

based shuttle are more critical for certain populations – such as seniors or youth – than for older students or adults. The Town should work with companies utilizing new technologies such as Automated Vehicles (AV) for transit shuttles when the technology is effective and appropriate for Concord’s uses.

4. Encourage and incentivize carpooling in town, including high school students to reduce the amount of traffic and congestion from the high school. The concept of incentivizing carpooling may also apply to employees in town if preferential off-street parking or other tangible benefits are identified.
5. Identify shared use of transit vehicles (e.g., buses, vans) to improve door-to-door transportation options for the rapidly growing senior population and others who are unable to wait, walk, or carry packages to shuttle stops. The Council on Aging (COA) offers a shuttle for seniors but is limited in its capacity and restricted in who it can serve, as is the case with transportation offered by other social service providers. With appropriate and more flexible funding sources, some of these separately run shuttles may be able to coordinate and offer services to the public. In Acton, a collaborative multi-town service consisting of COA vans was piloted to increase capacity with existing vehicles. While the COA vans still operate in Acton, Boxborough, Littleton, and Maynard, Acton also has multiple services, including the MinuteVan that is dial-a-ride for residents of any age, a commuter rail shuttle, and Road Runner, which is specifically for seniors and those with disabilities. The Town should coordinate with the State around efficacy of shared mobility programs that utilize Town-owned vehicles, including school fleets, for integrated public transportation. These existing shared use vehicles may be complemented by new technology to provide a comprehensive range of services.
6. Improve multi-modal transportation opportunities, particularly from transit hubs to work destinations. Continue discussions with Hanscom Air Force Base and others to develop shuttle service for first-mile/last-mile from Concord’s train stations to work destinations. Employers whose businesses run outside of standard commuting hours, such as farms and restaurants, face the additional hurdle of not having available access to either train station (due to limited train service late at night and early morning). Employers who have more standard operating hours could participate in CrossTown Connect to learn more about transportation demand management options and participate in implementing transportation solutions.

ROADS POLICY & COMPLETE STREETS

How does the 1994 Roads Policy Compare to National Complete Streets Standards?

In the *Elements of a Complete Street Policy* (2018), the National Complete Streets Coalition (NCSC), which is recognized by MassDOT and is a widely accepted collaborative authority on complete streets, identifies 10 elements of a comprehensive complete streets policy.

To more fully address these elements Concord may wish to add standards focusing on bicycle and pedestrian safety as well as customization of standards for different land-use contexts. The Town should also consider how best to coordinate these standards across various review agencies and provide clear performance standards to ensure effective implementation.

10 Elements of Complete Streets

- 1. Vision and Intent**
- 2. Diverse Users**
- 3. Commitment in all projects and phases**
- 4. Clear, accountable expectations**
- 5. Jurisdiction**
- 6. Design**
- 7. Land Use and context sensitivity**
- 8. Performance Measures**
- 9. Project Selection Criteria**
- 10. Implementation Steps**

Goal 3: Create safe, cost-effective walking and bicycling connections between key pedestrian and bicycle paths/trails to improve mobility around Concord.

During the planning process, many residents voiced their desire for strategic sidewalk and bike path connections from residential neighborhoods to key destinations, such as schools, village centers, and existing paths. Such enhancements would specifically focus on improving connections to school or afterschool activities for students and to and between the village centers for all residents – eliminating vehicle trips and improving community



TOWN OF CONCORD

Concord Public Works
133 Keyes Road ~ Concord, MA ~ 01742
Phone ~ 978.318.3206

November 3, 2020

Reformatory Branch Trail Maintenance
C/O David Manugian, DPW Director
Town of Bedford Department of Public Works
314 The Great Road
Bedford, MA 01730

Re: Minuteman Bikeway Extension, Bedford, MA
Transportation Improvements Project
MassDOT Project File Number 607738
Connection to Concord

Dear Mr. Manugian,

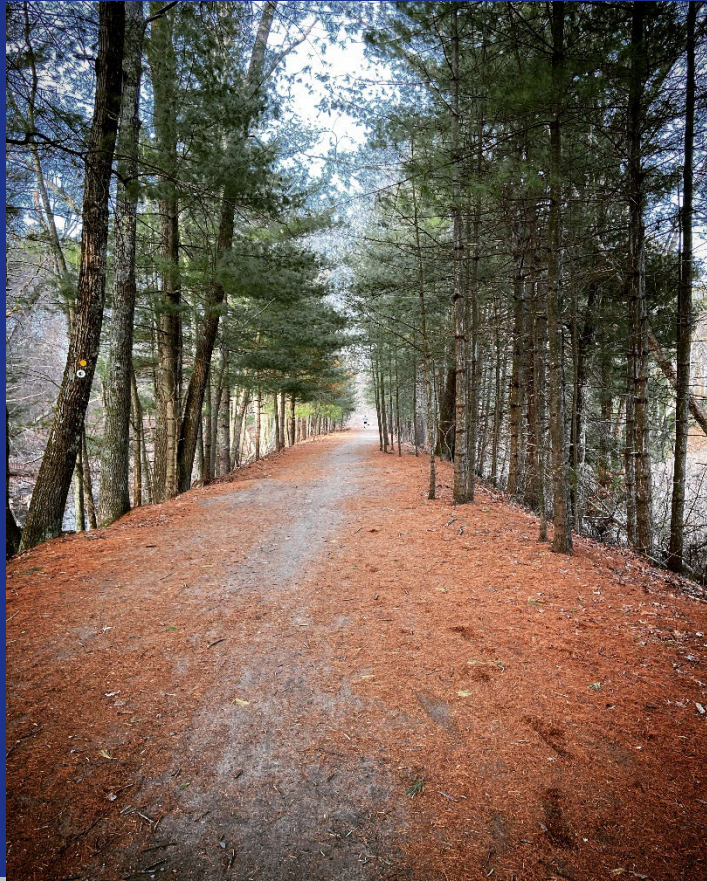
The Town of Concord recognizes the regional significance of the Minuteman Bikeway Trail and supports the Town of Bedford's work to extend the paved trail to the Concord Town line. Concord also supports Bedford's intent to provide a grade separated crossing to convey the trail underneath Concord Road (also known as State-numbered Route 62), which would allow users to more safely and comfortably connect to the existing unpaved Reformatory Branch Trail that continues into Concord Center.

In order to establish and maintain connectivity of the trail systems between the towns, the Town of Concord plans on continuing its maintenance of the Reformatory Branch Trail as a multi-use, all season recreational trail. The Town of Concord looks forward to continued collaboration with the Town of Bedford on this important regional corridor for pedestrians and bicyclists of both towns.

Sincerely,

Alan H. Cathcart
Director

Cc: Stephen Crane, Concord Town Manager
Marcia Rasmussen, Concord Director of Planning & Land Management



The former railroad
ROW is adjacent to
swampland, protected
habitat and nearby
residential
neighborhoods

THE REFORMATORY BRANCH TRAIL

- ❑ PROVIDES SAFE, COMFORTABLE ACCESS TO CONCORD CENTER BY FOOT, BIKE AND OTHER CARBON-FREE MOBILITY MODES FOR ADULTS AND CHILDREN
- ❑ IMPROVEMENT ALIGNS WITH OUR CLIMATE ACTION GOALS
- ❑ IMPROVEMENTS TO GRADING, DRAINAGE AND SURFACE CONDITIONS MAY BE ACCOMPLISHED WITHOUT ASPHALT OR OTHER PAVING
- ❑ WILDLIFE HABITAT MUST AND WILL BE PROTECTED

The RBT needs help in the 21st Century

Trail Conditions & Hazards

- ❑ Muddy, poorly stabilized trail surface
- ❑ Poor drainage in various sections
- ❑ Trees and metal hatches present in the trailbed
- ❑ Cracked, steep drop-off at Treatment Plant Road
- ❑ Grades too steep, trail conditions poor for persons with mobility challenges

THE RBT TODAY

**STEEP DROP OFF – ERODED
SLOPE**



**MUDDY, SLIPPERY SLOPES
WITH TREES IN THE TRAIL**





THE RBT ISN'T ACCESSIBLE AND SAFE IN PLACES

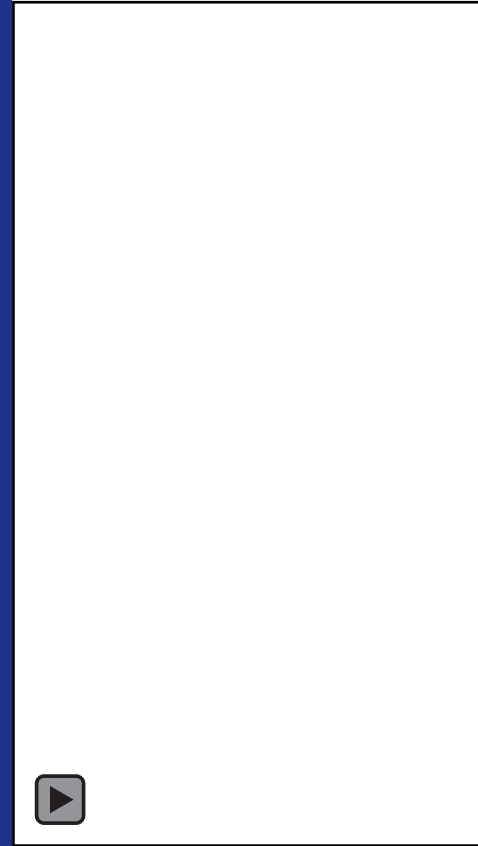


WALDEN STREET, CONCORD, MA

STABILIZED SURFACE
ACCESSIBLE TRAIL –

DCR RESERVATION

ADJACENT TO WALDEN
POND



**CONSTRUCTION OF THE RBT IN BEDFORD IS SCHEDULED TO COMMENCE
IN 2024 - BRINGING BIKES AND PEDS TO CONCORD**

**PUBLIC FORUMS AND THE FEASIBILITY STUDY PROCESS PROVIDES THE
OPPORTUNITY FOR ALL CONCORD RESIDENTS TO PARTICIPATE**

**FUNDING IS NECESSARY TO HAVE A ROBUST PLANNING PROCESS;
FUNDING IS AVAILABLE THROUGH ALREADY APPROPRIATED FUNDS,
CURRENT STATE GRANTS, AND NEW FUNDS FROM THE 2021 FEDERAL
INFRASTRUCTURE BILL SPECIFICALLY FOCUSED ON 'ACTIVE
TRANSPORTATION NETWORKS' ...**

... BUT THE TOWN MUST DEMONSTRATE COMMITMENT

LET'S MAKE THE RBT SAFE AND ACCESSIBLE FOR ALL!

