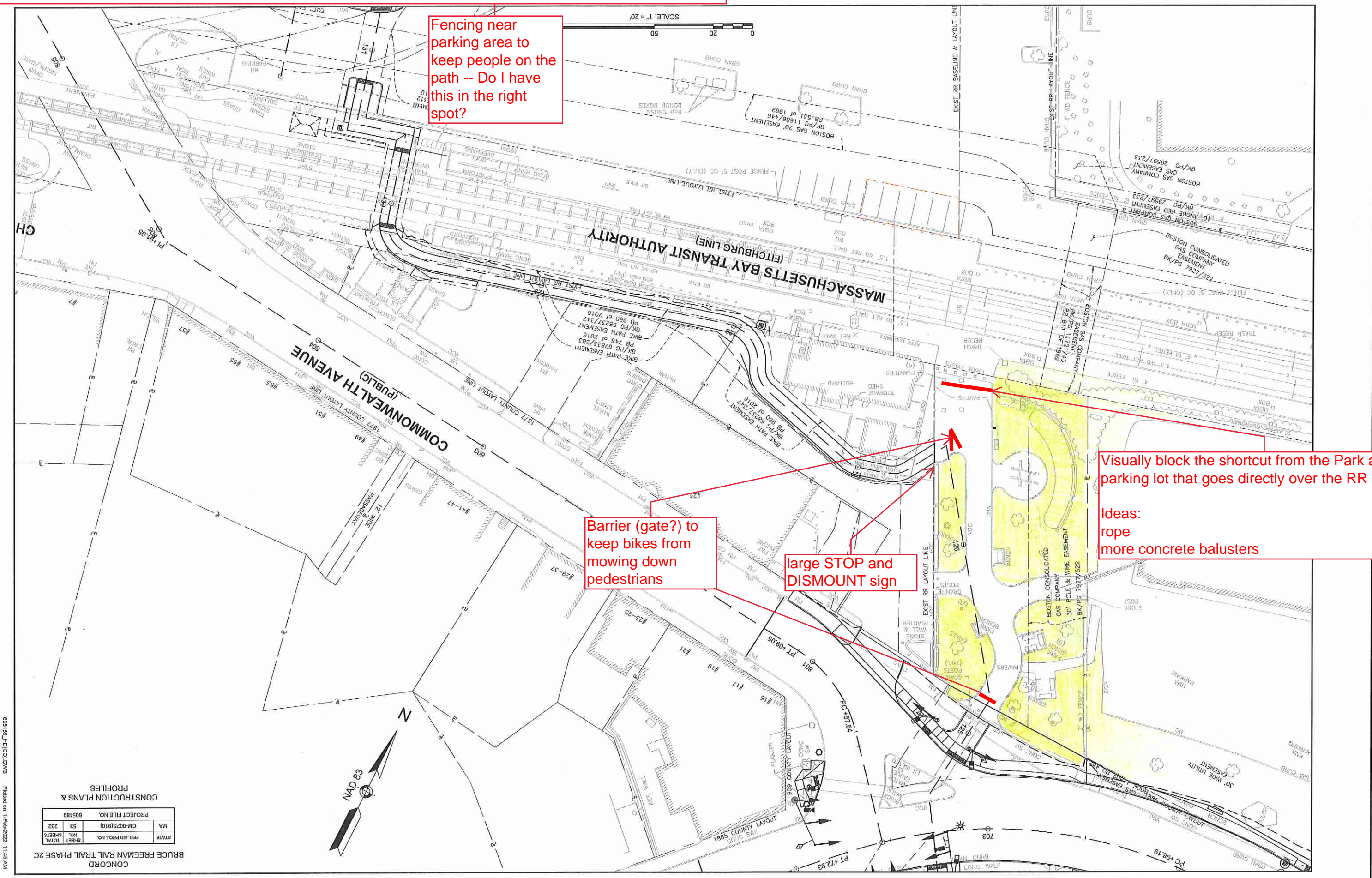
Text
Text

LONG TERM - #1
NAT WELCH

LONG TERM #2 - NAT WELCH



SHORT TERM - DORCAS MILLER



Fencing near parking area to keep people on the path -- Do I have this in the right spot?

Barrier (gate?) to keep bikes from mowing down pedestrians

large STOP and DISMOUNT sign

Visually block the shortcut from the Park and the parking lot that goes directly over the RR track

Ideas:
rope
more concrete balusters

CONSTRUCTION PLANS & PROFILES

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SHORT TERM - TRACY HANSEN

Note: Green line needs to continue on rail trail all the way through the town ideally - or at least until connects behind apartment complex/Orange Theory/Barre (also confusing)

Sign that reads:
**RAIL TRAIL USERS:
Follow Green Line**

Sign that reads:
**RAIL TRAIL THIS WAY (big left arrow)
Follow Green Line**

Sign on middle fence reads:
**TRAIN ACCESS FOR COMMUTERS ONLY
FOR RAIL TRAIL, FOLLOW GREEN LINE**

Sign that reads:
**RAIL TRAIL USERS:
Follow Green Line
Max Speed: 5 mph**

Adding 4 planters to serve as barrier between pedestrian route and rail trail route

Sign that reads:
**PEDESTRIANS:
Stay right through
Junction Park**

3 Stacked attractive walls/fences

Adding 3 tables to create pedestrian area

Green Line

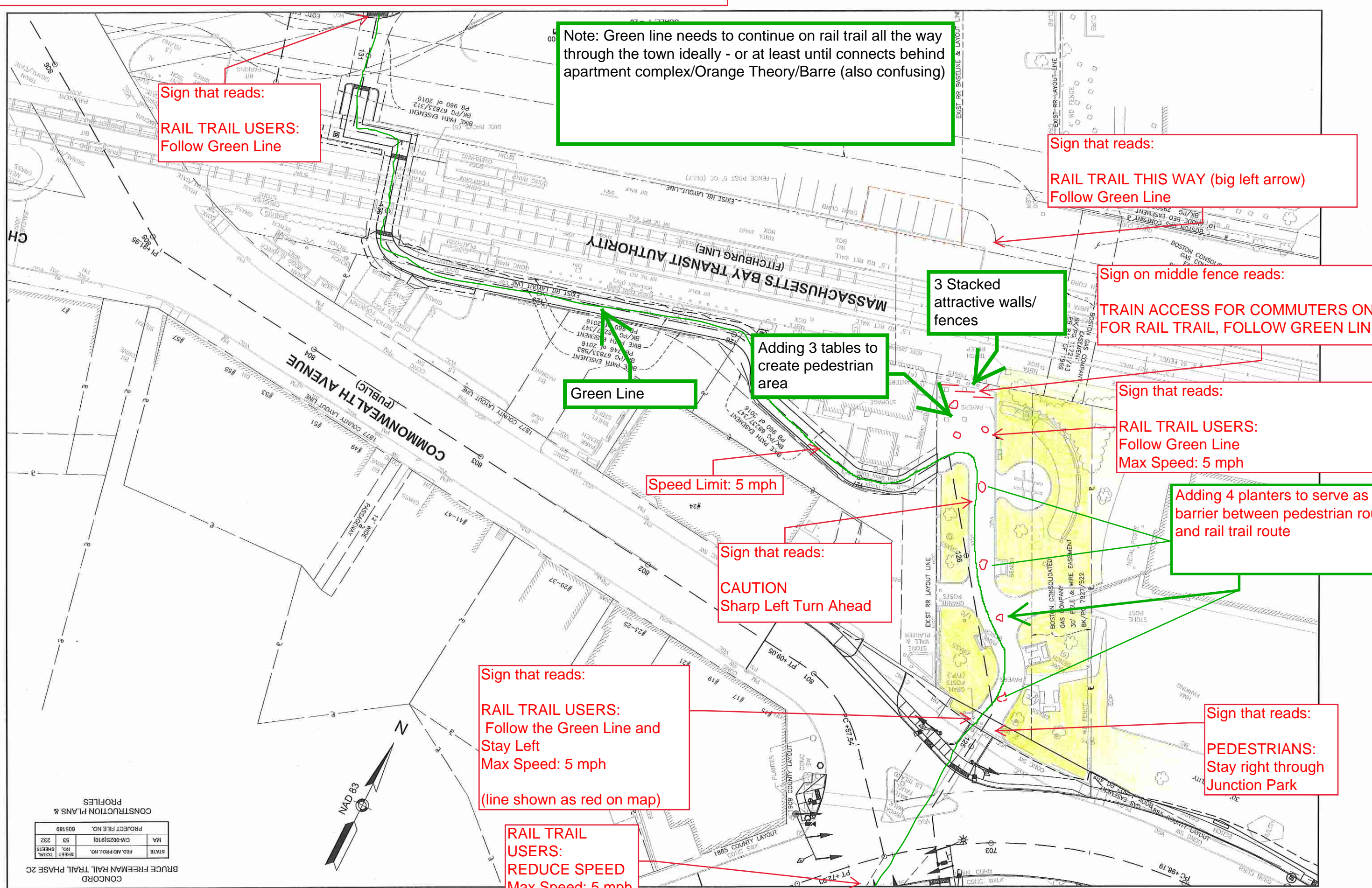
Speed Limit: 5 mph

Sign that reads:
**CAUTION
Sharp Left Turn Ahead**

Sign that reads:
**RAIL TRAIL USERS:
Follow the Green Line and
Stay Left
Max Speed: 5 mph

(line shown as red on map)**

**RAIL TRAIL
USERS:
REDUCE SPEED
Max Speed: 5 mph**

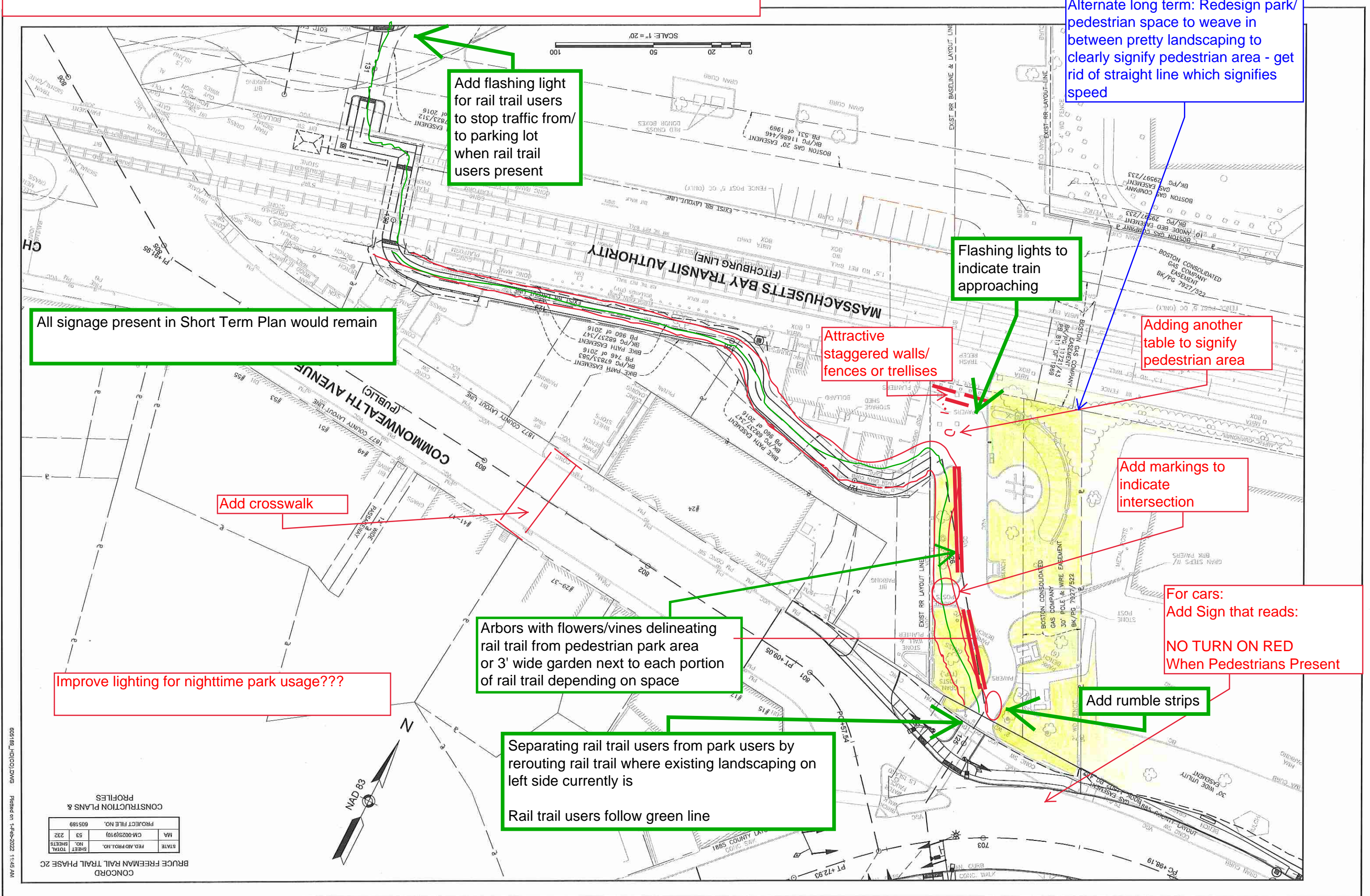


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CONCORD
BRUCE FREEMAN RAIL TRAIL PHASE 2C

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LONG TERM - TRACY HANSEN



Alternate long term: Redesign park/pedestrian space to weave in between pretty landscaping to clearly signify pedestrian area - get rid of straight line which signifies speed

Add flashing light for rail trail users to stop traffic from/to parking lot when rail trail users present

Flashing lights to indicate train approaching

All signage present in Short Term Plan would remain

Attractive staggered walls/fences or trellises

Adding another table to signify pedestrian area

Add crosswalk

Add markings to indicate intersection

For cars:
Add Sign that reads:
NO TURN ON RED
When Pedestrians Present

Improve lighting for nighttime park usage???

Arbors with flowers/vines delineating rail trail from pedestrian park area or 3' wide garden next to each portion of rail trail depending on space

Add rumble strips

Separating rail trail users from park users by rerouting rail trail where existing landscaping on left side currently is
Rail trail users follow green line

CONCORD
BRUCE FREEMAN RAIL TRAIL PHASE 2C

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